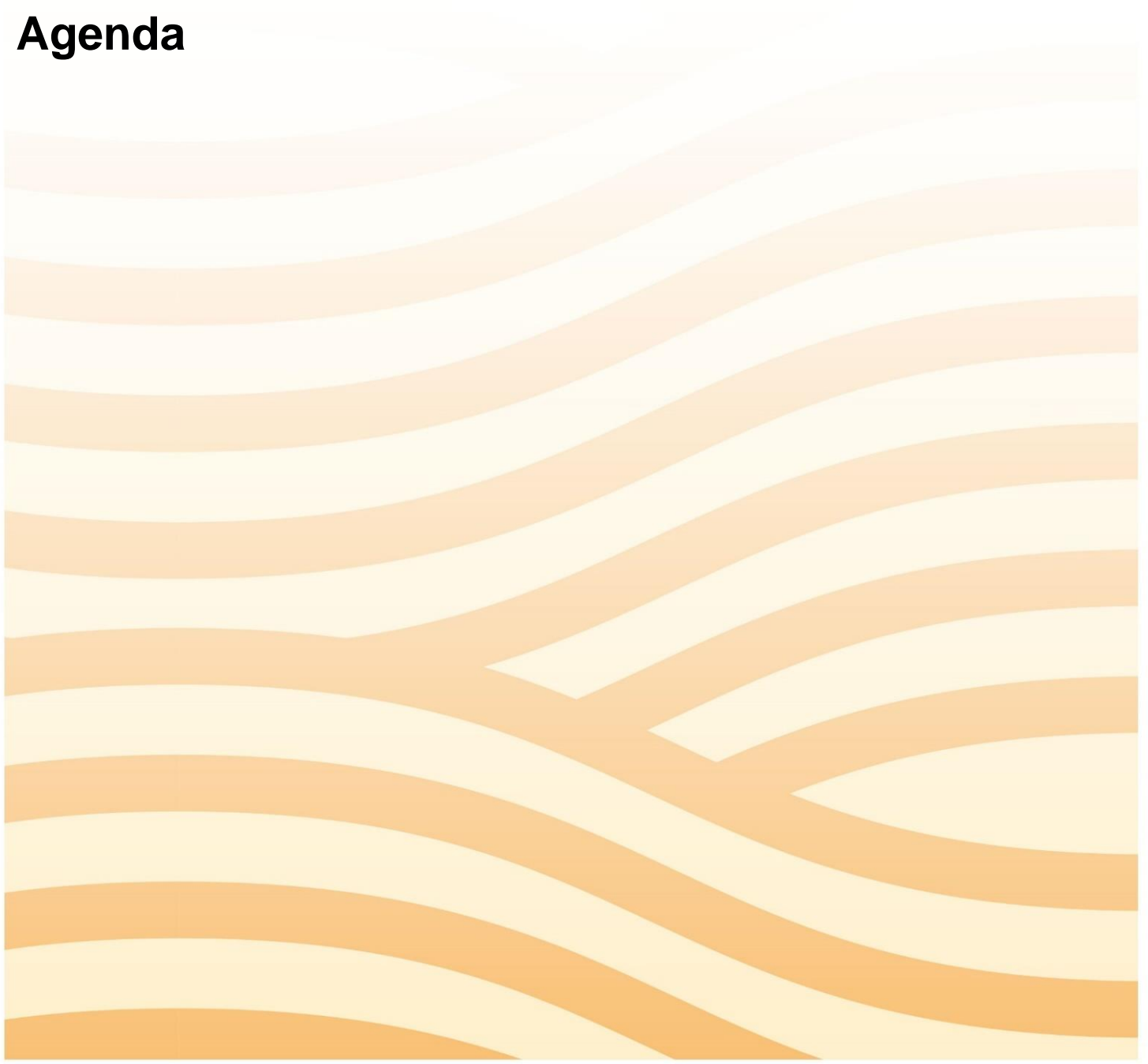




# Strategic & Corporate Committee

Wednesday 24 April 2024  
5.30pm

## Agenda



## Strategic & Corporate Committee (S&C)

Woollahra Council will be holding Committee meetings (i.e. Environmental Planning (EP), Finance, Community & Services (FC&S) and Strategic & Corporate (S&C) with The Mayor, Councillors and staff will be participating in person. Members of the public are invited to attend the Committee meeting in person or watch and/or listen to meetings live (via Council's website).

A copy of the Agenda is available on Council's website:

[https://www.woollahra.nsw.gov.au/council/meetings\\_and\\_committees/committees/s\\_and\\_c/s\\_and\\_c\\_agendas\\_and\\_minutes](https://www.woollahra.nsw.gov.au/council/meetings_and_committees/committees/s_and_c/s_and_c_agendas_and_minutes)

To register to address the Committee, please email your name, phone number and Item number to [records@woollahra.nsw.gov.au](mailto:records@woollahra.nsw.gov.au) by **10.00am on the day of the meeting**, indicating if you will be attending in person or wish to address the meeting via teleconferencing technology. Please note, instructions on how to join the meeting will be forwarded to person who have pre-registered to make a submission/address the Committee, via email on the day of the meeting via email.

Late correspondence may be submitted for consideration by the Committee. All late correspondence must be received by **10.00am on the day of the meeting**. Late correspondence is to be emailed to [records@woollahra.nsw.gov.au](mailto:records@woollahra.nsw.gov.au).

Minutes of the Strategic & Corporate Committee (S&C) will be posted to Council's website once finalised.

If you are experiencing any issues please call Council's Governance department on (02) 9391 7001.

The audio recording and late correspondence consider at the meeting will be uploaded to Council's website by 5.00pm on the next business day.

### Outline of Meeting Protocol & Procedure:

- The Chairperson will call the Meeting to order and ask the Committee Members and/or Staff to present apologies and/or late correspondence.
- The Chairperson will commence the Order of Business as shown in the Index to the Agenda.
- At the beginning of each item the Chairperson will invite member(s) of the public who registered to speak to address the Committee.
- Members of the public who have registered to address the Committee, will be allowed four (4) minutes in which to address the Committee. One (1) warning bell will be rung at the conclusion of three (3) minutes and two (2) warning bells rung at the conclusion of four (4) minutes. Please direct comments to the issues at hand.
- If there are persons representing both sides of a matter (e.g. applicant/objector), the person(s) against the recommendation speak first.
- At the conclusion of the allocated four (4) minutes, the speaker will take no further part in the debate unless specifically called to do so by the Chairperson.
- If there is more than one (1) person wishing to address the Committee from the same side of the debate, the Chairperson will request that where possible a spokesperson be nominated to represent the parties.
- The Chairperson has the discretion whether to continue to accept speakers from the floor.
- After considering any submissions the Committee will debate the matter (if necessary), and arrive at a recommendation (R items which proceed to Full Council).

### Disclaimer:

By using conferencing technology or by teleconference, listening and/or speaking at Council or Committee Meeting members of the public consent to their voice and personal information (including name and address) being recorded and publicly available on Council's website. Councillors, staff and members of the public are advised that meeting are being lived streamed, accessible via a link from Council's website.

By addressing and/or listening to a Council or Committee meeting, members of the public consent to their voice and personal information (including name and address) being recorded and publicly available on Council's website.

Accordingly, please ensure your address to Council is respectful and that you use appropriate language and refrain from making any defamatory statements or discriminatory comments. Woollahra Council does not accept any liability for statements, comments or actions taken by individuals during a Council or Committee meeting.

Any part of the meeting that is held in closed session will not be recorded.

People connecting to this meeting by conferencing technology or teleconference are reminded that under the *Local Government Act 1993*, the recording of meetings by a member of the public using any electronic recording device including a mobile phone or video camera is not permitted. Any person found recording without the permission of Council may be expelled from the meeting.

The audio recording of each meeting will be retained on Council's website for a minimum period of 6 months. After that period has passed, recordings of meetings may be disposed of in accordance with the *State Records Act 1998*.

For further information please visit [www.woollahra.nsw.gov.au](http://www.woollahra.nsw.gov.au)

### Recommendation only to the Full Council ("R" Items):

*Note: This Committee to function on the basis of referral with considerations to encompass functions and responsibilities from any other Committee.*

### Principal Considerations:

#### Municipal Strategy

- Objectives Setting
- Policies and Codes Development
- Corporate Management
- Corporate Planning
- Woollahra Planning
- Community Services

### Delegated Authority ("D" Items):

Nil

### Strategic & Corporate Committee Membership:

All Councillors

### Quorum:

The quorum for a Committee meeting is 8 Councillors



# Woollahra Municipal Council

## Notice of Meeting

18 April 2024

To: His Worship the Mayor, Councillor Richard Shields ex-officio  
Councillors Sarah Swan (Deputy Mayor)  
Sean Carmichael  
Peter Cavanagh  
Luise Elsing  
Nicola Grieve  
Mary-Lou Jarvis  
Harriet Price  
Lucinda Regan  
Matthew Robertson  
Isabelle Shapiro  
Mark Silcocks  
Merrill Witt  
Susan Wynne  
Toni Zeltzer

Dear Councillors,

### Strategic & Corporate Committee – 24 April 2024

In accordance with the provisions of the Local Government Act 1993, I request your attendance at Council's **Strategic & Corporate Committee** meeting to be held in the **Council Chambers, 536 New South Head Road, Double Bay, on Wednesday 24 April 2024 at 5.30pm.**

Members of the Public may:

- Register to address the meeting (via Zoom or in Person) by completing the relevant form available on Council's website: <https://www.woollahra.nsw.gov.au/files/assets/public/v/2/forms/registration-form-to-address-council-committee-2023-2024.pdf> and email the completed form to [records@woollahra.nsw.gov.au](mailto:records@woollahra.nsw.gov.au) by **10.00am on the day of the meeting**
- Submit late correspondence for consideration by Councillors by emailing [records@woollahra.nsw.gov.au](mailto:records@woollahra.nsw.gov.au) by **10.00am on the day of the meeting.**

Watch and listen to the meeting live via Council's website:

[https://www.woollahra.nsw.gov.au/council/meetings\\_and\\_committees/committees/s\\_and\\_c/s\\_and\\_c\\_agendas\\_and\\_minutes](https://www.woollahra.nsw.gov.au/council/meetings_and_committees/committees/s_and_c/s_and_c_agendas_and_minutes).

An audio recording of the meeting will be uploaded to Council's website following the meeting by 5.00pm on the next business day.

If you have any difficulties accessing the meeting please contact (02) 9391 7001.

Regards,

Craig Swift-McNair  
General Manager



# Strategic & Corporate Committee

## Agenda

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### Items to be Submitted to the Council for Decision with Recommendations from this Committee

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**Item No:** 3.1  
**Subject:** **BONDI JUNCTION WESTFIELD - INCIDENT - SATURDAY 13 APRIL 2024**  
**Author:** Richard Shields, Mayor  
**File No:** 24/68110  
**Purpose of the Report:** To honour and acknowledge those affected by the tragic incident at Westfield Bondi Junction on Saturday 13 April 2024

The Mayor, Councillor Richard Shields will read onto the record Condolences with respect to those affected by and involved in the tragic incident at Westfield Bondi Junction on Saturday 13 April 2024

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**Item No:** R1 Recommendation to Council  
**Subject:** **POST EXHIBITION REPORT ON THE DRAFT EDGECLIFF COMMERCIAL CENTRE PLANNING AND URBAN DESIGN STRATEGY**  
**Authors:** Louise Menday, Consultant Strategic Planner  
Chinmayi Holla, Strategic Planner  
Lyle Tamlyn, Acting Team Leader Strategic Planning  
**Approvers:** Anne White, Manager Strategic Planning & Place  
Scott Pedder, Director Planning & Place  
**File No:** 24/14218  
**Purpose of the Report:** To report on the public exhibition of the Draft Edgecliff Commercial Centre Planning and Urban Design Strategy and seek Council's endorsement.  
**Alignment to Delivery Program:** Strategy 4.1: Encourage and plan for sustainable, high quality planning and urban design outcomes.

**Recommendation:**

THAT Council:

- A. Receives and notes the submissions received in response to the *Draft Edgecliff Commercial Centre Planning and Urban Design Strategy*.
- B. Receives and notes the post exhibition report on the *Draft Edgecliff Commercial Centre Planning and Urban Design Strategy* and supporting documents.
- C. Endorses the updated *Edgecliff Commercial Centre Planning and Urban Design Strategy* as provided at **Attachment 1** of the report to the Strategic and Corporate Committee meeting of 15 April 2024, and requests staff to prepare a planning proposal to enact the updated *Edgecliff Commercial Centre Planning and Urban Design Strategy* and report the planning proposal to a future meeting of the Woollahra Local Planning Panel for advice.
- D. Requests staff to prepare an Affordable Housing Contributions Scheme to enable affordable housing contributions to be required in conjunction with uplift, which is progressed concurrently with the planning proposal.
- E. Requests staff to prepare a draft development control plan for the Edgecliff Commercial Centre to complement the provisions in the planning proposal.
- F. Endorses the updated *Edgecliff Commercial Centre Public Domain Plan* provided at **Attachment 2** of the report to the Strategic and Corporate Committee meeting of 18 March 2024.

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**Executive Summary:**

This report relates to the public exhibition of the *Draft Edgecliff Commercial Centre Planning and Urban Design Strategy* (ECC Strategy), which sets out a vision and built form strategies to guide future development in the Edgecliff Commercial Centre (ECC). The accompanying *Edgecliff Commercial Centre Public Domain Plan* (Public Domain Plan) provides recommendations to improve the ECC's public realm. Council exhibited the ECC Strategy and supporting documentation from 31 May 2021 to 30 September 2021. Council received 153 submissions and 123 survey responses.

Having considered the matters raised in submissions, further studies and Councillor feedback, staff have prepared updated versions of the ECC Strategy (**Attachment 1**) and Public Domain Plan (**Attachment 2**).

The revised ECC Strategy maintains the intent of the exhibited version. The recommended updates establish a more focused and simplified approach to planning for the ECC. In particular, they acknowledge the unique character of each precinct, such as the Western Basin.

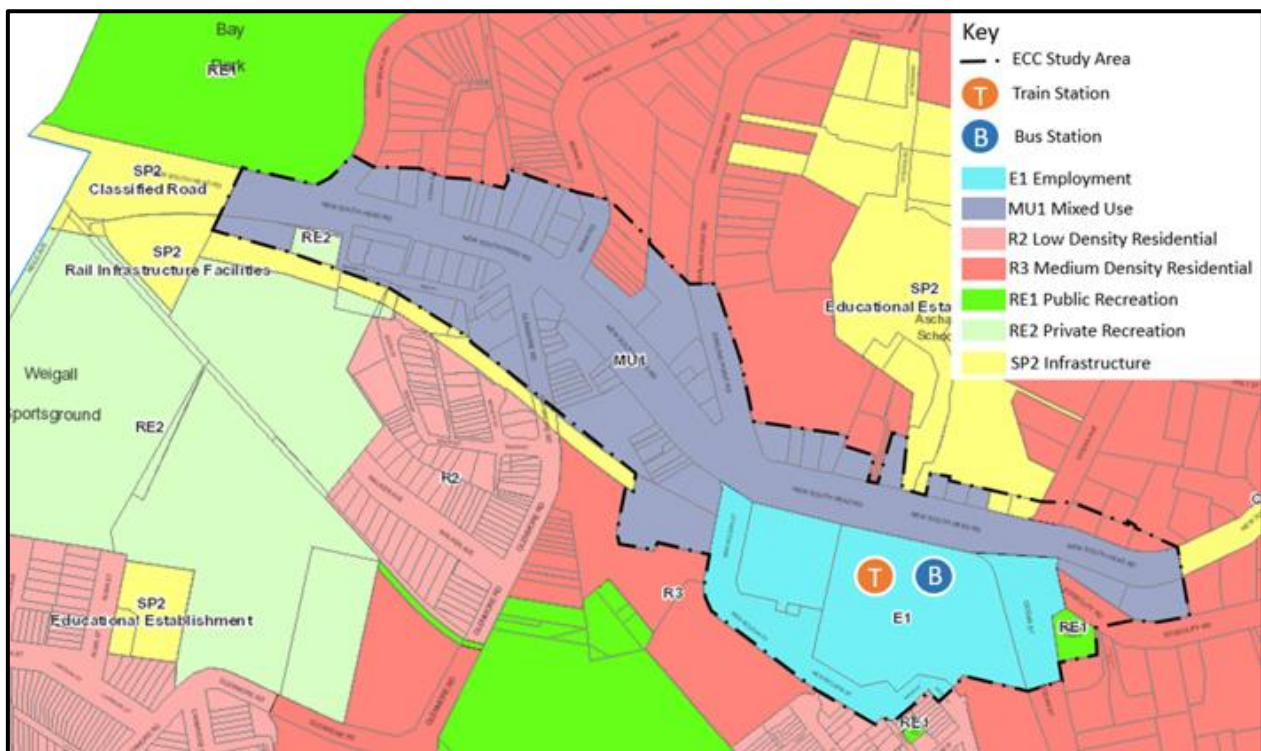
The updated Public Domain Plan (**Attachment 2**) rationalises works specified in the exhibited version, and includes new works for New McLean Street in response to community feedback.

Staff recommend that Council resolves to approve the updated ECC Strategy and Public Domain Plan. If approved, staff will prepare a planning proposal to implement the ECC Strategy, inclusive of an affordable housing scheme.

## Discussion:

### Review of planning controls and preparation of the draft ECC Strategy

As shown in **Figure 1**, the ECC spans New South Head Road from its intersection with New Beach Road in the west to its intersection with Ocean Street/Ocean Avenue in the east.



**Figure 1: Extract from the Woollahra LEP 2014 Land Zoning Map with the Edgecliff Commercial Centre outlined in black (Source: Woollahra Council).**

For the last decade, the ECC has been under pressure from planning proposals seeking greater height and FSRs. This approach to development is an ad-hoc method to renewal, which is not best practice planning. In contrast, a coordinated approach to development in the ECC can create a clear framework to:

- Facilitate transport-oriented development;
- Grow the centre by facilitating a mix of retail, employment, residential and community space;
- Protect heritage significance and residential amenity through appropriate measures;
- Provide for building envelopes that are appropriate to the ECCs location and role in the strategic centre hierarchy; and
- Enhance the public domain, affordable housing, and active transport.



With these factors in mind, the review of the planning controls for the ECC began in 2015. This involved multiple studies and extensive stakeholder engagement to inform urban design and planning principles. This review cumulated in the production of the exhibited ECC Strategy and Public Domain Plan. Materials used by staff in preparing these documents can be viewed at: <https://yoursay.woollahra.nsw.gov.au/edgecliff>. Key documents are outlined in **Table 1** below.

**Table 1: Summary of material that informed the exhibited ECC Strategy**

Document	Summary
<i>SJB Edgecliff Commercial Centre Planning and Urban Design Study 2018 (SJB Study)</i>	<p>The SJB Study provided baseline research/analysis to identify a preferred built form and urban design outcome for the ECC. It included a detailed analysis of the study area, identification of opportunities and constraints, design principles, scenario testing, refinement of the preferred built form and recommendations to achieve the desired future character of the ECC.</p> <p>The SJB Study tested three scenarios in order to develop a preferred scenario for the ECC based on themes emerging from the site testing. The minimum and maximum range of built forms recommended in each scenario was informed by the market analysis undertaken by JLL (below). None of the scenarios envisaged uplift on heritage items or in heritage conservation areas, or sites already developed to capacity.</p>
<i>JLL Edgecliff Commercial Centre Market Analysis (JLL Market Analysis)</i>	The JLL Market Analysis reviewed economic conditions and provided forecasts for future demand for retail, commercial and residential floor space in the ECC. In summary, it identified strong potential for residential growth in the ECC in conjunction with retail and office uses.
<i>SCT Edgecliff Commercial Centre Transport Study 2019</i>	Council staff engaged SCT Consulting in December 2018 to undertake a transport analysis. Key recommendations from this study informed the exhibited version of the ECC Strategy.

The objective of the exhibited ECC Strategy was to revitalise the ECC by creating a clear and coordinated framework to facilitate development that:

- Provides high quality transit oriented development with a suitable mix of uses;
- Displays design excellence;
- Upgrades and activates the public domain;
- Enhances active transport;
- Protects heritage;
- Provides affordable housing; and
- Contributes to the delivery of community infrastructure.

The Public Domain Plan identified opportunities to facilitate a range of public infrastructure improvements. It responded to the desired future character of each precinct and recommended a range of projects on public and private land, outlining opportunities to:

- Facilitate vibrant and inclusive public spaces;
- Support walking through high quality pathways and urban furniture;
- Enhance active transport connections/opportunities for activation;
- Enhance urban greening, environmental sustainability and landscaping;
- Improve connections to existing green spaces; and
- Reinforce the characteristics of specific locations through public art.

Council resolution to exhibit the draft ECC Strategy

On 29 March 2021, the Strategic and Corporate Committee considered a report on the *Review of the Edgecliff Commercial Centre Planning Controls*, and subsequently Council resolved on 26 April 2021:

- A. *THAT the report on the Review of the Edgecliff Commercial Centre Planning Controls to the Strategic & Corporate Committee of 29 March 2021 is received and noted.*
- B. *THAT Council resolves to publicly exhibit the documents which form the Review of the Edgecliff Commercial Centre Planning Controls which consists of the:*
  - i. *Draft Edgecliff Commercial Centre Planning and Urban Design Strategy (as contained in Attachment 1 of the late correspondence to the Council meeting on 26 April 2021)*
  - ii. *Draft Edgecliff Commercial Centre Public Domain Strategy (as contained in Attachment 2 to the late correspondence to the Council meeting of 26 April 2021) and supporting studies being:*
  - iii. *SJB Planning and Urban Design Study (Annexure 3)*
  - iv. *JLL Market Analysis (Annexure 4)*
  - v. *SCT Transport Analysis (Annexure 5)*
- C. *THAT Council requests staff to:*
  - i. *proactively engage with residents of Arthur Street and New McLean Street in relation to obstacles and opportunities arising from their location in the immediate 'transition zone'.*
  - ii. *proactively engage with Edgecliff residents (and representative resident groups) from that part of the Paddington Heritage Conservation Area adjacent to the Edgecliff Commercial Centre in relation to treatment of the broader transition zone between the commercial centre and the Paddington Heritage Conservation Area.*
  - iii. *remain open to revising the draft vision statement of the Draft Edgecliff Commercial Centre Planning and Urban Design Strategy and the vision and urban design principle of the draft Edgecliff Commercial Centre Public Domain Strategy to include prioritisation of the interface between the Edgecliff Commercial Centre and the Paddington Heritage Conservation Area in terms of design and heritage conservation excellence.*
- D. *THAT the submissions received during public exhibition are reported to a future meeting of the Strategic & Corporate Committee.*
- E. *THAT Council investigates opportunities for mandating electric vehicle infrastructure within the Edgecliff Commercial Centre.*
- F. *THAT Council revisits solar access and building impacts of the preferred option on the adjacent Heritage Conservation Area.*
- G. *THAT the Council examines the potential for a separated bike path.*

In accordance with Part B of the above resolution, the documentation was placed on exhibition.

In relation to Part C, staff proactively engaged with residents of Arthur Street, New McLean Street and Edgecliff more broadly as part of the exhibition process. While onsite meetings were organised (and subsequently cancelled due to COVID-19 protocols), affected residents and interest groups were notified by staff.

Part E of the resolution relates to an amendment to the *Woollahra Development Control Plan 2015* (Woollahra DCP 2015), which commenced on 2 January 2020. This amendment inserted controls requiring circuitry to accommodate 'Level 2' electric vehicle charging points to be integrated into all parking of new residential and non-residential development. It also requires 10% of all spaces in new high density buildings to have a charger provided. References to these provisions were included in the ECC Strategy. These controls will be reviewed and enhanced where amendments to the Woollahra DCP 2015 applying to the ECC are progressed.

In relation to Part F, staff reviewed solar access and building impacts to the Paddington Heritage Conservation Area (HCA). This was completed prior to exhibition and informed amendments to the ECC Strategy. Following exhibition, staff have considered impacts to the Paddington HCA, particularly regarding solar access and building scale, as part of all further amendments.

In relation to Part G, a separated bicycle path for the ECC forms part of the adopted *Woollahra Active Transport Plan 2023* (Woollahra ATP 2023). This document helped guide the amended Public Domain Plan, and all relevant infrastructure from the Woollahra ATP 2023 has been integrated.

#### Public exhibition and response

Council exhibited the draft ECC Strategy from 31 May 2021 to 30 September 2021. Due to the COVID-19 lockdowns and postponed Council elections, the exhibition was extended three times. In summary, the exhibition included the following:

1. A public webinar hosted by Council staff;
2. Weekly notices in the Wentworth Courier newspaper;
3. A page on Council's YourSay website, which was visited by 5100 people during the exhibition period (including 719 document downloads);  
<https://yoursay.woollahra.nsw.gov.au/edgecliff>
4. Notification emails sent to interested parties and relevant community groups;
5. Notification on Council's social media platforms, Council's website homepage and Council's customer Service digital noticeboards; and
6. Letters to approximately 9000 surrounding property owners and 3000 residents.

An image of the Draft ECC Strategy uplift sites which was placed on exhibition is shown in **Figure 2**.

In response, Council received 153 submissions and 123 online survey responses. **Attachment 3** provides an analysis of the submissions and a response from staff. **Table 2** provides a summary of the source of the written submissions.

**Table 2: Summary of submission types**

Submission type	Number	%
Individual	125	82
Groups (including 6 resident groups)	9	6
Consultant/Owner	16	10
Government Agency	2	1
Form letter	1 (+15) <sup>1</sup>	1
<b>Total submissions</b>	<b>153</b>	<b>100</b>

**Table 3** below provides a summary of the positions indicated in written submissions, and **Table 4** shows the primary concerns raised in individual submissions (objections and comments).

<sup>1</sup> 16 form letters from owners of Bayside at 85-97 New South Head Road counted as one submission

**Table 3: Summary of positions in written submissions**

Type	Number	%
Object	65	42
Comment	39	25
Support	33	21
Requests	16	12
<b>Total</b>	<b>153</b>	<b>100</b>

**Table 4: Summary of concerns raised in individual submissions**

Issue - Object/Comment	Object Mentions	%	Comment Mentions	%	Object & Comment Mentions	%
Built form	59	34%	21	29%	80	32%
Community infrastructure	18	10%	16	22%	34	14%
Congestion	35	20%	12	16%	47	19%
Solar	27	16%	9	12%	36	15%
Parking	16	9%	9	12%	25	10%
Character	18	10%	6	8%	24	10%
<b>Total</b>	<b>173</b>	<b>100%</b>	<b>73</b>	<b>100%</b>	<b>246</b>	<b>100%</b>

Copies of submissions received are available on Council's Your Say page under 'Document Library' here: <https://yoursay.woollahra.nsw.gov.au/edgecliff>. An assessment of individual uplift requests from various site owners is provided in the Submissions Report at **Attachment 3**.

#### GML Heritage study of the ECC

In response to issues raised in submissions regarding the potential heritage significance of properties located in the ECC, Council engaged GML Heritage in 2022 to undertake a study of buildings in the area. The purpose of the study was to consider and identify places with heritage value that meet the criteria for listing in the *Woollahra Local Environmental Plan 2014* (Woollahra LEP 2014).

On 20 October 2023, the *Edgecliff Commercial Centre Heritage Assessment 2024* (Heritage Assessment) and the accompanying planning proposal were reported to the Woollahra Local Planning Panel (LPP) for advice. The Woollahra LPP generally supported the planning proposal with the following advice:

1. *Proceed with the planning proposal to list the following six local heritage items in Schedule 5 and on the Heritage Map of the Woollahra Local Environmental Plan 2014:*
  - a. *'Gruzman House, including interiors' at 4 and 6–8 Oswald Street, Darling Point (Lot 12, DP 3893 and Lot 3, DP 1197166).*
  - b. *'Winston House, including interiors' at 20 New South Head Road, Edgecliff (SP 20728, SP 31826).*
  - c. *'Portland Hall, including interiors and gardens' at 48 New South Head Road, Edgecliff (Lot 1, DP 82089; Lot 1, DP 1107185; Lot 1, DP 921798).*
  - d. *Victorian Georgian Terrace group – three cottages at 543–547 Glenmore Road, Edgecliff (Lots 34, 35 and 36, DP 255233).*
  - e. *Phoenix Palms in Oswald Street Reserve, Oswald Street, Darling Point (Road Reserve).*
  - f. *The Brantwood Estate group - five residential flat buildings, including interiors and gardens at 164-180 New South Head Road, Edgecliff:*  
*164 New South Head Road (SP 16897)*  
*166 New South Head Road (SP 90371)*  
*168 New South Head Road (SP 11580)*

- 170 New South Head Road (SP 86720)  
172-180 New South Head Road (SP 10535)
2. *Also consider adding 26-32 New South Head Road, Edgecliff (SP15051) as an individual heritage item.*
  3. *The Heritage Inventory Sheets for each item are to include a general description of the elements of each item that are of significance, where known, and any relationship of the items to any others items.*

In consultation with Council staff, the study and its recommendations were revised by the consultants based on the advice of the Woollahra LPP. All relevant information on the study is available here: [https://yoursay.woollahra.nsw.gov.au/Edgecliff\\_CC\\_Heritage\\_Study](https://yoursay.woollahra.nsw.gov.au/Edgecliff_CC_Heritage_Study)

At the time of preparing this report, Council staff will be recommending to the Environmental Planning Committee (EPC) of 2 April 2024<sup>2</sup>:

*THAT Council:*

- A. *Notes the advice provided by the Woollahra Local Planning Panel from 20 October 2023 regarding the planning proposal to list local heritage items and one heritage conservation area in, and around, the Edgecliff Commercial Centre.*
- B. *Endorses the updated planning proposal as contained at Attachment 1 of the report to the Environmental Planning Committee of 2 April 2024 to list the following eight local heritage items and one heritage conservation area in Schedule 5 and on the Heritage Map of the Woollahra Local Environmental Plan 2014 and resolves to forward this to the Department of Planning, Housing and Infrastructure with a request for Gateway Determination to allow public exhibition:*
  - i. *'Gruzman House', including interiors at 4 and 6–8 Oswald Street, Darling Point (Lot 12, DP 3893 and Lot 3, DP 1197166).*
  - ii. *'Winston House', including interiors at 20 New South Head Road, Edgecliff (SP 20728, SP 31826).*
  - iii. *'Portland Hall', including interiors and gardens at 48 New South Head Road, Edgecliff (Lot 1, DP 82089; Lot 1, DP 1107185; Lot 1, DP 921798).*
  - iv. *'Cobham', including interiors and gardens at 166 New South Head Road, Edgecliff (SP 90371).*
  - v. *'Brantwood Court', including interiors and gardens at 168 New South Head Road, Edgecliff (SP 11580)*
  - vi. *'Brantwood Hall', including interiors and gardens at 170 New South Head Road, Edgecliff (SP 86720)*
  - vii. *Victorian Georgian Terrace group – three cottages at 543–547 Glenmore Road, Edgecliff (Lots 34, 35 and 36, DP 255233).*
  - viii. *Phoenix Palms in Oswald Street Reserve, Oswald Street, Darling Point (Road Reserve).*
  - ix. *The Brantwood Heritage Conservation Area, comprising five buildings between 164-180 New South Head Road, Edgecliff:*
    - a. *164 New South Head Road (SP 16897)*
    - b. *166 New South Head Road (SP 90371)*
    - c. *168 New South Head Road (SP 11580)*
    - d. *170 New South Head Road (SP 86720)*
    - e. *172-180 New South Head Road (SP 10535)*

The heritage significance of the above sites was used to inform amendments to the ECC Strategy.

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<sup>2</sup> The recommendation from the EPC meeting of 2 April 2024 will be considered at the Council meeting of 8 April 2024.

### Revised Transport Study

Given the time elapsed since the completion of the original Transport Study in 2020, SCT Consulting were re-engaged to provide an update on the transport conditions in the Centre. This was necessary to account for the changes to travel patterns that have occurred since COVID-19, recent development in the area and revised yields in the updated *Edgecliff Commercial Centre Planning and Urban Design Strategy*. The revised Transport Study is at **Attachment 4**.

### Amended ECC Strategy

Council staff reviewed the exhibited ECC Strategy in light of issues raised in the submissions. The following additional studies also informed the review:

- *Edgecliff Commercial Centre Heritage Study 2024* prepared by GML Heritage; and
- *Edgecliff Commercial Centre Transport Study 2024*, prepared by SCT Consulting, to update the traffic modelling for present day conditions and revised development yields.

Staff briefed Councillors on 17 July 2023 on the public submissions received, and outlined the main recommended updates to the ECC Strategy. Councillors provided feedback during and after this briefing, and this information was used to further refine the ECC Strategy.

The updated ECC Strategy maintains the overarching vision of the original version. However, it establishes a finer grained, precinct-based approach to the planning for the ECC, recognising the distinctive character of each precinct. The key amendments outlined under the headings below respond to feedback received from the community, and additional studies and information considered by Council staff. The revised recommendations and the rationale for the changes are further elaborated in the *Submissions Report* at **Attachment 3**. Some revised graphics have been included in the updated ECC Strategy, and others will be finalised once the revised uplift is confirmed by Council.

### *Revised uplift sites*

A key component of the ECC Strategy is the uplift sites that will contribute to achieving the vision for the ECC. Uplifted heights and FSR controls will be available when certain criteria are met, including:

- Site amalgamation where appropriate;
- Design excellence;
- Inclusion of community infrastructure and public domain upgrades;
- Affordable housing contribution; and
- Consistency with desired future character.

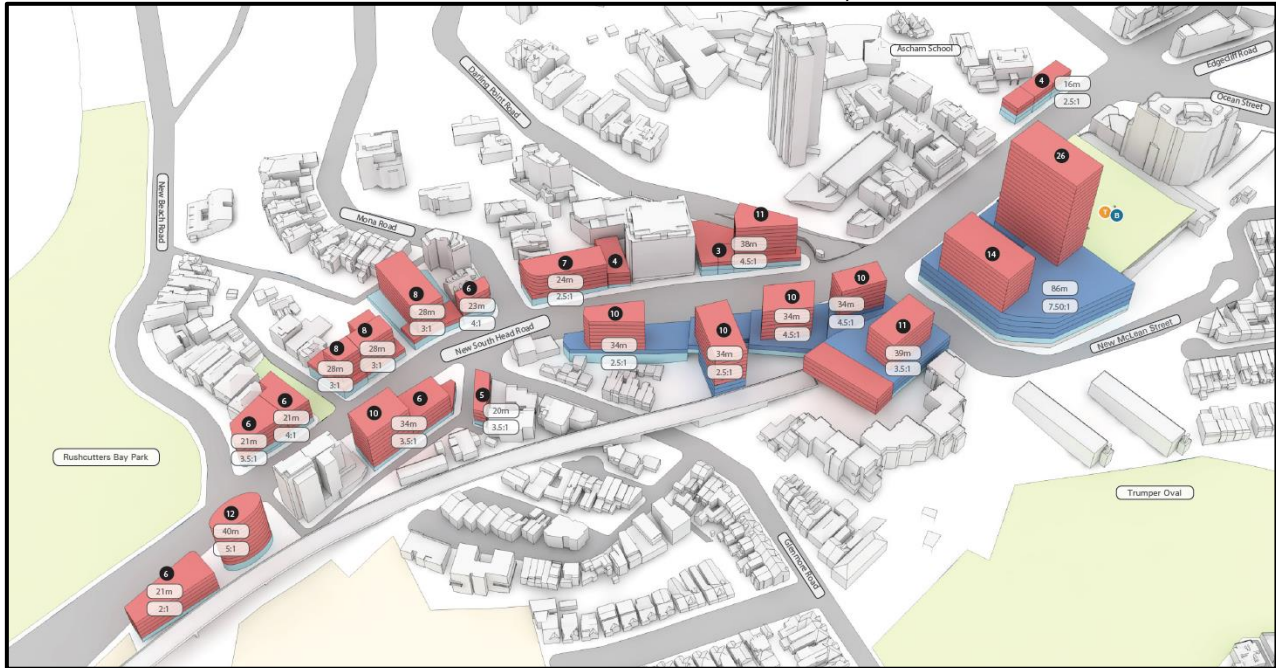
In reviewing the exhibited ECC Strategy, staff recognised that sites containing high numbers of smaller, lower cost units had been identified as potential uplift sites. However, our modelling indicated that the redevelopment of sites such as 2-14 and 99-113 New South Head Road would likely produce a net loss of housing, with smaller one bedroom units being replaced by larger dwellings. Accordingly, this would incentivise the removal of lower cost housing from the Edgecliff area, and would be contrary to the objectives of the ECC Strategy.

Staff reviewed the 20 uplift sites in the exhibited ECC Strategy (as shown in **Figure 2**) and recommend focusing the uplift on fewer sites that:

- Will not interrupt the basin view between the lower Paddington slopes and Rushcutters Bay Park i.e. remove all uplift sites that are located in the Western Basin.
- Provide for the ongoing protection of the heritage significance of the centre;
- Are closer to the Edgecliff Station;
- Avoid the loss of diverse and more affordable housing west of Glenmore/Mona Roads;
- Facilitate a mix of land uses; and



- Have an alternate vehicle access to New South Head Road).



**Figure 2: Draft ECC Strategy exhibited/original uplift sites.**

Based on the above, the following exhibited uplift sites have been deleted from the revised Strategy:

- 73-79 New South Head Road;
- 81-83 New South Head Road;
- 2-14 New South Head Road;
- 18-20 New South Head Road - Winston House – draft heritage item;
- 99-113 New South Head Road;
- 20 Reddy Street;
- 26-32 New South Head Road;
- 34-44 New South Head Road;
- 48 New South Head Road - Portland Hall - draft heritage item;
- 58-62 New South Head Road;
- 66-70 New South Head Road;
- 2 New McLean Street; and
- 208A-212 New South Head Road.

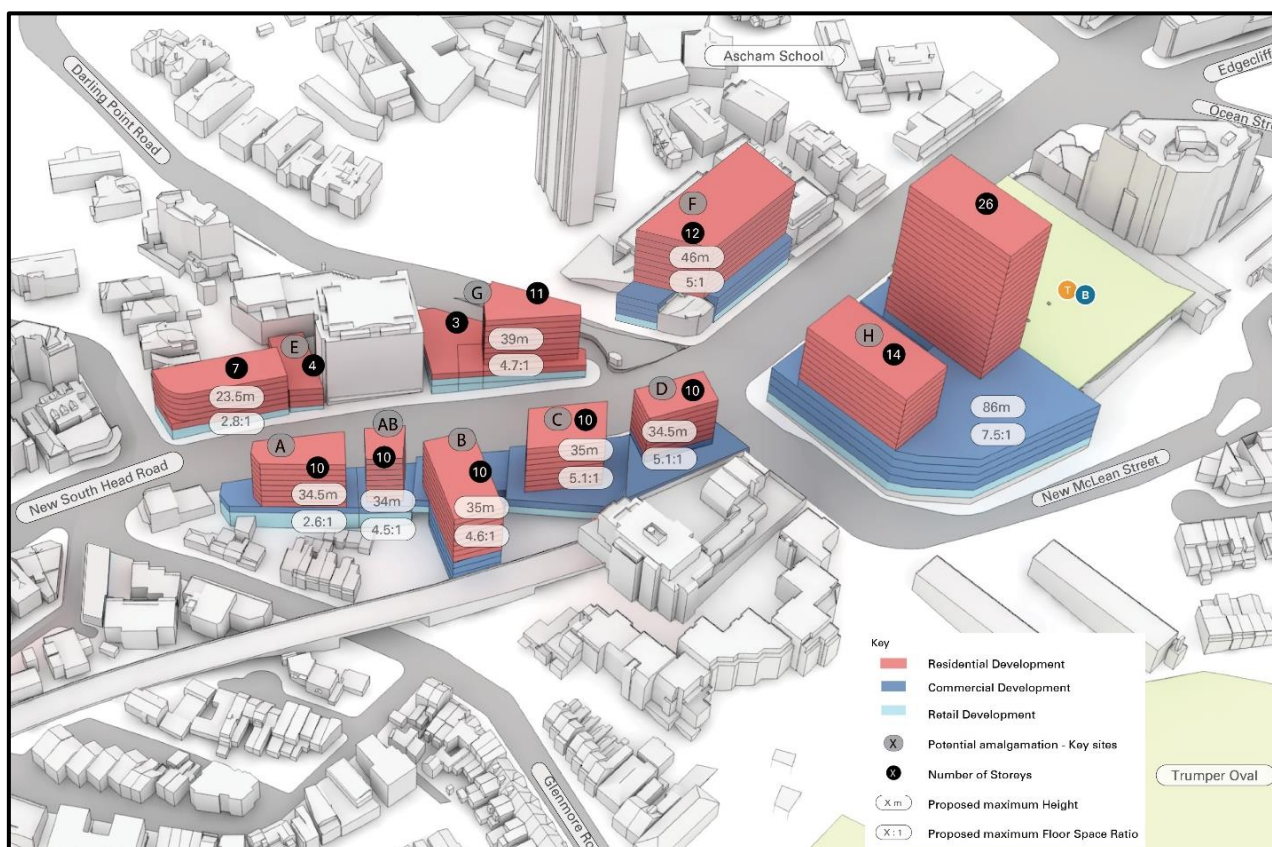
The revised uplift sites are identified as A-H and are shown in **Table 5** and **Figure 3** below.

**Table 5: Revised uplift sites**

Site No.	Address	Previously identified as	Recommended FSR	Recommended Height
A	135-155 New South Head Rd	Site L	2.6:1 (0.7: non-residential)	34.5m
AB	157 and 159 New South Head Rd	part of Site L/M	4.5:1 (2:1 non-residential)	34m
B	161-175 New South Head Rd	Site M	4.6:1 (1.6:1 non-residential)	35m
C	179-191 New South Head Rd	Site N	5.1:1 (2:1 non-residential)	35m
D	1 New McLean St	Site O	5.1:1 (2:1 non-residential)	34.5m



Site No.	Address	Previously identified as	Recommended FSR	Recommended Height
E	1 Mona Rd <sup>3</sup>	Site K	2.8:1 (0.5:1 non-residential)	23.5m
F	136-148 New South Head Rd <sup>4</sup>	New site	5.1:1 (1.6:1 non-residential)	46m
G	114-118/130 New South Head Rd	Site Q	4.7:1 (0.4:1 non-residential)	40m
H	203-233 New South Head Rd	Site R	7.5:1 (3:1 non-residential)	86m/ 48m



**Figure 3: Indicative building envelope for retained uplift sites**

### Refined controls

Additional post exhibition modelling examined by staff investigated the alignment between the proposed heights and FSRs with built form modelling for those sites identified in **Figure 3**. It identified a number of sites where the proposed heights would not be realised without alterations to the proposed FSRs i.e. the proposed heights and FSRs did not match. These are:

- A: 135-155 New South Head Road
- AB: 157-159 New South Head Road
- B: 161-175 New South Head Road
- C: 179-191 New South Head Road
- D: 1 New McLean Street
- G: 114-118/130 New South Head Road, 2A/2B Darling Point Road

<sup>3</sup> Note that site E (1 Mona Road) is currently being re-developed, and the applicable height of 23.5m and approved FSR of 2.8:1 have been included in the updated ECC Strategy.

<sup>4</sup> Note that site F (136-148 New South Head Road) is a newly identified uplift site that is the result of an approved planning proposal. The revised proposal controls have been included in the updated ECC Strategy.

- H: 203-233 New South Head Road.

Accordingly, the FSRs for these sites have been adjusted. However, no increase in building height will result from these changes.

*81-83 New South Head Road zoning*

The existing car wash site, known as 81-83 New South Head Road, is zoned RE2 Private Recreation under the Woollahra LEP 2014. The zoning is an anomaly as the surrounding land is zoned MU1 Mixed Use and the use of the site is for a commercial purpose. The applicable height is 10.5m, but there is no applicable FSR. It is recommended the site is zoned MU1 and an FSR of 1:1 be applied in line with nearby buildings.

