

**Meeting Date:** Tuesday 27 June 2023  
**Location:** Council Chambers, Level 1A, 1 Pope Street, Ryde and Online  
**Time:** 6.00pm

*Council Meetings will be recorded on audio tape for minute-taking purposes as authorised by the Local Government Act 1993. Council Meetings will also be webcast.*

**Statement of Ethical Obligations**  
*Councillors are reminded of their Oath or Affirmation of Office made under Section 233A of the Local Government Act 1993 and their obligation under Council's Code of Conduct to disclose and appropriately manage Conflicts of Interest.*

## **NOTICE OF BUSINESS**

<b>Item</b>	<b>Page</b>
<b>COUNCIL REPORTS</b>	
1	ITEMS PUT WITHOUT DEBATE ..... 1
2	CONFIRMATION OF MINUTES - Council Meeting held on 23 May 2023 ..... 2
3	FOUR YEAR DELIVERY PROGRAM 2022-2026 INCLUDING ONE YEAR OPERATIONAL PLAN 2023/24..... 30
4	LOCAL GOVERNMENT REMUNERATION TRIBUNAL DETERMINATION - Councillor and Mayoral fees for 2023/2024 ..... 38
5	REVIEW OF RELATED PARTY DISCLOSURES POLICY AND GUIDELINES ..... 44
6	SPORTS FIELDS ACTION PLAN - TOWARDS 2036: PUBLIC EXHIBITION OUTCOMES ..... 61
7	REDUCING ORGANIC AND NON-ORGANIC MATTER IN OUR WATERWAYS..... 70
8	MELROSE PARK TRAFFIC ASSESSMENT ..... 79
9	EXCEPTING PROCUREMENT LOCAL GOVERNMENT ACT 1993 S55 REQUIREMENTS FOR TENDERING - Tesserent Data Centre Hosting Services Contract..... 109
10	EXCEPTING A PROCUREMENT FROM THE LOCAL GOVERNMENT ACT 1993 S55 REQUIREMENTS FOR TENDERING ..... 124
11	VARIATIONS TO DEVELOPMENT STANDARDS UNDER CLAUSE 4.6 OF RYDE LOCAL ENVIRONMENT PLAN 2014..... 127
12	TRAFFIC AND PARKING MATTERS APPROVED BY THE RYDE TRAFFIC COMMITTEE MEETING - MAY 2023 ..... 133
<b>INFORMATION REPORT</b>	
13	REPORT FOR THE INFORMATION OF COUNCIL - INVESTMENT REPORT AS AT 31 MAY 2023 ..... 175

**Meeting Date:** Tuesday 27 June 2023  
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### NOTICE OF BUSINESS (CONTINUED)

Item	Page
<b>NOTICES OF MOTION</b>	
1 PLAYGROUND SOFTFALL AT RYDE PARK - Councillor Roy Maggio.....	183
2 NEW LEASE FOR PUTNEY BOWLING CLUB - Councillor Roy Maggio.....	183
3 REVIEW OF SOCIAL MEDIA ADVERTISING OPTIONS - Councillor Roy Maggio.....	183
4 BUILDING OF SECOND RESERVOIR IN MARSFIELD BY SYDNEY WATER - Councillor Justin Li .....	184
5 DIWALI LIGHTS COMPETITION IN THE CITY OF RYDE - Deputy Mayor, Councillor Shweta Deshpande .....	184
6 REPORT ON ILLEGALLY REMOVED TREES AND INCREASING FINES - Councillor Penny Pedersen .....	185
7 ALLOCATION OF STREET ADDRESSES FOR CORNER SUBDIVISIONS - Councillor Penny Pedersen .....	186
8 IMPACT OF ROAMING CATS ON LOCAL NATIVE WILDLIFE - Councillor Penny Pedersen.....	187
9 SAFETY AT FLINDERS ROAD VILLAGE SHOPS - Councillor Bernard Purcell .....	189
10 PARKING IN MEADOWBANK PRECINCT - Councillor Bernard Purcell .....	189
11 REPRIORITISING CITY OF RYDE PROJECTS TO PAY FOR TG MILLNER FIELD - Councillor Bernard Purcell.....	190
<b>QUESTIONS BY COUNCILLORS AS PER POLICY</b>	
1 QUESTIONS WITH NOTICE - Councillor Roy Maggio .....	191
2 QUESTIONS WITH NOTICE - Councillor Penny Pedersen .....	191
<b>CONFIDENTIAL ITEMS</b>	
14 REPORT ON USE OF RESTRICTED RESERVES .....	193

## **COUNCIL REPORTS**

### **1 ITEMS PUT WITHOUT DEBATE**

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**Report prepared by:** Civic Services Manager  
**File No.:** CLM/23/1/1/2 - BP23/115

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#### **REPORT SUMMARY**

In accordance with Council's Code of Meeting Practice, Council can determine those matters on the Agenda that can be adopted without the need for any discussion.

#### **RECOMMENDATION:**

That Council determine the Items on Council's Agenda that will be adopted without debate.

OR

That Council determine all Items on the Agenda.

## **2 CONFIRMATION OF MINUTES - Council Meeting held on 23 May 2023**

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**Report prepared by:** Civic Services Manager

**File No.:** CLM/23/1/1/2 - BP23/185

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### **REPORT SUMMARY**

In accordance with Council's Code of Meeting Practice, a motion or discussion with respect to such minutes shall not be in order except with regard to their accuracy as a true record of the proceedings.

### **RECOMMENDATION:**

That the Minutes of the Council Meeting 5/23, held on 23 May 2023 be confirmed.

### **ATTACHMENTS**

- 1 MINUTES - Council Meeting - 23 May 2023**



**ITEM 2 (continued)**

**ATTACHMENT 1**



Council Meeting  
**MINUTES OF MEETING NO. 5/23**

**Meeting Date:** Tuesday 23 May 2023  
**Location:** Council Chambers, Level 1A, 1 Pope Street, Ryde and Online  
**Time:** 6.00pm

**Councillors Present in Chambers:** The Mayor, Councillor Yedelian OAM and Councillors Brown, Deshpande, Han, Li, Maggio, Pedersen and Purcell.

**Councillors Present via online Audio Visual:** Councillors Lane, Lara-Watson, O'Reilly and Song.

Note: Councillor Lane arrived at the meeting at 6.22pm during discussion on Matter of Urgency 1.

Note: Councillor Maggio left the meeting at 8.54pm and did not return. He was not present for voting on Item 11 and Item 12.

**Apologies:** Nil.

**Staff Present:** Chief Executive Officer, Acting General Manager – Business and Operations, General Manager – City Shaping, General Counsel, Acting Chief Financial Officer, Executive Manager – City Development, Executive Manager – City Infrastructure, Executive Manager – City Life, Executive Manager – People and Business, Executive Officer – City Places, Executive Officer – City Spaces, Manager – Business Assurance and Governance, Manager – Community Services, Manager – Engineering and Project Delivery, Manager – Traffic Services, Manager – Property Management, Manager – Circular Economy, Eastwood Central Commercial Manager, Environmental Engineer Waste, Media and Communications Officer, IT Applications Support Officer, Civic Services Manager and Civic Support Officer.

**PRAYER**

Greigory Whittaker of the Salvation Army was present and offered prayer prior to the commencement of the meeting.

**NATIONAL ANTHEM**

The National Anthem was sung prior to the commencement of the meeting.

**DISCLOSURES OF INTEREST**

There were no disclosures of interest.

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Minutes of the Council Meeting No. 5/23, dated 23 May 2023.

**ITEM 2 (continued)**

**ATTACHMENT 1**

**TABLING OF PETITIONS**

No Petitions were tabled.

**STATEMENT BY CHIEF EXECUTIVE OFFICER**

The Chief Executive Officer, Wayne Rylands addressed the meeting, the time being 6.06pm.

**PUBLIC PARTICIPATION ON ITEMS LISTED ON THE AGENDA**

The following persons provided a written submission to Council:-

Name	Topic
David Hall	<b>Notice of Motion 1</b> – Environmental sediment problem around Morrison Bay
Andrew & Jackie Foristal	<b>Notice of Motion 1</b> – Environmental sediment problem around Morrison Bay
Alison Small	<b>Notice of Motion 1</b> – Environmental sediment problem around Morrison Bay
Sonja & David Heyworth	<b>Notice of Motion 1</b> – Environmental sediment problem around Morrison Bay
Tom Krapeshlis	<b>Notice of Motion 1</b> – Environmental sediment problem around Morrison Bay
David Galvin	<b>Notice of Motion 1</b> – Environmental sediment problem around Morrison Bay
Giovaninno Navarra	<b>Notice of Motion 1</b> – Environmental sediment problem around Morrison Bay
Lachlan Heyworth	<b>Notice of Motion 1</b> – Environmental sediment problem around Morrison Bay
Liz Parsons	<b>Notice of Motion 1</b> – Environmental sediment problem around Morrison Bay
James Balestriere	<b>Notice of Motion 1</b> – Environmental sediment problem around Morrison Bay
Fonda Argyrakakls	<b>Notice of Motion 1</b> – Environmental sediment problem around Morrison Bay
Amber & Nathan Sawyers	<b>Notice of Motion 1</b> – Environmental sediment problem around Morrison Bay
George Rofail	<b>Notice of Motion 1</b> – Environmental sediment problem around Morrison Bay
Ari Ozbenian	<b>Notice of Motion 1</b> – Environmental sediment problem around Morrison Bay
Serge Laureti	<b>Notice of Motion 1</b> – Environmental sediment problem around Morrison Bay
David Low	<b>Notice of Motion 1</b> – Environmental sediment problem around Morrison Bay

Minutes of the Council Meeting No. 5/23, dated 23 May 2023.

**ITEM 2 (continued)**

**ATTACHMENT 1**

Name	Topic
Tony & Kylie Gillies	<b>Notice of Motion 1</b> – Environmental sediment problem around Morrison Bay
Frances Breen (representing the Ryde Hunters Hill Flora & Fauna Preservation Society Inc)	<b>Notice of Motion 6</b> – Report on risks to environment, public health, amenity and the Western Harbour Tunnel and Warringah Freeway upgrade support site

**PUBLIC PARTICIPATION ON ITEMS NOT LISTED ON THE AGENDA**

No written submissions were received.

**MATTER OF URGENCY 1**

Councillor Maggio advised the meeting that he wished to raise a Matter of Urgency regarding the cancellation of the Cork and Fork Festival, the time being 6.14pm.

The Mayor, Councillor Yedelian OAM accepted this matter as an Urgent Item.

**RESOLUTION:** (Moved by Councillors Maggio and Li)

That Council consider a Matter of Urgency raised by Councillor Maggio, regarding the cancellation of the Cork and Fork Festival.

**Record of Voting:**

For the Motion: Unanimous

**MATTER OF URGENCY 1 – CANCELLATION OF CORK AND FORK FESTIVAL**

Note: Councillor Lane arrived at the meeting at 6.22pm during discussion on this Item.

**RESOLUTION:** (Moved by Councillors Maggio and Li)

In light of Sundays unforeseen late cancellation of the Cork and Fork event which is a highly successful and much loved event in the City of Ryde:-

- (a) That Council restage this year's Cork and Fork event at an appropriate time later in 2023 and announce the future date as soon as possible.
- (b) That Council publish an apology to all ratepayers, stall holders, artists and sponsors across all media channels, with details of the rescheduled date.
- (c) That the Mayor write to all stall holders, sponsors and artists apologising and inviting them to attend to the rescheduled date.

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Minutes of the Council Meeting No. 5/23, dated 23 May 2023.

**ITEM 2 (continued)**

**ATTACHMENT 1**

- (d) That staff report back on options for any stallholders and food trucks that are unable to attend the rescheduled date, for example refunding permit fees and/or attend free of charge at the 2024 Cork and Fork.
- (e) That staff report back on options of compensation for all affected stall holders, food trucks, artists and sponsors including those unable to attend the rescheduled date.
- (f) That consultation be undertaken with all residents on the future location for the Cork and Fork events from 2024 onwards, including but not limited to the suitability of Morrison Bay Park, Putney Park and dedicated, event-day utilisation of Pellisier Road and Frances Road in Putney.
- (g) That staff report to Councillors within five (5) days by an email including all details on the precise reasons for cancellation of the event on 21 May 2023 including those who made the decision and who was consulted.
- (h) That additional funds for the rescheduled event be allocated in the 23/24 budget.

**Record of Voting:**

For the Motion: Unanimous

**MATTER OF URGENCY 2**

Councillor Purcell advised the meeting that he wished to raise a Matter of Urgency regarding project overruns and lack of project updates in Ryde, the time being 6.41pm.

The Mayor, Councillor Yedelian OAM accepted this matter as an Urgent Item.

**RESOLUTION:** (Moved by Councillors Purcell and Pedersen)

That Council consider a Matter of Urgency raised by Councillor Purcell, regarding project overruns and lack of project updates in Ryde.

**Record of Voting:**

For the Motion: Unanimous

**MATTER OF URGENCY 2 – PROJECT OVERRUNS AND LACK OF PROJECT UPDATES IN RYDE**

**RESOLUTION:** (Moved by Councillors Purcell and Pedersen)

As Councillors know all too well, project overruns and lack of project updates are the source of great annoyance to the residents of Ryde.

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Minutes of the Council Meeting No. 5/23, dated 23 May 2023.

**ITEM 2 (continued)**

**ATTACHMENT 1**

Recently, two significant projects in Meadowbank have been the cause for much concern and resident disquiet – being the Constitution Road footpath access between Bowden and See Streets and the storm water works where Hedgeland Close meets Rothesay Avenue.

This is a source of reputational damage for the City of Ryde and its Councillors.

As it stands, it is up to Councillors to make a desk help request for information and then disseminate that information.

Matter of Urgency:

- (a) That the City of Ryde, through the direction of the Chief Executive Officer, in the first instance, identify all significant capital works projects (over \$1 million or overdue projects) throughout the City of Ryde including start and estimated finish dates.
- (b) That the City of Ryde, through the direction of the Chief Executive Officer, regularly updates significant projects in a bimonthly capital works report – to go to Councillors in the CIB or similar format.
- (c) That the City of Ryde, through the direction of the Chief Executive Officer, investigates options for an online version of these capital works updates for residents to access easily.

**Record of Voting:**

For the Motion: Unanimous

**COUNCIL REPORTS**

**1 ITEMS PUT WITHOUT DEBATE**

**RESOLUTION:** (Moved by Councillors Brown and Maggio)

That Council adopt Mayoral Minute 9/23, Item 2, Item 4, Item 5, Item 7, Item 8, Item 9, Notice of Motion 4, Notice of Motion 5 and Notice of Motion 8 listed on the Council Agenda as per the Recommendations in the reports.

**Record of Voting:**

For the Motion: Unanimous

Minutes of the Council Meeting No. 5/23, dated 23 May 2023.

**ITEM 2 (continued)**

**ATTACHMENT 1**

**MAYORAL MINUTE**

**MM9/23 WASTE SUMMIT AND FOLLOW UP INFORMATION – Mayor,  
Councillor Sarkis Yedelian OAM**

**RESOLUTION:**

- (a) That Council work with other Sydney Councils on:
  - i. Reducing waste
  - ii. Improving environmental outcomes where waste has to be processed and
  - iii. Finding solutions for the residue that is left
- (b) That Council ask the NSW Government to invest the revenue from its waste levy for council and industry initiatives that:
  - i. Accelerate the transition to a circular economy
  - ii. Build the waste infrastructure needed to meet the growing pressures of population growth, loss of landfill capacity and a lack of competition in the sector
  - iii. Educate and support communities to reduce waste

**COUNCIL REPORTS**

**2 CONFIRMATION OF MINUTES – Council Meeting held on 26 April 2023**

**RESOLUTION:**

That the Minutes of the Council Meeting 4/23, held on 26 April 2023 be confirmed.

**4 LOCAL HERITAGE ASSISTANCE FUND ROUND 3 – PROPOSED GRANTS APPLICATIONS**

**RESOLUTION:**

- (a) That the five (5) applications to Round 3 of the Local Heritage Assistance Fund be supported and receive funding assistance pursuant to Section 356 of the Local Government Act, 1993, being:
  - 44 Simla Road, Denistone, \$15,000.00
  - 23 Bellevue Avenue, Denistone, \$13,600.00
  - 57 Meriton Street, Gladesville, \$13,915.90
  - 39a Anthony Street, Denistone, \$9,000.00
  - 7 Regent Street, Putney, \$14,270

Minutes of the Council Meeting No. 5/23, dated 23 May 2023.



**ITEM 2 (continued)**

**ATTACHMENT 1**

- (b) That Council allocate the amount of \$65,785.90 from the Heritage Grants Reserve for the purpose of (a) above and that it be reflected in the next Quarterly Budget Adjustment.
- (c) That the successful and unsuccessful applicants to Round 3 of the Local Heritage Assistance Fund be advised in writing of the outcomes of their applications.

**5 REZONE LAND AT 2 THISTLE STREET, RYDE FROM SP2 INFRASTRUCTURE (EDUCATIONAL ESTABLISHMENT) TO RE1 PUBLIC RECREATION**

**RESOLUTION:**

- (a) That Council endorse planning proposal, attached to this report (**ATTACHMENT 1**), to rezone the land, being Lot 1 DP120850, Lot 1 DP437180 & Lot 1 DP135062, at 2 Thistle Street, Ryde, from SP2 Infrastructure (Educational Establishment) to RE1 Public Recreation, including a Schedule 1 additional use on Lot 1 DP437180 for a "Centre Based Child Care Centre", for submission to the Department of Planning and Environment for Gateway Determination under 3.34 of the Environmental Planning and Assessment Act 1979.
- (b) That the Department of Planning and Environment be advised that Council wishes to be delegated as the Local Plan-Making Authority.
- (c) That following public exhibition, the planning proposal and any submissions received be reported back to Council to finalise the proposal.

**7 RYDE SWIMMING ACADEMY – CSIRO SPORTS FACILITY AT NORTH RYDE**

**RESOLUTION:**

That the information contained within this report be noted.

**8 EXCEPTING PROCUREMENT FROM LOCAL GOVERNMENT ACT 1993 S.55 REQUIREMENTS FOR TENDERING – BOOKABLE FACILITIES BOOKINGS SOFTWARE**

**RESOLUTION:**

That, pursuant to Section 55(3)(i) of the Local Government Act 1993 and having regard to the information put before it:

**ITEM 2 (continued)**

**ATTACHMENT 1**

- i. Council is satisfied that there are extenuating circumstances and that inviting tenders will not achieve a satisfactory result.
- ii. Council does not invite tenders for the procurement of Facilities Booking Software.
- iii. Council authorise the Chief Executive Officer or their representative to enter into extensions of the current contract for the Bookable software for twelve (12) month terms for each of the next three (3) years for a value not exceeding \$210,000 excl. GST and a total contract value not exceeding \$390,000 excl GST.

**9 EXCEPTING PROCUREMENT FROM THE LOCAL GOVERNMENT ACT 1993 S.55 REQUIREMENTS FOR TENDERING**

**RESOLUTION:**

That, pursuant to Section 55(3)(i) of the Local Government Act 1993 and having regard to the information put before it:

- i. Council is satisfied that there are extenuating circumstances and that inviting tenders will not achieve a satisfactory result.
- ii. Council does not invite tenders for Consultancy Services related to Ryde Central project.
- iii. Council delegate to the Chief Executive Officer the authority to enter into a contract with Haron Robson Australia Pty Ltd and LCI Consulting for Consultancy Services related to Ryde Central project on terms acceptable to the Chief Executive Officer for a value not exceeding \$60,000.00 excl. GST.

**NOTICES OF MOTION**

**4 COST OF LIVING RELIEF – Councillor Sophie Lara-Watson**

**RESOLUTION:**

- (a) That the City of Ryde Council note all Ryde residents are being impacted by the rising cost of living.
- (b) That City of Ryde staff be instructed to provide a report of current savings opportunities offered by the City of Ryde by life stage:-
  - i. Young people and students
  - ii. Singles
  - iii. Families without Dependants
  - iv. Families with Dependants
  - v. Senior Citizens
  - vi. Small Business

Minutes of the Council Meeting No. 5/23, dated 23 May 2023.



**ITEM 2 (continued)**

**ATTACHMENT 1**

- (c) That these saving opportunities easily accessible (clear links, maximum benefit obtainable, application forms and other relevant information to support the application) on the City of Ryde website and through social channels.
- (d) That City of Ryde staff should investigate opportunities for further savings to be offered for each of these life stages in line with FY23/24 financial year budget process.

**5 PEDESTRIAN CROSSING FOR SEE STREET, MEADOWBANK –  
Councillor Bernard Purcell**

**RESOLUTION:**

- (a) That the City of Ryde investigate the delivery of a formalised pedestrian crossing at the corner of See and Angas Streets, Meadowbank as a matter of urgency.
- (b) That the City of Ryde make immediate requests to the RMS to fast-track this pedestrian crossing.
- (c) That the City of Ryde investigate the funding sources for this pedestrian crossing.

**8 SHRIMPTON CREEK WILDLIFE CORRIDOR, SANTA ROSA PARK –  
Councillor Katie O'Reilly**

**RESOLUTION:**

That the City of Ryde:-

- (a) Acknowledge the importance of Shrimpton's Creek and what it offers wildlife as well as community members. That there is interruption of vegetation and wildlife due to sporting activities and off leash dog activity in Santa Rosa Park causing disruption and damage to the flora and fauna along the banks of the creek.
- (b) Implement signage along the path on the South/East side of the creek stating that the pathway is an "on leash" path area. That these signs be located at either end of the path at Bridge Road and Quarry Road, at both side street access paths at Zola Avenue and Neville Street, as well as at the two informal creek crossings.

**ITEM 2 (continued)**

**ATTACHMENT 1**

- (c) Staff to investigate the opportunity to implement interpretive signage at suitable locations on the paths on both sides of the creek for creating an awareness of the small bird habitat corridor and acknowledging the work of the Habitat Network and their efforts in protecting this natural area. Then report back to Council to include an appropriate funding source.
- (d) Staff to investigate the opportunity for installation of additional water bubblers within the park with features like a dog bowl to reduce the need for dogs to seek water from the creek. The report back to Council to include an appropriate funding source.

**MAYORAL MINUTES**

**MM7/23 EMERGENCY SERVICES LEVY - Mayor, Councillor Sarkis Yedelian OAM**

**RESOLUTION:** (Moved by the Mayor, Councillor Yedelian OAM)

That the Mayor write to:-

- (a) The Premier, the Hon. Chris Minns MP, The Treasurer the Hon. Daniel Mookey MLC, The Minister for Local govt the Hon. Ron Hoenig MP and The Minister for Emergency Services the Hon. Jihad Dib MP to:
  - i. Advise how the extra cost of the Emergency Services Levy (ESL) without a government subsidy would affect City of Ryde.
  - ii. Request that the subsidy be restored this year;
  - iii. Request that the Emergency Services Levy, that councils are required to levy be decoupled from the rates, which councils levy;
  - iv. Request that the Government finds a better way to fund the emergency service functions.
- (b) State Member for Ryde, Jordan Lane MP and State Member for Lane Cove, Anthony Roberts MP and ask for their support on behalf of City of Ryde Council.

**Record of Voting:**

For the Motion: Unanimous

**ITEM 2 (continued)**

**ATTACHMENT 1**

**MM8/23 COUNCIL PROPERTIES - PROVISION OF AFTER HOURS CONTACT DETAILS - Mayor, Councillor Sarkis Yedelian OAM**

**RESOLUTION:** (Moved by the Mayor, Councillor Yedelian OAM and Councillor Maggio)

- (a) That all Council premises including toilet blocks, sporting venues, halls etc have signage installed providing a QR code which details who to contact to report issues such as damage, plumbing issues etc both during working hours and after hours.
- (b) That the QR code provided also identify the Council asset, so that the location of the incident is clear.
- (c) That work to install the signage be completed by the end of September 2023 with a report to be brought to the October Council meeting detailing the action taken and providing advice regarding any outstanding locations still in need of signage.

**Record of Voting:**

For the Motion: Unanimous

**MM9/23 WASTE SUMMIT AND FOLLOW UP INFORMATION - Mayor, Councillor Sarkis Yedelian OAM**

Note: This Item was dealt with earlier in the meeting as detailed in these Minutes.

**MM10/23 ITALIAN MIGRANTS OF RYDE – BOOK LAUNCH - Mayor, Councillor Sarkis Yedelian OAM**

**RESOLUTION:** (Moved by the Mayor, Councillor Yedelian OAM and Maggio)

- (a) That the information be noted.
- (b) That the Mayor host a morning tea for the organising committee and interested Councillors to thank them for their efforts with the compilation of the book – “A One-Way Ticket: Italian Migrants of Ryde 1860-1960”.
- (c) That the morning tea be costed to the Mayor’s catering budget.

**Record of Voting:**

For the Motion: Unanimous

**ITEM 2 (continued)**

**ATTACHMENT 1**

**MM11/23 WELCOME TO PRIME MINISTER OF INDIA – SHRI NARENDRA MODI  
- Mayor, Councillor Sarkis Yedelian OAM**

**RESOLUTION:** (Moved by the Mayor, Councillor Yedelian OAM)

- (a) That Council note the visit to Sydney by the Prime Minister of India – Shri Narendra Modi
- (b) That a suitable article be prepared for inclusion in the Mayor's column noting the visit and its importance to the large cohort of Indian residents living in the City of Ryde.

**Record of Voting:**

For the Motion: Unanimous

**COUNCIL REPORTS**

**2 CONFIRMATION OF MINUTES - Council Meeting held on 26 April 2023**

Note: This Item was dealt with earlier in the meeting as detailed in these Minutes.

**3 MARCH QUARTERLY BUDGET REVIEW AND OPERATIONAL PLAN  
PROGRESS REPORT**

**RESOLUTION:** (Moved by Councillors Lara-Watson and Deshpande)

That the proposed budget variations as detailed in **ATTACHMENT 1** to this report be endorsed by Council.

**Record of Voting:**

For the Motion: Unanimous

**4 LOCAL HERITAGE ASSISTANCE FUND ROUND 3 - PROPOSED GRANTS  
APPLICATIONS**

Note: This Item was dealt with earlier in the meeting as detailed in these Minutes.

**5 REZONE LAND AT 2 THISTLE STREET, RYDE FROM SP2  
INFRASTRUCTURE (EDUCATIONAL ESTABLISHMENT) TO RE1 PUBLIC  
RECREATION**

Note: This Item was dealt with earlier in the meeting as detailed in these Minutes.

Minutes of the Council Meeting No. 5/23, dated 23 May 2023.

**ITEM 2 (continued)**

**ATTACHMENT 1**

**6 HIRING OF APPRENTICES AND TRAINEES BY COUNCIL**

**RESOLUTION:** (Moved by Councillors Maggio and Deshpande)

- (a) That Council notes the current program for trainees and apprentices at the City of Ryde.
- (b) That Council investigates increasing the number of apprentices in the City of Ryde in the next financial year.
- (c) That Council continues to look at ways to promote and engage with local business including Macquarie University to explore opportunities to promote the local government sector.

**Record of Voting:**

For the Motion: Unanimous

**7 RYDE SWIMMING ACADEMY - CSIRO SPORTS FACILITY AT NORTH RYDE**

Note: This Item was dealt with earlier in the meeting as detailed in these Minutes.

**8 EXCEPTING PROCUREMENT FROM LOCAL GOVERNMENT ACT 1993 S.55 REQUIREMENTS FOR TENDERING - BOOKABLE FACILITIES BOOKINGS SOFTWARE**

Note: This Item was dealt with earlier in the meeting as detailed in these Minutes.

**9 EXCEPTING A PROCUREMENT FROM THE LOCAL GOVERNMENT ACT 1993 S.55 REQUIREMENTS FOR TENDERING**

Note: This Item was dealt with earlier in the meeting as detailed in these Minutes.

**INFORMATION REPORT**

**10 REPORT FOR THE INFORMATION OF COUNCIL - INVESTMENT REPORT AS AT 30 APRIL 2023**

Note: An Information Report was presented to Council.

**ITEM 2 (continued)**

**ATTACHMENT 1**

**NOTICES OF MOTION**

**1 ENVIRONMENTAL SEDIMENT PROBLEM AROUND MORRISON BAY -  
Councillor Roy Maggio**

Note: David Hall, Andrew & Jackie Foristal, Alison Small, Sonja & David Heyworth, Tom Krapeshlis, David Galvin, Giovaaninno Navarra, Lachlan Heyworth, Liz Parsons, James Balestriere, Fonda Argyrakakis, Amber & Nathan Sawyers, George Ozbenian, Serge Laureti, Tony & Kylie Gillies and David Low made a written submission on this Item and copies are **ON FILE**.

**RESOLUTION:** (Moved by Councillors Maggio and O'Reilly)

- (a) That Council arrange an on-site meeting at low tide to discuss the environmental problem occurring in Morrison Bay with the following parties invited:
1. Federal Member for Bennelong – The Hon. Jerome Laxale MP
  2. State Member for Lane Cove – Anthony Roberts MP
  3. EPA & Maritime
  4. Parramatta River Catchment Group
  5. City of Ryde Mayor & Councillors
  6. City of Ryde staff
  7. Civile Consultancy – Mr Andrew McMillan
  8. Macquarie University - Environment Faculty
- (b) That dependent on the outcomes of the on-site meeting, Council request the State Government to undertake a detailed study examining the factors causing this environmental problem and possible options to ameliorate the sediment from polluting Morrison Bay and reaching Sydney Harbour.

**Record of Voting:**

For the Motion: Unanimous

**2 SOCIAL RESPONSIBILITY PROGRAM - Councillor Roy Maggio**

**RESOLUTION:** (Moved by Councillors Maggio and Pedersen)

- (a) That Council recognises that volunteering can provide significant benefits to the community and encourages social cohesion and community wellbeing.
- (b) That volunteering opportunities are available in many different forms such as giving of time for a charity or local community group, assisting at a fundraising activity or event or even giving blood.



**ITEM 2 (continued)**

**ATTACHMENT 1**

- (c) That the Chief Executive Officer investigates the opportunity to provide staff with one (1) day of leave per year to undertake volunteering within the City of Ryde.
- (d) That the Mayor and the Chief Executive Officer prepare a media release and encourages the wider community to be involved in local volunteering to benefit the community.

**Record of Voting:**

For the Motion: Unanimous

**3 QUESTIONS BY COUNCILLORS ON COUNCIL MEETING AGENDA ITEMS - Councillor Roy Maggio**

**RESOLUTION:** (Moved by Councillors Maggio and Brown)

That any questions asked by Councillors on Agenda Items during the Council briefing prior to the Council Meeting be reported to Councillors via direct email via the Helpdesk within three (3) days.

**Record of Voting:**

For the Motion: The Mayor, Councillor Yedelian OAM and Councillors Brown, Deshpande, Han, Lane, Lara-Watson, Li and Maggio

Against the Motion: Councillors O'Reilly, Pedersen, Purcell and Song

**4 COST OF LIVING RELIEF - Councillor Sophie Lara-Watson**

Note: This Item was dealt with earlier in the meeting as detailed in these Minutes.

**5 PEDESTRIAN CROSSING FOR SEE STREET, MEADOWBANK - Councillor Bernard Purcell**

Note: This Item was dealt with earlier in the meeting as detailed in these Minutes.

**6 REPORT ON RISKS TO ENVIRONMENT, PUBLIC HEALTH, AMENITY AND THE WESTERN HARBOUR TUNNEL AND WARRINGAH FREEWAY UPGRADE SUPPORT SITE - Councillor Penny Pedersen**

Note: Frances Breen (representing the Ryde Hunters Hill Flora & Fauna Preservation Society Inc) made a written submission on this Item and a copy is **ON FILE**.

Minutes of the Council Meeting No. 5/23, dated 23 May 2023.

**ITEM 2 (continued)**

**ATTACHMENT 1**

**MOTION:** (Moved by Councillors Pedersen and Purcell)

Council notes that:-

1. City of Ryde (CoR) Council values open space, bushland and biodiversity in the local government area and understands the cultural, environmental, public health and economic benefits of protecting the Lane Cove National Park and Lane Cove River.
2. CoR has a zero emissions target and understands that Methane is at least 72 times more potent in terms of its global warming effect than CO2.
3. Transport for NSW (T4NSW) during the last term of government made a modification request to the Department of Planning in regards to the Western Harbour Tunnel and Warringah Freeway Upgrade, requesting to build a Construction Support Site (SSI 8863 Mod 1) at Wicks Road in Macquarie Park on leased land from the CoR (which borders the Lane Cove National Park and Lane Cove River). The Proposed works at the site include: excavation and earthmoving, materials stockpiling of spoil from the Cammeray tunnel dive site, segregating and testing area; establishment of a parking area for 250 vehicles for construction staff who will be bussed to and the tunnel site from Wicks road; a precast concrete construction facility; a truck marshalling area for 24/7 truck drop off; a new access road from Wicks Road; among other associated support buildings and infrastructure.
4. The NSW Environment Protection Authority (EPA) supplied advice on the T4NSW Western Sydney Harbour Tunnel modification application request. Noting:
  - Concerns over existing quality of surface water runoff from the CoR Porters Creek Construction Materials Recycling Facility.
  - Concerns with the proposed use of Council land by transport for NSW as a spoil transfer, construction and stockpile site at 1 Wicks Road Macquarie Park regarding: noise; air quality; methane release; contamination of Lane Cove national park, and water flowing to Lane Cove River.
  - 1 Wicks Road is a former landfill site that was licensed under EPL 4533 which was surrendered in July 2004. The surrender was approved subject to ongoing conditions including management monitoring conditions, most of which remain in place and are the responsibility of the CoR.
  - Previous assessments have confirmed subsurface methane is present.

Minutes of the Council Meeting No. 5/23, dated 23 May 2023.



**ITEM 2 (continued)**

**ATTACHMENT 1**

5. Department of Planning and Environment - Biodiversity and Conservation, supplied advice on the T4NSW, Western Sydney Harbour Tunnel modification application request. Noting concern over:
  - Significant impacts on the National Park regarding threatened fauna due to acoustic, vibration impacts, light pollution and the 24-hour nature of the works.
  - Dust and other airborne particulates, erosion and sediment entering the park damaging vegetation.
  - No clear mapping of land use near the Park boundary.
  - Impacts on local traffic due to significant additional truck movements and overuse of the local road network.
  - Risk of stormwater, erosion, runoff to cause downstream impacts.
  - Noise and vibration will impact on park users as the proposal would be operational 24 hours a day, seven days a week for 5 years.
  - Concrete manufacture facilities have potential to cause air quality impacts on fauna and park users.
  - No details regarding the age or size of the Eucalyptus sp. tree that is proposed to be removed for the construction; re-use of the tree or the local native provenance plant species that should replace this tree 2:1 or evidence of consult with local community restoration/rehabilitation groups, Landcare groups, surrounding reserve managers (NPWS) and Council who's responses must be documented.
6. Complaints have been made by customers visiting a business at 150 Wicks Road, North Ryde regarding odourous, dark coloured water seepage from the ground and that this land sits on a hill beside Porters Creek, a tributary of the Lane Cove River.
- (a) That staff bring back a report on the management of the former landfill site 1 Wicks Road Macquarie Park and the Transport for NSW (T4NSW) proposal to lease the land from City of Ryde (CoR) and build a transfer station there, outlining:
  - i. The 'management monitoring' conditions that were set out by the EPA when CoR surrendered the landfill site licence in 2004 and a record of maintenance that proves council has consistently met the EPA conditions since then - including any infrastructure failures.

**ITEM 2 (continued)**

**ATTACHMENT 1**

- ii. Detail of the strategy used to monitor and mitigate methane leakage at 1 Wicks Road and a description of what is done when methane is detected.
  - iii. What level - if any - that CoR City works (and the EPA) consider an acceptable level of methane seepage from any former land fill site.
  - iv. Details of former correspondence from the EPA, in regards to the quality of surface water runoff from 1 Wicks Road and what was done in response by staff to mitigate pollutant runoff and how this is monitored.
  - v. Details on the proposed operation that have been shared with Council dates and environmental protections included in the proposed (or current) lease agreement between CoR and T4NSW (or the developer) proposing the spoil transfer station.
  - vi. Details of the program of community consultation regarding the development (from T4NSW or developer). Including details of newspaper ads, drop in sessions, identification of streets in the LGA where letter boxing was carried out, social media, direct mail or sites where signage was erected.
  - vii. The size and age of the Eucalyptus sp. tree that is growing on the site and marked to be removed in this proposal; the local native provenance plant species that should replace this tree 2:1 and details of consultation regarding the tree removal with Council.
  - viii. A historical account of the ownership of the land at 150 Wicks Road North Ryde.
  - ix. Detail that may have been shared to Council regarding EPA inspections of subsoil and groundwater at 150 Wicks Road North Ryde and if there is none that staff liaise with the EPA to identify if the groundwater is contaminated and if it is reaching Porters creek or CoR stormwater (perhaps evident during periods of heavy rain).
- (b) That the Chief Executive Officer write to transport for NSW requesting:
- i. A copy of the leaflet that was produced by transport for NSW (or the contracted developer) and distributed to select neighbourhoods in early to mid 2022 which was the subject of a News Ltd press report and allegedly gave details of proposed truck size, volume of traffic, times, frequency of movements, the route of truck movements over 24 hours and the period of time they propose to use the support site.

**ITEM 2 (continued)**

**ATTACHMENT 1**

- ii. If not available then a request for the size and number of trucks that are proposed to be entering and exiting the Wicks Road site; the proposed route the trucks will take to access the site; what hours of the day the trucks will be accessing the site and using roads in the CoR LGA.
- iii. A workshop/briefing by the developer with Councillors to discuss the environmental impact of the proposal on the health of local residents, waterways, parkland, biodiversity and traffic.
- iv. The applicant's proposed consultation program for our ratepayers, Council staff and Councillors; including results of any consultation already undertaken; with details of newspaper ads, drop in sessions, social media, direct mail or sites where signage was erected and identification of streets in the LGA where the applicant carried out letter boxing.

**AMENDMENT:** (Moved by Councillors Lara-Watson and Maggio)

- (a) City of Ryde values open space, bushland and biodiversity in the local government area and understands the cultural, environmental and public health benefits of protecting the Lane Cove National Park and Lane Cove River.
- (b) Porters Environmental Construction Materials Recycling Facility also known as Porters Creek Depot, is Council's construction waste recycling facility. It is located at 162 Wicks Road, Macquarie Park.
- (c) The Porters Creek Depot recycles thousands of tonnes of asphalt and concrete waste annually, meeting the NSW Environment Protection Authority (EPA) waste minimisation directives and Circular Economy principles, and affords large savings to the City of Ryde in disposal and new material costs.
- (d) Porters Creek Depot is licenced and overseen by the NSW EPA. Qualified and experienced staff complete an annual licence return, annual survey, and an annual water quality report for submission to the EPA. This has occurred since the Environmental Protection Licence (EPL) was issued in 2009.
- (e) Council publishes on its website a tailored Pollution Incident Response Management Plan (PIRMP) for the Porters Creek Depot. The PIRMP was established to satisfy the corresponding requirements of the Protection of the Environment Operations Act 1997 (POEO Act). The PIRMP includes routine pollution incident scenario tests to ensure staff are trained in risk identification and response. The most recent test was undertaken in March 2023.

ITEM 2 (continued)

ATTACHMENT 1

- (f) A Councillor workshop was held 30 August 2022 to discuss Porters Creek Master-planning and the use of part of Porters Creek Depot as a Warringah Freeway Upgrade support site for the Transport for NSW state-significant infrastructure project, including the economic benefits to the City of Ryde.
- (g) The Warringah Freeway Upgrade is part of a major transport infrastructure connection project that will make it easier, faster and safer to get around Sydney. It is a state-significant infrastructure project (SSI 8863) initiated by Transport for NSW.
- (h) NSW Department of Planning and Environment (DPE) is the consent authority for the Warringah Freeway Upgrade state-significant infrastructure project and modifications. The NSW EPA has made comment on this project and subsequent modification. In addition, Council has also made comment on the modification as the Local Government Authority.
- (i) Should DPE approve the state-significant infrastructure modification then the Warringah Freeway Upgrade support site would be managed under its own EPA EPL to strict environmental controls and conditions.
- (j) That Councillors are provided with an update through the Councillor Information Bulletin as the modification approval status changes.

On being put to the meeting, the voting on the Amendment was eight (8) For and four (4) Against. The Amendment was **CARRIED** and then became the Motion.

**Record of Voting:**

For the Amendment: The Mayor, Councillor Yedelian OAM and Councillors Brown, Deshpande, Han, Lane, Lara-Watson, Li and Maggio

Against the Amendment: Councillors O'Reilly, Pedersen, Purcell and Song

**RESOLUTION:**

- (a) City of Ryde values open space, bushland and biodiversity in the local government area and understands the cultural, environmental and public health benefits of protecting the Lane Cove National Park and Lane Cove River.
- (b) Porters Environmental Construction Materials Recycling Facility also known as Porters Creek Depot, is Council's construction waste recycling facility. It is located at 162 Wicks Road, Macquarie Park.



**ITEM 2 (continued)**

**ATTACHMENT 1**

- (c) The Porters Creek Depot recycles thousands of tonnes of asphalt and concrete waste annually, meeting the NSW Environment Protection Authority (EPA) waste minimisation directives and Circular Economy principles, and affords large savings to the City of Ryde in disposal and new material costs.
- (d) Porters Creek Depot is licenced and overseen by the NSW EPA. Qualified and experienced staff complete an annual licence return, annual survey, and an annual water quality report for submission to the EPA. This has occurred since the Environmental Protection Licence (EPL) was issued in 2009.
- (e) Council publishes on its website a tailored Pollution Incident Response Management Plan (PIRMP) for the Porters Creek Depot. The PIRMP was established to satisfy the corresponding requirements of the Protection of the Environment Operations Act 1997 (POEO Act). The PIRMP includes routine pollution incident scenario tests to ensure staff are trained in risk identification and response. The most recent test was undertaken in March 2023.
- (f) A Councillor workshop was held 30 August 2022 to discuss Porters Creek Master-planning and the use of part of Porters Creek Depot as a Warringah Freeway Upgrade support site for the Transport for NSW state-significant infrastructure project, including the economic benefits to the City of Ryde.
- (g) The Warringah Freeway Upgrade is part of a major transport infrastructure connection project that will make it easier, faster and safer to get around Sydney. It is a state-significant infrastructure project (SSI 8863) initiated by Transport for NSW.
- (h) NSW Department of Planning and Environment (DPE) is the consent authority for the Warringah Freeway Upgrade state-significant infrastructure project and modifications. The NSW EPA has made comment on this project and subsequent modification. In addition, Council has also made comment on the modification as the Local Government Authority.
- (i) Should DPE approve the state-significant infrastructure modification then the Warringah Freeway Upgrade support site would be managed under its own EPA EPL to strict environmental controls and conditions.
- (j) That Councillors are provided with an update through the Councillor Information Bulletin as the modification approval status changes.

On being put to the meeting, Councillors O'Reilly, Pedersen, Purcell and Song abstained from voting and accordingly their votes were recorded Against the Motion.

Minutes of the Council Meeting No. 5/23, dated 23 May 2023.