*Revised precincts*

There were five precincts identified in the exhibited ECC Strategy, being as follows:

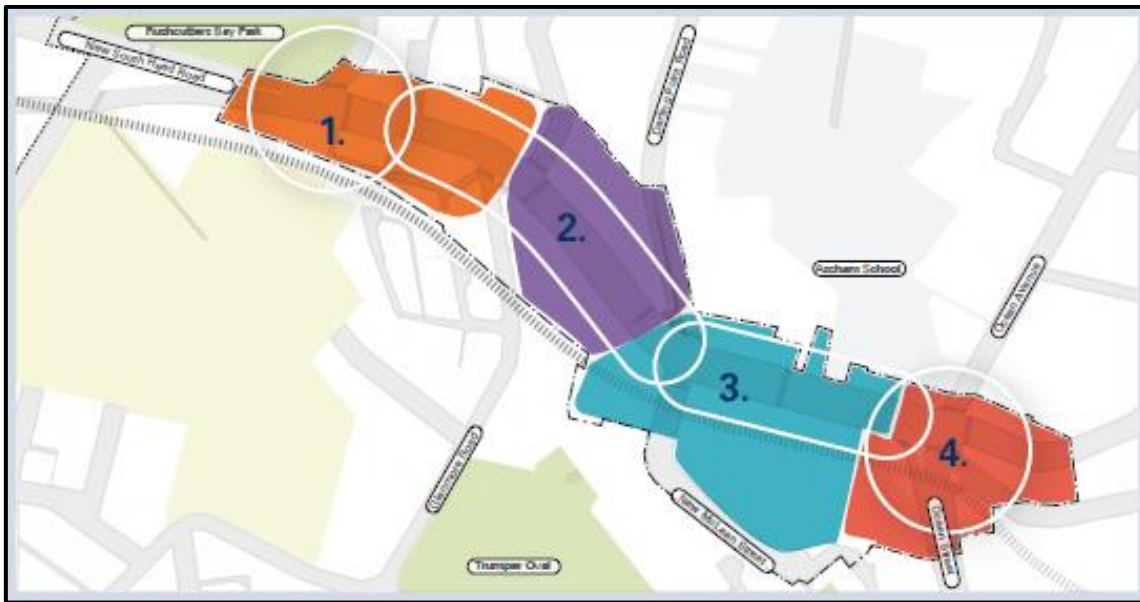
1. Western Gateway
2. Mixed Use Corridor
3. Paddington Gateway
4. Local Commercial Core
5. Eastern Gateway.

Public submissions demonstrated the value many in the community place on the physical and visual connection between lower Paddington and Rushcutters Bay Park. In response, uplift sites have been deleted in what was Precinct 1 (and in part of what was Precinct 2 and 3), in conjunction with the rationalisation of the uplift sites. The Western Gateway Precinct has been renamed to the Western Basin Precinct and the description has been reworded to introduce protection of the view between lower Paddington, Rushcutters Bay Park and Sydney Harbour.

The boundary of the renamed Western Basin Precinct has been extended eastward to Glenmore Road and Mona Road to reflect the removal of uplift sites to the west. Consequently, the boundary of the Mixed Use Corridor Precinct has been moved to the east of Glenmore/Mona Roads.

Given there are no uplift sites remaining in the Paddington Gateway Precinct it has been removed. However, the Paddington Gateway remains in the Public Domain Plan as there are still opportunities to enhance its public realm. The revised precincts are shown in **Figure 4** below and comprise:

1. Western Basin
2. Mixed Use Corridor
3. Local Commercial Core
4. Eastern Gateway



**Figure 4: Revised precincts**

*Edgecliff Centre site design principles*

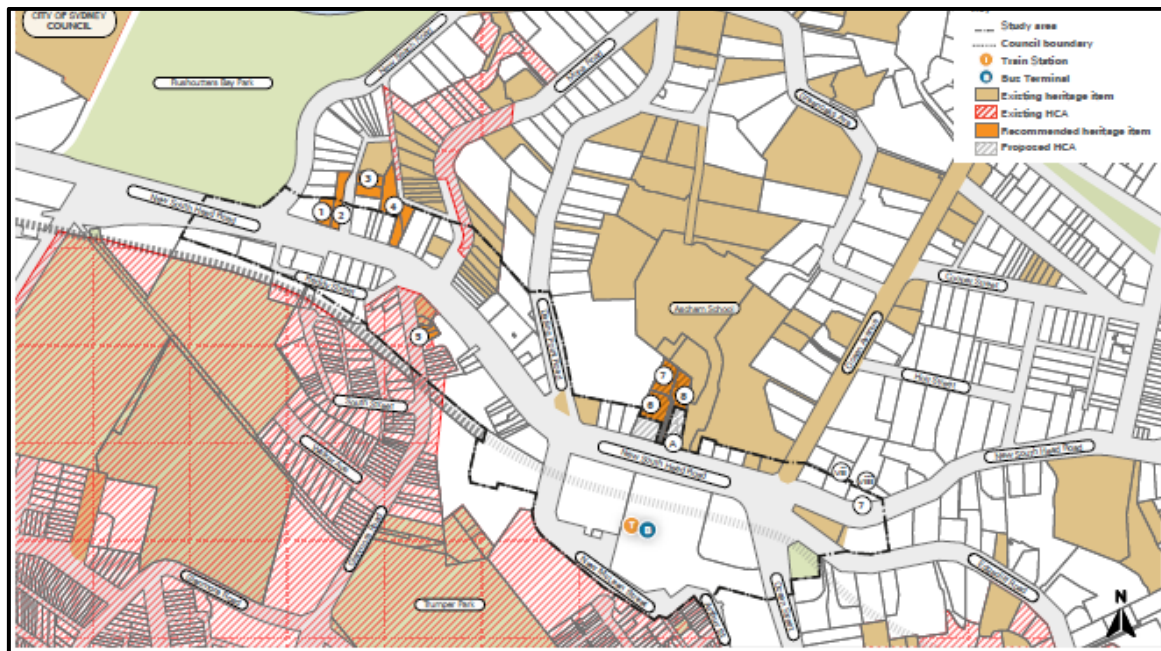
Staff have re-considered the built form principles for the Edgecliff Centre site in response to concerns about the interface between development on the site and the low scale residential area of the Paddington HCA, and the adjoining Trumper Park. As a result, staff have incorporated the following principles in the ECC Strategy:

- Integrate built form which responds to context;
- Response to Country, place and heritage;
- High amenity, quality design and sense of place;
- Improve accessibility to, from and within site;
- Enhance and expand the public domain;
- Integrate open space and expand tree canopy;
- Sustainable, adaptable and diverse; and
- Work with landform and levels of adjacent development.

*Adjustments in response to Heritage Study*

As previously discussed, the Draft GML Heritage Study recommends listing the following eight properties as heritage items (shown in **Figure 5**):

- Gruzman House, 4 & 6-8 Oswald Street;
- Winston House 18-20 NSHR;
- Phoenix Palms, Oswald Street;
- Portland Hall, 48 New South Head Road;
- Glenmore Cottages, 543-549 Glenmore Road;
- Cobham, 166 New South Head Road;
- Brantwood Court, 168 New South Head Road; and
- Brantwood Hall, 170 New South Head Road.



**Figure 5: Existing and recommended heritage items and HCAs  
(based on the Draft GML Heritage Study)**

The proposed listings have implications to the extent of uplift sites, which has resulted in the removal of Winston House and Portland Hall from the revised Strategy, and the removal of uplift sites in the vicinity of Portland Hall and 2A Mona Road.

The Draft Heritage Study also recommends the new Brantwood HCA that comprises a group of residential flat buildings around a cul-de-sac, which includes 166, 168, 170 New South Head Road (recommended heritage items) and 164 and 172-180 New South Head Road (recommended contributory buildings). Should the heritage listing proceed, the proximity of this proposed HCA to the Edgecliff CC will be taken into account in a future DCP amendment.

#### *Affordable housing*

An affordable housing contribution is integral to the uplift that will be afforded to nominated sites in the ECC Strategy. Staff envisage that a new clause in the Woollahra LEP 2014 will require the payment of this affordable housing contribution before the construction of any new development. This will require the preparation of an affordable housing contributions scheme, which would be submitted to the DPHI as part of any future planning proposal for the ECC.

As a first step, staff have commissioned SGS Economics and Planning to undertake a feasibility study to determine an appropriate contribution rate. Once the uplift sites have been confirmed, staff will suggest a rate using the most current market conditions and report a draft affordable housing contributions scheme to Council for endorsement before it is progressed.

#### *Indicative yields*

Having modelled the revised strategy, the following yields have been prepared which generally assume new development will contain two levels of non-residential uses with residential above (see **Table 6**). These yields would be achieved if building envelopes and land uses are developed to their full extent within the revised Strategy. **Table 6** contains the floor space of the exhibited and revised strategy which represents a moderate increase in residential floorspace.



**Table 6: Indicative total yield of the exhibited and revised sites (if developed to full extent)**

Land use	Approximate existing GFA (m <sup>2</sup> )	Indicative GFA from recommended uplift (m <sup>2</sup> )	Increase from existing GFA (m <sup>2</sup> )
<b>Exhibited Strategy</b>			
<b>Residential</b>	60,500 (600-750 dwellings)	102,850 (1000-1250 dwellings)	42,350 (400-500 dwellings)
<b>Non-residential</b>	53,700	60,250	6,750
<b>Total</b>	114,200	163,100	49,100
<b>Revised Strategy</b>			
<b>Residential</b>	As above	109,800 (1050-1370 dwellings)	49,300 (490-615 dwellings)
<b>Non-residential</b>	As above	58,000	4,300
<b>Total</b>	As above	167,800	53,600

#### *Updated transport information*

The updated Transport Study 2024 (**Attachment 4**) indicates that the projected growth can be accommodated in the ECC. Intersection performance analysis indicates that the road network currently operates at satisfactory conditions, as indicated by the Level of Service C or better for all intersections for all analysed time periods.

However, the Transport Study 2024 continues to recommend that Council investigate the introduction of strategies to restrict trip generation (such as limiting additional parking) and improve active transport infrastructure. Parking restrictions will be accommodated in a future amendment to the Woollahra DCP 2015. The updated ECC Strategy incorporates the recommendations from the updated Transport Study.

#### Updated Public Domain Plan

The Public Domain Plan has been revised to reflect changes in the updated ECC Strategy and to reflect comments made in the submissions. Particularly about the lack of amenity that would be achieved were an outdoor space or plaza to be placed on New South Head Road. Submitters suggested that a new outdoor space would be more appropriately located on New McLean Street, where it would have better amenity. Consequently, New McLean Street is included as a public domain project, which includes outdoor space and improved pedestrian amenity in conjunction with retained access for service vehicles.

The public domain projects have been simplified in consultation with Council staff involved in the maintenance of public spaces and traffic infrastructure and to be consistent with adopted policies such as the Woollahra ATP 2023 and *Woollahra Urban Forest Strategy*.

Public domain improvements will be required as works associated with development if and when the uplift sites are redeveloped. In areas where no uplift will occur under the ECC Strategy, public domain improvements will be provided through general capital funding or from section 7.12 development contributions.

#### Draft DCP

The ECC Strategy presents principles and strategies to support the recommended uplift, and these will need to be incorporated in an amendment to the Woollahra DCP 2015. Section D of the Woollahra DCP 2015 contains controls relating to the ECC, and will therefore need updating through the preparation of an amendment.

Matters that would be included in an ECC-specific amendment include:

- Desired future character;
- Built form and façade articulation;
- Environmental impacts;
- Dwelling numbers and diversity, apartment mix and size & no net loss of dwelling numbers;
- Public domain treatments;
- Vehicular access;
- Car parking rates; and
- Site facilities.

Should Council adopt recommendation E of this report, staff will prepare a draft DCP and report it to a future Council meeting.

### **Options:**

As a consequence of this report, Council may resolve to:

- Endorse the updated ECC Strategy and ECC Public Domain Plan (with or without amendments), request staff to prepare a planning proposal to progress the relevant Woollahra LEP 2014 amendments, and to prepare the associated affordable housing contributions scheme and DCP;
- Request amendments to the updated ECC Strategy for further consideration before a planning proposal is prepared; or
- Not undertake further work on the ECC Strategy

### **Community Engagement and / or Internal Consultation:**

A Submissions Report which details the public exhibition phase is provided at **Attachment 3**. Refer to the 'Discussion' section of this report for further detail on the public exhibition of the ECC Strategy. In updating the ECC Strategy, staff from Council's Strategic Planning and Place Department liaised with staff from Development Control, Engineering Services and Open Space & Trees. Staff also considered input provided by Councillors at the briefing on 17 July 2023.

Should Council resolve to request staff to prepare a planning proposal to implement the ECC Strategy, the planning proposal will be reported to a meeting of the Woollahra Local Planning Panel (Woollahra LPP) for advice. The advice of the Woollahra LPP will then be reported to a future meeting of Council. Should Council resolve to proceed with the planning proposal it will be submitted to the DPHI requesting a Gateway determination to publicly exhibit the planning proposal. The submissions received during the public exhibition will then be reported to a future meeting of Council, before the planning proposal and amendments to the Woollahra LEP 2014 and Woollahra DCP 2015 are finalised.

Should Council adopt recommendations D and E of this report, a draft affordable housing contributions scheme and draft DCP will be reported to Council for endorsement for public exhibition and these will be exhibited in accordance with legislative requirements.

### **Policy Implications:**

Should Council resolve to endorse the updated ECC Strategy and direct staff to prepare a planning proposal, the controls in the Woollahra LEP 2014 and subsequently the Woollahra DCP 2015 will be amended.

### Financial Implications:

Council staff note that there may be some costs associated with the public exhibition and procurement of additional consultancy services during the finalisation of the ECC Strategy and progressing the planning proposal. There may also be similar costs associated with the preparation of the affordable housing scheme and DCP amendment. These costs have been included in the Strategic Planning & Place budget for 2024/2025.

### Resourcing Implications:

Should Council resolve to endorse the updated ECC Strategy and direct staff to prepare a planning proposal, staff resources will be associated with preparing relevant documentation and managing a future exhibition period. Should Council adopted recommendations D and E of this report, staff resources will be associated with preparing and exhibiting an affordable housing scheme and development control plan amendment.

### Conclusion:





The ECC Strategy provides a comprehensive and detailed analysis of the existing planning controls, and a clear and coordinated approach to the future management of the ECC. The updated ECC Strategy is a refined version of the document that was on exhibition, and reflects feedback received from the community during the public exhibition, and incorporates the results of further work staff commissioned in response to community feedback.

The updated ECC Strategy incorporates a rationalised approach to achieving growth in the ECC that will better protect local character, heritage significance and environmental amenity while enabling the revitalisation of the centre. The updated ECC Public Domain Plan will provide a framework for public domain enhancement in conjunction with the implementation of the ECC Strategy. The recommended affordable housing scheme will ensure this public benefit is achieved, and the recommended amendments to the DCP will provide detailed guidelines to support the LEP amendments.

Accordingly, staff recommend that Council endorse the proposed post-exhibition updates, and resolve to finalise and endorse the ECC Strategy and Public Domain Plan. Further, that Council request staff to prepare a planning proposal to amend the Woollahra LEP 2014 in accordance with the final ECC Strategy.

To support the implementation of the ECC Strategy and ensure appropriate public benefit, it is also recommended that Council request staff to prepare an affordable housing contributions scheme for the ECC and an amendment to the Woollahra DCP 2015.

### Attachments

1. Draft Edgecliff Commercial Centre Planning and Urban Design Strategy - April 2024 [!\[\]\(69baca079ef3ab6f03d58fd7e9f950f1\_img.jpg\)](#) 
2. Edgecliff Commercial Centre Public Domain Plan - April 2024 [!\[\]\(957138edf7d2615e14984f6bdb665b72\_img.jpg\)](#) 
3. Submissions Report - April 2024 [!\[\]\(769552e38296ac66de798213d838f215\_img.jpg\)](#) 
4. Edgecliff Commercial Centre Transport Study - SCT April 2024 (attachments removed) [!\[\]\(95d896e1e55e7f74f1cc6456abea3c38\_img.jpg\)](#) 









# EDGECLIFF COMMERCIAL CENTRE PLANNING AND URBAN DESIGN STRATEGY

April 2024





**Acknowledgement of Country**

Woollahra Council acknowledges that we are on the land of the Gadigal and Birrabirragal people, the Traditional Custodians of the land. We pay our respects to Elders past, present and emerging.



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# Executive Summary

The Edgecliff Commercial Centre is an important local hub, providing a range of opportunities for shopping and services, living and working, transport, and recreation. Public transport and proximity to the Sydney Commercial Business District are the foundations for transport oriented development that can incorporate modern living and working space, a well-designed public domain, and a vibrant economy.

Council prepared the *Edgecliff Commercial Centre Planning and Urban Design Strategy* to guide the centre’s revitalisation and maximise living, working and leisure space within walking distance of the Edgecliff Station and bus interchange. The key objectives of the Strategy are to:

- *Grow the centre* – Facilitate uplift on appropriate sites and encourage more retail, employment, residential and community space.
- *Create a true mix* – With non-residential uses on lower levels, residential above, and integrated community infrastructure. Focusing employment around Edgecliff Station, and shops along New South Head Road.
- *Accentuate the core* – Reflect the topography, with the tallest buildings on the hill around Edgecliff Station and reduce building height as New South Head Road descends east and west.
- *Preserve the Western Basin* – Keep building heights lower west of Mona Road and Glenmore Road, to maintain the visual and physical relationship between the Paddington slopes and Rushcutters Bay Park, enhance the landscape character, and retain housing diversity in the area.

- *Protect heritage and amenity* – Introduce built form measures that respond to heritage and amenity, such as lower street wall heights, locating vehicle entries on secondary streets, and ensuring solar access standards are met.
- *Design excellence* – Require advice on significant new building proposals from an expert design advisory panel so that new development exhibits excellent urban, architecture, and internal design.
- *Enhance community infrastructure* – Require new development to contribute toward the provision of new and upgraded community infrastructure.
- *Affordable housing* – Require new development to provide affordable housing as a percentage of the additional residential floor space achieved.
- *Diverse housing* – maintain the existing apartment buildings that contribute to housing diversity
- *Improve the public domain* – Improve liveability via public domain improvements including new public spaces, urban greening, street furniture and lighting, pedestrian paths, cycleways and public art.
- *Mitigate traffic impacts* – Upgrade traffic and transport infrastructure, encourage active transport use, and manage car parking requirements.



# 1. Introduction

## 1.1 About this plan

The *Edgecliff Commercial Centre Planning and Urban Design Strategy* (ECC Strategy) establishes a vision for the Edgecliff Commercial Centre (ECC), and provides guidance for future development regarding planning controls, urban design, public domain, community infrastructure, and transport.

Council initiated the ECC Strategy following the Woollahra Urban Planning Committee’s resolution on 16 November 2015 that a strategic review of planning controls for the ECC be carried out.

The ECC Strategy seeks the ECC’s revitalisation via a coordinated development framework to facilitate:

- Transport oriented development
- A mix of uses to support community need
- Design excellence
- Public domain upgrade and activation
- Active transport use
- Affordable housing
- Delivery of community infrastructure.

In support of these aims, the ECC Strategy requires community infrastructure and public domain improvements in conjunction with any increase in density, to enhance the ECC’s long term liveability and sustainability.

*Public domain includes new public spaces, landscaping with lighting, greenery and street furniture, wayfinding signage, and creating visual interest, with building design and public art.*

*Community infrastructure includes footpaths and cycle ways, community centres, libraries, recreation facilities and improved access to public transport.*

Council commissioned the following consultant studies to assess planning controls, identify opportunities for future uplift, and inform the ECC Strategy:

- JLL Market Analysis (2017)
- SJB Planning and Urban Design Study (2018)
- SCT Transport Analysis (updated 2024)
- GTA Transport Assessment
- Draft Edgecliff Commercial Centre Heritage Study (2023).

Council prepared the *Edgecliff Commercial Centre Public Domain Plan* (ECC Public Domain Plan) to document how the ECC’s public domain could be upgraded to support the potential growth identified in the ECC Strategy.

The ECC Strategy is consistent with the Woollahra:

- Urban Forest Strategy (2023)
- Active Transport Plan (2023)
- Community Strategic Plan (2022)
- Local Housing Strategy (2021)
- Integrated Transport Strategy (Draft 2021)
- Local Strategic Planning Statement (2020)
- Community Facilities Study (2020)
- Voluntary Planning Agreement Policy (2020)
- Social and Cultural Plan (November (2018)
- Disability Inclusion Action Plan (2017)
- Street Tree Master Plan (2014)
- Public Art Policy (2009).

# 2. Local context

## 2.1 Study area

This Strategy applies to the ECC as shown in Figure 1. The ECC runs along both sides of New South Head Road, from its intersection with New Beach Road in the west and its intersection with Ocean Avenue in the east.

The main road network in and around the ECC connects the Woollahra Local Government Area (LGA) to the Sydney Central Business District (Sydney CBD) and facilitates access between the eastern suburbs, the Sydney CBD, and beyond.

Edgecliff Station is a key transport interchange for the eastern suburbs. It connects the Woollahra LGA to Bondi Junction, the Sydney CBD and Sydney’s extensive rail network. The bus interchange associated with the station provides regular bus connection to Bondi, Rose Bay, Watsons Bay, the Sydney CBD, and the North Shore.

The ECC’s public transport capacity and its proximity to the Sydney CBD makes it an excellent location for promoting transport oriented development (TOD) supported by well-designed public spaces, community facilities and a vibrant local economy.

The ECC contains a mix of homes, shops, offices, and urban services. A hub at Edgecliff Station includes Eastpoint Food Fair (235-285 New South Head Road, above the station) and the Edgecliff Centre (203-233 New South Head Road, adjacent to the station). Each has a supermarket, specialty shops, cafes, parking, and pedestrian access through to Edgecliff Station and bus interchange.

There are a mix of active commercial uses in the Edgecliff Centre. Further down New South Head Road, there are urban services including a petrol station, carwash, and tyre service.

Parts of the ECC offer panoramic views towards Sydney Harbour, the CBD, and the Harbour Bridge, especially from the upper floors of buildings.

There are several heritage items within and on the boundaries of the ECC area. The Paddington Heritage Conservation Area (HCA) adjoins to the south, the Mona Road HCA adjoins to the north, and the Woollahra HCA is to the southeast (refer to Figure 10). At the time of preparing this Strategy, Council had commissioned a draft Edgecliff Commercial Centre Heritage Study (2023) which recommends new listing of eight local heritage items and one HCA in the ECC (more detail in Section 4.1).

There are nearby public open spaces including Rushcutters Bay Park, Trumper Park and Trumper Oval, providing a range of sporting and recreational facilities.

Several schools are located within walking distance of the ECC, including Ascham, Sydney Grammar, Edgecliff Preparatory and Double Bay Public School. The ECC also has access by bus and road to several tertiary educational institutions, including COFA (UNSW College of Fine Arts) and the National Art School.

The Double Bay Commercial Centre is located within a 15 minute walk from Edgecliff Station and complements the ECC by providing a range of community services, local businesses, and dining opportunities.

The ECC has access to other nearby centres and precincts that offer shopping and entertainment, including Bondi Junction; Kings Cross; Oxford Street and Darlinghurst; Woolloomooloo; Surry Hills; Moore Park Entertainment Quarter; and Centennial Park.



2.2 Topography

The topography in the ECC rises from west to east along New South Head Road to Edgecliff Station near the top of the ridgeline, and then falls down the hill to Double Bay in the east. The land falls steeply into Trumper Park.

The topography can make walking or cycling in the area difficult where the incline gets steep. This is particularly notable heading west from Double Bay along New South Head Road and heading up from Trumper Oval towards New McLean Street.



Figure 2. View from Trumper Park looking towards Ranelagh tower (Source: SJB 2018)



Figure 3. Existing street view facing West from New South Head Road looking East (Source: SJB 2018)

2.3 Views

The ECC can be seen from nearby ridgelines and the taller buildings are visible from lower land, such as from Trumper Oval and Rushcutters Bay Park. The buildings at the top of the ridge are visually imposing in views from the Paddington HCA.

Whilst the ECC is often identified with the Ranelagh and the Edgecliff Centre building, other elements such as the Edgecliff Rushcutters Bay Viaduct and the Morton Bay Fig trees in Rushcutters Bay Park are also highly visible and associated with the ECC.

Due to the topography and presence of street trees, it is difficult to perceive a full or direct view towards the ECC from street level. However, the upper levels of buildings surrounding the ECC have views towards and beyond the ECC to the Sydney CBD or Harbour.

There are views of the city skyline from points along New South Head Road, and another glimpse of the skyline from Ocean Street across the road entry to the bus interchange.

Some apartment units in taller buildings in and around the ECC have varying views, of the CBD skyline and Harbour Bridge to the west, the Harbour to the north, district views to the east, or regional views towards Centennial Park, Paddington and Darlinghurst to the south.



Figure 1. Study Area: Edgecliff Commercial Centre (SJB 2018)



2.4 Existing built form

The eclectic style and character of the built form in the ECC reflects the varied land use comprising a mix of services, commercial, retail, residential and educational. Building age varies, generally from the early to late twentieth century. Building height varies significantly from 1 to 16 storeys. The three to four storey built form elevation along New South Head Road is punctuated by several taller buildings that are generally of later construction.

The suburb of Edgecliff has a high percentage of apartments in medium and high rise buildings —70% of dwelling stock (ABS 2021). All dwellings within the ECC are apartments. Consequently, a significant number of properties within and surrounding the ECC have been strata subdivided.

Some of these older apartment buildings contain smaller units, have no parking or on-site facilities and are a type of housing that is unlikely to be facilitated in today's market. These buildings make an important contribution to housing diversity in the ECC.



Figure 4. Existing street view showing Cadry's building (Source: Google maps 2021)

The surrounding residential neighbourhoods have a range of building styles and typologies and benefit from street tree planting, with many streets having extensive tree canopies.

The Paddington HCA adjoining to the south has a predominantly 19th century residential character, represented by late-Victorian terrace houses, modest workers' cottages (including single-storey timber and masonry houses) and former mansions. Trumper Park and Trumper Oval, within the HCA, is a large open space, comprising informal and formal recreation areas, and mature trees.

The Cadry's building, a three-storey former pub, is within the Paddington HCA and has high social and historical significance that reflects the neighbourhood evolution of the area (see Figure 4).

New South Head Road is a wide arterial road with six lanes of vehicular traffic. The footpaths have been narrowed in places and, while there are a number of retail frontages, many of the buildings do not have active use at the street frontage and the street has relatively low footpath activity.

A number of streets in the ECC, e.g. New Mclean Street, have service entrances and driveways for certain buildings fronting New South Head Road. Subject to the arrangement, this can compromise pedestrian amenity and safety.

A number of sites within the immediate study area are serviced from New South Head Road. Waste collection for many of these sites is from the footpath which interrupts the pedestrian traffic and detracts from the visual presentation of the ECC.

2.1 Movement network

Pedestrian movement in the ECC varies in amenity, safety, and connectivity. There are limited pedestrian crossings in the north-south direction which reduces accessibility to surrounding areas.

A number of densely vegetated paths connect New McLean Street with Trumper Park. However, due to the topography, the paths are not easily accessible for people with different mobility needs.

The bus interchange, above the station, provides to a number of public bus routes and can be accessed from the retail levels above Edgecliff Station. Buses enter the bus interchange from Ocean Street and exit through a tunnel under Ocean Street, merging onto New South Head Road below the Ocean Street intersection (see Figure 5).

Car ownership in Edgecliff suburb is relatively high, with 73% of households owning a car, and a ratio of 1.43 cars per dwelling (compared to 89% and 1.59% respectively in Greater Sydney). However, only 26.417% use a car to travel to work (ABS 2021). This indicates that the majority of residents use public or active transport during their commute.

The majority of the traffic on New South Head Road is through- traffic. New South Head Road has steady traffic between early morning and late evening, with congestion during peak hours.

Clearway and T2 transit lane restrictions apply along New South Head especially between Darling Point Road and New McLean Street.



Figure 5. Existing street view facing West from the intersection of New South Head Road and Ocean Street (Source: SJB 2018)



### 3. Strategic context

#### 3.1 Metropolitan plans

The Greater Sydney Region Plan, A Metropolis of Three Cities (Region Plan), establishes a vision of three cities: the Western Parkland City, the Central River City, and the Eastern Harbour City. Woollahra is within the Eastern Harbour City, which is envisioned to become a more innovative and globally competitive city. Key directions for the Eastern Harbour City include improving infrastructure, strengthening and supporting the ‘Harbour CBD’, and increasing housing supply in the right location to support the aspirational ‘30 minute city’.

The Eastern City District Plan (District Plan) provides the planning priorities and actions for implementing the Region Plan at a district level and is a link between regional and local planning.

The Region and District plans establish a three-level hierarchy of centres – metropolitan, strategic, and local – reflecting each centre’s role in the social and economic geography of Greater Sydney. As an identified local centre, Edgecliff provides jobs and services for the local catchment (in contrast to larger strategic or metropolitan centres, which serve wider catchments).

The Region Plan aims to ensure all workers in the Greater Sydney Region can access jobs within 30 minutes’ of where they live. The District Plan aims to improve the 30 minute access to jobs by enhancing east/west connectivity via a potential rapid bus service between Sydney City and Bondi Junction and several walking and cycling infrastructure commitments.

The Eastern City is being planned to accommodate a population increase of 325,000 by 2036, to be achieved via housing targets for each local government area (LGA). The 2016-2021 housing target for Woollahra was 300 net new dwellings, which was met.

Woollahra’s targets for the 2021-2036 are documented in the Woollahra Local Housing Strategy (Woollahra LHS) as an increase of 500 net new dwellings between 2021 and 2026, and another 400 between 2026 and 2036.

As of 1 May 2023, 215 net additional dwellings have commenced or completed construction. This represents 43% of the housing target.

The District Plan encourages urban renewal in existing centres that have frequent high capacity public transport. The aim is to enable more people to live in areas that provide access to jobs and services without the need to drive or drive long distances.

The District Plan also identifies an unmet need for diverse housing. It recommends providing a range of different housing types, sizes and price points to help improve affordability, and suggests that 5-10% of new residential floor space is affordable rental housing.

The District Plan further identifies several sustainability measures including to combat the urban heat island effect, protecting biodiversity, delivery of the green grid and enhancing urban tree canopy.



Figure 6. Structure Plan for the Eastern City District (Source: Eastern City District Plan 2018, p11)



3.2 Woollahra Local Environmental Plan 2014

Land Use Zones

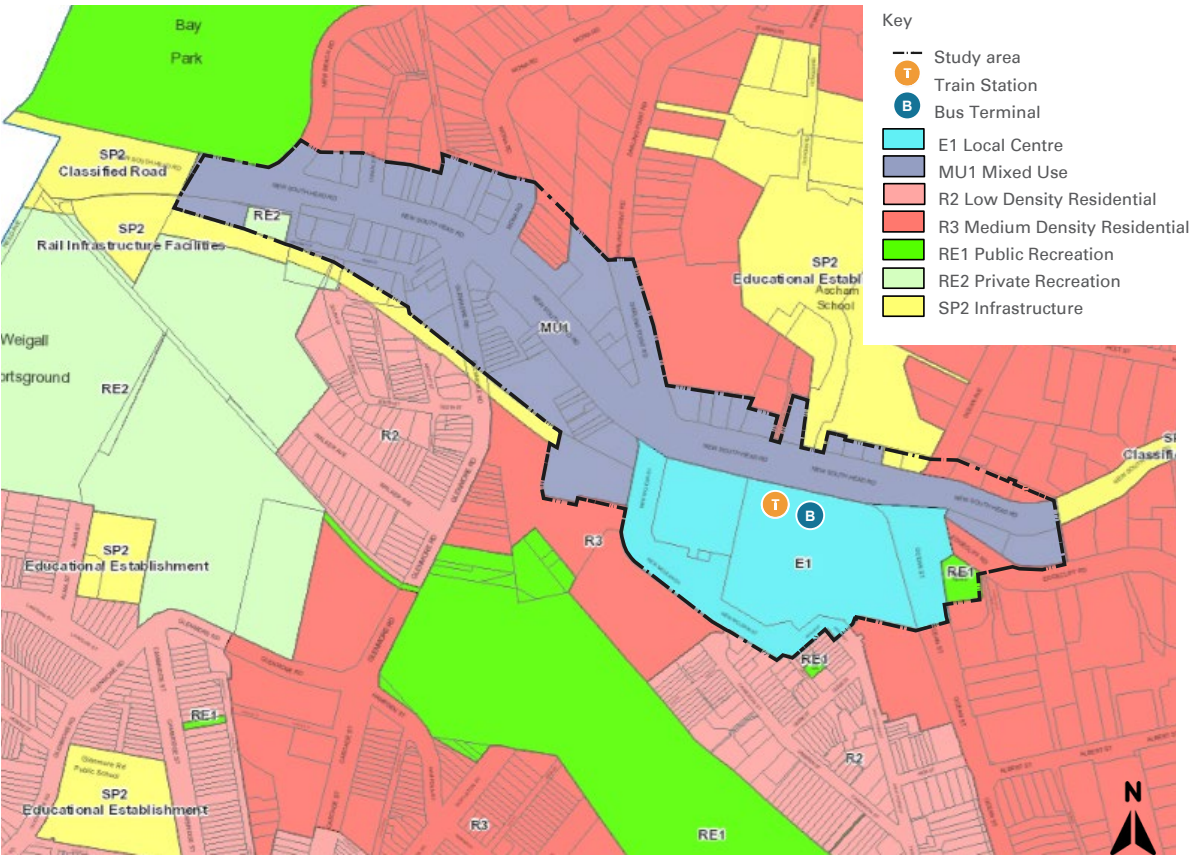


Figure 7. Woollahra LEP 2014 Land Use Zones map extract

The ECC is predominantly zoned E1 Local Centre (formerly B2 Local Centre) and MU1 Mixed Use (formerly B4 Mixed Use).

The site at 81-83 New South Head Road is zoned RE2 Private Recreation and is occupied by a car wash facility.

The Edgecliff Square Reserve located at the intersection of Edgecliff Road and Ocean Street is zoned RE1 Public Recreation.

Surrounding the study area are predominantly residential or recreation zones, with the Ascham School (SP2 Special Infrastructure) located to the north.

Height of Buildings

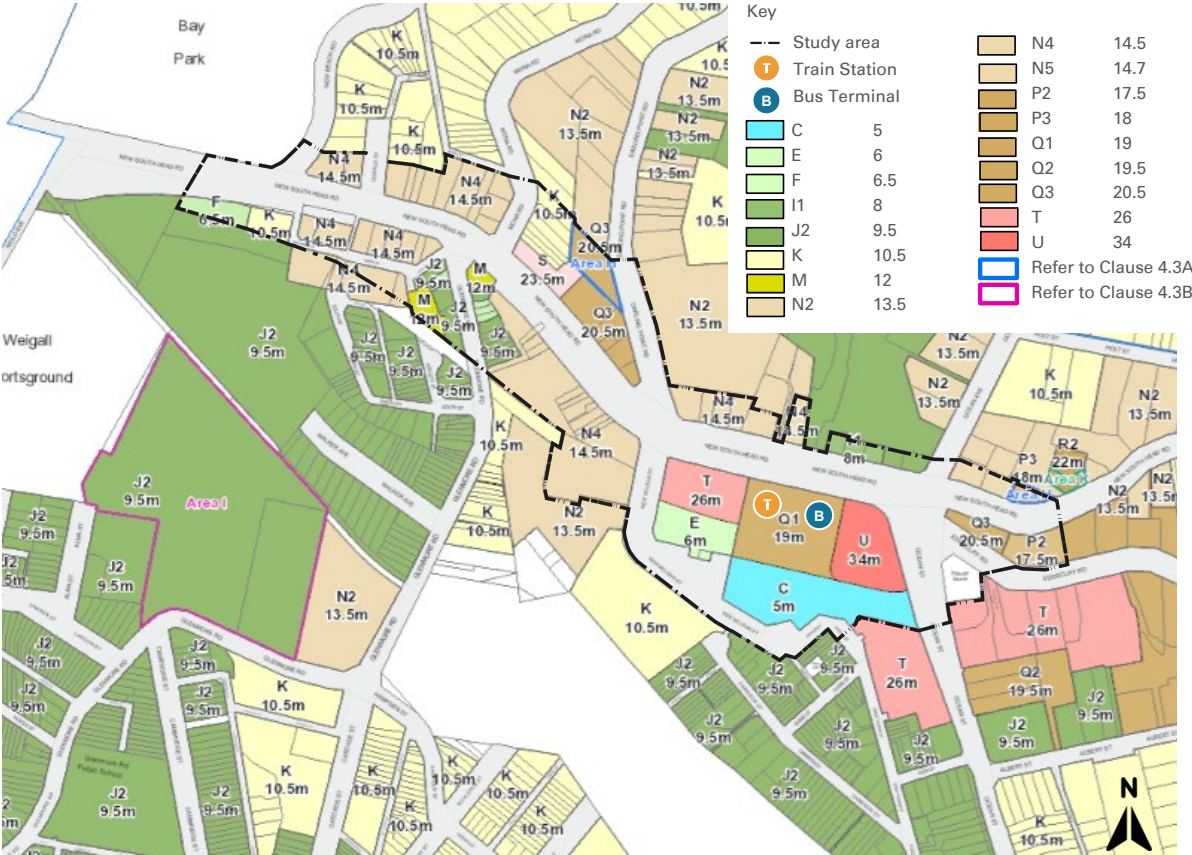


Figure 8. Woollahra LEP 2014 Height of Buildings map extract

The maximum Height of Buildings (HOB) for land within the ECC ranges from 5m to 34m.

The distribution of the maximum HOB generally follows the topography. The highest HOB is focused around Edgecliff Station (a high point on the ridgeline) and transitions down the hill towards Rushcutters Bay and Double Bay.

Some development in and near the ECC that has a greater height than is permitted by the current maximum HOB standard, was built before the introduction of the Woollahra LEP 2014.



Floor Space Ratio

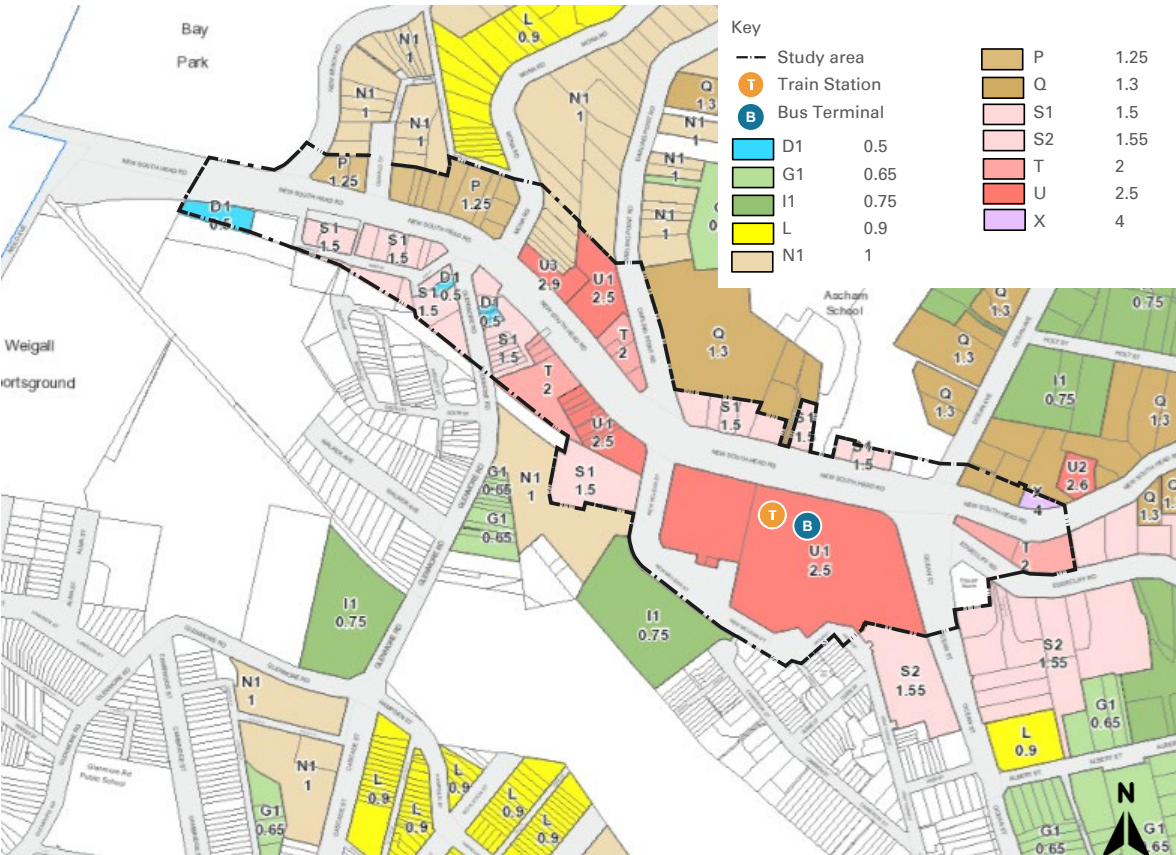


Figure 9. Woollahra LEP 2014 FSR map extract

The maximum floor space ratio (FSR) for land within the ECC ranges from 0.5:1 to 4:1.

The distribution of the maximum FSR generally follows the topography. The highest FSR is focused around Edgecliff Station and transitions down the hill towards Rushcutters Bay and Double Bay.

Some development in and near the ECC that has a greater height than is permitted by the current maximum FSR standard, was built before the introduction of the Woollahra LEP 2014.

Heritage

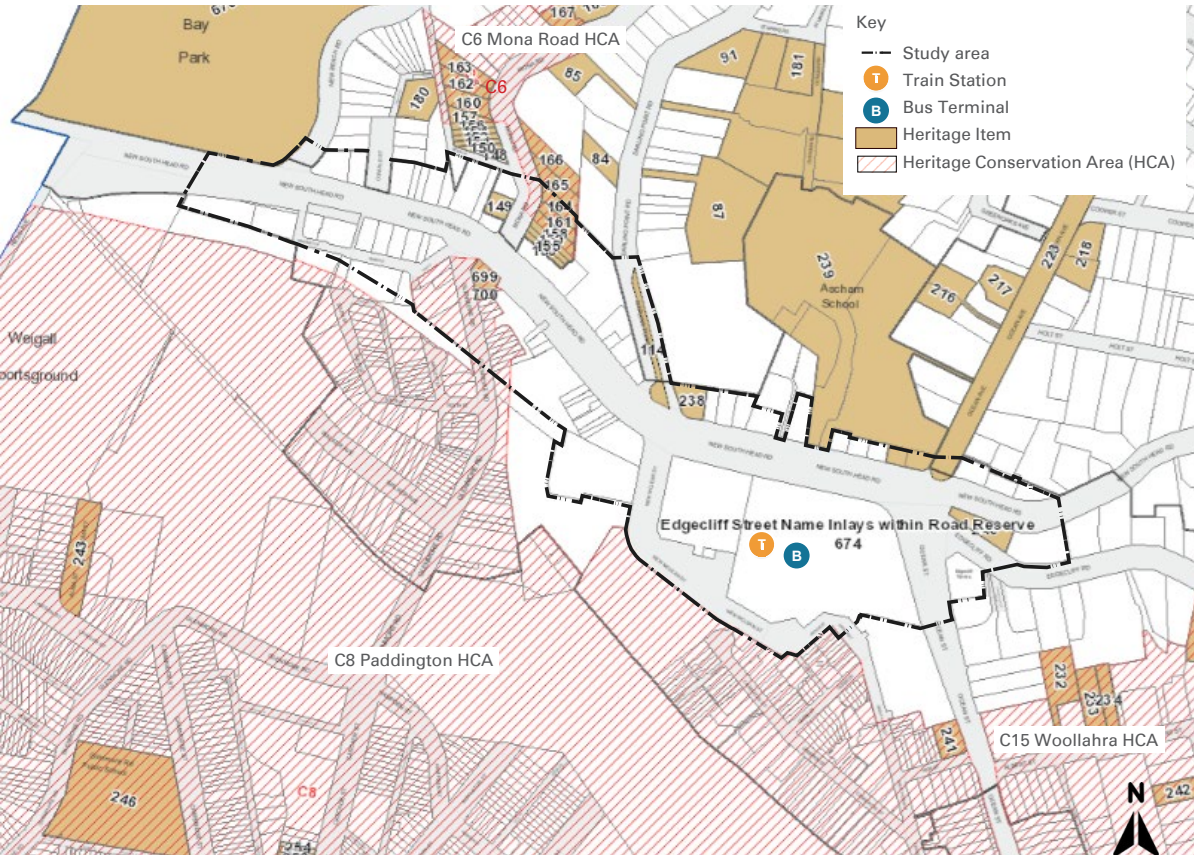


Figure 10. Woollahra LEP 2014 Heritage map extract

Local heritage items within the ECC (on New South Head Road) include the former bank building at 136, Ascham School at 188 and the former Post Office at 287–289 New South Head Road.

Rushcutters Bay Park (adjoining the ECC to the northwest) and the Fenton residential building at 8 Albert Street (to the south-east) are listed as state heritage items.

The Paddington HCA and Mona Road HCA adjoin the ECC (both having a small number of properties inside the ECC), and the Woollahra HCA is to the south-east.

Edgecliff Station and the Edgecliff (Rushcutters Bay) Viaduct are heritage items under Section 170 of the Heritage Act 1977.

The draft Edgecliff Commercial Centre Heritage Study (2023) also recommends new listing of eight local heritage items and one HCA in the ECC.

3.3 Woollahra DCP 2015

The *Woollahra Development Control Plan 2015* (Woollahra DCP 2015) establishes detailed planning and design guidelines for development across the LGA. Key chapters that apply to the ECC include:

Part B: General Residential

Sites in the ECC that are zoned R3 Medium Density Residential are subject to the provisions in Chapters B1, B2 and B3. Certain residential sites in the ECC are located in the Darling Point Precinct and the Mona Road HCA.

Part C: Heritage Conservation Areas (HCAs)-

Chapter C1 Paddington HCA

The Paddington HCA is a unique urban area that has historical, aesthetic, technical and social significance at a national and state level. Chapter C1 provides detailed controls on development in the Paddington HCA with regards to built form, open space and public domain.

Chapter C2 Woollahra HCA

The Woollahra HCA comprises a broad triangular plateau, sloping gently down from the ridge that forms its southern and western boundaries to the escarpment above Double Bay.

Part B: Neighbourhood Conservation Areas-

Chapter B2.4 Mona Road HCA

The Mona Road HCA comprises dwelling houses, semi- detached houses, and flat buildings that demonstrate characteristics of the Victorian, Federation Arts and Crafts and Federation Queen Anne styles.

The relevant chapters provide detailed controls on development in the HCAs regarding built form, open space, and public domain.

The DCP also identifies that some 1950 towers (such as Ranelagh at 3-17 Darling Point Road) are intrusive and should not be replicated.

The impact of uplift in the ECC on the HCAs is a consideration for the ECC Strategy and the above DCP chapters will apply to future development in the vicinity of the HCAs.

Chapter D2 Mixed Use Centres  
D2.2 New South Head Road Corridor

Chapter D2.2 establishes the desired future character and objectives for sites zoned MU1 (formerly B4) Mixed Use in the ECC and includes a range of residential and commercial land uses within four to six storey mixed use buildings fronting New South Head Road.

- Relevant controls relating to the built form include:
- C1- The ground level contains active uses, preferably specialty retailing and personal services that do not generate high parking demand.
  - C2- Offices and residential uses are generally located above street level.
  - C11- Awnings are provided for mixed use and commercial buildings.
  - C16- At ground level, the building may have a zero setback to side and rear boundaries.
  - C20- Development on land in proximity to the adjoining heritage conservation area is in architectural harmony with the adjoining historical buildings in respect of massing, modelling of facades, fenestration and external materials, colours and finishes.

Chapter D3 General Controls for Neighbourhood and Mixed Use Centres

Chapter D3 applies to the sites zoned MU1 (formerly B4) Mixed Use in the ECC.

Chapter D3 includes general controls on land use; street character; built form; building articulation; heritage and contributory buildings; acoustic and visual privacy; landscaped area and private open spaces; car parking and vehicular access; and site facilities.

- For the ECC, the relevant controls include:
- C5- Development provides a range of residential accommodation types and forms (such as multi-level dwellings on the upper storeys).
  - C5- Vehicle access is not off the active street frontage. Vehicular entries are from a secondary street, are discrete and minimise conflicts with pedestrians.
  - C16- Development protects existing street trees and includes streetscape improvements.
  - C14- Development maintains the significant views and vistas identified on the maps for the centres in Chapter D1 and D2.
  - C1- Deep soil landscaped area comprises at least 10% of the site area.

Chapter D4 Edgecliff Centre

Chapter D4 establishes the desired future character and objectives for land at 203-233 New South Head Road and 235 New South Head Road. These sites are zoned E1 (formerly B2) Local Centre.

The future built form includes increased residential and commercial land uses. Buildings up to eight storeys are indicated along New South Head Road, with ten storeys at the corner of Ocean Street, transitioning down to one and two storeys at the New McLean Street frontage.

- Relevant controls relating to the built form include:
- C1- The ground floor of the building on New South Head Road is setback 3m.
  - C3- The design of the lower part of the street façade relates to the scale of pedestrians.
  - C18- Development provides an active frontage to New South Head Road, New McLean Street and Arthur Street.
  - C27- Solar access to the Trumper Park Oval is provided between the hours of 10am and 2pm on 21 June. Where existing overshadowing is greater than this, sunlight is not to be further reduced.

Part E: General Controls for All Development

Chapter E1 provides requirements for parking and vehicular access, general provisions for stormwater management, tree management, contaminated land, waste management, sustainability, signage, and adaptable housing.

Chapter E1 includes a requirement to provide appropriate electrical infrastructure to facilitate the installation of electric vehicle charging points, and green travel plans to encourage active and public transport.



3.4 Council plans & policies

Woollahra Community Strategic Plan (Woollahra CSP)



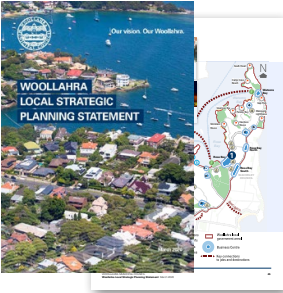
Woollahra 2032 is Council’s Community Strategic Plan. It identifies the strategic direction and integrated planning framework for the Woollahra LGA as required the *Local Government Act 1993*.

The CSP outlines five themes that summarise what the community values. These themes are community wellbeing, quality places and spaces, a healthy environment, local prosperity, and community leadership and participation.

Each theme sets goals for Council to facilitate and deliver in partnership with community and other government agencies.

- Specifically, the ECC Strategy strives to achieve the following CSP goals:
- *Goal 4: Well planned neighbourhoods*
  - *Goal 5: Liveable places*
  - *Goal 9: Community focused economic development*

Woollahra Local Strategic Planning Statement (Woollahra LSPS)



The Woollahra LSPS sets out a 20-year land use vision and planning priorities to help ensure the Woollahra LGA continues to be a great place to live, work, play and visit.

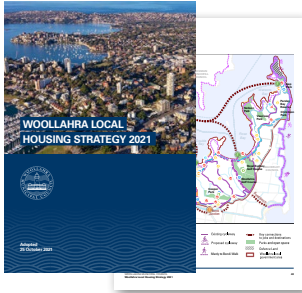
The Woollahra LSPS 2020 encourages a diverse range of housing choices in well-planned locations that are the right fit for our area and have easy access to public transport, jobs, and community services. Under the vision, new housing should enhance the vibrancy and attractiveness of our villages and destinations whilst protecting our distinctive village character through fine-grain human scale design.

The ECC Strategy responds to Action 38 of the Woollahra LSPS 2020 which states: '*Undertake community consultation on the Edgecliff Commercial Centre Planning and Urban Design Study (due 2020).*'

The ECC Strategy strives to achieve a number of the Woollahra LSPS planning priorities including:

- *Planning Priority 2: Planning for a community supported by infrastructure that fosters health, creativity, cultural activities and social connections*
- *Planning Priority 3: Working in collaboration with our community, government, businesses and organisations.*
- *Planning Priority 4: Supporting diverse housing choices in planned locations that enhance our lifestyles and fit in with our local character and scenic landscapes\*.*
- *Planning Priority 5: Conserving our rich and diverse heritage.*
- *Planning Priority 6: Placemaking supports and maintains the local character of our neighbourhoods and villages, whilst creating great places for people.*
- *Planning Priority 8: Collaborating to achieve great placemaking outcomes in our local centres which are hubs for jobs, shopping, dining, entertainment, and community activities.*
- *Planning Priority 13: Improving the sustainability of our built environment, businesses, transport and lifestyles by using resources more efficiently and reducing emissions, pollution and waste generation.\**

Woollahra Local Housing Strategy 2021 (Woollahra LHS)



The Woollahra LHS establishes objectives and actions for future housing in the LGA. It outlines housing constraints in the LGA, and our long history of residential development, to explain how our housing targets are established.

The Woollahra LHS is the basis for strategic planning for housing and residential development in the LGA. The Woollahra LHS identifies that Woollahra’s housing targets will be primarily met in the ECC, it being the only area within the LGA that is capable of accommodating growth without State Government investment in major infrastructure and services. It is anticipated that most of the 400 net new dwellings for the 2026 and 2036 period will be achieved in the ECC.

The Woollahra LHS includes an aspirational target of 5% affordable housing. The ECC Strategy sets an affordable housing contribution (for uplift sites) that has been determined to be feasible.



**Woollahra Voluntary Planning Agreement Policy 2020**

This policy relates to planning agreements which are legally established under the *Environmental Planning and Assessment Act 1979* and the *Environmental Planning and Assessment Regulation 2021*. The policy applies to planning agreements where Woollahra Council is or will be a party.

Planning agreements are a way of obtaining community benefit in tandem with significant uplift in the planning controls applying to land.

As part of the future development envisioned for the ECC, Council may consider entering into a planning agreement with developers to provide a way for the local community to secure public benefits in addition to measures which are required to address the impact of development on private and public lands.

**Woollahra Affordable Housing Policy 2021**

This policy provides direction for Council, the community and applicants regarding Council's commitment to protect existing housing supply as well as increase affordable housing supply for key and essential workers on low and moderate incomes. This Policy sets an aspiration target for affordable housing of 10% of new dwellings.

The policy includes actions and timeframes which will be applied through the *Woollahra: Delivery Program and Operational Plan*. The specific actions relevant to the ECC strategy include: preparing an affordable housing contributions scheme for development in uplift areas, supporting contribution reforms that permit affordable housing for new apartment developments, investigating suitable planning controls that allow high quality co-living and/or micro-housing types near hospitals and tertiary education, investigating unit mix planning provisions so that a diverse range of housing sizes are included in new developments, and considering contributions for affordable housing when negotiating Voluntary Planning Agreements for planning proposals.

**Woollahra Active Transport Plan (Woollahra ATP)**

The Woollahra ATP aims to make active transport a safe, easy and healthy option for as many people as possible and to meet Council's emission reduction targets. The Active Transport Plan will guide Council's investment and design decisions for our walking and cycling networks across 10-15 years.

The vision is to make walking and cycling or 'active transport' the most convenient, comfortable and safe choice for short trips in Woollahra. To achieve this, Council will invest in safe, accessible and attractive pedestrian paths, crossings, cycleways, bicycle parking and supporting infrastructure. The plan includes short-term priority projects and a longer-term plan for the growth and development of the walking and cycling networks.

The objectives supporting Council's long-term vision include:

- Deliver attractive, vibrant and safe walking areas for pedestrians.
- Develop, design and deliver pedestrian and cycling networks focused on the centres in Woollahra that connect to the City of Sydney and to Waverley.
- Make our roads safer for pedestrians and cyclists- supporting Transport for NSW's vision for zero deaths and serious injuries on the road network.
- Improve the pedestrian accessibility, inclusivity and amenity at parks and reserves, the harbour and the ocean front.

The priority cycling projects relevant to the ECC Strategy include:

- Rushcutters Bay to Edgecliff Station Interchange (Project 1a)
- Edgecliff Station Interchange to Double Bay (Project 1a)
- Edgecliff Road- Edgecliff to Queen Street (Project 2)

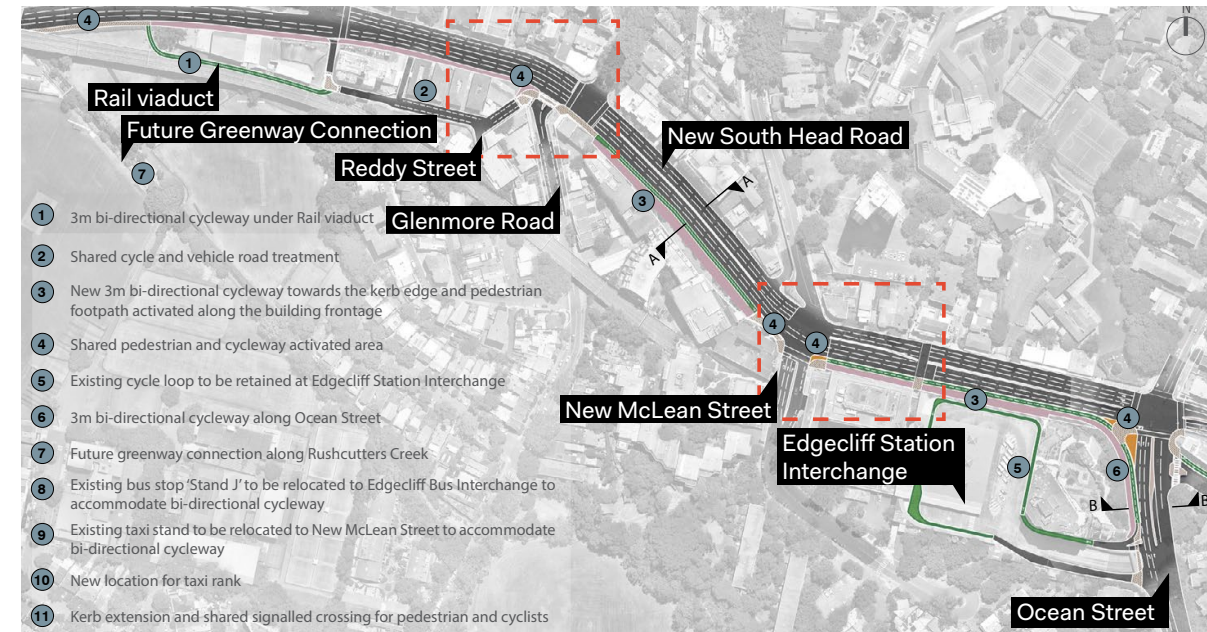


Figure 11. Details of Cycling Priority Project 1a (Source- Woollahra Active Transport Plan)

# 4. Analysis

## 4.1 Recent activity

### Planning proposals and development applications

Figure 12 shows sites for which development applications for substantial redevelopment have been lodged, and sites for which enquiries or requests for planning proposals have been lodged.

Owners wishing to increase the maximum HOB and FSR standards to facilitate mixed use buildings with a significant residential component have made enquiries, and some formally lodged requests for planning proposals.

A number of recent development applications in the ECC involved substantial redevelopment. Some of these have proposed additional storeys that exceed the permissible maximum building height on the site.



Figure 12. Recent key proposals in and around the ECC

1. 77-83 New South Head Road (Discontinued)	Recent development applications
2. 2-14 New South Head Road (Potential)	i. 73-79 New South Head Road (Approved in 2018)
3. 529-539 Glenmore Road (Discontinued)	ii. 81-83 New South Head Road (Approved in 2019)
4. 80-84 and 90 New South Head Road (Approved)	iii. 502 Glenmore Road (Withdrawn)
5. 203-233 New South Head Road (Potential)	iv. 1 Mona Road, formerly 80-84 and 90 New South Head Road (Approved)
6. 136-148 New South Head Road (Exhibited)	v. 114-118 New South Head Road (Approved)
7. 240-246 New South Head Road (Approved)	vi. 135-153 New South Head Road (Withdrawn)
8. 8-10 New Mclean Street (Under assessment)	vii. 230-238 New South Head Road (Approved)
9. 252-254 New South Head Road (Approved)	viii. 240-246 New South Head Road (Approved)
	Recent planning proposal enquiries or requests



Heritage investigations

In 2022, Woollahra Council engaged GML Heritage to undertake a heritage study of buildings in and around the Edgecliff Commercial Centre. The purpose of the study was to consider and identify places with local heritage value that meet the criteria for listing on the Woollahra LEP 2014. The study also aimed to inform the future progress of the ECC Strategy with consideration to the protection of heritage values in the area.

The recommendations in the report identify the properties shown in Figure 13 as meeting the threshold for local heritage listing on the Woollahra LEP 2014, Schedule 5. If supported, Council staff will pursue the recommendations through a planning proposal. Heritage listing aims to provide the ongoing protection and recognition of the heritage significance of this site.

Implications for uplift sites

Significance assessment for the heritage listing of Cadry's and the adjacent stone cottage at 549 Glenmore Road recommends that there be no substantial addition or alteration to the New South Head Road or Glenmore Road elevations (except if to return the buildings to a prior known state). The properties, therefore, have no uplift potential.

The assessed heritage significance of Glenmore Cottages at 543–547 Glenmore Road, Edgecliff supports the heritage protection of Cadry's and the stone cottage at 549 Glenmore Road, making the immediate area unsuitable for uplift.

Two of the recommended heritage listings (Winston House and Portland Hall) are not recommended for uplift due to their heritage significance.



Figure 13. Recommended heritage items

The heritage significance of Gruzman House, Winston House and the adjacent Phoenix Palms make Oswald Street unsuitable for uplift.

Restricting uplift west of Glenmore Road and Mona Road (identified as the Western Basin), and focusing growth around the Edgecliff Station helps to preserve the heritage significance of the above sites and the Paddington HCA, and maintains the visual and physical relationship between the Paddington slopes and Rushcutters Bay Park.

Recommended Heritage Items	Recommended HCA
1. 'Winston House', 20 New South Head Road, Edgecliff	A. Brantwood Estate HCA, which includes the following sites:
2. Phoenix Palms at Oswald Street Reserve, Darling Point (Landscape item)	i. 'Ruskin', 156–164 New South Head Road, Edgecliff
3. 'Gruzman House', 6–8 Oswald Street, Darling Point	ii. 'Cobham', 166 New South Head Road, Edgecliff
4. 'Portland Hall', 48 New South Head Road, Edgecliff	iii. 'Brantwood Court', 168 New South Head Road, Edgecliff
5. 'Glenmore cottages', 543–547 Glenmore Road, Edgecliff	iv. 'Brantwood Hall', 170 New South Head Road, Edgecliff
6. 'Cobham', 166 New South Head Road, Edgecliff	v. 'San Remo', 172–180 New South Head Road, Edgecliff.
7. 'Brantwood Court', 168 New South Head Road, Edgecliff	
8. 'Brantwood Hall', 170 New South Head Road, Edgecliff.	

4.2 What we heard

Exhibition and summary of submissions

The draft ECC Strategy was exhibited alongside the draft Edgecliff Commercial Centre Public Domain Strategy and other supporting studies, from 31 May 2021 to 30 September 2021. Council received 125 individual and nine group submissions of which 65 objected, 39 provided comments and 33 supported the Strategy. Sixteen consultant/owner submissions made in relation to uplift (or development potential) on specific private properties, are recorded as requests and not included in the objection, support, or comment counts.

Figure 14 shows the sites that were identified for uplift within the exhibited ECC Strategy

Summary of issues raised in support

Submissions received in support of the ECC Strategy, specifically supported the need for upgrade in the centre and for transit oriented development.

Supporters (as well as a few objectors) agree that the ECC is outdated and run down, with difficult access due to traffic and topography, and highlight the need for new housing, community infrastructure, including community facilities and public domain improvements. It is also acknowledged that the role of the ECC as an important local hub for services, employment, and shopping, could be enhanced.

**Summary of issues raised in objections/ comments**  
Of the submissions in objection or as comment, the most common issue raised was the recommended scale of built form (raised in 33% of objections/ comments), the subsequent increase in density and its impact on parking and traffic congestion along New South Head Road (raised in 19% of objections/ comments). Other concerns included the loss of amenity (particularly solar access and views), lack of community infrastructure and negative impacts to the area's character and to sites with heritage significance.

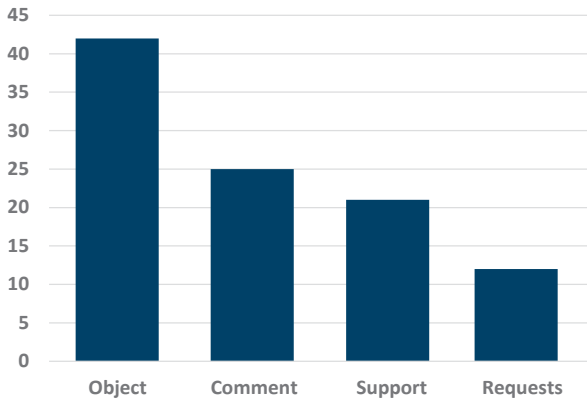
While some accept the recommended height at Edgecliff Station as reasonable, they expressed concerns about the spread of additional height down the hill to the west, particularly as it could interrupt the visual/physical connection from the Paddington slopes to Rushcutters Bay Park – 4 to 6 storeys is a popular maximum height, with some requesting limiting to the viaduct height in the basin to preserve the 'basin view'.

Response to community feedback

In response to the community feedback received, the ECC Strategy was updated, with additional studies and information considered by Council. The updates include:

- Preservation of the entrance to Woollahra LGA and the ECC as the Western Basin.
- Amend review sites with a focus for uplift around Edgecliff Station. The updated ECC Strategy recommends refocusing the additional height and FSR on sites that:
  - Are closer to Edgecliff Station
  - Have frontage to New South Head Road
  - Have potential for higher housing yield
  - Have no identified heritage or character value
  - Will not interrupt the basin view.
- Review built form controls: height, FSR & uses
- Inclusion of Edgecliff Centre principles and built form measures
- Implications of proposed heritage listings

Summary of submission type (% of all submissions)



Key submission themes

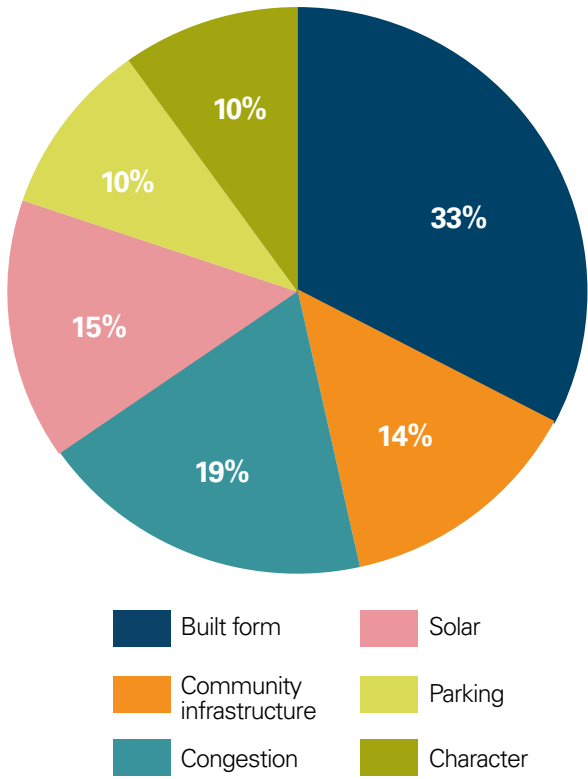


Figure 14. Sites identified for uplift in the draft ECC Strategy (2021)

4.3 Constraints

The Strategy has identified the following constraints that would impact the development potential of some sites within the ECC.

Built form constraints

- Recently developed sites have already achieved their maximum development potential. These sites are not expected to be redeveloped in the short to medium term.
- The western basin\* is a valued visual, physical and cultural connection that warrants protection.
- Limited housing diversity in recent development.
- Heritage listed items, those recommended for listing, and buildings located in a HCA should be retained.
- Sites fronting New South Head Road with no secondary street access have restricted servicing arrangements.

- Existing residential zones limit the opportunity for a diverse range of uses that are needed to strengthen the economic role of the ECC.

Public domain and movement network constraints

The key public domain and movement constraints in the ECC include:

- Traffic along New South Head Road, including school and retail traffic, has a negative effect on pedestrian amenity and movement.
- Steep topography can be challenging for some pedestrians and cyclists.

*\*Note: The land in Paddington generally slopes down from Oxford Street towards the Harbour, and the 'basin' is formed by the lower Paddington slopes – and Rushcutters Bay Park).*

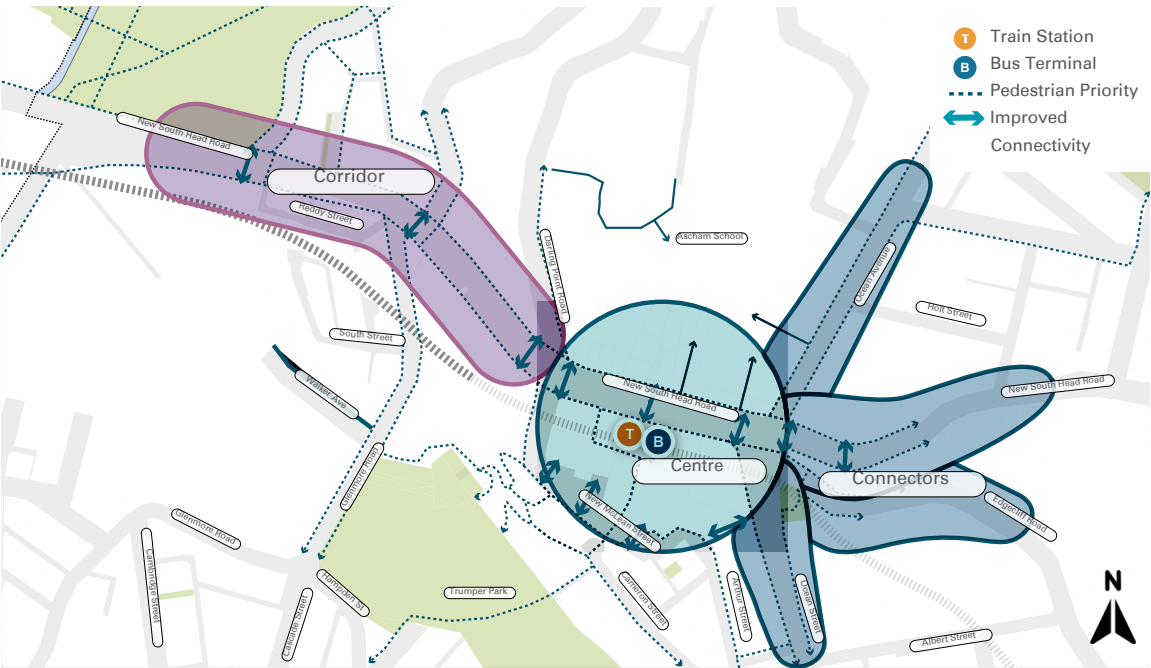


Figure 15. Opportunities in the ECC based on movement

4.4 Opportunities

The strategy provides an opportunity to develop a clear and coordinated approach to growth within the ECC.

Due to one or more of the reasons listed in the previous section, some sites have limited redevelopment potential. Figure 16 identifies those sites with development potential under the ECC Strategy.

Appropriate uplift and revitalisation in the ECC provides the following key opportunities:

- Strengthen the centre's civic and employment role through delivery of enhanced floor space, built form stock, and community infrastructure (Subject to appropriate mechanisms).
- Enable a mix of uses to support community needs.
- Facilitate housing growth in line with the Woollahra LSPS and LHS.

- Retention of diverse housing west of Glenmore/Mona Roads.
- Facilitate affordable housing.
- Delivery of design excellence.
- Improve pedestrian amenity and connectivity in the centre by exploring new locations for crossings and through-site links (see Figure 15).
- Create a sense of identity along New South Head Road.
- Improve the quality of public domain and identify opportunities for urban greening.
- Create public spaces for gathering.
- Identify opportunities for public art.
- Investigate new urban technologies such as smart poles or sustainability measures to improve the environmental and social qualities of the ECC.



Figure 16. Sites that provide an opportunity for future uplift



## 5. Vision

### 5.1 Vision statement

*The Edgecliff Commercial Centre is a key local centre and community hub, well-located and supported by public transport. The centre will continue to serve an important economic function offering diverse services and employment.*

*Residents, owners, and visitors form part of a vibrant and contemporary urban place that comprises apartments, community spaces, and a range of businesses.*

*Enhance the centre's access to the harbour-side and parklands that adds to its liveability. Transport facilitates connectivity with the Eastern Suburbs, the Sydney CBD, and other employment, service, and entertainment centres.*

*The centre's built form emulates the topography, shows respect for heritage and parklands, and achieves design excellence. Sustainability and liveability are promoted in buildings, public spaces, and community infrastructure. Existing housing diversity is retained.*

*The centre's qualities and location make it one of Sydney's most liveable local centres.*

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Figure 17. Artist's impression indicating the potential built form under the preferred development scenario as viewed from New South Head Road opposite the intersection with Glemore Road looking East (Source: SJB 2023)





## 5.2 Desired future character

The ECC is a local hub for employment, businesses, services, and community activity, and has a mix of apartment living in proximity to the Edgecliff Station and bus interchange. There are four precincts identified in the ECC. Each precinct varies in scale and uses. The desired future character for each precinct is described on this page.

### 1. Western Basin

**This precinct is one of the main entrances to the Woollahra LGA and is the western entrance to the ECC. Some of the most diverse housing in the ECC is located in this precinct.**

The mature Moreton Bay Figs along the northern side of New South Head Road, and the wide central landscaped median, are fundamental to the precinct's character. To the south, the Edgecliff (Rushcutters) Viaduct is revealed and street trees in a linear park (adjacent to 73-85 New South Head Road) reinforce the landscape character.

Landscaping frames views into the ECC and building height responds to the height of the trees. Vehicular entry from the rear of buildings, and gardens at the New South Head Road frontage, reinforce the primarily residential and generously landscaped character of the precinct.

The visual relationship across the precinct, between the Paddington slopes and Rushcutters Bay, is retained.

### 2. Mixed Use Corridor

**This precinct contains a mix of retail, services, and residential uses. Retail activates the New South Head Road frontage and continuous awnings provide pedestrian protection.**

A two storey street wall height enables shops on the New South Head Road frontage and reinforces the residential character and lower scale of non-residential activity.

An extended linear park along the southern side New South Head Road, continues the landscape character of the Western Basin Precinct. Shady seating in Oswald Park provides some respite from the busyness of New South Head Road and enhances the pedestrian access to through to Mona Lane and New Beach Road.

Articulated facades and upper storey setbacks reduce the apparent bulk and scale of buildings. Street trees and landscaping, contemporary footpath paving, public transport and wayfinding enhance the public domain.

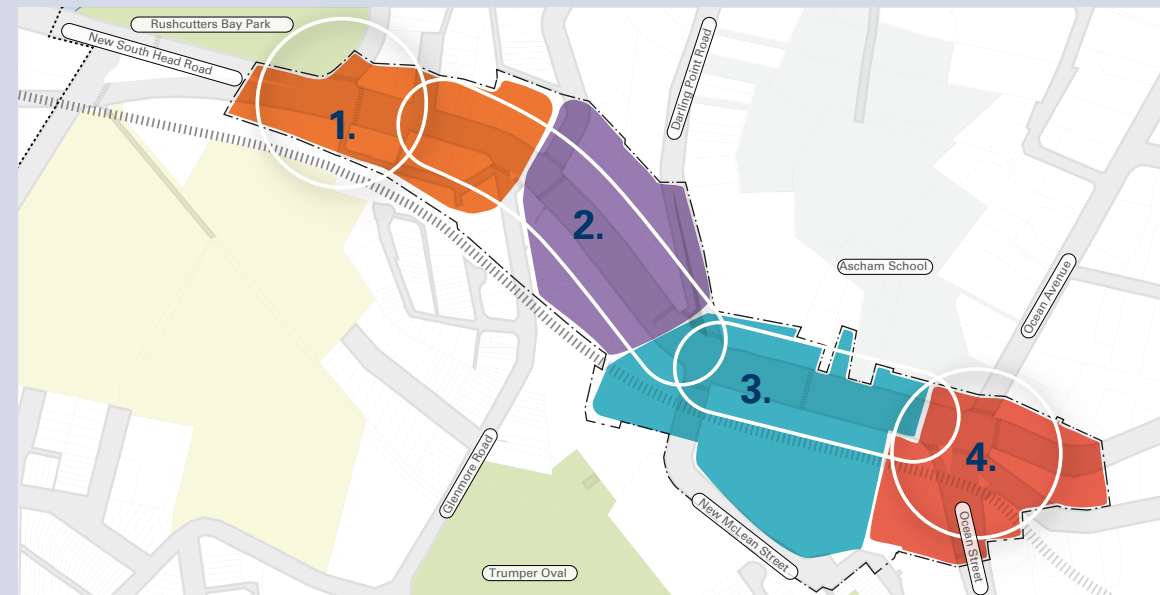


Figure 18. Character areas

### 3. Local Commercial Core

**Modern apartments and employment space support this precinct's economic importance and enhance its role as a community hub and focus for employment, shopping, and living. This precinct's status is boosted by design excellence in architecture and urban design. Active frontages, modern public spaces, urban greening and public art contribute to liveability.**

A four storey street wall height accommodates additional employment space while maintaining a human scale for pedestrians.

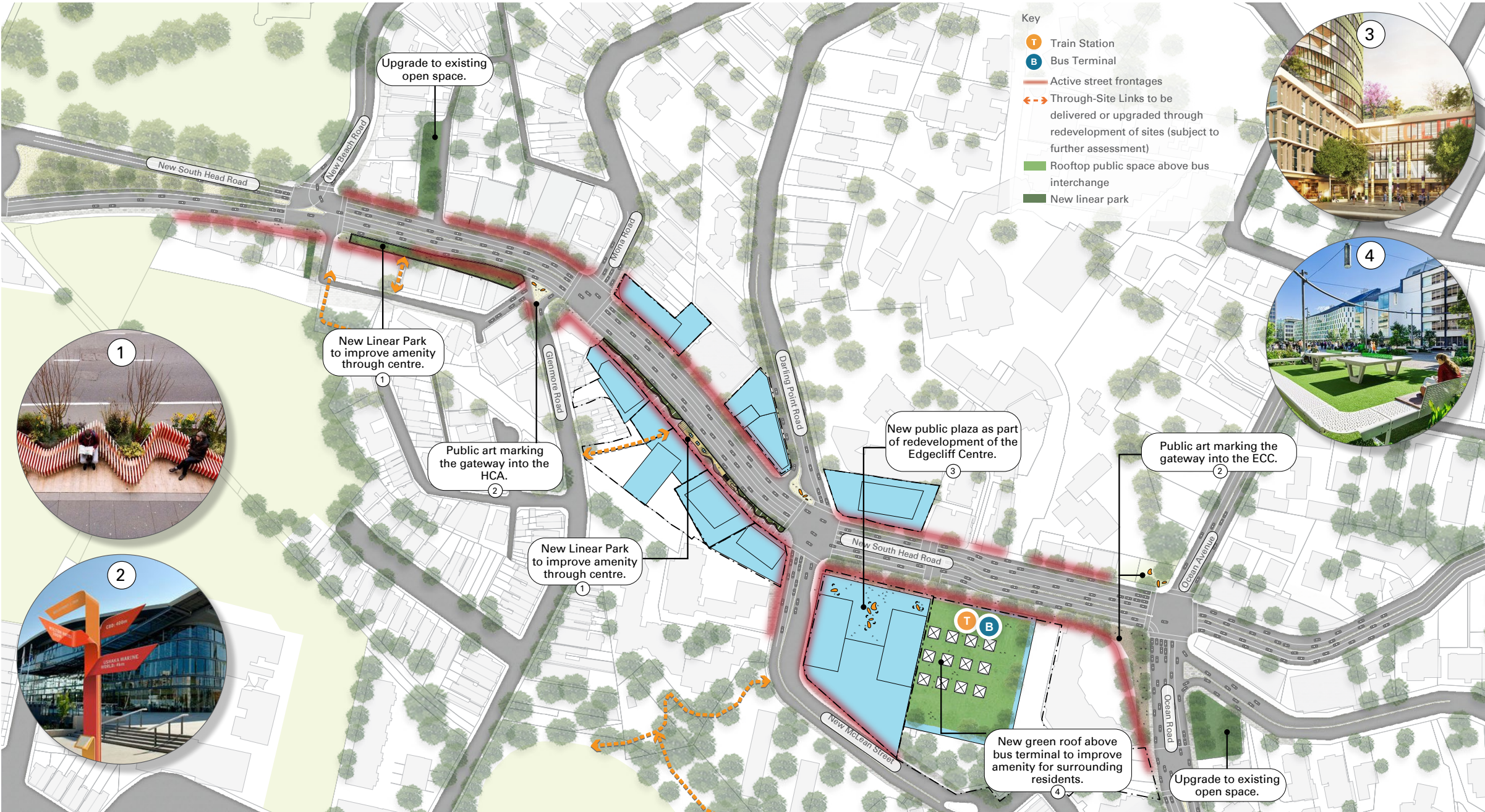
New McLean Street provides a transition to the Paddington HCA, and Trumper Park and Oval. Solar access impacts to existing public open spaces, streets and residential areas are to be minimised.

### 4. Eastern Edge

**This precinct is the eastern entrance to the ECC and a connection to Double Bay. Public art, urban greening, wayfinding and contemporary pedestrian infrastructure mark this threshold. The Edgecliff Square Reserve is an opportunity for passive recreation.**



5.3 Illustrative masterplan





## 6. Strategies

### 6.1 Land use

The illustrative masterplan (Figure 19) outlines the indicative built form envisioned for the ECC.

The existing zoning will be maintained- MU1 Mixed Use (formerly B4) and E1 Local Centre (formerly B2) zoning. The Local Commercial Core (E1 Zone) will be promoted as the focus for business, employment, community space, and apartment living. Commercial uses will be focused around the transport hub at Edgecliff Station.

The Mixed Use Corridor will be primarily residential consisting of lower scale buildings (than the commercial core), with ground level retail accommodating local services such as neighbourhood shops and cafes (refer to Figure 22).

The Western Basin lower scale residential buildings will be maintained with or without ground floor retail. Lower heights will be retained to preserve the 'basin view' and physical connection between the Paddington slopes and Rushcutters Bay Park.

Residential uses will be encouraged to be located above other uses, and setback, to improve residential amenity (that will be supported by building design).

The anomaly on 81-82 New South Head Road will be corrected by amending the zoning of the land to MU 1 Mixed Use (formerly B4) in line with the zoning of adjacent land.

### 6.2 Building heights

**Uplift Sites**

Identified uplift sites will contribute to achieving the Vision for the ECC. Exceptions to the maximum height of buildings and maximum floor space ratio controls will be available on uplift sites (refer to Figure 19) subject to specified requirements being met, including:

- Site amalgamation where appropriate
- Design excellence
- Contribution toward affordable housing
- Consistency with desired future character
- Net increase in dwellings
- Adds to housing diversity\*

An exceptions clause in the Woollahra LEP 2014 will set the maximum height of buildings and maximum floor space ratio permitted under the exceptions clause for each uplift site, together with the specific requirements for the site.

Uplift will be facilitated by increased building height on the identified sites. Surrounding context, amenity and views from public spaces, including views across the Paddington basin, were some of the considerations for the proposed building heights.

This Strategy recommends concentrating taller buildings around the Edgecliff Station and retaining the existing building heights in the 'Western Basin'. The built form should reflect the landform and mark the ridge in the vicinity of the station and preserve the lower scale at Rushcutters Park.

Support height controls with DCP controls aimed at achieving a transition in height down to lower scale development adjacent to the ECC, and to maintain solar access to dwellings and outdoor spaces.

Building heights on uplift sites range from 24 to 89 metres (7 storeys to 26 storeys) based on individual site merit, urban design testing, and context. The building heights for each uplift site are shown in Figure 22.

The height and FSR for the Edgecliff Centre site is based on a combination of unique feasibility, urban design, environmental considerations and amenity outcomes. The height proposed will facilitate the delivery of public benefits such as an affordable housing contribution, an enhanced public domain, retention of employment and retail space, and significant residential yield).

**Street wall heights**

Require four storey street wall heights for sites surrounding Edgecliff Station to allow for additional commercial floorspace within podium levels, in proximity to public transport. Transitioning away from the station, reduce the street wall height to two storeys (see Figure 20).

The distribution of street wall heights marks the focal point near Edgecliff Station and the more residential scale of development heading away from the station.

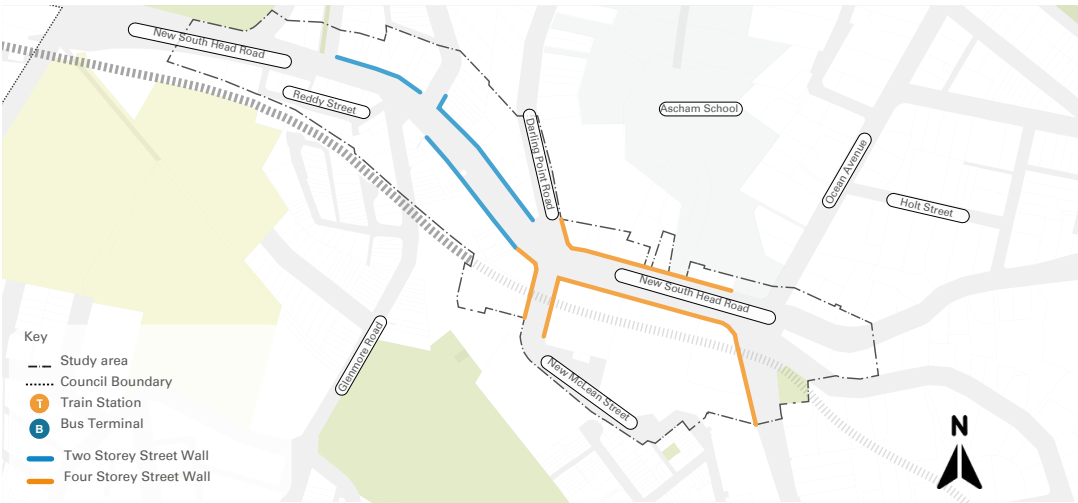


Figure 20. Proposed street wall heights (SJB 2018)

6.3 Floor space

Uplift and the proposed increased building heights are facilitated by increased FSRs. The proposed FSRs are based on economic modelling, extensive urban design testing and analysis of amenity impacts.

The highest density is proposed around the Edgecliff station to match with recommended taller buildings.

Maximum FSRs on uplift sites range from 2.5:1 to 7.5:1 based on individual site merit and context. The recommended maximum FSR for each of the uplift sites is identified in Figure 22.

The Strategy recommends all mixed use sites are to have one or more levels of non-residential uses, with residential uses above.

An FSR has not been identified for the Edgecliff Station site (235-287 New South Head Road) due to a number of site constraints. Any development on this site will need to overcome these constraints and ensure consistency with the vision for the ECC.

**Non residential floor space**

As a minimum, the existing amount of commercial floor space in the ECC will need to be maintained.

Additional commercial floor space is encouraged by requiring uplift sites to have a minimum non-residential component of between 1:1 and 3:1, to ensure the ECC continues to function as a local employment centre.

Table 2. Approximate indicative yield based on 100% uptake

Land Use	Approximate existing GFA (m²)	Indicative GFA (m²)	Increase from existing GFA (m²)
Residential uses	60,500 (600-750 dwellings)	109,800 (1050-1370 dwellings)	+49,300 (490-615 dwellings)
Non-residential uses	53,700	58,000	+4300
Total	114,200	167,800	+53,600

6.4 Amalgamation

Encourage amalgamation of sites to avoid site isolation and ensure that development has:

- Functional retail floor spaces at ground level
- Flexibility for a range of non-residential uses
- Efficient residential floor plates
- Efficient parking layout
- Minimised vehicular and service entrance
- Internal loading and waste management areas.

The recommended site size is two to five lots combined to create an adequate site area with an average minimum street frontage of approximately 20 metres to 30 metres (see Figure 21).