**ITEM 2 (continued)**

**ATTACHMENT 1**

**Record of Voting:**

For the Motion: The Mayor, Councillor Yedelian OAM and Councillors Brown, Deshpande, Han, Lane, Lara-Watson, Li and Maggio

Against the Motion: Councillors O'Reilly, Pedersen, Purcell and Song

**7 SUPPORTING A CIVIC EDUCATION PROGRAM TO BUILD AWARENESS OF THE ULURU STATEMENT FROM THE HEART AND THE REFERENDUM ON THE ABORIGINAL AND TORRES STRAIT ISLANDER VOICE TO PARLIAMENT - Councillor Penny Pedersen**

**MOTION:** (Moved by Councillors Pedersen and Purcell)

(a) Council notes that:

- i. The Uluru Statement from the Heart was delivered at the First Nations National Constitutional Convention in May 2017 in which more than 250 Aboriginal and Torres Strait Islander leaders from around Australia met to discuss constitutional reform - the statement calls for a constitutionally enshrined "First Nations Voice".
- ii. City of Ryde's local government area (LGA) has 130,953 residents (2021 Census) of which 610 people identified as Aboriginal and/or Torres Strait Islander.
- iii. Ryde LGA has over 62 Aboriginal heritage sites.
- iv. In August 2018 the City of Ryde Council resolved to support the Uluru Statement from the Heart, which calls for the establishment of a "First Nations Voice" to be enshrined in the Constitution of Australia.
- v. Thirty-eight Mayors from across Australia have signed a declaration to endorse the Uluru Statement, build awareness in the community around the referendum, inform the community about what it means for indigenous people to have a voice to parliament; acknowledging that local government must play an important role in holding civic forums; giving indigenous people a platform to be heard in the debate and that a successful referendum can be a unifying achievement for Australia.

(b) That the Mayor sign the declaration below, along with the other 38 Mayors stating:

"We the undersigned endorse the Uluru Statement from the Heart and support constitutional recognition for Aboriginal and Torres Strait Islander people through a Voice to Parliament.

Minutes of the Council Meeting No. 5/23, dated 23 May 2023.

**ITEM 2 (continued)**

**ATTACHMENT 1**

As local leaders we are committed to building awareness in our communities about the upcoming referendum.

Our citizens should be informed about what constitutional recognition through a Voice to Parliament will mean for Indigenous people and Australian society as a whole.

Local government must play an important role in holding civic forums, promoting dialogue, and providing a platform for Indigenous voices to be heard in the debate.

We believe that a successful referendum can be a unifying achievement for Australia.

We are ready to work with all levels of government to educate and inform our communities about why this referendum is such an important moment for our nation."

- (c) That staff prepare a report for the July Ordinary meeting of Council about the costs and logistics for undertaking a program that includes:
- i. Supporting a civic education program to build awareness of the Uluru Statement from the Heart and the upcoming Referendum on the Aboriginal and Torres Strait Islander Voice to Parliament. This is to include the aim to train 1000 local citizens to assist in civic education about the referendum within the City of Ryde and in other communities.
  - ii. Seeking the advice and endorsement of Aboriginal and Torres Strait Islander organisations and neighbouring councils in the development of the program.
  - iii. Seeking the collaboration of civic society organisations and that have been undertaking similar education already.
  - iv. Making Council's halls and facilities available free of charge for all categories of hirers who run education about the yes campaign.
  - v. On endorsement of the program in July, immediately commencing recruitment of local citizens for the civic education program with an initial allocation of funds for community engagement and outreach needed to get local citizens involved. Funding for this is to be identified in the report.
  - vi. Seek to adopt a new protocol for flags raised on Council infrastructure so that the Aboriginal flag flies whenever the Australian flag is flying and takes precedence over the NSW Flag.

**ITEM 2 (continued)**

**ATTACHMENT 1**

- vii. Consult with the City of Ryde reconciliation action plan working group, reconciliation Australia, the Australian Human rights commission, The Office of Local Government, Local Government NSW; The Australian Local Government Association and the department of indigenous studies at Macquarie university, for recommendations on to how to best incorporate the Uluru Statement from the Heart into Council's Community Strategic Plan.

**AMENDMENT:** (Moved by Councillors Maggio and Brown)

That Council notes the Labor Federal Government's proposed Constitutional Referendum and return a report at the July meeting outlining opportunities to increase civic engagement and participation in the referendum.

On being put to the meeting, the voting on the Amendment was eight (8) For and four (4) Against. The Amendment was **CARRIED** and then became the Motion.

**Record of Voting:**

For the Amendment: The Mayor, Councillor Yedelian OAM and Councillors Brown, Deshpande, Han, Lane, Lara-Watson, Li and Maggio

Against the Amendment: Councillors O'Reilly, Pedersen, Purcell and Song

**RESOLUTION:**

That Council notes the Labor Federal Government's proposed Constitutional Referendum and return a report at the July meeting outlining opportunities to increase civic engagement and participation in the referendum.

**Record of Voting:**

For the Motion: Unanimous

**8 SHRIMPTONS CREEK WILDLIFE CORRIDOR, SANTA ROSA PARK -  
Councillor Katie O'Reilly**

Note: This Item was dealt with earlier in the meeting as detailed in these Minutes.



**ITEM 2 (continued)**

**ATTACHMENT 1**

**CLOSED SESSION**

**ITEM 11 - PROPERTY MATTER**

**Confidential**

This item is classified CONFIDENTIAL under Section 10A(2) of the Local Government Act, 1993, which permits the meeting to be closed to the public for business relating to the following: (d) (i) commercial information of a confidential nature that would, if disclosed prejudice the commercial position of the person who supplied it.

**ITEM 12 – PROPERTY MATTER**

**Confidential**

This item is classified CONFIDENTIAL under Section 10A(2) of the Local Government Act, 1993, which permits the meeting to be closed to the public for business relating to the following: (c) information that would, if disclosed, confer a commercial advantage on a person with whom the Council is conducting (or proposed to conduct) business.

**RESOLUTION:** (Moved by Councillors Maggio and Purcell)

That the Council resolve into Closed Session to consider the above matters.

**Record of Voting:**

For the Motion: Unanimous

**Note:** The Council closed the meeting at 8.50pm. The public and media left the chamber and the webcast.

**CONFIDENTIAL COUNCIL REPORTS**

**11 PROPERTY MATTER**

**Note:** Councillor Maggio left the meeting at 8.54pm during discussion on this Item and did not return. He was not present for voting on this Item.

**Note:** Councillor Lara-Watson left the meeting at 8.58pm and was not present for voting on this Item.

**RECOMMENDATION:** (Moved by Councillors Brown and Lane)

That Council:

- (a) Acquires the Property and associated buildings for the purpose of recreation use, as per the terms contained in the body of this report.

Minutes of the Council Meeting No. 5/23, dated 23 May 2023.

ITEM 2 (continued)

ATTACHMENT 1

- (b) Notes that the land has several constraints on it, including being identified as flood prone, near to ecologically important vegetation and topography, making it suitable for recreation use.
- (c) Delegates authority to the CEO to finalise negotiations and execute all necessary documentation for the acquisition, consistent with the terms contained in this report.
- (d) Allocates the sum \$5,040,000 excluding GST from the Investment Property Reserve, to finance the Property acquisition, as per the terms contained in this report.
- (e) If acquisition of the Property occurs, gives public notice pursuant to the relevant provisions of the Local Government Act, of the intended classification of the land as Operational Land, for the reasons outlined in this report.
- (f) Following acquisition undertakes procurement action relating to the future use of the site, with a further report to come back to Council following the completion of this process.

**Record of Voting:**

For the Motion: Unanimous

**12 PROPERTY MATTER**

Note: Councillor Maggio was not present for consideration or voting on this Item.

Note: Councillor Lara-Watson returned to the meeting at 9.09pm.

**RECOMMENDATION:** (Moved by Councillors Brown and Lane)

That:

1. Council compulsorily acquires the TG Millner Field, being the property at 146 Vimiera Road, Marsfield, being the land comprised in Lot 7 in DP 1046532 (**Property**), pursuant to sections 186(1), 187(1) and 377(1)(h) of the *Local Government Act 1993 (LG Act)* and the relevant provisions of the *Land Acquisition (Just Terms Compensation) Act 1991 (JT Act)*.
2. Council compulsorily acquires the Property for the purpose of exercising its service functions under the LG Act of providing land for public open space.
3. Council makes an application to the Minister for Local Government through the Office of Local Government, pursuant to section 187(2) of the LG Act, for approval to acquire the Property by compulsory process, in accordance with the JT Act, by the issue of proposed acquisition notices (**PAN**) to the owner of the Property and any other persons with a relevant interest in the Property.

Minutes of the Council Meeting No. 5/23, dated 23 May 2023.

**ITEM 2 (continued)**

**ATTACHMENT 1**

4. Council makes an application to the Governor through the Office of Local Government, under section 19 of the JT Act, for approval to acquire the Property by compulsory process, by the publication of an acquisition notice in the NSW Government Gazette.
5. As soon as the acquisition of the Property becomes imminent, Council gives public notice pursuant to section 34 of the LG Act of a proposed resolution to classify the Property as "Community Land".
6. Council classifies the Property within 3 months after acquisition as community land under section 31 of the LG Act.
7. Council authorises the Chief Executive Officer to finalise and execute all relevant documents to give effect to resolutions 1 to 6 (inclusive) above; and
8. After any approval is granted by the Minister to issue PANs, but prior to the issue of the PANs by the Council, a further report be brought to Council for its consideration, with respect to the funding sources and any remaining procedural requirements for the acquisition of the Property.

**Record of Voting:**

For the Motion: Unanimous

**OPEN SESSION**

**RESOLUTION:** (Moved by Councillors Purcell and Brown)

- (a) That the Council resolve itself into open Council.
- (b) That the recommendations of Items considered in Closed Session be received and adopted as resolution of Council without any alteration or amendment thereto.
- (c) That the Minutes of the Closed Session be adopted.

**Record of Voting:**

For the Motion: Unanimous

Note: Open Council resumed at 9.11pm.

The meeting closed at 9.11pm.

CONFIRMED THIS 27TH DAY OF JUNE 2023

Chairperson

Minutes of the Council Meeting No. 5/23, dated 23 May 2023.

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### 3 FOUR YEAR DELIVERY PROGRAM 2022-2026 INCLUDING ONE YEAR OPERATIONAL PLAN 2023/24

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**Report prepared by:** Financial Controller  
**File No.:** FIM/23/46 - BP23/217

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#### REPORT SUMMARY

Adoption of this report by Council will ensure Council meets its legislative obligations to prepare a Four Year Delivery Program, Ten Year Long Term Financial Plan and a separate One Year Operational Plan.

Council must levy Rates and Charges in accordance with the *Local Government Act 1993* for the FY23/24 Financial Year to allow the collection of Council's main source of revenue in order to continue to provide services for the community.

The report includes the proposed 2022-2026 Four Year Delivery Program and 2023/24 One Year Operational Plan **ATTACHMENTS 1 AND 2 - CIRCULATED UNDER SEPARATE COVER**. A Draft FY23/24 Fees and Charges Schedule for adoption is provided at **ATTACHMENT 3 - CIRCULATED UNDER SEPARATE COVER**. A Draft 2023 – 2033 Long Term Financial Plan **ATTACHMENT 4 - CIRCULATED UNDER SEPARATE COVER**.

Public submissions received in response to the Draft Plans must be considered by Council prior to their adoption. Details of the three submissions and a response from the relevant Council Officer's are provided in **ATTACHMENT 5 - CIRCULATED UNDER SEPARATE COVER**.

The Draft Budget FY23/24 projects a Net Operating Surplus of \$13.5m, and \$177k before Capital Grants and Contributions.

#### RECOMMENDATION:

That Council:

- (a) Considers the public submissions received during the public exhibition period and the responses to those submissions.
- (b) Adopts the proposed Four Year Delivery Program 2022-2026 including the One year Operational Plan for FY23/24, and FY23/24 Fees and Charges Schedule.
- (c) Levy of Rates for the FY23/24 Financial Year in accordance Section 535 of the *Local Government Act 1993*, such rate to be as follows:

**ITEM 3 (continued)**

Type	Name	Base Amount Yield %	Min/Base Amount \$	Ad Valorem (Amount in \$)
Ordinary	Residential	-	\$620.07	0.00038341
Ordinary	Business	-	\$620.07	0.00386455
Ordinary	Business- Major Retail Centre - Macquarie Park	-	-	0.00842115
Ordinary	Business- Major Retail Centre - Top Ryde	-	-	0.00493131
Special	Macquarie Park Corridor	-	-	0.00073408
Special	Special Infrastructure Renewal	49.81%	\$129.70	0.00011849
Special	Environmental Management	40.22%	\$61.80	0.00008327

- (d) Fixes its interest charge on overdue rates and charges in accordance with the Section 566 (3) of the *Local Government Act* 1993 at the rate of nine percent (9%) per annum from 1 July 2023 to 30 June 2024, as determined by the Minister for Local Government.

**ATTACHMENTS – CIRCULATED UNDER SEPARATE COVER**

- 1 City of Ryde 2022-2026 Four Year Delivery Program
- 2 City of Ryde 2023-2024 One Year Operational Plan
- 3 Draft 2023-24 Fees and Charges
- 4 2023-33 Long Term Financial Plan
- 5 Response to Community Submissions - Fees and Charges

Report Prepared By:

**Sacha Thirimanne**  
**Acting Chief Financial Officer**

Report Approved By:

**Peter Brown**  
**General Manager - Business and Operations**

## ITEM 3 (continued)

### Background

At its meeting on 26 April 2023, Council resolved to place the Draft Four Year Delivery Program 2022-2026, including One Year Operational Plan 2023/24, on public exhibition for 28 days from 1 May 2023 to 28 May 2023.

The purpose of this report is to consider any public submissions made during the exhibition period, reporting of any changes since the start of the exhibition period, and have the final suite of documents and budget adopted by Council.

### Draft Budget FY23/24

The Draft Budget FY23/24 projects a Net Operating Surplus of \$13.5m, and \$177k before Capital Grants and Contributions.

Total projected expenditure (excluding depreciation) for delivering both recurrent & capital projects is \$172.4m. Of this \$124.4m is in delivering recurrent operations such as Roads, Parks, Buildings Maintenance, Library Services, Community Development & Events, Ryde Aquatic Leisure Centre, Forward Planning & Economic Development Activities, Regulatory Services, Subdivision & Development Activities, Waste Management and Governance Activities.

Draft Budget Capital expenditure of \$48.0m includes, \$41.1m in delivering 104 capital works projects in the next financial year, capital purchases of \$4.1m and \$2.8m in loan and lease payments.

The main source of Council's income is generated from Rates (50%). Other sources of income are Waste Management and Storm Water Charges (16%), Grants & Contributions (12%) and User Charges (11%) The remaining 11% is made up of Interest on Investments and Other Revenue.

The table below provides summary of Operational Income and Expenditure below:

Income Statement	<i>Proposed Budget 2023/2024 (\$'000)</i>
<b>INCOME FROM CONTINUING OPERATIONS</b>	
Rates and annual charges	109,718
User charges and fees	18,410
Interest and investment revenue	5,477
Other revenues	12,535
Grants & contributions provided for operating purposes	6,040
Grants & contributions provided for capital purposes	13,286
Net gain from the disposal of assets	1,226

### ITEM 3 (continued)

Income Statement	<i>Proposed Budget 2023/2024 (\$'000)</i>
<b>TOTAL INCOME FROM CONTINUING OPERATIONS</b>	<b>166,693</b>
<b>EXPENSES FROM CONTINUING OPERATIONS</b>	
Employee benefits and on-costs	64,275
Borrowing costs	108
Materials and contracts	53,163
Depreciation and amortisation	28,820
Other expenses	6,864
<b>TOTAL EXPENSES FROM CONTINUING OPERATIONS</b>	<b>153,230</b>
<b>NET OPERATING RESULT</b>	<b>13,463</b>
<b>NET OPERATING RESULT before Capital Grants and Contributions</b>	<b>177</b>

### Capital Works Project Expenditure:

The FY23/24 Draft Capital Works Program has a total projected expenditure of \$48.0m. The plan has been developed in response to the priority projects in the 2022-2026 Delivery Program. Of this, \$27.9m has been allocated for renewal of Councils existing assets to ensure the condition is maintained for residents. In addition, \$17.3m has been allocated for the construction of new assets, and \$2.8m in loan and lease payments.

Next year's works program has been funded from the following various sources, Internal Reserves, Section 7.11 & 7.12 Developer Contributions and Capital Grants and Contributions. It is important to note that Council forecasts its Section 7.11 and Section 7.12 related expenditure for the coming financial year based on receipts already received to ensure that Section 7.11 funds are not over-committed and that cashflow remains positive.

The Ryde Central project is currently under review as per the public statement dated 23 May 2023 and as such, the project budget for FY23/24 has been reduced by \$37.3m which includes a reduction of \$35.5m as detailed elsewhere in this Business Paper and \$1.8m which has been brought forward to this Financial Year.

During this Financial Year FY22/23 through the quarterly budget review process, the Original Budget of \$69.9m was reduced to \$3.9m. Based on information at the time regarding project delays, it was assumed that \$3.9m would be sufficient to allow for remaining works.

As works have progressed further than anticipated, additional funding of \$1.8m will be brought forward from next Financial Year FY23/24 due to having a more accurate estimate of commitments that will be realised by 30<sup>th</sup> June 2023.



### ITEM 3 (continued)

Remaining funds are for works that are complete and awaiting invoices from contractors, relocation of the Sydney Water main that currently runs underneath the existing site, temporary fencing and security patrols to ensure site safety and prevention of deterioration of the site.

This variation will be reflected in June Quarterly Review and the budget for next FY23/24 has been amended to reflect this reduction.

Some key highlights of the \$48.0m Capital Works Program include the following projects:

- \$6.4m – Ryde Central
- \$4.8m – Gannan Park, Masterplan Delivery
- \$3.3m – Constitution Rd/Bowden St, Meadowbank - Traffic Control Signals
- \$1.5m – Hermitage Road shared path, West Ryde
- \$1.1m – Smalls Road Public School drainage and easement upgrade
- \$950k – Road Resurfacing Blenheim Road (Jopling Street - Cutler Parade)
- \$900k – Road Resurfacing Culloden Road (Waterloo Road - Marsfield Park)
- \$760k – Road Resurfacing Renewal, Balaclava Road (Abuklea Road)
- \$757k – Dunbar Park amenities upgrade
- \$638k – Putney Park Seawall Rehabilitation work
- \$620k – Santa Rosa Park
- \$600k – West Ryde Library major upgrade

The table below provides summary of next year's Capital Works Program of \$48.0m by asset class:

\$'000	Building	Civil	Footpath & Cycleway	Traffic	Storm Water	Parks	Other	Fleet	TOTAL
<b>Renewal</b>	950	9,566	681	968	2,608	7,173	1,875	4,100	<b>27,921</b>
<b>New</b>	8,445	937	3,263	3,532	-	540	600	-	<b>17,317</b>
<b>Subtotal</b>	<b>9,395</b>	<b>10,503</b>	<b>3,945</b>	<b>4,500</b>	<b>2,608</b>	<b>7,713</b>	<b>2,475</b>	<b>4,100</b>	<b>45,239</b>
<b>Lease &amp; Loan</b>	-	-	-	-	-	-	-	-	<b>2,784</b>
<b>TOTAL</b>	<b>9,395</b>	<b>10,503</b>	<b>3,945</b>	<b>4,500</b>	<b>2,608</b>	<b>7,713</b>	<b>2,475</b>	<b>4,100</b>	<b>48,023</b>



## ITEM 3 (continued)

### Proposed Rating Structure

The following rating table outlines the various rating categories and associated yields for the FY23/24 Financial Year. The table below has been updated to reflect the supplementary valuations received during the public exhibition period.

The total projected rates income is forecasted to be \$83.8m in FY23/24 which represents 50.27% of Council's total revenue.

Rates and Charges - Estimated Yield for 2023/24							
Rate Type	Category/Sub-Category	No. of Properties	Land Values \$	Base Charge \$	Minimum \$	Ad Valorem (amount in \$)	% of Revenue from Base for each rate Estimated Yield \$
Ordinary	Residential - Minimum	37,535	20,137,019,552		620.07		23,274,327
Ordinary	Residential - Ad Valorem	14,692	34,190,334,312			0.00038341	13,109,005
Ordinary	Business - Minimum	502	25,909,939		620.07		311,275
Ordinary	Business - Ad Valorem	1,498	5,091,924,236			0.00386455	19,678,007
Ordinary	Business- Major Retail Centre –Macquarie Park	1	325,000,000			0.00842115	2,736,873
Ordinary	Business- Major Retail Centre – Top Ryde	7	49,074,149			0.00493131	242,000
<b>TOTAL YIELD</b>	<b>ORDINARY RATES</b>						<b>59,351,487</b>
Special	Macquarie Park Corridor – Ad Valorem	454	2,647,572,004			0.00073408	1,943,534
Special	Special Infrastructure Renewal –Base Charge	54,235		129.70			49.81% 7,034,280
Special	Special Infrastructure Renewal –Ad Valorem	54,235	59,819,262,188			0.00011849	7,088,037
Special	Environmental Management –Base Charge	54,235		61.80			40.22% 3,351,723
Special	Environmental Management - Ad Valorem	54,235	59,819,262,188			0.00008327	4,980,961
<b>TOTAL YIELD</b>	<b>ORDINARY &amp; SPECIAL RATES</b>						<b>83,750,022</b>

*The above rates figures include the rate pegging amount of 3.7% as determined by the Independent Pricing and Regulatory Tribunal.*

*For the 2023/24 rating year, the base date for Land Values is 1/07/2022*

In accordance with section 566 (3) of the Local Government Act 1993, the Minister for Local Government has determined the maximum rate of interest payable on overdue rates and charges for the period 1 July 2023 to 30 June 2024 (inclusive) will be 9.0%.

### Public Submissions

As per Council Resolution dated 26 April 2023, the Draft Four Year Delivery Program 2022-2026 including One Year Operational Plan 2023/24 and Fees and Charges were placed on public exhibition between 1 May 2023 and 28 May 2023 seeking feedback from our community.

Council received a total of three (3) public submissions during the exhibition period. Two submissions related to sportsfield lighting at Waterloo Park and the current capacity of the sportsfields at this location, one submission related to rates for Macquarie Centre for FY23/24.

1. A request to upgrade the lighting at Waterloo Park to eliminate dark spots and cover all areas of the fields during evening training, citing current lighting is not sufficient and as a result there are safety concerns while children are training.

**ITEM 3 (continued)**

2. A request to upgrade all the sportsfields and lighting at Waterloo Park to allow for a decent spread of use, citing increasing numbers of residents creating an increasing requirement for utilisation of the Waterloo Park sportsfields.
3. Submission received opposing increase to the Business Major Retail Centre (Macquarie Centre) rating category.

**Responses from Council Officer:**

*Submission 1 & 2:*

Council has allocated funding in the 2023/24 Operational Plan for upgrade of lighting infrastructure at Waterloo Park to increase the visibility levels. As per the Sports Field Action Plan which is detailed elsewhere in this Business Paper, it is recommended to investigate the feasibility to increase the active recreation capacity for Waterloo Park to occur during 2023. In addition, this action is consistent with Council's adopted Sport and Recreation Strategy.

*Submission 3:*

Council's Rating Structure ensures a fair and equitable outcome for all Ratepayers. Council Officers will respond to this submission and explain Council's proposed Rating Structure methodology in further detail.

A summary of all submissions received with responses from Council Officers is detailed in **ATTACHMENT 5 – CIRCULATED UNDER SEPARATE COVER**.

**Fees and Charges – Proposed Changes After Public Exhibition**

It is proposed to amend the following Fees and Charges after the public exhibition period in accordance with Circular (23-02) issued by Office of Local Government (OLG) on 8 May 2023.

**Section 603 Certificate:**

Under section 603 of the Act, councils may issue a certificate as to the amount (if any) of rates, charges, etc. due or payable to the council for a parcel of land. Section 603(2) states the application must be accompanied by the approved fee. In accordance with the approved methodology, the approved fee for FY23/24 is determined to be \$95. This is an increase of \$5 from the FY22/23 fee.

### **ITEM 3 (continued)**

#### **Interest Rate on Overdue Rates and Charges:**

In accordance with section 566(3) of the Act, it has been determined that the maximum rate of interest payable on overdue rates and charges for the period 1 July 2023 to 30 June 2024 (inclusive) will be 9.0% per annum. The methodology used to calculate the interest rate applicable for the period 1 June 2023 to 30 June 2024 is the Supreme Court methodology (the Reserve Bank cash rate plus 6%), rounded to the nearest half per cent.

All Fees and Charges are detailed in **ATTACHMENT 3 – CIRCULATED UNDER SEPARATE COVER**.

#### **Document Amendments**

The proposed 2022-26 Delivery Program and 2023/24 Operational Plan and proposed 2023/24 Fees and Charges have been duly exhibited in accordance with legislative requirements and consideration given to all submissions. The documents have been amended to include the reported changes and are presented for adoption at this time.

#### **Financial Implications**

The proposed changes outlined in this report will have no impact on Council's position as at 30 June 2024.

#### **Conclusion**

The proposed 2022-26 Delivery Program, 2023/24 Operational Plan and proposed 2023/24 Fees and Charges, as amended, is presented to Council for adoption.

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#### **4 LOCAL GOVERNMENT REMUNERATION TRIBUNAL DETERMINATION - Councillor and Mayoral fees for 2023/2024**

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**Report prepared by:** Civic Services Manager  
**File No.:** CLR/07/8/24 - BP23/257

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##### **REPORT SUMMARY**

This report is presented to Council to advise of the recent determination made by the Local Government Remuneration Tribunal with respect to Councillor and Mayoral fees. The Local Government Remuneration Tribunal has determined an increase of 3% to Mayoral and Councillor fees for the 2023-2024 financial year, with effect from 1 July 2023.

As part of the 2023 determination, the Tribunal undertook a review of the categories of Councils and have created two (2) new remuneration categories 'Metropolitan Major' and 'Rural Large'. The Tribunal has also varied the criteria of several existing categories. As a result of the two (2) new categories and changes to criteria of some existing categories, the Tribunal has re-categorised 26 Councils, however, the City of Ryde remains in the 'Metropolitan Large' category.

At its meeting on 28 June 2022, Council resolved not to adopt any increase to the Councillor and Mayoral fees for the period of 2022/2023 (effective from 1 July 2022).

It should be noted, however, that in previous years (with the exception of last year), Council has resolved to endorse the maximum fees payable to Councillors and the Mayor. This report therefore recommends that Council endorse the maximum Councillor and Mayoral fees as set out in this report. There has been a sufficient provision for the payment of the increase in the 2023/2024 Budget.

##### **RECOMMENDATION:**

That Council adopt the following increases to Councillor and Mayoral fees effective from 1 July 2023 in accordance with the decision of the Tribunal:-

- (a) Increase to Councillor fee from \$31,020 to \$32,590 per annum.
- (b) Increase to Mayoral fee from \$90,370 to \$94,950 per annum; in addition to the Councillor fee.

##### **ATTACHMENTS**

- 1** Local Government Remuneration Tribunal Report and Annual Determination dated 27 April 2023 – CIRCULATED UNDER SEPARATE COVER

**ITEM 4 (continued)**

Report Prepared By:

**Amanda Janvrin**  
**Civic Services Manager**

Report Approved By:

**Graham Humphreys**  
**Manager - Business Assurance and Governance**

**Wayne Rylands**  
**Chief Executive Officer**

## ITEM 4 (continued)

### Context

Section 239 of the *Local Government Act 1993* (the Act) provides for the Local Government Remuneration Tribunal to determine the categories of Councils and to place each Council into one of those categories. The categories are to be determined at least once every three (3) years. In accordance with the Act, the Tribunal has undertaken a review of categories and allocations of Councils as part of the 2023 determination, with the last significant review previously being undertaken in 2020.

Section 241 of the Act provides for the Local Government Remuneration Tribunal to determine, not later than 1 May in each year, for each of the categories determined under Section 239, the maximum and minimum amount of fees to be paid to Councillors and Mayors.

At its meeting on 28 June 2022, Council resolved not to adopt any increase to the Councillor and Mayoral fees for the period of 2022/2023 (effective from 1 July 2022).

### Discussion

#### *Categorisation of Councils*

The “*Annual Report and Determination of the Local Government Remuneration Tribunal*” dated 27 April 2023 is provided for in **ATTACHMENT 1 – CIRCULATED UNDER SEPARATE COVER**.

As part of the 2023 determination, the Tribunal undertook a review of the categories of Councils and have created two (2) new remuneration categories ‘Metropolitan Major’ and ‘Rural Large’. The Tribunal has also varied the criteria of several existing categories. As a result of the two (2) new categories and changes to criteria of some existing categories, the Tribunal has re-categorised 26 Councils, however, the City of Ryde remains in the ‘Metropolitan Large’ category.

#### *Review of Mayoral and Councillors Fees*

The Tribunal has determined a **3% per annum increase in the minimum and maximum fees applicable to each category**. A summary of the matters the Tribunal considered when making this determination is outlined below:-

- In determining the maximum and minimum fees payable in each of the categories, the Tribunal is required by Section 242A of the Act, to give effect to the same policies on increases in remuneration as those that the Industrial Relations Commission is required to give effect to under Section 146C of the *Industrial Relations Act 1996* (IR Act), when making or varying awards or orders relating to the conditions of employment of public sector employees.



#### ITEM 4 (continued)

- Pursuant to Section 146C(1)(a) of the IR Act, the current government policy on wages is expressed in the Industrial Relations (Public Sector Conditions of Employment) Regulation 2014 (IR Regulation). The IR Regulation provides that public sector wages cannot increase by more than 3% per annum. The Tribunal therefore has the discretion to determine an increase of up to 3% per annum.
- Four (4) submissions received addressed the issue of the fees quantum increase. These submissions sought an increase of 2/5% or greater.
- The submission from Local Government NSW (LGNSW) requested that the Tribunal increase fees by the maximum 3%, but further argued that the maximum increase is *'inadequate and does not address the historic undervaluation of work performed by elected representatives and the substantial responsibility associated with local government'*. LGNSW used the following economic and wage data in support of their argument:-
  - Consumer price index (CPI)
  - National and state wages cases
  - Market comparability
- LGNSW further emphasised that remuneration for Councillors and Mayors has been reduced in real terms due to impacts of inflation and capping of remuneration increases.
- The Tribunal received a late submission from the USU, advocating for the maximum increase to be applied, arguing that all work carried out in local government needed to be fairly remunerated and reflect the rise in cost of living.
- Submissions received addressed the issue of quantum of fees and also suggested that the current remuneration structure is inadequate and requires further review to adequately reflect:-
  - Role, responsibilities and commitment required to perform functions successfully
  - Workload
  - Complexity of role
  - Commitment and skills required
  - Fairness
- Furthermore, it has been suggested that the low level of remuneration is a barrier to encouraging participation and diversity of candidates that reflects communities.

#### ITEM 4 (continued)

- A detailed submission provided by Associate Professor Jakimow of the Australian National University outlined the negative impacts of inadequate remuneration including that current remuneration levels do not adequately reflect the hours and complexity of work and that low remuneration is a barrier to participation and diversity. Associate Professor Jakimow argued that *“inadequate pay has significant negative consequences: low quality low democracy, an unacceptable burden on Councillors and their families and poor Councillor diversity.”*
- A number of submissions provided comparison data to demonstrate that the current remuneration principles and structures are not reflective of time, skills and competencies required to effectively perform the roles of Councillor and Mayor.
- Comparisons were made to State and Federal parliamentary members, Councillors and Mayors in the Queensland and Victorian local government jurisdictions, average remuneration of a chairperson of a board, not for profit organisations and national minimum wage. The basis of the argument is that NSW Mayors and Councillors are paid below these organisations.

The table below provides a summary of the minimum and maximum fees determined by the Tribunal.

#### Tribunal Fee Range for 2023/2024

	<b>Minimum Fee Determined by the Tribunal</b>	<b>If only 3% increase</b>	<b>Maximum Fee Determined by the Tribunal (recommended)</b>	<b>CoR 2022/2023 Current Annual Fee</b>
Councillor fee (per annum)	\$19,760	\$31,950	\$32,590	\$31,020
Mayoral additional fee * (per annum)	\$41,960	\$93,081	\$94,950	\$90,370

\* Note: The Mayor receives a Mayoral fee in addition to the Councillor fee.

It should be noted that in previous years (with the exception of last year), Council has resolved to endorse the maximum fees payable to Councillors and the Mayor.

Based on the table above, the total annual cost of paying the maximum Councillor and Mayoral fees will be \$486,030. There is provision for this amount in the 2023/2024 Budget.

## **ITEM 4 (continued)**

### **Critical Dates**

The new fees are payable as from 1 July 2023.

### **Financial Impact**

There is provision in the 2023/2024 Budget to fund the recommended fees and therefore endorsing the recommendation will have no impact on Council's budget.

### **Policy Implications**

Under Sections 239 and 241 of the Local Government Act 1993, the Local Government Remuneration Tribunal determines the category of each Council and the fee range for Councillors and the Mayor. Within that range, Council then determines the fee which will be paid.

### **Options**

The following options are available:-

1. That Council adopt no increase to the Councillor and Mayoral fees.
2. That Council adopt a partial increase to the Councillor and Mayoral fees.
3. That Council adopt a reduction to the Councillor and Mayoral fees.
4. That Council adopt the maximum Councillor and Mayoral fees.

This report recommends that Council endorse the maximum Councillor and Mayoral fees, noting that there are sufficient funds in the 2023/2024 Budget.

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## **5 REVIEW OF RELATED PARTY DISCLOSURES POLICY AND GUIDELINES**

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**Report prepared by:** Senior Governance Officer

**File No.:** COR2023/72/1/1 - BP23/310

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### **REPORT SUMMARY**

Business Assurance and Governance have undertaken a review of City of Ryde's Related Party Disclosures Policy and Guidelines. This Policy and Guidelines were adopted by Council on 27 June 2017 in response to the change in requirements for accounting standard AASB 124 to apply to Councils from 1 July 2016.

This review has updated the policy and guidelines in line with Council's new organisational structure. It has also aligned the identification of Key Management Personnel (KMP) with the definition of Senior Staff as adopted by Council on 27 September 2022.

The updated Related Party Disclosures Policy and Guidelines are presented to Council for adoption.

### **RECOMMENDATION:**

- (a) That Council receive and note this report.
- (b) That Council adopt the updated Related Party Disclosures Policy and Guidelines as **ATTACHED**.

### **ATTACHMENTS**

- 1** Draft Related Party Disclosures Policy - June 2023
- 2** Draft Related Party Disclosures Guidelines - June 2023

Report Prepared By:

**Veronika Bonora**  
**Senior Governance Officer**

Report Approved By:

**Graham Humphreys**  
**Manager - Business Assurance and Governance**

**Wayne Rylands**  
**Chief Executive Officer**

## ITEM 5 (continued)

### Discussion

In accordance with the *Local Government Act 1993* and the *Local Government (General) Regulation 2005*, Council must produce annual financial statements that comply with Australian Accounting Standards. From 1 July 2016, the Australian Accounting Standards Board (AASB) determined that AASB 124 - Related Party Disclosures applied to government entities, including local governments.

The related parties of Council are:

- Entities related to Council;
- Key Management Personnel (KMP) of Council (see below);
- Close family members of KMP; and
- Entities that are controlled or jointly controlled by KMP or their close family.

Key management personnel (KMP) are defined in AASB 124 as those persons having authority and responsibility for planning, directing and controlling the activities of the entity, directly or indirectly, including any director (whether executive or otherwise) of that entity.

At City of Ryde, KMP were previously identified in the current Policy and Guidelines as:

- Councillors;
- General Manager; and
- Directors of Corporate Services, City Works, Customer and Community Services and City Planning and Environment.

With the new City of Ryde organisational restructure undertaken in 2022-2023, the City of Ryde KMP in the reviewed Policy and Guidelines are now:

- Councillors;
- Chief Executive Officer;
- General Managers Business and Operations and City Shaping;
- Executive Managers People and Business, City Infrastructure, City Development and City Life; and
- Chief Financial Officer and General Counsel.

No other material changes have been made to the Policy or Guidelines.

## **ITEM 5 (continued)**

### **Financial Implications**

This Related Party Policy is an Australian Accounting Standard mandatory requirement under AASB 124 Related Party Disclosures.

Adoption of the recommendation will have no financial impact.

### **Consultation**

The Executive Leadership Team (ELT) were consulted on 6 June 2023.

### **Strategic Links**

2022-2026 Four Year Delivery Program:

Financial Management

- compliance with accounting standards
- the management of good internal controls and stewardship for guiding Council's financial sustainability



**ITEM 5 (continued)**

**ATTACHMENT 1**



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## **Related Party Disclosures Policy**

**ITEM 5 (continued)**

**ATTACHMENT 1**

**Related Party  
Disclosures Policy**

*Document Version Control*

<b>Document Name:</b>	<b>Related Party Disclosures Policy</b>
<b>CM Reference WORD:</b>	
<b>CM Reference PDF:</b>	
<b>Document Status:</b>	Draft
<b>Version Number:</b>	Version 1.1
<b>Review Date:</b>	June 2023
<b>Owner:</b>	City of Ryde
<b>Endorsed By:</b>	
<b>Distribution:</b>	Internal and External

*Change History*

Version	Review Date	Author	Reason for Change
1.0	27 June 2017	Risk, Audit and Governance	Presented to Council
1.1	16 April 2021	Corporate Governance	Style and formatting changes to align with updated policy templates
1.2	June 2023	Business assurance and Governance	Reviewed. Updated for organisational changes.

Related Party Disclosures Policy		
Owner: Corporate Governance	Accountability: Governance Framework	Endorsed by Council: 27 June 2023
CM Reference (Word):	Last review date: June 2023	Next review date: June 2025

ITEM 5 (continued)

ATTACHMENT 1

**Related Party  
Disclosures Policy**



**Purpose**

Under the *Local Government Act 1993* and *Local Government (General) Regulation 2021*, all local government organisations in NSW must produce annual financial statements that comply with Australian Accounting Standards.

From 1 July 2016, the Australian Accounting Standards Board (AASB) determined that AASB Standard 124: Related Party Disclosures will apply to government entities, including local councils. This means that Council is required to disclose related party relationships, transactions and outstanding balances, including commitments. This commenced from the 2016/17 Financial Statements.

The objective of AASB 124 is to give visibility to the possibility that Council's financial position and profit or loss may have been affected by the existence of related parties, and by transactions and outstanding balances, including commitments, with such parties. AASB124 is not in place to assess Council's governance or probity issues.

The purpose of this policy is to ensure that Council complies with the disclosure requirements as prescribed in AASB Standard 124: Related Party Disclosures. This includes ensuring that Key Management Personnel (KMP) are aware of their responsibilities to identify and disclose related parties and transactions.

The City of Ryde Related Party Disclosures Policy is applicable from 1 July 2016.

**Scope**

Council is committed to responsible corporate governance, including compliance with laws and regulations governing related party transactions. AASB 124 provides that Council must disclose all material and significant related party transactions and outstanding balances, including commitments, in its annual financial statements.

Related party relationships are a normal feature of commerce and business. A related party relationship is able to influence the normal business operations of Council even if related party transactions do not occur. The mere existence of the relationship may be sufficient to affect the transactions of the Council with other parties. Alternatively, one party may refrain from trading with Council because of the significant influence of another.

A **related party** is a person or entity that is related to the entity that is preparing its financial statements.

A **related party transaction** is a transfer of resources, services or obligations between a reporting entity and a related party, regardless of whether a price is charged.

**Key Management Personnel (KMP)** are those persons having the authority and responsibility for planning, directing and controlling the activities of the entity, directly or indirectly.

Related Party Disclosures Policy		
Owner: Corporate Governance	Accountability: Governance Framework	Endorsed by Council: 27 June 2023
CM Reference (Word):	Last review date: June 2023	Next review date: June 2025

**ITEM 5 (continued)**

**ATTACHMENT 1**

**Related Party  
Disclosures Policy**

Council's related parties are:

- entities related to Council;
- Key Management Personnel (KMP);
- close family members of key management personnel; and
- entities or persons that are controlled or jointly controlled by key management personnel, or their close family members.

The City of Ryde KMP were previously identified as:

- Councillors;
- General Manager;
- Directors of Corporate Services, City Works, Customer and Community Services, and City Planning and Environment.

With the new City of Ryde organisational restructure undertaken in 2022-2023, the City of Ryde KMP are now:

- Councillors;
- Chief Executive Officer;
- General Managers Business and Operations, and City Shaping;
- Executive Managers People and Business, City Infrastructure, City Development, and City Life; and
- Chief Financial Officer and General Counsel.

In the transitional period of 2022-2023 anyone holding any of the above offices in that period is considered a KMP for that financial year.

Each year, six steps need to be undertaken to ensure complete information is available to meet the requirements of AASB Standard 124: Related Party Disclosures;

1. All KMP are to notify Council of their close family members and of entities that they, or their close family members, control or jointly control.
2. All KMP are to provide details of their transactions with Council and Council entities, made by them, their close family members, or entities that they, or their close family members, control or jointly control.
3. All KMP are to provide details of non-monetary benefits that they have received from Council.
4. Financial Services will conduct business system analysis to extract details of Council's transactions with Council entities (for example subsidiaries, associates, and joint ventures).
5. Financial Services will extract details of KMP's financial compensation.
6. Financial Services will review KMP's declarations and verify, where possible, in Council's business systems.

**Exceptions**

1. Transactions associated with the City of Ryde Councillor Expenses and Facilities Policy do not need to be declared, as this information is reported within the Statutory Information section of Council's Annual Report.
2. KMP do not need to provide details of close family members who are

Related Party Disclosures Policy		
Owner: Corporate Governance	Accountability: Governance Framework	Endorsed by Council: 27 June 2023
CM Reference (Word):	Last review date: June 2023	Next review date: June 2025

**ITEM 5 (continued)**

**ATTACHMENT 1**

**Related Party  
Disclosures Policy**

minors initially. This disclosure is only required if during the period the KMP identifies a close family member, who is a minor, as having conducted a reportable transaction. (NSW Treasury FAQs – May 2017).

Following the collection of all data, Financial Services will assess this information and make determinations regarding disclosure. Disclosure in Council's financial statements will only be made where a transaction has occurred between Council and a related party of Council, and this transaction is material in size or nature, when considered individually or collectively. All KMP compensation is considered material and significant.

Further detail on transactions that are required to be notified in accordance with this policy and AASB Standard 124: Related Party Disclosures, and how this information is to be notified and stored are given in the Guidelines.

**Privacy and Access to Information**

Information provided by KMP and other related parties shall be held by Council for the purpose of compliance with Council's legal obligations under AASB 124 and shall be otherwise disclosed only where required by the *Government Information (Public Access) Act 2009*, and *Privacy and Personal Information Protection Act 1998*.