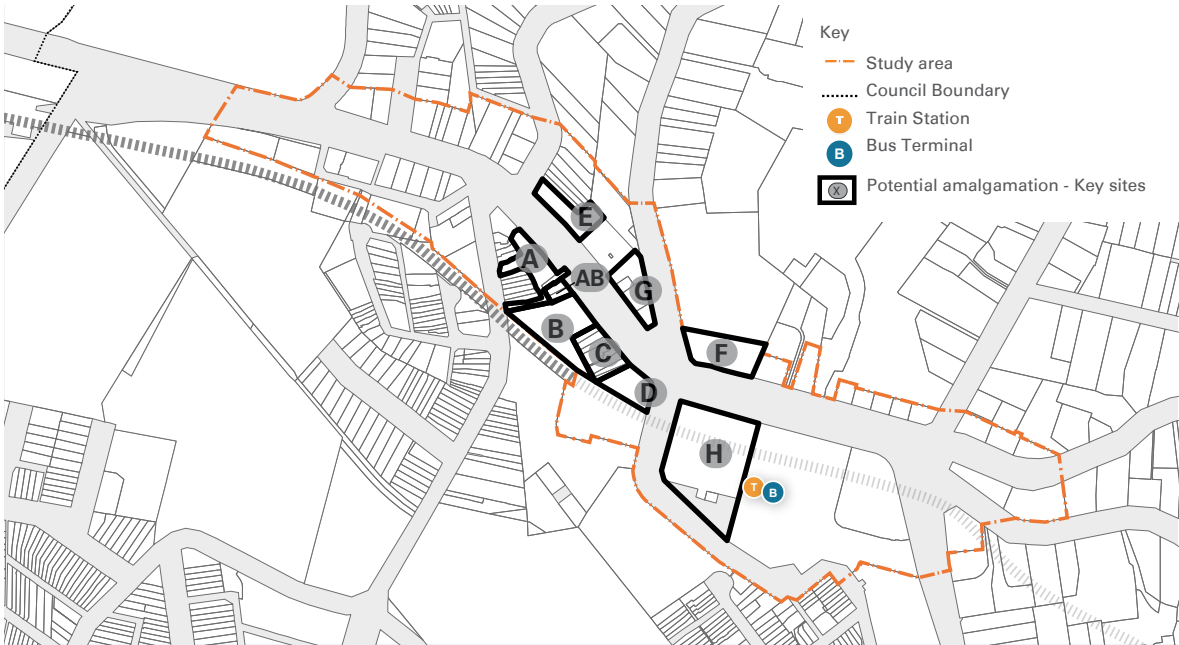
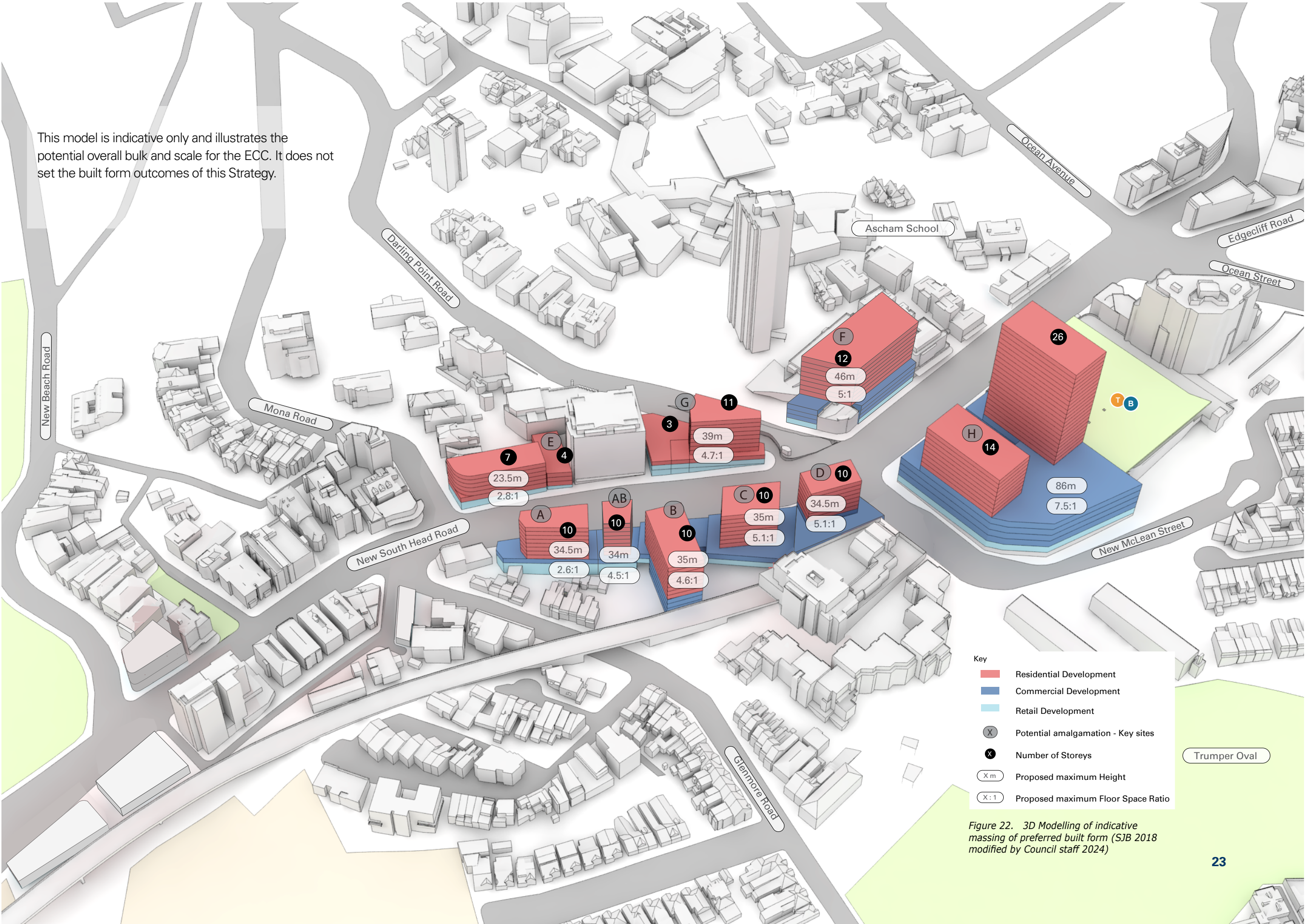


Figure 21. Proposed amalgamation pattern







6.5 Built form

The built form strategy for the ECC is informed by the SJB Planning and Urban Design Study preferred scenario that is based on an extensive analysis of the urban characteristics of the ECC. The recommended building envelopes are appropriate to its location and role in the strategic centre hierarchy.

The recommended built form will generally follow the sloping topography of the ECC with the tallest buildings around Edgecliff Station. Current building heights within the Western Basin precinct will be preserved (refer to Figure 23). This will enable retention of the apartment buildings that contribute to housing diversity.

New vehicle entries will be restricted to secondary streets, away from New South Head Road, to minimise congestion and improve public domain and street activation.

Future development will be subject to a design excellence process to achieve the best built form outcomes.

An artist's impression of the indicative potential development in the ECC is provided in Figure 24.

- Sensitive response to heritage**
- Built forms will respond to heritage significance by:
- retaining all heritage items and buildings in the HCAs
  - transitioning to lower street wall heights around heritage items and HCAs
  - providing active frontages and public domain improvements to showcase the heritage significance of the ECC.

The Cadry's building at the corner of Glenmore Road and New South Head Road marks the entrance to the Paddington HCA. The proposed two storey street wall in this section of the ECC will create an appropriate interface with Cadry's.

New McLean Street will be a transition between the Local Commercial Core and the Paddington HCA and Trumper Park. The street will be enhanced through active frontages, rationalised vehicular access, urban greening and a sensitive built form transition to the Paddington HCA.

**Solar access**

The proposed built form will ensure that solar access to Trumper Park and Oval, the Paddington HCA and existing dwellings is maintained. At a minimum, development will be required to allow two hours of direct sunlight between 10am and 2pm on 21 June. Narrow floorplates will be encouraged, wherever possible, to facilitate fast-moving shadows and minimise impacts on existing solar access.

**Guiding Principles**

The Guiding Principles in Table 3 are aimed at ensuring amenity is maintained in future development, public open spaces, existing residential areas and HCAs.

Table 3. Guiding Principles	
1	Development must provide a mix of uses with active street frontages on the ground level along the length of New South Head Road.
2	Development must ensure that the character of the HCAs is not negatively impacted by the bulk and scale of the built form.
3	Development must demonstrate design excellence.
4	Development must contribute towards enhancing the public domain and active transport network.
5	Development must comply with the <i>State Environmental Planning Policy No 65 — Design Quality of Residential Apartment Development</i> and the <i>Woollahra DCP 2015</i> where relevant.
6	Development must ensure that surrounding residential areas continue to receive 2 hours of direct sunlight to private open spaces on 21 June.
7	Development must ensure that existing public open spaces (including Trumper Park and Oval) and new public open spaces must achieve adequate solar access between the hours of 10am and 2pm on 21 June.

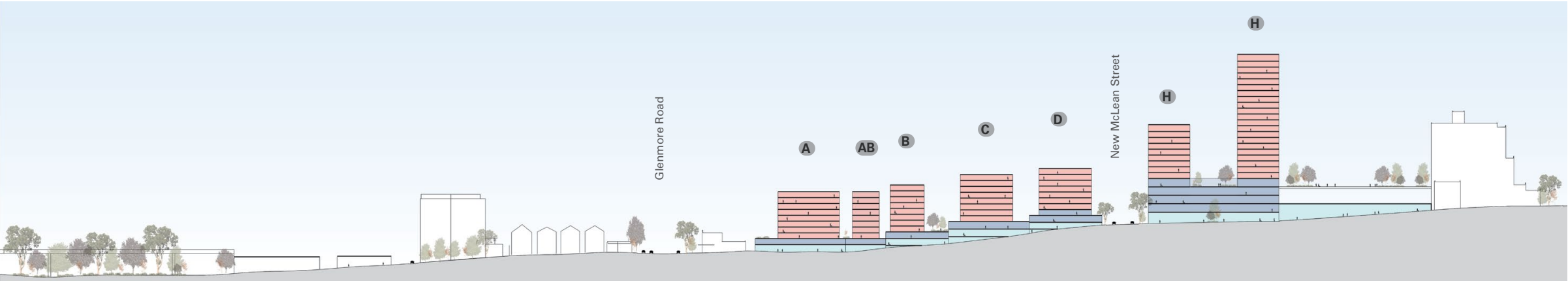


Figure 23. Built form section (SJB 2018 modified by Council staff)







Edgecliff Centre site

The existing Edgecliff Centre building (203-233 New South Head Road) is a key site in the ECC due to its size, its location next to the Edgecliff Station, and its relative elevation (the site is near the top of the ridge).

In regard to urban design, the height provides for a landmark development at the core of the ECC marking the top of the hill and Edgecliff Station, while not overwhelming surrounding residential areas and nearby public spaces. The scale of the built form proposed is appropriate to its location and role in the strategic centre hierarchy.

The ECC Strategy indicates a maximum building height of 86 metres (26 storeys). Figure 27 illustrates a section of the potential development compared to the Ranelagh building. A maximum FSR of 7.5:1 (see Table 4) and a minimum non-residential FSR of 3:1 is recommended to help retain and enhance the role of the Local Commercial Core.

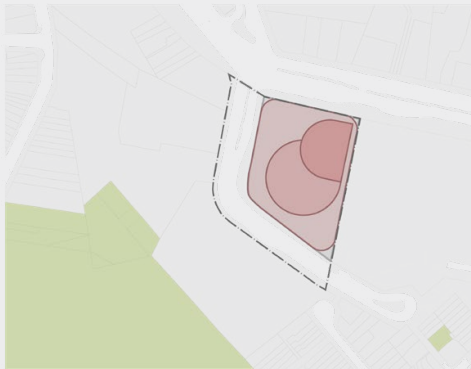
A development measuring 26 storeys on the Edgecliff Centre site would result in the tallest building within the ECC. However, it will not produce any unreasonable environmental planning impacts. For instance, solar analysis indicates development on the Edgecliff Centre site would not produce excessive overshadowing. Trumper Oval would receive no additional shadowing after 10am in mid-winter. Dwellings south of the ECC will also be capable of receiving at least two hours of sunlight to their private open spaces.

Any development on this site will need to consider the following urban design principles.



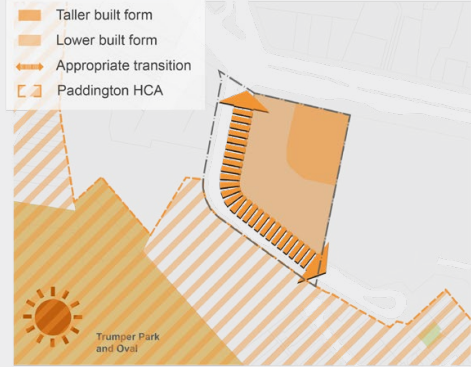
01

Integrated built form responds to context



02

Responsive to Country place & heritage



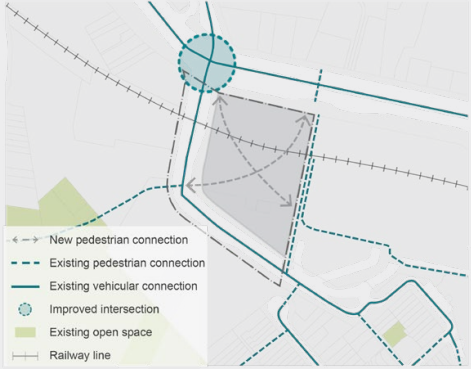
03

High amenity, quality design & sense of place



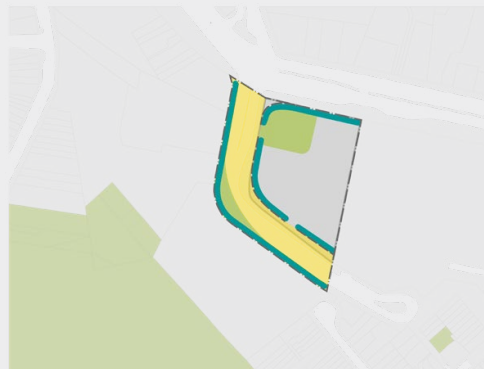
04

Improve accessibility to, from and within the site



05

Enhance and expand the public domain and community infrastructure



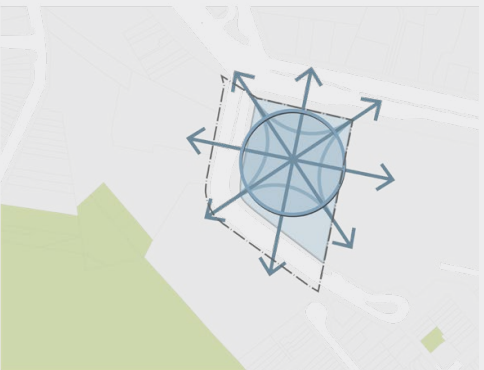
06

Integrate open space and expand tree canopy



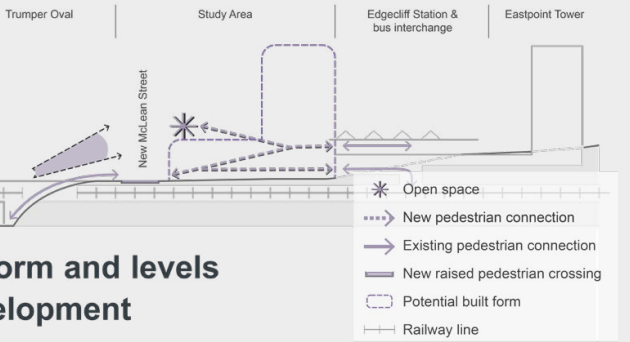
07

Sustainable, adaptable and diverse



08

Work with landform and levels of adjacent development





A key component of the vision for this site is a public plaza with pedestrian connections to New South Head Road and New McLean Street, that will provide a much-needed public gathering space for residents, workers and visitors (see Figures 25 to 28). The site is also large enough to accommodate a significant indoor community and recreation space.

**Table 4. Indicative maximum FSR for 203-233 New South Head Road based on feasibility target provided by JLL (SJB 2018)**

	Proposed GFA	Proposed FSR
Retail	2,893m <sup>2</sup>	75:1
Commercial	17,642m <sup>2</sup>	
Residential	22,275m <sup>2</sup>	
<b>Total</b>	<b>42,810m<sup>2</sup></b>	
<b>Site Area</b>	<b>5,867m<sup>2</sup></b>	



Figure 27. Concept section of envisioned development at 203-233 New South Head Road (SJB 2018)

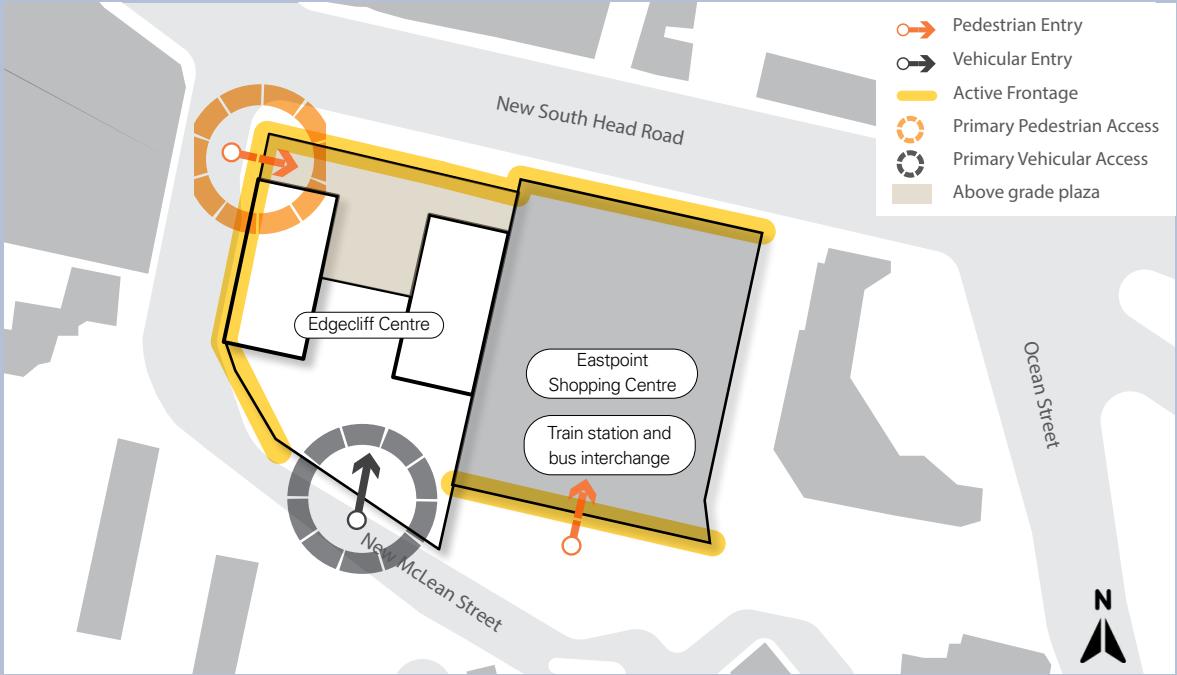


Figure 28. Concept plan of envisioned development at 203-233 New South Head Road (SJB 2018)



Figure 25. Artist's impression of the Edgecliff Centre site viewed from New South Head Road looking South-East (SJB 2023)



Figure 26. Artist's impression indicating the potential public plaza on the Edgecliff Centre site as viewed from New South Head Road looking South (SJB 2023)



6.6 Active street frontages

To improve the public domain and reinforce the economic and civic role of the ECC, active street frontages will be encouraged along the length of New South Head Road and, where possible, along New McLean Street.

The location of active street frontages is identified in Figure 29 below.

Active street frontages will enhance the public domain, improve pedestrian amenity and increase passive surveillance in the area.

Active frontages will be achieved by minimising residential uses at ground level along New South Head Road and encouraging vehicular access from the side streets.

**Awnings**  
To support active ground floor uses and improve pedestrian amenity, awnings will be required along the length of New South Head Road.

Where awnings cannot be provided along New South Head Road, where possible the urban tree canopy will be increased through street tree planting to create shade and pedestrian amenity.

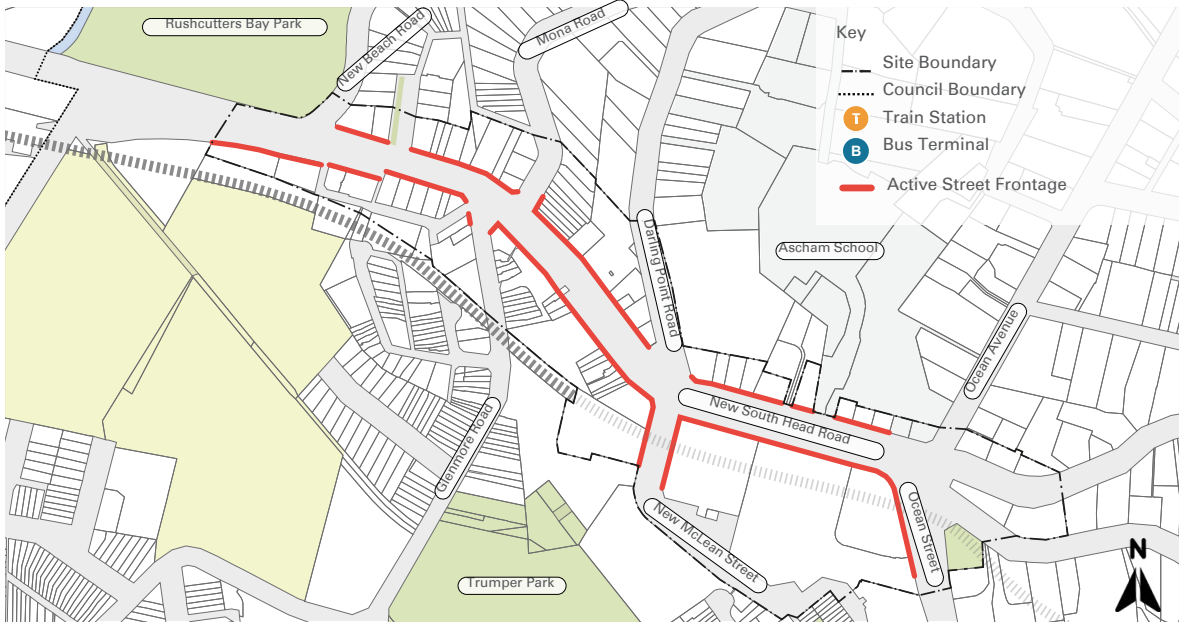


Figure 29. Recommended Active Street Frontages map

6.7 Design excellence

Where development uplift is proposed, design excellence will be required. The design excellence process will require developers to consider:

- standard of architectural design, materials and detailing,
- improvement to the public domain improvements
- sustainability initiatives
- impact on view sharing, view corridors and landmarks
- heritage constraints and streetscape constraints
- relationship with surrounding development
- improvement to pedestrian, cycle, vehicular and service access and circulation
- mix of retail, commercial and residential uses, housing diversity

Mechanisms to encourage design excellence such as a new clause in the Woollahra LEP 2014 and a Design Advisory Panel will be investigated.

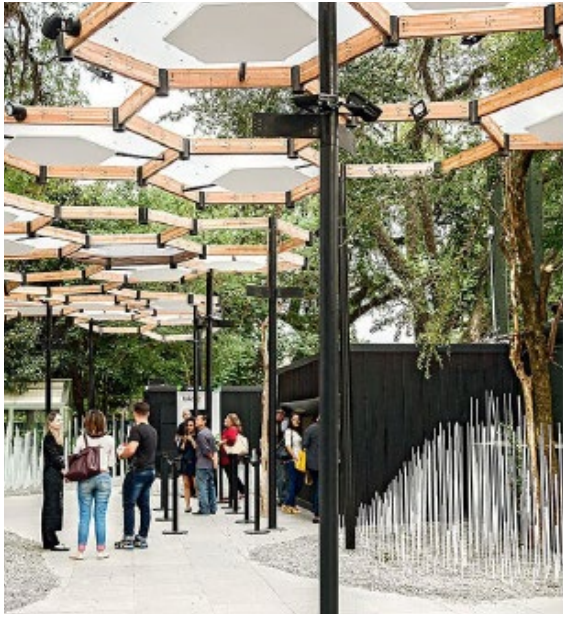


Figure 30. Public domain improvements will be encouraged as part of the design excellence process (SJB 2018)

6.8 Community infrastructure

Under the exceptions clause, uplift sites will be required to enhance community infrastructure as works associated with development.

The recommendations of the *Woollahra Community Facilities Study* (adopted September 2020) will be considered when determining the types of community facilities required for the ECC.

Council will investigate a range of mechanisms to facilitate delivery of community infrastructure in other areas of the ECC. This may include Voluntary Planning Agreements and/or s7.11 and s7.12 Contribution Plans (made under the *Environmental Planning and Assessment Act 1979*).

6.9 Affordable housing

Under the exceptions clause, uplift sites will be required to contribute to the provision of affordable housing. The contribution will be a percentage of new residential floor space and will be based on feasibility.

Mechanisms to encourage affordable housing such as a new clause in the Woollahra LEP 2014 will be investigated.

Maintaining the diverse housing west of Glenmore/Mona Road will also help to retain some relatively more affordable housing in the ECC.

6.10 Public domain

The Draft Edgecliff Commercial Centre Public Domain Plan identifies opportunities to facilitate a range of public domain improvements in the ECC. The plan responds to the desired future character of each precinct and recommends a range of projects on public and private land (see Figure 31).

In summary, the plan identifies opportunities to:

- Reinforce the characteristics of entries through public art.
- Facilitate vibrant and inclusive public spaces that enhance the mixed use and civic characteristics of the ECC.
- Support walking in the ECC by upgrading pathways and urban furniture.
- Enhance active transport connections along New South Head Road as identified in the Woollahra ATP.
- Encourage pedestrians to spend time in the ECC by creating opportunities for activation.
- Enhance urban greening in the ECC and encourage environmental sustainability through high quality landscape.
- Enhance the amenity of existing parks and provide better connections to open spaces.

The following page highlights the key opportunities for public domain improvements in the four precincts in the ECC.

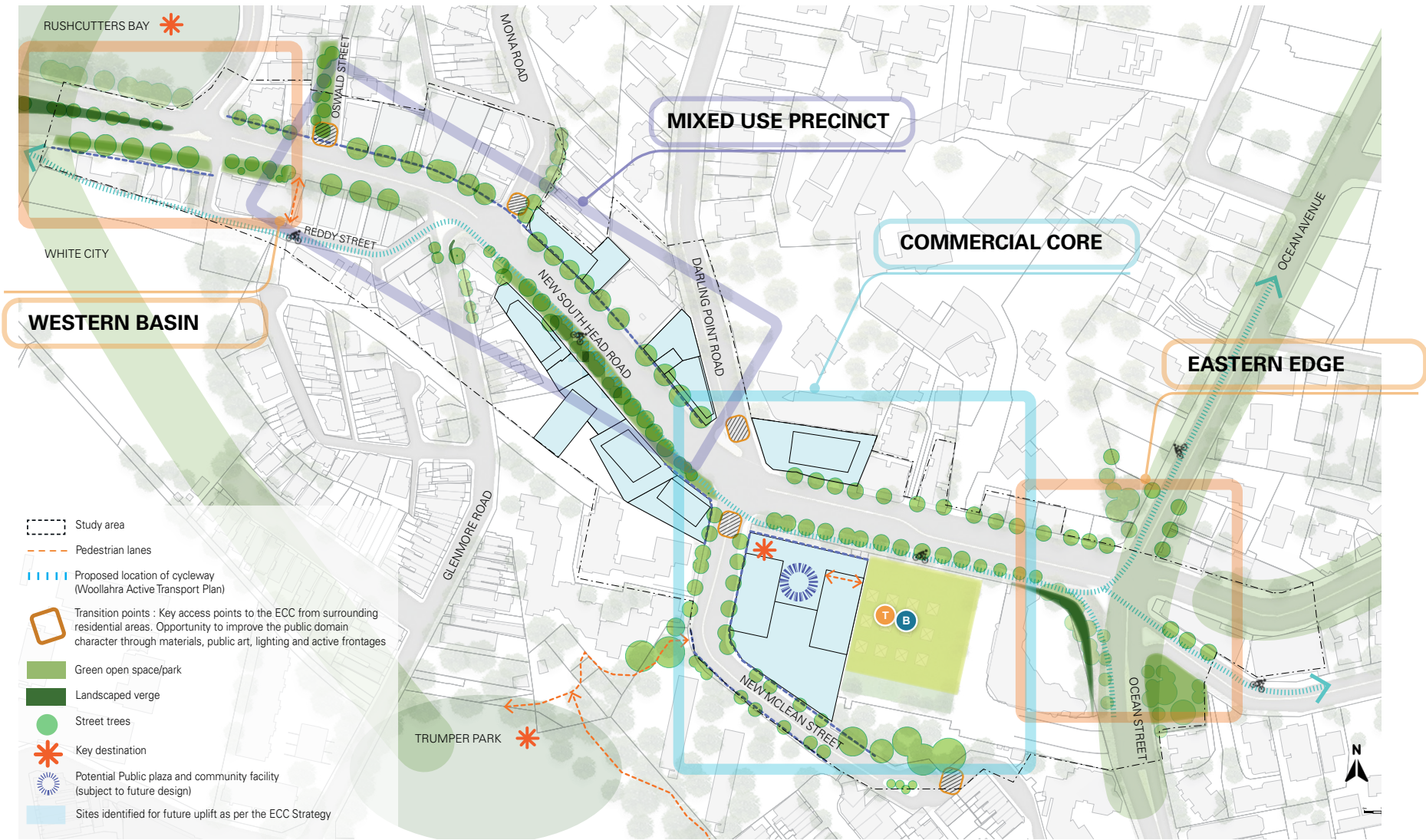


Figure 31. Public Domain Structure Plan (Draft Edgecliff Commercial Centre Public Domain Strategy 2021)



**Western Basin Precinct**

Some of the key opportunities in this precinct are:

- Public art and feature lighting to emphasise the open character of the precinct.
- Pedestrian lighting to enhance amenity and safety.
- Upgrade the existing linear park adjacent to 85-97 New South Head Road with street trees, landscaped verges, urban furniture and wayfinding elements.
- Pedestrian improvements along the Mahoney lane in line with the recommendations of Woollahra ATP.

**Mixed Use Corridor**

Some of the key opportunities in this precinct are:

- New linear park along the south side of New South Head Road to enhance urban greening and active transport (see Figure 32).
- Pocket Park at Oswald Avenue to provide a child-friendly public space complemented by traffic calming.
- Footway upgrades and widening along the north side of New South Head Road.
- Additional street trees and upgrades to the existing planter boxes.
- Consistent awnings.
- Public art, wayfinding features and special lighting elements to enhance the gateway character of Glenmore Road.

**Commercial Core Precinct**

Some of the key opportunities in this precinct are:

- New public plaza as part of the redevelopment of the Edgecliff Centre (203-233 New South Head Road) providing outdoor dining, landscaping, seating and gathering spaces, lighting and water features.
- Investigating potential for an accessible rooftop public open space above the bus interchange to provide a range of active and passive activities.
- Outdoor dining along New McLean Street with improved footways, street trees and urban furniture.
- Public art at the intersection of New South Head Road and Darling Point Road to mark the entrance to the ECC from the north.

**Eastern Edge Precinct**

Some of the key opportunities in this precinct are:

- Landscape upgrade to Edgecliff Square Reserve.
- Footway upgrade on the southern side of New South Head Road.
- Incorporating aspects of *Cycling Priority Project 1a* as proposed in the Woollahra ATP.
- Public art to enhance the visual character of the precinct.



Figure 32. Artist's impression indicating the potential linear park with active frontages along the south side of New South Head Road (Edgecliff Commercial Centre Public Domain Strategy 2024)



6.11 Transport

The *ECC Transport Study* by SCT Consulting provides an extensive analysis of the existing network and the future capacity within the ECC. The report identifies a number of potential traffic and transport solutions to ensure that ECC's existing public transport, active transport infrastructure and road network will be capable of accommodating the scale of the potential uplift recommended by this Strategy.

The recommended strategic policy directions include:

Reduce existing parking controls

- Cap parking for the Commercial Core to be no more than currently provided.
- Evaluate current parking provision rates and parking multipliers within theWoollahra DCP 2015 in view of considering a reduction, particularly for residential uses.
- Implement use of priced on-street parking to support local businesses

Introduce green travel plan program

- Ensure travel plans are effectively delivered by development proponents with an aim to redistribute a proportion of the private vehicle trips to alternate transport modes.

Support additional car share

- Amend theWoollahra DCP 2015 to require the allocation of one on-site car space for shared vehicles to offset 10 on-site parking spaces in new developments.
- Investigate the use of car share schemes for new development to reduce dependence on street parking permits.

Pedestrian wayfinding and safety

- Prepare a pedestrian wayfinding strategy for the ECC, in line with theWoollahra Active Transport Plan 2023 recommendations.
- Work with Transport for NSW for pedestrian safety upgrades at identified locations.

Monitor public transport patronage

- Regularly monitor public transport patronage to determine the needs of residents and evaluate the success of public transport improvements;
- Lobby TfNSW to continue reviewing rail service demand, providing additional capacity as demands increase.

Infrastructure improvements

In addition to the policy directions, SCT recommended infrastructure upgrades to improve the operation of the road network in the ECC for public transport, active transport, road network and parking. Figure 33 highlights SCT's recommendations to the transport infrastructure in the ECC. The key recommendations include:

- Introduce new signalised pedestrian crossings at the north-western slip lane. of New South Head Road and New Beach Road intersection.
- Straighten the pedestrian crossing on the southern side of the New South Head Road / Darling Point Road / New McLean Street intersection (across New McLean Street) to improve safety for pedestrians crossing the road.
- Formalise the pedestrian crossing at the southern leg of the Glenmore Road/ New South Head Road intersection to improve Glenmore Road configuration for pedestrian safety.
- Investigate optimisation of the signal phasing at all signalised intersections.

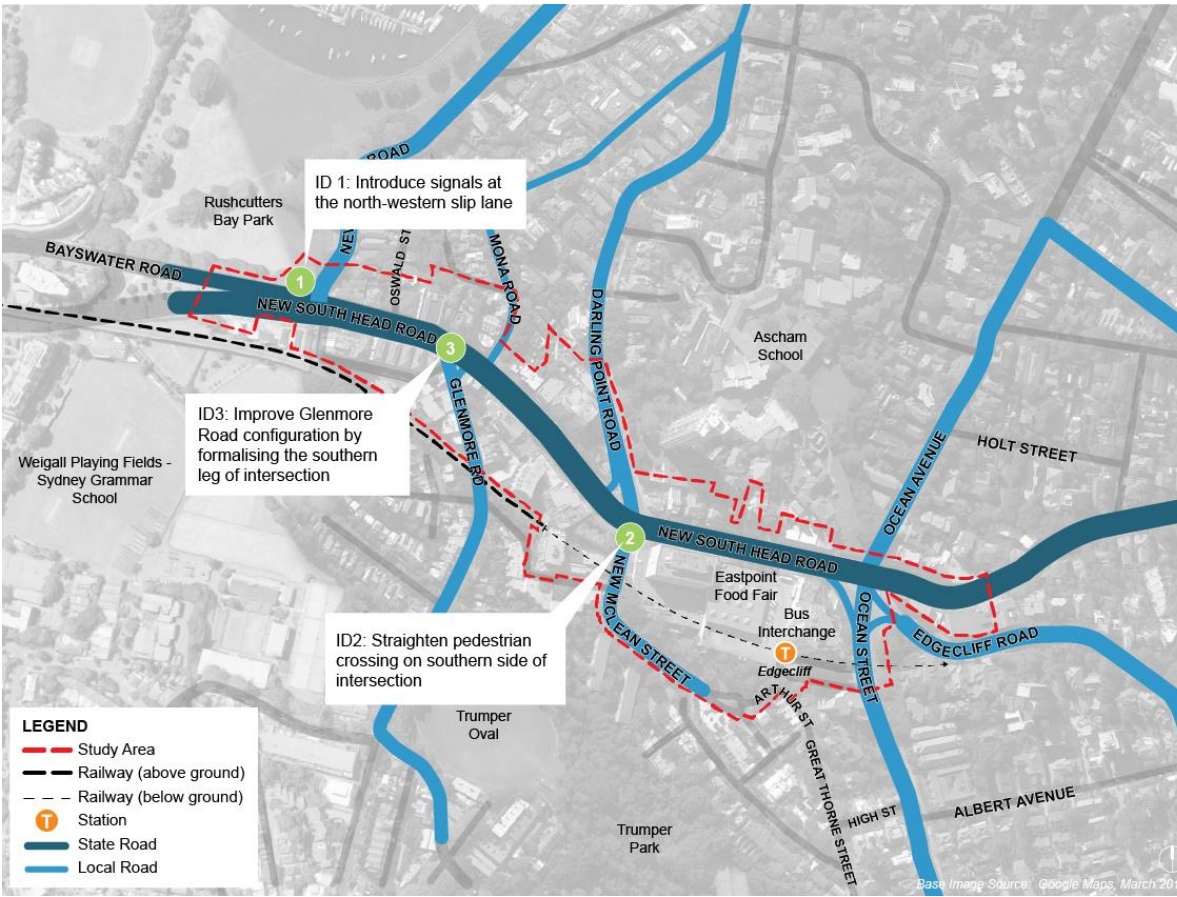


Figure 33. Proposed infrastructure improvements (SCT 2024)





Figure 34. — Artist's impression of linear park along New South Head Road facing South (Source: SJB 2018)

# 7. Implementation

The recommendations in this Strategy will inform future amendments to the Woollahra LEP 2014 and the Woollahra DCP 2015.

## Suggested LEP amendments

The suggested amendments to the Woollahra LEP 2014 will address matters including:

- A new local provision to facilitate higher density development, with regard to the Height of Buildings and Floor Space Ratio, only if development meets certain criteria:
  - Suitable site amalgamation
  - Design excellence
  - Delivery of community infrastructure
  - Consistency with the Edgecliff Planning and Urban Design Strategy
  - Contribution towards provision of affordable housing.
- Introduction of a minimum non-residential FSR for certain sites in the ECC
- Delivery of affordable housing at a minimum rate as specified for each uplift site.
- Mechanisms to encourage design excellence.
- A new local provision to facilitate active street frontages.
- Rezoning 81-83 New South Head Road from RE2 Private Recreation to MU1 Mixed Use zone.

A summary of the proposed amendments to the Woollahra LEP 2014 is provided in Table 5.

## Suggested DCP amendments

Amendments to the Woollahra DCP 2015 will address matters including:

- Incorporating existing and desired future character statements for the ECC (or in a Local Character Statement).
- Street wall heights to ensure that new development in the ECC is at a human scale.
- Street setbacks and upper storey setbacks to allow for the provision of public domain elements.
- Provision of awnings above active street frontages.
- Strengthen existing overshadowing controls relating to Trumper Park and Oval.
- Requirement for a public plaza as part of any redevelopment of the Edgecliff Centre site (203-233 New South Head Road).

## Developer contributions

All redevelopment in the ECC must contribute to the delivery of community infrastructure, public open space, public domain and community facilities.

Council will investigate the most appropriate development contributions mechanism to facilitate improvements in the ECC that increase amenity, facilities, services, and liveability for current and future residents and works.

This may include Voluntary Planning Agreements and/or s7.11 or s7.12 contributions plans under the *Environmental Planning and Assessment Act 1979*.



Summary of suggested LEP amendments

The following table (Table 5 identifies the indicative maximum building height, maximum FSR, minimum non-residential FSR and street wall height for the suggested amalgamated sites (Figure 35).

Disclaimer: The values in Table 5 are indicative only. Any increase in density on these sites will be subject to the development meeting the criteria identified in Chapter 6 of this report.



Figure 35. Suggested amalgamation pattern for the ECC

Table 5. Indicative maximum building heights and FSRs

Site	Existing HOB	Existing HOB in storeys (indicative)	Proposed HOB incentive*	Proposed building height in storeys	Existing FSR	Proposed FSR incentive	Proposed non-residential FSR
A	14.5m	4 storeys	34.5m	10 storeys	1.5:1	2.6:1	0.7:1
AB	14.5m	4 storeys	34m	10 storeys	1.5:1	4.5:1	2.0:1
B	14.5m	4 storeys	35m	10 storeys	2.0:1	4.6:1	1.6:1
C	14.5m	4 storeys	35m	10 storeys	2.5:1	5.1:1	2.0:1
D	14.5m	4 storeys	34.5m	10 storeys	2.5:1	5.1:1	2.2:1
E	23.5m	7 storeys	23.5m	7 storeys	2.0:1	2.8:1	0.5:1
F	14.5m	4 storeys	46m	12 storeys	1.5:1	5:1	1.6:1
G	20.5m	6 storeys	39m	11 storeys	2.0:1	4.7:1	0.4:1
H	Part 6m Part 26m	2 storeys 7 storeys	Part 48 Part 86m	14 storeys 26 storeys	2.5:1	75:1	3.0:1

\* Any increase in density will be subject to the development meeting the criteria identified in Chapter 6 of this report.







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# EDGECLIFF COMMERCIAL CENTRE PUBLIC DOMAIN PLAN

April 2024





**Acknowledgement of Country**

Woollahra Council acknowledges that we are on the land of the Gadigal and Birrabirragal people, the Traditional Custodians of the land. We pay our respects to Elders past, present and emerging.





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This chapter provides the background of the Plan, introduces the study area, identifies the key opportunities and constraints, and outlines the structure of this Plan.

# 1.0

## INTRODUCTION

1.1 Background

The *Edgecliff Commercial Centre Planning and Urban Design Strategy* (ECC Strategy) establishes a vision for the Edgecliff Commercial Centre (ECC), and provides guidance for future development regarding planning controls, urban design, public domain, community infrastructure, and transport.

Council initiated the ECC Strategy following the Woollahra Urban Planning Committee’s resolution on 16 November 2015 that a strategic review of planning controls for the ECC be carried out.

- The ECC Strategy seeks the ECC’s revitalisation via a coordinated development framework to facilitate:
- Transport oriented development
  - A mix of uses to support community need
  - Design excellence
  - Public domain upgrade and activation
  - Active transport use
  - Affordable housing
  - Delivery of community infrastructure.

This *Edgecliff Commercial Centre Public Domain Plan* (this Plan) has been prepared in response to the ECC Strategy’s aim to enhance the streetscape and public domain of the ECC.

1.2 Purpose of this Plan

This Plan provides guidelines and recommendations to improve the ECC’s public domain elements.

This Plan establishes a vision and key design principles creating a holistic public domain structure for the ECC. It responds to the specific characteristics of each precinct, providing detailed plans and recommendations, including a range of short to long term projects on public and private land.

- This Plan is consistent with the aims and objectives of the ECC Strategy and other Council policies and plans including:
- Edgecliff Commercial Centre Heritage Study (2023).
  - SCT Transport Analysis (updated 2024)
  - Community Strategic Plan (2022)
  - Local Housing Strategy (2021)
  - Active Transport Plan (2023)
  - Urban Forest Strategy (2023)
  - Integrated Transport Strategy (Draft 2021)
  - Local Strategic Planning Statement (2020)
  - Community Facilities Study (2020)
  - Voluntary Planning Agreement Policy (2020)
  - Social and Cultural Plan (November 2018)
  - Disability Inclusion Action Plan (2017)
  - Street Tree Master Plan (2014)
  - Public Art Policy (2009).

Woollahra Active Transport Plan

The *Active Transport Plan* (ATP) is a key document that has informed the preparation of this Plan. The outcomes of the Woollahra ATP have been incorporated into various parts of this Plan.

Woollahra Community Facilities Study

Council adopted the *Woollahra Community Facilities Study* in September 2020. The study identifies current and future gaps in the provision of Council community facilities and provides recommendations on the location and type of future community facilities.

The study identifies that the ECC is a “*key transport hub in the LGA and a locality where new development is planned. The characteristics of this locality highlight the potential to deliver a library or other facilities as an integrated component of any new mixed-use development of a sufficient scale*” (Page 65).