**References**

AASB Standard 124: Related Party Disclosures - July 2015  
Office of Local Government - Financial reporting obligations - Circular 16-36  
Office of Local Government webinar and Q&As – October 2016  
Treasury Circular - TC 16-12 - December 2016  
LG Debits and Credits - March and May 2017  
Australian Accounting Standards Board - Agenda Decision - April 2017  
Treasury Circular – Frequently Asked Questions: Related Party Disclosures - May 2017

**Attachments**

Document Title	CM Reference
Guidelines	
KMP Related Party Notification Form	D17/81854
KMP Related Party Transactions Declaration form	D17/81856

Related Party Disclosures Policy		
Owner: Corporate Governance	Accountability: Governance Framework	Endorsed by Council: 27 June 2023
CM Reference (Word):	Last review date: June 2023	Next review date: June 2025

**ITEM 5 (continued)**

**ATTACHMENT 2**



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## **Related Party Disclosures Guidelines**



**ITEM 5 (continued)**

**ATTACHMENT 2**

**Related Party  
Disclosures Guidelines**

*Document Version Control*

<b>Document Name:</b>	<b>Related Party Disclosures Guidelines</b>
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<b>Distribution:</b>	Internal and External

*Change History*

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1.0	27 June 2017	Risk, Audit and Governance	Presented to Council
1.1	16 April 2021	Corporate Governance	Style and formatting changes to align with updated policy templates
1.2	June 2023	Business Assurance and Governance	Reviewed. Updated for organisational changes.

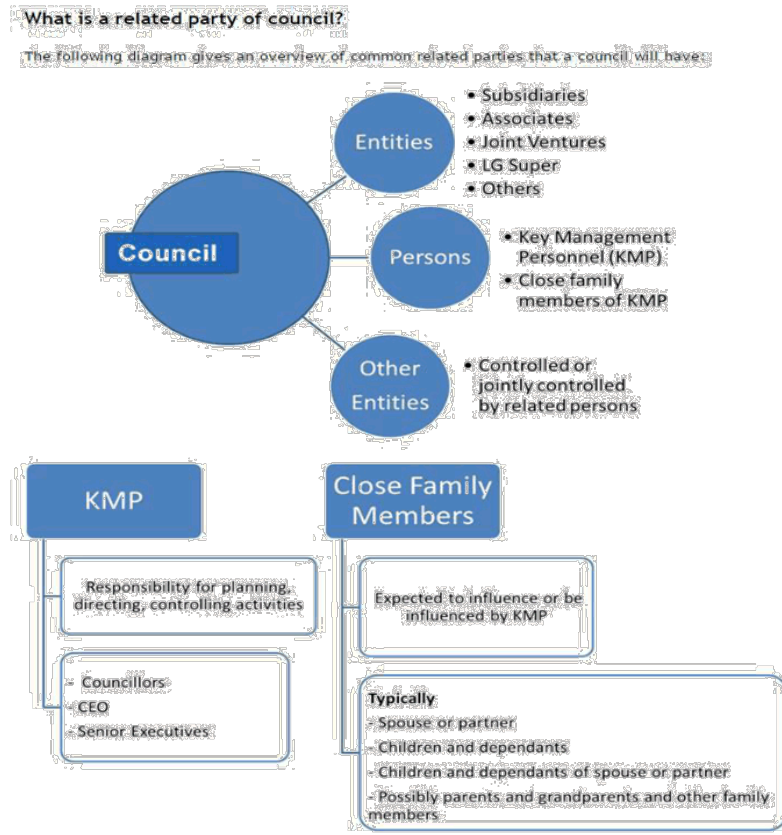
Related Party Disclosures Guidelines		
Owner: Corporate Governance	Accountability: Governance Framework	Presented to Council: 27 June 2023
CM Reference (Word):	Last review date: June 2023	Next review date: June 2025

**ITEM 5 (continued)**

**ATTACHMENT 2**

**Related Party  
Disclosures Guidelines**

**WHO AND WHAT ARE COUNCIL'S RELATED PARTIES?**



Council's related parties are:

- entities related to Council;
- key management personnel (KMP);
- close family members of key management personnel; and
- entities or persons that are controlled or jointly controlled by key management personnel, or their close family members;

Related Party Disclosures Guidelines		
Owner: Corporate Governance	Accountability: Governance Framework	Presented to Council: 27 June 2023
CM Reference (Word):	Last review date: June 2023	Next review date: June 2025

**ITEM 5 (continued)**

**ATTACHMENT 2**

**Related Party  
Disclosures Guidelines**

**IDENTIFYING ENTITIES RELATED TO COUNCIL**

Entities controlled by council, jointly controlled by Council or over which council has significant influence are related parties of council. Examples of these related parties are subsidiaries, associates, joint ventures and superannuation funds.

A person or entity is also a related party of Council if any of the following apply:

- they are members of the same group (which means that each parent, subsidiary and fellow subsidiary is related to the others);
- they are an associate or belong to a joint venture of which Council is part of;
- they and Council are joint ventures of the same third party;
- they are part of a joint venture of a third party and council is an associate of the third party;
- they are a post-employment benefit plan for the benefit of employees of either Council or an entity related to Council.

Council's Financial Services team will manage the investigation to identify entities related to Council. This investigation will include consultation with Council's leadership team regarding current agreements and arrangements, and also analysis within the financial and project management systems.

Council will refer to AASB 10 – Consolidated Financial Statements, AASB 11 – Joint Arrangements and AASB 128 – Investments in Associates and Joint Ventures to make these determinations.

Financial Services will conduct business system analysis to extract details of Council's transactions with other related party entities, on an annual basis for inclusion in the Financial Statements.

**DETERMINING KEY MANAGEMENT PERSONNEL**

**Key Management Personnel** (KMP) are those persons having the authority and responsibility for planning, directing and controlling the activities of the entity, directly or indirectly.

At City of Ryde, KMP were previously identified as

- Councillors
- General Manager
- Directors of Corporate Services, City Works, Customer and Community Services, and City Planning and Environment.

With the new City of Ryde organisational restructure undertaken in 2022-2023, the City of Ryde KMP are now:

- Councillors;
- Chief Executive Officer;
- General Managers Business and Operations, and City Shaping;
- Executive Managers People and Business, City Infrastructure, City Development, and City Life; and
- Chief Financial Officer and General Counsel.

Related Party Disclosures Guidelines		
Owner: Corporate Governance	Accountability: Governance Framework	Presented to Council: 27 June 2023
CM Reference (Word):	Last review date: June 2023	Next review date: June 2025

ITEM 5 (continued)

ATTACHMENT 2

**Related Party  
Disclosures Guidelines**



In the transitional period of 2022-2023 anyone holding any of the above offices in that period is considered a KMP for that financial year.

A person who is acting in a position that has been identified as KMP, becomes a KMP if the appointment is for three months or greater.

Entities that are controlled or jointly controlled by KMP or their close family members are also related parties. These may include companies, trusts, joint ventures, partnerships and non-profit associations such as sporting clubs.

Council will refer to AASB 10 – Consolidated Financial Statements and AASB 11 – Joint Arrangements to confirm a KMP declaration that states that they or a close family member controls, or jointly controls, an entity.

**DISCLOSURE OF RELATED PARTY TRANSACTIONS IN FINANCIAL STATEMENTS**

Related party transactions that are not ordinary citizen or immaterial, must be disclosed in the Financial Statements in aggregate or by description and must include the following detail:

- the nature of the related party relationship.
- the amount of the transactions.
- the amount of outstanding balances, including commitments, and
  - (i) their terms and conditions, including whether they are secured, and the nature of the consideration to be provided in the settlement; and
  - (ii) details of any guarantees given or received.
- provisions for doubtful debts related to the amount of outstanding balances; and
- the expense recognised during the period in respect of bad or doubtful debts due from related parties.

When assessing materiality and whether to include each transaction in the Financial Statements, Council will consider both the size and the nature of transaction, individually and collectively.

Materiality is to be assessed in terms of the potential effect of the relationship on the financial statements, rather than the materiality of the transaction to the KMP; and whether the transaction was part of an ordinary operational or *arm's length transaction* (eg purchase of property, plant and equipment, hiring employees) on normal commercial terms and conditions including meeting tendering requirements.

All transactions between Council and related parties, whether monetary or not, are required to be identified and noted in the Related Parties register, unless identified as *ordinary citizen transactions*.

**Ordinary citizen transactions (OCT)** are transactions that an ordinary community member would undertake with Council, which are undertaken in the ordinary course of participating in Council's functions and activities.

Related Party Disclosures Guidelines		
Owner: Corporate Governance	Accountability: Governance Framework	Presented to Council: 27 June 2023
CM Reference (Word):	Last review date: June 2023	Next review date: June 2025

ITEM 5 (continued)

ATTACHMENT 2

**Related Party  
Disclosures Guidelines**

Examples are

- paying rates;
- parking fees;
- use of Council facilities;
- paying fines on normal terms and conditions; and
- pet registration fees.

**Arm's length transactions** are transactions between parties that are made in accordance with established processes, criteria or conditions that result in outcomes that would be the same irrespective of the parties involved.

Any transaction that occurs on terms and conditions that are different to those offered to the general public may become material, for example staff discounts.

Fees associated with development activities are not considered to be immaterial.

**Identifying KMP Compensation**

Council's Financial Services team will identify details of KMP compensation on an annual basis for inclusion in the Financial Statements. KMP compensation means all forms of consideration paid, payable or provided in exchange for services provided.

Compensation is to be disclosed in total, and for each of the following categories:

- a) short-term employee benefits;
- b) post-employment benefits;
- c) other long-term benefits; and
- d) termination benefits.

Council will also disclose amounts incurred for the provision of KMP services that are provided by a separate management entity – for example fees to a KMP engaged as an independent contractor or through an agency.

**Process to identify related party transactions with KMP or their close family members, including with entities they control (or jointly control)**

In order to meet the disclosure requirements, Council's KMP are required to complete two forms each year.

Step 1

All KMP are responsible for identifying their close family members and entities they or close family members control for each financial year, using the KMP Related Party Notification form.

This form is to be received no later than:

- 30 days after a KMP commences their term of employment
- 30 April each year

If a KMP identifies related parties at other times in the year, they are to submit an updated KMP Related Party Notification form.

Related Party Disclosures Guidelines		
Owner: Corporate Governance	Accountability: Governance Framework	Presented to Council: 27 June 2023
CM Reference (Word):	Last review date: June 2023	Next review date: June 2025



ITEM 5 (continued)

ATTACHMENT 2

**Related Party  
Disclosures Guidelines**



As suggested by NSW Treasury, KMP do not initially need to provide details of close family members who are minors. This disclosure is only required if during the period the KMP identifies a close family member, who is a minor, as having conducted a reportable transaction. (NSW Treasury FAQs – May 2017).

Step 2

The second step is for KMP to complete a KMP Related Party Transactions Declaration form. This form enables KMP to provide details of any related party transactions in the financial year, between Council and either themselves, their close family members or entities controlled or jointly controlled by them or any of their close family members.

Please note that transactions associated with the City of Ryde Councillor Expenses and Facilities Policy do not need to be declared on this form, as this information is reported within the Statutory Information section of Council's Annual Report.

The Related Party Transactions Declaration notification form is to be received no later than 30 June each year.

KMP are not required to notify Council of transactions of their *ordinary citizen transactions*.  
KMP are required to notify transactions that they assess as being *arm's-length transactions*.  
Please refer to the listing of Key Terms and Definitions below.

**REGISTER OF RELATED PARTIES AND RELATED PARTY TRANSACTIONS**

The Senior Governance Officer shall maintain a register of Council's KMP Notification and Declaration forms.

Business Assurance and Governance shall maintain a register of Council's Related Party Transactions. Related party entities and transactions identified by Financial Services shall also be retained in the register.

It is important to note that transactions extracted or collected, that are then deemed to be not significant or material and thus not required to be disclosed in Financial Statements are still to be retained in the register for audit purposes.

Details of KMP compensation, prior to aggregation, are also retained in the register for audit purposes.

**Privacy and Access to Information**

Information provided by KMP and other related parties shall be held by Council for the purpose of compliance with Council's legal obligations under AASB 124 and shall be otherwise disclosed only where required by the *Government Information (Public Access) Act 2009*, and *Privacy and Personal Information Protection Act 1998*.

Related Party Disclosures Guidelines		
Owner: Corporate Governance	Accountability: Governance Framework	Presented to Council: 27 June 2023
CM Reference (Word):	Last review date: June 2023	Next review date: June 2025



**ITEM 5 (continued)**

**ATTACHMENT 2**

**Related Party  
Disclosures Guidelines**

**Key Terms and Definitions**

<p><b>Key Management Personnel (KMP)</b> KMP are those persons having the authority and responsibility for planning, directing and controlling the activities of the entity, directly or indirectly.</p>
<p><b>Related Party</b> A person or entity that is related to the entity that is preparing its financial statements.</p>
<p><b>Control and Joint Control of an entity</b> Control of an entity is present when there is: (a) power over the entity; and (b) exposure or rights to variable returns from involvement with the entity; and (c) the ability to use power over the entity to affect the amount of returns received.  Joint control is the contractually agreed sharing of control of an arrangement, which exists only when decisions about the relevant activities require the unanimous consent of the parties sharing control.</p>
<p><b>Ordinary Citizen Transactions</b> Transactions that an ordinary citizen would undertake with Council, which are undertaken in the ordinary course of participating in Council's functions and activities. Examples of ordinary citizen transactions considered not material in nature: are (a) paying rates and utility charges; (b) using Council's public facilities after paying the corresponding fees.</p>
<p><b>Arm's length transaction</b> Transactions between parties that are made in accordance with established processes, criteria or conditions, that result in outcomes that would be the same irrespective of the parties involved. Examples include hiring of staff in accordance with normal Council protocol and the awarding of tenders or procurement in accordance with established Council protocol.</p>
<p><b>Close members of the family of a KMP</b> Are those family members who may be expected to influence, or be influenced by, that person in their dealings with the entity and include:  <ul style="list-style-type: none"> <li>that person's children and spouse or domestic partner;</li> <li>children of that person's spouse or domestic partner; and</li> <li>dependants of that person or that persons' spouse or domestic partner.</li> </ul> For the purposes of AASB 124, close family members may also include extended members of a family (such as, without limitation, parents, siblings, grandparents, uncles/aunts or cousins) if they could be expected to influence, or be influenced by, the KMP in their dealings with Council.</p>
<p><b>Related Party Transaction</b> A transfer of resources, services or obligations between Council and a related party, regardless of whether a price is charged, including but not limited to:  <ul style="list-style-type: none"> <li>purchases or sales of goods</li> <li>purchases or sales of property and other assets</li> <li>rendering or receiving of services</li> <li>rendering or receiving of goods</li> <li>leases</li> <li>transfers under licence agreements</li> <li>transfers under finance arrangements (example: loans)</li> <li>provision of guarantees (given or received)</li> <li>commitments to do something if a particular event occurs or does not occur in the future</li> <li>settlement of liabilities on behalf of Council or by Council on behalf of that related party.</li> </ul> </p>

Related Party Disclosures Guidelines		
Owner: Corporate Governance	Accountability: Governance Framework	Presented to Council: 27 June 2023
CM Reference (Word):	Last review date: June 2023	Next review date: June 2025

**ITEM 5 (continued)**

**ATTACHMENT 2**

**Related Party  
Disclosures Guidelines**

**Material (materiality)**

Means the assessment of whether the transaction, either individually or in aggregate with other transactions, by omitting it or misstating it could influence decisions that users make on the basis of an entity's financial statements. For the purpose of this policy, it is not considered appropriate to set either a dollar value or a percentage value to determine materiality.

**Significant (significance)**

Means likely to influence the decisions that users of the Council's financial statements make having regard to both the extent (value and frequency) of the transactions, and that the transactions have occurred between the Council and related party outside a public service provider/taxpayer relationship.

**References**

Office of Local Government Code of Accounting Practice December 2022

Related Party Disclosures Guidelines		
Owner: Corporate Governance	Accountability: Governance Framework	Presented to Council: 27 June 2023
CM Reference (Word):	Last review date: June 2023	Next review date: June 2025

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## 6 SPORTS FIELDS ACTION PLAN - TOWARDS 2036: PUBLIC EXHIBITION OUTCOMES

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**Report prepared by:** Open Space Planner  
**File No.:** GRP/22/47 - BP22/912

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### REPORT SUMMARY

Council considered the Draft *City of Ryde Sports Fields Action Plan - Towards 2036* at its meeting of 26 July 2022 and resolved to place the draft on public exhibition. This exhibition occurred between 15 September and 13 October 2022. Council requested that a report on the exhibition be prepared should there be any submissions.

A total of 99 Have Your Say page comments and 11 written submissions, including some objections, were received during the Public Exhibition. This report summarises the comments and responses, their implications and recommends the way forward.

Generally, the comments and submissions were highly supportive of the *Draft Plan*, with 86% of comments endorsing the Plan and the priorities identified, 10% flagging additional issues and only 4% objecting to elements of the Plan.

The majority of respondents appreciate that the proposed projects hold the promise of substantial sporting community, environmental and economic benefits for the City (and as detailed in the 26 July report to Council).

However, some community responses raised concerns regarding the potential for negative environmental impacts of sports lighting and sports synthetic surfaces. These matters are being and will continue to be addressed by Council at the detailed planning and investigation stage for each project.

A significant number of submissions were also received in relation to the expansion of the capacity of Waterloo Park for active recreation (with 53% of HYS comments and 27% of written submissions endorsing the plans for Waterloo Park). Whilst this is already identified as a priority by Council in its Strategic Plans, this report recommends bringing forward detailed feasibility investigations for the project to commence in 2023. Should these investigations identify that expansion of the capacity for active recreation at the park is feasible, Council could then consider undertaking the master planning process for Waterloo Park.

Following the feedback received from the community on the plan, some minor changes to the Draft Plan are proposed, as detailed in the body of the report below. This report recommends the adoption of the amended *City of Ryde Sports Fields Action Plan - Towards 2036* (**ATTACHMENT 1 – CIRCULATED UNDER SEPARATE COVER**).

**ITEM 6 (continued)**

**RECOMMENDATION:**

- (a) That Council adopt the amended *City of Ryde Sports Fields Action Plan - Towards 2036* (**ATTACHMENT 1**).
- (b) That future projects detailed within the *Plan*, when implemented, be subject to the requirements of the *Environmental Planning and Assessment Act 1979* to assess the environmental impacts of the proposed works.
- (c) That the feasibility investigations for increasing the active recreation capacity of Waterloo Park be prioritised and undertaken this calendar year.
- (d) That staff write to thank all residents who participated in the *City of Ryde Sports Fields Action Plan - Towards 2036* public exhibition and inform them of Council's resolution.

**ATTACHMENTS**

- 1 Sports Field Action Plan - Towards 2036 - For Adoption – CIRCULATED UNDER SEPARATE COVER
- 2 Sports Field Action Plan - Towards 2036 - Public Exhibition Submissions Summary

Report Prepared By:

**Rob Parsonson**  
**Open Space Planner**

Report Approved By:

**Michael Longworth**  
**Senior Coordinator - Parks Planning**

**Simon James**  
**Executive Officer - City Spaces**

**Michael Galderisi**  
**General Manager - City Shaping**

## ITEM 6 (continued)

### Background

The projects recommended in the *City of Ryde Sports Fields Action Plan - Towards 2036* (the Plan) are required to cost effectively meet the forecast demand for organised sporting facilities to 2036 – particularly to address the forecast shortfall of 13 full size sports fields/ovals by 2036.

As detailed in the 26 July 2022 report to Council, the projects include a mix of infrastructure upgrades, as follows:

- Sports field lighting,
- Sport field layout optimisations,
- Synthetic conversions,
- Gaining access to school fields,
- Rezoning opportunities to create new fields and synthetic surfaces.

The projects were prioritised according to their cost effectiveness (i.e. capital investment cost / per additional carrying capacity) and weighted according to their contribution to increasing sports field capacity.

The recommended priorities comprise 28 projects at 16 parks, including 4 synthetic conversions, 16 lighting upgrades/installations, 5 field layout reconfigurations (generating 5 new natural turf and one new synthetic fields), 2 rezoning opportunities and 1 new shared use opportunity.

These projects have the potential to reduce the forecast 2036 shortfall of 13 full-size fields to zero, as follows:

Project	Full size field/equivalent
Synthetic conversions x 4 = 80 hours	2.5
Rezoning opportunities x 2	4.0
Shared use opportunity x 1	2.0
Field reconfigurations x new synthetic x 1	1.0
Field reconfigurations x natural turf x 3	5.0
Total	14.5

Additionally, implementation of the 16 sports lighting projects will significantly address the current shortfall in mid-week evening sports training carrying capacity (as demonstrated by the most recent winter allocation of sports fields).

### Public Exhibition

In accordance with part (a) of Council's July 2022 resolution, the Plan was placed on public exhibition on 15 September and remained on display for a total of 28 days until 13 October 2022.

## ITEM 6 (continued)

Interested residents and others were invited to Have Your Say (HYS) on the Strategy by providing comments or submissions via an on-line submission form, e-mail or post. Additionally, an ENewsletter was distributed to all sports clubs and associations that use Council's sports grounds, alerting them to the HYS page and inviting feedback.

A total of 99 HYS page comments and 11 written submissions, including some objections, were received during the Public Exhibition. This report summarises the comments and responses, their implications and recommends the way forward.

Generally, the HYS comments were highly supportive of the Plan, with 89% of response comments endorsing the Plan, 8% flagging additional issues and only 3% objecting to elements of the Plan, as summarised below:

Response	Facility	Percent comments
Support for Plan	General support	26.9
	Waterloo Park - synthetic conversion	36.2
	Waterloo Park – lighting upgrade	0.8
	Waterloo Park – upgrade general	16.2
	North Ryde Oval – synthetic conversion	2.3
	No specific facility – synthetic conversion	1.5
	Pioneer Park - lighting upgrade	5.4
Objections to Plan	Against synthetic conversions	1.6
	Health concerns re synthetic conversions	0.8
	Cost-benefit concerns re synthetic conversions	0.8
Additional issues to consider	Marsfield Park upgrade	0.8
	Access school sports facilities (Epping Boys HS)	0.8
	Retain land for sports facilities - TG Millner	4.6
	Secure land for sports facilities - CSIRO site Marsfield	0.8
	Climate change – need for more lighting for twilight/evening sport No specific facility	0.8
TOTAL		100.0

Nearly 50% of the written submissions (5) are also very supportive of specific proposals in the Plan. The other 6 proposals express concerns about the environmental impacts of synthetic conversions and sports lighting (2), the need for additional hockey facilities (3) and the loss of lawn bowls facilities (1).

A detailed summary of the comments and submissions received is provided as **ATTACHMENT 2**.

## **ITEM 6 (continued)**

### **Discussion and Recommended Amendments to Proposed Report**

Based on the extensive, mainly positive, feedback from the community, as well as matters that have arisen after preparation of the Plan, the following items have been revisited and some amendments to the Plan are proposed.

#### Waterloo Park

While the synthetic conversion and expansion of Waterloo Oval are already priority projects identified in the Plan, it is deemed appropriate, due to the very strong community support for the project (with 53% of HYS comments and 27% of written submissions endorsing the plans for Waterloo Park), to bring forward detailed feasibility investigations for the project to commence in 2023. Should these investigations identify that the project is feasible, Council may then undertake the master planning process for Waterloo Park.

#### Pioneer Park

There was strong support for the sports lighting proposal for Pioneer Park in the community engagement – with more than 5% of total responses supporting sports lighting. While the project was in the Plan placed on public exhibition, it had been given a ‘low’ priority.

The low priority has been reviewed against the other sports lighting projects and it is now recommended that Pioneer Park be upgraded to ‘medium’ priority with Bill Mitchell Park dropping to ‘low’ priority. The installation of sports lighting at Pioneer Park will likely assist in managing any additional baseball demand from natural population growth without the need for providing additional baseball facilities.

#### TG Millner Field

Following the preparation of the Draft Sports Field Action Plan, a Planning Proposal for the TG Millner site was lodged with Council. This ‘market driven’ matter impacts the priority of the project and has elevated the priority of the project.

Specifically, it is proposed that the current ‘2 fields’ opportunity in the Draft Plan be changed to ‘a minimum of 2 fields’ to reflect the actual potential of the site.

A higher prioritisation for this project is also consistent with the strong community support for retention of the TG Millner site for sports fields.

#### CSIRO Marsfield site

Similar to the TG Millner site, the Marsfield CSIRO site is a ‘market driven’ opportunity which will remain latent until such time as a Planning Proposal is lodged. Should this occur, the project’s prioritisation (currently ‘low’ priority) will be reviewed subject to the details of the proposal.



## **ITEM 6 (continued)**

### **Hockey**

The *City of Ryde Open Space Future Provision Strategy* (May 2021) identified a hockey pitch demand in the City of Ryde of 67 hours/week in 2019 growing to 92 hours by 2036. This translates to a requirement for 1 synthetic (capacity 50 hours) and one unlit grass field (capacity 18 hours) in 2019 and 2 synthetic pitches (capacity 100 hours) by 2036.

Based on planning benchmarks, the current supply of hockey pitches in the City – the synthetic, NSW Government owned Keith Thompson Hockey Centre (18 Waterloo Rd Macquarie Park) and the grass pitch at Meadowbank Park was just sufficient to meet the 2019 demand.

However, as indicated by Hockey NSW (in consultations undertaken in preparation of the *City of Ryde Sport and Recreation Strategy 2016-26*), membership statistics demonstrate that larger memberships tend to be where facility supply is relatively plentiful (as in the City of Ryde where circa 50% of the 1,800 members of the North-West Sydney Hockey Association live).

Accordingly, Hockey NSW indicated its support for an additional hockey field in the City of Ryde.

This additional demand was echoed in the recent community engagement undertaken on the Draft *City of Ryde Sports Fields Action Plan - Towards 2036* – with 3 of the 11 written submissions expressing the need for additional hockey facilities.

Given these expressed issues together with the modelling, discussed above, identifying the need for two synthetic hockey pitches by 2036, it is imperative that any potential future relocation of the Keith Thompson Hockey Centre commences operations with 2 synthetic fields suitable for hockey and associated infrastructure such as amenities, car parking and lighting.

A new brief section has been added to the Draft Plan to emphasise and quantify this need.

### **Environmental concerns**

As noted above, 2 of the 11 written submissions and 4 of the 99 HYS comments received during the public exhibition, expressed concerns about impacts associated with the proposed lighting and synthetic conversion projects e.g. with lighting projects causing light spill on surrounding residences and impacts on bird populations and the potential heat island and material breakdown impacts of synthetic surfaces

With respect to these concerns, it is noted that there are options for mitigating the potential impacts. Council is already implementing mitigation measures e.g. use of organic infill materials in synthetic playing surfaces (as a substantial additional cost to Council) and LED lighting (to limit spill).

### ITEM 6 (continued)

Additionally, potential impacts will be thoroughly investigated as part of the planning pathway requirements of the *Environmental Planning and Assessment Act 1979* for each project.

Further, it is noted that a soon to be released NSW State Government review of synthetic sports surfaces, led by the NSW Chief Scientist, has explored the risks and opportunities associated with synthetic sports surfaces and, for any future City of Ryde project, the findings will be considered in conjunction with the above-mentioned site-specific environmental assessment of projects.

Following making these amendments to the document in response to community feedback and other considerations as detailed, the *City of Ryde Sports Fields Action Plan - Towards 2036* provided in **ATTACHMENT 1 - CIRCULATED UNDER SEPARATE COVER** is recommended for adoption.

### Financial Implications

There are no financial implications for Council adopting the recommendations of this report. This report does not propose changes to the Operational or Delivery Plans. Should Council resolve to adopt this Plan, changes will be made to the Delivery Plan during Council's business planning processes and project implementation is subject to funding availability. Any addition of capital projects to this plan may require the reprioritisation of existing identified projects.

**ITEM 6 (continued)**

**ATTACHMENT 2**

**FUTURE SPORTS FACILITIES PUB EXHIB – SUBMISSIONS**

**1. HAVE YOUR SAY webpage submissions form (99 responses with a total of 130 separate comments)**

The responses are heavily skewed to Waterloo Park with 53.2% of all responses supporting the upgrades at Waterloo Park.

Overall, 89.3% of responses are supportive of the Plan, with only 10.7% of responses being against recommendations or flagging additional issues of concern.

Issue	Facility	No. comments	% comments
<b>Support for Plan &amp; specific recommendations</b>			
General support for Plan	No specific facility	35	26.9
Synthetic conversions	Waterloo Park	47	36.2
	North Ryde Oval	3	2.3
	No specific facility	2	1.5
Lighting upgrades	Waterloo Park	1	0.8
	Pioneer Park	7	5.4
Upgrades general	Waterloo Park	21	16.2
<b>Issues/concerns</b>			
Less/against synthetic conversions	No specific facility	1	0.8
	Waterloo Oval	1	0.8
Health concerns re synthetic conversions	No specific facility	1	0.8
Cost-benefit concerns re synthetic conversions	No specific facility	1	0.8
Other upgrade requirements	Marsfield Park	1	0.8
Access school sports facilities	Epping Boys HS	1	0.8
Retain/secure land for sports facilities	TG Millner	6	4.6
	CSIRO site Marsfield	1	0.8
Climate change – need for more lighting for twilight/evening sport	No specific facility	1	0.8
<b>TOTAL</b>		<b>130</b>	<b>100.0</b>

**ITEM 6 (continued)**

**ATTACHMENT 2**

**2. Email/written submissions (11 responses)**

Nearly 50% of submissions (5) are very supportive of specific proposals in the Plan. The other 6 proposals express concerns about the environmental impacts of synthetic conversions and sports lighting (2), the need for additional hockey facilities (3) and the loss of lawn bowls facilities (1).

Submission	Purpose	Specific issues
<b>Submissions of support</b>		
Macquarie Dragons FC	Support for Waterloo Park proposals	Support of the Waterloo Park upgrades - additional field, lighting, amenities and shared use.
Macquarie Saints Baseball Club	Support for Waterloo and Pioneer Park proposals	Support lighting upgrade at Pioneer Park in conjunction with downsizing Waterloo senior baseball to junior - danger to users of walkway – with seniors moving to Pioneer Park.
Macquarie Saints Baseball Club	Support for Waterloo and Pioneer proposals	Support lighting upgrade at Pioneer Park. Support synthetic conversion at Waterloo Park.
North-West Sydney Football	Support for LH Waud Oval proposals	Support synthetic conversion at LH Waud. Support lighting upgrade at LH Waud.
Football NSW	Support for LH Waud Oval proposals	Support synthetic conversion at LH Waud. Support lighting upgrade at LH Waud.
<b>Concerns/issues</b>		
RHHFFPS	Environmental impacts/mitigation	Multiple concerns - urban heat; micro plastics pollution and carbon emissions; landfill; increased flood risk; toxic chemicals; natural turf important for biodiversity.
<Redacted – Persons Name>	Environmental impacts/mitigation	Need for mitigation of synthetic surfacing - reduce impact on birds foraging by replacing netball courts with grass fields at same time as synthetic surfacing of LH Waud; reduce heat impact; reduce runoff of microplastics; ensure end of life recycling. Need for mitigation of lighting impacts - reduce impacts of lighting on birds e.g. Raptor Sylvania lights have a Natuur Range which they claim minimises risks to wildlife.
<Redacted – Persons Name>	Need for more hockey facilities	Build LH Waud synthetic conversion to hockey standard.
<Redacted – Persons Name>	Need for more hockey facilities	Build LH Waud synthetic conversion to hockey standard.
<Redacted – Persons Name>	Need for more hockey facilities	Dire lack of quality hockey facilities in Sydney which City of Ryde can help to ameliorate.
<Redacted – Persons Name>	Concern re loss of Lawn Bowls	Concern re proposal that the existing Denistone bowling club site be used for a sports field/no consultation.

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## 7 REDUCING ORGANIC AND NON-ORGANIC MATTER IN OUR WATERWAYS

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**Report prepared by:** Senior Coordinator – Infrastructure Services  
**File No.:** GRP/22/47 - BP22/707

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### REPORT SUMMARY

This report has been prepared in response to a Council Notice of Motion (NOM) (No.3/22), part (a) and part (b) dated 22 February 2022. The NOM requests that Council:

- (a) *That Council note, close to 4,000 fish died recently in one of several fish kills in the Parramatta River at Rydalmere and Haslams Creek. The Environmental Protection Agency (EPA) and the Department of Primary Industry (DPI) have confirmed that this event was due to deoxygenation of the water, caused by excessive organic matter being washed into the river from drains after heavy rain.*
- (b) *That the General Manager bring back a report to Council or the Works and Community Committee outlining:*
  - i. *the current management of organic matter in City of Ryde (COR) drains, gross pollutant traps (GPT's) and street gutters, including the locations and frequency of COR street-cleaning.*
  - ii. *opportunities and costs to increase the number, type and efficiency of our GPT's – outlining the resources required to increase cleaning of traps, particularly before major weather events.*

The report provides an overview of the current management of organic matter in City of Ryde (COR) drains, gross pollutant traps (GPTs), and street gutters, as well as to explore opportunities and costs to enhance the efficiency of GPTs.

The report discusses the occurrence of fish kills in the Parramatta River and its tributaries in early 2022, which were attributed to low dissolved oxygen caused by a natural blackwater event. Blackwater events result from the build-up of leaf litter and woody debris on floodplains, which are washed into the river during floods. These events can deplete dissolved oxygen, causing stress and fish kills. The highly urbanised Parramatta River catchment is more susceptible to such events due to rapid vegetation movement from concrete drains and hard surfaces.

The Environmental Protection Agency (EPA) confirmed that the fish kills were a result of natural processes and acknowledged the cooperative efforts of the community, local councils, and government agencies in improving the river's health. However, the urban environment continues to exert pressure on the natural system, making recurring blackwater events likely.

## **ITEM 7 (continued)**

The report also highlights the current practices implemented by Council to manage stormwater and reduce organic matter in waterways. Street sweeping operations follow a systematic approach, while stormwater pits undergo regular inspections and maintenance. Gross Pollutant Traps (GPTs) strategically placed across the Local Government Area effectively capture larger pollutants, with regular cleaning based on tonnages and historical knowledge.

Additionally, secondary treatments, including wetlands, bioretention systems, and sediment basins, are implemented to comprehensively treat stormwater and minimise its impact on aquatic life. The report emphasises the importance of water-sensitive urban design (WSUD) and development controls to improve stormwater quality and integrate treatment measures into the landscape.

The report acknowledges the significance of community involvement in mitigating blackwater events and organic matter introduction into waterways. Council actively participates in the Parramatta River Catchment Group (PRCG) to promote awareness programs and campaigns. Initiatives such as the 'Love your waterways' and 'Get the Site Right' campaigns, along with the annual 'See it, Stop it, Report it' campaign, aim to engage the community and raise awareness about waterway pollution.

Financially, the maintenance and operation of the existing GPTs incur an approximate cost of \$200,000 per year. The report states that the current cleaning frequency is optimal and increasing it would not necessarily reduce organic matter in waterways, however any additional cleaning and maintenance will incur additional costs. Therefore, maintaining the current cleaning and maintenance practices for the GPTs does not have any financial impact on the Council's budget.

Overall, the report emphasises the importance of ongoing efforts to manage stormwater, raise community awareness, and implement appropriate treatments to improve waterway health in the face of urbanisation and natural blackwater events.

### **RECOMMENDATION:**

- (a) That Council maintain the current cleaning frequency of street gutters and stormwater pits and GPTs, ensuring optimal performance whilst seeking and implementing efficiencies where practicable.
- (b) That Council continue to undertake education campaigns to increase awareness within the community.

### **ATTACHMENTS**

There are no attachments for this report.

**ITEM 7 (continued)**

Report Prepared By:

**Chaitanya Tadikonda**  
**Senior Coordinator - Infrastructure Services**

Report Approved By:

**Meroeh Suesser**  
**Manager - Engineering and Project Delivery**

**Charles Mahfoud**  
**Executive Manager - City Infrastructure**



## **ITEM 7 (continued)**

### **Discussion**

#### **Context**

Council notes that in February and March 2022, fish kills were reported at several locations along the Parramatta River and its tributaries. The Environmental Protection Agency (EPA) have since investigated the matter and resolved that the kills were due to low dissolved oxygen in the water caused by a natural and reoccurring, 'blackwater' event.

According to the Department of Primary Industries (DPI), blackwater occurs naturally over time when leaf litter and woody debris build up on the floodplain and washed into the river system during a flood. It is considered an important part of the aquatic food web as it provides food for insects which feed fish, frogs, and other aquatic wildlife. When there is a lot of organic material washed into the river, its rapid decay can consume dissolved oxygen from the water. If dissolved oxygen drops to very low levels, this can cause 'hypoxic' water which can be stressful for native fish and can lead to fish kills.

While blackwater events occur even in undisturbed, natural systems, it is more likely to occur in highly urbanised areas. The Parramatta River catchment is highly urbanised, which means that vegetation is quickly moved into the river by concrete drains and hard surfaces. As such when a perfect alignment of extreme tides, warm weather and heavy rain occurred, a hypoxic blackwater event in the Parramatta River was the result.

The EPA have confirmed that the fish kills were a result of natural processes and acknowledged that over time, cooperative efforts by the community, local councils such as the 'Get the Site Right' bi-annual, 20 Council event and state government agencies have substantially improved the health of the river, yet as a natural system it remains under pressure from the developed urban environment that surrounds it. Unfortunately, this means that the river systems are all susceptible to reoccurring blackwater events.

#### **Current Practices**

##### **Street Sweeping**

The management of street sweeping operations follows a systematic approach to ensure the cleanliness and maintenance of roads and streets. A carefully planned mapping run divides the Local Government Area (LGA) into three precincts, allowing for efficient coverage. Weather permitting, street sweepers attend to their allocated roads and streets with a frequency of four (4) to five (5) weeks, adhering to a consistent schedule. In the case of reactive requests, an action is carried out within 24 hours. The current resource allocation includes three (3) truck-mounted sweepers, which effectively supports the achievement of this sweeping frequency. These measures contribute to maintaining a clean and aesthetically pleasing urban environment within the City of Ryde.

## **ITEM 7 (continued)**

### **Stormwater Pits**

Stormwater pits undergo regular visual inspections and maintenance to ensure their proper functioning within the stormwater management system. Visual inspections of the stormwater "sag"<sup>1</sup> pits are conducted every six (6) months to identify any potential issues or maintenance requirements. Additionally, a set program is in place to ensure regular cleaning and maintenance of the pits in a proactive manner. This is undertaken in the form of visual inspections by the street sweepers, three (3) to four (4) units at a time. Any areas with build-up are cleaned before adverse weather conditions to mitigate any potential problems.

By implementing these inspection, cleaning, and maintenance practices, Council can effectively manage an acceptable level of leaf litter and other organic matter in stormwater pits, noting that at no point will all stormwater pits be continuously free all the time. This proactive approach helps mitigate the risk of blockages, reduces the potential for flooding, and enhances the overall performance of the stormwater management system and is in alignment with other councils considering resources to manage this system.

### **Gross Pollutant Traps (GPTs)**

CoR has undertaken a full GPT audit of its existing GPT devices in 2019 and in 2022 which are currently being used as a guide to inform Council decision making for improving function and capacity of existing GPTs. CoR has a total 44 GPTs within the LGA. The main GPT devices are as listed below:

<b>Device Type</b>	<b>Numbers</b>
<b>NetTECH</b>	5
<b>Nicholas Ski Jump</b>	7
<b>Trash-rack</b>	2
<b>CDS GPT units</b>	20
<b>Humeceptor</b>	3
<b>Ecosol unit</b>	3
<b>Hydro-filter</b>	4

---

<sup>1</sup> A "sag" kerb inlet is a type of stormwater inlet located at a low point in a roadway. It is designed to prevent water from ponding in that area by allowing it to drain effectively even if the inlet is blocked or sealed. Alternatively, an "on-grade" inlet is located on a section of roadway that has positive gradient, facilitating proper drainage.

### ITEM 7 (continued)

Since the audit in 2019, Council has undertaken works to approximately 14 GPTs, which were either fixed or enhanced. GPTs are strategically positioned along drainage outlets and major creeks to effectively capture and remove larger pollutants within the

LGA. All GPTs have a recommended cleaning schedule ranging between six weekly to quarterly.

GPTs are serviced throughout the year based on the following:

- Historical knowledge of each location
- Tonnages of material removed from previous servicing
- Recent storm events that would generate significant volumes of material

Tonnages collated for the 2021 and 2022 calendar years have verified that most servicing occurs at an optimum frequency, as the vast majority are serviced before the maximum capacity of the GPT device is achieved. Therefore, increased frequency of service will not necessarily achieve a reduction of organic matter to the river and will not capture the high portion of organic matter that is not captured by this system entering waterways.

### Secondary Treatments

While GPTs play a crucial role as primary treatment devices, it is essential to acknowledge that they primarily remove larger pollutants. To comprehensively treat the stormwater and minimise its impact on aquatic life, secondary and tertiary treatments are necessary. This was also supported by the Department of Planning and Environment, which recommended the use of water-sensitive urban design (WSUD) as a preventive measure for blackwater events. WSUD retains water in the landscape and slows it down as it moves towards estuaries and rivers as well as acting as artificial wetlands slowing water down and allowing the organic matter to be filtered. These additional measures include wetlands, rain gardens, sedimentation basins, and bioretention basins. They provide further treatment of the stormwater, allowing for the removal of finer particles and pollutants.

CoR consists of the following secondary treatments.

Major **detention basins** at the following locations:

- Constitution Rd, Meadowbank - Charity creek catchment
- Morrison Rd, Ryde - Gladesville catchment
- Wicks Rd, Macquarie Park - Porters Creek catchment
- Waterloo Rd, Marsfield - Mars Creek catchment
- Delhi Rd, Macquarie Park – Lane Cove River catchment

## **ITEM 7 (continued)**

**Wetlands** are located at the following locations:

- Morrison Rd, Ryde - Gladesville catchment
- Higginbottom Rd, Gladesville – Buffalo Creek catchment
- Sobraon Rd, Marsfield (Dunbar Park), Mars Creek catchment

**Bioretention systems** are located at the following locations:

- Pearson St, Gladesville - Gladesville catchment
- Ross Smith Ave, Meadowbank - Charity creek catchment
- Cressy Rd, North Ryde - Buffalo Creek catchment
- Fawcett St, Ryde (Santa Rosa Park) – Shrimpton's Creek catchment
- Rear Kellaway St, East Ryde (Buffalo Creek catchment)
- Pittwater Rd fire trail entrance, East Ryde (Kitty's Creek catchment)
- Charles Street, Ryde (Lardelli Park), (Gladesville catchment)
- Railway Pd rain gardens & tree pits, Meadowbank (Charity Creek catchment)
- Nancarrow Ave, Meadowbank (Charity Creek catchment)
- Lachlan's Line, North Ryde (Charity Creek catchment)

**11 Sediment Basins** across Council LGA are located at:

- Westminster Rd, Gladesville
- Kennedy Street, Gladesville
- rear Kellaway St, adjacent bio basin, East Ryde
- Headwall from Quarry Rd, North Ryde
- Cherry Court, Marsfield
- Brush Rd, West Ryde
- Wicks Rd below Lachlan's Line, North Ryde
- Leachate Basin above NPWS, North Ryde
- Corner of Wicks Rd & Halifax Way, North Ryde
- Meriton Apartments, Talavera Rd, Marsfield
- 112 Talavera Road, Marsfield

WSUD is also implemented as a form of development control as per the CoR Development Control Plan, Part 8.2, Stormwater and Floodplain Management. Development controls apply to:

- Development on land located in a mixed-use business zone or industrial zone if the development is greater than 1,500 m<sup>2</sup> in gross floor area. This will include residential flat buildings and mixed-use developments

### **ITEM 7 (continued)**

- Development on land for SP2 Infrastructure such as schools, hospitals and other institutions, greater than 1,500 m<sup>2</sup> floor area.
- Above-ground carpark accommodating more than 50 car spaces.
- Land subdivisions resulting in the creation of 5 or more lots

The above controls ensure that the quality of stormwater discharged to the public drainage network because of development is such that it will not be detrimental to receiving waters. They encourage stormwater treatment and water capture measures which can integrate into the landscape to improve the visual amenity, aid the natural environment, and enhance public space areas.