The study identifies that future uplift and development in the ECC will increase pressure on local community facilities and increase the need for a new integrated multipurpose facility.



1.3 Study area

The ECC is located along New South Head Road, between New Beach Road and Ocean Avenue (see Figure 1). The Edgecliff bus and rail interchange is located in the ECC’s core at the high point on New South Head Road. Under the Woollahra LEP 2014, the core is zoned E1 Local Centre whilst most of the ECC corridor is zoned MU1 Mixed Use.

The ECC is well positioned with proximity to the Sydney CBD and to major entertainment precincts and recreational areas. The Greater Sydney Regional Plan *A Metropolis of Three Cities* (March 2018) and the Eastern City District Plan set out numerous directions, objectives and actions which seek to promote the economic and residential vitality of local centres such as the ECC. A common feature of these centres is their relationship to existing public transport.

1.4 Constraints

The nature of New South Head Road, a busy and important arterial connection, constrains the quality of the public domain. There are also other constraints along New South Head Road that have been identified including:

- Narrow footway on the northern side of the road.
- Lack of urban greening on the northern side of the road.
- Sloping topography, which constrains walkability for less mobile pedestrians.
- Heritage and contributory items, which requires a sensitive approach while planning public domain improvements.
- Lack of activation nodes to attract people to spend time and linger in the public domain.
- Minimal street furniture and inconsistent avning pattern.
- Minimal connections between the two sides of the road.

1.5 Opportunities

The ECC Strategy identifies potential opportunities for redevelopment of the sites along New South Head Road. This will potentially enhance the character of the existing public domain and provide opportunities to create new public spaces through new development.

In addition, Council aims to improve the existing open spaces consistent with the desired future character of the ECC. The key opportunities include:

- Enhance the character of New South Head Road as a green corridor and provide better connections to the significant green amenities of the surrounding area such as Rushcutters Bay and Trumper Park.
- Respond to the potential future higher density commercial and residential development in the ECC by creating a range of pedestrian oriented facilities.
- Enhance the ECC’s character as a gateway to Sydney’s Eastern Suburbs and the Woollahra LGA.
- Improve the active transport network within the ECC.



Figure 1. The Edgecliff Commercial Centre study area (SJB 2018)

This chapter provides an overarching framework for the public domain of the Edgecliff Commercial Centre and identifies the key strategies for the character precincts.


# 2.0

## STRUCTURE PLAN




2.1 Vision and urban design principles


ACTIVE  
& ATTRACTIVE




GREEN




WALKABLE




CONNECTED



SUSTAINABLE



INCLUSIVE



- This Plan seeks to:
- Enhance the green character of the ECC through high quality landscaping and urban tree canopy.
  - Facilitate vibrant and inclusive public spaces that enhance the mixed use and civic characteristics of the ECC.
  - Support walking in the ECC by providing high quality pathways and urban furniture.
  - Enhance active transport connections along New South Head Road.
  - Encourage pedestrians to spend time in the ECC by creating opportunities for activation.
  - Encourage environmental sustainability through features including electric vehicle charging infrastructure.
  - Enhance the amenity of existing parks and provide better connections to green open spaces.

The aims and principles are reflected in the public domain structure plan in Figure 2.



2.2 Public domain structure plan

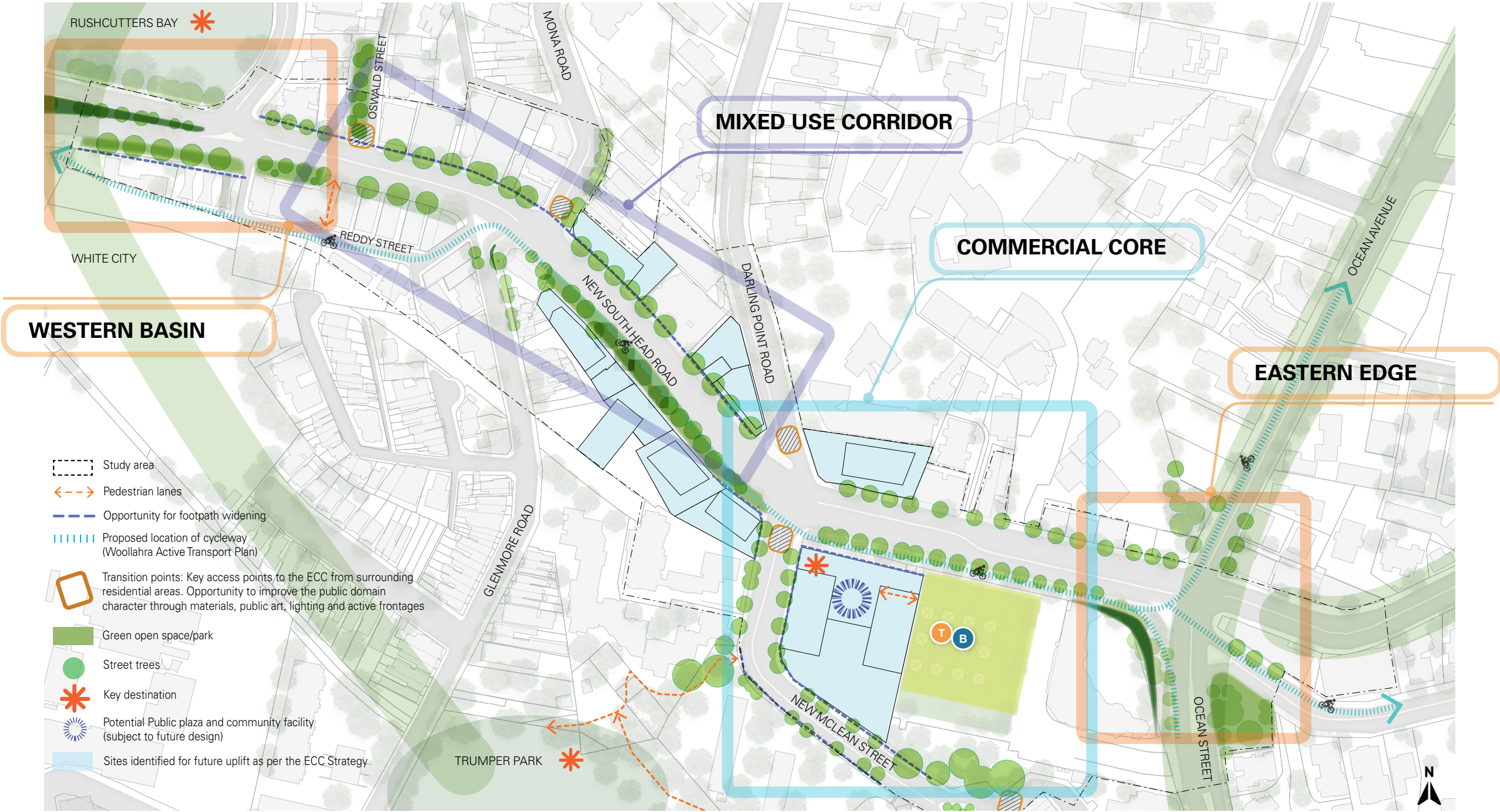


Figure 2. Public Domain Structure Plan



This chapter provides public domain concept plans for each precinct in the ECC and further information on selected site-specific projects.

# 03

## PRECINCT PLANS

3.1 Western Basin Precinct

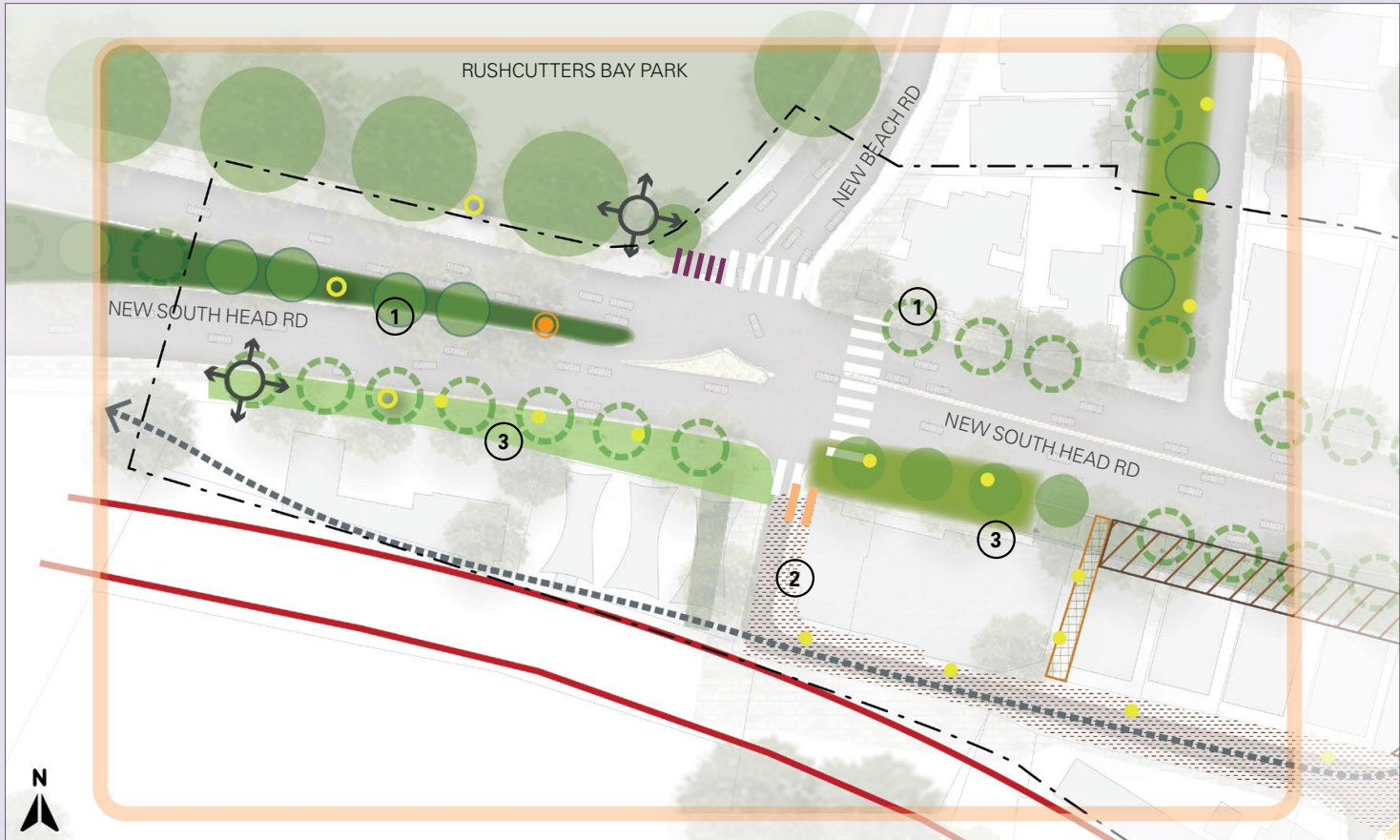
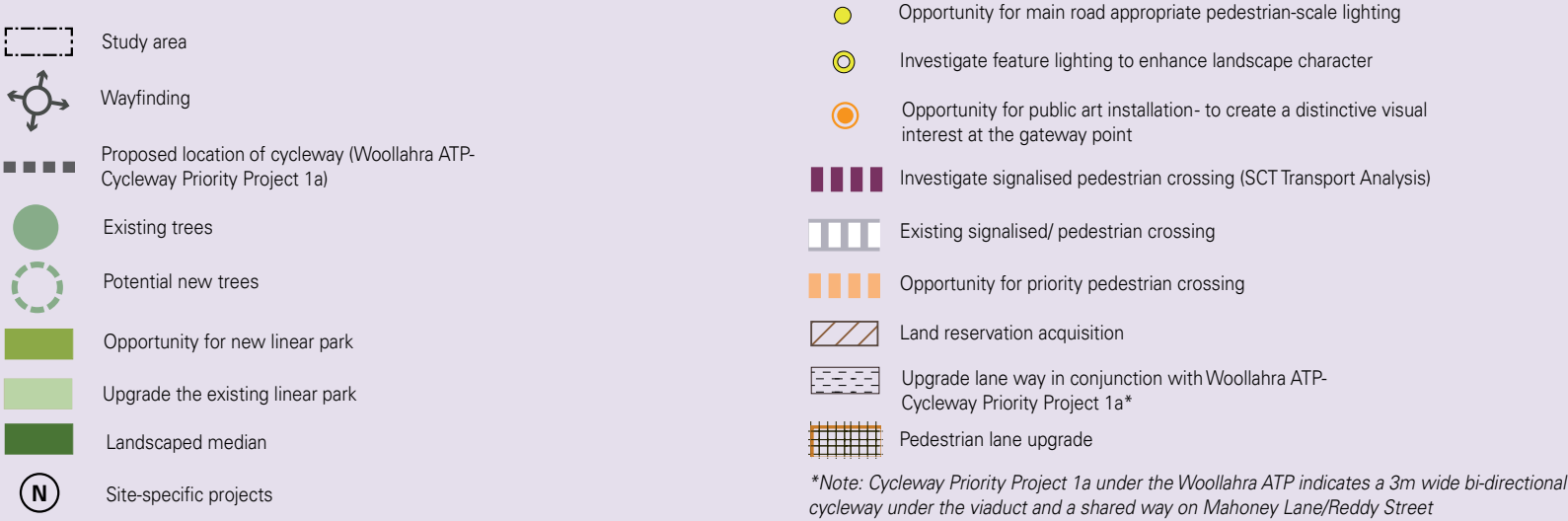


Figure 3. Public domain concept plan - Western Gateway Precinct



Desired future character of the precinct

The Western Basin precinct is one of the main entries to the Woollahra LGA from the Sydney CBD. The built form and landscape of this precinct reinforce this role. The public domain principles are to:

- Use public wayfinding, public art or special lighting to symbolise the entry and exit points
- Maintain the prominence of the Moreton Bay Fig trees as the entry to the Woollahra LGA
- Enhance urban greening in linear parks along the southern side of New South Head Road.
- Incorporate aspects of *Cycling Priority Project 1a* (CPP 1a) as proposed in the Woollahra ATP.
- Enhance pedestrian amenity through improved footways and high quality street furniture.
- Use wayfinding elements to enhance legibility.

The site specific projects identified on Figure 3 are discussed on pages 12 to 15 of this Plan.



Western Basin Precinct - Site specific projects

1 Landscape upgrades

The state-listed heritage item Rushcutters Bay Park is located to the north of New South Head Road at the western entrance to the ECC.

The Moreton Bay Fig trees along the edge of the park make a significant contribution to the gateway character of this precinct (see Figure 4). The adjacent landscaped central median, on New South Head Road, provides the potential to complement the figs with more tree planting . The potential to plant trees on the southern side of New South Head Road and the northern side (east of New Beach Road) would further enhance the landscaped character.

The footway on the northern side of New South Head Road is narrow (approximately 3m wide), has low quality paving, no street trees and poor pedestrian amenity (see Figure 4). Potential street tree planting and paving upgrade could improve pedestrian amenity here.



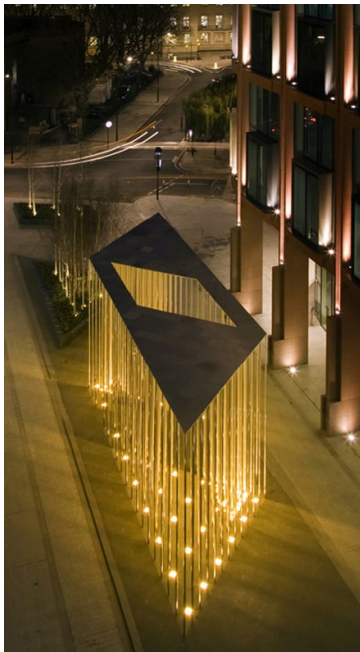
Figure 4. Aerial image and street view of the Western Basin Precinct (Source: Google Maps 2020 modified by Council staff)

Opportunities and recommendations

- Investigate opportunities for:
- Public art installation and feature lighting to complement the landscape character of the precinct.
  - Footway upgrades and new street furniture.
  - Growth of mature trees through analysis of existing deep soil conditions.
  - Landscape upgrades through additional street trees and urban greening.
  - Minimising potential conflicts between awnings and street trees.
  - Pedestrian scale lighting, and wayfinding signage.



Concept image of a landscaped median strip (Source: Street Design Manual)



Public art installation and feature lighting (Source: Robin Horton)



Concept image of street tree planting along footways (Source: The Echo 2021)



2 Mahoney Lane/ Reddy Street Upgrade

Mahoney Lane/ Reddy Street is a laneway at the rear of apartment buildings fronting New South Head Road with on-street parking on both sides.

It has narrow footways, asphalt paving and no greening landscape. A cyclone wire fence along the southern side encloses a substation for the Eastern Suburbs Railway.

The amenity of the lane could be improved with street trees complemented by a modest amount of street furniture. The upgrade would be undertaken in conjunction with the recommendations of the Woollahra ATP CPP 1a that proposes shared cycle and road treatment. The CPP 1a includes a 3m bi-directional bike path under the viaduct to the west and a consistent landscape theme could be introduced.



Figure 5. Aerial image and street view of Mahoney Lane, Edgecliff  
(Source: Google Maps 2020 modified by Council staff)

Opportunities and recommendations

- Investigate opportunities for:
- Streetscape upgrades to facilitate a 10km/hour shared zone.
  - Installation of pedestrian scale lighting to enhance the amenity and safety
  - Upgrades to the existing fence of the electric substation by urban greening, such as a green wall, in collaboration with Transport for NSW.
  - Pedestrian improvements along the lane in line with the recommendations of Woollahra ATP CPP 1a that shows shared cycle and vehicle road treatment.



Concept image of screen planting (green wall)  
(Source: ID 74303853 © Milkos | Dreamstime.com)

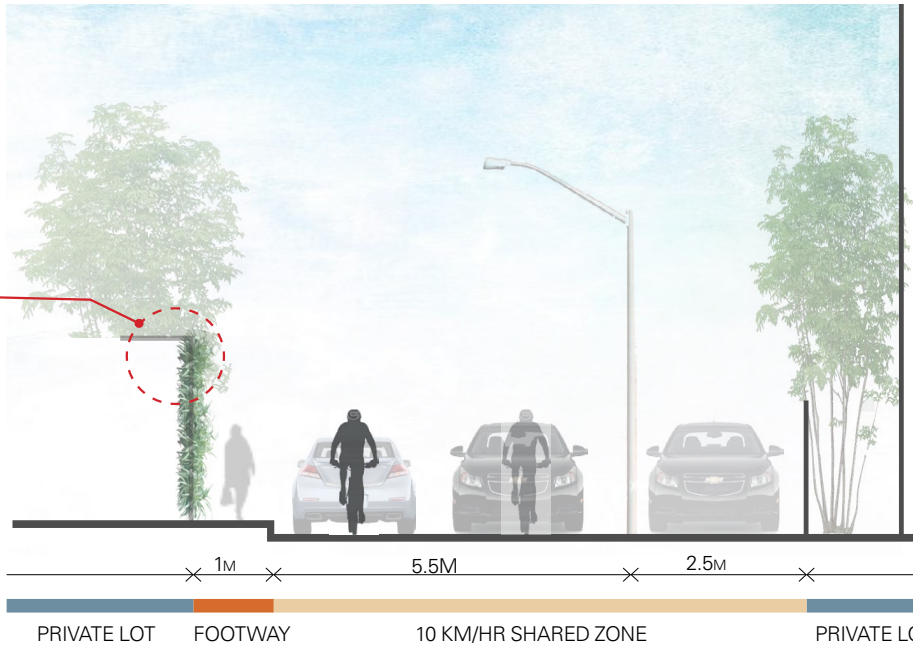


Figure 6. Indicative street section for Mahoney Lane upgrade



3 Linear park

The linear park at the frontage of 81-83 New South Head Road is a green space that could be enhanced for public benefit.

The Edgecliff (Rushcutters Bay) Viaduct (heritage listed under section 70 of the Heritage Act 1977) is a prominent feature when looking south from New South Head Road. Views of the Viaduct will be protected by retaining the current building heights in this block.



Figure 7. Aerial image and street view of 85-97 New South Head Road  
(Source: Google Maps 2020 modified by Council staff)

Opportunities and recommendations

- Investigate opportunities for:
- Upgrades to the linear park at the frontage of 81-83 New South Head Road with additional street trees, more greenery and street furniture.
  - A new linear park along the southern side of New South Head Road to the east of Reddy Street.
  - Street furniture with inclusive seating for all ages and abilities.
  - Pedestrian-scale lighting to enhance the visual quality of the precinct, especially at night time.
  - Wayfinding in the linear park.
- Feature lighting to enhance the character of the precinct.
  - Minimising paved surfaces in the linear park.
  - Enhancing the visual character of the viaduct with public art and/ or landscaping.
  - Appropriate tree species for the existing and future linear park.



Green elements in linear parks (Source: John Gollings | Arch Daily 2011)

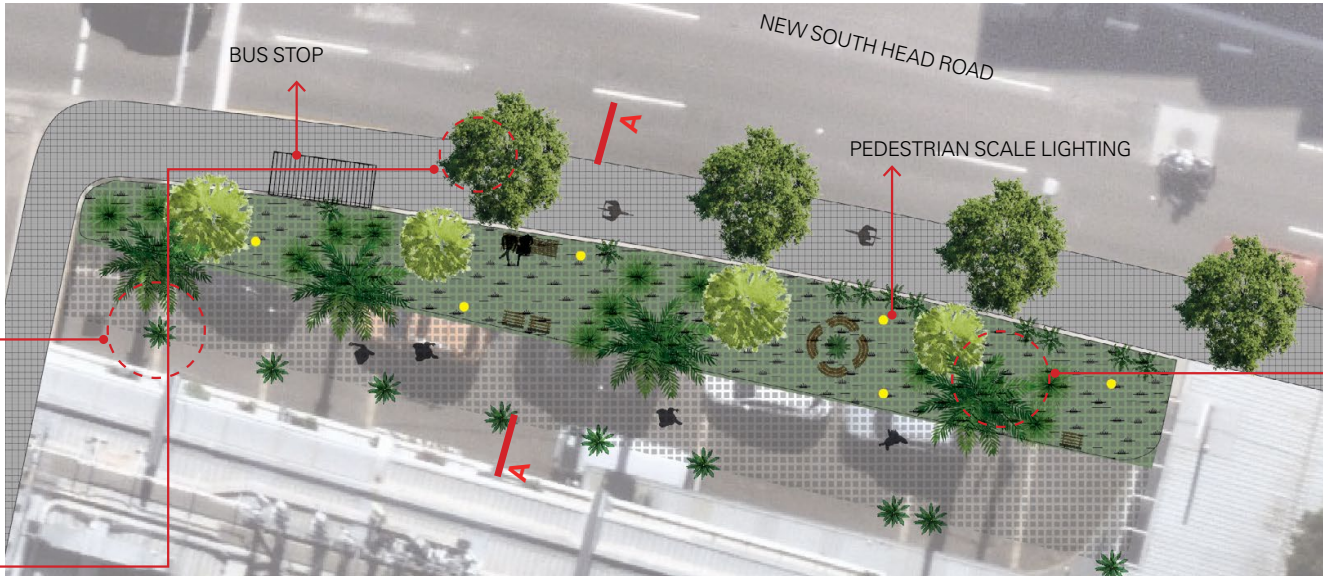


Lighting features to emphasis its green character and add visual interest  
(Source: Hendrick Manufacturing | Archello 2021)





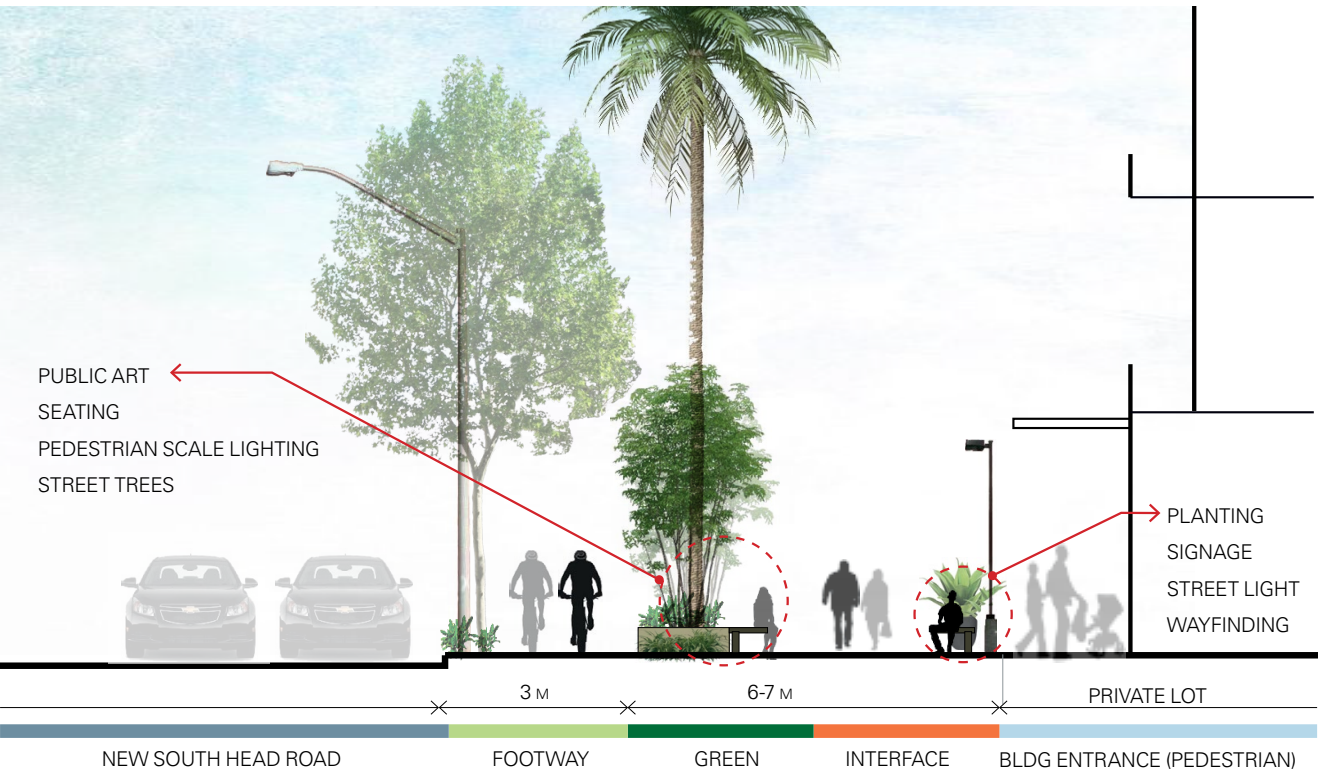
Greenery in variety of forms  
(Source: Inspiration Decoration Material Co. Ltd)



Opportunity for pervious paving (Source: Barcelona | Adrià Goula)



Street tree grates - permeable and consistent with the paving characteristics of the centre  
(Source: Jean & Etienne Belondrade and Aréa photo library)



Wayfinding (Source: Minale Tattersfield)



Urban furniture combined with landscape  
(Source: Lonsdale St, Dandenong | John Gollings)

Figure 8. Indicative public domain plan and street section of linear park in front of 85-97 New South Head Road Edgecliff



3.2 Mixed Use Corridor

Desired future character

The mixed use precinct includes a range of retail, non-residential and residential. The Mixed Use Precinct provides a transition to surrounding residential areas and the Mona Road Heritage Conservation Area (HCA), while the Paddington Gateway marks the entry to the Paddington HCA via Glenmore Road. The precinct and gateway are expected to serve the needs of current and future residents and workers by providing a safe, activated and accessible public domain.

New South Head Road impacts pedestrian amenity due to the heavy vehicular traffic and associated noise. Narrow footways on the northern side of the road also constrain opportunities for outdoor dining. However, residential streets intersecting New South Head Road, as well as linear and pocket parks in the precinct (supported by landscape buffers), offer opportunities to provide outdoor dining.

The key design principles to enhance the public domain in the Mixed Use Precinct and the Paddington Gateway are to:

- Provide activation nodes to enhance vibrancy.
- Enhance the landscape character through additional street trees, footway and furniture upgrade, public art and/or lighting features.
- Upgrade the existing linear park on the southern frontage of New South Head Road (between New McLean Street and Glenmore Road) to provide opportunities for a range of pedestrian oriented activities in combination with potential outdoor dining spots.
- Incorporate aspects of CPP 1a as proposed in the Woollahra ATP.
- Use way-finding to enhance legibility.
- Enhance the gateway character of Glenmore Road to the Paddington HCA through footway upgrade, public art, feature lighting and wayfinding.



Figure 9. Public domain concept plan - Mixed Use Precinct and Paddington Gateway

\*Note: CPP 1a indicates a 3m wide bi-directional cycleway along the southern side of New South Head, towards the kerb, and sharing space with pedestrians at the Glenmore Road and New McLean Street intersections.



Mixed Use Corridor - Site specific projects

1 Streetscape upgrade

The local heritage item at 133 New South Head Road (known as the Cadry’s building) is a key building that marks the entrance to the Paddington HCA from New South Head Road.

The streetscape at the intersection of New South Head Road with Glenmore Road could contribute towards the gateway character if it was improved with landscaping, urban furniture and public art.

Opportunities and recommendations

Investigate opportunities for:

- Public art, wayfinding and feature lighting to enhance the gateway character of Glenmore Road.
- Footway widening to incorporate outdoor dining at the intersection with Reddy Street.
- Incorporating aspects of CPP 1a as proposed in the Woollahra ATP.



Figure 10. Aerial image and street view of Glenmore Road- New South Head Road intersection (Source: Google Maps 2020 modified by Council staff)

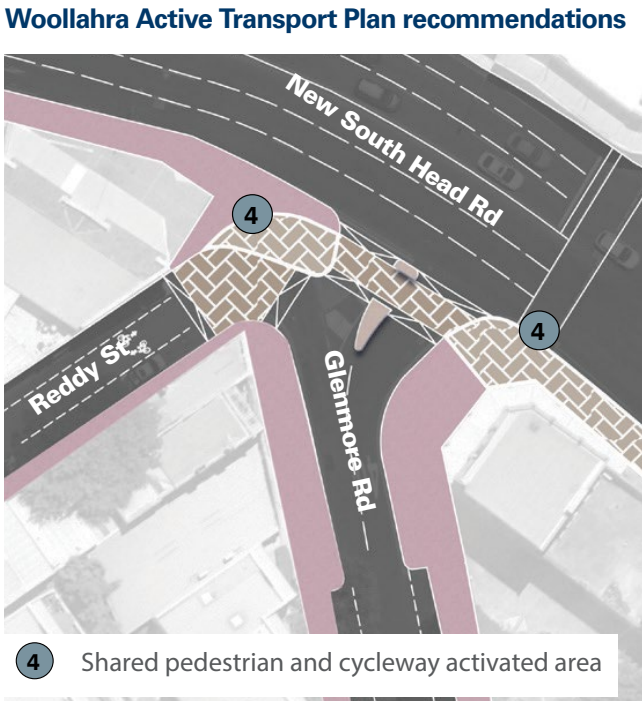


Figure 11. Details of Cycling Priority Project 1a (Source- Woollahra Active Transport Plan)



Concept image for paving differentiation through decorative public art (Source: Accurate Pavement Striping 2019)



Concept image for gateway activation through outdoor dining (Source: Nundah Corner Cafe 2018)



2 Streetscape upgrade

The footway on the north side of New South Head Road is inactive, with low quality paving and no street trees.

There are inconsistent awning patterns in this section. As the footway is narrow along this stretch of the road, the existing or potential future awnings may conflict with street trees. The existing planter boxes further reduce space for walking. Due to the insufficient deep soil in this section, these planter boxes are required for the growth of street trees.

Opportunities and recommendations

- Investigate opportunities for:
- Footway upgrades.
  - Signage and wayfinding upgrades.
  - Urban greening through street tree planting and minimising potential conflicts with awnings
  - Upgrades to the existing planter boxes.
  - Widening the existing footway where associated with new development.
  - Innovative solutions to accommodate additional street trees despite the limited space for deep soil landscaped area.
  - Collaboration with future development applicants to fund public infrastructure.



Figure 12. Aerial image and street views of New South Head Road, Edgecliff (Source: Google Maps 2020 modified by Council staff)



Concept image of a planter box as a public art (Source: Sean Martindale 2011)



Concept image of a linear planter box for areas where mature trees cannot be planted (Source: Brandon University)



Concept image of footway integrated with street trees (Source: THillsboro, Oregon | Steve Szigethy)



3 Pedestrian Lane Upgrade

There are a number of existing pedestrian lanes that connect residential precincts to New South Head Road. They will require landscape upgrades to better integrate with the ECC’s public domain structure.

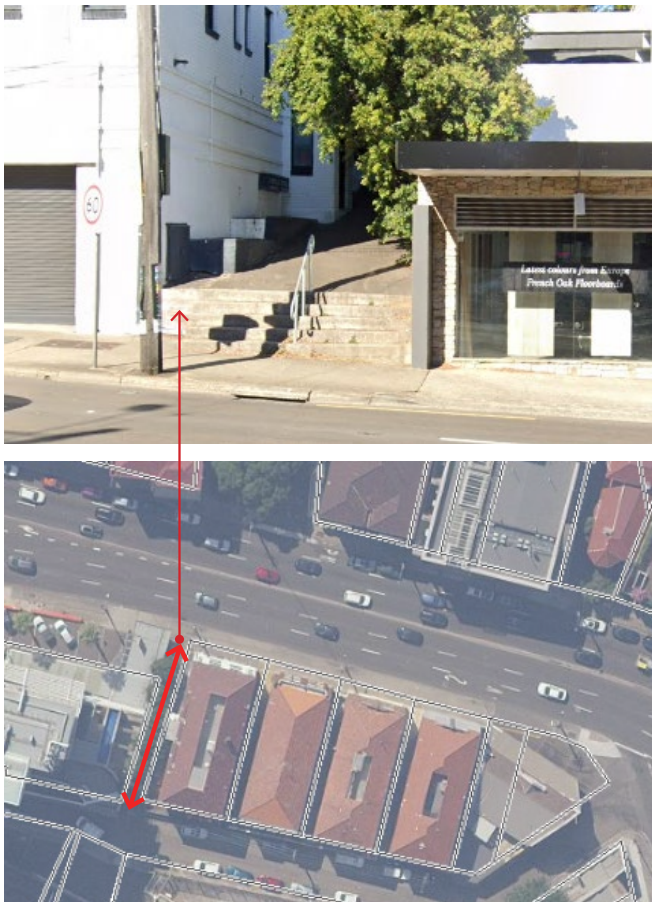


Figure 13. Aerial image and street view of existing pedestrian lanes  
(Source: Google Maps 2020 modified by Council staff)

Opportunities and recommendations

- Investigate opportunities for:
- Footway upgrades.
  - Signage and wayfinding upgrades.
  - Pedestrian scale lighting.
  - Active street frontages on adjacent lots as part of their future potential redevelopment.
  - Urban greening including street trees and low-height shrubs.



Concept image of laneway lighting to enhance safety  
(Source: Tom Brill | Leccor Leuchten GmbH)



Concept image of streetscape upgrade through planting  
(Source: Adrià Goula | Territori 24)



Concept image of public art integration with paving design  
(Source: Great Magazine)



4 Activation node - Outdoor dining area

Mona Road is a key street that provides access to the ECC from the surrounding residential areas. The road carries significant traffic and is an important pedestrian connection to the ECC.

The tree canopy, which includes large fig trees, overhangs the narrow road and creates a green and shady space that contrasts with New South Head Road. This intersection presents an opportunity to celebrate the arrival to the ECC from the surrounding residential areas through public art and urban greening. Improvements to the public domain would also contribute to further activation of the area.

The outdoor restaurant at 2B Mona Road is a good example of activity that uses the relatively quieter and much shadier space to activate the street and also provides a ‘refuge’ from the bustle of New South Head Road.

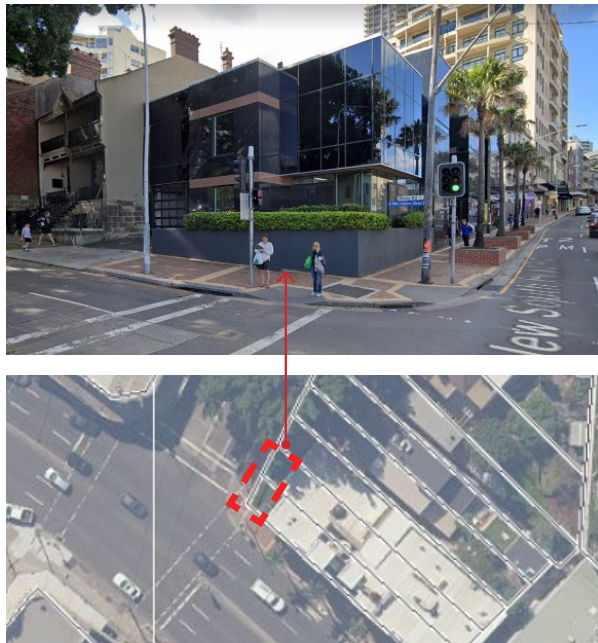


Figure 14. Aerial image and street view of 80-84 New South Head Road  
Note: Site is currently under construction (Source: Google Maps 2020 modified by Council staff)

Opportunities and recommendations

- Investigate opportunities for:
- Active street frontages with outdoor dining
  - Building on existing streetscape elements and upgrade through paving, additional planting and integrated seating.
  - Minimising potential conflicts between awnings and street trees.
  - Footway upgrades to improve pedestrian amenity.



Outdoor dining at 2B Mona Road (Source: RestaurantGuru)



Concept image of emphasising corner buildings through facade greening (Source: Philippe Starck)



5 Pocket park at Oswald Avenue

The reserve in Oswald Street is heavily planted with native and exotic trees, shrubs and ground cover that provide lushness, cooling and shade. But space for sitting and lingering is limited. The four Phoenix Palms are recommended for heritage listing. Although their visual prominence is somewhat obscured by other tree canopies, they are prominent cultural plantings.

The palms are prominent landscape elements in the Basin Precinct, and are valuable contributory landscape features in the New South Head Road corridor.



Figure 15. Aerial image and street view of Oswald Avenue, Edgecliff  
(Source: Google Maps 2020 modified by Council staff)

Opportunities and recommendations

- Investigate opportunities for:
- Footway upgrades and reduction in amount of hard paving.
  - A variety of inclusive urban furniture.
  - Pedestrian scale light features.
  - New child-friendly spaces.
  - Streetscape upgrade including a 10km/hour shared zone, a well-designed pocket park.
  - Child-friendly spaces in accordance with the *Child Safe Standards 2023* prepared by the NSW Office of the Children’s Guardian.



Image of a pocket park in Mexico (Source: Timeout Mexico)



Image of a shared zone in Waterloo (Source: Google Maps)



URBAN DESIGN CONSIDERATION



Figure 16. Indicative public domain plan for Oswald Avenue, Edgecliff



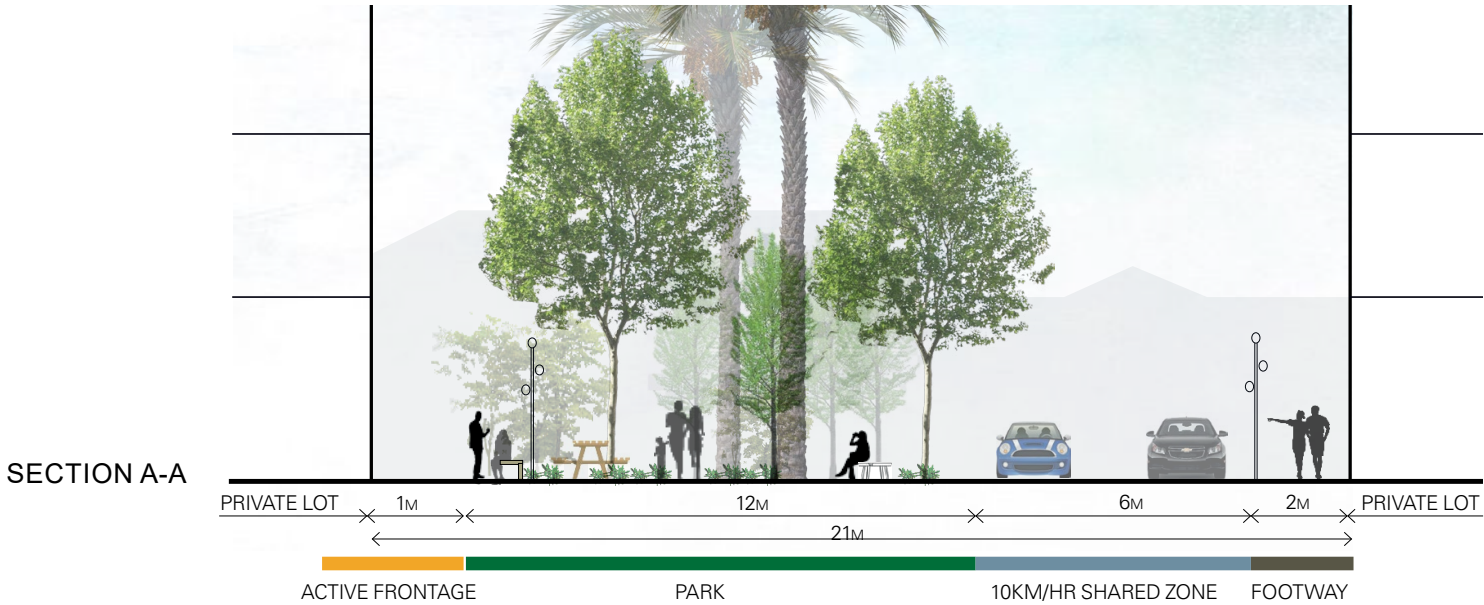


Figure 17. Indicative section through Oswald Avenue, Edgecliff



Figure 18. Before and after views of the potential pocket park at Oswald Avenue



6 Linear park

The linear park along the southern side of New South Head Road is on a footpath, that has been widened, and consists of mature trees in brick planter boxes or with wood framed tree surrounds. The plantings divide the footpath into two distinct wide paths.

The Woollahra ATP proposes to locate a new 3m bi-directional cycleway towards the kerb edge from Glenmore Road. The pedestrian footpath will remain toward the building edge. The bike path will continue onto Ocean Street.

The Cadry’s building, a listed heritage item, on the corner of New South Head Road and Glenmore Road presents a constraint into widening of the footpath. It is proposed the footpath here will become a shared pedestrian and cycle activation area.

The existing electricity boxes have negative impacts on the public domain character. Integrating public art into these could improve the visual quality of the street.



Figure 19. Aerial image and street view of the south side of New South Head Road (Source: Google Maps 2020 modified by Council staff)

Opportunities and recommendations

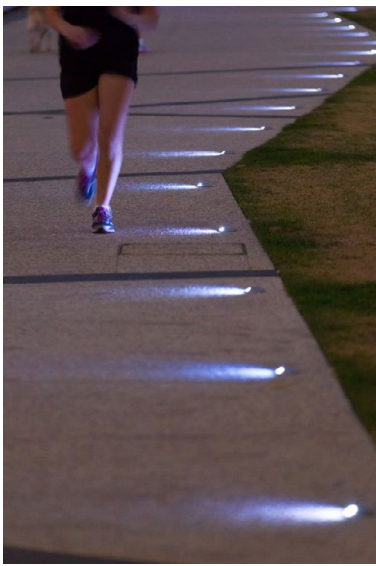
- Investigate opportunities for:
- Upgrades to the planter boxes to incorporate seating, lighting and other street furniture (including bike racks).
  - Supplementing plantings with large, evergreen canopy trees for increased shading
  - Incorporating aspects of CPP 1a as proposed in the Woollahra ATP.
  - Creating spaces for passive recreation (such as places to sit and have lunch).
  - Urban furniture with inclusive seating for all ages and abilities.
  - Improved storm-water management and Water Sensitive Urban Design (WSUD).
  - Active street frontages.
  - Collaboration with future development applicants to provide public infrastructure associated with redevelopment.