### **Opportunities**

Upon review of the capacity, servicing, and catchment placement of the GPTs, it has been determined that there are no immediately identified locations for new installations that would achieve a zero organic to waterway outcome. The existing GPTs within the City of Ryde LGA are strategically positioned to serve as primary treatment devices, effectively removing larger pollutants from stormwater.

The current cleaning frequency of the GPTs is considered adequate for maintaining their functionality and ensuring efficient pollutant removal. Regular cleaning activities will continue as scheduled, adhering to the established frequency, to prevent the accumulation of pollutants in the GPTs and maintain optimal performance.

To preserve the efficiency of the GPTs, cleaning activities are conducted in accordance with advice and recommendations from consultants, best practices, and GPT manuals. In addition to removing organic and inorganic gross pollutants from the devices, sediment is also extracted to prevent build-up in the GPT storage area, which could impede pollutant removal from stormwater. By adhering to the recommended cleaning practices, the pollutant removal capabilities of the GPTs will be maximised.

### **Awareness Opportunities**

In order to mitigate blackwater events and the introduction of organic matter into waterways, community involvement plays a significant role. This contribution is acknowledged and recognised by regulatory bodies such as the EPA and DPE, who are responsible for managing pollution.

As an active member of the Parramatta River Catchment Group (PRCG), Council takes part in promoting group programs that aim to raise community awareness about the causes and impacts of waterway pollution. These initiatives align with the PRCG's Masterplan objectives, which aim to enhance waterway health and work towards achieving swim ability. Notable campaigns and educational programs implemented under the PRCG include the bi-annual 'Love your waterways' and 'Get the Site Right' campaigns, as well as event-based educational initiatives.

**ITEM 7 (continued)**

Council also organises an annual 'See it, Stop it, Report it' campaign to encourage community members to report instances of pollution. This effort is complemented by drain stencilling activities that aim to raise awareness about drains connected to the river and emphasise their purpose for rainwater only. The intention behind these initiatives is to increase awareness and minimize the impact of actions from private properties, such as depositing leaves into council drainage lines. Council recognizes that these awareness initiatives and water quality monitoring programs require sustained effort and will continue to make progress in these areas.

**Financial Implications**

CoR currently spends approximately \$200,000 per year for the maintenance and operation of the 44 GPTs. The maintenance works for GPTs usually include minor upgrade works where feasible to increase the capacity and overall functionality of the GPT.

As previously mentioned within the report, tonnages collated for the 2021 and 2022 calendar years have verified that most servicing occurs at an optimum frequency, as the vast majority are serviced before the maximum capacity of the GPT device is achieved. Therefore, increased frequency of service will not necessarily achieve a reduction of organic matter to the river and will not capture the high portion of organic matter that is not captured by this system entering waterways.

As such, maintaining the current frequency of cleaning and maintenance for the existing GPTs does not have any financial impact on Council's budget.



## 8 MELROSE PARK TRAFFIC ASSESSMENT

Report prepared by: Manager - Traffic Services  
File No.: GRP/09/3 - BP23/316

### REPORT SUMMARY

At the Council meeting on 25 October 2022, it was resolved that staff report back to Council, on the outcomes of the traffic and transport assessment covering the area bound by Victoria Road to the north, Wharf Road to the west, Adelaide Street to the east and Andrew Street to the south. This study area is shown in **Figure 1** below.



**Figure 1 – Study Area**

Council engaged an external traffic engineering/transport planning consultant ('Bitzios Consulting') to undertake this assessment. The study prepared by the consultant assessed the following scenarios:

- 1) Existing traffic conditions based on recent (pre-COVID) traffic volume data.
- 2) Future traffic conditions based on projected traffic demands for the year 2026 and 2036.



## ITEM 8 (continued)

Forecasted future 2026 and 2036 traffic volumes are based on background traffic growth rates adopted from Transport for NSW's Strategic Travel Forecast Model (STFM). It also incorporates traffic estimates associated with major future land uses such as the redevelopment of the Melrose Park precinct to the west of Wharf Road, which is under the care and control of Parramatta City Council. This development is referred to as the '*Melrose Park Urban Renewal Precinct*' on Parramatta City Council's website.

The key conclusion reached from the independent traffic and transport study is that the surrounding public road network servicing the study area shown in **Figure 1** are generally expected to operate within its capacity without the need for any significant upgrades, under both existing and future (2026 and 2036) scenarios. The only exception is the intersection of Victoria Road and Wharf Road, which the study has identified as a critical 'pinch point' that requires treatment to mitigate future traffic impacts at this location. For more details, please refer to the full Melrose Park *Traffic and Transport Study* in **ATTACHMENT 1**.

The study recommends measures proposed within Jacobs' *Transport Management & Accessibility Plan* (TMAP), as a potential solution, to alleviate congestion at the intersection of Victoria Road and Wharf Road. It is noted that Jacobs TMAP forms part of the planning proposal documents for the *Melrose Park Urban Renewal Precinct* development.

It is evident from both the Bitzios' and Jacobs' studies that the *Melrose Park Urban Renewal Precinct* development, which falls within Parramatta City Council's LGA, is the main contributor to the debilitating traffic conditions at the intersection of Victoria Road and Wharf Road that would warrant the upgrade of this intersection in the future. Furthermore, the extent of the proposed mitigation measures identified within the traffic and transport assessments fall outside of City of Ryde Council's jurisdiction.

Responsibility for delivering future improvements at the intersection of Victoria Road and Wharf Road lies with Parramatta City Council and the State Government. In this regard, City of Ryde Council has made several representations to Parramatta City Council, NSW Department of Planning and Transport for NSW. City of Ryde Council has strongly advocated for these agencies to take appropriate actions and engage meaningfully with the local community and all other affected stakeholders to address the traffic impacts associated with the *Melrose Park Urban Renewal Precinct* development. Most recently, City of Ryde reiterated this position in a formal submission to the NSW Department of Planning regarding Stage 2 of Transport for NSW's Parramatta Light Rail Project, which will support the future transport needs of the *Melrose Park Urban Renewal Precinct* development. A copy of this submission can be found in **ATTACHMENT 2**.

## ITEM 8 (continued)

In recent times, City of Ryde staff have worked closely with the local Melrose Park community and key community groups such as the Melrose Park Residents Action Group ('MPRAG') to deliver the following traffic safety and efficiency improvements within the study area:

- Introducing "NO PARKING" restrictions along both sides of Cobham Lane, which is too narrow to support two-way traffic and parking.
- Restored missing signs and faded linemarking following audit of the local roads within the study area.
- Installed 'Concealed Driveways' signs in Cobham Avenue to assist with the safety of people entering/exiting from their driveways.

These actions have been welcomed by the local community. Staff will continue to monitor the local road network and engage with local residents and businesses as well as other key stakeholders to implement traffic solutions to preserve/improve the amenity and vitality of the Melrose Park precinct in the coming years.

## RECOMMENDATION:

- (a) That the information contained within Bitzios Consulting Melrose Park Traffic and Transport Study (Reference No. P5013.002R, Date 12/6/2023) be noted.
- (b) That City of Ryde Council continue to advocate for City of Parramatta Council, Department of Planning & Environment and Transport for NSW to deliver the following upgrades recommended in Bitzios's Study (Reference No. P5013.002R, Date 12/6/2023), at the intersection of Victoria Road and Wharf Road, to mitigate congestion within Melrose Park caused by the *Melrose Park Urban Renewal Precinct* development:
  - Widening within Wharf Road (on Parramatta City Council's side) to accommodate two (2) dedicated right turn lanes, a through traffic lane (towards Marsden Road) and a dedicated left turn lane.
  - Widening of Victoria Road (to the east of Marsden Road/Wharf Road) to provide a dedicated left turn lane accommodating left turning traffic from Victoria Road into Wharf Road.
  - Provision of an additional southbound through traffic lane within the Marsden Road approach.

**ITEM 8 (continued)**

**ATTACHMENTS**

- 1 P5013.002R Melrose Park Precinct Traffic and Transport Study
- 2 CoR Submission on PRL (Stage 2) EIS

Report Prepared By:

**Yafeng Zhu**  
**Manager - Traffic Services**

Report Approved By:

**Charles Mahfoud**  
**Executive Manager - City Infrastructure**

## ITEM 8 (continued)

### Discussion

Bitzios Consulting Traffic and Transport Study involves a modelling analysis which assessed eight (8) key intersections within the study area.



**Figure 2 – Intersection locations**

**Tables 1 and 2** over page summarises the existing and future operational performance (i.e. level of service) at the intersections shown in **Figure 2** concluded from the modelling assessment.

**ITEM 8 (continued)**

<b>TABLE 1 – WEEKDAY AM PEAK HOUR LEVEL OF SERVICE (LoS)</b>			
<b>Intersection</b>	<b>2019 (Pre-Covid) Average Vehicle Delay (LoS)</b>	<b>2026 Average Vehicle Delay (LoS)</b>	<b>2036 Average Vehicle Delay (LoS)</b>
Victoria Road / Wharf Road/Marsden Road (Traffic Signals)	93 seconds (F)	60 seconds (E)	89 seconds (F)
Wharf Road / Cobham Lane (Give-Way)	7 seconds (A)	8 seconds (A)	8 seconds (A)
Wharf Road / Taylor Avenue (Give-Way)	7 seconds (A)	7 seconds (A)	7 seconds (A)
Wharf Road / Hope Street / Lancaster Avenue (Give-Way)	9 seconds (A)	10 seconds (A)	18 seconds (B)
Wharf Road / Andrew Street (Stop)	12 seconds (A)	13 seconds (A)	27 seconds B
Victoria Road / Adelaide Street (Traffic Signals)	23 seconds (B)	40 seconds (C)	39 seconds (C)
Constitution Road West / Adelaide Street (Give-Way)	14 seconds (A)	24 seconds (B)	52 seconds (D)
Andrew Street / Adelaide Street (Roundabout)	17 seconds (B)	19 seconds (B)	46 seconds (D)

<b>TABLE 2 – WEEKDAY PM PEAK HOUR LEVEL OF SERVICE (LoS)</b>			
<b>Intersection</b>	<b>2019 (Pre-Covid) Average Vehicle Delay (LoS)</b>	<b>2026 Average Vehicle Delay (LoS)</b>	<b>2036 Average Vehicle Delay (LoS)</b>
Victoria Road / Wharf Road/Marsden Road (Traffic Signals)	141 seconds (F)	154 seconds (F)	261 seconds (F)
Wharf Road / Cobham Lane (Give-Way)	8 seconds (A)	8 seconds (A)	9 seconds (A)
Wharf Road / Taylor Avenue (Give-Way)	7 seconds (A)	6 seconds (A)	6 seconds (A)
Wharf Road / Hope Street / Lancaster Avenue (Give-Way)	10 seconds (A)	7 seconds (A)	11 seconds (B)
Wharf Road / Andrew Street (Stop)	3 seconds (A)	11 seconds (A)	15 seconds (A)
Victoria Road / Adelaide Street (Traffic Signals)	26 seconds (B)	15 seconds (A)	23 seconds (B)
Constitution Road West / Adelaide Street (Give-Way)	6 seconds (A)	11 seconds (A)	23 seconds (B)
Andrew Street / Adelaide Street (Roundabout)	15 seconds (B)	14 seconds (A)	18 seconds (B)



## ITEM 8 (continued)

**Figure 3** below, being an extract of Table 4.2 of the *Guide to Traffic Generating Developments* describes what the LoS grades presented in **Tables 1** and **2** mean, within the context of the operational performance of the intersections assessed.

**Table 4.2**  
**Level of service criteria for intersections**

Level of Service	Average Delay per Vehicle (secs/veh)	Traffic Signals, Roundabout	Give Way & Stop Signs
A	< 14	Good operation	Good operation
B	15 to 28	Good with acceptable delays & spare capacity	Acceptable delays & spare capacity
C	29 to 42	Satisfactory	Satisfactory, but accident study required
D	43 to 56	Operating near capacity	Near capacity & accident study required
E	57 to 70	At capacity; at signals, incidents will cause excessive delays Roundabouts require other control mode	At capacity, requires other control mode

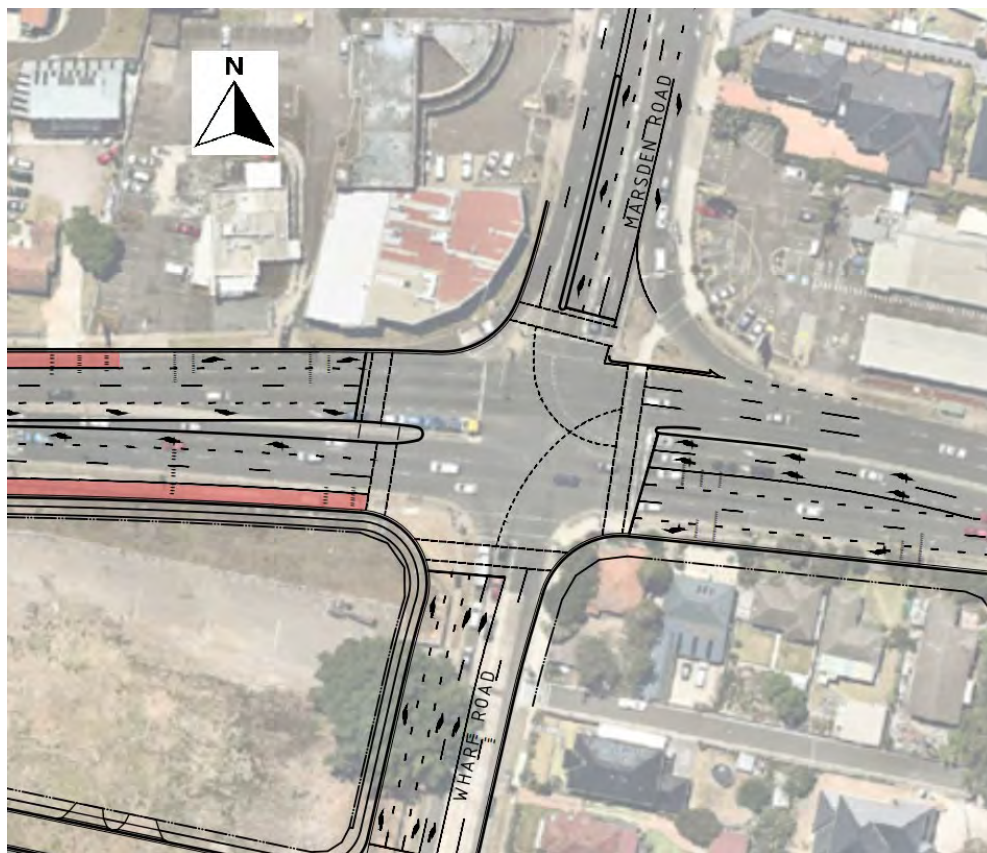
From the traffic modelling assessment, the study concluded that all assessed intersections apart from the intersection of Victoria Road/Wharf Road currently operate with a good/acceptable LoS with spare capacity to accommodate additional traffic demand in the future.

With regards to the intersection of Victoria Road/Wharf Road, the study recommends the following treatments to ameliorate traffic conditions at this location:

- Widening within Wharf Road (on Parramatta City Council's side) to accommodate two (2) dedicated right turn lanes, a through traffic lane (towards Marsden Road) and a dedicated left turn lane.
- Widening of Victoria Road to provide a dedicated left turn lane accommodating left turning traffic from Victoria Road into Wharf Road.
- Provision of an additional southbound through traffic lane within the Marsden Road approach.

The abovementioned measures (graphically depicted in **Figure 3**) are consistent with the recommendations specified within Jacobs' *Transport Management & Accessibility Plan* (TMAP) to resolve future traffic problems attributed to the *Melrose Park Urban Renewal Precinct* development within Parramatta LGA.

## ITEM 8 (continued)



**Figure 3 – Potential Mitigation Measures at the intersection of Victoria Road and Wharf Road (Extract of Jacobs TMAP)**

Based on both Bitzios' and Jacobs' traffic and transport assessments, the *Melrose Park Urban Renewal Precinct* development within Parramatta City Council LGA is triggering the need to upgrade the intersection of Victoria Road and Wharf Road. Further, the extent of the intersection works recommended in both studies (being widening of Wharf Road within Parramatta City Council LGA and upgrades on Marsden Road and Victoria Road which are State Roads) are outside of the jurisdiction of City of Ryde Council. In this regard, the responsibility and impetus to deliver on the recommended mitigation measures rest with Parramatta City Council and the State Government.

### Financial Implications

There are no financial implications, as the works recommended in the Bitzios traffic and transport study are the responsibility of Parramatta City Council and the State Government.



## ITEM 8 (continued)

### Consultation with relevant external bodies

City of Ryde Council has made several representations to Parramatta City Council, NSW Department of Planning and Transport for NSW, advocating for these agencies to take appropriate actions and engage meaningfully with the local community and other affected stakeholders to address the traffic impacts associated with the *Melrose Park Urban Renewal Precinct* development. Most recently, City of Ryde reiterated this position in a formal submission to the NSW Department of Planning on Stage 2 of Transport for NSW's Parramatta Light Rail Project, which will support the future transport needs of the *Melrose Park Urban Renewal Precinct* development. A copy of this submission can be found in the link below:

<https://majorprojects.planningportal.nsw.gov.au/prweb/PRRestService/mp/01/getContent?AttachRef=SUB-51929207%2120221206T011058.092%20GMT>

In recent times, City of Ryde staff has worked closely with the local Melrose Park community and key community groups such as the Melrose Park Residents Action Group ('MPRAG') to deliver the following traffic safety and efficiency improvements within the study area:

- Introducing "NO PARKING" restrictions along both sides of Cobham Lane, which is too narrow to support two-way traffic and parking.
- Restored missing signs and faded linemarking following audit of the local roads within the study area.
- Installed 'Concealed Driveways' signs in Cobham Avenue to assist with the safety of people entering/exiting from their driveways.

Prior to the abovementioned works being carried out, staff consulted with affected residents/businesses, obtained endorsement from the Ryde Local Traffic Committee and formally presented recommendations at Council meetings for approval.

**ITEM 8 (continued)**

**ATTACHMENT 1**



**MELROSE PARK PRECINCT**  
**Traffic and Transport Study**

**City of Ryde**

12 June 2023

**ITEM 8 (continued)**

**ATTACHMENT 1**

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**Document Issue History**

Report File Name	Prepared	Reviewed	Issued	Date	Issued to
P5013.001R Melrose Park Precinct Traffic and Transport Study	M. Bitzios	D. Bitzios	D. Bitzios	06/06/2023	Alex Zhu (YafengZ@ryde.nsw.gov.au)
P5013.002R Melrose Park Precinct Traffic and Transport Study	M. Bitzios	D. Bitzios	D. Bitzios	12/06/2023	Alex Zhu (YafengZ@ryde.nsw.gov.au)



**Melrose Park Precinct**  
Traffic and Transport Study  
Project: **P5013** Version: **002**



## ITEM 8 (continued)

## ATTACHMENT 1

### CONTENTS

	<b>Page</b>
<b>MELROSE PARK PRECINCT</b>	<b>I</b>
<b>1. INTRODUCTION</b>	<b>1</b>
1.1 Overview	1
1.2 Nearby Project Impacts	1
<b>2. AIMSUN MODEL EXTENSION AND TRAFFIC DEMANDS</b>	<b>2</b>
<b>3. SIDRA MODELLING</b>	<b>3</b>
3.1 Methodology	3
3.2 Results	3
<b>4. CONCLUSIONS</b>	<b>5</b>

### Tables

Table 3.1: Wharf Road Intersection Performance (8:00am - 9:00am)

Table 3.2: Wharf Road Intersection Performance (5:00pm - 6:00pm)

### Figures

Figure 2.1: Study Area Two-Way, One Hour Traffic Volumes from Aimsun

**ITEM 8 (continued)**

**ATTACHMENT 1**

## 1. INTRODUCTION

### 1.1 Overview

Bitzios Consulting has been engaged by City of Ryde Council to undertake a traffic and transport assessment of the Melrose Park Precinct bound by Victoria Road to the north, Wharf Road to the west, Andrew Street to the south and Adelaide Street to the east (hereafter referred to as study area). This study builds on the *Meadowbank Precinct Traffic and Transport Study* completed in 2022. The proposed redevelopment of Melrose Park to the west of Wharf Road will result in additional traffic volumes introduced into the local streets servicing residential developments within the study area.

To determine the impact of the growth in background traffic (including Melrose Park redevelopment traffic) on local streets in the study area:

- Existing pre-COVID (2019) count data was collected for the intersections and streets along and adjacent to Wharf Road
- Background traffic growth rates (2019-2026 and 2019-2036) were calculated from Transport for NSW's Strategic Travel Forecast Model (STFM) and Melrose Park redevelopment traffic estimates not accounted for were added
- The Aimsun microsimulation model created for the Meadowbank Precinct traffic and transport assessment was extended to the west and north slightly and used to assign the estimated future traffic demand
- SIDRA intersection modelling was used to assess the performance of local intersections.

### 1.2 Nearby Project Impacts

The Parramatta Light Rail Stage 2 is expected to cause an increased demand for on-street parking near the new light rail stations in Melrose Park subject to the parking restrictions that may be put in place in this area. Additionally, the traffic volumes on Wharf Road may decrease as commuters shift modes from private vehicles to the light rail. These impacts have not been accounted for in the modelling.

**ITEM 8 (continued)**

**ATTACHMENT 1**

## 2. AIMSUN MODEL EXTENSION AND TRAFFIC DEMANDS

The Meadowbank Aimsun Model, developed as part of the Meadowbank Precinct Traffic and Transport Study, was extended to incorporate Wharf Road, and its key intersections. The Aimsun model included local roads (e.g. Lancaster Avenue) to capture the likelihood of trips using local roads as opposed to Wharf Road, Andrew Street and Victoria Road.

The Melrose Park trip generation and distribution was taken from the Melrose Park Planning Proposal Transport Study and 'blended' with the volumes already accounted for from the Sydney Strategic Traffic Forecasting Model (STFM). These traffic demands were then assigned to the traffic network in the extended Aimsun model.

The traffic volumes output from the Aimsun modelling for 2019, 2026 and 2036 for the AM and PM peak one hours are provided in Figure 2.1.



**Figure 2.1: Study Area Two-Way, One Hour Traffic Volumes from Aimsun**

The traffic volumes in the local, narrow streets like Lancaster Avenue and Cobham Avenue see some increases in 2026 and 2036. Whilst the increases are significant in percentage terms, they reflect daily volumes well below 2,000 veh/d using typical peak-to-daily conversion factors. Hope Street sees the greatest changes, but a lot of this traffic appears to orientate northwards to/from Victoria Road rather than towards Andrew Street - Constitution Road West.

**ITEM 8 (continued)**

**ATTACHMENT 1**

### 3. SIDRA MODELLING

#### 3.1 Methodology

A 'SIDRA network' model has been developed for the following intersections:

- Victoria Road / Wharf Road / Marsden Road
- Wharf Road / Taylor Avenue
- Wharf Road / Lancaster Avenue / Hope Street
- Wharf Road / Cobham Lane
- Wharf Road / Andrew Street
- Victoria Road / Adelaide Street
- Constitution Road West / Adelaide Street
- Andrew Street / Adelaide Street.

As per the modelling methodology agreed with City of Ryde (CoR), 2019 base pre-COVID volumes were taken from traffic counts and SCATS data, with future year 2026 and 2036 traffic demands taken from the 'Upgrade Suite 5' Aimsun model from the Meadowbank Precinct Traffic and Transport Study (extended to include the Wharf Road area) and considering the Melrose Park development volume adjustments. As the Aimsun model was extended just to the south of Victoria Road, the volumes for the Victoria Road / Wharf Road intersection used growth rates from the STFM (Victoria Road) and from Aimsun (Wharf Road).

#### 3.2 Results

The 2026 and 2036 Wharf Road peak intersection performance from SIDRA is compared against the 2019 outputs in Table 3.1 for the AM peak and Table 3.2 for the PM peak.

**Table 3.1: Wharf Road Intersection Performance (8:00am - 9:00am)**

Intersections	2019 AM	2026 AM	2036 AM
Wharf Road / Andrew Street	12 (A)	13 (A)	27 (B)
Wharf Road / Hope Street	9 (A)	10 (A)	18 (B)
Wharf Road / Taylor Avenue	7 (A)	7 (A)	7 (A)
Wharf Road / Cobham Lane	7 (A)	8 (A)	8 (A)
Victoria Road / Wharf Road	93 (F)	60 (E)	89 (F)
Victoria Road / Adelaide Street	23 (B)	40 (C)	39 (C)
Constitution Road West / Adelaide Street	14 (A)	24 (B)	52 (D)
Andrew Street / Adelaide Street	17 (B)	19 (B)	46 (D)



**ITEM 8 (continued)**

**ATTACHMENT 1**

**Table 3.2: Wharf Road Intersection Performance (5:00pm - 6:00pm)**

Intersections	2019 AM	2026 AM	2036 AM
Wharf Road / Andrew Street	3(A)	11 (A)	15 (A)
Wharf Road / Hope Street	10 (A)	7 (A)	11 (B)
Wharf Road / Taylor Avenue	7 (A)	6 (A)	6 (A)
Wharf Road / Cobham Lane	8 (A)	8 (A)	9 (A)
Victoria Road / Wharf Road	141 (F)	154 (F)	261 (F)
Victoria Road / Adelaide Street	26 (B)	15 (A)	23 (B)
Constitution Road West / Adelaide Street	6 (A)	11 (A)	23 (B)
Andrew Street / Adelaide Street	15 (B)	14 (A)	18 (B)

The Victoria Road / Wharf Road intersection was shown in the modelling to reach LOS F in the 2019 Base Year, which was consistent with site observations. This congestion pinch point worsens in future years, as expected, with increasing traffic demands. It is noted that the intersection upgrades proposed in the Jacobs; Melrose Park Transport Management & Accessibility Plan (TMAP) ameliorates the impacts of the additional traffic, halving queues on the southern leg to ~210m in the critical 2036 PM peak hour and reducing intersection average delay to 71 seconds.

Despite some additional traffic filtering through to Andrew Street and Lancaster Avenue, the intersections modelled along Wharf Road south of Victoria Road do not exceed acceptable performance parameters even with the inclusion of the traffic from Melrose Park.

**ITEM 8 (continued)**

**ATTACHMENT 1**

## **4. CONCLUSIONS**

The additional traffic expected to use the local roads within the study area by 2036 comprises a combination of background (through) traffic growth, Melrose Park redevelopment traffic and demand from the Meadowbank local area more generally.

The scale of traffic expected in Wharf Road and adjacent streets like Taylor Avenue, Cobham Avenue and Lancaster Avenue is not expected to be significant in terms of usual environmental capacity thresholds and all intersections within the study area are expected to operate within the capacity of their existing configurations. The exception is the Victoria Road / Wharf Road intersection will continue to operate at capacity with no upgrades proposed for it by TfNSW.

These results have been prepared prior to confirmation of the PLR2 project proceeding and the traffic demands, and associated impacts have not considered the impacts of that project.

**ITEM 8 (continued)**

**ATTACHMENT 2**



# City of Ryde Submission

Parramatta Light Rail – Stage 2  
Environmental Impact Statement

**Date: 5 December 2022**



## ITEM 8 (continued)

## ATTACHMENT 2

### 1.0 Introduction

City of Ryde reiterates its' views, previously submitted through formal processes, on the Parramatta Light Rail – Stage 2 project, emphasising the need to minimise the impact on the residents of Melrose Park (route alignment) and the importance of an extension of the route to include direct interchanging with existing heavy rail facilities at either Meadowbank or West Ryde, which is a priority transport project contained in the *City of Ryde Integrated Transport Strategy 2041*, an award-winning transport strategy released earlier this year. Achieving a greater mode shift in favour of public transport and active forms of transport remains a central theme of the Strategy.

### 2.0 Project justification

City of Ryde acknowledges that the project has the potential to provide improved public transport capacity and contribute to desirable urban renewal, particularly when combined with improvements to regional active transport networks. Planned refurbishment of open space around Parramatta River will increase opportunities for recreational activities, further supporting urban amenity.

Parramatta River has long acted as a barrier to north – south interaction within the Greater Sydney region. The addition of two new river crossings, including Camellia – Rydalmere and Melrose Park – Wentworth Point, will significantly improve access and increase interaction between various urban areas. Integration with other public transport facilities, including existing bus and ferry services, will allow more seamless public transport journeys that will be more competitive with private vehicle use.

In terms of city shaping objectives, the project has the potential to attract new investment and enhance economic development for the wider region. The heavy rail connection to the Olympic precinct perhaps should have been provided as a loop, greatly increasing the capacity and efficiency of getting to and from the site. Limited rail transport and other public transport services have encouraged additional private vehicle use, particularly during major events.

Parramatta Light Rail – Stage 2 will increase public transport capacity, particularly to areas to the north and west of the Olympic precinct. The project has the capacity to create and develop local hubs, increasing the 'place' aspects of former industrial areas. Again, the importance of an extension of the route to include direct interchanging with existing heavy rail facilities at either Meadowbank or West Ryde, would have further enhanced the benefits derived from the project, which would have been further amplified if a direct light rail connection to Macquarie Park was provided.

### 3.0 Project construction phase

It is noted that most of the Parramatta Light Rail – Stage 2 project would be constructed on or adjacent to existing roads, with modifications to accommodate light rail track infrastructure and stops. Loss of parking along the route should be minimised to limit impact on existing land uses, particularly commercial activities.

The EIS indicates that the proposed bridge construction method has been refined to minimise potential impacts on environmentally sensitive areas, with works conducted outside of peak traffic periods. This approach is supported as a way of limiting impacts on the local community, including reducing the number of nights worked and associated noise. Alternative arrangements for the

## ITEM 8 (continued)

## ATTACHMENT 2

existing shared user path along the foreshore of Melrose Park will be needed during the construction phase of the project.

In order to minimise the impact of construction activity, consideration should be given to providing temporary off-street parking facilities for workers and contractors. Providing opportunities for the workforce to park off-street each day will reduce impacts on the local road network, leaving the streets available for residents and visitors. In this regard, arrangements should be made to lease nearby Council sites such as the Melrose Park sports facilities during working hours. A shuttle bus system could be used to transport workers to and from construction sites.

Any damage to adjacent areas to the route will need to be restored in accordance with City of Ryde's standard drawings, or as detailed within the local Development Control Plan. A detailed pre-construction dilapidation report detailing the condition of all Council Infrastructure within the vicinity of the works (100 metres) will be required. Detailed design plans for works impacting City of Ryde land should be submitted to Council for review to enable endorsement and the provision of any necessary Council requirements or conditions.

### 4.0 Alternatives and options

The EIS indicates that nineteen possible corridor options between Camellia and Strathfield via Olympic Park were developed and evaluated. It is evident that corridor options have been evaluated in considerable detail, with options removed that involved unacceptable community and environmental impacts or significant engineering challenges / costs. The use of multi-criteria analysis against the objectives and project-specific criteria is noted.

In relation to the alignment of the route in Melrose Park (as described in Chapter 5 - Design development and alternatives), City of Ryde strongly supports further investigations / options analysis aimed at relocating Ausgrid's existing transmission tower and associated high voltage power lines, with a preference for relocation below ground or integration with the bridge. Relocation of this infrastructure would allow an alternative route that would significantly reduce property impacts, as well as limiting the loss of existing mangroves and tree cover. It is important however, that the alternative route be designed in such a way as to minimise the impact on available open space in Archer Park and boat ramp / car parking facilities.

**ITEM 8 (continued)**

**ATTACHMENT 2**

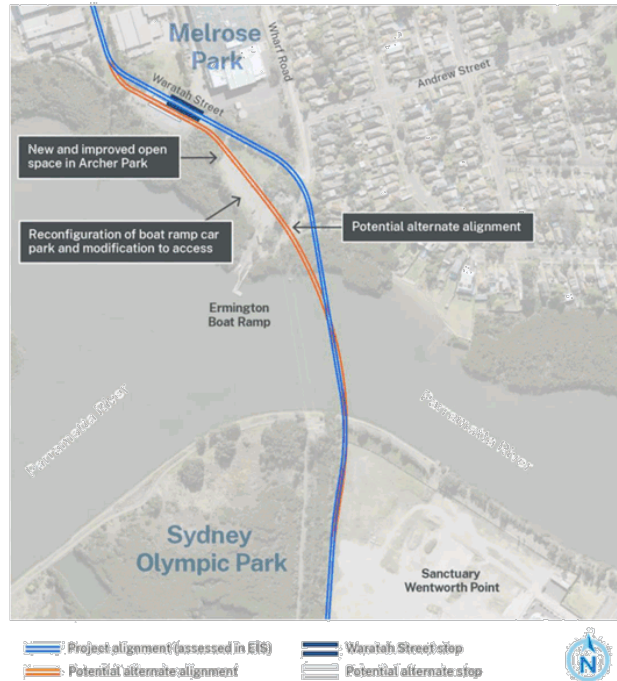


Figure 5.25 Example of potential alternate alignment at Melrose Park

Chapter 5 of the EIS explores various design options for the project. The following comments are provided:

**Melrose Park Bridge**

Various bridge options for the project to cross the Parramatta River at Melrose Park are considered in the EIS. The rationale for the proposed box girder bridge option being preferred appears to be based on cost efficiencies and 'a good design outcome'. City of Ryde encourages Transport for New South Wales to reconsider the preferred bridge option (as suggested by the Transport for New South Wales Design Review Panel) so it more closely aligns to the previous project announcements made in 2018, as per the conceptual diagram overpage. Without reconsidering the preferred option, the project risks failing to achieve the bridge design objectives outlined in Section 13.6.2 of Technical Paper 1 (Design Place and Movement Outcomes) and playing a critical role interpreting the connection of two significant urban renewal areas, being Melrose Park and Wentworth Point. Further, the proposed inclusion of active transport links on either side of the bridge are firmly supported.

City of Ryde notes the importance of the bridge design aligning to the future land use surrounding the project and the EIS's Urban Design Vision Objective 3 '... creation of attractive and memorable public spaces...'. It is not considered that a box girder bridge design would meet this vision. The design and construction of the new bridge should aim to minimise the loss of mangroves along Parramatta River. Koonadan Reserve is an area of protected ecologically endangered saltmarsh, requiring consideration during the design, construction and operational phases of the project.



## ITEM 8 (continued)

## ATTACHMENT 2



### Wire-free operations

Wire-free operations is imperative to minimise visual clutter within the landscape of the overall project. City of Ryde strongly encourages Transport for New South Wales to consider the long-term impacts of overhead wires and the quickly advancing technologies that may make overhead wires between stations redundant in the future. Specifically, Transport for New South Wales should ensure wire-free operations over the Melrose Park bridge to reduce as much as possible elements that detract from the potential aesthetic qualities of the bridge and surrounding foreshore areas. This position would be consistent with the previously released bridge imagery (see above).

### Melrose Park bridge abutment

Bridge abutments have historically been accepted as 'left over' and uninspiring places, with little to no activation potential or purpose. This project has the potential to demonstrate best practice, with the Caulfield - Dandenong Railway & Linear Park in Victoria being a key example. These spaces can 'come alive' with activity through the inclusion of elements such as multisport courts, fitness equipment and hit-up walls.

### Permeable tracks

The project should embrace permeable tracks, wherever possible, to improve the aesthetic qualities of the project, while reducing the heat island effects of expanding areas of hard stand.

### Cycleways

As discussed in Section 6.4 of the EIS, the project proposes the inclusion of a shared pathway crossing Parramatta Park at Melrose Park. Due to expected population growth on either side of the bridge that will occur over the short to medium term, a shared pathway is not considered appropriate. Cyclist and pedestrians should be separated, as this bridge will form a critical north - south crossing point for commuters, recreational cyclists and pedestrians. Ideally, the project would include segregated cycleways and pedestrian pathways along its entire route.

**ITEM 8 (continued)**

**ATTACHMENT 2**

**5.0 Environmental assessment / mitigation measures**

The EIS indicates that the project has been designed to avoid and / or minimise environmental and community impacts, while acknowledging that there would be some temporary impacts during construction and operation. City of Ryde notes that the Ermington Boat Ramp (and associated car parking areas) located at the end of Wharf Road, Melrose Park would be used exclusively as a bridge construction compound for a period of three years. Plans to promote the availability of nearby boat ramp facilities, as well as to prepare a detailed traffic and access management plan, are considered appropriate.

In relation to noise, the EIS indicates that the largest number of 'exceedances' are predicted in noise catchment areas north of Parramatta River. These areas are located close to residences in both Ermington and Melrose Park. Although the EIS indicates that mitigation measures have been developed with the aim of minimising or mitigating construction noise and vibration impact 'where practicable', there is little detail available to indicate what measures will be undertaken. Seeking community preferences during the EIS exhibition period in relation to primary project working hours is appropriate.

Efforts to minimise impacts on aboriginal, non-aboriginal and heritage items are acknowledged, with most potential impacts described as being relatively minor. Design and construction planning is expected to minimise potential impacts as far as possible. The inclusion of standard erosion and sediment management measures are noted, as well as a contamination investigation being already underway across the project footprint.

Although the direct impacts on properties during construction are relatively minor, the majority being government-owned lands, plans to conduct on-going consultation with affected property owners and occupiers are encouraged. Identification of the main potential impacts on people and communities during construction, property acquisition (15 properties), changes to access arrangements and changes to amenity are considered appropriate.

**6.0 Operational impacts**

The availability of the light rail service between 5am and 1am seven days a week will maximise utilisation of the facility, catering for a broad range of commuting, business, commercial and recreational trips.

The EIS notes that 'most on-street parking along the alignment would be removed to provide space for light rail and active transport infrastructure', while further noting that 'there is sufficient parking to accommodate displaced vehicles' and that there would be 'increased competition for parking' at key sites along the route. These claims will need to be tested and monitored using regular surveying to ensure that vehicles are being accommodated in alternative, convenient locations, minimising the impact on local residential areas.

While a review of operational traffic performance is planned at 12 months and again at five years after commencement, more frequent monitoring is recommended. Conducting traffic and parking surveys after two years of operation will provide a clearer picture of 'new normal' conditions. While 'additional feasible and reasonable mitigation measures' designed to 'manage traffic performance impacts' are highlighted, the types of measures are not specified. Incorporation of a parking management strategy to provide an 'overarching framework' is considered appropriate.



## ITEM 8 (continued)

## ATTACHMENT 2

It is noted that the main potential impacts for non-aboriginal heritage items during operation would be visual impacts. These impacts should be addressed by planned improvements to open space and parkland adjacent to Parramatta River. Area-wide wayfinding signage will be important to assist users locate the stations along the route, including electronic real-time signage indicating when the next service is due to arrive.

It is important to ensure that the installation of the two bridges across the Parramatta River do not impede the operation of existing and future ferry operations, particularly access under each bridge at high tide.

### 7.0 Specific Feedback

#### 7.1 Community

Opportunities for community members to comment on potential construction impacts, timing of construction, and suitability of station locations are welcome, including through the innovative and state-of-the-art interactive website information about the project.

City of Ryde does not find it surprising that traffic and parking issues have been raised as the most important areas of concern for the Parramatta Light Rail – Stage 2 project. City of Ryde recommends ongoing consultation with the Melrose Park Action Group, particularly in relation to the final location of the bridge across Parramatta Road, future traffic growth, demand for parking and loss of tree cover associated with the present route alignment. City of Ryde also recommends the reinstatement of the Community and Stakeholders Reference Group, as advised in our letter to Transport for New South Wales (Council Reference: D22/101308) dated 5 August 2022.

#### 7.2 Traffic, Transport and Parking

The Parramatta Light Rail – Stage 2 project will introduce additional vehicle trips on the local road network (e.g. Constitution Road, Andrew Street, Wharf Road) servicing West Ryde and Meadowbank, associated with people travelling to the planned light rail stations. Traffic studies (Chapter 9, Technical Paper 2) informing the EIS indicates that the operational performance of the intersection of Victoria Road and Wharf Road will be exacerbated by the project. Further, the project will impact on the intersection of Wharf Road / Andrew Street during and post-construction. It is therefore strongly recommended that the EIS consider appropriate mitigation measures at these locations such as adopting the improvements at the intersection of Victoria Road / Wharf Road specified in Jacobs' Transport Management and Accessibility Plan (December 2019), part of Parramatta City Council's Planning Proposal for the Melrose Park North Precinct.

The Parramatta Light Rail – Stage 2 project will have significant parking implications for City of Ryde residents to the west of Wharf Road during and post-construction. The following works will reduce parking opportunities for City of Ryde residents:

- Construction works in Melrose Park are expected to generate a peak workforce of up to 140 staff. EIS traffic studies recommend an off-street, car-parking provision of between 53 – 70 car parking spaces to support workers in Melrose Park during construction. While traffic studies indicate that specific measures will be documented in site specific construction traffic management plans to minimise parking impacts, recent construction of State Significant Projects in the area (e.g. Payce development in Melrose Park, Meadowbank schools), demonstrates that the overwhelming majority of workers will travel to the site by private vehicle, despite parking management measures being implemented.

## ITEM 8 (continued)

## ATTACHMENT 2

- The new light rail station on Waratah Street is not supported by any off-street, car-parking. GHD's Transport and Traffic report (Technical Paper 2) estimates that the new light rail facility will generate the following short term parking demands:
  - up to 15 'Kiss and Ride' parking spaces
  - up to 90 'Park and Ride' parking spaces

It is anticipated that the abovementioned short term parking demand is to be accommodated within the surrounding public road network, which will impact on the parking needs of existing and future land uses within Melrose Park.

In order to address parking concerns, it is strongly recommended that the project scope be expanded to incorporate supplementary public and active transport infrastructure to minimise traffic and parking demand during construction and operation. These supplementary infrastructure works should aim to improve connectivity between light rail stations and existing major transport hubs such as Meadowbank Railway Station and the West Ryde Bus Interchange. Consideration should also be given to the provision of an appropriate level of off-street, car-parking in the immediate vicinity of light rail stations in order to minimise parking impacts on surrounding areas.

As the Waratah Street stop will be adjacent to the boat ramp, the need for parking in the area is likely to effect usage of the boat ramp and boating facilities. This will need to be looked at closely during the design stage. The nearby light rail hub will put greater utility on surrounding streets within City of Ryde. Additional pedestrian and traffic infrastructure should be considered and implemented if required. This determination should be based on detailed pedestrian management and traffic management plans, considering both pedestrian and vehicular movements generated by the new public transport hub.

Accessible pathways should be provided between bus stops within City of Ryde, including surrounding streets and the new light rail hub on Waratah Street. This may include works such as the inclusion of pedestrian refuges, wider footways, pedestrian crossings, kerb ramps, regrading of paths, additional signage and traffic calming measures. The provision of both share car spaces and electric charging facilities, further encouraging additional use of public transport in passenger journeys, should be considered.

### 7.3 Property

Based on Appendix E of the EIS, approximately six private properties (151 – 161 Wharf Road, Melrose Park) and Koonadan Reserve abutting the eastern side of Wharf Road are expected to be impacted by the proposed bridge connection across Parramatta River. City of Ryde has previously made formal representations to Transport for New South Wales in both August and September 2022 expressing concerns about the impact of the proposed bridge location on our residents.

It is recommended that the alternative route identified in Figure 5.25 of Chapter 5 of the EIS (refer to Section 4) be given additional consideration to minimise property acquisition requirements. Another location that could be considered, which would achieve the same objective is provided in City of Ryde's letter to Transport for New South Wales (Council Reference: D22/109245) dated 22 August 2022.

All transport hubs and their surrounds located within the City of Ryde are generally upgraded to meet 'town centre' requirements, including the installation of new granite paving. As the Waratah Street light rail hub is within close proximity to the City of Ryde LGA boundary, this hub area should be upgraded to town centre standards.

## ITEM 8 (continued)

## ATTACHMENT 2

To help offset the loss of public open space acquired for this project, the acquisition and embellishment of the 'regional open space' identified within Ryde LEP 2014 should be undertaken, as shown below. Embellishments should include a foreshore boardwalk between Archer Park and Meadowbank Park, incorporating interpretation elements, environmental protections and enhancements.



Regardless of the final route selected for the new bridge crossing, the Parramatta Light Rail – Stage 2 project will impact the existing stormwater network around Wharf Road. All required modifications to the stormwater network need to be factored into the overall planning and budget for the project.

### 8.0 Summary

While the Parramatta Light Rail – Stage 2 project only impacts a small portion of land within the City of Ryde, the project has the potential to significantly impact City of Ryde residents. Careful consideration and management of these impacts during construction and operation, while providing the associated infrastructure outlined in this submission, will result in a valuable city-shaping community asset.

There are a range of positive transport and place benefits to be realised from the Parramatta Light Rail – Stage 2 project, part of a suite of major infrastructure projects needed to support the future movement and lifestyle needs of Sydney's residents. It is imperative that remaining funding needed for the Parramatta Light Rail – Stage 2 project be formally allocated, ensuring that this integral transport project will be built sooner than may otherwise be the case.

The addition of a well-connected and integrated public transport service between two important urban precincts has the potential to significantly change travel behaviour and improve place and economic development outcomes, and this would be further amplified and enhanced with the provision of direct links to heavy rail connections within the City of Ryde, with potential significant benefits to the wider region and the State if a future direct light rail link to Macquarie Park was provided.

**ITEM 8 (continued)**

**ATTACHMENT 2**



Transport for NSW  
Level 11, 130 George Street  
Parramatta NSW 2150

Attn: Rhys Haynes – Director Engagement and Communication

5 August 2022

Our Ref: D22/101308

Dear Mr Haynes

**STAGE 2 PARRAMATTA LIGHT RAIL PROJECT**

Thank you for meeting with the City of Ryde (Council) on 1 August 2022 to discuss the current status of Stage 2 of the Parramatta Light Rail (PLR) project. The key highlights from this meeting that Council noted are detailed below:

- The State Government recently announced a commitment to provide \$602.4 million to Stage 2 of the PLR project. These funds will be primarily dedicated towards undertaking the route design and the delivery of the active transport bridge across Parramatta River.
- Transport for NSW (TfNSW) are currently working on preparing an Environmental Impact Statement (EIS) in support of the bridge and route design works associated with Stage 2 of the PLR project. Whilst no exact date was specified to Council at the meeting on 1 August 2022, it is anticipated that the EIS submission could occur by late 2022 or early 2023.
- Residents affected by potential land acquisition associated with Stage 2 of the PLR project will be consulted prior to the EIS being placed on exhibition. It is understood that TfNSW will assign a Relationship Manager to work with affected residents.

As you are aware, Council wants to ensure that the concerns of our residents are being considered as part of this project. In this regard, moving forward, Council would like to see the reinstatement of the Community and Stakeholders Reference Group to ensure that the project delivers on outcomes that best serve the interests of our community.

I would be happy to have a further meeting with yourself, including Council's Acting Director City Works to further discuss the structure and operation of this proposed Working Group.

Kind regards



Wayne Rylands  
Acting General Manager

Customer Service Centre  
1 Pope Street, Ryde NSW 2112  
(Within Top Ryde City shopping centre)

North Ryde Office  
Level 1, Building 0, Riverview Business Park,  
3 Richardson Place, North Ryde NSW 2113

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ABN 81 621 292 610



**ITEM 8 (continued)**

**ATTACHMENT 2**



Transport for NSW  
Level 11  
130 George Street  
Parramatta NSW 2150

Attn: Rhys Haynes – Director Engagement and Communication  
[Rhys.Haynes@transport.nsw.gov.au](mailto:Rhys.Haynes@transport.nsw.gov.au)

22 August 2022

Our Ref: D22/109245

Dear Mr Haynes

**Stage 2 Parramatta Light Rail – Community Representations**

Further to my letter dated 5 August 2022 (Council Reference No: D22/101308), Council has received further representations from the Melrose Park Residents Action Group ('MPRAG' or 'Group') regarding the bridgeworks across Parramatta River, associated with Stage 2 of the Parramatta Light Rail project.

The key concerns expressed by members of the MPRAG are summarised below:

- Compulsory acquisition of properties and subsequent displacement of residents living along Wharf Road and Waratah Street;
- Removal of a significant stand of mature trees along Wharf Road near the existing boat ramp carpark;
- Adverse impacts to the access arrangements and operation of the existing public boat ramp at the southern end of Wharf Road; and
- Adverse impacts to the amenity of Koonadan Reserve ranging from reduced tree cover to disruptions to the existing cycleway.

MPRAG have proposed an alternative route that it considers to be more cost-effective, less environmentally intrusive and less disruptive to the existing infrastructure and residential properties in the area.

Please refer to the diagram on the following page provided by MPRAG showing the preferred route by the Group, which traverses through Archer Park.

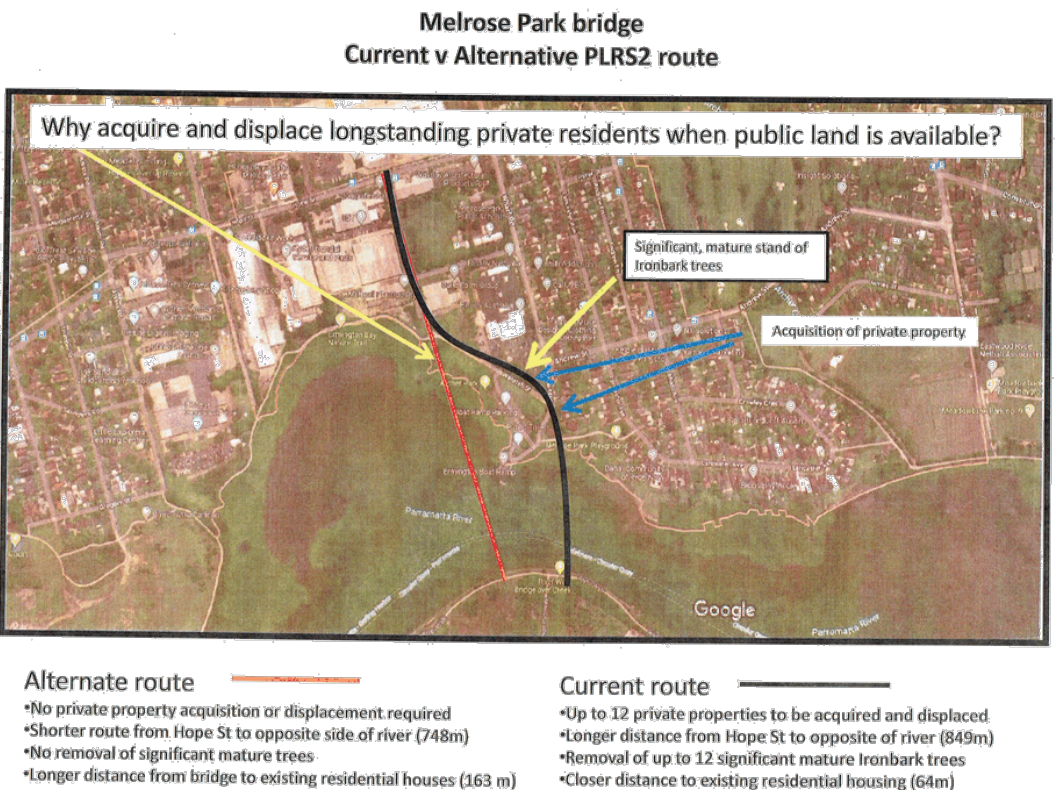
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**ITEM 8 (continued)**

**ATTACHMENT 2**



**ITEM 8 (continued)**

**ATTACHMENT 2**



The benefits of this alternative route proposed by MPRAG should be considered and investigated further as the bridgework component of the project progresses.

I would be happy to have a further meeting with yourself and MPRAG along with Council's Acting Director City Works to discuss this matter further to ensure that the best outcomes for our community are achieved from this project.

Please contact my Executive Officer – Carmelina Loughland on (02) 9952 8052 or [carmelinal@ryde.nsw.gov.au](mailto:carmelinal@ryde.nsw.gov.au) to arrange a meeting time.

I look forward to hearing from you.

Yours sincerely,



Wayne Rylands  
Acting General Manager



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**9      EXCEPTING PROCUREMENT LOCAL GOVERNMENT ACT 1993 S55  
REQUIREMENTS FOR TENDERING - Tesserent Data Centre Hosting  
Services Contract**

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**Report prepared by:** Chief Information Officer  
**File No.:** ITS/23/48/2 - BP23/354

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**REPORT SUMMARY**

Council currently utilises Tesserent Pty Ltd (formerly known as iQ3) as a managed service provider for Data Centre Hosting and Network Connectivity Services to host Council's Private Cloud and Disaster Recovery Facilities. This agreement has been in place since June 2020.

A 3-year NSW Core&One as-a-Service Contract was signed between Council and Tesserent for the services under Prequalification Scheme: ICT Services - SCM0020.

The contract expired on 31 May 2023 and an extension will exceed the tender threshold. Council has not been able to conduct a procurement exercise prior to the end of the agreement due to organisational change impacts, resource constraints and planned major technology changes, including the TechnologyOne Cloud Migration project.

It is recommended that Council grant an Exception from Tender to facilitate extending the existing contract for a further 18 months. During the extension period, the TechnologyOne Cloud Migration project will be completed, and a realistic assessment of cloud service options – private versus public – can be undertaken based on an improved understanding of Council's cloud compute requirements post TechnologyOne's migration.

Council will then be in the right position to undertake an effective procurement process that will enable the required value assessment to be undertaken.

This approach will avoid duplication of effort and unforeseen cost implications due to lack of clarity around longer-term requirements and is delivered within the existing budget.

**RECOMMENDATION:**

That, pursuant to Section 55(3)(i) of the Local Government Act 1993 and having regard to the information put before it:

- i. Council is satisfied that there are extenuating circumstances and that inviting tenders will not achieve a satisfactory result.
- ii. Council does not invite tenders for the procurement of the Data Centre, cloud hosting and networking services.

**ITEM 9 (continued)**

- iii. Council authorises the Chief Executive Officer or their representative to execute extension of the current contract for the Data Centre hosting and Network connectivity services for eighteen (18) month terms for a value not exceeding \$494,882 excl. GST.

**ATTACHMENTS**

- 1 iQ3 Data Centre Hosting and Disaster Recovery contract

Report Prepared By:

**Jerome Pagitz**  
**Chief Information Officer**

Report Approved By:

**Graham Pares**  
**Executive Manager - People and Business**

**Peter Brown**  
**General Manager - Business and Operations**

## **ITEM 9 (continued)**

### **Discussion**

Council utilises Tesseract's managed Data Centre hosting and Network connectivity services to host all Council workloads and services. The contract began in June 2020 and the migration of Council's on-premises data centre to the managed data centre service was completed by the end of 2022.

The contract allows for a 30% increase or decrease of resources without penalty. As we move more workloads to Software-as-a-Service (SaaS), we are reducing the required resources and associated costs related to the managed data centre service.

The TechnologyOne Cloud Migration project will see a reduction in data centre workload. Once the migration is complete an accurate baseline of workload requirements can be established to allow Council to assess cloud service options – private versus public – and to adequately plan to move the remaining workloads and services.

The current managed data centre services solution has provided Council with a stable and reliable environment for its workloads. It facilitates hybrid working requirements and includes a Disaster Recovery solution which has reduced the time to recover from a major disaster from 5 days to less than a day.

It is vital that Council adequately understands its future requirements before making changes to the current stable managed data centre service. Switching unnecessarily to a different provider of private or public cloud services is a complex project which requires careful planning and additional resources to avoid business disruption and ensure continuity.

The term of the initial contract was 3 years.

The fees paid to date total \$ 856,892 ex GST.

Council's Information & Technology Management (ITM) staff are satisfied that this solution is meeting its current needs. When the TechnologyOne Cloud Migration project is successfully completed, accurate business requirements will be established, and a tender undertaken to find a suitable solution for the remaining legacy applications and services that cannot be migrated to public cloud.

This report requests an exception by resolution under Section 55(3)(i) of the Local Government Act 1993 based on extenuating circumstances for 18 months.

### **Financial Implications**

Should Council resolve to grant the tender exception, funding will be provided from the approved ITM budget allocation for FY24 and FY25.

**ITEM 9 (continued)**

The extension costs (excl. GST) are as follows:

June 2023 to May 2024	\$ 329,921
June 2024 to November 2024	\$ 164,961
<b>Total Extension Costs</b>	<b>\$ 494,882</b>

ITEM 9 (continued)

ATTACHMENT 1



## Core& One for As-A-Service

**Guidance note:** This Agreement is for low risk procurement up to \$500,000 (exclusive of GST). Refer to Core& Guidelines for further details.

This is an agreement for:

iQ3 to supply Data Center hosting and Network connectivity services between City of Ryde primary site and their Data Centre.

This includes:

- Dark fibre network link from the current Data Center in North Ryde office to the iQ3 racks in NextDC Macquarie Park
- Data Center cross connect plus 10Gb switching at iQ3. This includes Firewall as a Service with a 1Gbps internet connection.
- Direct connectivity to Microsoft Azure DC via network pairing.
- iQ3 Compute Metal as a Service with starting configuration of 4 x Dual 12 core servers with 384GB and 10Gb (dual) networking hardware to host the Council's data.
- Hosting and integration of CoR owned NetScaler appliances at NextDC.
- Backup Service with READY+ compute offering for near real-time replication of data to another Data Center location.

[Add solution overview](#)

to meet the following business need:

- Scalable and Flexible Data Center service to meet future demand
- Reduction of risks on key staff for high risk operational tasks.
- Higher Availability of Services and Improved Operational Effectiveness
- Enhanced Business Continuity (Disaster Recovery)
- Faster Backup and Restore
- Improved Security, Privacy and Reduced Risk
- Compliant to industry standards that will address a number of audit related issues.

[Add business need](#)

This agreement is made up of:

1. the core terms – version: 1 December 2019 (“**Core Terms**”)
  2. the annexed solution requirements for As-A-Service (“**Solution Requirements**”)
  3. any documents attached to the Solution Requirements
- (this “**Agreement**”).

Any document in this list takes priority over those documents listed after it. Any terms that conflict with, or limit the operation of, a document earlier in the list will have no legal effect. Section 17 (**Seller Terms**) of these Solution Requirements applies to the incorporation of any Seller Terms.

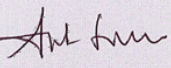
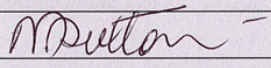
Core& One for As-A-Service | 1

**ITEM 9 (continued)**

**ATTACHMENT 1**

**This Agreement is between:**

**“us” the Buyer**

Name of Buyer:	<p><i>City of Ryde</i></p> <p><b>COUNCIL OF THE CITY OF RYDE</b></p> <p>for and on behalf of the Crown in Right of the State of New South Wales</p>
ABN:	81 621 292 610
Signed by Buyer's authorised representative (without personal liability):	
Print name:	Amit Srivastava
Witnessed by:	
Print name:	Mark Sutton
Date:	

**“you” the Seller**

Name of Seller:	<p><b>IQ3 Pty Ltd</b></p> <p><i>Add correct details of the relevant legal entity</i></p>
ABN:	64 144 629 603
Signed by Seller's authorised representative:	
Print name:	
Witnessed by:	
Print name:	
Date:	



**ITEM 9 (continued)**

**ATTACHMENT 1**

**Core& One - Solution Requirements for As-A-Service**

**Content**

1. Terms used in these Solution Requirements .....	4
2. Service description .....	4
3. Who can use the As-A-Service solution.....	4
4. Fees.....	5
5. Estimated volumes and spend assumptions.....	5
6. Agreement Period .....	5
7. Intellectual property .....	6
8. Availability hours .....	6
9. Support .....	6
10. Performance monitoring and reporting .....	7
11. Additional security requirements.....	7
12. Relevant policies and standards .....	7
13. Locations.....	8
14. Buyer data.....	8
15. Changes to the As-A-Service Solution.....	9
16. Insurance .....	9
17. Seller terms.....	10
18. Your contact person for notices and any issues relating to this Agreement .....	10
19. Our contact person for notices and any issues relating to this Agreement .....	10
Add attachments if required .....	11



ITEM 9 (continued)

ATTACHMENT 1

## Core& One - Solution Requirements for As-A-Service

### 1. Terms used in these Solution Requirements

Capitalised terms used in these Solution Requirements:

- have the meaning set out in these Solution Requirements
- or if not defined in these Solution Requirements, have the meaning given in the Core Terms

### 2. Service description

You will provide the following "As-A-Service Solution" to us:

#### **Phase 1: May 2020 – Migrate all Citrix production workloads, DFS workloads and all DR services.**

##### **Server Hardware**

- Metal as a Service (DC Hardware fully managed and maintained by iQ3)
- 4 x Servers with 384GB, Dual 10Gb IP, dual SAN
- 3 TB T2 Storage for production Citrix workloads
- 25TB NAS Replicated (T3) File Storage for production data access.
- PRTG Monitoring sensors for network and IaaS

##### **DR**

- 30 x READY+ VMs with 130 vCPUs, 400GB RAM, 12TB (T2 Block) Storage.
- 25TB NAS Backup (T2 file) Storage for DR data replication.
- Cloud Backup total of 15 TB which contains 3TB (Server T2 storage) and 12TB (Ready+ VMs).
- AD Server running at DR site

##### **Networking with Fibre Connection, Internet, Firewall and direct Public Cloud Connectivity.**

- Dark Fibre Connection CoRC Nth Ryde to iQ3 Nth Ryde (Including P2P fibre, DC cross connect and DC network port with 10Gb SFP).
- Firewall as a Service with 100/200Mb shared Internet
- Upgrade iQ3 FwaaS with 500/1000mb shared internet
- 1Gb Internet Peering Service from iQ3 DC including cross connect to Microsoft DC

##### **NetScaler Appliance Hosting**

- Hosting 2 x NetScaler appliances.
- Multiple 1Gb ports for NetScaler connectivity

#### **Phase 2: July 2020 - Subject to CoR's decision to proceed Migrate all remaining on-prem workloads.**

Increase the Server and Backup Capacity which will result in the total workload as shown below:

##### **Server Hardware**

- 4 x Servers with dual CPU, 384GB and Dual 10Gb IP, dual SAN
- 2 x Servers with dual CPU, 768GB and Dual 10Gb IP, dual SAN
- 35 TB T2 Storage for production workloads

##### **DR**

- Cloud Backup total of 49TB which contains 35TB (Server T2 storage), 12TB (Ready+ VMs) and 2TB spare.

*Add service description. Refer to attachment or link if required*

### 3. Who can use the As-A-Service solution

The following people, or group, can use the As-A-Service Solution:

All authorised City of Ryde staff that have been granted delegated access to the Technology Services.  
There are no limitations in terms of number of staff members that can utilise this service.



**ITEM 9 (continued)**

**ATTACHMENT 1**

**Core& One - Solution Requirements for As-A-Service**

**4. Fees**

We will pay for the As-A-Service Solution:

Upfront One-off cost: \$12,950 (Onboarding, Migration & Project management Services)  
Phase 1: \$17,600.14 Monthly cost (Citrix Production workloads, Ready+ DR)  
Phase 2: \$27,493.39 Monthly cost (After all the on-premise DC workloads have been migrated)

The fees include all taxes, except GST. In addition, we will pay GST in accordance with applicable law.

You may invoice at the frequency specified below:

Monthly

Invoices should be sent to the following contact details:

Name:	Accounts Payable Team
Role:	Finance
Phone:	9952 8470
Email:	INVOICE@ryde.nsw.gov.au

**5. Estimated volumes and spend assumptions**

We estimate our approximate spend below. This is solely for our own internal purposes to assist in assessing the fees payable on a consumption basis and is not in any way contractually binding.

You must tell us if you become aware that we are likely to exceed these estimates.

Upfront One-off cost: \$12,950 (Onboarding, Migration & Project management Services)  
Phase 1: \$17,600.14 Monthly cost (Citrix Production workloads, Ready+ DR)  
Phase 2: \$27,493.39 Monthly cost (After all the on-premise DC workloads have been migrated)

Please refer to the attachment 1 to understand the scope for phase 1 and attachment 2 for the overall scope that phase 2 entails.

After Phase 2 is implemented, during the term of the contract variation of Server Compute services being utilised by 30% up or down is allowed without any penalties under this contract.

**6. Agreement Period**

You will provide the As-A-Service Solution:

From the "Commencement Date":	01 June 2020
for the "Agreement Period":	36 Months



**ITEM 9 (continued)**

**ATTACHMENT 1**

**Core& One - Solution Requirements for As-A-Service**

After termination or expiry, if requested, you must provide disengagement services for up to 3 months, as set out in the Core Terms.

**7. Intellectual property**

You license us to use the As-A-Service Solution and any accompanying materials for the Agreement Period.

**New materials**

Under the Core Terms, any New Materials you create are owned by you and licensed to us - unless alternative arrangements are included here in the Solution Requirements. For this As-A-Service Solution, the following alternative arrangements apply:

**Not applicable**

**8. Availability hours**

You must make the As-A-Service Solution available to us:

- in accordance with the following availability commitments:

24 x 7 with Uptime of higher than 99.5%

- and in accordance with any other service levels specified below:

iQ3 must maintain adequate hardware as per T3 Certification Data Center with completely redundant power and cooling systems to ensure that all operations of the data center can be scheduled for maintenance without disrupting the IT operations.

iQ3 must maintain the necessary DC hardware firmware upgrades. iQ3 must maintain consistent Performance and Security of all the hardware that hosts City of Ryde workloads.

All escalated incidents and requests must be responded to and resolved inline with the Support and Service Targets that have been attached and were shared with CoR in the original service proposal.

In the event of a Disaster the listed necessary DR services will be required inline with the CoR's BCP guidelines.

**9. Support**

If the As-A-Service Solution fails to comply with the Agreement, you must fix the problem as soon as reasonably possible and in accordance with relevant service levels.

You must provide help desk services as follows:

Help desk services:	iQ3 must provide a single support contact number for escalations. Nominated CoR IT staff need to be able to raise requests and incidents. iQ3 staff must be able to provide relevant assistance as requested regarding the services being provided to CoR.
Help desk hours:	24 x 7 access to the support team with primary availability during business hours and any critical escalations can be made afterhours.

**ITEM 9 (continued)**

**ATTACHMENT 1**

**Core& One - Solution Requirements for As-A-Service**

Help desk contact details:	Operational Support: 02 9099 2799 (8am – 8pm, 12 x 7), support@iq3.com.au. Critical Support: 02 8188 3914 (24 x 7), Escalation Support: Operations Manager 0412 073 575 and Technical Director 0432 255 913.
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**10. Performance monitoring and reporting**

You will provide the following performance monitoring and reporting:

Reporting on performance of the As-A-Service Solution:	Real-time Monitoring of allocated hardware, network link and VM workloads running in DC.  Daily, Weekly and Monthly reports of utilisation, allocation and performance of the hardware with trend analysis.
Technical arrangements for enabling our performance monitoring of the As-A-Service Solution at any time:	Integration with CoR's PRTG platform to provide realtime performance information.  Email Weekly and Monthly summary reports to CoR management team.

**11. Additional security requirements**

In addition to the security requirements contained in clause 9 (Security) of the Core Terms, you must comply with the additional security requirements set out below:

Not applicable
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**12. Relevant policies and standards**

You agree to comply with the following policies and/or standards relevant to the As-A-Service Solution:

Not applicable.
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**ICT accessibility**

Where required by us, the As-A-Service Solution must meet Accessibility Standard AS EN 301 549.

Choose option 1 or 2 and mark with an X

	Option 1:	The As-A-Service Solution must comply with Accessibility Standard AS EN 301 549 in the following areas:
X	Option 2:	We do not require compliance with Accessibility Standard AS EN 301 549 for the As-A-Service Solution.



**ITEM 9 (continued)**

**ATTACHMENT 1**

**Core& One - Solution Requirements for As-A-Service**

**13. Locations**

You must comply with clause 8 (Privacy) of the Core Terms, which prohibits you from transferring Personal Information outside Australia or accessing Personal Information from outside Australia.

You must not transfer any Buyer Data outside Australia except where we expressly consent to certain additional locations (at our election):

- in those limited circumstances which:
  - do not involve the transfer of, or access to, Personal Information outside Australia; and
  - and are limited to testing or development work
- subject to conditions which ensure that our Confidential Information is managed in accordance with our obligations under the *State Records Act 1998 (NSW)*,

as set out below (if applicable):

Not applicable

You must only perform work associated with the As-A-Service Solution - including development work, hosting, operations, support and maintenance, and any work performed via remote access - in Australia, and from the following locations approved by us outside Australia (if any):

Locations for all components of your As-A-Service Solution, including production systems, which are outside Australia:	Not applicable
Locations for work associated with the As-A-Service Solution that is performed outside Australia:	Not applicable

**14. Buyer data**

You must ensure that all Buyer Data in your possession, or otherwise managed by you, is retained throughout the Agreement Period and managed in accordance with the following requirements:

Encryption requirements: <ul style="list-style-type: none"> <li>• data at rest</li> <li>• data in transit</li> </ul>	All data in rest and transit on iQ3 managed peripherals and premises must be managed in accordance with the PCI DSS Certified and ISO 27001.
Requirements relating to the storage of Buyer Data:	All the CoR data must be stored on the dedicated hardware and data must not be moved to any other location without CoR's authorisation.

**ITEM 9 (continued)**

**ATTACHMENT 1**

**Core& One - Solution Requirements for As-A-Service**

Technical mechanisms and processes for enabling us to access / extract Buyer Data at any time:	CoR data can only be extracted or accessed via the authorised mechanisms as specified and designed in conjunction with the CoR Technology Team.
Controls to be applied by you for managing access to our Buyer Data:	Access to the CoR data can only be granted by the authorised CoR Technology Team staff and any Data access request must be referred to the CoR Technology Team.
Technical arrangements for extracting and returning Buyer Data at the end of the Agreement Period:	At the end of the agreement period, iQ3 must provide the necessary migration services to ensure that all the CoR data can be migrated across to the respective CoR chosen Data Centre location.
Technical arrangements for destruction of Buyer Data to prevent reconstitution of the Buyer Data	iQ3 must destroy all the CoR data securely after the service has been utilisation has been ceased by the CoR.

**15. Changes to the As-A-Service Solution**

We expect you will make changes to the As-A-Service Solution to ensure it keeps pace with technological advancements and improvements in methods of delivery.

This does not entitle us to new products or functionality which are not contemplated under this Agreement and are separately priced.

Regardless of any such changes, you must ensure the As-A-Service Solution continues to meet all of the requirements under this Agreement.

**16. Insurance**

You must hold and maintain each of the following types of insurances, for the periods and in the amounts specified below:

- public liability insurance with an indemnity of at least \$20 million in respect of each claim, to be held for the Agreement Period
- product liability insurance with an indemnity of at least \$5 million for the total aggregate liability for all claims, to be held for the Agreement Period
- workers' compensation insurance in accordance with applicable laws
- professional indemnity insurance of \$1 million for all claims made by us, to be held for the Agreement Period and for at least four years after the end of the Agreement

By exception, where we specify alternative insurance requirements below, you must comply with those requirements:

Core& One for As-A-Service | 9



**ITEM 9 (continued)**

**ATTACHMENT 1**

**Core& One - Solution Requirements for As-A-Service**

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**17. Seller terms**

Where you:

- attach any additional terms
- include any additional terms in your response to information requested (including where incorporated by reference)
- or include additional terms in any other materials or documents, including in the course of delivering the As-A-Service Solution

those additional terms (**Seller Terms**) will have no legal effect where:

- they conflict with, or limit, the operation of the Core Terms or these Solution Requirements
- they attempt to vary or expand the scope of any contractual matters governed by the Core Terms or these Solution Requirements
- or they attempt to increase the scope of our legal obligations to you – including in relation to any additional liability, indemnities or payment obligations

**18. Your contact person for notices and any issues relating to this Agreement**

Name:	
Role:	
Phone:	
Email:	
Address:	

**19. Our contact person for notices and any issues relating to this Agreement**

Name:	Mark Sutton
Role:	Senior Coordinator IT Infrastructure
Phone:	02 9952 8409
Email:	<a href="mailto:msutton@ryde.nsw.gov.au">msutton@ryde.nsw.gov.au</a>
Address:	Level 1, Building 0, Riverview Business Park, 3 Richardson Place, North Ryde NSW 2113



**ITEM 9 (continued)**

**ATTACHMENT 1**

## Core& One - Solution Requirements for As-A-Service

### Add attachments if required

You may attach responses to the information requested in the Solution Requirements where additional space is required to complete those details.

Where you add **any Seller Terms**, they will be subject to section 17 (**Seller Terms**) of these Solution Requirements.

Please identify each attachment below:

Number	Document Description	Date	Version
Attachment1	Phase 1 – Citrix Workloads & DR Scope.	22/05/2020	1
Attachment2	Phase 2 – Complete Scope	18/12/2019	1



Attachment1\_Proposa  
L\_22052020.pdf



Attachment2\_Proposa  
L\_18122019.pdf

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## **10 EXCEPTING A PROCUREMENT FROM THE LOCAL GOVERNMENT ACT 1993 S55 REQUIREMENTS FOR TENDERING**

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**Report prepared by:** Senior Coordinator - Procurement  
**File No.:** GRP/23/11 - BP23/347

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### **REPORT SUMMARY**

Haron Robson Australia Pty Ltd and LCI Consulting services were procured through an Exemption from the Procurement Policy and were engaged by Council to provide consultancy services on the Ryde Central project. The expenditure with both companies will exceed the **\$227,000** ex GST tender threshold.

This report recommends that Council grant an exception from procurement from the Local Government Act 1993 S.55 requirements for tendering for continuation of the services provided by Haron Robson Australia Pty Ltd and LCI Consulting.

### **RECOMMENDATION:**

That, pursuant to Section 55(3)(a) of the Local Government Act 1993 and having regard to the information put before it:

- i. Council is satisfied that there are extenuating circumstances and that inviting tenders will not achieve a satisfactory result.
- ii. Council does not invite tenders for Consultancy Services related to Ryde Central project.
- iii. Council delegate to the Chief Executive Officer the authority to enter into a contract with LCI Consulting for Consultancy Services related to Ryde Central project on terms acceptable to the Chief Executive Officer for a value not exceeding **\$256,305** excl. GST.
- iv. Council delegate to the Chief Executive Officer the authority to enter into a contract with Haron Robson for Consultancy Services related to Ryde Central project on terms acceptable to the Chief Executive Officer for a value not exceeding **\$232,607** excl. GST.

### **ATTACHMENTS**

There are no attachments for this report.

Report Prepared By:

**Glenn Bentley**  
**Senior Coordinator - Procurement**

Report Approved By:

**Sacha Thirimanne**  
**Acting Chief Financial Officer**

## **ITEM 10 (continued)**

### **Discussion**

At Council's meeting on 24 March 2020, Council resolved to accept the tender from Taylor Construction Group Pty Ltd for the construction of Ryde Central. The engagement of Haron Robson Australia Pty Ltd and LCI Consulting by Taylor Construction Group was endorsed by Council as part of the tender submission and award.

On 23 May 2023, Council resolved to Except a Procurement from the Local Government Act 1933 S55 Requirements for Tendering for both Haron Robson Australia Pty Ltd and LCI Consulting. Based on the information at the time, Council staff believed that the amount reported would be sufficient to fund the remaining outstanding works. However, Council has since received additional invoices for services provided by LCI Consulting. Council has now been advised that all invoices for the services have been submitted.

### **Haron Robson Australia Pty Ltd**

After the contract with Taylor Construction Group Pty Ltd was terminated, a request for quotation was released under 'competitive tension' by the Ryde Central Project Management Team for electrical, communication, security, and audio-visual engineering. An assessment of Haron Robson Australia Pty Ltd proposal and Returnable Schedules had been conducted, resulting in a recommendation to engage Haron Robson Australia Pty Ltd.

The services provided by Haron Robson Australia Pty Ltd were procured following an Exemption from the Procurement Policy approved by the Director City Works. A Letter of Award was issued to Haron Robson Australia Pty Ltd on 18 May 2022.

To date, Haron Robson has been engaged in the delivery of the ECI services from 20% to 50% documentation and a draft S.455 Modification Application. An assessment of their proposal and Returnable Schedules had been conducted, resulting in a recommendation to engage Haron Robson.

Council required the services of a subject matter expert to provide 'back-to-back' qualification of scope and budget of the ICT fit out requiring in depth knowledge of the base build design and scope to achieve the best outcome for Council's fit out and budget assignment. This was a risk mitigation activity enacted by the consultant in favour of Council.

The fees paid to date total **\$213,761** ex GST: outstanding payments for services provided equal **\$18,846** ex GST

Accordingly, to aid with the finalisation of the current design phase (50% documentation) of the Ryde Central project in as efficient a manner as possible, it is recommended that Haron Robson continue to be engaged for the Ryde Central project.

## **ITEM 10 (continued)**

### **LCI Consulting**

After the contract with Taylor Construction Group Pty Ltd was terminated a request for quotation was released under 'competitive tension' by the Ryde Central Project Management Team fire (wet and dry), hydraulic, mechanical, and vertical transportation engineering services. An assessment of LCI Consulting proposal and Returnable Schedules had been conducted, resulting in a recommendation to engage LCI Consulting.

The services provided by LCI Consulting were procured following an Exemption from the Procurement Policy approved by the Director City Works. A Letter of Award was issued to LCI Consulting on 18 May 2022.

To date, LCI Consulting has been engaged in the delivery of the ECI services from 20% to 50% documentation and a draft S.455 Modification Application.

The fees paid to date total **\$150,435** ex GST: outstanding payments for services provided equal **\$105,870** ex GST.

Accordingly, to aid with the finalisation of the current design phase (50% documentation) of the Ryde Central project in as efficient a manner as possible, it is recommended that LCI continue to be engaged for the Ryde Central project.

### **Financial Implications**

There is no impact to Council's adopted budget as additional expenditure required can be funded from the existing project budget.

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**11 VARIATIONS TO DEVELOPMENT STANDARDS UNDER CLAUSE 4.6 OF  
RYDE LOCAL ENVIRONMENT PLAN 2014**

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**Report prepared by:** Senior Coordinator - Administration and Reporting  
**File No.:** GRP/23/11 - BP23/302

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**REPORT SUMMARY**

To ensure transparency and integrity within the planning framework, the Department of Planning and Environment (DPE) requires a report to Council once every quarter, detailing all Development Applications approved under Council Officers' delegation and including variations to development standards, using Clause 4.6 of the Ryde Local Environmental Plan 2014 (RLEP 2014).

This report details Development Applications approved with a Clause 4.6 variation, in the period of 1 January to 31 March 2023.

**RECOMMENDATION:**

That the report detailing Clause 4.6 variations relating to DAs approved from 1 October to 31 December 2022 be received and noted by Council.

**ATTACHMENTS**

- 1 Circular - Clause 4.6 - May 2020

Report Prepared By:

**Myra Malek**  
**Senior Coordinator - Technical Support**

Report Approved By:

**Carine Elias**  
**Manager - Development Assessment**

**Sandra Bailey**  
**Executive Manager - City Development**

## ITEM 11 (continued)

### Discussion

The below table contains details of the Development Applications approved under Council Officers' delegated authority in the first quarter of calendar year 2023, being 1 January to 31 March.

DA ref & Date Approved	Address & Proposal	Variation extent & Standard varied	Justification of variation
LDA2022/0081 2/02/2023	45 Balaclava Road Eastwood  Demolition of existing and construction of a new carport, two lot subdivision & tree removal.	Clause 4.1C(3)(a) Minimum lot size for battle-axe lots  shortfall of 8.38% or 62m <sup>2</sup>	The resultant subdivision can accommodate a new dwelling within Lot 2 with suitable access and private open space without unreasonably impacting upon the amenity of the neighboring dwellings. The existing dwelling within Lot 1 maintains compliance with applicable development standards and controls. The proposal is a compatible form of development in this context and therefore, consistent with the objectives of the development standard and zoning.
LDA2022/0107 17/03/2023	17 Grove Street Eastwood  New two storey dual occupancy (attached), landscaping and stormwater management works.	Clause 4.1B(2)(b) Minimum lot size for dual occupancies  shortfall of 8.93% or 1.34m	The site is an irregularly shape lot with a frontage of 13.66m, a splay of 2.83m and a total site area of 580.1m <sup>2</sup> . The widest part of the site exceeds the 15m control. The application has demonstrated that the development can achieve appropriate setbacks to all boundaries. The building complies with the built form controls, except for the side setback, daylight and sunlight access and wall plate height controls. Variation to these controls is considered acceptable given the varied side setbacks and building compliance at first floor level and overall height. The proposal is also unlikely to have material impacts on adjoining properties and is consistent with the objectives of the development standard and zoning.
LDA2022/0203 27/02/2023	55 Bayview St Tennyson Point  Demolition, construction of a three-storey dwelling with a swimming pool.	Clause 4.3(2) Height of buildings 9.8% or 0.94m exceedance to 9.5m standard	The variation to height results from the topography and terracing of the site. The site has a significant fall of approximately 9m to the foreshore. The height exceedance is limited to the master bedroom. This comprises only a small area of the building and is in a location substantially setback from Morrisons Bay and also more than 15m from the street frontage. The variation does not result in any overshadowing or privacy impacts to the adjoining properties, nor any adverse amenity impacts upon those surrounding properties. The proposal is compatible with nearby development and is consistent with the objectives of the standard and zoning.



**ITEM 11 (continued)**

DA ref & Date Approved	Address & Proposal	Variation extent & Standard varied	Justification of variation
LDA2022/0312 9/02/2023	39 Folkard Street North Ryde  New dual occupancy (attached), landscaping & strata subdivision.	Clause 4.1A Dual occupancy (attached) subdivisions & Clause 4.1B Minimum lot sizes for dual occupancies  Minimum site area of 580m <sup>2</sup> . Proposed site area of 569.1m <sup>2</sup> which is a 1.87% variation.  Minimum size of each resulting lot is 290m <sup>2</sup> . Proposed is 284.98 and 284.12m <sup>2</sup> which is a variation of 1.76% to 2.07%	The site is an irregularly shape lot with a frontage of 24.315m and a total site area of 569.1m <sup>2</sup> . The variation to site area and the subsequent lot areas is minimal and will be imperceptible from the adjoining public & private domains. The development achieves the underlying objective of the minimum lot size control. The building also complies with the FSR control making the proposed building proportionally smaller than a building on a compliant site. The minor contravention does not result in any significant impacts on the amenity of adjoining residents, streetscape or general environment. The development is consistent with and achieves the objectives of the standard and zoning.
LDA2022/0319 17/02/2023	41D Phillip Road Putney  New two storey dwelling.	Clause 4.4 Floor Space Ratio 4% (5.164m <sup>2</sup> ) or an exceedance to 134.414m <sup>2</sup> from the standard's maximum allowance of 129.25m <sup>2</sup>	The site has an area of 258.5m <sup>2</sup> . The dwelling has been designed to be compatible with the streetscape and its surrounds. The development complies with the height and overshadowing controls and maintains a compatible scale for the site and streetscape. The proposed dwelling has been designed to provide a high standard of amenity for the future occupants. The FSR variation was considered acceptable as the development is consistent with the objectives of the standard and zoning.
LDA2022/0354 12/01/2023	12 Rickard St Denistone East  Alterations and additions to the existing dwelling.	Clause 4.4 Floor Space Ratio 3.1% (8.7m <sup>2</sup> ) or an exceedance to 292m <sup>2</sup> from the standard's maximum allowance of 283.3m <sup>2</sup>	The proposal was for a minor alterations and additions to the ground and first floor of a dwelling. The variation does not significantly impact the bulk and scale of the existing dwelling. The built form is not out of character with the area and the additions are well integrated with the existing dwelling without altering the building setbacks and height. The proposed alterations are at the rear of the dwelling and not visible from any public domain. The dwelling is a compatible form of development in the neighbourhood and fits in with the streetscape. The development is consistent with the objectives of the development standard and zone.
LDA2023/0019 9/03/2023	34 Mitchell Street Putney  Alterations and additions to the existing dwelling.	Clause 4.4 Floor Space Ratio 6.1% (13.75m <sup>2</sup> ) or an exceedance to 233m <sup>2</sup> from the standard's maximum allowance of 221.65m <sup>2</sup>	The dwelling has been designed to be compatible with the streetscape and its surrounds. Despite the variation to FSR, the proposal complies with the building height, setbacks, and landscaping controls. The proposed dwelling has been designed to provide a high standard of amenity for the future occupants. The FSR variation was considered acceptable as the development is consistent with the objectives of the standard and zoning. The proposed variation does not impact upon the predominant bulk, scale, streetscape or character of the surrounding area.

**Financial Implications**

The adoption of this recommendation will have no financial impact.

ITEM 11 (continued)

ATTACHMENT 1



## Planning circular

### PLANNING SYSTEM

#### Varying Development Standards

Circular	PS 20-002
Issued	5 May 2020
Related	Revokes PS 17-006 (December 2017), PS 19-005

## Variations to development standards

This circular is to advise consent authorities of arrangements for when the Secretary's concurrence to vary development standards may be assumed (including when council or its Independent Hearing and Assessment Panel are to determine applications when development standards are varied) and clarify requirements around reporting and record keeping where that concurrence has been assumed.

### Overview of assumed concurrence

This circular replaces Planning Circular PS 18-003 and issues assumed concurrence, governance and reporting requirements for consent authorities. It also advises that council reports are to come through the Planning Portal, and of the repeal of SEPP 1.