Concept image of outdoor seating (Source: jag9889 2013 via Flickr)



Concept image of planter boxes as seating areas (Source: X Craft 2021)



Concept image of outdoor lighting (Source: Lighting Options Australia 2021)





Figure 21. Before and after views of the potential linear park along 161-177 New South Head Road, Edgecliff



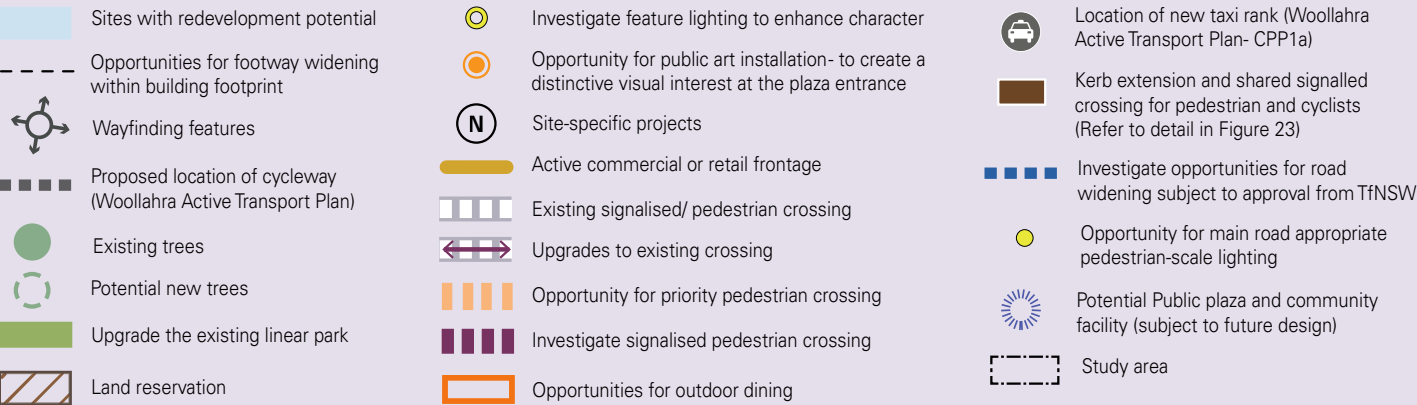
Figure 20. Before and after views of the potential linear park along the south side of New South Head Road.



3.3 Commercial Core Precinct



Figure 22. Public domain concept plan - Commercial Core Precinct



Desired future character of the precinct

The Commercial Core Precinct is the focal point for employment, retail, community services and high density residential accommodation in the ECC. Edgecliff Station continues to support the broader context. The main public domain design principles aim to:

- Maximise opportunities for a variety of inclusive outdoor open spaces.
- Encourage outdoor life with active retail frontages and outdoor dining.
- Enhance the green character of the precinct.
- Upgrade the quality of public domain through high quality furniture, lighting and public art.
- Use way-finding elements to enhance legibility.
- Maximise opportunities for child-friendly spaces.
- Encourage environmental sustainability through new technology such as electric vehicles and charging stations

Woollahra Active Transport Plan recommendations

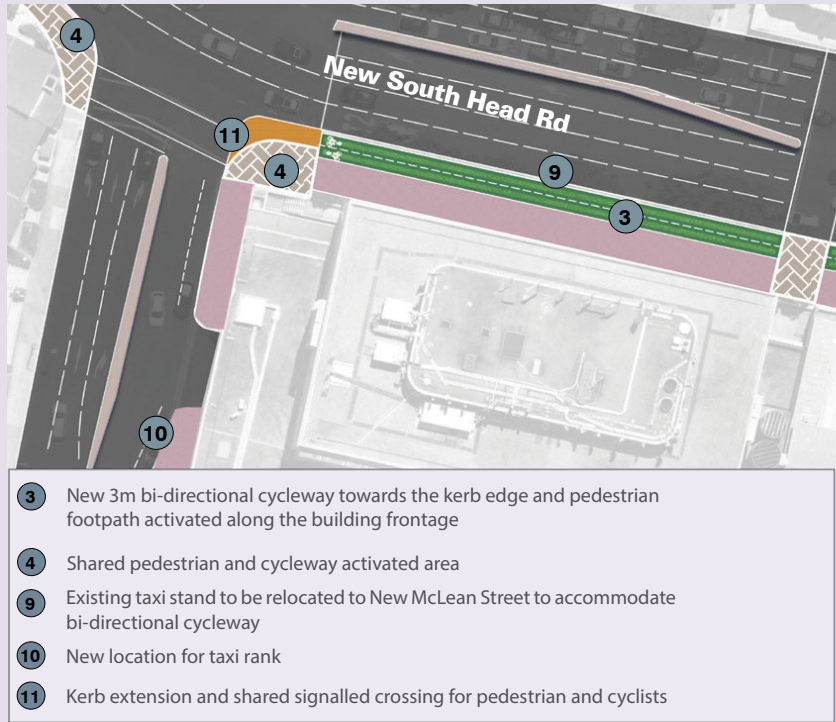


Figure 23. Details of Cycling Priority Project 1a (Source- Woollahra Active Transport Plan)



Commercial Core Precinct - Site specific projects

1 Streetscape upgrade

Darling Point Road is a key local street linking the ECC to the Darling Point Peninsula.

The existing median island has a retaining wall which is highly visible due to the steep rise in topography in this area. The concrete balustrade on the retaining wall is listed as a local heritage item.



Figure 24. Aerial image and street view of the Darling Point Road island (Source: Google Maps 2020 modified by Council staff)

2 Rooftop green public space

This project is identified to work with TfNSW to investigate opportunities to use the roof area of the existing bus interchange above Edgecliff Station.

This is an opportunity for a distinctive green public space.



Figure 25. Aerial image of the existing bus interchange at Edgecliff Station (Source: Google Maps 2020 modified by Council staff)

Opportunities and recommendations

- Investigate opportunities for:
- Public art at the entrance to the ECC from the surrounding residential area.
  - Celebrating the existing heritage character through a combination of public art and feature lighting to further enhance the key intersection.

Opportunities and recommendations

- Investigate opportunities for:
- An accessible and inclusive public green space.
  - Urban greening.
  - A range of recreational and social activities.
  - Outdoor events or seasonal markets.
  - Creating interactive spaces for all ages and abilities.



Concept image of a green wall (Source: Atlantis Aurora 2019)



Concept image of public art and lighting feature (Source: Richard Glover)



Concept image of passive green public spaces (Source: SJB 2018)



Concept image of active green public spaces (Source: SJB 2018)



3 New McLean Street- Streetscape upgrades

New McLean Street is a service lane providing freight and vehicle access to the Edgecliff Centre Shopping Centre and the Eastpoint Food Fair Car Park. It also serves as the main vehicle and waste collection access to the residential properties to the west and south of the street. Traffic volumes along New McLean Street are high due to its dead-end configuration, service function and surrounding land uses.

On the other hand, New McLean Street is also part of ECC’s key pedestrian network. The existing pedestrian paths located by the entry to Trumper Park to the west and at Cameron Street provide opportunities to celebrate and enhance the legibility of the connections to surrounding public open spaces and residential areas.

Currently the street has narrow footpaths, interrupted by a number of driveways, and inactive building frontages contributing to a unpleasant pedestrian environment. While the streetscape appearance is lush and green, most trees and landscaping are within private properties adjoining the street.

New McLean Street stands on land that formed part of the St James’ Glebe Lands and is bounded by the Paddington HCA to the south and west. There are opportunities to acknowledge and celebrate the area’s historic significance within the public domain.

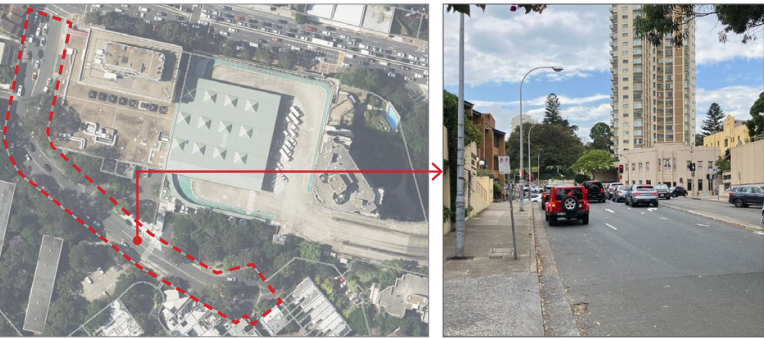


Figure 26. Aerial image and street view of 203-233 New South Head Road Edgecliff (Source: Sixmaps modified by Council staff)

Opportunities and recommendations

Improve pedestrian environment and place function of the street

Investigate opportunities for

- Footpath widening, landscaping, quality paving, urban furniture, wayfinding signage and public art as identified in Figure 27.
- Upgrade the pedestrian crossing at the Transport Interchange entry with raised platforms and high-quality paving, framed by large trees and landscaped verges.
- Increase greenery and street tree planting in line with the Woollahra Urban Forest Strategy 2023 and Street Tree Master Plan 2014.
- Avenue planting to provide consistent spatial form.
- Improving day and night safety with pedestrian-scale lighting along the street to be placed at regular intervals.
- Reconfiguration of car parking spaces as indented car parking to create opportunities for landscaped verges, street tree planting and permeable surfaces for cooling.
- Use of tactile paving at driveway crossings to provide safety for people who are blind, have low vision, or another vision impairment.
- Upgrades to pedestrian and cycle crossing at the intersection of New McLean Street and New South Head Rd in accordance with the Active Transport Plan.
- Enhancement of roundabout at the end of the street without excessive redesign.

Celebrate the historic significance of the Paddington HCA

- Develop a public art and heritage interpretation signage plan to acknowledge and celebrate the historic significance of the St James’ Glebe Lands.
- Better integrate with the adjacent HCA by reinforcing its material palette where appropriate.



Example of wide footpath, landscaped verges, and street trees (Source: City of Sydney)



Example of a raised pedestrian crossing in Bellevue Hill



Concept image of pedestrian scale lighting (Source: cw39 Houston)



Opportunities and recommendations

Create ‘pause points’ in the public domain

These spaces provide opportunities for people to enjoy, meet, and connect while improving people’s sense of space. Investigate opportunities to:

- Create ‘pause points’ as identified in Figure 27 through urban seating, landscaping, and public art.
- Highlight connections to Trumper Park, entry to train station, New South Head Road, nearby streets, etc through improved wayfinding signage.

Maintain service function while improving pedestrian safety

Investigate opportunities for

- Minimising road carriageway where possible to create opportunities for landscaped verges and wider footpaths.
- Straightening the pedestrian crossing at New South Head Road intersection as recommended by the SCT Transport Analysis.
- Reviewing the roadway operations for pedestrian safety.
- Driveway consolidation subject to redevelopment of sites.

Create an activation node

- Facilitate activation of commercial, retail or community- focused frontages at street level facing New McLean Street and New South Head Road (primary active frontage) at sites associated with redevelopment.
- Investigate opportunities active street frontages with outdoor dining.
- Collaboration with future development applicants to provide public infrastructure associated with redevelopment.



Concept image of a ‘pause point’ consisting of public art, lighting and seating in Leichhardt (Source: Outdoor Retreats Landscaping)



Concept image of a ‘Pause point’ consisting of seating and landscaping (Source: Hitsa)



Concept image of Indented Parking (Source: NACTO)



Street art projects (Source: City of Moreton Bay)



Use of signage for wayfinding



Concept image of potential landscape arrangements to accommodate outdoor dining (Source: Foz do Iguaçu City Hall)





Figure 27 Indicative public domain plan for New Mclean Street



4 Edgecliff Centre Plaza

The Edgecliff Centre (203-233 New South Head Road) is identified in the ECC Strategy as having redevelopment potential that could also include a public plaza.

A public plaza at this location will provide much-needed community space and an inviting refuge from the noise and congestion of New South Head Road. This concept provides a significant opportunity to activate the ECC through an equitable and inclusive design that allows people to gather, linger and interact.

There is also an opportunity to provide accessible links from this public plaza to the potential rooftop green public space.

The Woollahra ATP proposes to locate a new 3m bi-directional cycleway towards the kerb edge of New South Head Road, between New McLean Street to Ocean Street. The pedestrian footpath will remain toward the building edge.



Figure 28. Aerial image and street view of 203-233 New South Head Road Edgecliff  
(Source: Google Maps 2020 modified by Council staff)

Opportunities and recommendations

Investigate opportunities for:

- A vibrant public space to allow people to gather in the ECC.
- Active street frontages with outdoor dining facilities to improve pedestrian amenity.
- Urban greening.
- Range of seating spaces for all ages and abilities.
- Child-friendly spaces in accordance with the *Child Safe Standards* prepared by the NSW Office of the Children’s Guardian.
- A library vending machine.
- Public domain elements for play areas, lighting and water
- Innovative solutions to accommodate trees in the public plaza despite the limited space for deep soil.
- Community facilities consistent with the *Woollahra Community Facilities Study*.
- Collaboration with future development applicants to provide public infrastructure associated with redevelopment.



Concept image of green and urban outdoor plaza  
(Source: Jacob Petersen)



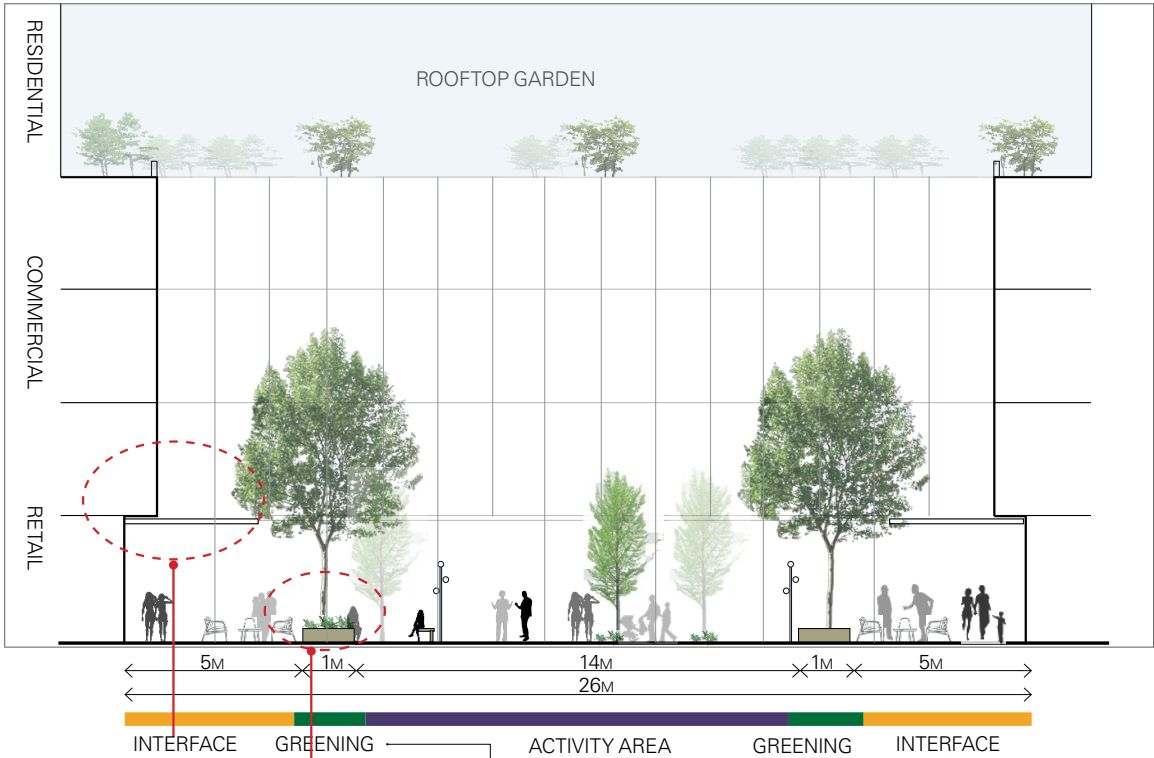


Figure 29. Indicative section of the Edgecliff Centre Site

- MATURE TREES
- SEATING AREAS
- LIGHTING FEATURES- COMBINED WITH- TREES
- PUBLIC ART
- RANGE OF SEATING OPTIONS
- SPECIAL LIGHTING FEATURES
- WATER ELEMENTS
- GREEN ELEMENTS
- ACTIVE FRONTAGES
- OUTDOOR DINING
- LIGHTING



Artist's impression of development on the Edgecliff Centre Site (Source: SJB 2023)



An example of awning as a public art element  
(Source: Just Burgeff Architekten via a3lab)



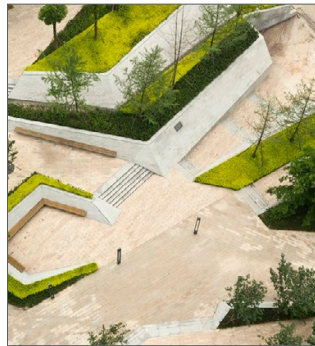
An example of creative planting and seating  
(Source: Artform Urban 2021)



An example of creative paving  
(Source: Shiratski 2008 via Flickr)



An example of paving and seating  
(Source: Vaia 2012 via Interiorzie)



Range of seating options  
(Source: SJB 2018)





3.4 Eastern Edge Precinct



Figure 30. Public domain concept plan - Eastern Gateway Precinct

- Study area
- Sites with redevelopment potential
- Opportunities for footway widening to improve the public domain
- Wayfinding features
- Investigate opportunities for a cycleway\*
- Existing trees
- Opportunity for rooftop open space over the Edgecliff Station
- Double Bay green corridor

- Potential new trees
- Opportunity for main road appropriate pedestrian-scale lighting
- Investigate feature lighting to enhance character
- Opportunity for public art installation- to create a distinctive visual interest at the gateway point
- Site-specific projects
- Active commercial or retail frontage
- Existing signalised/ pedestrian crossing
- Opportunity for priority pedestrian crossing

\*Note: CPP 1a indicates a 3m wide bi-directional cycleway along the southern side of New South Head, towards the kerb, and continuing onto Ocean Street and Ocean Avenue, and crossing Ocean Street on to Edgecliff Road.

Desired future character of the precinct

Located at the intersection of New South Head Road and Ocean Street, the Eastern Edge Precinct provides access to surrounding residential neighbourhoods. Despite limited redevelopment potential in this precinct, there are opportunities to improve the public domain to reinforce the gateway character of this precinct. The main design principles for this precinct are to:

- Enhance urban greening in combination with the green corridor strategies in the Double Bay Public Domain Strategy.
- Footway upgrades.
- Enhance the visual quality of public domain through high quality furniture, lighting and public art
- Use way-finding elements to enhance legibility.
- Upgrade the existing pocket park.



Eastern Edge Precinct - site specific projects

1 Edgecliff Square Reserve

The Edgecliff Square Reserve is a valuable public domain element in the Eastern Edge Precinct as it provides opportunities for an activated neighbourhood park.

The area is under used and partially dedicated to ventilation units for the bus tunnel to the Edgecliff bus interchange.

Opportunity to upgrade the area and make it more usable for people, keeping it lush, shady and minimising any further structures.



Figure 31. Aerial image and street view of the Edgecliff Square Reserve  
(Source: Google Maps 2020 modified by Council staff)

Opportunities and recommendations

Investigate opportunities for:

• Landscape upgrades with enhanced urban greening and integrated urban furniture.

• Pedestrian scale lighting to enhance the area’s safety and attraction in the evening hours.

• Range of passive recreational activities.

• Enhancement of the urban infrastructure in the park (better integrate the ventilation units).



An example of creative uses in a public green space  
(Source: SJB 2018)



An example of casual seating in a public green space  
(Source: Simon Vine)



An example of pedestrian scale public green space  
(Source: Florian Groehn)



2 Streetscape upgrade

The existing footway on the northern side of New South Head Road within this precinct does not include any street trees.

The median islands between New South Head Road, Ocean Street and Edgecliff Road do not have any landscape features.

The intersection, with its triangular medians, is an opportunity to increase greenery.



Figure 32. Aerial image and street view of the corner of New South Head Road and Ocean St/ Ave  
(Source: Google Maps 2020 modified by Council staff)

Opportunities and recommendations

- Investigate opportunities for:
- Gateway public art in combination with feature lighting to enhance the visual character of the precinct.
  - Additional street trees on both sides of New South Head Road.
  - Signage and wayfinding.
  - Footway upgrades on the southern side in conjunction with the redevelopment of Edgecliff Centre and the implementation of CPP 1a.



An example of gateway public art  
Source: Romildo Campos 2016 via Flickr)



Concept image of tree lighting to emphasise the landscape character of the precinct during dark hours  
(Source: Sham/ Alamy)





Figure 33. Before and after views of the potential footway upgrade along the route from Double Bay to Edgecliff

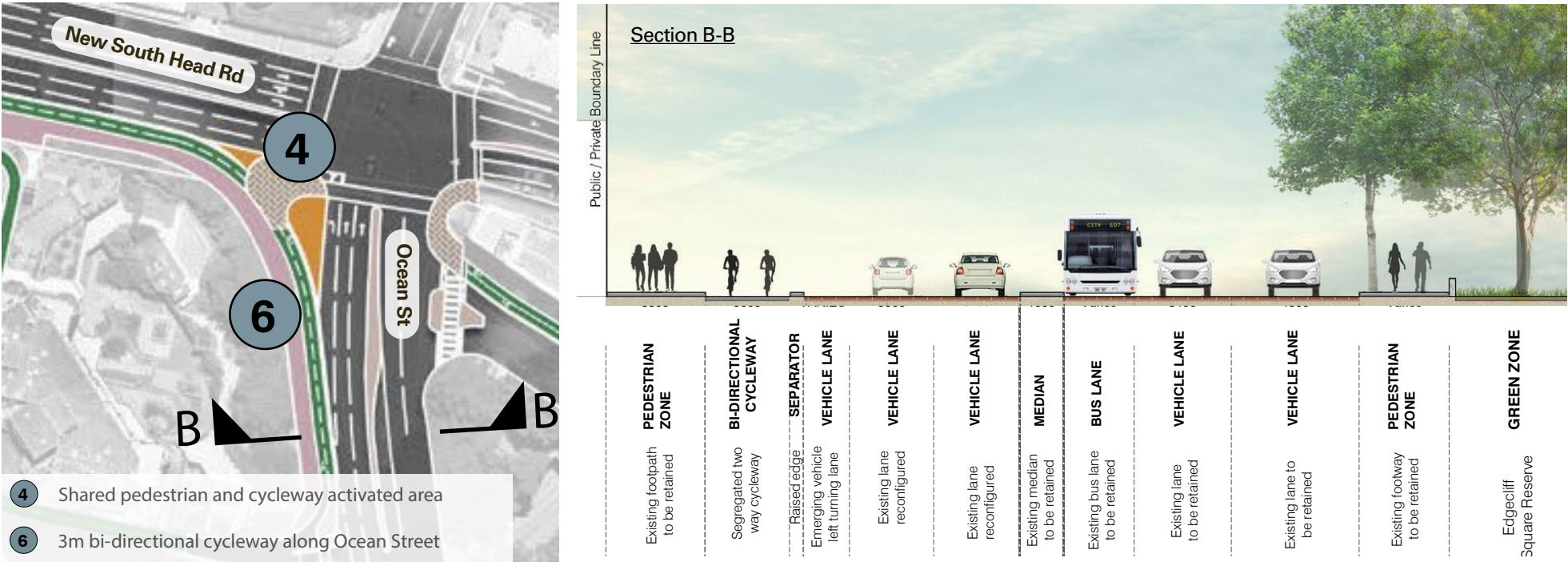


Figure 34. Details of Cycling Priority Project 1a (Source- Woollahra Active Transport Plan)

The chapter provides suggestions for urban furniture and material to help ensure a consistent palate of high quality and sustainable open spaces is delivered.

# 04

## DETAILS



4.1 Urban furniture

Opportunities and recommendations

- Avoid clutter and improve function for pedestrians, cyclists, taxis, buses and entries
- Encourage a range of seating options in open spaces in addition to Council’s standard seating type.
- Increase activation of retail frontages with outdoor dining furniture, where possible.
- Encourage a variety of robust and sustainable materials
- Integrate seating with greenery such as planter boxes, benches or seating under shade trees.
- Establish seating styles that suit all age groups and needs.
- Encourage environmental sustainability through features such as Wifi, USB charging ports and powerpoints and electric vehicle charging infrastructure.
- Encourage consistency with Council’s Footpath Dining Guidelines and Footway Dining Policy.



(Source: Metalco srl 2021)



(Source: Zano Mirosław Zarotyński 2021)

Council’s *Disability Inclusion Action Plan 2017* recommends better integrating planning and public domain outcomes across Council to improve accessibility, adhere to universal design principles and provide adequate seating, shade, rest stops and public toilets.



Outdated furniture



Fixed furniture

Council’s *Footway Dining Guidelines* and *Footway Dining Policy* provide guidelines on furniture style and characteristics. The document also refers to other guidelines such as the *Double Bay Public Domain Plan* for detailed public domain requirements.



Removable (Source: Dan Hocking)



Classic (Source: Anne Street Studio Inc)



Variety (Source: Angie Silvy)



Benches (Source: Farah Nosh)



Colourful (Source: Civitas Inc)



Smart (Source: Sezgin Mesut)



Natural (Earthworks Natural Stone 2021)



Minimalist (Source: Scott Burrows)



Multi-purpose



Combined with green (Source: SJB 2018)



Innovative (Source: Rose Bay Parked Benches Consultation 2021)

Outdoor dining

Open spaces



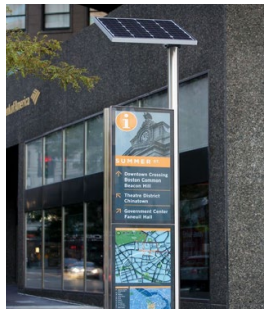
Wayfinding



Totem pole  
(Source: SJB 2018)



Interactive (Source: Thomas.Matthews  
Communication Design 2021)



Informative and sustainable (Source:  
Design Communications Ltd. 2021)



Small scale  
(Source: Pentagram 2021)



Distance time to locations  
(Source: Urban and Public 2021)

Lighting features



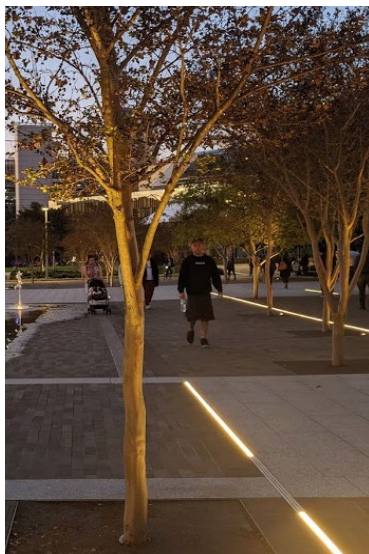
Distinctive  
(Source: A' Design Awards)



Sustainable  
(Source: Mathieu Lehanneur)



Staircase lighting for wayfinding and safety



Street tree lighting to emphasise places

Opportunities and recommendations

- Enhance the legibility and attractiveness of outdoor spaces through inviting urban furniture.
- Encourage a range of urban furniture in or close to pedestrian oriented destinations such as pocket parks or plazas.
- Locate wayfinding at key destination points
- Use multi functional urban furniture such as banners/ poles as wayfinding elements or planter boxes as seating areas.
- Minimise urban furniture that divides or separate sections of public domain such as bollards or fences.
- Encourage sustainability and features such as Wifi, USB charging ports and powerpoints.
- Discourage unnecessary urban furniture such as bollards and fences that clutter the public domain.

Waste bins



Woollahra's standard furniture  
(Source: Draffin 2021)



Smart litter bin  
(Source: Conduct Hq Pty Ltd)



Bollards



Innovative (Source: Peter Walker and Partners)



Multi-functional



Artistic (Source: Dexigner 2021)

Bicycle racks



Small scale



Multifunction



Public art element

Tree grate



(Source: Street + Garden 2021)



(Source: Commercial Systems Australia 2021)

Tree grates are to be simple and designed to consider the needs of water infiltration, maintenance access, future tree growth and the footwear types of street users.

The material, shape and color should be consistent with the rest of landscape.

Multi functional urban furniture



Bicycle rack and seating (Source: Addi)



Street signage (Source: Andrew Rankin 2019)



Street bollard (Source: Faro Barcelona 2021)



Creative planter and seating (Source: Artform Urban 2021)



Smart bench in Southwark- South London (Source: Ecorenewable energy)



Multi functional street lighting (Source: Yangzhou Langxu Lighting Technology Co. Ltd.)

Public art



Colourful (Source: SJB 2018)



Pedestrian-scale (Source: SJB 2018)



Abstract (Source: SJB 2018)

Public art can be stand- alone or integrated with other urban infrastructure. Integration can be facilitated by engaging with artists while designing urban furniture, wayfinding, lighting and urban greening elements. This approach is also recommended in the policy objectives of Council's *Public Art Policy*.



4.2 Footway characteristics

Opportunities and recommendations

- Apply a consistent paving palette across the ECC and upgrade where necessary
- The existing paving pattern in front of the Edgecliff Centre could be continued along the New South Head Road corridor as a consistent paving pattern.
- There are also opportunities for other pavement types to be used in open spaces, pocket parks and urban plazas to differentiate the characters of the precincts.
- Clearly delineate separated cycleway in line with recommendation of CPP1a
- Emphasise special areas such as gateway locations
- Create high quality edges at the interface with planting
- Prioritise natural materials with earthy tones
- Innovative solutions to accommodate additional street trees despite the limited space for deep soil landscaped area.

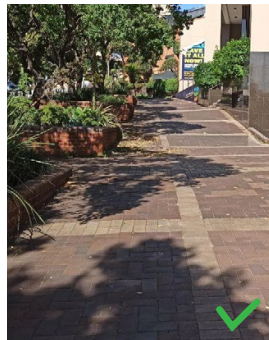
Existing context



Natural tone



Neat joins



Robust and low maintenance



No tree grate

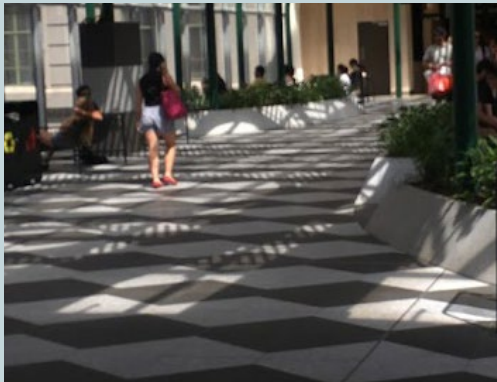


No paving



Asphalt

Potential future paving characteristics



Contrast



Edge detail (Source: Woollahra Development Control Plan 2015)



Inclusive (Source: Visul Systems 2020)



Seamless integration with tree grate (Source: Batiproduits)



Permeable interlocking concrete pavers (Source: EV Studio)



Seamless integration with cycleway (Source: National Association of City Transportation Officials, New York 2014)



4.3 Planting palette

Opportunities and recommendations

- Select a range of trees consistent with the Urban Forest Strategy and Woollahra Street Tree Masterplan 2014.
- Select street tree species that can provide seasonal interest and flower displays to reflect the seasonal changes in the year.
- Select and locate trees to ensure that there are no impacts on road safety.
- Provide a range of deciduous and evergreen trees in public open spaces and plazas to create visual interest as well as maximise winter sunlight.
- Select trees with taller trunks and higher canopies to allow more space for pedestrian movement at street level and enhance visual connectivity in the public domain.
- Plant canopy trees to provide shading to pedestrian oriented spaces.
- Provide a range of shrubs and ground cover planting in addition to street trees to facilitate diversity and maximise urban greening, subject to wearability and maintenance.
- Enhance sustainability through planting species that require less or no irrigation through best practice underground watering solutions.
- Encourage sustainable storm water management through landscaped verges, rain gardens and deep soil areas.
- Select trees with wide canopies for areas with high volume of pedestrian such as pocket parks or areas with potential outdoor dining spaces.
- Plant additional street trees along footways. Investigate opportunities to minimise potential conflicts between street trees and awnings.

Canopy trees in Woollahra Street Tree Masterplan 2014



Caesalpinia Ferrea



Harpullia Pendula



Flindersia Australis

Canopy trees in areas with high pedestrian interaction



Canopy trees (Source: Ben Gooden 2020 via CityGreen)



Higher trunk



Deciduous trees - seasonal interest and winter sun  
Source: Arnold Associates 2021)

Street trees



Native (Source: Transport for NSW 2019)



Small tree on narrow footway (Source: Woollahra Street Tree Masterplan 2014)



Seasonal interest (Source: John Gollings)

Shrubs and Cover plants plants



Median islands (Source: Garden Style 2021



Combined with urban furniture (Source: Rose Bay Parked Benches Consultation 2021)



Planter box in narrow footway (Source: Adam Christopher Design Ltd)



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# Submissions Report



## **Draft Edgecliff Commercial Centre Planning and Urban Design Strategy**

April 2024





## 1 Exhibition Overview

### 1.1 Summary

Council exhibited the draft Edgecliff Commercial Centre Planning and Urban Design Strategy (ECC Strategy) from 31 May 2021 to 30 September 2021. Due to the COVID-19 lockdowns and postponed Council elections, the exhibition was extended three times. While the response rate at the beginning of the exhibition was high, the extension of the period enabled a wider range of people to make submissions.

In summary, the exhibition included the following:

1. A public webinar hosted by Council staff;
2. Weekly notices in the Wentworth Courier newspaper;
3. A page on Council's YourSay Woollahra website, which was visited by 5100 people during the exhibition period (including 719 document downloads and 159 webinar video views);
4. Online surveys and an interactive map;
5. Notification emails sent to interested parties and relevant community groups;
6. Notification on Council's social media platforms, Council's website homepage and Council's customer Service digital noticeboards; and
7. Letters to approximately 9000 property owners and 3000 residents.

Council received 153 submissions and 123 online survey responses. Council received 16 form letter submissions in relation to Bayside, at 85-97 New South Head Road. As per Council policy the form letters were counted as one individual submission.

A number of those that made an individual submission also filled out the survey and/or dropped pins on the interactive map. These were not considered duplicates and were all counted separately in the summaries. **Table 1** below provides a summary of who provided written submissions.

**Table 1: Summary of submission types**

Submission type	Number	%
Individual	125	82
Group	9	6
Consultant/Owner	16	10
Government Agency	2	1
Form letter	1 (+15)	1
<b>Total submissions</b>	<b>153</b>	

**Table 2** below provides a summary of the positions indicated in written submissions. If a submission specifically stated it was an objection or a support, it was recorded as such. If a submission did not state whether it was an objection or a support, it was recorded as a comment, noting that a majority of the submissions recorded as comments raised issues with the ECC Strategy.

A total of 16 consultant/owner submissions seeking uplift on private properties were recorded as requests and not included in the objection, support, or comment counts.

Two government agency submissions and a submission from a school group are included in the count of comments. Two submissions from bicycle interest groups, BIKEast and Bicycle NSW, were counted as comments. The six resident group submissions received are all objections and were included in the objection count. This includes submissions from the Darling Point Society, Paddington Society, Double Bay Residents Association, Rose Bay Residents Association, Vaucluse West Residents Association, and the Edgecliff Residents Group.

**Table 2: Summary of positions in written submissions**

Type	Number	%
Object	65	42
Comment	39	25
Support	33	21
Requests	16	12
<b>Total</b>	<b>153</b>	

**Table 3** shows the primary concerns raised in individual submissions (objections and comments).

**Table 3: Summary of concerns raised in individual submissions**

Issue - Object/Comment	Object Mentions	%	Comment Mentions	%	Object & Comment Mentions	%
Built form	59	34%	21	29%	80	33%
Community infrastructure	18	10%	16	22%	34	14%
Congestion	35	20%	12	16%	47	19%
Solar	27	16%	9	12%	36	15%
Parking	16	9%	9	12%	25	10%
Character	18	10%	6	8%	24	10%
<b>Total</b>	<b>173</b>		<b>73</b>		<b>246</b>	



## 2 Issues and Responses

A summary of the issues raised in the submissions and staff responses are provided in **Table 4** below.

Copies of the original submissions, as well as a detailed summary of the issues in each, are available on Council's Your Say website: <https://yoursay.woollahra.nsw.gov.au/edgecliff>

**Table 4: Summary of issues and staff responses.**

Issue	Staff Comment
<b>General – all submissions</b>	
<p>All supporters and many objectors agree that the ECC is outdated and run down, with difficult access due to traffic and topography. Many also expressed that there is need for new community infrastructure, including community facilities and public domain improvements.</p> <p>Many agree the ECC is an important local hub for services, employment, and shopping, and that this role could be enhanced.</p> <p>Opinions differ, however, on how the ECC's revitalisation should be achieved. Supporters acknowledge increased density could contribute to the ECC's upgrade. Objectors say the upgrade should be achieved without change, or with minimal increase, to the current planning controls regarding height and floor space.</p>	<p>The ECC Strategy aims to incentivise the ECC's revitalisation (economic and physical) and to partially achieve Woollahra's housing targets. While there may be built form renewal due to the age of some of the buildings (as some submitters comment), this will take many years and is unlikely to achieve the aims of the ECC Strategy, such as an increase in employment opportunities, modern employment space, new dwellings, and an enhanced public domain.</p> <p>The density increases recommended in the ECC are based on feasibility and market analysis and are considered necessary and appropriate in the context of maintaining a healthy and competitive economy. The recommended uplift will incentivise renewal in the ECC and an enhanced built environment. Without this incentive, it is unlikely the ECC upgrade many of the submitters' desire will be achieved.</p>
<b>General - supporters</b>	
<p>The majority of supporters acknowledge that the centre needs an upgrade and support the approach of increasing density at the public transport hub, typically known as transport oriented development (TOD).</p> <p>Supporters highlight the need for housing that will cater for a range of households, including downsizers, people who need immediate access to the services the ECC has to offer, and key workers who need more affordable housing. Supporters also acknowledge the sense in locating more employment in the ECC to encourage reduced traffic generation.</p> <p>Most supporters, and some objectors/commenters, highlight the positive community benefits of more people living and working in the ECC, such as diversity, vibrancy, a greater</p>	<p>Supporters identify the need for the ECC's revitalisation and the need for housing, employment space, services, and community infrastructure. These are the very reasons the ECC Strategy was prepared and that form the basis of its aims, strategies, and principles.</p> <p>The ECC Strategy provides guidance for future development regarding planning controls, urban design, public domain, community infrastructure, and transport. The Strategy replaces the need to respond to ad hoc planning proposals and provides a coordinated development framework that will facilitate:</p> <ul style="list-style-type: none"> <li>• Transport oriented development</li> <li>• A mix of uses to support community need</li> <li>• Design excellence</li> <li>• Public domain upgrade and activation</li> </ul>

range of shops/services, outdoor dining, and enhanced community facilities.

Some acknowledge that focusing housing and employment growth in the ECC will remove pressure on other areas of the Woollahra Local Government Area (LGA).

- Active transport use
- Affordable housing
- Delivery of community infrastructure.

It is envisaged that more people living and working in the ECC will boost its economy and its vibrancy. The community infrastructure enhancements identified will support the increased population and activity that arises from increased density.

The focus of development at a transport hub, such as Edgecliff Station and bus interchange, is generally acknowledged best practice and is consistent with the *Eastern City District Plan*.

#### General – objectors

Some objectors and commenters question the need for more housing and employment space in the Woollahra LGA and, therefore, in the ECC, referring to overachievement of housing targets and citing dwelling approval numbers for the period 2016 to 2021.

To help accommodate the growth of 2,050 people, the NSW Government has forecast the need for 1,200 new dwellings between 2016 and 2036 (300 between 2016-2021, 500 between 2021 and 2026 and another 400 for the period 2026-2036).

While Council has met its previous five year target, and is on track to meet its next housing target, uplift in the ECC will be necessary to meet future targets.

Notwithstanding, until the LEP is amended, landowners will continue to seek uplift on individual sites in the ECC and the ECC Strategy provides the necessary context for any such proposals.

#### Submissions on single topic

Bicycle infrastructure – BIKEast, Bike NSW – request bicycle infrastructure in line with Transport for NSW (TfNSW) guidance.

Appropriate bicycle infrastructure is included in the adopted *Woollahra Active Transport Plan 2023* (Woollahra ATP 2023). This has been translated into the updated *Edgecliff Commercial Centre Public Domain Plan*.

Montessori schools - Montessori suggest school space within new development.

The provision of any additional educational facilities will be discussed with the NSW Government if the ECC Strategy progresses to planning proposal stage.

#### Built form

Approximately 33% of objections and comments mention the recommended building heights and resulting built form.

Submitters expressed the view that the tall buildings will be too prominent on the ridgeline at Edgecliff.

In response to the issues raised in submissions staff reviewed the draft uplift sites in the ECC Strategy and recommend focusing the additional height and FSR on sites that:

- Are closer to Edgecliff Station;



The 26m and 14m heights recommended for the Edgecliff Centre (203-233 New South Head Road) are specifically mentioned as being too high. The main reasons cited are appearance and overshadowing of low scale dwellings and Trumper Park/Oval to the south.

Some objectors refer to Ranelagh, Bayside and 100 New South Head Road as inappropriate development that should not be used as a benchmark for the heights recommended in the ECC Strategy.

Submissions also mention the 'canyon effect' along New South Head Road, loss of sunlight, and high winds at street level. These would compromise the pedestrian experience.

Submissions mention the poor interface between the ECC and surrounding residential areas, particularly at the rear of the Edgecliff Centre, and how taller buildings and increased activity will exacerbate negative impacts (more people, noise, traffic, service vehicles, parking, and less sunlight).

While some accept the recommended height at Edgecliff Station, they express concern about the spread of additional height down the hill to the west, particularly as it could interrupt the visual/physical connection from the Paddington slopes to Rushcutters Bay basin – 4 to 6 storeys is a popular maximum height, with some requesting limiting to the viaduct height in the basin to preserve the 'basin view'.

Several submission mention the need to retain the urban services such as the service station and car wash.

Several objectors are concerned about view loss from their dwellings, citing the loss of iconic views such as the Harbour Bridge and Opera House.

- Have frontage to New South Head Road and can achieve vehicle access of a road that is not New South Head Road;
- Have potential for higher housing yield and will not result in the loss of lower cost housing that currently provides housing diversity;
- Have no heritage or character value (noting that the Draft ECC Heritage Study recommends listing 8 additional heritage items and one new HCA in the ECC which has resulted in the removal of some uplift sites)
- Will not interrupt the basin view that is a valued visual, physical and cultural connection (noting that the land in Paddington generally slopes down from Oxford Street towards the Harbour, and the 'basin' is formed by the lower Paddington slopes – and Rushcutters Bay Park).

Accordingly, staff recommend deleting the following uplift sites (refer to **Figure 1**):

A: 73-79 New South Head Road

B: 81-83 New South Head Road

C: 2-14 New South Head Road

D: 18-20 New South Head Road - 'Winston House'<sup>1</sup>

F: 20 Reddy Street

G: 26-32 New South Head Road

P: 2 New McLean Street

S: 208A-212 New South Head Road

Staff recommend the heights on the remaining uplift sites not be amended, noting that heights in the original version of the Strategy were highly influenced by the desire to maintain solar access to Trumper Park/Oval and the lower scale residential areas to the south of the ECC.

Staff recommend amending Precinct 1 – Western Gateway Precinct – to Western Basin and rewording the description to introduce protection of the view/connection between the lower Paddington slopes and Rushcutters Bay Park and Sydney Harbour.

The more general amenity and environmental impact issues raised in the submissions will be addressed with specific LEP and DCP measures that will be developed in conjunction with the

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<sup>1</sup> Winston House and Portland house are recommended heritage items (as outlined below)

implementation of the ECC Strategy through a planning proposal.

The retention of urban services cannot be mandated by Council, and their ongoing viability will be supported by market forces and restrictions around what uses can be carried out in a zone.

View impacts were given consideration in preparation of the ECC Strategy. Assessment of view sharing is relevant at the development application stage via the 'Tenacity Principles'.

In contrast to the above, some submissions suggest the design of development can address the aesthetic and practical relationship with the residential streets around the ECC. Further, that design excellence is an essential requirement to address the relationship of new development to surrounding communities and address impacts, especially in respect to solar access, and interface with the residential streets to the south.

Design excellence is one of the principles in the ECC Strategy recommended to address the quality of built form within the ECC and at the interface with lower scale residential areas. It is intended that design excellence will be required in the uplift enabling clause of the Woollahra LEP 2014.