All consent authorities may assume the Secretary's concurrence under:

- clause 4.6 of a local environmental plan that adopts the *Standard Instrument (Local Environmental Plans) Order 2006* or any other provision of an environmental planning instrument to the same effector
- *State Environmental Planning Policy No 1 – Development Standards* for land included in an old Interim Development Order (IDO) or Planning Scheme Ordinance (PSO).

However, the assumed concurrence is subject to conditions (see below).

The assumed concurrence notice takes effect immediately and applies to pending development applications.

Any existing variation agreed to by the Secretary of Planning, Industry and Environment to a previous notice will continue to have effect under the attached notice.

### Assumed concurrence conditions

#### Lot size standards for dwellings in rural areas

The Secretary's concurrence may not be assumed for a development standard relating to the minimum lot size required for erection of a dwelling on land in one of the following land use zones, if the lot is less than 90% of the required minimum lot size:

- Zone RU1 Primary Production, Zone RU2 Rural Landscape, Zone RU3 Forestry, Zone

RU4 Primary Production Small Lots, Zone RU6 Transition

- Zone R5 Large Lot Residential
- Zone E2 Environmental Conservation, Zone E3 Environmental Management, Zone E4 Environmental Living
- a land use zone that is equivalent to one of the above land use zones

This condition will only apply to local and regionally significant development.

### Numerical and non-numerical development standards

The Secretary's concurrence may not be assumed by a delegate of council if:

- the development contravenes a numerical standard by greater than 10%; or
- the variation is to a non-numerical standard.

This restriction does not apply to decisions made by independent hearing and assessment panels, formally known as local planning panels, who exercise consent authority functions on behalf of councils, but are not legally delegates of the council (see section 231).

The purpose of the restriction on assumed concurrence for variations of numerical and non-numerical standards applying to delegates is to ensure that variations of this nature are considered by the council or its independent hearing and assessment panel and that they are subject to greater public scrutiny than decisions made by council staff under delegation.

In all other circumstances, delegates of a consent authority may assume the Secretary's concurrence in accordance with the attached written notice.

## ITEM 11 (continued)

## ATTACHMENT 1

Department of Planning, Industry and Environment – Planning Circular PS 20-002

### Independent hearing and assessment panels

From 1 March 2018, councils in Sydney and Wollongong were required to have independent hearing and assessment panels that will determine development applications on behalf of councils (see section 231).

The attached notice allows independent hearing and assessment panels to assume the Secretary's concurrence because they are exercising the council's functions as a consent authority.

Independent hearing and assessment panels established by councils before 1 March 2018 also make decisions on behalf of councils. The attached notice applies to existing panels in the same way as it applies to panels established after 1 March 2018.

### Regionally significant development

Sydney district and regional planning panels may also assume the Secretary's concurrence where development standards will be contravened.

The restriction on delegates determining applications involving numerical or non-numerical standards does not apply to all regionally significant development. This is because all regionally significant development is determined by a panel and is not delegated to council staff.

However, the restriction on assuming concurrence to vary lot size standards for dwellings in rural areas will continue to apply to regionally significant development. The Secretary's concurrence will need to be obtained for these proposals in the same way as it would for local development.

### State significant development and development where a Minister is the consent authority

Consent authorities for State significant development (SSD) may also assume the Secretary's concurrence where development standards will be contravened. This arrangement also applies to other development for which a Minister is the consent authority for the same reasons.

Any matters arising from contravening development standards will be dealt with in Departmental assessment reports.

The restriction on assuming concurrence to vary lot size standards for dwellings in rural areas will not apply to SSD or where a Minister is the consent authority for the same reasons.

### Notification of assumed concurrence

Under clause 64 of the *Environmental Planning and Assessment Regulation 2000*, consent authorities are notified that they may assume the Secretary's concurrence for exceptions to development standards for applications made under clause 4.6 of the SILEP (or any other provision of an environmental planning instrument to the same effect).

The notice takes effect on the day that it is published on the Department of Planning, Industry and Environment's website (i.e. the date of issue of this circular) and applies to pending development applications.

### Procedural and reporting requirements

In order to ensure transparency and integrity in the planning framework the below Departmental monitoring and reporting measures must be followed when development standards are being varied:

- Proposed variations to development standards cannot be considered without a written application objecting to the development standard and dealing with the matters required to be addressed by the relevant instrument.
- A publicly available online register of all variations to development standards approved by the consent authority or its delegates is to be established and maintained. This register must include the development application number and description, the property address, the standard to be varied and the extent of the variation.
- A report of all variations approved (including under delegation) must be submitted through the NSW Planning Portal at <https://www.planningportal.nsw.gov.au/reporting/online-submission-planning-data> within four weeks of the end of each quarter (i.e. March, June, September and December) in the form provided by the Department.
- A report of all variations approved under delegation from a council must be provided to a meeting of the council meeting at least once each quarter.

Councils are to ensure these procedures and reporting requirements are carried out on behalf of Independent Hearing and Assessment Panels and Sydney district or regional planning panels.

### Audit

The Department will continue to carry out random audits to ensure the monitoring and reporting measures are complied with. The Department and the NSW Independent Commission Against Corruption will continue to review and refine the audit strategy.

Should ongoing non-compliance be identified with one or more consent authorities, the Secretary will consider revoking the notice allowing concurrence to be assumed, either generally for a consent authority or for a specific type of development.

### Repeal of State Environmental Planning Policy No 1 – Development Standards (SEPP 1)

The repeal of SEPP 1 came into effect from 1 February 2020 as part of the SEPP Review Program to update and simplify the NSW Planning system.

SEPP 1 is repealed in circumstances where a standard instrument LEP applies in a local council

## ITEM 11 (continued)

## ATTACHMENT 1

Department of Planning, Industry and Environment – Planning Circular PS 20-002

area. The amendments included the insertion of two clauses into the *SEPP (Concurrences and Consents) 2018*. Clause 6 provides for the continued operation of SEPP 1 where an Interim Development Order (IDO) or a Planning Scheme Ordinance (PSO) is in effect. Clause 7 is a savings provision which continues to apply SEPP 1 for applications that were made prior to the repeal but are yet to be determined.

### Further information

*A Guide on Varying Development Standards 2011* is available to assist applicants and councils on the procedures for managing SEPP 1 and clause 4.6 applications to vary standards.

Links to the Standard Instrument can be found on the NSW Legislation website at:  
[www.legislation.nsw.gov.au](http://www.legislation.nsw.gov.au)

For further information please contact the Department of Planning, Industry and Environment's information centre on 1300 305 695.

Department of Planning, Industry and Environment circulars are available at:  
[planning.nsw.gov.au/circulars](http://planning.nsw.gov.au/circulars)

### Authorised by:

**Marcus Ray**  
**Group Deputy Secretary,**  
**Planning and Assessment**  
**Department of Planning, Industry and Environment**

**Important note:** This circular does not constitute legal advice. Users are advised to seek professional advice and refer to the relevant legislation, as necessary, before taking action in relation to any matters covered by this circular.

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## 12 TRAFFIC AND PARKING MATTERS APPROVED BY THE RYDE TRAFFIC COMMITTEE MEETING - MAY 2023

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**Report prepared by:** Traffic Engineer  
**File No.:** GRP/09/3 - BP23/298

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### REPORT SUMMARY

This report provides recommendations on each traffic/ parking matter separately and details on how Council may proceed with the proposed measures. The May 2023 Traffic Committee meeting was held both in person and via MS Teams. Members of the committee are listed below:

City of Ryde (Chair) ...Senior Coordinator Traffic Operations (for Mgr. Traffic Services)  
Transport for New South Wales..... Network & Safety Officer, Central River City  
NSW Police Force .....Ryde Local Area Command  
Member for Ryde (11 items) .....The Hon. V Dominello MP  
Member for Lane Cove (2 items) .....The Hon. A Roberts MP

The agenda for the May 2023 Traffic Committee meeting consisted of twelve (12) traffic and parking proposals. Minor comments were provided by TfNSW on items D, H & I at the May 2023 Traffic Committee meeting. TfNSW's feedback has been incorporated in the recommendations associated with items D, H & I, which were supported by all voting members. The remaining items (A, B, C, E, F, G, J, K & L) were also unanimously approved by all voting members. For further details on the Traffic Committee meeting comments, please refer to the meeting minutes in **ATTACHMENT 1**. No pecuniary or non-pecuniary interests were declared.

The proposed traffic and parking matters now require the approval of Council. For ease of review, details of the proposals identified in the recommendations below are provided as **ATTACHMENT 2**.

### RECOMMENDATIONS:

#### (A) PROGRESS AVENUE, EASTWOOD – PARKING CHANGES

The following parking changes be made at the frontage of 2-4 Progress Avenue, Eastwood:

- a) Convert the existing full time "MAIL ZONE" to a "MAIL ZONE, 12PM – 4PM, MON-FRI" and "LOADING ZONE, ALL OTHER TIMES".
- b) Convert the existing four (4) "P5 MINS, 8AM-6PM, MON-SUN" parking spaces to "1/2P, 8AM-6PM, MON-SUN AND PUBLIC HOLIDAYS".

**ITEM 12 (continued)**

**(B) MIDWAY SHOPPING CENTRE - RELOCATION OF ACCESSIBLE (DISABLED) PARKING SPACES**

- a) No changes to the current disabled parking arrangement be made in Midway Shopping Centre carpark due to the lack of community support.

**(C) GLADSTONE AVENUE AND MORRISON ROAD, RYDE**

The following parking changes be made at the intersection of Gladstone Avenue and Morrison Road, Ryde:

- a) The “No Stopping” sign on the eastern side of Gladstone Avenue be relocated by 2 metres to align with double barrier lines.
- b) The “No Stopping” sign on the northern side of Morrison Road be relocated to the east of Gladstone Avenue by 2 metres to comply with statutory 10 metre requirements.
- c) The “Give Way” hold line on Gladstone Avenue be repositioned to align it with the parking lane on Morrison Road.
- d) The double barrier lines on Gladstone Avenue be shortened by 3 metres for vehicles to avoid driving over them.

**(D) VIMIERA ROAD, WEST RYDE, EXTENSION OF KEEP CLEAR ZONE**

The following parking changes be made on Vimiera Road, Marsfield:

- b) The existing ‘Keep Clear’ zone be extended on the southbound traffic lane by four (4) metres at the intersection of Dayman Place and Vimiera Road, Marsfield.

**(E) CURTIS STREET, RYDE - PROPOSED CHANGES TO PARKING RESTRICTIONS**

The following parking changes be made on Curtis Street, Ryde:

- a) A 2.5m long unrestricted parking space be converted to "Motorbikes Only" at the property frontage of 13 Curtis Street, Ryde.
- b) The existing "No Parking" zone be converted to "No Stopping" at the property frontage of 13 and 15 Curtis Street, Ryde.

**(F) PORTER STREET, RYDE - PROPOSED CHANGES TO PARKING RESTRICTIONS**

The following parking changes be made on Porter Street, Ryde:

- a) The existing five (5) spaces be converted from “2P Monday-Friday 8AM-6PM” to “2P Monday-Friday 8AM-8PM, Saturday 8AM-12PM” at the property frontage of 29-31 Porter Street, Ryde.



**ITEM 12 (continued)**

**(G) RESERVE STREET, WEST RYDE - PARKING CHANGES**

- a) No changes to the current unrestricted parking arrangements be made on Reserve Street, West Ryde, due to the lack of community support.

**(H) TALAVERA ROAD, MAQUARIE PARK - TRAFFIC FACILITIES**

The following parking changes be made on Talavera Road, Macquarie Park:

- a) A thirty-five (35) metre long by 0.6 metre wide raised median island with associated signage and linemarking (in accordance with current TfNSW's specifications) be installed in the centre of Talavera Road at its intersection with proposed Road 22, Macquarie Park.

**(I) CHARLES STREET, RYDE - TRAFFIC FACILITIES**

The following parking changes be made on Charles Street, Ryde, subject to a detailed design assessment:

- a) Additional pedestrian warning signs be installed on all legs of the intersection of Charles Street and Kenneth Street, Ryde.
- b) The existing traffic island on Charles Street, north on Kenneth Street be reconstructed to improve pedestrian access.
- c) Pedestrian fencing be installed on the eastern side of Charles Street and adjacent to the reconstructed island.
- d) Traffic Calming devices be installed on Charles Street, north of Kenneth Street, Ryde.

**(J) PERKINS STREET AND DRIVER STREET, DENISTONE WEST - NO STOPPING RESTRICTION AND INSTALLATION OF DOUBLE BARRIER LINES**

The following parking changes be made at the intersection of Perkins Street and Driver Street, Denistone West:

- a) Ten (10) meter long statutory "No Stopping" zones be installed at the intersection of Perkins Street and Driver Street, Denistone West.
- b) Five (5) meter long double barrier lines be installed on Driver Street, at its intersection with Perkins Street, Denistone West.

**(K) ROAD SAFETY UPDATE - ROAD SAFETY PROGRAMS**

The Ryde Traffic Committee recommends that:

- a) The Road Safety report be received and noted.

**(L) PARKING CONTROLS INSTALLED TO REINFORCE ROAD RULES**

The parking control measures outlined in *Table L1* be installed to reinforce existing controls under the [NSW] *Road Rules 2014*.

**ITEM 12 (continued)**

**ATTACHMENTS**

- 1 Draft - Ryde Traffic Committee Meeting Minutes - May 2023
- 2 Ryde Traffic Committee Agenda - May 2023

Report Prepared By:

**Muddasir Ilyas**  
**Senior Coordinator - Traffic Operations**

Report Approved By:

**Yafeng Zhu**  
**Manager - Traffic Services**

**Charles Mahfoud**  
**Executive Manager - City Infrastructure**

**ITEM 12 (continued)**

**ATTACHMENT 1**

**MINUTES**

<b>Subject:</b>	<b>RYDE TRAFFIC COMMITTEE MEETING - MAY 2023</b>
<b>File No:</b>	COR2009/206
<b>Venue:</b>	MS Teams and North Ryde Office, Level 1, Building 0, Riverview Business Park, 3 Richardson Place, North Ryde, 2113 – Meeting Room Landmark
<b>Date:</b>	31 May 2023
<b>Time:</b>	11.00am
<b>Chair:</b>	Mr Muddasir Ilyas
<b>Staff Convenor:</b>	Mr Muddasir Ilyas
<b>Meeting Length</b>	20 minute(s)

**Representatives**

Present	Apology	Name	Position Title	Organisation
x		Mr Muddasir Ilyas - representing Manager Traffic Services	Senior Coordinator – Traffic Operations, Traffic Services	City of Ryde
x		Ms Tanmila Islam	Network & Safety Officer	TfNSW
x		Ms Leonie Abberfield	Sergeant	NSW Police Force
	x	Ms Margaret Lee – representing The Hon. V Dominello, MP	Member for Ryde	Member of Parliament
	x	Zorica Cai – representing The Hon. A Roberts, MP	Member for Lane Cove	Member of Parliament

**Attendees**

	x	Mr Ben Cantor	Acting Western Region Traffic & Service Manager	Busways
x		Mr Muddasir Ilyas	Senior Coordinator – Traffic Operations	City of Ryde
x		Mr Shahzor Ali	Traffic Engineering Officer - Traffic Services	City of Ryde

**CONFIRMATION OF PREVIOUS MINUTES**

Not applicable.

**ITEM (A) PROGRESS AVENUE, EASTWOOD**

1 | Page

The Ryde Traffic Committee is a Technical Committee and, as such, does not have any formal power to make decisions on behalf of Council. Therefore, the Recommendations of the Ryde Traffic Committee contained herein will be referred to Council.

## ITEM 12 (continued)

## ATTACHMENT 1

### MINUTES

**RTC COMMENTS:** No Comments

**RTC RESOLUTION**

That the Ryde Traffic Committee agrees to the proposal.

Voting: **Unanimous**

### ITEM (B) MIDWAY SHOPPING CENTRE

**RTC COMMENTS:**

No Comments

**RTC RESOLUTION**

That the Ryde Traffic Committee agrees to the recommendations.

Voting: **Unanimous**

### ITEM (C) GLADSTONE AVENUE AND MORRISON ROAD, RYDE

**RTC COMMENTS:**

No Comments

**RTC RESOLUTION**

That the Ryde Traffic Committee agrees to the proposal.

Voting: **Unanimous**

### ITEM (D) VIMIERA ROAD, WEST RYDE

**RTC COMMENTS:**

TfNSW only supports recommendation (b). Keep Clear on the northbound travel lane will most likely not be successful in addressing the concern.

**RTC RESOLUTION**

That the Ryde Traffic Committee agrees to the extension of Keep Clear by 4 metres on the northbound lane only (part b).

Voting: **Unanimous**

### ITEM (E) CURTIS STREET, RYDE

**RTC COMMENTS:**

No Comments

**RTC RESOLUTION**

That the Ryde Traffic Committee agrees to the proposal.

**ITEM 12 (continued)**

**ATTACHMENT 1**

**MINUTES**

Voting: **Unanimous**

**ITEM (F) PORTER STREET, RYDE**

**RTC COMMENTS:**

No Comments

**RTC RESOLUTION**

That the Ryde Traffic Committee agrees to the proposal.

Voting: **Unanimous**

**ITEM (G) RESERVE STREET, WEST RYDE**

**RTC COMMENTS:**

No Comments

**RTC RESOLUTION**

That the Ryde Traffic Committee agrees to the proposal.

Voting: **Unanimous**

**ITEM (H) TALAVERA ROAD, WEST RYDE**

**RTC COMMENTS:**

Long Keep Left signs (r2-209) have been superseded. Use new Keep Left (r2-3\_I) sign.

**RTC RESOLUTION**

That the Ryde Traffic Committee agrees to the proposal. Use new RMS Keep Left sign (r2-3\_I).

Voting: **Unanimous**

**ITEM (I) CHARLES STREET, RYDE**

**RTC COMMENTS:**

TfNSW has no objections to the proposal, subject to detailed design assessment.

TfNSW has concerns with providing pedestrian fencing directly on the road carriageway. It has increased chance of being hit by car and then harming pedestrians. It is recommended that a raised median/island be proposed with pram ramps up and the fencing installed on this island. The width of the traffic islands should be 2m as per standard refuge island design, however it should be ensured that wheelchairs are able to fit in the staggered arrangement. If fencing on the raised

**ITEM 12 (continued)**

**ATTACHMENT 1**



**MINUTES**

island is not a feasible option, then TfNSW will not object to them in the road pavement, however they highlight their concerns.

**RTC RESOLUTION**

That the Ryde Traffic Committee agrees to the proposal subjected to detailed design assessment.

Voting: **Unanimous**

**ITEM (J) PERKINS STREET AND DRIVER STREET, DENISTONE WEST**

**RTC COMMENTS:**

No Comments

**RTC RESOLUTION**

That the Ryde Traffic Committee agrees to the proposal.

Voting: **Unanimous**

**ITEM (K) ROAD SAFETY UPDATE**

**RTC COMMENTS:**

No Comments.

**RTC RESOLUTION**

That the Ryde Traffic Committee agrees to the proposal.

Voting: **Unanimous**

**ITEM (L) PARKING CONTROLS INSTALLED TO REINFORCE ROAD RULES**

**RTC COMMENTS:**

No Comments

**RTC RESOLUTION**

That the Ryde Traffic Committee agrees to the proposal.

Voting: **Unanimous**

**The next Ordinary Meeting of the Ryde Traffic Committee will be held on Thursday, 22 June 2023**

4 | Page

The Ryde Traffic Committee is a Technical Committee and, as such, does not have any formal power to make decisions on behalf of Council. Therefore, the Recommendations of the Ryde Traffic Committee contained herein will be referred to Council.



**ITEM 12 (continued)**

**ATTACHMENT 1**



**MINUTES**

The Meeting closed at 11:20am.

**CONFIRMED THIS ..... DAY OF ..... 2023.**

.....  
*for Council*

.....  
*for NSW Police Force*

.....  
*for Transport for NSW*

.....  
*for Member for Ryde*

.....  
*for Member for Lane Cove*

**ITEM 12 (continued)**

**ATTACHMENT 2**



Ryde Traffic Committee

**ITEM (A) PROGRESS AVENUE, EASTWOOD**

**SUBJECT: PARKING CHANGES**

ELECTORATE: RYDE  
WARD: WEST WARD  
ROAD CLASS: NON-CLASSIFIED

Traffic Committee Members are required to advise whether they have any pecuniary or non-pecuniary interest with regards to the item discussed below.

**PROPOSAL**

With the recent closure of the Eastwood Post Office, Council is proposing the following changes at the frontage of 2-4 Progress Avenue, Eastwood to better service the parking needs to local businesses and visitors to the town centre:

- a) Convert the existing full time "MAIL ZONE" to a "MAIL ZONE, 12PM – 4PM, MON-FRI" and "LOADING ZONE, ALL OTHER TIMES"
- b) Convert the existing four (4) x "P5 MINS, 8AM-6PM, MON-SUN" parking spaces to "1/2P, 8AM-6PM, MON-SUN AND PUBLIC HOLIDAYS"



**Figure 1: Location Map**

Agenda of the Ryde Traffic Committee, dated 25 May 2023

ITEM 12 (continued)

ATTACHMENT 2



Ryde Traffic Committee

**DISCUSSION**

Following the closure of the Australia Post office in May 2022, Council received requests from the community and business owners to change the existing Mail Zone and the timed parking at 2-4 Progress Avenue, Eastwood, to meet the parking demand in the area.

Converting the existing full time "MAIL ZONE" to time restricted "MAIL ZONE, 12PM – 4PM, MON-FRI" and "LOADING ZONE, ALL OTHER TIMES" will provide more loading/unloading opportunities for local businesses in the area, whilst also accommodating Australia Post staff with the collection of mail from the existing letterbox.

Changing the existing 5 minutes parking to 30 minutes "1/2P, 8AM-6PM, MON-SUN AND PUBLIC HOLIDAYS" will better service the parking needs of shoppers and other visitors to the town centre.

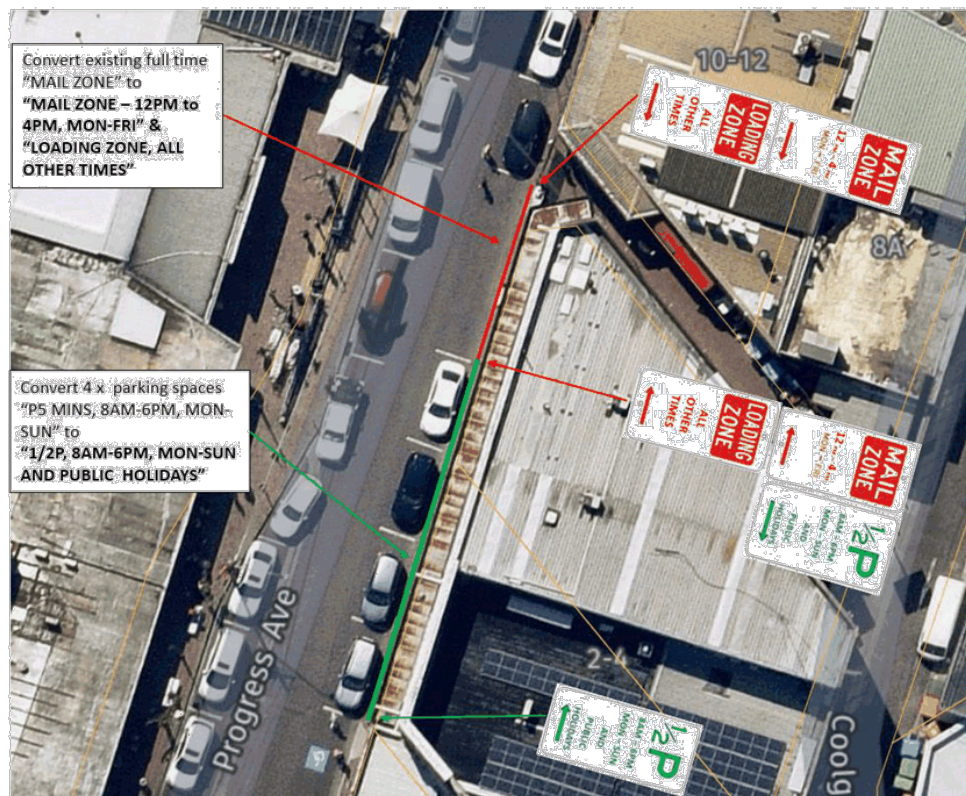


Figure 2: Proposed Changes

Agenda of the Ryde Traffic Committee, dated 25 May 2023



**ITEM 12 (continued)**

**ATTACHMENT 2**

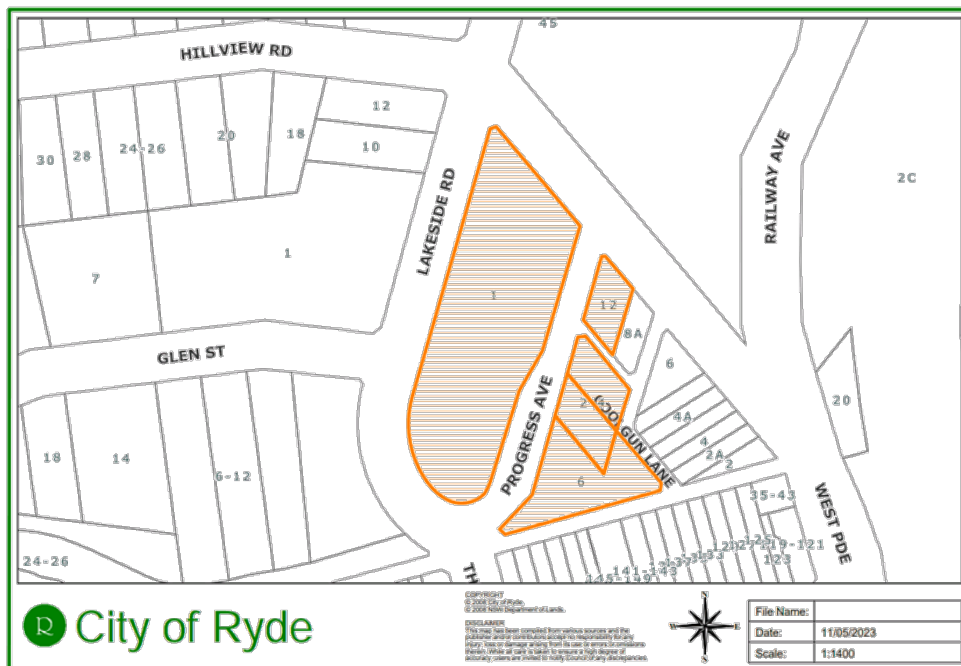


Ryde Traffic Committee

**COMMUNITY CONSULTATION**

A "Have Your Say" community consultation was conducted for two weeks between 1<sup>st</sup> May 2023 and 14<sup>th</sup> May 2023. Fifty-six (56) letters were distributed to businesses along Progress Avenue in Figure 3 to determine the level of support for the proposal. Posters were also displayed on site to inform and encourage visitors to the area to provide feedback.

Council received only one objection to the proposal. The objector comment was irrelevant to the proposed parking changes. As such, her comments will be investigated separate to this proposal. No other objections were received.



**Figure 3: Consultation Area**

**RECOMMENDATION**

The Ryde Traffic Committee recommends that the following parking changes be made at the frontage of 2-4 Progress Avenue, Eastwood:

- Convert the existing full time "MAIL ZONE" to a "MAIL ZONE, 12PM – 4PM, MON-FRI" and "LOADING ZONE, ALL OTHER TIMES".
- Convert the existing four (4) "P5 MINS, 8AM-6PM, MON-SUN" parking spaces to "1/2P, 8AM-6PM, MON-SUN AND PUBLIC HOLIDAYS".

**ITEM 12 (continued)**

**ATTACHMENT 2**



Ryde Traffic Committee

<b>ITEM (B)</b>	<b>MIDWAY SHOPPING CENTRE</b>
<b>SUBJECT:</b>	<b>RELOCATION OF ACCESSIBLE (DISABLED) PARKING SPACES</b>
<b>ELECTORATE:</b>	RYDE
<b>WARD:</b>	CENTRAL
<b>ROAD CLASS:</b>	NON-CLASSIFIED

Traffic Committee Members are required to advise whether they have any pecuniary or non-pecuniary interest with regards to the item discussed below.

**PROPOSAL**

Council considered the following changes to the disabled parking arrangements within the car park servicing Midway Shopping Centre at 117 - 119 North Road, Ryde in response to the Council resolution raised at its meeting on 26 July 2022.

**Option 1** - Relocate one (1) disabled parking space from the southern end of the car park to the northern end, adjacent to the loading zone. This will result in the loss of one (1) standard parking space. The final arrangement will include two disabled parking spaces (with shared areas) and five (5) standard parking spaces.

**Option 2** - Relocate the two (2) disabled parking spaces from the southern end of the car park to the northern end, adjacent to the loading zone. The same number of standard parking spaces will remain. The final arrangement will include two (2) disabled parking spaces (with shared areas) and six (6) standard parking spaces.

**Option 3** - Do not relocate the disabled parking spaces and keep the existing parking arrangement.

These options were developed based on an independent engineering and traffic safety assessment prepared by an external consultant.

Following the consultation process, Council did not receive the required level of community support to make the proposed parking changes. As such, no changes to the current disabled parking arrangement be made in Midway Shopping Centre carpark.

ITEM 12 (continued)

ATTACHMENT 2



Figure 1: Location Map

**DISCUSSION**

*At the Council meeting held on 26 July 2022, Council resolved:*

- (a) That the Acting General Manager, in consultation with the Traffic Committee, look to consider the relocation of the 2 x disabled parking spots to the top end of the Quarry Road carpark.*
- (b) That there be relevant community consultation with the Midway Shops business owners and disability parking community members.*
- (c) That painting the loading zone parking spot be considered, at the Quarry Road entrance of the carpark, so that it is better identified as a loading zone.*

In November 2022, Council painted the loading zone to delineate it as requested in part (c) of the Notice of Motion.

In response to part (a), Council engaged an independent consultant to assess the current and proposed disabled parking arrangements within the at-grade car park servicing Midway Shopping Centre. The following options were formulated based on this independent investigation: -

**Option 1** - Relocate one (1) existing disabled parking space from the southern end of the carpark to the northern end, adjacent to the loading zone. This will result in the loss of one (1) standard parking space. The final arrangement will include two disabled parking spaces (with shared areas) and five (5) standard parking spaces.

**Option 2** - Relocate two (2) disabled parking spaces from the southern end of the carpark to the northern end, adjacent to the loading zone. The same number of standard parking spaces will remain. The final arrangement will include two (2) disabled parking spaces (with shared areas) and six (6) standard parking spaces.



ITEM 12 (continued)

ATTACHMENT 2

**Option 3** - Do not relocate the disabled parking spaces and keep the existing parking arrangement.

Options 1, 2 and 3 are illustrated in Figures 2, 3 and 4.

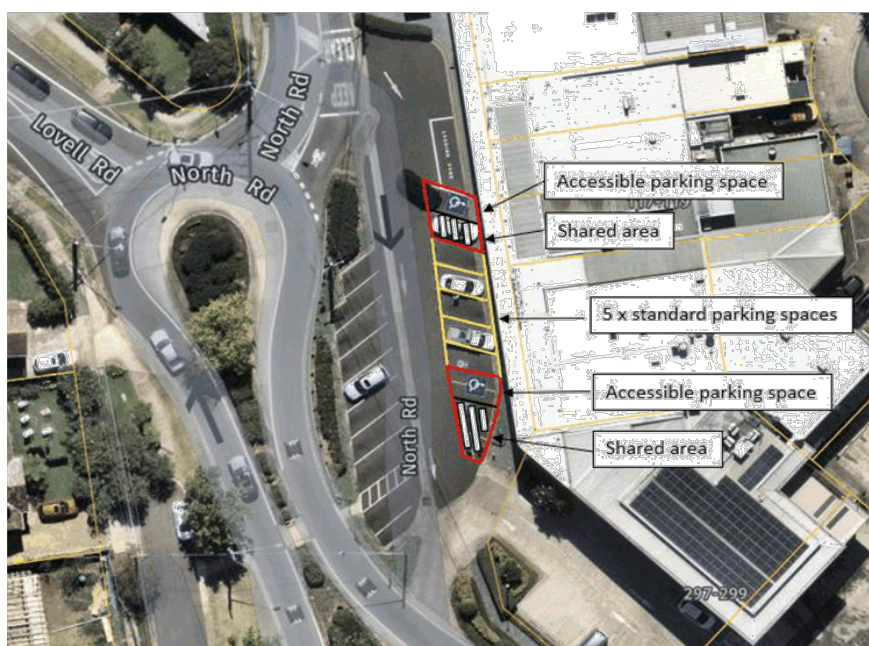


Figure 2: Option 1 to relocate one (1) "Accessible (Disabled) Parking space".

ITEM 12 (continued)

ATTACHMENT 2

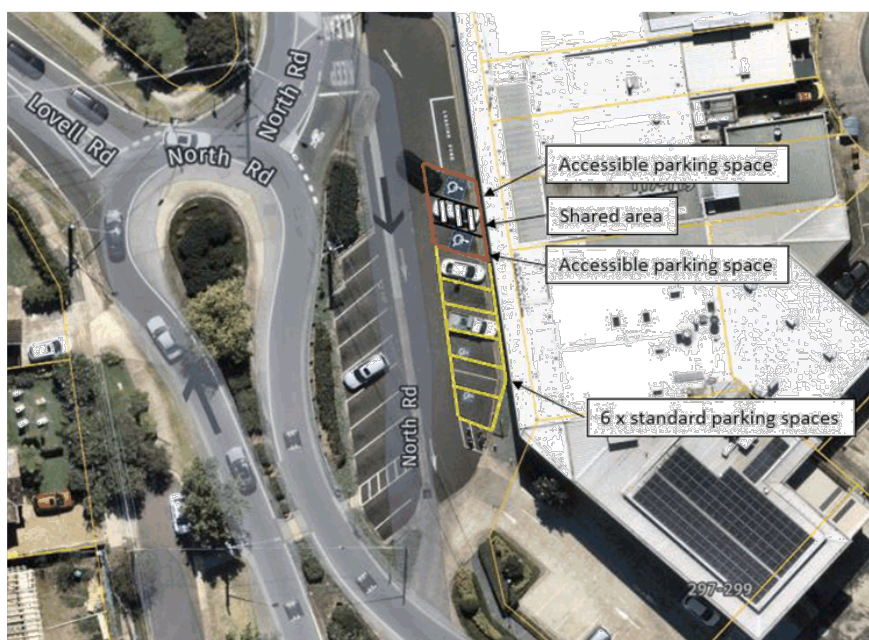


Figure 3: Option 2 to relocate two (2) "Accessible (Disabled) Parking spaces".

ITEM 12 (continued)

ATTACHMENT 2

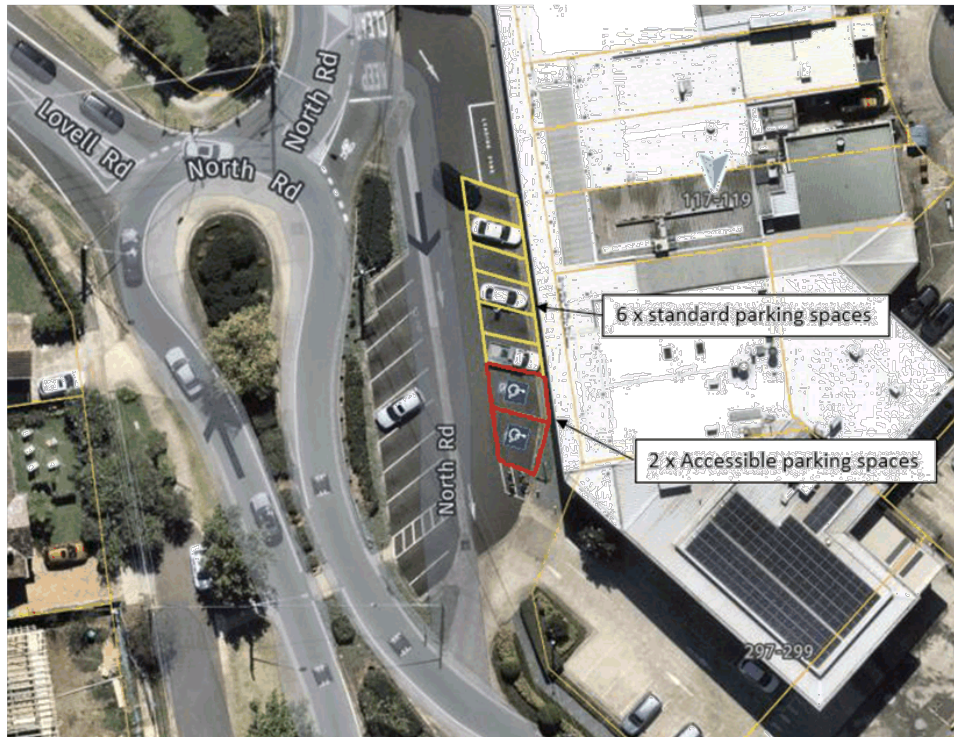


Figure 4: Option 3 to no changes to be made to the existing parking arrangement.

**COMMUNITY CONSULTATION**

In response to part (b) of the Council resolution, a "Have Your Say" community consultation was conducted for approximately two weeks between 27 April 2023 and 14 May 2023. Fifteen (15) letters were distributed to the businesses, including one to the Centre Management at the shopping centre as shown in Figure 5 to determine the level of support for the proposal. Posters were also displayed at the carpark to inform and encourage visitors to the shopping centre to provide their feedback.

Majority of responses received (87.5%) were in favour for the existing disabled parking arrangements to remain unchanged (Option 3 - No Change). A summary of the outcome is provided in Table 1 below.

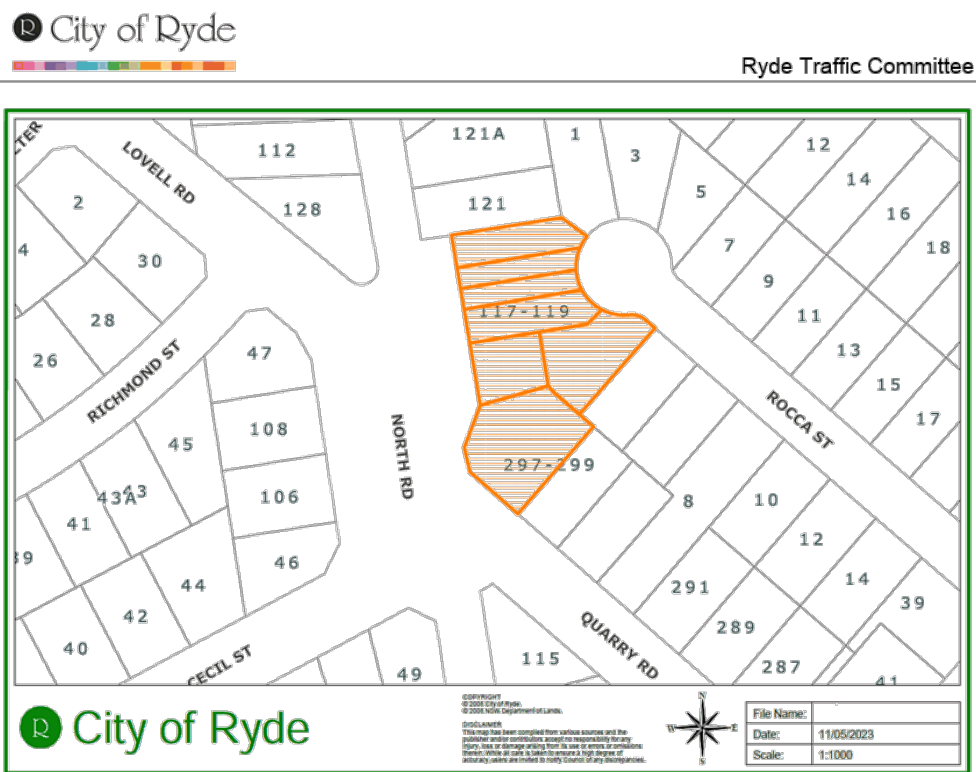
The key reasons against the relocation of the existing disabled parking spaces (Options 1 and 2) that can be concluded from the community consultation are summarised below:

- It is too close to the car park entrance off North Road and is considered unsafe.
- The loading zone is parallel to kerb and 90 degrees to accessible parking spaces. This arrangement can cause serious safety issues for people with disability.



**ITEM 12 (continued)**

## ATTACHMENT 2



**Figure 5: Consultation Area**

## RECOMMENDATION

The Ryde Traffic Committee recommends that:

- a) No changes to the current disabled parking arrangement be made in Midway Shopping Centre carpark due to the lack of community support.

**ITEM 12 (continued)**

**ATTACHMENT 2**



Ryde Traffic Committee

**ITEM (C) GLADSTONE AVENUE AND MORRISON ROAD, RYDE**  
**SUBJECT: EXTENSION OF NO STOPPING RESTRICTION AND RELOCATION OF GIVEWAY LINE**

ELECTORATE: LANE COVE  
WARD: CENTRAL  
ROAD CLASS: NON-CLASSIFIED

Traffic Committee Members are required to advise whether they have any pecuniary or non-pecuniary interest with regards to the item discussed below.

**PROPOSAL**

Council is proposing to make the following changes on Gladstone Avenue and at its intersection with Morrison Road, Ryde:

- a) Relocating the "No Stopping" sign on the eastern side of Gladstone Avenue by 2 metres to create 3 metres gap between double barrier lines and "No Stopping" signs.
- b) Relocating the "No Stopping" sign on the northern side of Morrison Road to the east of Gladstone Avenue by two (2) metres to meet the statutory 10 metres "No Stopping" requirement at the intersection.
- c) Repositioning the "Give Way" hold line on Gladstone Avenue by aligning it with the parking lane on Morrison Road.
- d) Shortening the double barrier lines on Gladstone Avenue at its intersection with Morrison Road for vehicles to avoid driving over them.



Figure 1: Location Map

Agenda of the Ryde Traffic Committee, dated 25 May 2023

**ITEM 12 (continued)**

**ATTACHMENT 2**



Ryde Traffic Committee

**DISCUSSION**

Council received representation from residents concerning parked vehicles close to the double barrier lines on the eastern side of Gladstone Avenue, forcing southbound vehicles to cross double barrier lines. In addition, the residents also requested to review the sightlines for drivers turning right from Gladstone Avenue onto Morrison Road, Ryde.

To address these safety concerns, Council is proposing the following changes:

- e) Relocating the "No Stopping" sign on the eastern side of Gladstone Avenue by 2 metres to create 3 metres gap between double barrier lines and "No Stopping" signs.
- f) Relocating the "No Stopping" sign on the northern side of Morrison Road to the east of Gladstone Avenue by two (2) metres to meet the statutory 10 metres "No Stopping" requirement at the intersection.
- g) Repositioning the "Give Way" hold line on Gladstone Avenue by aligning it with the parking lane on Morrison Road.
- h) Shortening the double barrier lines on Gladstone Avenue at its intersection with Morrison Road for vehicles to avoid driving over them.

The detail of the proposed changes has been shown in Figure 2.