Figure 1: Draft ECC Strategy original uplift sites

### Congestion

Approximately 19% of objections and comments mention current traffic congestion and concerns it will be exacerbated if density is increased in the ECC. Most of these submissions indicate that the recommended traffic strategies won't address existing or potential congestion, and that higher density in the ECC should not be enabled until existing traffic problems are addressed.

The updated Transport Study by SCT indicates that the projected growth can be accommodated in the ECC. Intersection performance analysis indicates that the road network currently operates at satisfactory conditions, as indicated by the Level of Service C or better for all intersections for all analysed time periods.

The updated Transport Study modelling is based on rationalised uplift sites as recommended in the



Most of these submissions point out the road network is already beyond capacity, citing high traffic volumes along New South Head Road, limited opportunities for pedestrian crossing, and long vehicle wait times at intersections.

While there is support for encouraging active transport, some of the submissions indicate it is not a solution to congestion, current or potential. Reasons cited include that most people want to drive to the shops for convenience, the high number of leisure trips that will occur outside commuting times, and circumstances that would inhibit some pedestrians and cyclists (such as slope, pollution, mobility impairment).

The intersection of Darling Point Road, New McLean Street and New South Head Road is particularly vexing for submitters, who cite long wait times to get into the Edgecliff Centre.

updated ECC Strategy and this report. The further analysis showed that performance of the local road network would continue to operate at acceptable levels with the trips generated by the potential uplift added to the road network.

The Transport Study recommends Council investigate the introduction of strategies to restrict trip generation (such as limiting additional parking) and improve active transport infrastructure. The former would likely be accommodated in a future DCP applying to the ECC, while the latter is already identified in the Woollahra ATP 2023.

The Transport Study also recommends Council lobby Transport for NSW to 'Investigate optimisation of signalised intersections to accommodate a change in vehicle movements'.

Information on the Transport Study is provided in the updated ECC Strategy.

#### Solar access

Around 15% of objections and comments mention solar access (overshadowing).

Submitters are concerned that loss of sun will have negative impact on recreational activities in Trumper Park/Oval and its bushland areas, and that Trumper Oval will be shaded at 9.00am, affecting early morning use.

Some suggest two hours of direct sunlight between the hours of 10am and 2pm will be poor compensation for the amount of sunlight currently experienced in the properties to the south.

Solar analysis is included in the (SJB 2017) Edgecliff Commercial Centre Study that is the background to the ECC Strategy. The SJB Study shadow analysis shows Trumper Park/Oval will receive significant overshadowing at 9.00am mid-winter, predominantly from a redeveloped Edgecliff Centre.

Narrow floorplates are proposed in the ECC, wherever possible, to facilitate fast-moving shadows and minimise impacts on solar access to existing dwellings and Trumper Park. The SJB Study shows these fast moving shadows.

Solar access is one of the ECC Strategy's built form principles, and adequate solar access will be incorporated in specific planning controls and DCP guidelines, in addition to the existing DCP controls that protect solar access.

The Woollahra DCP 2015 also protects solar access to Trumper Oval between 10.00am and 2.00pm mid-winter. Development in the ECC will need to ensure that solar access to the Oval between these hours is not reduced.

The Woollahra DCP 2015 guidelines are based on generally accepted solar access principles that are considered reasonable.

### Community infrastructure

Community infrastructure includes public domain works, cycle ways, community centres, libraries, recreation facilities and improved access to public transport.

Around 14% of objections and comments mention community infrastructure. A majority of submissions, support the community infrastructure and public domain proposals in the ECC Strategy and associated Public Domain Plan. However, some express concerns about funding and timing.

Many submissions mention traffic pollution (noise and fumes) that would be exacerbated by the increased traffic congestion resulting from higher density development in the ECC. Traffic pollution is seen as inhibiting the use of New South Head as a pedestrian/cyclist space and a place for people who want to sit in outdoor cafes.

The useability of the suggested public plaza on the New South Head Road frontage of the Edgecliff Centre gets specific mention in this respect.

Notwithstanding, there is extensive support for a public plaza, rooftop recreation above the bus stands, a community centre (including library services) overall greening and improvement to the pedestrian/cycling environment.

Several submissions mention the pressing need for affordable housing and these submitters believe that the 5% referred to in the ECC Strategy is too low.

A number of submissions object to the removal of the left hand slip lane from Ocean Street onto New South Head Road, citing increased traffic congestion and limited benefit to pedestrians.

Staff recommend the following amendments to the ECC Strategy and associated Public Domain Plan in response to the submissions:

- Maintaining the public plaza on the Edgecliff Centre site, but in a more amenable location such as New McLean Street or/and above ground
- Deleting removal of the left slip lane from Ocean Street;
- Updating the proposed cycling infrastructure to reflect the adopted Woollahra ATP 2023.

The ECC Strategy recommends a range of measures to improve community infrastructure, the public domain, and pedestrian safety, amenity, and movement in the ECC. Staff recommend these be retained. Some of the improvements will be required as works associated with the development of uplift sites. In areas where there are no uplift sites, provisions will be through section 7.12 contributions revenue and other funding sources.

The need for community space (such as community centre, library and recreation space) is retained in the ECC Strategy and could be provided as space within one or more of the larger uplift sites, such as the Edgecliff Centre site, when they are redeveloped).

A commitment to providing affordable housing remains in the ECC Strategy. It will be delivered via an affordable housing contributions clause, to be sought in a future planning proposal for the ECC. Staff are currently working with SGS Economics and Planning on preparing the necessary information to support this proposal. This work includes feasibility testing as the affordable housing contribution will need to be reasonable.

### Heritage/character

Around 10% of objections/comments mention heritage and/or character.

Submitters express concerns that high-rise will be incompatible with the low scale residential area in the Paddington HCA, and that it will affect the area's character/ and ambience.

Reasons mentioned include altered site lines, overbearing impacts, loss of sunlight to dwellings, yards and streets, and overcrowding.

In response to issues raised in the submissions, Council commissioned GML Heritage in June 2022 to undertake the *Edgecliff Commercial Centre Heritage Study*. The assessment reviewed the whole of the ECC and recommends listing of the following eight properties as heritage items:

- Gruzman House, 4 Oswald Street;
- Winston House 18-20 NSHR;
- Phoenix Palms, Oswald Street;
- Portland Hall, 48 New South Head Road;
- Glenmore Cottages, 543-549 Glenmore Road;



Some objectors are concerned the ECC Strategy does not protect enough of the heritage/local character buildings on New South Head Road (defined by some as a mix of architectural styles in buildings that contribute to fine grain slated for demolition).

Some of the recommended uplift sites raise concerns as they will form a backdrop to heritage buildings and points of interest.

Some submitters requested Council undertake a heritage study of the area affected by the ECC.

- Cobham, 166 New South Head Road;
- Brantwood Court, 168 New South Head Road
- Brantwood Hall, 170 New South Head Road.

The proposed listings have implications to the extent of uplift sites, which has resulted in the removal of Winston House and Portland Hall from the revised Strategy, and the removal of uplift sites in the vicinity of Portland Hall and 2A Mona Road.

The assessment also recommends the new Brantwood Heritage Conservation Area that includes a group of residential flat buildings around a cul-de-sac between 164 and 180 New South Head Road.

Staff submitted a report to the 2 April 2024 EPC meeting recommending Council proceed with a planning proposal to implement the *Edgecliff Commercial Centre Heritage Study* recommendations. The report includes advice from the Woollahra Local Planning Panel (meeting 20 October 2023).

#### Parking

Around 10% of objections/comments mention existing parking issues that many submitters feel will be exacerbated if the ECC Strategy is implemented.

The majority of the submissions highlight on-street parking shortages (given that many of the dwellings in the Paddington HCA have no off-street parking) and competition between residents, shoppers and commuters for these limited spaces.

Many believe that the recommended strategies to reduce traffic generation (e.g. reduced parking rates) will not be effective, and that parking demand will not be met.

Some submitters think that the parking deficit cannot be addressed and that the recommended increase in density should not be permitted at all. Others think the uplift should not be enabled until existing problems are addressed

The SCT Transport Study recommends the ECC parking strategies based on best practice. Reduced parking rates at transport hubs and in high density residential centres is a widely accepted measure to reduce traffic generation (and reflects a general trend of decreasing car ownership rates in inner city areas). The parking strategies complement the proposed traffic infrastructure strategies. In tandem these strategies support the increased density recommended.

Staff note that the traffic and parking strategies are supplemented by emerging active transport strategies such as green travel plans, and dedicated car share spaces within new buildings. In addition, street parking permits would not be issued to residents of new apartments. This would further reduce any increase in street parking demand by disincentivising car ownership.

### Adjustment of included sites

Representatives of the following sites, which are designed for uplift in the updated ECC Strategy, made requests for increased height and/or FSR as follows

- 135-155 New South Head Road – 42m and 3.6:1
- 136-148 New South Head Road – 46m and 5:1
- 179-191 New South Head Road – 42m and 5.4:1
- 203-233 New South Head Road (Edgecliff Centre) – Height beyond 86m proposed and opposed mandatory amalgamation.
- 1 Mona Road – 24m and 3.42:1
- 193-201 New South Head Road – 20 storeys in height.

Urban design modelling carried out has demonstrated that the proposed controls are appropriate for these sites. Further increases risk affecting local character and diminishing solar access to key locations, such as Trumper Park.

The exception to the above is 136-148 New South Head Road, where the proposed height and FSR have been subject to a separate planning proposal. Accordingly, these controls have been included in the amended scheme.

Representatives of the following sites, which were designated for uplift in the original ECC Strategy (but not in the updated one), made requests as follows:

- 73-85 New South Head Road (car wash) – 47m and 4:1
- 99-113 New South Head Road – 15 storeys in height.

The site known as 73-85 New South Head Road was removed from the scheme as it was located in the Paddington basin. As discussed above the basin is a valued visual, physical and cultural connection (noting that the land in Paddington generally slopes down from Oxford Street towards the Harbour, and the 'basin' is formed by the lower Paddington slopes – and Rushcutters Bay Park). A new built form on the site would interrupt this relationship.

The site at 9-113 New South Head Road was removed for the same reason. It also contains a number of smaller, lower cost dwellings that would be unlikely to be replaced. A net housing increase on this site is unlikely and there would be a negative impact on housing diversity.

The following sites were not included in either version of the scheme, and representatives have requested their inclusion:

1. 133 New South Head Road (Cadrys) – 23m and 3:1
2. 498 Glenmore Road – 23m and 3:1
3. 156-164 New South Head Road – 15 storeys in height.
4. 2A Mona Road – 23.6m and 3.5:1
5. 4-8 Oswald Street – 20.5m and 2.5:1

Sites 1 and 4 contain heritage items, while site 2 is in the Paddington HCA. These characteristics make none of them suitable for uplift.

Site 3 has been excluded from uplift due to poor vehicular access. Additionally, it is recommended to be contained in the future Brantwood Estate HCA.

Site 5 is outside the boundaries of the Edgecliff Commercial Centre and recommended as a heritage item.

The 'Eastpoint' sites of 235-287 New South Head Road and 180 Ocean Street may have views impacted. Additionally, different redevelopment options should be explored to provide better outcomes for residents and commuters accessing the station.

SJB Study Scenario 1 includes Eastpoint Shopping Centre with three towers oriented north-south over the combined sites. The preferred scenario shows two elliptical towers on the Edgecliff Centre site suggested as a means of limiting view impact.



Eastpoint is omitted from the ECC Strategy due to complex strata titles and easements that apply to the site. It's inclusion in Scenario 1 also demonstrates the impact of combining the two sites into an extremely large site, the development of which could have significant negative environmental and amenity impacts.

Given the unknowns, it is not possible to incorporate a scenario for the site in the ECC Strategy. Staff recommend no change to the updated ECC Strategy.

#### NSW Government agency submissions

Schools Infrastructure NSW (SINSW):

SINSW notes that the dwelling yields show that the ECC Strategy may result in an additional 400 - 500 dwellings within the ECC.

Based on the above, local schools are expected to experience growth in their intake areas, which may require asset intervention to meet demand. Based on SINSW population projection data, the proposal may result in increased demand for approximately one additional primary teaching space and up to one additional secondary teaching space if existing trends continue.

A combination of asset improvement and non-asset solutions across these schools could be required to accommodate the projected enrolment demand.

Transport for NSW (TfNSW):

TfNSW expressed support for the approach taken in the ECC Strategy to make better use of public transport infrastructure and encourage active transport use. TfNSW encourage continued collaboration as the ECC Strategy is implemented.

The provision of school space in conjunction with uplift in the ECC will be an ongoing consideration as the planning proposal to implement the ECC Strategy is progressed. The process will include further consultation with the NSW Government.

Transport in the ECC will be an ongoing consideration as the planning proposal to implement the ECC Strategy is progressed. The process will include further consultation with TfNSW.

### 3 Your Say Woollahra

#### 3.1 Survey Questions

A total of 123 respondents filled out the survey. Not all respondents answered every question or provided comments on each question, hence the numbers below vary.

The survey on Your Say Woollahra posed three questions as summarised in **Figures 1 to 4** below. Comments accompanying the survey responses are available on Council's Your Say website: <https://yoursay.woollahra.nsw.gov.au/edgecliff>

##### 3.1.1 To what extent do you support the draft strategy's vision for the Edgecliff Commercial Centre?

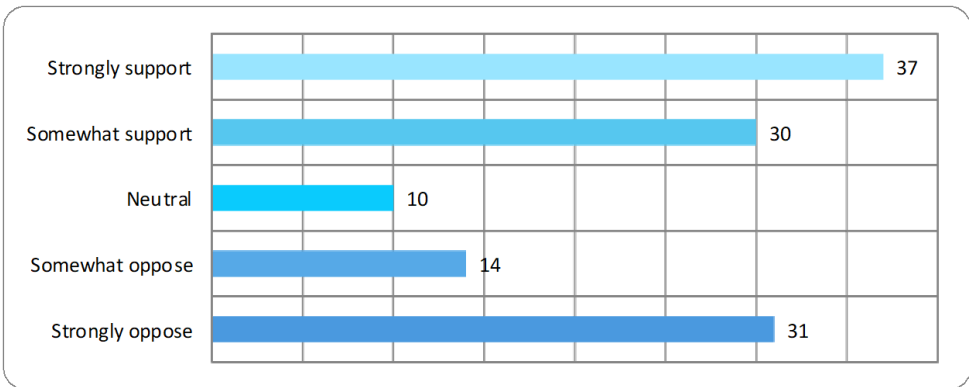


Figure 1: Survey results (1 of 4).

Issues raised in comments provided to this question are in **Table 5** below.

Table 5: Summary of submission types

Issues - Vision		
Built form	46	39%
Community infrastructure	27	23%
Congestion	24	20%
Solar	13	11%
Parking	9	8%
Total	119	100%



**3.1.2 To what extent do you support the draft strategy’s recommendations on heritage conservation?**

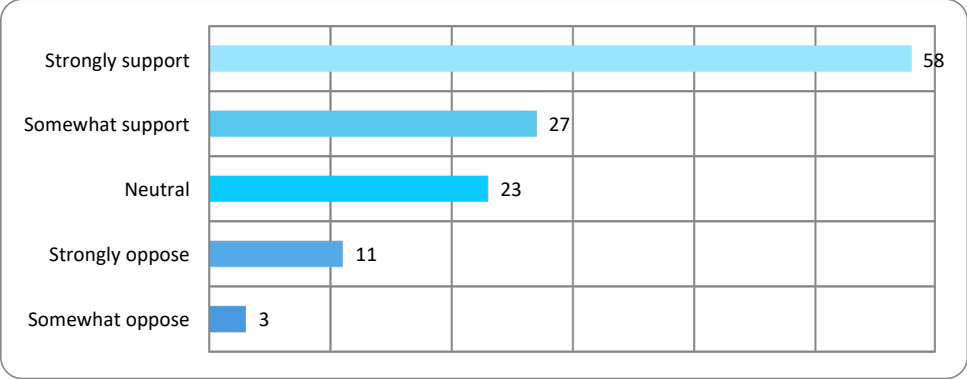


Figure 2: Survey results (2 of 4).

**3.1.3 To what extent do you support the draft strategy’s recommendations on building height and scale?**

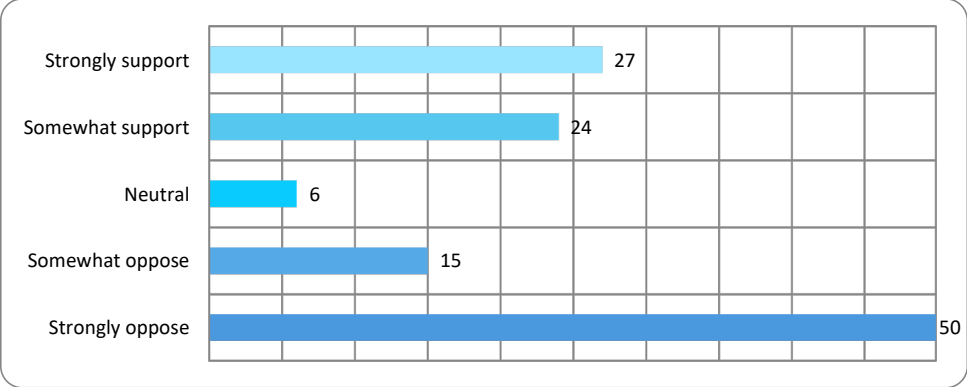


Figure 3: Survey results (3 of 4).

### 3.1.4 Which public domain elements of the draft plan do you support?

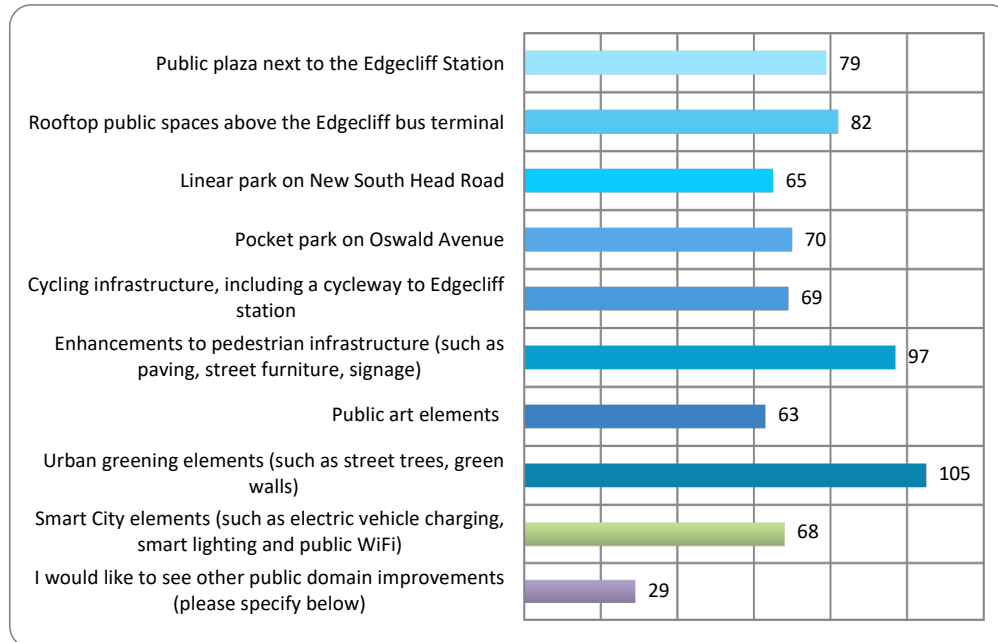


Figure 4: Survey results (4 of 4).

### 3.2 Dropped Pins Summary

The interactive map enabled submitters to provide location-specific comments with 'dropped pins'. The 40 submitters dropped a total of 80 pins. **Figure 5** below shows comments on community infrastructure dominate, including footpaths and roads.

There was also emphasis on the perceived impact of the uplift in density and heights. While one submitter supported additional development around Edgecliff Station, citing the need to cater for downsizers and recycle housing for families, most submitters opposed the 26m and 14m heights in the Edgecliff Centre.



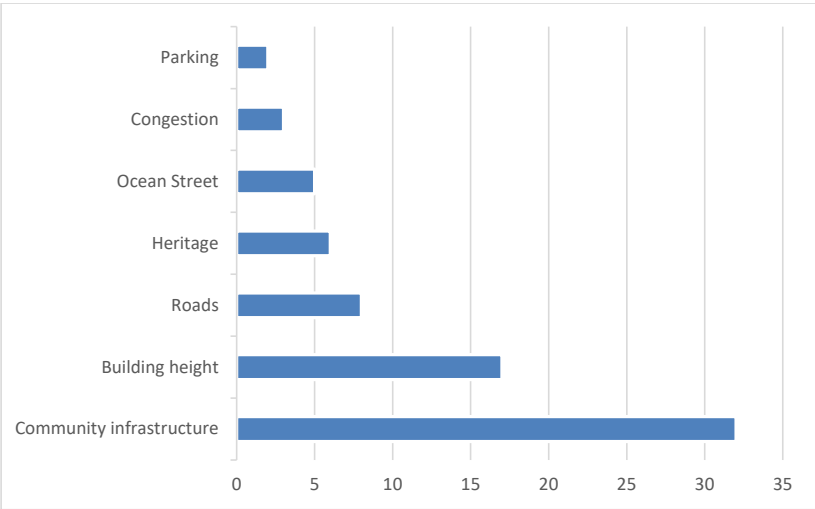


Figure 5: Summary of issues in dropped pins.

A map showing the location of dropped pins is provided below in **Figure 6**.

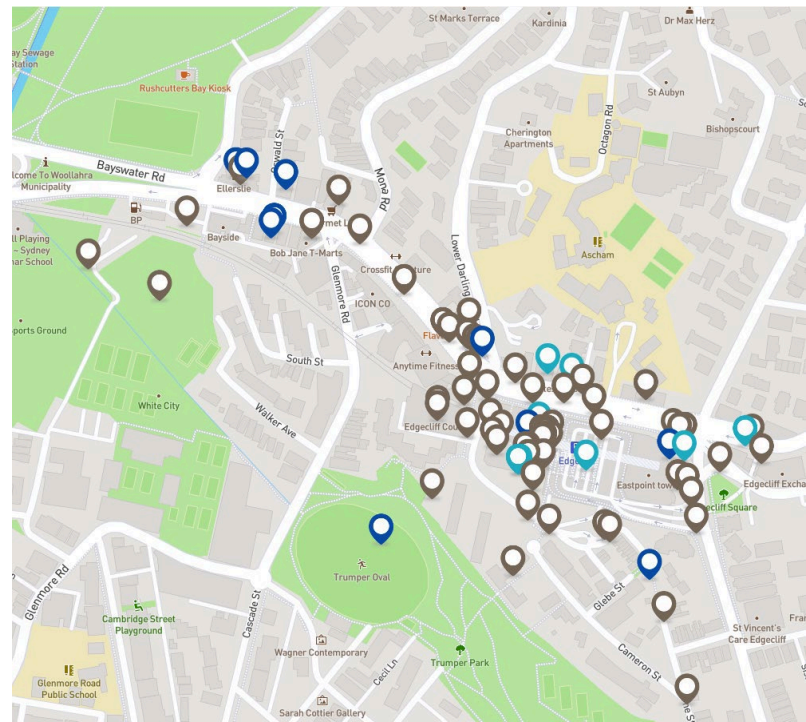


Figure 6: Map of dropped pins.

### **3.2.1 Comment**

Discussion of key concerns raised in the dropped pins comments is provided under the headings below.

Copies of comments provided with each dropped pin are available on Council's Your Say website: <https://yoursay.woollahra.nsw.gov.au/edgecliff>

The issues raised in the drop pins comments are generally similar to those raised in the submissions and surveys, and the staff response as discussed in Table 4 above is relevant.

### **3.2.2 Community Infrastructure**

The need for improved pedestrian and cycling facilities rated high, with general support and specific suggestions including better pedestrian links to Trumper Park, the narrow footpath around the intersection of New South Head Road and Darling Point Road, and dedicated bike lanes. While green space is important, some submitters questioned the amenity of the parks and plaza on New South Head Road and suggested refocusing on side streets such as New McLean Street and Mona Road.

A few of the submitters raised the need for affordable and diverse housing and some referred to the value of buildings that provide diverse housing, such as 28-32 New South Head Road.

### **3.2.3 Built form**

There was some comment on the perceived impact of the suggested uplift in density. While one submitter supported additional development around Edgecliff Station, citing the need to cater for downsizers and recycle housing for families, others opposed the suggested 26 storeys and 14 storeys heights for the Edgecliff Centre.

Also of concern are the perceived traffic generation and parking problems associated with the increased in density. Submitters' suggestions include road widening along New South Head Road, retaining the left hand slip lane off Ocean Street, and closure of Arthur Street at New McLean Street.

While there was little reference to the other heights along New South Head Road, a few submitters mentioned the associated loss of sunlight and private views.

### **3.2.4 Character**

Character issues raised include value of buildings such as the apartment buildings at 2-32 and 99-115 New South Head Road, the 'painted lady' on the heritage listed concrete wall on Darling Point Road, and the green space within 2 New McLean Street.



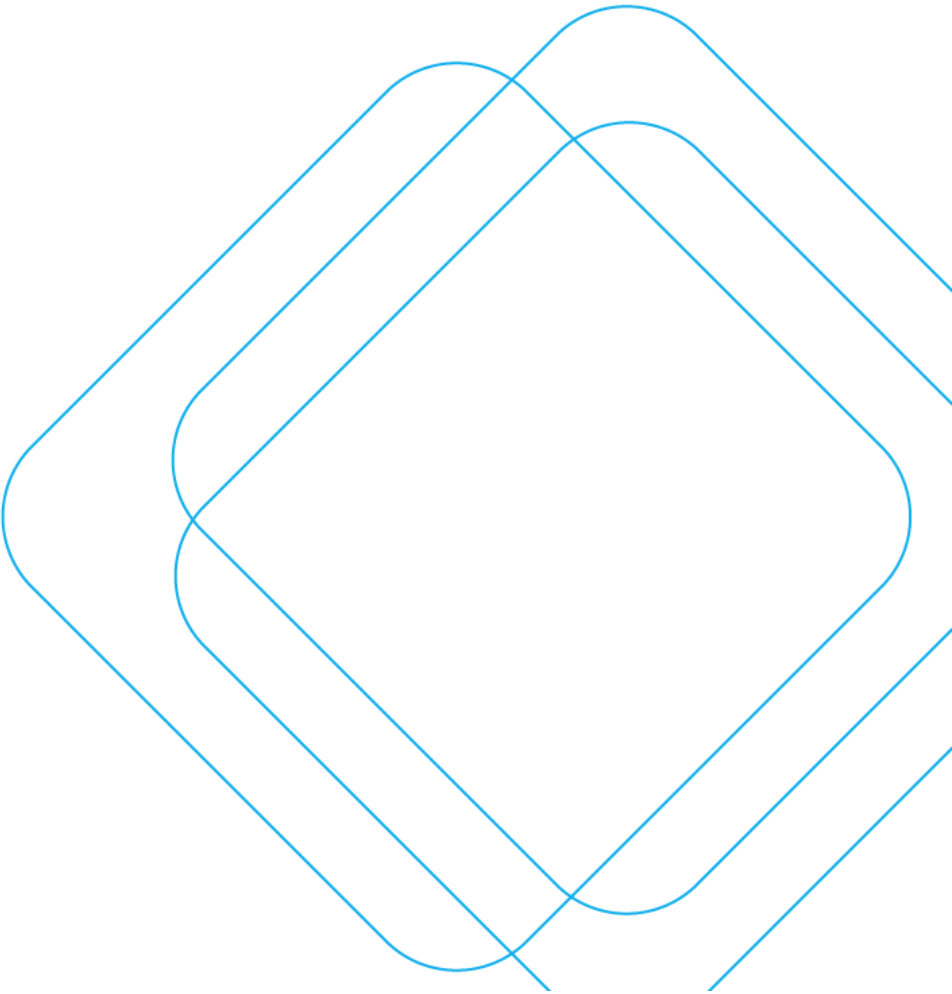


# EDGECLIFF COMMERCIAL CENTRE TRANSPORT STUDY

Prepared for Woollahra Municipal  
Council

3 APRIL 2024

SCT Consulting acknowledges the traditional owners of the lands on which we work.  
We pay our respects to Elders past, present and emerging.





Woollahra Municipal Council



## Quality Assurance

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EDGECLIFF COMMERCIAL CENTRE TRANSPORT STUDY

Woollahra Municipal Council



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EDGECLIFF COMMERCIAL CENTRE TRANSPORT STUDY



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## Executive Summary

### Background and introduction

SCT Consulting has been engaged by Woollahra Municipal Council (WMC) to undertake a transport study to support a review of existing planning controls for the Edgecliff Commercial Centre (ECC). The objectives of the study include a need to:

- Undertake background research to inform the strategic context of the proposal.
- Obtain an understanding of the existing traffic and transport conditions within the ECC.
- Identify the potential traffic and transport implications from additional mixed residential and non-residential development in selective parts of the ECC.
- Determine the trip generation and trip distribution to understand likely implications of the potential development.
- Determine any public and active transport measures and sustainable travel initiatives for the development.
- Identify measures to encourage increased liveability (connectivity) in association with people living in, visiting and working in the ECC.

### Existing conditions

The ECC is currently a combination of MU1 Mixed Use and E1 Local Centre zones located at the heart of Edgecliff. The ECC sits on the state road, New South Head Road, which serves as a link between Sydney CBD, the Cross City Tunnel and the eastern suburbs. The Commercial Core is the focal point of the ECC, providing a valuable connection to the Sydney Trains network and destinations across Sydney.

The 2016 Journey to Work data was analysed to determine the current travel behaviour during peak travel periods in the ECC. For the mode share analysis, 2021 Journey to Work data was not used due to the impacts of the COVID-19 pandemic. For the Sydney Greater Metropolitan Area, a total of 67 per cent, 11 per cent and four per cent use private vehicle, train and walk respectively to get to work. By comparison, the public transport mode share for Edgecliff is 44 per cent, by far the most dominant mode of transport. This is reflective of the close walking distance to Edgecliff Train Station.

The major access to the ECC from the Sydney Metropolitan area is via New South Head Road which runs in the middle of and through the ECC. New South Head Road is the only State Road controlled and maintained by Roads and Maritime Services (RMS), in the vicinity of the ECC. All other roads within the vicinity of the ECC are local roads, under the control of WMC, with the main local roads providing access to the ECC being New Beach Road, Glenmore Road, Mona Road, Darling Point Road, New McLean Street and Ocean Avenue / Ocean Street.

Intersection performance analysis indicates that the road network currently operates at satisfactory conditions, as indicated by the LoS C or better for all intersections for all analysed time periods. However, during the weekday PM peak hour the New South Head / Glenmore Road / Mona Road intersection operates near capacity with an overall DoS of 0.95. This is caused by the performance of the Mona Road approach which operates at a LoS F and with a DoS of 0.95. During the weekend peak hour, the Ocean Street / Ocean Avenue / New South Head Road intersection currently operates at capacity, with a DoS of 1.00.

The existing cycling routes serving the ECC are generally perpendicular to New South Head Road. Most of these perpendicular routes are constrained by challenging grades of up to 10 per cent. There are no east-west road corridors except for New South Head Road, resulting in no alternative east-west cycle options. New South Head Road is a challenging road environment that precludes all but the most experienced riders.

The ECC is generally well-served by pedestrian footpaths, with New South Head Road and surrounding local roads being provided with footpaths on both sides. However, some of the pedestrian footpaths have uneven pavers and do not provide ease of access for those with mobility issues, including parents with prams, the elderly or people with disabilities. Pedestrian access to the ECC is restricted by the railway line and New South Head Road, which run along the southern boundary and middle of the ECC, respectively.

The ECC has limited pedestrian crossing opportunities in a north-south direction from both sides at the intersections of New South Head Road / New Beach Road and New South Head Road / Darling Point Road / New McLean Street. There is currently a zebra crossing on the slip lane at the north-western corner of the New South Head Road / New Beach Road intersection, just west of the signalised pedestrian crossing across New Beach Road.

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#### Potential Growth

The WMC has prepared a potential development scenario based on the proposed amendment to the development controls. When compared to the current built form, the proposed amendments could facilitate an uplift of:

- 4,325 square metres of commercial floor space
- 43 square metres of retail floor space
- 49,325 square metres of residential floor space, providing an additional 493 parking spaces .

#### Impacts of potential development

Overall, the potential development supports best practice transit-oriented development principles, by providing increased residential and employment density in proximity to existing transport infrastructure. The town centre has access to the public transport system via train and bus, which provides connections to surrounding sub-regional centres and to the City throughout the day.

Based on the adopted trip generation rates of the respective land uses, the proposed increase in development yield at the ECC would generate a total of **117** additional vehicular trips during the weekday AM peak hour and **55** additional vehicular trips during the weekday PM peak hour. The estimated additional weekend vehicle trips will be **40** trips per peak hour. Most of these trips are related to the residential component of the potential development.

The future active and public transport road network is expected to be able to cater for the additional active and public transport trips generated by the potential future development. However, the WMC Active Transport Plan (2023) outlines several proposed strategy and infrastructure improvements which would further improve pedestrian and cycling amenity in the ECC.

Road network analysis showed that performance of the local road network would continue to operate at acceptable levels with the trips generated by the potential development uplift added to the road network. Due to the increase in demand, the signal phasing was optimised for the intersection of New South Head Road / Darling Point Road / New McLean Street in the AM and PM peak hours, and for the New South Head / Mona Road / Glenmore Road in the AM peak hour. This was to accommodate a change in vehicle movements and to avoid delays on New McLean Street.

In the AM peak hour, the greatest impact on the road network performance is forecast to be at the New South Head Road / Ocean Street / Ocean Avenue and the New South Head Road / Darling Point Road / New McLean Streets intersections, which will operate with a LoS C and LoS B compared to a LoS B and LoS A in the existing scenario. The forecast DoS of 0.98 in the AM peak hour for the New South Head Road / Ocean Street / Ocean Avenue intersection is reflective of the approaches from Ocean Street South and New South Head East, which are both forecast to operate near capacity.

Overall, the New South Head Road / New Beach Road and the New South Head Road / Glenmore Road / Mona Road intersections will continue to perform satisfactory for all time periods, with the added development trips in all peak hours, indicating that these sites would satisfactorily cater for the increased traffic demands.

#### Recommended traffic and transport strategies

Based on the analysis undertaken to develop the Edgecliff Commercial Centre Transport Study, strategic policy directions and proposed solutions are recommended for WMC to drive a successful outcome for the potential development. These would help control the level of private vehicle traffic generation of the proposed (and other future developments) in the area and include:

- Review current maximum and minimum parking provision rates and parking multipliers within Part E 'General Controls for all Development' of the Woollahra Development Control Plan (2015), in view of considering a reduction, particularly for residential uses.
- Ensure travel plans are effectively delivered by development proponents.
- Investigate the use of car share schemes in conjunction with certain residences not being eligible for access to residential parking permit schemes.
- Amend the Woollahra DCP 2015 to require the allocation of one on-site car space for shared vehicles to offset 10 on-site parking spaces in new developments.
- Prepare a pedestrian wayfinding strategy to improve pedestrian amenity for the ECC and surrounding areas.
- Cap parking for the Commercial Core in the ECC to be no more than currently provided.



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- Monitor public transport, to make informed decisions about the success of strategies and transport needs within the LGA.

In addition, several infrastructure improvements are recommended to improve the road network for all modes of transport. These include pedestrian safety improvements at pedestrian crossings and improving pedestrian amenity at key walking routes to, within and to and from the ECC. It is also proposed to investigate optimisation of the signal phasing at all signalised intersections, to accommodate the change in vehicle movements due to the redevelopment.

#### Conclusion

The Edgecliff Commercial Centre Transport Study has focused on the assessment of a potential development scenario and the subsequent traffic and transport impacts for the ECC. The assessment has found that:

- Existing active and public transport infrastructure within and around the ECC is suitable to cater for the increase in population caused by potential growth within the centre, however, further steps can be taken to increase active transport as a viable mode. These steps are both strategy and infrastructure based and are partly recommended as part of the WMC Active Transport Plan (2023).
- The ECC local road network will be able to successfully cater for the proposed expansion. However, the network performance analysis suggests that further demands on the Ocean Street South and New South Head East approaches of the New South Head Road / Ocean Street / Ocean Avenue intersection cannot be accommodated beyond the trips generated by the potential development.

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## 1.0 Introduction

### 1.1 Background

Woollahra Municipal Council (WMC) is proposing to amend its current planning controls for the Edgecliff Commercial Centre (ECC). SCT Consulting has been engaged by WMC to prepare a Transport Study that assesses the transport impacts and needs of the proposed planning controls for the ECC, based on the preferred development option. The outputs will be used to inform Council's Final Edgecliff Commercial Centre Planning and Urban Design Strategy.

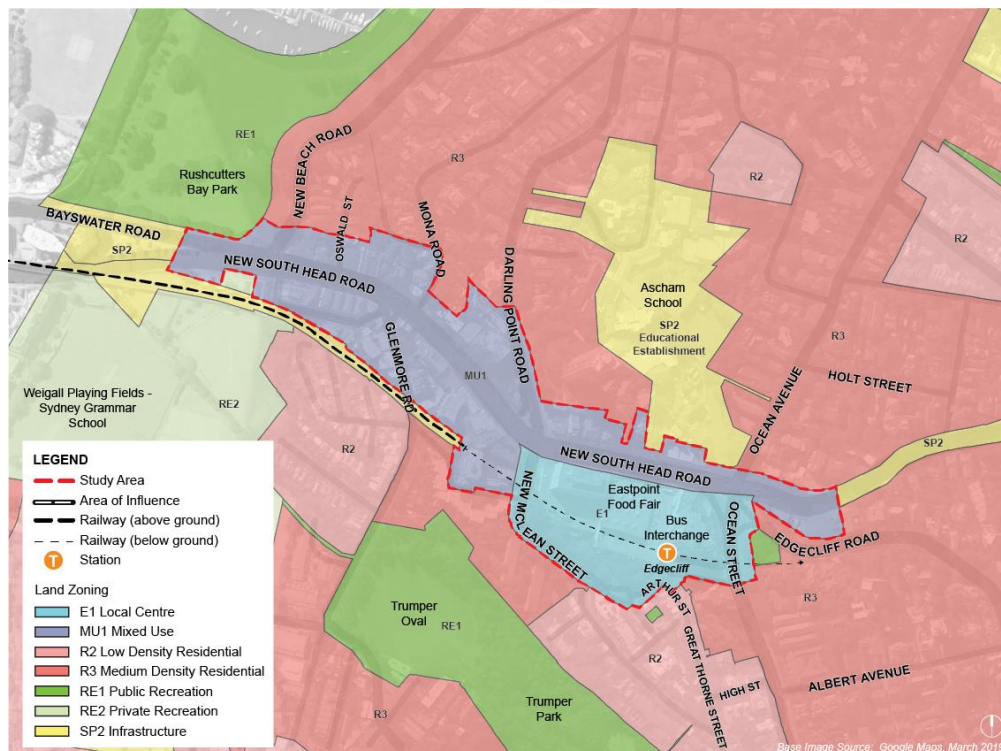
A transport study which assessed the exhibited built form and development yields as previously presented in the ECC Planning and Urban Design Strategy, was prepared in August 2019 by SCT Consulting. WMC has since amended its exhibited built form and development yields, and as a result, the previous ECC Transport Study Final Report (August 2019) needs to be updated (this report), to reflect the amended plans.

The ECC is currently a combination of MU1 Mixed Use and E1 Local Centre zones located at the heart of Edgecliff. The ECC's Commercial Core (between New McLean Street and Ocean Street) includes two large developments:

- The 'Edgecliff Centre' office building at 203-233 New South Head Road.
- The 'Eastpoint Centre' at 235-285 New South Head Road, which incorporates a shopping centre, residential tower, Edgecliff Train Station and a bus interchange.

The ECC sits on the state road, New South Head Road, which serves as a link between Sydney CBD, the Cross City Tunnel and the eastern suburbs. The Commercial Core is the focal point of the ECC, providing a valuable connection to the Sydney Trains network and destinations across Sydney. The ECC study area is shown in **Figure 1-1**.

Figure 1-1 The Edgecliff Commercial Centre and surrounding areas





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## 1.2 Objectives

At the completion of the study the following objectives will have been achieved:

- Background research to inform the strategic context of the proposal.
- Obtain an understanding of the existing traffic and transport conditions within the ECC.
- Identify the potential traffic and transport implications from additional mixed residential and non-residential development in selective parts of the ECC.
- Trip generation and trip distribution to understand likely implications of the potential development.
- Public and active transport measures and sustainable travel initiatives for the potential development.
- Identify measures to encourage increased liveability (connectivity) in association with people living in, visiting and working in the ECC.

## 1.3 Report Structure

This report has been structured into the following sections:

- **Section 2** provides an overview of the strategic context of the ECC and a summary of the review of all relevant background documents.
- **Section 3** provides an overview of the existing conditions for all transport modes, an overview of the ECC and a description of the existing transport demographics in the area.
- **Section 4** describes the potential development option and the proposed change in yield for the ECC.
- **Section 5** presents the increase in trip generation and likely trip distribution because of the potential development yield.
- **Section 6** describes the likely traffic and transport impact on all modes of transport because of the potential development yield.
- **Section 7** proposes future potential traffic and transport solutions for the ECC, such as policy changes and required infrastructure upgrades.
- **Section 8** summarises the report and proposes the next steps to be undertaken because of the outcome of the report.
- **Appendix A** provides intersection performance results for base network operation.
- **Appendix B** provides a summary of potential development yields.
- **Appendix C** provides the intersection performance with the potential development.

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## 2.0 Strategic context

Several relevant planning documents have been reviewed to provide background context for guiding the development of the concept plan and traffic and transport initiatives.

### 2.1 The Future Transport Strategy – Our vision for transport in NSW

The Future Transport Strategy sets out the NSW Government's vision for transport in a growing and changing state. The Strategy will guide the community on strategic directions for future planning, investment, delivery and operations and has been developed in consultation across the NSW Government. It also sets the strategic direction for Transport to achieve world-leading mobility for customers, communities, businesses, and our people. The Future Transport Strategy replaces the 'Future Transport 2056: Shaping the Future' document, which was published in 2018.

In summary, the Transport Strategy aims to:

- **Improve transport solutions for the customer** – this involves stronger investment in public transport, walking and cycling networks, offering convenient alternatives to driving and building a sustainable transport system.
- **Moving towards net zero emissions** – this involves encouraging the uptake of electric buses, cars, trucks and trains – and eventually ships and planes – and considering climate change impacts in all decision-making.
- **Enhancing liveability for customers and communities** – this involves working with local communities to create safer, greener and more liveable 15-minute neighbourhoods across NSW, where wider footpaths, cycle lanes, street trees, pedestrian crossings and lower speeds will improve access to nearby shops and services.
- **Releasing the potential of our infrastructure** – this involves reallocating road space to more efficient modes of transport like buses, walking, cycling and micro-mobility devices.
- **Building for resilience and economic growth** – A resilient and reliable transport system will support freight and passenger journeys and successful places. Transport networks will contribute to the overall resilience of our places and communities.

The Strategy specifically outlines actions about network planning and master planning. It states that Transport NSW will work closely across the government on guidelines to facilitate better network planning and master planning, with an emphasis on improving design quality and promoting public and active transport in new neighbourhoods. Specific actions relevant to the site include:

- Explore reforms to policies leading to public transport networks being in place at the time of settlement of new areas of housing and / or jobs.
- Prepare best practice guidelines for network planning for new areas.
- Prioritise regular, timetabled bus services in preference to site-specific shuttle bus services.

**Implication for the ECC:** The Strategy emphasises the importance of planning and providing active and public transport for new developments and bringing this in as part of any master planning process. Sitting on a major road corridor with significant traffic as well as a significant place, New South Head Road has place as well as movement objectives. Any infrastructure changes need to balance the often-competing design requirements between movement and place.

### 2.2 Eastern City District Plan

The Eastern City District Plan (March 2018) (the District Plan) provides a vision for the Eastern City District (as presented in **Figure 2-1**) to become more innovative and globally competitive. It looks to enhance the District' lifestyle and environmental assets. This will in part be achieved by aligning growth with infrastructure, including transport, and delivering sustainable and adaptable solutions. The District Plan projects a population growth of 325,000 people and demand for an additional 157,500 dwellings in the next 20 years.