Figure 2: Proposed Changes

Agenda of the Ryde Traffic Committee, dated 25 May 2023



**ITEM 12 (continued)**

**ATTACHMENT 2**



Ryde Traffic Committee

**CONSULTATION**

Given the negligible impact on the residents, a notification letter was distributed to the following properties shown in Figure 3 below, allowing two (2) weeks for feedback. No objections were received from the notified properties.

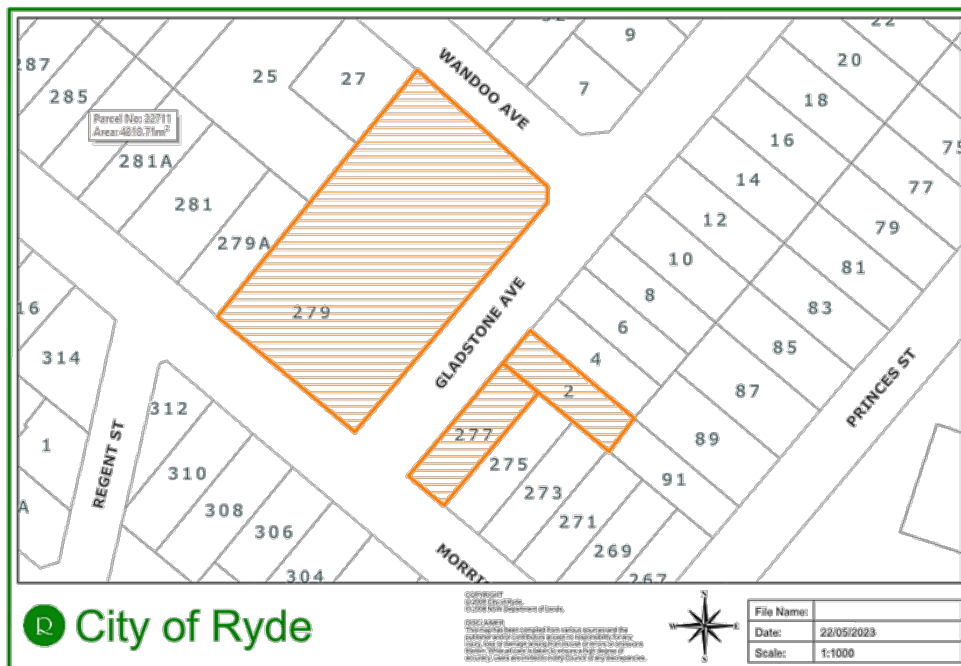


Figure 3: Consultation Area

**RECOMMENDATION**

The Ryde Traffic Committee recommends that:

- The "No Stopping" sign on the eastern side of Gladstone Avenue be relocated by 2 metres to align with double barrier lines.
- The "No Stopping" sign on the northern side of Morrison Road be relocated to the east of Gladstone Avenue by 2 metres to comply with statutory 10 metre requirements.
- The "Give Way" hold line on Gladstone Avenue be repositioned to align it with the parking lane on Morrison Road.
- The double barrier lines on Gladstone Avenue be shortened by 3 metres for vehicles to avoid driving over them.

**ITEM 12 (continued)**

**ATTACHMENT 2**



Ryde Traffic Committee

**ITEM (D) VIMIERA ROAD, WEST RYDE**

**SUBJECT: EXTENSION OF KEEP CLEAR ZONE**

ELECTORATE: RYDE  
WARD: WEST  
ROAD CLASS: NON-CLASSIFIED

Traffic Committee Members are required to advise whether they have any pecuniary or non-pecuniary interest with regards to the item discussed below.

**PROPOSAL**

Council is proposing to:

- a) Install a "Keep Clear" zone on the northbound traffic lane at the intersection of Dayman Place and Vimiera Road in front of Epping Boys High School, Marsfield.
- b) Extend the existing "Keep Clear" zone on the southbound traffic lane by four (4) metres at the intersection of Dayman Place and Vimiera Road, Marsfield.



Figure 1: Location Map

Agenda of the Ryde Traffic Committee, dated 25 May 2023

**ITEM 12 (continued)**

**ATTACHMENT 2**



Ryde Traffic Committee

**DISCUSSION**

The representatives from Epping Boys High School and the NSW Police have informed Council about the vehicles obstructing the school driveway on Vimiera Road at its intersection with Dayman Place during school pick-up and drop-off periods. This has caused pedestrian safety issues and traffic congestion at this location. To address these concerns, Council proposes to extend the "Keep Clear" zone by four (4) meters on Vimiera Road, Marsfield, and linemark the northbound travel lane with "Keep Clear".

The detail of the proposed changes has been shown in Figure 2.



Figure 2: Proposed Changes

**CONSULTATION**

The proposed works will not alter parking conditions on Vimiera Road, Marsfield and there is no impact on the residents. As such, community consultation is not required. However, the school and residents will be notified of the proposed works at least three (3) weeks prior to the installation.

**RECOMMENDATION**

The Ryde Traffic Committee recommends that:

- a) A 'Keep Clear' zone be installed on the northbound traffic lane at the intersection of Dayman Place and Vimiera Road in front of Epping Boys High School, Marsfield.
- b) The existing 'Keep Clear' zone be extended on the southbound traffic lane by four (4) metres at the intersection of Dayman Place and Vimiera Road, Marsfield.

Agenda of the Ryde Traffic Committee, dated 25 May 2023



**ITEM 12 (continued)**

**ATTACHMENT 2**



Ryde Traffic Committee

**ITEM (E) CURTIS STREET, RYDE**

**SUBJECT: PROPOSED CHANGES TO PARKING RESTRICTIONS**

ELECTORATE: RYDE  
WARD: WEST  
ROAD CLASS: NON-CLASSIFIED

Traffic Committee Members are required to advise whether they have any pecuniary or non-pecuniary interest with regards to the item discussed below.

**PROPOSAL**

Council proposes the following changes to the parking restrictions on Curtis Street, Ryde:

- a) Convert a 2.5m long unrestricted parking space to "Motorbikes Only" at the property frontage of 13 Curtis Street, Ryde.
- b) Replace the existing "No Parking" zone with "No Stopping" at the property frontage of 13 and 15 Curtis Street, Ryde.

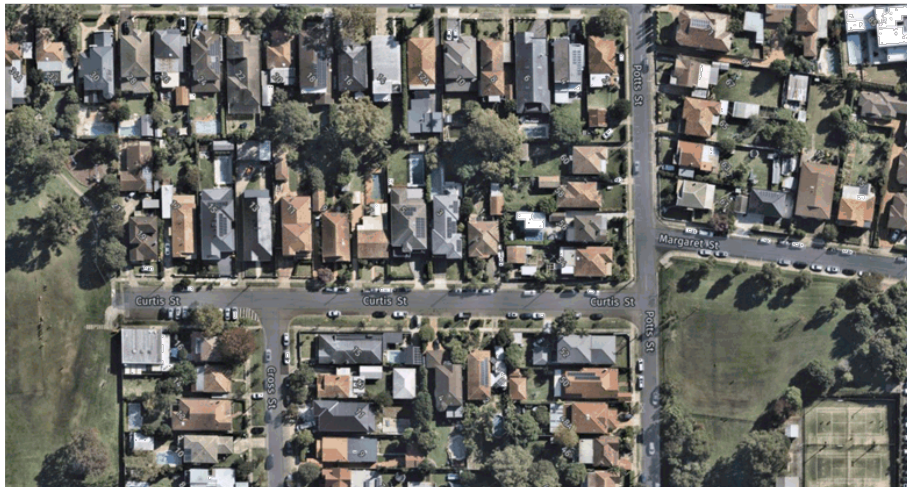


Figure 1: Location Map

**DISCUSSION**

Council has received concerns from residents about vehicles parking illegally and blocking adjacent driveways, causing safety and accessibility issues. The parking in front of 13 Curtis Street is 10.5 metres long, that can accommodate a single legal parking. However, due to the high demand for parking in the area, two vehicles try to squeeze in that space and block property access. In addition, Council installed "No Parking" across the two driveways at 13 and 15 Curtis Street to facilitate any pick-up or drop-off. Given most drivers stay in the "No Parking" zone for longer than allowable limit, the residents access is restricted especially

Agenda of the Ryde Traffic Committee, dated 25 May 2023

**ITEM 12 (continued)**

**ATTACHMENT 2**



Ryde Traffic Committee

during peak hours. To address these safety concerns, Council proposes the following changes to parking restrictions at 13 and 15 Curtis Street, Ryde:

- a) Convert a 2.5m long unrestricted parking space to "Motorbikes Only" at the property frontage of 13 Curtis Street, Ryde.
- b) Replace the existing "No Parking" zone with "No Stopping" zone at the property frontage of 13 and 15 Curtis Street, Ryde.

The detail of the proposed changes has been shown in Figure 2.



Figure 2: Proposed Changes

**COMMUNITY CONSULTATION**

Council consulted with the properties shown in Figure 3. No objections were received regarding the proposed changes.

**ITEM 12 (continued)**

**ATTACHMENT 2**

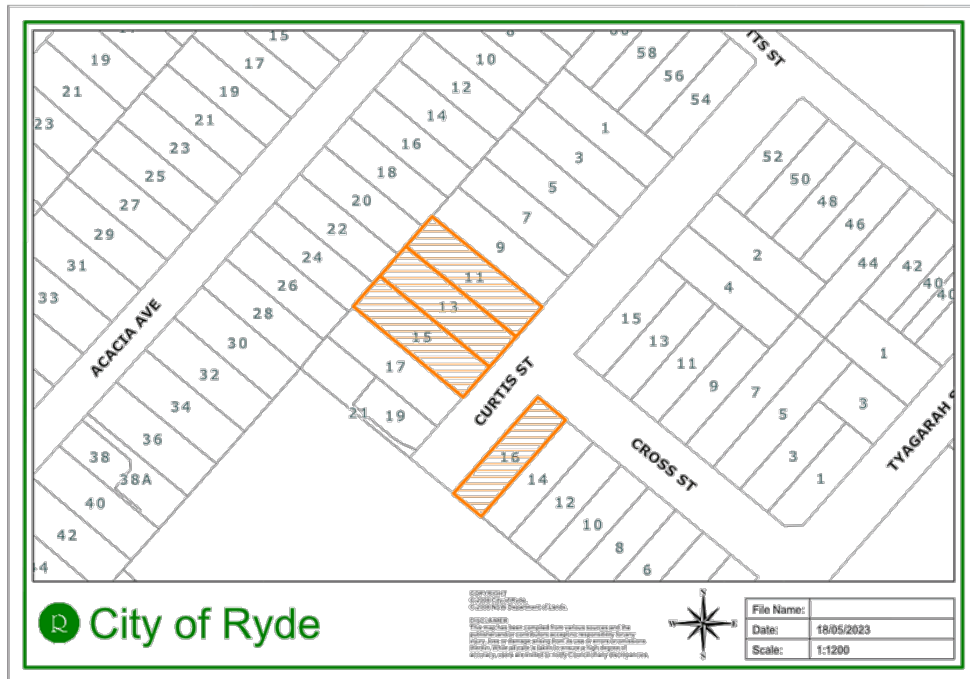


Figure 3: Consultation Area

**RECOMMENDATION**

The Ryde Traffic Committee recommends that:

- A 2.5m long unrestricted parking space be converted to "Motorbikes Only" at the property frontage of 13 Curtis Street, Ryde.
- The existing "No Parking" zone be converted to "No Stopping" at the property frontage of 13 and 15 Curtis Street, Ryde.



**ITEM 12 (continued)**

**ATTACHMENT 2**



Ryde Traffic Committee

**ITEM (F) PORTER STREET, RYDE**

**SUBJECT: PROPOSED CHANGES TO PARKING RESTRICTIONS**

ELECTORATE: RYDE  
WARD: WEST  
ROAD CLASS: NON-CLASSIFIED

Traffic Committee Members are required to advise whether they have any pecuniary or non-pecuniary interest with regards to the item discussed below.

**PROPOSAL**

Council proposes to covert the existing five (5) spaces from "2P Monday-Friday 8AM-6PM" to "2P Monday-Friday 8AM-8PM, Saturday 8AM-12PM" at the property frontage of 29-31 Porter Street, Ryde.

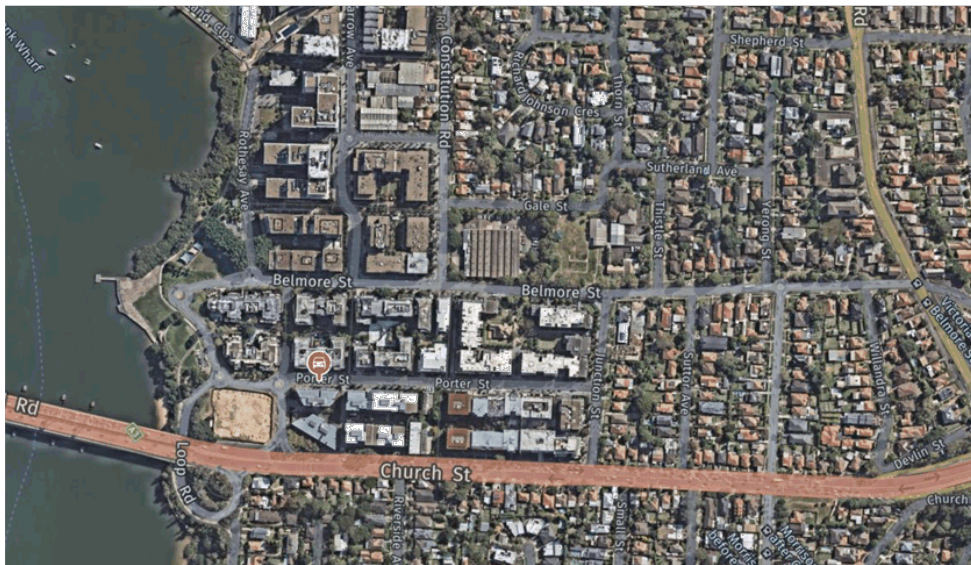


Figure 1: Location Map

**DISCUSSION**

Council has received representation from the surrounding businesses and residents concerning the lack of short-term parking after 6pm on weekdays and on Saturday mornings on Porter Street, Ryde.

The existing 2-hour parking limit on Porter Street has played a crucial role in facilitating turnover and ensuring accessibility for customers of the retail shops located in the vicinity. However, the current 6 PM time limit has inadvertently enabled commercial vehicles to

Agenda of the Ryde Traffic Committee, dated 25 May 2023

ITEM 12 (continued)

ATTACHMENT 2



Ryde Traffic Committee

occupy these parking spaces beyond the designated hours, causing congestion and reducing the availability of short-term parking options.

To address this concern, Council proposes the following changes to the existing five (5) spaces parking restriction on Porter Street

- a) Extension of Time Limit: The existing parking limit of 2 hours be extended from 6 PM to 8 PM. This extension will discourage commercial vehicles from occupying the parking spaces overnight and encourage turnover, making more spaces available for short-term parking during the evening hours.
- b) Saturday Time Slot: Additionally, a new time slot be introduced exclusively for Saturdays, starting from 8 AM and extending until 12 PM (noon). This modification will accommodate the increased foot traffic on weekends, allowing retail customers to find suitable parking spaces during the peak hours.

The detail of the proposed changes has been shown in Figure 2.

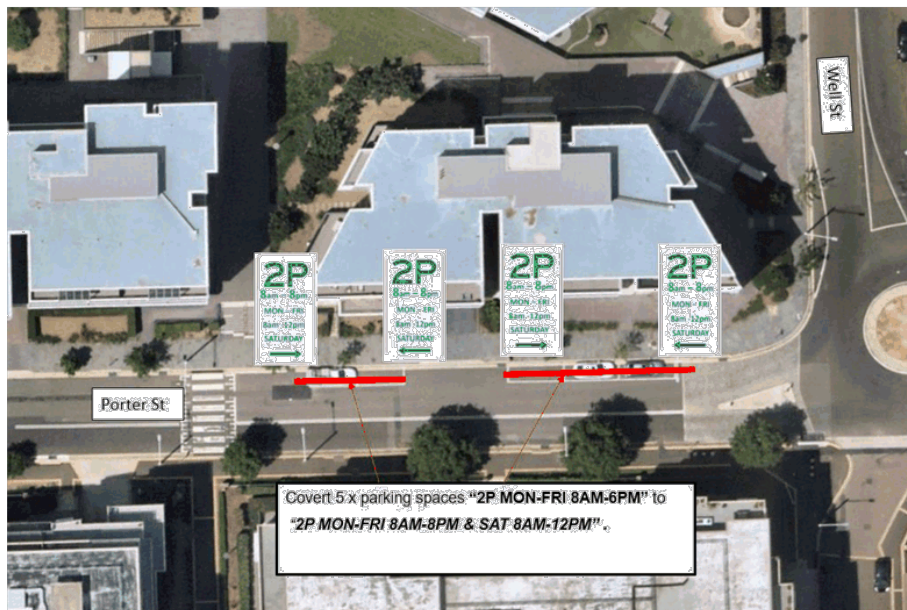


Figure 2: Proposed Changes

**ITEM 12 (continued)**

**ATTACHMENT 2**



Ryde Traffic Committee

**COMMUNITY CONSULTATION**

As shown in Figure 3, the businesses and residents were consulted of the proposed changes to parking restrictions and were invited to provide their feedback. No objections were received from residents and businesses.

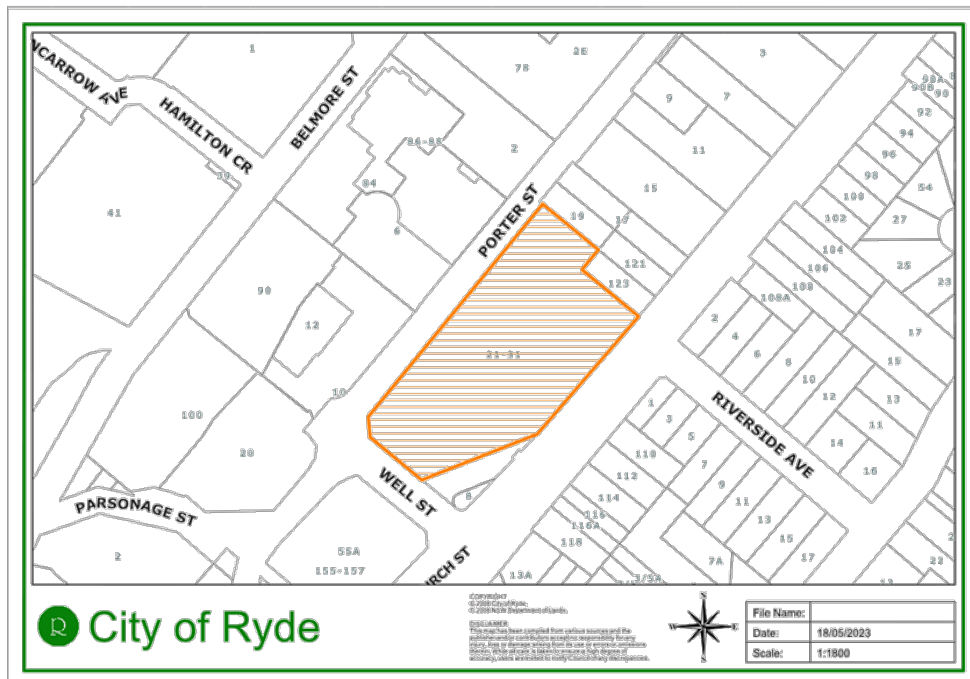


Figure 3: Consultation Area

**RECOMMENDATION**

The Ryde Traffic Committee recommends that:

- a) The existing five (5) spaces be converted from "2P Monday-Friday 8AM-6PM" to "2P Monday-Friday 8AM-8PM, Saturday 8AM-12PM" at the property frontage of 29-31 Porter Street, Ryde.



**ITEM 12 (continued)**

**ATTACHMENT 2**



Ryde Traffic Committee

**ITEM (G) RESERVE STREET, WEST RYDE**

**SUBJECT: PARKING CHANGES**

ELECTORATE: RYDE  
WARD: EAST WARD  
ROAD CLASS: NON-CLASSIFIED

Traffic Committee Members are required to advise whether they have any pecuniary or non-pecuniary interest with regards to the item discussed below.

**PROPOSAL**

Council initially proposed to install two (2) spaces of 2-hour parking "2P 8AM-6PM MON-FRI" on Reserve Street, in the 90° Parking area adjacent to Miriam Park opposite to 31 Reserve Street, West Ryde. Following the consultation process, Council did not receive the required level of community support to make the proposed parking changes. As such, no changes to the current parking arrangement be made on Reserve Street.



**Figure 1: Location Map**

**DISCUSSION**

Council has received a request from the community to provide short-term parking for visitors to Miriam Park. This proposal is to improve access to the recreational facilities, particularly for those with children or with limited mobility.

As this is the nearest unrestricted parking in proximity to West Ryde Shopping area and West Ryde Station parking occupancy in this area is near to 100% on weekdays. Recent construction activity nearby has also increased parking demand in this area.

Agenda of the Ryde Traffic Committee, dated 25 May 2023

**ITEM 12 (continued)**

**ATTACHMENT 2**



Ryde Traffic Committee

To address the lack of short-term parking, Council proposed to install two (2) spaces of 2-hour parking "2P 8AM-6PM MON-FRI" on Reserve Street, in the 90° parking area adjacent to Miriam Park and opposite to 31 Reserve Street, West Ryde. However, because of the consultation process, Council did not receive the required level of community support to make the proposed parking changes. As such, no changes to the current parking arrangement are proposed on Reserve Street.

The detail of the proposed changes has been shown in Figure 2.



*Figure 2: Proposed Changes*

**COMMUNITY CONSULTATION**

A "Have Your Say" community consultation was conducted for two weeks between 1<sup>st</sup> May 2023 and 16<sup>th</sup> May 2023. Ten (10) letters were distributed to residents on Reserve Street in Figure 3 to determine the level of support for the proposal.

Responses were received from 4 properties, two supported the proposal, with one requesting additional timed parking, and two objections.

The objections identified that this proposal would increase traffic and that Council had previously advised that Miriam Park was intended to be a 'walk to' park, rather than a destination that would attract additional vehicle movements.

Whilst this proposal was intended to improve access it is based on an increase of parking turnover adjacent to Miriam Park. The increased number of parking manoeuvres will lead to a corresponding increase in traffic movements.

As this proposal will affect traffic conditions on Reserve Street, the objections to the proposal were heard and the proposal is not supported for this reason. Given the objections of the community to this proposal it is recommended that it does not proceed.

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Agenda of the Ryde Traffic Committee, dated 25 May 2023



ITEM 12 (continued)

ATTACHMENT 2

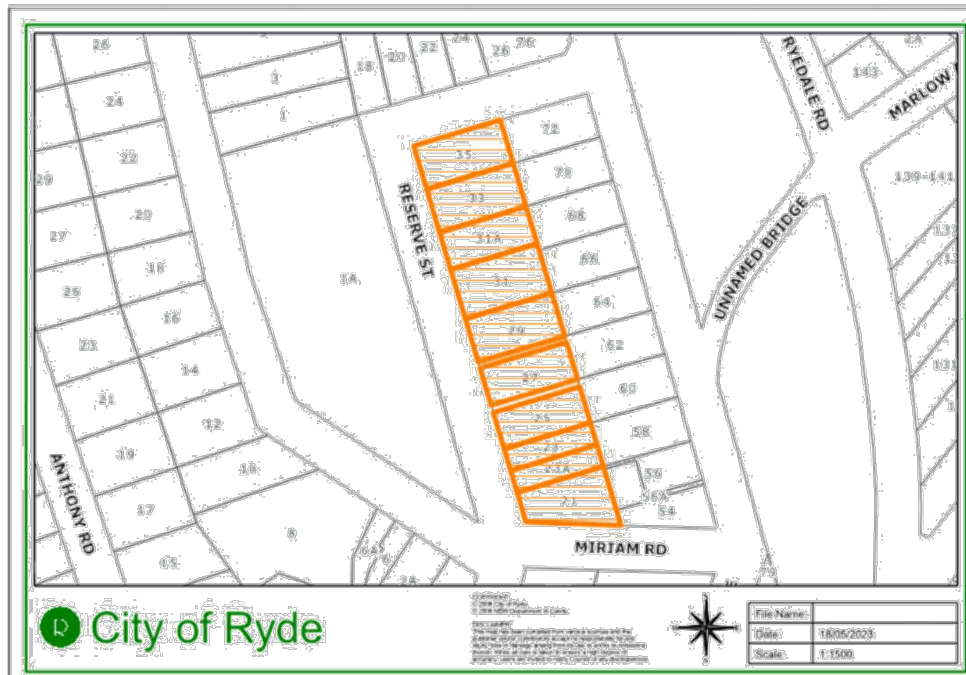


Figure 3: Consultation Area.

**RECOMMENDATION**

The Ryde Traffic Committee recommends that:

- a) No changes to the current unrestricted parking arrangements be made on Reserve Street, West Ryde, due to the lack of community support.

**ITEM 12 (continued)**

**ATTACHMENT 2**

**ITEM (H) TALAVERA ROAD, MACQUARIE PARK**

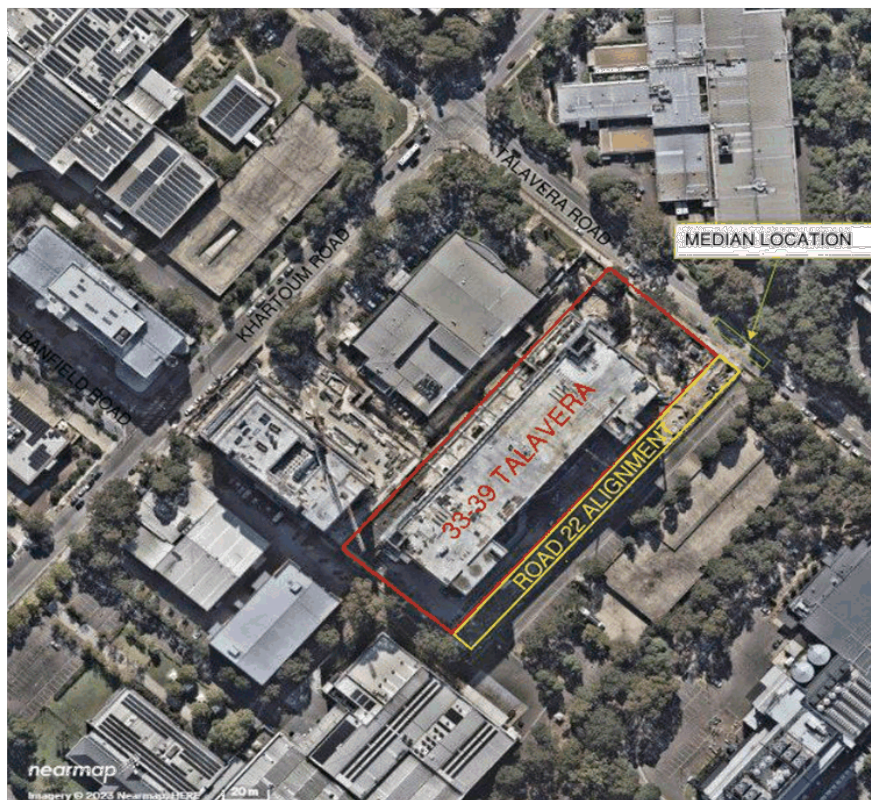
**SUBJECT: TRAFFIC FACILITIES**

ELECTORATE: RYDE  
WARD: CENTRAL  
ROAD CLASS: CLASSIFIED REGIONAL

Traffic Committee Members are required to advise whether they have any pecuniary or non-pecuniary interest with regards to the item discussed below.

**PROPOSAL**

As part of the conditions of consent for the State Significant Development at 33-39 Talavera Road, Macquarie Park, the developer is required to construct a raised median island on Talavera Road to physically limit traffic movements.



**Figure 1: Location Map**

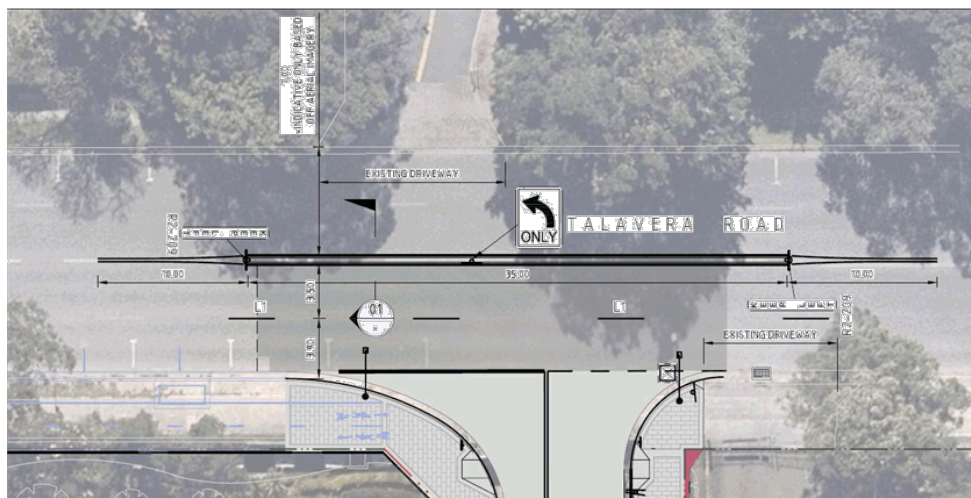
**ITEM 12 (continued)**

**ATTACHMENT 2**

**DISCUSSION**

As part of the development at 33-39 Talavera Road, Macquarie Park a section of Council's proposed fine grain road network (Road 22) will be constructed. One of the conditions of consent for this development was the installation of a central median on Talavera Road to regulate the flow of traffic. This device forms part of the planned road network in Macquarie Park

As the median island is a regulatory device under AS1742, it does require approval by the Local Traffic committee. The detail of the proposed changes has been shown in Figure 2.



**Figure 2: Signage and Linemarking Plan**

**COMMUNITY CONSULTATION**

The consultation for this traffic device was performed as part of the development process for 33-39 Talavera Road. As such, no separate consultation for this traffic device was required.

This is a State Significant Development and the installation of the median island forms part of that approval. The proposed median island is part of, and in accordance with, Council's plan for the installation of a fine grain road network in Macquarie Park.

ITEM 12 (continued)

ATTACHMENT 2

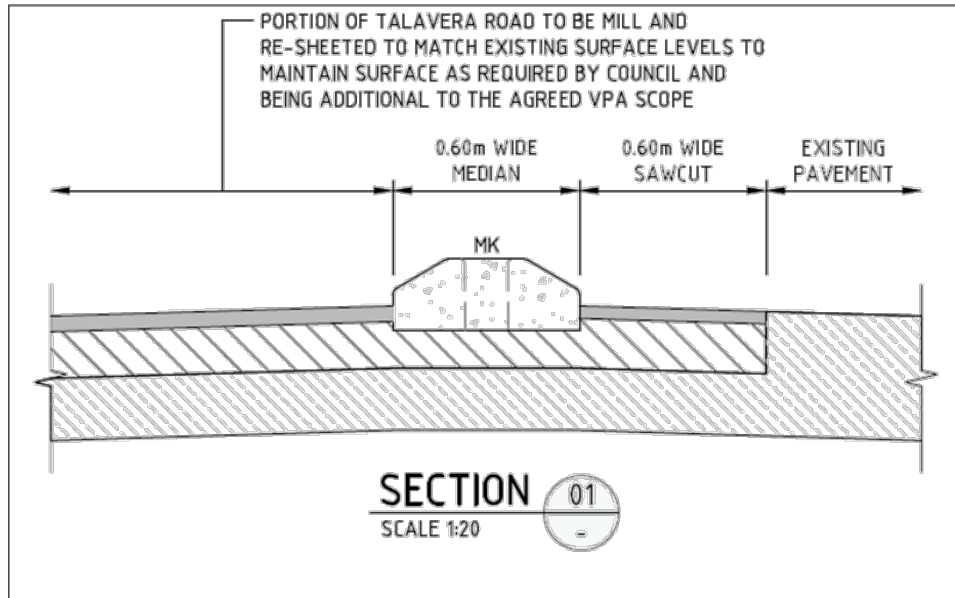


Figure 3: Cross Section of Median

**RECOMMENDATION**

The Ryde Traffic Committee recommends that:

- a) A thirty-five (35) metre long and 0.6 metre wide raised median island with associated signage and linemarking be installed in the centre of Talavera Road at its intersection with proposed Road 22, Macquarie Park.



**ITEM 12 (continued)**

**ATTACHMENT 2**

**ITEM (I) CHARLES STREET, RYDE**

**SUBJECT: TRAFFIC FACILITIES**

ELECTORATE: RYDE  
WARD: EAST  
ROAD CLASS: UNCLASSIFIED

Traffic Committee Members are required to advise whether they have any pecuniary or non-pecuniary interest with regards to the item discussed below.

**PROPOSAL**

Council is proposing to alter the existing traffic island on the northern leg of the roundabout controlled intersection of Charles Street and Kenneth Street, Ryde.



*Figure 1: Location Map*

**DISCUSSION**

At the meeting held on 27 September 2022 Council resolved to investigate pedestrian safety on Charles Street, Ryde.

After receiving an assessment of this site by an independent road safety auditor, Council is now seeking to implement the recommendations of the road safety audit.

The audit included an evaluation to determine the suitability of a marked foot (zebra) crossing. It was determined that a pedestrian crossing could not operate safely at this location, due to sight distance constraints caused by elevation, and the complexity of integrating an additional control point at the roundabout.

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Agenda of the Ryde Traffic Committee, dated 25 May 2023



## ITEM 12 (continued)

## ATTACHMENT 2



Ryde Traffic Committee

An alternative to the crossing involving the reconstruction of the existing traffic island at the roundabout, relocation of the kerb ramps and the channelisation of pedestrians via fencing was identified as a viable option to improve the safety of pedestrians.

Additionally, traffic calming in the form of speed humps, or cushions, was recommended to lower vehicle speeds in the area.

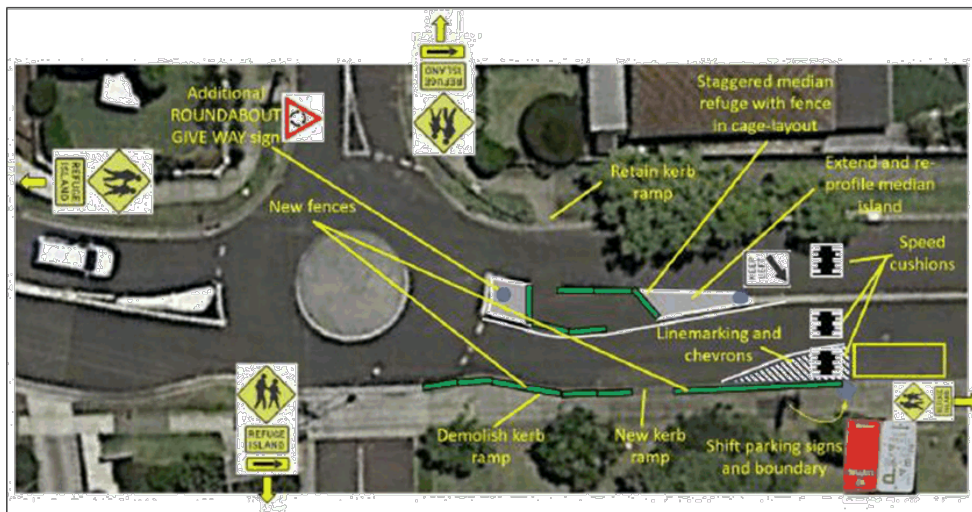


Figure 2: Concept - Signage and Linemarking Plan

### COMMUNITY CONSULTATION

Due to the negligible effect on the surrounding properties, no consultation was performed as part of this proposal. The proposed safety improvements are the outcomes of an independent Road Safety Audit and are proposed on road safety grounds. However, Council will notify surrounding properties, specifically St Charles Catholic Primary School and St Charles Borromeo Church before construction.

### RECOMMENDATION

The Ryde Traffic Committee recommends the following pedestrian safety improvements subject to availability of funding:

- Additional pedestrian warning signs be installed on all legs of the intersection of Charles Street and Kenneth Street, Ryde.
- The existing traffic island on Charles Street, north on Kenneth Street be reconstructed to improve pedestrian access.
- Pedestrian fencing be installed on the eastern side of Charles Street and adjacent to the reconstructed island.
- Traffic Calming devices be installed on Charles Street, north of Kenneth Street, Ryde.

Agenda of the Ryde Traffic Committee, dated 25 May 2023

**ITEM 12 (continued)**

**ATTACHMENT 2**



Ryde Traffic Committee

**ITEM (J): PERKINS STREET AND DRIVER STREET, DENISTONE WEST**  
**SUBJECT: NO STOPPING RESTRICTION AND INSTALLATION OF DOUBLE BARRIER LINES**

**ELECTORATE:** DENISTONE WEST  
**WARD:** WEST  
**ROAD CLASS:** NON-CLASSIFIED

Traffic Committee Members are required to advise whether they have any pecuniary or non-pecuniary interest with regards to the item discussed below.

**PROPOSAL**

Council Proposes the following changes at the intersection of Perkins Street and Driver Street, Denistone West:

- a) Install "No Stopping" zones to meet the statutory 10 metre "No Stopping" requirement at the intersection.
- b) Install five (5) meter long double barrier lines on Driver Street at its intersection with Perkins Street.



Figure 1: Location Map

Agenda of the Ryde Traffic Committee, dated 25 May 2023

**ITEM 12 (continued)**

**ATTACHMENT 2**

**DISCUSSION**

Council has received representation from residents concerning vehicles parked illegally within 10 metres of the intersection of Perkins Street and Driver Street, Denistone West, restricting their sightlines at this intersection. The residents also advised when turning right from Perkins Street onto Driver Street, drivers cut the corner and drive in the oncoming traffic lane.

To address these safety concerns, Council proposes to install statutory 10 metre "No Stopping" zones to formalise this intersection. Under NSW Road Rules 2014 (Reg 170), it is illegal to stop within 10 metres of an intersection. The proposed fine (5) meter long double barrier lines on Driver Street, at its intersection with Perkins Street will prohibit drivers cutting the corner and improve safety.

The detail of the proposed changes has been shown in Figure 2.



*Figure 2: Proposed Changes*

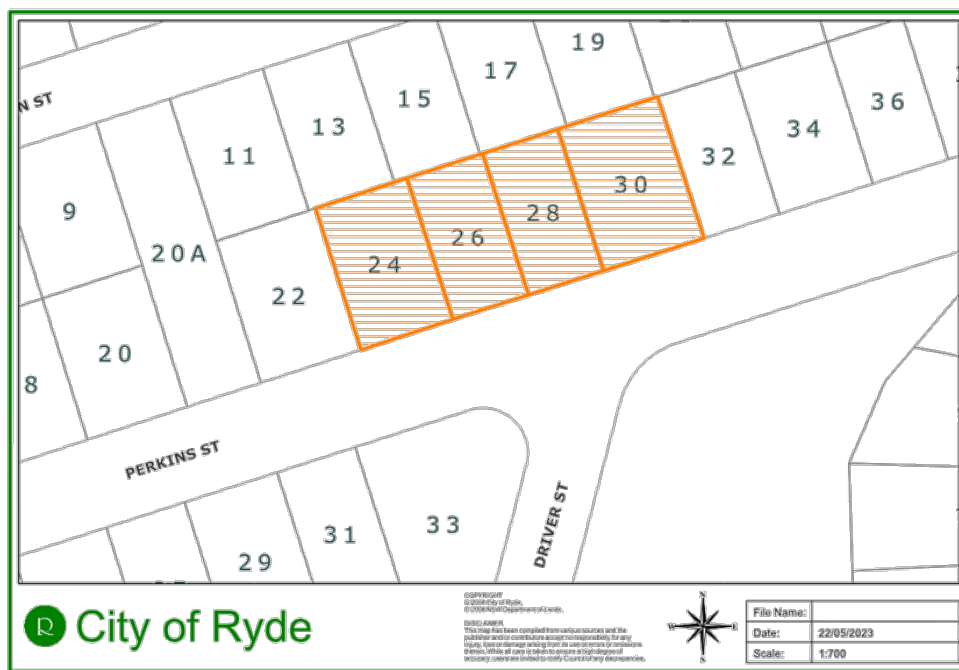
**CONSULTATION**

Given the negligible impact on the residents, a notification letter was distributed to the following properties shown in Figure 3 below, allowing two (2) weeks for feedback. No objections were received from the notified properties.



**ITEM 12 (continued)**

**ATTACHMENT 2**



**Figure 3: Consultation Area**

**RECOMMENDATION**

The Ryde Traffic Committee recommends that:

- Ten (10) metre long statutory "No Stopping" zones be installed at the intersection of Perkins Street and Driver Street, Denistone West.
- Five (5) meter long double barrier lines be installed on Driver Street, at its intersection with Perkins Street, Denistone West.

**ITEM 12 (continued)**

**ATTACHMENT 2**



Ryde Traffic Committee

**ITEM (K): ROAD SAFETY UPDATE**  
**SUBJECT: ROAD SAFETY PROGRAMS**

**ELECTORATE:** RYDE / LANE COVE  
**WARD:** ALL

Traffic Committee Members are required to advise whether they have any pecuniary or non-pecuniary interest with regards to the items discussed below.

**TRANSPORT FOR NEW SOUTH WALES (TfNSW) FUNDED PROGRAMS**

A workshop for parents and supervisors of learner drivers was held on 30 March 2023 in partnership with Willoughby Council with 20 attendees.

20 child car seat check vouchers have been distributed with another round being released in late May.

**COUNCIL FUNDED PROGRAMS**

**Police/Council Road Safety Awareness Program**

Council, Ryde Police Area Command and Highway Patrol presented a road safety stall at Macquarie University on 17 May, distributing information for young drivers.

Following a directive from TfNSW that Road Safety Officers cannot deliver programs to schools, Council's partnership with the Police to deliver the "What If?" program to local high schools has been handed over to the Community Development Officer - Youth, Children and Families. Council will continue to partner with and support Ryde Local Area Command to deliver road safety programs in the local area.

**National Road Safety Week 14 – 21 May**

Council supported National Road Safety Week with social media posts and a free child car seat checking day in partnership with Kid safe and Transurban held on 18 May. A total of 62 car seats in 46 cars were checked on the day.

**School Zone Safety Program**

Following the directive from TfNSW that Road Safety Officers can no longer deliver programs or non-TfNSW material into schools, Council has discontinued the production of the quarterly School Zone Road Safety Newsletter. Council will continue to deliver TfNSW material to principals for distribution to parents and students and will liaise with the Department of Education Road Safety Education Officer to support active travel and other programs as requested.

Council's Road Safety Officer will work with Council Traffic Engineers to review road safety concerns around local schools.

**RECOMMENDATION**

The Ryde Traffic Committee recommends that:

- a) The Road Safety report be received and noted.

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Agenda of the Ryde Traffic Committee, dated 25 May 2023



**ITEM 12 (continued)**

**ATTACHMENT 2**



Ryde Traffic Committee

**ITEM (L) PARKING CONTROLS INSTALLED TO REINFORCE ROAD RULES**

The parking control measures outlined in *Table L1* were installed to reinforce existing controls under the [NSW] *Road Rules 2014*.

Location	Parking Control Measure	Existing <i>Road Rules 2014</i> Control	Installation Date
Intersection of Herring road and Leonard PI, Marsfield	Installation of Statutory 10m no stopping	Road Rule 167 – No Stopping signs	May 2023
Intersection of Herring Road and Dan Street, Marsfield	Installation of Statutory 10m no stopping	Road Rule 167 – No Stopping signs	May 2023

*Table L1 - Parking restrictions installed to reinforce existing controls under Road Rules 2014.*

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## **INFORMATION REPORT**

### **13 REPORT FOR THE INFORMATION OF COUNCIL - INVESTMENT REPORT AS AT 31 MAY 2023**

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**Report prepared by:** Financial Controller  
**File No.:** GRP/23/11 - BP23/300

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#### **REPORT SUMMARY**

This report details Council's performance of its investment portfolio as at 31 May 2023, and compares it against key benchmarks. The report includes Council's loan liabilities.

Council's rate of return on investments for the reporting period is 3.86%, which is 0.33% above the benchmark figure of 3.53%.

Income from interest on investments is budgeted at \$6,168K and as at 31 May 2023, funds of \$6,305K have been earned.

Report Prepared By:

**Sacha Thirimanne**  
**Acting Chief Financial Officer**

Report Approved By:

**Peter Brown**  
**General Manager - Business and Operations**

## ITEM 13 (continued)

### Background

Council's Responsible Accounting Officer is required to report monthly on Council's Investment Portfolio as per the Local Government (General) Regulation 2021 Section 212 and certify that the Investments are held in accordance with Council's Investment Policy and Section 625 of the *Local Government Act* 1993.

The **preservation of capital is the principal objective** of Council's Cash Investment Policy. Investments are to be placed in a manner that safeguards the investment portfolio and risk tolerances are prescribed to ensure the best financial outcome for residents.

Funds are to be invested at the most favorable interest rate available at the time, whilst having due consideration of the following parameters to mitigate risk:

- **Liquidity:** Investment terms should be sufficient to meet cash flow requirements of Council operations.
- **Legislative Compliance:** Council is guided by both the Local Government Act 1993, Local Government Regulations 2021 and to the most current Ministerial Investment Order that has been issued by the NSW Minister for Local Government.
- **Institutional Limitations:** Council is not permitted to invest in Authorised Deposit taking Institutions (ADI) that is an Australian subsidiary of a foreign bank, all ADI's Council invests with must comply to ratios monitored by Australian Prudential Regulation Authority (APRA).
- **Overall Portfolio Limits:** In order to diversify risk of Council's Investment Portfolio, maximum limits apply based on Standard & Poor (S&P) credit rating. Council is not permitted to invest in any ADI which is BBB- or less.
- **Term to Maturity:** maximum limits apply to term deposit terms that are between 1 - 3 years and greater than 3 years.

### Standard & Poor (S&P) Rating Scale:

<b>AAA</b>	An obligor has <b>extremely strong</b> capacity to meet its financial commitments
<b>AA+</b>	An obligor has <b>very strong</b> capacity to meet its financial commitments. It differs from the highest rated obligors only to a small degree
<b>AA</b>	
<b>AA-</b>	
<b>A+</b>	An obligor has <b>strong</b> capacity to meet its financial commitments but is somewhat more susceptible to the adverse effects of changes in circumstances and economic conditions than obligors in higher rated categories
<b>A</b>	
<b>A-</b>	
<b>BBB+</b>	An obligor has <b>adequate</b> capacity to meet its financial commitments. However, adverse economic conditions or changing circumstances are more likely to lead to a weakened capacity for the obligor to meet its financial commitments
<b>BBB</b>	
<b>BBB-</b>	

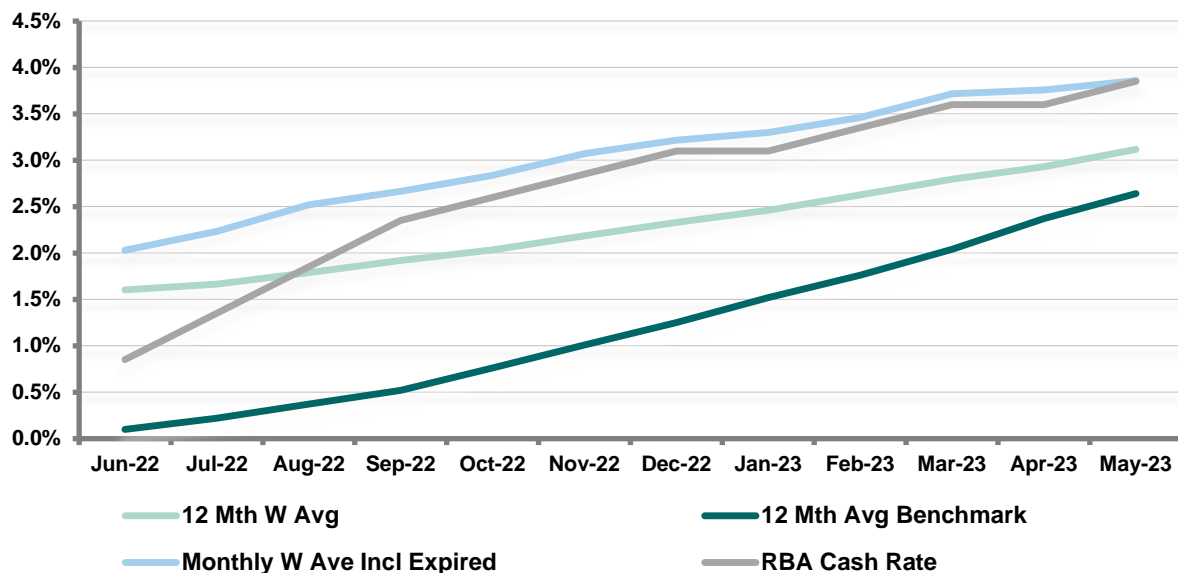
## ITEM 13 (continued)

### Investment Performance Commentary

Council's performance against the benchmark for returns of its investment portfolio for May 2023 and the past 12 months are as follows:

	May	12 Month	FYTD
<b>Council Return</b>	3.86	3.12	3.23
<b>Benchmark</b>	3.53	2.64	2.82
<b>Variance</b>	0.33	0.48	0.41

### Performance - All Investments



Council's investment portfolio as at 31 May 2023 was as follows:

Cash/Term Deposits	\$116.40M	47.22%
Floating Rate Notes	\$54.09M	21.94%
Fixed Bonds	\$76.01M	30.84%
<b>Total Investments</b>	<b>\$246.50M</b>	

Council continues to utilise the Federal Government's current guarantee (\$250K) investing in Term Deposits with a range of Authorised Deposit Taking Institutions (ADI's) on short to medium term investments (Generally 30 days to 180 days maturity) where more competitive rates are available.

Council's income from investments continues to exceed original budgeted expectations, primarily due to Council's cash reserves balances being higher than anticipated and higher interest rates being offered reflective of recent economic conditions.

## **ITEM 13 (continued)**

### **Loan Liability**

Council's loan liability as at 31 May 2023 was \$456K, which represents the balance of two loans which were established under the Local Infrastructure Renewal Scheme (LIRS). Council receives a 3% interest subsidy payment from the OLG twice a year.

1. A \$1.5M 10 year loan drawn down 31 January 2014 at 180 day Bank Bill Swap rate (BBSW) of +175 basis points for the Children's Play Implementation Plan, which was approved for an LIRS subsidy in Round 2. The interest rate for this loan is reset every six months.
2. A \$1.5M 10 year loan drawn down 1 September 2014 at 4.95% for Phase 2 of the Children's Play Implementation Plan, which was approved for an LIRS subsidy in Round 3.



## ITEM 13 (continued)

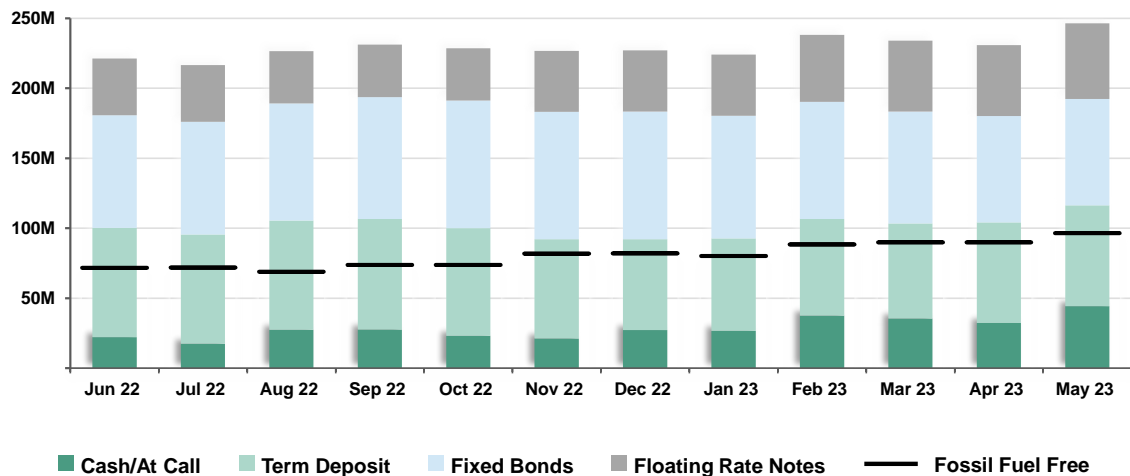
### INVESTMENT SUMMARY AS AT 31 MAY 2023

Issuer	Investment Name	Investment Rating	Fossil Fuel Free	Invested at 31-May-23 \$000's	Annualised Period Return (%)	12 Month Average Return	Return since 01 July 2022	% of Total Invested	Maturity	Tenor
Bank of Queensland	1. Bank of Queensland Floating Rate Note	AAA	N	1,200	4.87	3.72	3.86	0.49	14/05/2025	1826
Bank of Queensland	2. BoQ FRN	AAA	N	2,000	4.88	3.85	3.86	0.81	14/05/2025	1051
Bendigo and Adelaide Bank	3. Bendigo FRN (Covered)	AAA	Y	4,000	4.78	4.34	4.34	1.62	11/11/2025	1096
Suncorp-Metway	4. Suncorp Covered Bond	AAA	Y	3,968	3.56	3.56	3.56	1.61	24/08/2026	1593
Westpac Banking Corporation	5. WBC Covered Bond	AAA	N	3,195	4.00	3.92	3.91	1.30	20/05/2025	1096
Australia and New Zealand Banking Group	6. ANZ Fixed Bond	AA-	N	3,000	3.13	3.13	3.13	1.22	8/02/2024	1826
Australia and New Zealand Banking Group	7. ANZ Fixed Bond	AA-	N	2,000	1.56	1.56	1.56	0.81	29/08/2024	1827
Australia and New Zealand Banking Group	8. ANZ Fixed Bond	AA-	N	1,997	1.67	1.67	1.67	0.81	29/08/2024	1805
Australia and New Zealand Banking Group	9. ANZ Fixed Bond	AA-	N	1,999	1.69	1.70	1.70	0.81	16/01/2025	1827
Australia and New Zealand Banking Group	10. ANZ Fixed Bond	AA-	N	2,992	1.80	1.80	1.80	1.21	29/08/2024	1612
Australia and New Zealand Banking Group	11. ANZ Fixed Bond	AA-	N	2,000	4.56	4.09	4.09	0.81	12/05/2025	1096
Australia and New Zealand Banking Group	12. ANZ FRN	AA-	N	1,200	4.87	4.87	4.87	0.49	31/03/2028	1827
Commonwealth Bank of Australia	13. CBA Business Online Saver	AA-	N	44,335	3.98	2.94	3.11	17.99		
Commonwealth Bank of Australia	14. CBA Fixed Bond	AA-	N	3,500	3.28	3.27	3.27	1.42	16/08/2023	1826
Commonwealth Bank of Australia	15. CBA Fixed Bond	AA-	N	3,496	3.23	3.23	3.23	1.42	11/01/2024	1826
Commonwealth Bank of Australia	16. CBA Fixed Bond	AA-	N	2,997	4.30	4.24	4.24	1.22	18/08/2025	1096
Commonwealth Bank of Australia	17. CBA Fixed Bond	AA-	N	3,877	5.38	5.31	5.31	1.57	18/08/2027	1756
Commonwealth Bank of Australia	18. CBA FRN	AA-	N	2,400	4.88	4.65	4.65	0.97	13/01/2028	1826
Commonwealth Bank of Australia	19. CBA Term Deposit	AA-	N	2,000	4.36	4.36	4.36	0.81	1/12/2023	361
National Australia Bank	20. NAB Fixed Bond	AA-	N	2,999	2.95	2.96	2.96	1.22	26/02/2024	1826
National Australia Bank	21. NAB Fixed Bond	AA-	N	3,493	2.98	2.96	2.96	1.42	25/02/2027	1826
National Australia Bank	22. NAB Floating Rate Note	AA-	N	2,000	4.68	3.68	3.86	0.81	19/06/2024	1827
National Australia Bank	23. NAB FRN	AA-	N	3,000	4.98	4.98	4.98	1.22	12/05/2028	1827
National Australia Bank	24. NAB Term Deposit	AA-	N	4,000	4.52	4.52	4.52	1.62	26/10/2023	182
National Australia Bank	25. NAB Term Deposit	AA-	N	4,000	5.00	2.27	2.39	1.62	26/02/2024	367
National Australia Bank	26. NAB Term Deposit	AA-	N	4,000	4.52	2.26	2.41	1.62	11/01/2024	365
National Australia Bank	27. NAB Term Deposit	AA-	N	4,000	3.35	3.35	3.35	1.62	18/09/2023	1827
Westpac Banking Corporation	28. Westpac Fixed Bond	AA-	N	2,496	3.25	3.27	3.27	1.01	24/04/2024	1917
Westpac Banking Corporation	29. Westpac Fixed Bond	AA-	N	2,598	2.76	2.76	2.76	1.05	17/03/2025	1096
Westpac Banking Corporation	30. Westpac Term Deposit	AA-	N	4,000	3.93	3.83	3.87	1.62	9/08/2023	365
Westpac Banking Corporation	31. Westpac Term Deposit	AA-	N	2,000	3.94	3.85	3.89	0.81	18/08/2023	365
Westpac Banking Corporation	32. Westpac Term Deposit	AA-	N	4,000	1.65	1.65	1.65	1.62	16/02/2024	729
Macquarie Bank	33. Macquarie Bank Fixed Bond	A+	N	4,000	1.71	1.71	1.71	1.62	12/02/2025	1827
Suncorp-Metway	34. Suncorp-Metway Fixed Bond	A+	Y	3,593	2.58	2.58	2.58	1.46	25/01/2027	1826
Suncorp-Metway	35. Suncorp Fixed Bond	A+	Y	3,866	3.60	3.60	3.60	1.57	25/01/2027	1763
Suncorp-Metway	36. Suncorp Fixed Bond	A+	Y	1,372	5.49	5.47	5.48	0.56	25/01/2027	1683
Suncorp-Metway	37. Suncorp-Metway Floating Rate Note	A+	Y	1,200	4.89	3.77	3.96	0.49	24/04/2025	1823
Suncorp-Metway	38. Suncorp FRN	A+	Y	2,567	4.96	3.93	3.99	1.04	25/02/2027	1711
Suncorp-Metway	39. Suncorp FRN	A+	Y	2,200	4.98	4.71	4.71	0.89	14/12/2027	1826
Suncorp-Metway	40. Suncorp FRN	A+	Y	3,000	5.06	5.06	5.06	1.22	18/05/2026	1096
Australian Unity Bank	41. Australian Unity Bank Term Deposit	BBB+	Y	2,000	4.14	4.14	4.14	0.81	19/07/2023	398
Australian Unity Bank	42. Australian Unity Bank Term Deposit	BBB+	Y	2,000	4.50	4.50	4.50	0.81	1/02/2024	365
Auswide Bank	43. Auswide FRN	BBB+	Y	3,000	5.28	5.28	5.28	1.22	17/03/2026	1096
B&E (T/as Bank of Us)	44. Bank of us Term Deposit	BBB+	Y	2,000	4.30	3.35	3.48	0.81	8/08/2023	180
Bank of Queensland	45. ME Bank At Call Account	BBB+	N	49	1.36	1.03	1.11	0.02		
Bank of Queensland	46. BoQ Fixed Bond	BBB+	N	3,796	2.14	2.14	2.14	1.54	27/10/2026	1826
Bank of Queensland	47. BoQ Fixed Bond	BBB+	N	1,868	4.08	4.05	4.05	0.76	6/05/2026	1496
Bank of Queensland	48. BoQ Fixed Bond	BBB+	N	730	5.26	5.25	5.25	0.30	27/10/2026	1498
Bank of Queensland	49. BoQ Fixed Bond	BBB+	N	466	5.22	5.21	5.21	0.19	27/10/2026	1495

### ITEM 13 (continued)

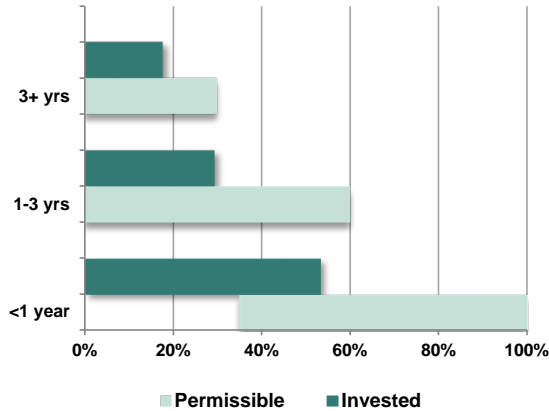
Issuer	Investment Name	Investment Rating	Fossil Fuel Free	Invested at 31-May-23 \$000's	Annualised Period Return (%)	12 Month Average Return	Return since 01 July 2022	% of Total Invested	Maturity	Tenor
Bank of Queensland	50. BoQ Fixed Bond	BBB+	N	2,454	5.16	5.12	5.12	1.00	6/05/2026	1321
Bank of Queensland	51. Bank of Queensland Term Deposit	BBB+	N	3,000	4.54	4.54	4.54	1.22	27/07/2023	150
Bank of Queensland	52. Bank of Queensland Term Deposit	BBB+	N	2,000	2.55	2.55	2.55	0.81	13/06/2024	1827
Bank of Queensland	53. Bank of Queensland Term Deposit	BBB+	N	4,000	4.22	3.92	3.96	1.62	23/08/2023	281
Bendigo and Adelaide Bank	54. Bendigo Fixed Bond	BBB+	Y	3,745	3.10	3.10	3.10	1.52	17/03/2025	1096
Bendigo and Adelaide Bank	55. Bendigo Bank Fixed Bond	BBB+	Y	993	3.44	3.44	3.44	0.40	17/03/2025	1088
Bendigo and Adelaide Bank	56. Bendigo Fixed Bond	BBB+	Y	2,523	3.26	3.26	3.26	1.02	6/09/2024	882
Bendigo and Adelaide Bank	57. Bendigo Bank FRN	BBB+	Y	3,500	5.25	5.25	5.25	1.42	15/05/2026	1096
Bendigo and Adelaide Bank	58. Bendigo and Adelaide Bank Term Deposit	BBB+	Y	3,000	4.45	4.45	4.45	1.22	30/01/2024	365
Hume Bank	59. Hume Bank TD	BBB+	Y	2,000	4.60	4.60	4.60	0.81	1/02/2024	365
Members Banking Group	60. RACQ FRN	BBB+	Y	2,000	4.96	3.88	4.02	0.81	23/05/2025	1096
Members Banking Group	61. RACQ FRN	BBB+	Y	3,100	5.22	5.14	5.14	1.26	24/02/2026	1096
MyState Bank	62. MyState FRN	BBB+	Y	1,500	4.38	3.40	3.56	0.61	16/06/2025	1461
MyState Bank	63. MyState Bank Term Deposit	BBB+	Y	2,000	0.65	0.65	0.65	0.81	11/10/2023	730
MyState Bank	64. MyState Bank Term Deposit	BBB+	Y	2,000	1.69	1.69	1.69	0.81	4/03/2024	732
MyState Bank	65. MyState Bank Term Deposit	BBB+	Y	2,000	4.50	2.92	3.12	0.81	23/11/2023	359
MyState Bank	66. MyState Bank Term Deposit	BBB+	Y	2,000	4.50	2.92	3.12	0.81	11/11/2023	362
Police Financial Services	67. BankVic Term Deposit	BBB+	Y	2,000	4.80	4.25	4.25	0.81	24/03/2024	369
AMP	68. AMP At Call Account	BBB	N	11	2.12	0.84	0.87	0.00		
AMP	69. AMP Term Deposit	BBB	N	1,000	3.50	3.04	3.25	0.41	2/08/2023	365
Auswide Bank	70. Auswide Bank Term Deposit	BBB	Y	2,000	1.24	1.24	1.24	0.81	5/02/2024	720
Beyond Bank	71. Beyond Bank Term Deposit	BBB	Y	2,000	4.91	4.48	4.48	0.81	8/11/2023	180
Credit Union Australia	72. Great Southern Bank Floating Rate Note	BBB	Y	1,000	4.89	3.77	3.96	0.41	24/10/2024	1827
Credit Union Australia	73. Great Southern Bank FRN	BBB	Y	1,200	5.53	5.30	5.30	0.49	9/02/2027	1461
Defence Bank	74. Defence Bank Term Deposit	BBB	Y	2,000	0.85	0.85	0.85	0.81	8/02/2024	730
Defence Bank	75. Defence Bank Term Deposit	BBB	Y	2,000	4.05	4.05	4.05	0.81	5/09/2023	365
G&C Mutual Bank	76. G&C Mutual Bank Term Deposit	BBB	Y	2,000	4.02	4.02	4.02	0.81	7/09/2023	365
Newcastle Permanent Building Society	77. NPBS FRN	BBB	Y	2,000	4.33	3.25	3.39	0.81	4/03/2026	1826
Newcastle Permanent Building Society	78. NPBS FRN	BBB	Y	3,239	4.48	3.42	3.53	1.31	4/03/2026	1458
Newcastle Permanent Building Society	79. NPBS FRN	BBB	Y	3,701	5.29	4.10	4.34	1.50	10/02/2027	1720
Newcastle Permanent Building Society	80. NPBS FRN	BBB	Y	983	5.34	5.11	5.11	0.40	10/02/2027	1482
Police & Nurses Limited	81. P&N Bank Term Deposit	BBB	Y	1,000	3.50	3.50	3.50	0.41	2/11/2023	1821
Police & Nurses Limited	82. P&N Bank Term Deposit	BBB	Y	2,000	1.52	1.52	1.52	0.81	31/01/2024	730
Police Bank	83. Police Bank FRN	BBB	Y	2,000	5.23	4.90	4.90	0.81	21/11/2025	1096
Teachers Mutual Bank	84. Teachers Mutual Bank FRN	BBB	Y	1,100	4.42	3.43	3.60	0.45	16/06/2026	1826
QPCU	85. QBank FRN	BBB-	Y	1,000	4.51	3.49	3.68	0.41	22/03/2024	1096
				246,498	3.85	3.39	3.44	100		

### Total Funds Invested

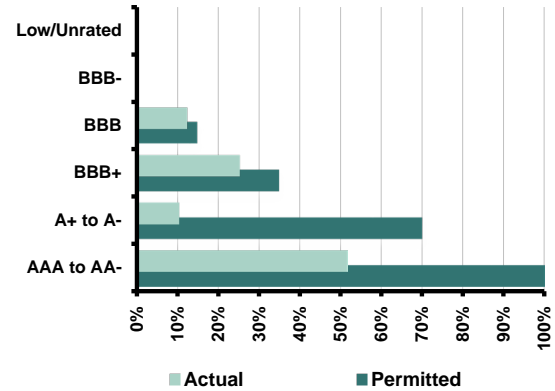


## ITEM 13 (continued)

### Policy Limits on Maturities

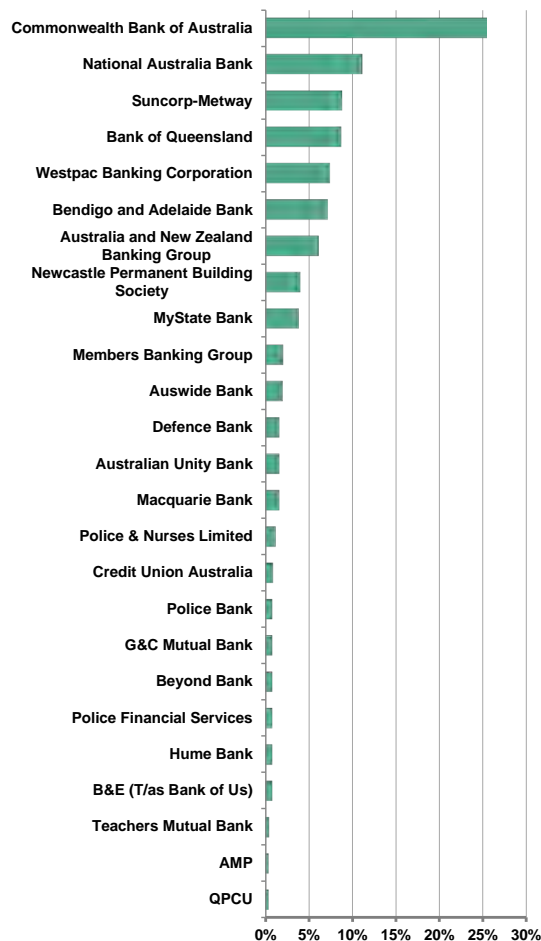


### Investment Summary by Rating

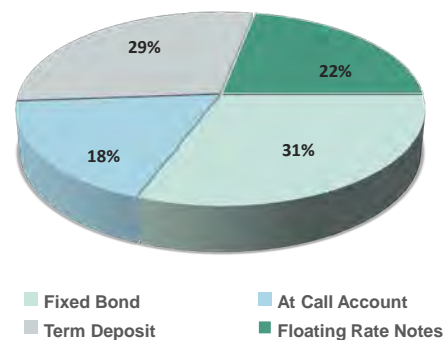


Note: Portion of deposits covered by Federal Guarantee are rated 'AAA'

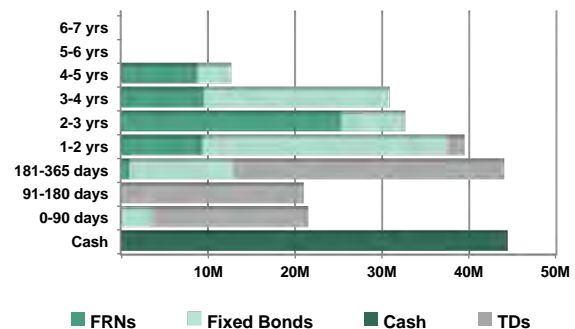
### Active Investment by Institution



### Summary by Investment Type



### Summary by Duration



### ITEM 13 (continued)

	<365 days	>365 days
Cash/TDs	\$114.4M	\$2.0M
FRNs	\$1.0M	\$53.1M
Fixed Bonds	\$15.5M	\$60.5M
	<b>\$130.9M</b>	<b>\$115.6M</b>

### Divestment of Fossil Fuel Aligned Financial Institutions

Council uses the entity Market Forces to validate its classes of investments into either fossil fuel or non-fossil fuel aligned institutions. Market Forces is a publicly available website and is not a contractor that Council has engaged for this information.

As at 31 May 2023, Council had a total amount of \$96.35M invested in non-fossil fuel aligned financial institutions, which is 39.09% of its total investment portfolio.

Whilst Council has a preference for non-fossil fuel aligned institutions, these institutions are often rated at the lower end of the (S&P) rating scale and in order to manage risk, Council's Investment Policy places limits on BBB+ (35%) BBB (15%) and Council cannot risk divesting 100% in these institutions as adverse economic conditions or changing circumstances are more likely to lead to a weakened capacity for the obligor to meet its financial commitments. The Investment Policy ensures that the divestment in these categories are restricted to minimise risk and ensure preservation of capital. Council cannot breach its Policy, and any losses of income experienced as a result of poor investment decisions is ultimately Council's responsibility.

### Financial Implications

Council's return for the reporting period is 3.86%, which is 0.33% above the benchmark figure of 3.53%. The revised budget for interest income from investments is \$6,168K and as at 31 May 2023 funds of \$6,305K have been earned.

### Summary

Council's investment portfolio continues to perform well and is consistent with Section 625 of the *Local Government Act 1993*, which deals with the investment of surplus funds by Councils.

### Certificate of the Chief Financial Officer (Responsible Accounting Officer)

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 applicable legislation.

Aneesh Zahra  
Chief Financial Officer

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## **NOTICES OF MOTION**

### **1 PLAYGROUND SOFTFALL AT RYDE PARK - Councillor Roy Maggio**

**File Number:** CLM/23/1/1/6 - BP23/358

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#### **MOTION:**

- (a) That Council note the condition of the playground softfall at Ryde Park is in need of repair.
- (b) That as the renewal works in Ryde Park playground are included in the 2023/2024 One-Year Operational Plan, the works commence in July 2023 (if practicable).
- (c) That Council inform the community of its intention to renew the Ryde Park playground through all its media channels.

### **2 NEW LEASE FOR PUTNEY BOWLING CLUB - Councillor Roy Maggio**

**File Number:** CLM/23/1/1/6 - BP23/358

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#### **MOTION:**

That Council staff investigate the possibility of entering into a new lease with Putney Bowling Club and report back to Council in August 2023 outlining all relevant information and any other opportunities available.

### **3 REVIEW OF SOCIAL MEDIA ADVERTISING OPTIONS - Councillor Roy Maggio**

**File Number:** CLM/23/1/1/6 - BP23/357

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#### **MOTION:**

- (a) That in order to demonstrate best practice of community related advertising on social media, Council staff review the expenditure on and the effectiveness of the current practice and provide a report back to Council in August 2023.
- (b) That the report include the identification of any opportunities to achieve a savings from the current level of expenditure on this practice whilst maintaining effective communication to our community.



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**4 BUILDING OF SECOND RESERVOIR IN MARSFIELD BY SYDNEY WATER  
- Councillor Justin Li**

**File Number:** CLM/23/1/1/6 - BP23/356

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**MOTION:**

That the Chief Executive Officer write to Sydney Water conveying the concerns of Marsfield residents living on Abuklea Road, Yamba Close, Agincourt Road and Summit Close regarding the planned construction of a second reservoir at 37 Abuklea Road including:

- the combined visual impacts of these large structures on surrounding homes;
- the building of this second reservoir in a low density residential area; and
- the planned removal of over 20 mature trees.

**5 DIWALI LIGHTS COMPETITION IN THE CITY OF RYDE - Deputy Mayor,  
Councillor Shweta Deshpande**

**File Number:** CLM/23/1/1/6 - BP23/355

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**MOTION:**

- (a) That Council organise a Diwali Lights Competition in the City of Ryde, with a special emphasis on utilising energy-efficient solar lights for the decorations. This initiative aims to promote sustainability, community engagement and cultural celebration during the festive season of Diwali.
- (b) The Diwali Lights Competition will invite residents of Ryde to showcase their creativity and illuminate their homes with traditional Indian-inspired decorations during the festive season. The competition will encourage participants to adorn their households using energy-efficient solar lights. By embracing this eco-friendly approach, we strive to raise awareness about sustainable practices while enjoying the spirit of the festival.
- (c) The objectives of this competition are threefold:
  - 1. Promote Cultural Understanding: The Diwali Lights Competition will provide an opportunity for residents, both Indian and non-Indian, to appreciate and learn about the significance of Diwali, fostering cultural understanding and intercommunity connections.
  - 2. Enhance Community Spirit: By encouraging participation from households across the city, the competition will foster a sense of camaraderie and community spirit, as neighbors come together to celebrate and appreciate the beauty of Diwali decorations.

3. **Sustainable Celebrations:** By incorporating energy-efficient solar lights into the Diwali decorations, we aim to reduce energy consumption and promote sustainable practices within our community. This initiative aligns with our commitment to environmental stewardship.
- (d) **Promotion and Education:** The Council will undertake a comprehensive promotional campaign to raise awareness about the Diwali Lights Competition, emphasising the importance of utilising energy-efficient solar lights for the decorations. Educational materials and resources will be made available to residents to guide them in adopting sustainable practices.
- (e) **Judging Criteria:** A panel of judges to be determined by staff, consisting of interested Council members, staff nominated representative and community representatives will assess participating households based on creativity, visual appeal, effective use of solar lights and adherence to the Diwali theme.
- (f) **Prizes and Recognition:** Prizes will be awarded to the winners of the competition to be funded from the Community Services budget, recognising their innovative use of solar lights and their commitment to sustainability. The Council will also publicly acknowledge and appreciate all participants for their active engagement in promoting eco-friendly celebrations.

## **6 REPORT ON ILLEGALLY REMOVED TREES AND INCREASING FINES - Councillor Penny Pedersen**

**File Number:** CLM/23/1/1/6 - BP23/353

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### **MOTION:**

- (a) Council notes:
  - That a recent newspaper article (SMH February 5, 2023) quoted a member of City of Ryde staff who claimed that City of Ryde had received an estimated 450 complaints about illegal tree clearing in 2022, but the Council did not undertake any prosecutions.
  - That the City of Ryde was identified as one of the metropolitan Councils which has lost the most urban canopy in NSW and that much of this has been lost on private land due to development.

- (b) That staff bring back a report on illegal tree removal in the City of Ryde that discusses:
- The actual number of complaints received by staff from residents in regards to illegal removals in 2020, 2021, 2022/23.
  - The number of these complaints that were investigated.
  - How many of these complaints were valid and what fines were issued?
  - What is involved in an illegal removal investigation?
  - What sort of evidence is required in order to issue a fine for illegal removal?
  - What is the largest fine that has been issued in the City of Ryde?
- (c) That the Mayor write to the Minister for Planning, The Hon. Paul Scully calling on the state government to at least double fines for illegal tree removal.

**7 ALLOCATION OF STREET ADDRESSES FOR CORNER SUBDIVISIONS -  
Councillor Penny Pedersen**

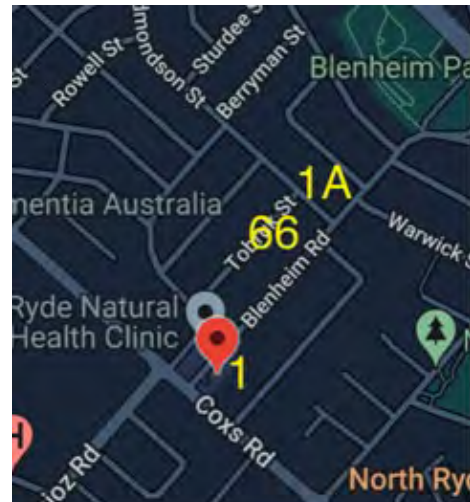
**File Number:** CLM/23/1/1/6 - BP23/350

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**MOTION:**

- (a) Council notes:
- That the current street address allocation policy has allowed properties in Ryde to use addresses that are out of sequence, fronting onto different streets and in some cases be an odd number on an even side (making it near impossible for emergency services and delivery operators to find).
  - That several Councils including City of Ryde have made submissions through the NSW Local Government Address Working Group to the NSW State Government on an imperfect process regarding the allocation of street addresses on corner subdivisions.
- (b) That Council staff bring back a report to the Councillor Information Bulletin on the current process used to allocate street numbers that outlines:
- The state and local government responsibilities and current policy surrounding the process for street address allocation.
  - How Council investigates specific concerns reported by affected property owners or emergency services, and how Council resolves those cases.

- Has complying development, private certification made this process more problematic?
  - Are developers required to contact Council regarding address allocation before registering a subdivision with NSW Land Registry Services and is this normally a development condition?
  - As an example, why was the developer allowed to use 1A Edmondson Street North Ryde when the site is clearly fronting Blenheim Road and follows on from 68 Blenheim Road yet number 1 Blenheim Road is on the opposite side at the other end of the street.
- (c) That Council write to the Minister for Planning, The Hon. Paul Scully MP and The Hon. Ron Hoenig MP, Minister for Local Government requesting a review of the street address allocation process so it is standardised and clear for DPIE, Council staff, developers, emergency services and residents.



## **8 IMPACT OF ROAMING CATS ON LOCAL NATIVE WILDLIFE - Councillor Penny Pedersen**

**File Number:** CLM/23/1/1/6 - BP23/349

### **MOTION:**

- (a) That Council notes:
- i. According to data cats that are allowed to roam freely outside the home kill an estimated 327 million native animals annually (and an additional 205 non-native animals a year).
  - ii. Roaming cats are a direct threat to threatened species which are found in local bushland, including powerful owl, bandicoot and grey headed flying fox.

- iii. Unlike in other states and territories, the NSW Companion Animals Act 1998, does not currently allow local Councils the flexibility to introduce cat containment policies in consultation with the local community that meet the specific of their area and protect local wildlife.
  - iv. Responsible pet ownership policies currently require dogs and other pets to be kept within the boundaries of their property, this is not the case for cats.
  - v. Local Government NSW supports 'amendments to legislation to enable Councils to more effectively manage the nuisance effects of cats on residents and wildlife' including streamlining the process of animal registration and limiting the roaming of cats beyond their owners property.
  - vi. Cats that are kept safely at home live up to ten years longer. According to RSPCA NSW, two in three cat owners have lost a cat to a roaming related incident and one in three to a car accident.
  - vii. The NSW government through the NSW Environmental Trust is working with the RSPCA NSW and 11 Councils to deliver the 'Keeping Pets Safe at Home Project' to encourage owners to improve responsible pet ownership and reduce the number of roaming pet and stray cats through education and subsidised desexing programs.
- (b) That Council write to the Minister for Local Government, the Hon. Ron Hoenig MP and Shadow Minister for Local Government, Mrs Wendy Tuckerman, MP calling for:
- 1. Changes to the Companion Animal Act 1998 to bring the NSW Act into line with other states and territories, by allowing local government to introduce cat containment policies in consultation with the local community that meet the specific needs of their area and community, including phase-in periods, section of areas within the LGA to which the policy applies, monitoring frameworks and resource allocation.
  - 2. A state-wide grant program to support Councils to implement domestic cat containment policies.
  - 3. Expand the existing 'Keeping Cats Safe at Home Project' to include additional Councils by increasing investment in such programs support responsible cat ownership such as measures for containment, desexing, identification and registration, and education to encourage people to keep cats indoors.
  - 4. Development of a central, state-wide online platform, in consultation with Councils, relevant agencies and animal welfare bodies to make responsible pet ownership information easily accessible.



**9 SAFETY AT FLINDERS ROAD VILLAGE SHOPS - Councillor Bernard Purcell**

**File Number:** CLM/23/1/1/6 - BP23/346

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**MOTION:**

- (a) That Council staff investigate pedestrian safety within the newly constructed footpath on the southern side of Flinders Road near the shops. Should the investigations identify a high risk to pedestrian safety, in particular by vehicles manoeuvring into the parking spaces near the shops, appropriate measures be implemented subject to availability of funds and approval of the Ryde Local Traffic Committee.
- (b) That Council staff investigate the feasibility of proceeding with additional upgrades to improve amenity in the immediate vicinity of Flinders Road shops.

**10 PARKING IN MEADOWBANK PRECINCT - Councillor Bernard Purcell**

**File Number:** CLM/23/1/1/6 - BP23/345

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**MOTION:**

- (a) That Council investigate the on-street parking demand on the following local roads with unrestricted parking:
  - i. Richard Johnson Drive between Bowden Street and Thorn Street;
  - ii. Bowden Street between Constitution Road and Nancarrow Avenue;
  - iii. Thorn Street between Bowden Street and Sutherland Avenue; and
  - iv. Robert Street between Thorn Street and Richard Johnson Drive.
- (b) That appropriate options on parking changes at the locations stated in part (a) be developed following the investigations.
- (c) That community consultation with affected residents be undertaken on the different parking options.
- (d) That the most preferred option from the community consultation be taken to the Ryde Local Traffic Committee and Council meeting for formal approval.
- (e) That the preferred parking option be implemented following Council approval.

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**11 REPRIORITISING CITY OF RYDE PROJECTS TO PAY FOR TG MILLNER FIELD - Councillor Bernard Purcell**

**File Number:** CLM/23/1/1/6 - BP23/344

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**MOTION:**

- (a) That Council notes in a recent radio interview with 2GB radio, Councillor Jordan Lane claimed that to pay for the compulsory acquisition of TG Millner field, the City of Ryde would need to:

*“Look at how we prioritise projects that are in the pipeline...needing to reprioritise to make this work.”*

- (b) That in light of this statement:
- i. That the City of Ryde notes the confusion for the community, and the question of conflict, that might arise when the Mayor of Ryde gives the State Member for Ryde leave to speak on behalf of Council.
  - ii. That the Mayor of Ryde write to the State Member for Ryde noting this statement as a loss, or prolongation of projects to the residents of Ryde.
  - iii. That the Mayor of Ryde write to the State Member for Ryde asking him to identify the projects that would be lost or prolonged due to this statement.
  - iv. That the Mayor of Ryde commits to not losing current projects and services in light of this statement and writes to the State Member for Ryde asking him to make this commitment.
  - v. That the Mayor of Ryde commits to no increased residential and business Council rates in light of this statement and writes to the State Member for Ryde asking him to make this commitment.
  - vi. That the Mayor of Ryde write to the State Member for Ryde and get his assessment on which projects are lost or prolonged in light of the potential acquisition of TG Millner field.

## **QUESTIONS BY COUNCILLORS AS PER POLICY**

### **1 QUESTIONS WITH NOTICE - Councillor Roy Maggio**

**File Number:** CLM/23/1/1/10 - BP23/311

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Question:

Please provide all staff costs on the day of Cork and Fork cancellation.

### **2 QUESTIONS WITH NOTICE - Councillor Penny Pedersen**

**File Number:** CLM/23/1/1/10 - BP23/348

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Question 1:

How many times has the City of Ryde formal delegate to the NSW Public Libraries Association (NSWPLA) Committee attended meetings?

Question 2:

How many women work in directors and senior management positions right now at City of Ryde, June 2023 compared to November 2021?

Question 3:

How much money was spent by City of Ryde on consultants between April 2021 and June 2023 and what measures do Council have in place to assure ratepayers that City of Ryde's use of consultants is minimal and well vetted on ethical grounds?

Question 4:

Staff have indicated that there were three Tuckeroo trees removed from Putney Park in November 2022 by contractors who also undertook targeted spraying in areas which were not identified on the Parramatta River Reserves works program. Does Council still pay for services from this contractor and since Council does not keep records of trees that have been removed, how do ratepayers know that other mature, native, living assets in our natural areas have not been removed?

Question 5:

Can staff confirm that the community auditorium space at Lachlans Line Village will be used for community purposes and not leased to a commercial operation?

## **CONFIDENTIAL ITEMS**

### **14 REPORT ON USE OF RESTRICTED RESERVES**

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#### **Confidential**

This item is classified CONFIDENTIAL under Section 10A(2) of the Local Government Act, 1993, which permits the meeting to be closed to the public for business relating to the following: (g) advice concerning litigation, or advice as comprises a discussion of this matter, that would otherwise be privileged from production in legal proceedings on the ground of legal professional privilege.

**Report prepared by:** Acting Chief Financial Officer

**File No:** GRP/23/11 - BP23/304

**Page No:** 193