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Figure 2-1 The Eastern City District Plan



Source: Eastern City District Plan (Greater Sydney Commission, March 2018)

The District Plan informs local strategic planning statements and local environmental plans, the assessment of planning proposals as well as community strategic plans and policies. The District Plan also assists Councils to plan for and support growth and change and align their local planning strategies to place-based outcomes. It guides the decisions of State agencies and informs the private sector and the wider community of approaches to manage for growth and change. Community engagement on the District Plan has contributed to a plan for growth that reflects local values and aspirations, in a way that balances regional and local considerations.

The vision for Greater Sydney is one where people can access jobs and services in their nearest metropolitan and strategic centre. The 30-minute city is a long-term aspiration that will guide decision-making on locations for new transport, housing, jobs, tertiary education, hospitals and other amenities. It means that they will be planned for metropolitan and strategic centres and more people will have public transport access to their closest metropolitan or strategic centre within 30 minutes. This will enable more efficient access to workplaces, services and community facilities.

**Implication for the ECC:** Development in WMC's area needs to deliver access to a strategic centre within 30 minutes. Edgecliff is well-positioned to achieve this, being fifteen minutes from the city.

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## 2.3 Greater Sydney Services Infrastructure Plan (2018)

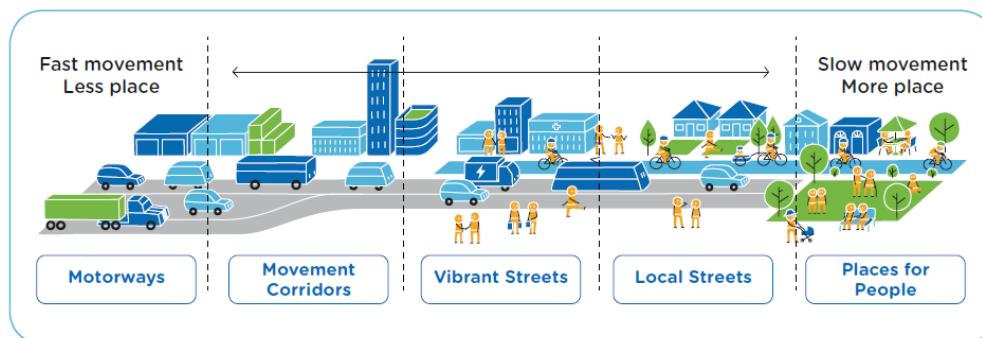
### 2.3.1 The movement and place framework

The Greater Sydney Services and Infrastructure Plan (2018) is a 40-year plan for transport in Sydney. It is designed to support the land use vision for Sydney. The current Greater Sydney Infrastructure Plan builds on the previous Future Strategy 2056 - Shaping the Future document (now replaced by the Future Transport Strategy), and the Plan is now being reviewed to align with the updated Future Transport Strategy.

Building on the state-wide transport outcomes identified in the Future Transport Strategy 2056, the Plan establishes the specific outcomes transport customers in Greater Sydney can expect and identifies the policy, service and infrastructure initiatives to achieve these.

To support the liveability, productivity and sustainability of places for the transport network, a Movement and Place Framework was developed, as presented in **Figure 2-2**. The Framework acknowledges that transport networks have different functions and roles and serve as both a destination and to move people and goods. The Movement and Place Framework will enable us to plan, design and operate the transport network to meet these different needs by providing greater transparency, supporting collaboration between those responsible for land use, transport and roads while also encouraging input from the community. Through the framework we will be able to design a future network that is better used and supports the safe, efficient and reliable movement of goods and the need for liveability of places along it.

Figure 2-2 Different movement environments under the Movement and Place Framework



Source: Greater Sydney Services and Infrastructure Plan (Transport for NSW, April 2018)

**Implication for the ECC:** Sitting on a major road corridor with significant traffic as well as a significant place, New South Head Road has place as well as movement objectives. Any infrastructure changes need to balance the often-competing design requirements between movement and place.

### 2.3.2 Future Transport network

The future transport network vision, as presented in the Greater Sydney Services Infrastructure Plan (shown in **Figure 2-3** and **Figure 2-4**), and the implications the implementation these visions would have for the ECC and surroundings, are described in the following sections.

#### City-shaping network

The city-shaping network includes higher speed and volume linkages between future cities and centres. The function of this network is to enable people living in any of the three cities to access their nearest metropolitan centre within 30 minutes and to be able to travel efficiently between these metropolitan centres.

As Greater Sydney transitions to a metropolis of three cities, the city-shaping network will need to expand to provide improved access to and between each metropolitan city/centre, particularly Greater Parramatta and centres in the metropolitan cluster in the Western Parkland City.



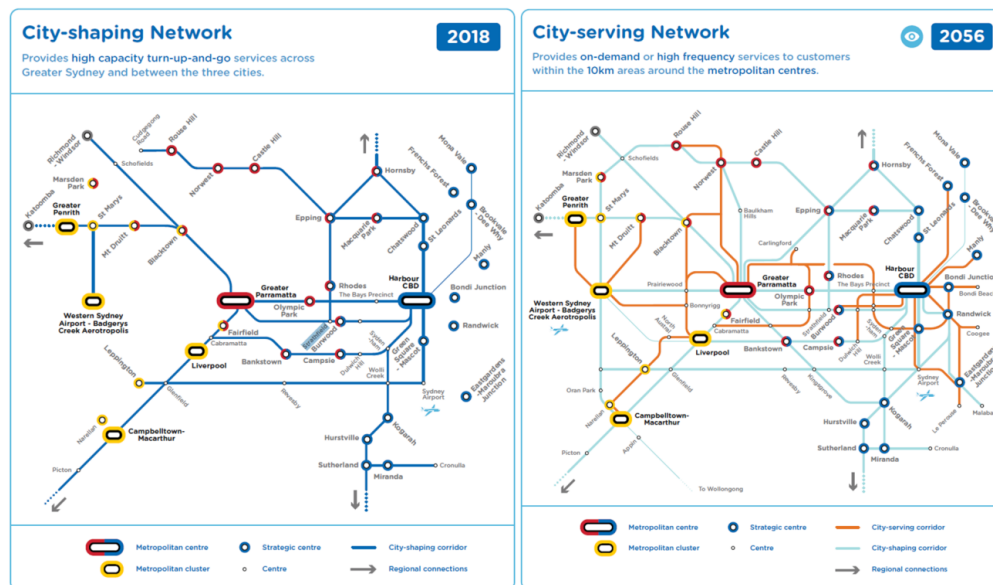
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### City-serving network

The city-serving network will provide high-frequency services within a ~10km radii of the three metropolitan cities/centres. This will support access within some of the densest land use in Greater Sydney where demand for travel is most concentrated. As these inner urban areas in each of the three cities develop and become denser, the government will investigate the prioritisation of on-street public transport services and invest in higher frequency services.

Figure 2-3 Greater Sydney and 2056 transport network vision



Source: Greater Sydney Services and Infrastructure Plan (Transport for NSW, April 2018)

**Implication for the ECC:** Edgecliff enjoys a key location between the Harbour CBD and eastern strategic centre of Bondi Junction and is part of city-serving networks that would bring the ECC into reach of Greater Sydney and all three cities by high frequency and high-capacity public transport links.

### Bicycle Network

Building on the existing network, the immediate focus with regards to future bicycle transport links, is to work with local Councils to deliver committed Priority Cycleway projects, to address key missing links around the Harbour CBD, Greater Parramatta, Greater Penrith, Blacktown and Liverpool (such as the Nepean River Green Bridge and Inner West Greenway). Council partnership programs are delivering local bicycle infrastructure, and bicycle parking is also being rolled out at interchanges.

By 2056:

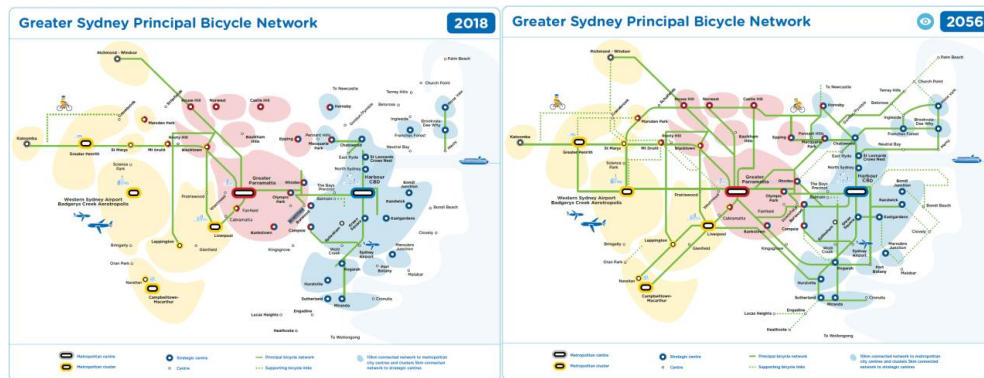
- Walking and cycling network coverage will be improved by using state held corridors for public transport, pipelines, waterways, crown land and service easements for bicycle network infrastructure.
- All strategic centres will have connected walking and cycling networks, including strategic centres across the Western Parkland City.

Further investment in connections to strategic centres and in the Principal Bicycle Network will support walking or cycling being the most convenient option for short trips, improving health outcomes, safety and convenience for customers as well as boosting the productivity, liveability and sustainability of Greater Sydney. **Figure 2-4** shows the current / committed Greater Sydney Bicycle Network alongside the envisioned 2056 Bicycle Network. As seen, an extended future bicycle network from the Harbour CBD to Eastgardens and Randwick, as well as supporting bicycle links between the Harbour CBD and Bondi beach, are proposed by 2056 in proximity of the site.

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Figure 2-4 Current / committed and 2056 Greater Sydney Principal Bicycle Network



Source: Greater Sydney Services and Infrastructure Plan (Transport for NSW, April 2018)

**Implication for the ECC:** The bicycle network in Edgecliff should support connectivity to the Greater Sydney Principal Bicycle Network and Edgecliff Train Station.

## 2.4 Woollahra Local Strategic Planning Statement (2020)

The Woollahra Local Strategic Planning Statement (LSPS) was prepared in March 2020 and sets out a 20-year land use vision and planning priorities for the future of the LGA to:

- Manage future growth, new technology and changing community needs
- Conserve heritage, villages, local character and environment of the area
- Ensure resilience and sustainability despite challenges such as climate change
- Identify areas for further detailed strategic planning
- Link the plans to the implementation of the NSW Government's strategic plans

The vision for the LGA's future outlined in the LSPS states that 'placemaking and collaboration ensure that our lifestyle, quality of life, heritage, neighbourhood social cohesion and healthy natural setting are sustainable for generations to come'. Particularly related to transport, the vision outlines that 'we work to provide safe, high-quality walking and cycling links that facilitate short trips to local destinations. These include local centres, public transport services, jobs, schools, health services, local open space, our foreshore and the Greater Sydney Green Grid'.

The LSPS states that in 2016 there were 19,974 jobs located in the Woollahra LGA. This is an increase of 11.8 per cent from the 2011 Census result of 17,859 jobs, with local centres being the primary employment locations.

The LGA's future structure plan shown in **Figure 2-5** highlights Edgecliff as a key local centre with proximity to key connections to jobs and destinations via train or ferry, proposed off-road cycleways, the Manly to Bondi Walk and local harbourside beaches (as seen in **Figure 2-6**).



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Figure 2-5 The Woollahra Municipal Council's Future Structure Plan



Source: The Woollahra Municipal Council LSPS (March 2020)

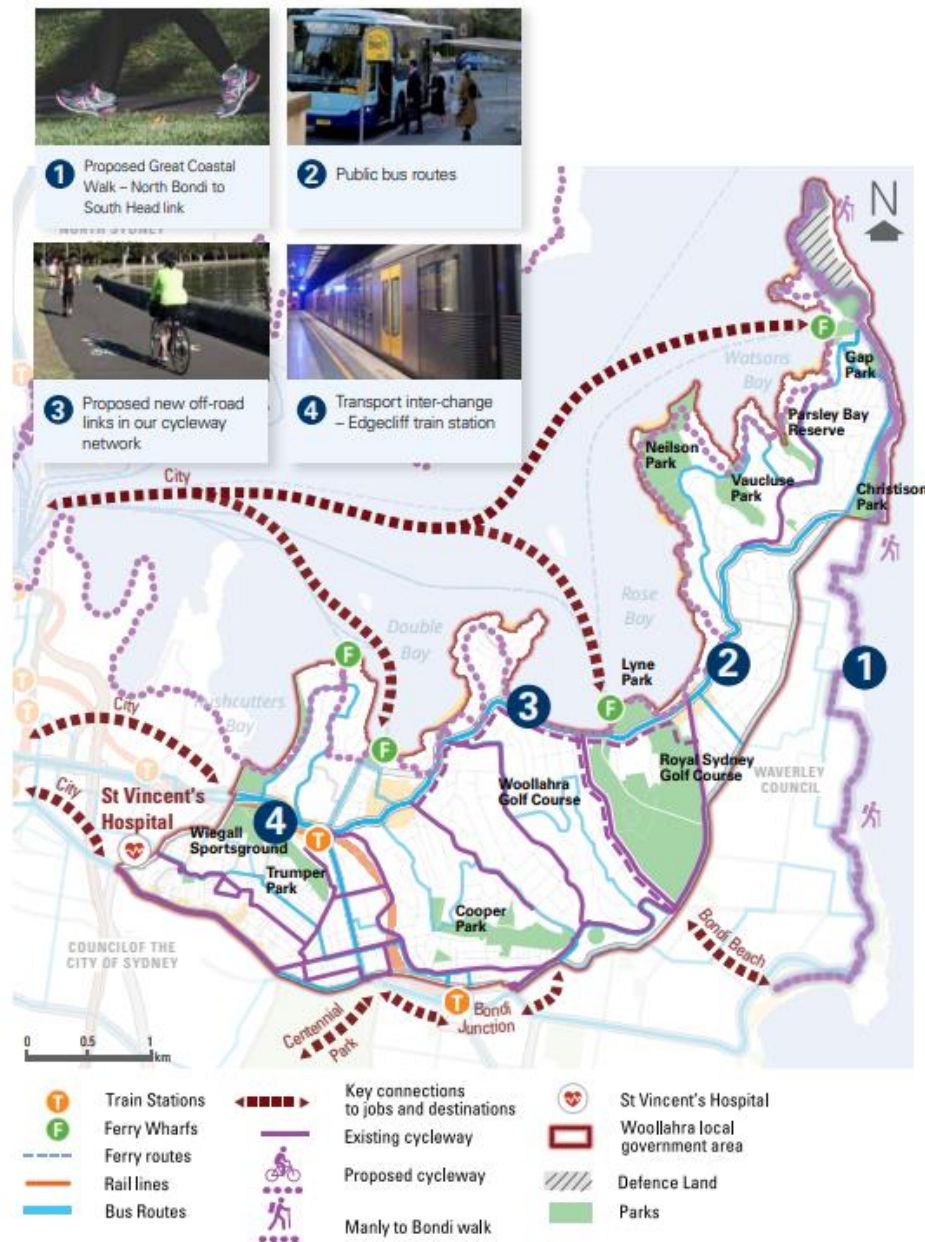
A total of 14 planning priorities are outlined in the LSPS, under 'Infrastructure and collaboration', 'Liveability', 'Productivity' and 'Sustainability'. Those relating to transport (as illustrated in **Figure 2-6**) for the area are summarised below:

- Infrastructure and collaboration - Support walking or cycling as the most convenient option for short, everyday trips up to 2km, by measures including improvements to public infrastructure, community facilities, open spaces, walking paths, cycleways and the public domain.
  - Planning priority 1 - Planning for integrated land use and transport for a healthy, sustainable, connected community and a 30-minute city. Relevant actions include:
    - Action 5: Work with neighbouring councils and government agencies to deliver safe active transport links, particularly cycling and walking paths and supporting infrastructure. Examples include end of trip facilities, shade and wider footpaths. These links should connect our community to local centres where they can access local jobs, services, retail and entertainment.
    - Action 6: Work with our community and government agencies to increase the role of Edgecliff as a key transport interchange in our area.
    - Action 8: Continue to encourage use of active transport modes and prioritise expansion of active transport connections.
    - Action 10: Promote increased walkability, pedestrian safety and permeability across our area, through initiatives such as the Greater Sydney Green Grid and the Bondi to Manly Walk.
    - Action 12: Continue to support and promote use of shared vehicles and electric vehicles in development, on-street and in Council car parks.
  - Planning Priority 2 - Planning for a community supported by infrastructure that fosters health, creativity, cultural activities, and social connections. Relevant actions include:
    - Action 15: Continue to work with applicants for development consent to ensure that new developments which involve additional dwellings and / or commercial floorspace are subject to appropriate development levies or contributions. This may include improvements to public infrastructure, community facilities, open spaces, walking paths, cycleways and the public domain.

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Figure 2-6 Transport connections around the Woollahra LGA



**Implication for the ECC:** The LSPS highlights the importance of improving sustainable transport options and supporting walking or cycling as the most convenient option for short, everyday trips up to 2km. This will be done by measures including improvements to public infrastructure, community facilities, open spaces, walking paths, cycleways and the public domain.



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## 2.5 Woollahra 2030 Plan – Our community, our place, our plan

The Woollahra 2030 Plan (WMC, June 2018) is a strategic document which focuses on the long-term vision for the Woollahra local government area (LGA). It identifies current goals and challenges, presents strategies to deliver these goals and has a key focus on ensuring a sustainable future for the LGA. One of the key themes 'quality places and spaces' in particular relates to transport and reflects on the importance of making Woollahra liveable and convenient. Three of the key measures for this theme, relating to transport, are outlined in **Table 2-1**.

**Table 2-1 Quality Places and Spaces Goal – Measures and Targets**

Measure	Target
Increase in bike paths	<ul style="list-style-type: none"> <li>– 30km integrated network of bike paths by 2025</li> <li>– 2.4km of new off-road cycleways by 2020</li> </ul>
Condition of civil infrastructure	– 98% of Civil Infrastructure rated at Condition rating 1, 2 or 3 (IPR Manual)
Renewal of civil infrastructure	– 100% of Civil Infrastructure rated at Condition rating 4 or below (IPR Manual) scheduled for renewal with 24 months

Source: The Woollahra 2030 Plan – Our community, our place, our plan (Woollahra Municipal Council, 2018)

The key transport strategies to be implemented to achieve these goals by 2030 are outlined in **Table 2-2**.

**Table 2-2 Woollahra 2030 Plan Transport Strategies**

Strategy Number	Strategy
5.2	Provide and maintain safe, clean, serviceable public infrastructure including roads, footpaths, bicycle facilities, parks, open space, stormwater drains and seawalls.
5.7	Renew and upgrade ageing infrastructure including roads, footpaths, stormwater drains and seawalls.
6.1	Facilitate an improved network of accessible and safe alternate transport options.
6.2	Improve the management of on-street and off-street public parking.
6.3	Promote provision of better, more integrated public and community transport.
6.4	Reduce traffic congestion, noise and speeding.

Source: The Woollahra 2030 Plan – Our community, our place, our plan (Woollahra Municipal Council, 2018)

**Implication for the ECC:** Develop the ECC as a major transport hub that provides sustainable means of transport, promoting walking, cycling and public transport. Car parking controls should be managed to encourage people's switch to public transport and mitigate road congestion.

## 2.6 Environmental Sustainability Action Plan 2013 – 2025

WMC developed the Environmental Sustainability Action Plan (ESAP) for the years 2013-2025, to document their targets and commitments in relation to their key priority areas. These key priority areas are energy and emissions, water, biodiversity, waste and transport. The key future goals and actions for transport in the document are:

- 30km of roads within the LGA have designated bike lanes by 2025
- 2.4km of new off-road cycleways by 2020
- 100 per cent of the cars offered in carshare programs are fuel-efficient vehicles by 2017
- Community Engagement, by supporting schools, residents are WMC staff to adopt sustainable transport behaviours.

The current goal is for 30 kilometres of roads within the LGA to have designated bike lanes by 2025, and the implementation of 2.4km of new off-road cycleways by 2020. This is supported by the implementation of the WMC's 2009 Bike Strategy (which is planned to be replaced by the Woollahra Active Transport Plan (**Section 2.7**)).

**Implication for the ECC:** Additional cycle facilities should be considered.

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## 2.7 The Woollahra Active Transport Plan (2023)

The Woollahra Active Transport Plan (December 2023) will guide Council's investment and design decisions for the area's walking and cycling networks. It has a timescale of 10-15 years and will be reviewed after 5 years. The plan replaces the Woollahra Bicycle Strategy 2009, of which many elements of the 2009 strategy have been delivered, and looks to the future with a comprehensive, ambitious plan that covers both walking and cycling.

The main objectives of the Plan are to:

1. Deliver **attractive, vibrant and safe walking locations** for pedestrians, especially in our centres and around our schools.
2. Develop, design and deliver a network of **continuous, connected walkways and cycleways** for the whole of Woollahra, focussed on our centres, including links to the City of Sydney and to Waverley.
3. Contribute to Transport for NSW's vision of zero deaths and serious injuries on the road network by **making our roads safer for pedestrians and cyclists**.
4. **Improve the pedestrian accessibility, inclusivity and amenity** of our greatest natural assets including parks and reserves, the harbour and the ocean front.
5. **Maintain and improve the existing integrated walks** that link with adjacent Councils including the Bondi to Manly Walk and others and acknowledges the existing walking networks.

The Plan outlines clear targets for walking and cycling in the LGA, including:

- To at least **double the number of people who cycle to work from 1% to 2%**. This is ambitious, given the very hilly topography – but can be achieved with the right investments in the right places.
- To **increase the number of short walking journeys by at least 30%**. This would represent a major shift from driving to walking for short trips, taking car journeys off our roads, and reducing congestion.
- To see a **year-on-year decrease in road accidents** involving pedestrians and cyclists, serious injuries cut in half, and zero deaths. This would represent a major step towards Transport for NSW's goal of zero deaths and serious injuries by 2056.
- To **ensure equitable access by promoting integrated planning** across all active transport projects to improve accessibility including universal design principles.

Some findings from the report include that:

- Woollahra's residents choose to walk about as often as the average Greater Sydney resident, with 31 per cent of all journeys are undertaken on foot for both areas. Despite Woollahra's inner-urban character and prime harbourside location, the walking mode share is below the Greater Sydney average and the neighbouring LGAs of Waverley (50 per cent) and the City of Sydney (63 per cent), where much greater numbers of residents choose to walk. This suggests Woollahra's walking infrastructure is not attractive enough to encourage many residents to walk for many local journey purposes.
- Overall, the data shows that walking and cycling are not yet the natural mode of choice for many Woollahra residents. Combined, they account for around 13 per cent of all commuting journeys, and less than 35 per cent of all journeys.
- Although Woollahra already has some great walking infrastructure, there is more that can be done to make the centres and key destinations more walkable.
- Lack of separation between cyclists and pedestrians on busy paths, which can make pedestrians feel unsafe.
- A need for more and safer crossings which protect pedestrians from fast-moving car traffic.
- Uneven footpaths and trip hazards such as tree roots, which can make walking harder for those who are not as steady on their feet or use mobility aids.
- A lack of continuity, with cycleways often ending abruptly at busy intersections.
- High vehicle speeds and volumes can make even experienced cyclists feel uncomfortable and unsafe.

Several high-, medium-, and low-priority walking and cycling projects were proposed in the Plan. These have been considered for the proposed active transport improvements for the ECC area as part of this study.



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**Implication for the ECC:** The Active Transport Plan highlights the importance of improved active transport in the ECC in the future. It recommends physical infrastructure improvements as well as soft measures to encourage a shift towards both cycling and walking. It sets out a target to double the number of cycle trips (from 1 per cent to 2 per cent) and to increase the number of short walking trips by at least 30 per cent.

## 2.8 Woollahra Development Control Plan 2015

The Woollahra Development Control Plan 2015 (DCP) provides objectives, controls and design criteria to achieve desirable development outcomes in line with WMC's vision for the LGA. The following guidance is highly relevant to the potential development of the ECC:

- Benchmarking of parking generation rates
- Integration of retail and commercial uses with housing for New South Head Road
- Improving pedestrian connections for the Commercial Core

**Implication for the ECC:** The subsequent sections contain the minimum design requirements currently enforced by WMC. These requirements can be changed as part of the LEP amendment process.

### 2.8.1 Parking requirements

The DCP outlines guidance and controls for the provision of parking in new development. This includes maximum rates for residential development and minimum parking generation rates for non-residential development. Other requirements related to parking are also identified such as bicycle and motorcycle parking. A non-compliance parking provision maybe allowed based on the satisfaction that the development will:

- Minimise and manage the impact of traffic generation;
- Reasonably reduce the on-street parking demand;
- Consider the existing context capacity.

#### Residential Car Parking

The parking rates outlined in **Table 2-3** are maximum standards for high density residential development defined in the DCP. Justification must be presented if either more or fewer parking spaces are designed.

Table 2-3 Residential Parking Rates

Performance Criteria	Performance Measures
Mixed use development (residential component)	1-bedroom or studio – 0.5 space
Spaces based on number of bedrooms per dwelling	2-bedroom unit – 1 space
	3-bedroom unit – 1.5 spaces
	Visitor parking – 0.2 space

Source: The Woollahra DCP Chapter E1 Parking and Access, 2016

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#### Non-residential Car parking

The parking provision for non-residential development needs to be consistent with the desired future character for the centre and are set out as minimum requirement in **Table 2-4**.

**Table 2-4 Non - Residential Parking Rates**

Performance Criteria	Performance Measures <sup>^</sup>
The base parking generation rates are calculated per 100 sqm of gross floor area of a development	Business premises – 2.5 spaces Office premises – 2.5 spaces Retail – 3.3 spaces Food and drink premises – 7 spaces Supermarkets – 3.5 spaces

<sup>^</sup>Where a land use fits into a group term but is also separately defined as a sub-term, the parking generation rate for the sub-term should be applied.  
Source: The Woollahra DCP Chapter E1 Parking and Access, 2016

A parking multiplier of 0.6 can be adopted for Edgecliff Commercial Core E1 Zone and New South Head Road Edgecliff commercial corridor MU1 Zone, which will take account of the availability of public transport and planning strategy that WMC is pursuing.

#### Bicycle Parking

The provision of bicycle parking must adhere to the minimum parking rates in **Table 2-5**.

**Table 2-5 Bicycle Parking Rates**

Land use	Performance Measures	
	Residents/ Employees	Customers/ Visitors
Residential accommodation	1 per dwelling	1 per 10 dwellings
Office / business premises	1 per 150 sqm GFA	1 per 400 sqm GFA
Shop, restaurant or cafe	1 per 250 sqm GFA	2 + 1 per 100 sqm over 100 sqm GFA
Shopping centre	1 per 200 sqm GFA	1 per 1,000 sqm GFA

Source: The Woollahra DCP Chapter E1 Parking and Access, 2016

Additional controls include:

- One secure locker is required for each bicycle parking space.
- One shower and change cubicle is provided for between 5 and up to 10 bicycle parking spaces, two for 11-20 bicycle parking spaces and one additional shower and cubicle for each additional 10 bicycle parking spaces.
- A charging point is provided for every five bicycle parking spaces for electric bicycles.

#### Motorcycle parking rates

The development should accommodate a minimum of 1 motorcycle parking space per 10 car spaces for all land use. The motorcycle parking areas need to be located close to the pedestrian access of the development.

#### Variations to the parking generation rates

When a mixed-use development is introduced, possible reduction on parking rates for car parking, bicycle parking and motorcycle parking may be considered by WMC due to overlapping parking demand by land use or complementary usage of the parking space with different peak period.

#### Other parking related controls

Further parking-related controls in the DCP are summarised in **Table 2-6**.



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Table 2-6 Other Parking Related Controls in the DCP

Control	Provision	Notes / Location
Car share	<ul style="list-style-type: none"> <li>On- site car share may be permitted at the discretion of Council.</li> <li>A car share parking space has the potential to replace a maximum of 4 regular car parking spaces.</li> <li>Car share spaces must be placed in publicly accessible locations within the development.</li> </ul>	
Tandem parking	Residential development allows tandem parking when two spaces are allocated to a single dwelling whereas tandem parking for non-residential development should be allocated for employee use only to satisfy long term parking demand.	Generally not preferred by Council
Small car parking spaces	Number of small car parking spaces should not exceed 5% of the overall parking spaces and follow the dimension set out in Australian Standard AS/NZS 2890.1 Off-street car parking.	
Off-street loading and servicing facilities	<ul style="list-style-type: none"> <li>Generally, a minimum of one loading bay is required for retail such as supermarket, food and drink over 50 seats etc.</li> <li>Loading bays and service areas should operate independently of other parking areas and should ensure the loading and unloading operations entirely within site boundary.</li> </ul>	Variation of loading bays depends on the scale and type of use, having particular regard to the anticipated volume and frequency of deliveries
Mechanical parking	<ul style="list-style-type: none"> <li>The installation of mechanical parking structure such as car lifts and car stackers should comply with national standards.</li> <li>Waiting bays should be designed to avoid impacting on the driveway, footway or roadway.</li> </ul>	Generally, not desirable unless considered in exceptional cases

Source: The Woollahra DCP Chapter E1 Parking and Access, 2016

## 2.8.2 Improving connections

The Commercial Core (referred to as the Edgecliff Centre in the DCP) is part of the ECC. The centre contains the Edgecliff Train Station and a bus Interchange. As has been identified in the Woollahra DCP Chapter D4, there is a need to enhance pedestrian links across the centre, and through the centre to the bus interchange and train station to provide an attractive and comfortable pedestrian environment. The connections to the ECC and surrounding residential land will increase activity and convenience. This includes:

- providing north-south thoroughfares and improving links between retailing spaces and public transport facilities
- integrating access to public car parking areas from different buildings
- designing and constructing of awnings with sufficient depth for pedestrians.

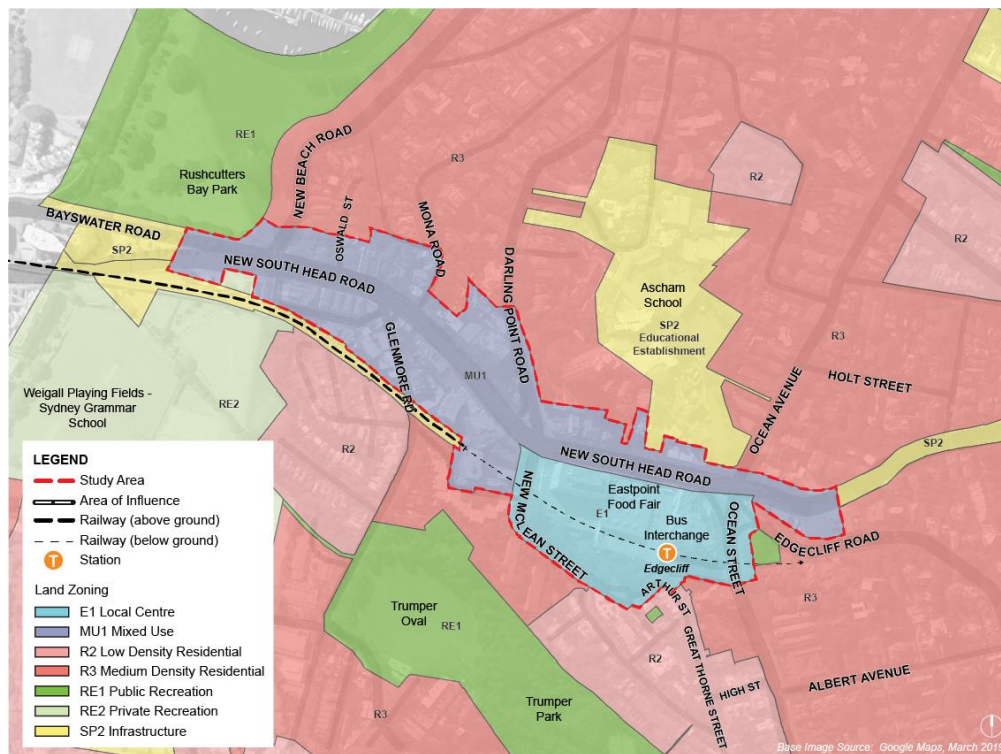




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Figure 3-2 The existing Edgecliff Commercial Centre Zoning



Source: NSW Legislation, modified by SCT Consulting; 2019

## 3.2 Travel behaviour

### 3.2.1 Journey to work data

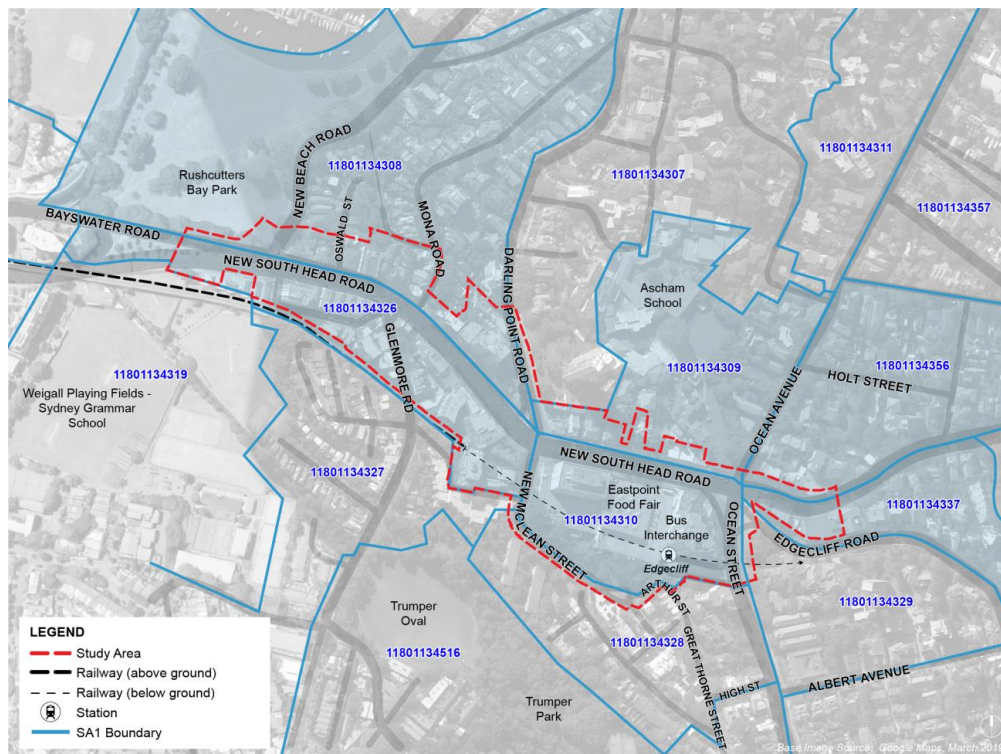
The 2016 Journey to Work data was analysed to determine current travel behaviour and patterns to and from the ECC during peak travel periods. The smallest geographical area for which data is available currently is the Statistical Area 1 (SA1) and the areas used to analyse the method of travel to work is shown in **Figure 3-5** (including the SA1s for the ECC and the surrounding mixed use and retail developments). **Figure 3-4** shows a comparison of the primary departure mode split for residents travelling to work within the selected SA1s and the Sydney Greater Metropolitan Area (GMA).

Journey to Work data presenting mode split is available for 2021; however, due to the potential influence of the COVID-19 pandemic on travel patterns, and particularly the number of patrons traveling on trains, the 2016 Journey to Work data has been used for the purpose of mode split analysis.

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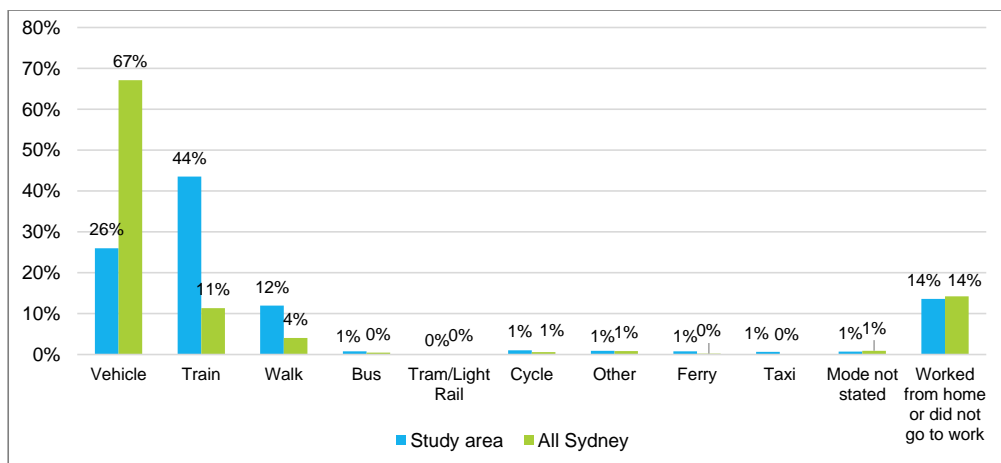


Figure 3-3 Edgecliff Community Centre SA1 Geographies



Source: Australian Bureau of Statistics, modified by SCT Consulting; 2019

Figure 3-4 Primary Travel Modes by Residents from ECC and all Sydney



Source: Australian Bureau of Statistics, modified by SCT Consulting; 2019

For the Sydney GMA, a total of 67 per cent, 11 per cent and four per cent use private vehicle, train and walk respectively to get to work. By comparison, the train mode share for Edgecliff is 44 per cent. This is by far the most dominant mode of transport. This is reflective of the close walking distance to Edgecliff Train Station, with the entirety of the analysed travel zones falling within a one-kilometre walking radius.



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Analysis of Journey to Work Data for the statistical area of Double Bay – Darling Point from the 2021 Census<sup>1</sup> is provided in **Table 3-1**. The analysis shows that more than 40 per cent of people who work in the region live within the Eastern Suburbs.

In total, 74 per cent of the resident's journeys to work trips are to inner Sydney or the Eastern Suburbs (North). This concentration of residential and employment land uses encourages a higher proportion of walking trips as a mode, as discussed above. Should these trends continue, or be enhanced in the future, greater focus and investment on active transport as a key travel mode could be realised. An increased proportion of individuals working from home, following the COVID-19 pandemic, also has the potential to disrupt traditional travel patterns.

**Table 3-1 Journey to Work Origin / Destination Data (Top 10) – To and from the Statistical Area Double Bay – Darling Point**

Origin / Destination	From Double Bay – Darling Point SA (Destination)		To Double Bay – Darling Point SA (Origin)	
	Value	Percentage	Value	Percentage
Double Bay – Darling Point	1,112	43%	1,119	21%
Bellevue Hill	-	-	343	6%
Rose Bay – Vaucluse – Watsons Bay	58	2%	183	3%
Bondi Beach – North Bondi	-	-	176	3%
Potts Point – Woolloomooloo	-	-	164	3%
Bondi – Tamarama – Bronte	-	-	161	3%
Sydney (South) – Haymarket	152	6%	-	-
Dover Heights	-	-	149	3%
Surry Hills	141	5%	-	-
Paddington – Moore Park	73	3%	134	3%
North Sydney – Lavendar Bay	133	5%	-	-
Bondi Junction – Waverly	-	-	133	2%
Coogee - Clovelly	-	-	99	2%
Pymont	64	2%	-	-
Macquarie Park – Marsfield	63	2%	-	-
St Leonards – Naremburn	61	2%	-	-
Woollahra	52	2%	-	-
<b>Total</b>	<b>2,583</b>	<b>74%</b>	<b>5,355</b>	<b>50%</b>

Source: <http://abs.gov.au/> 2017, modified by SCT Consulting; 2021

### 3.2.2 Household Travel Survey

The site sits within the statistical area 'Eastern Suburbs (North)' as defined by the Australian Bureau of Statistics within the 2018/2019 (pre-covid) Household Travel Survey.

For the purpose of this analysis, it has been assumed that Journey to Work data provides a suitable reflection of the travel characteristics during AM and PM peak hour periods, due to the high proportion of trips during this timeframe associated with journey to work trips.

Analysis of the 2018/2019 Household Travel Survey, which is reflective of travel characteristics of residents throughout an average weekday, indicates that over 50 per cent of trips made by residents of statistical area 'Eastern

<sup>1</sup> 2016 data not available at time of publication

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Suburbs (North)' are likely to be associated with shopping, personal, business and social and recreational activities. Trips of this nature are likely to account for a high proportion of trips that are made on a Saturday peak.

On this basis, the Household Travel Survey for 'Eastern Suburbs (North)' is considered reflective of the trips likely to be made during the Saturday peak period and reflect typical travel characteristic and mode choice associated with these trips.

**Table 3-2** and **Table 3-3** provide a summary of the purpose of travel and overall mode choice by residents of Eastern Suburbs (North) associated with these trip purposes compared against the Sydney average and the districts of Manly, Parramatta and Penrith.

There is a relatively consistent comparison regarding trip purpose between Eastern Suburbs (North) and Sydney. The main differences are within the social / recreation trip purpose which is higher in the Eastern Suburbs (North) area, compared to Sydney, with an overall percentage of total trips of 32.8 versus 25.3. The Eastern Suburbs (North) area also makes fewer education trips, five per cent, compared to Sydney at ten per cent.

When compared to the Manly, Parramatta and Penrith districts the primary differences noted are that the Eastern Suburbs (North) district has a greater percentage of social / recreational trips and a reduction in trips which are to serve a passenger.

Regarding mode share the Eastern Suburbs (North) area has a higher proportion of walk trips, 27.5 per cent, compared to Sydney with 17.9 per cent. This is attributable to the higher density of the eastern suburbs and associated urban design outcomes and is also reflected in the lower proportion of trips recorded in the Eastern Suburbs for the Vehicle (Driver) and Vehicle (Passenger) categories. This is also evidenced when comparing mode share within Manly, Parramatta and Penrith. The greater the density, as shown with Manly and Parramatta, the greater the proportion of walking trips and trips by public transport.

**Table 3-2 Household Travel Survey – Residents within Eastern Suburbs (North) and Sydney: Trip purpose**

Travel by purpose	Eastern Suburbs (North)	Sydney Region	Manly	Parramatta	Penrith
Commute	17.4%	17%	9.4%	24.1%	17.4%
Work related business	7.1%	6.3%	3.0%	4.1%	7.0%
Education / childcare	5.1%	10.0%	3.4%	9.8%	11.9%
Shopping	12.9%	15.4%	15.6%	13.4%	14.7%
Personal business	5.1%	5.5%	10%	3.2%	5.9%
Social / recreation	32.8%	25.3%	37.7%	24.5%	21.3%
Serve passenger	15.9%	18.2%	20.2%	19.0%	20.4%
Other	3.6%	2.2%	0.7%	1.9%	1.4%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

Source: <https://www.transport.nsw.gov.au/data-by-sa3> accessed 23/10/2023



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Table 3-3 Household Travel Survey – Residents within Eastern Suburbs (North) and Sydney: Mode Choice

Mode	Eastern Suburbs (North)	Sydney Region	Manly	Parramatta	Penrith
Vehicle (Driver)	40.5%	47.4%	49.2%	42.7%	55.5%
Vehicle (Passenger)	17.0%	20.7%	17.9%	19.3%	28.0%
Train	5.5%	6.7%	0%	6.5%	3.7%
Bus	5.4%	5.7%	2.5%	7.4%	2.1%
Walk only	27.5%	17.6%	27.0%	20.9%	10.5%
Other	4.1%	2.0%	3.4%	3.2%	0.2%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

Source: <https://www.transport.nsw.gov.au/data-by-sa3> accessed 23/10/2023

### 3.3 Road network

#### 3.3.1 Road classification

The major access to the ECC from the Sydney Metropolitan area is via New South Head Road which runs through the middle of the ECC. As indicated in **Figure 3-5**, New South Head Road is the only State Road (controlled and maintained by the RMS), in the vicinity of the ECC. All other roads within the vicinity of the ECC are Local Roads, under the control of WMC, with the main local roads providing access to the ECC being New Beach Road, Glenmore Road, Mona Road, Darling Point Road, New McLean Street and Ocean Avenue / Ocean Street.

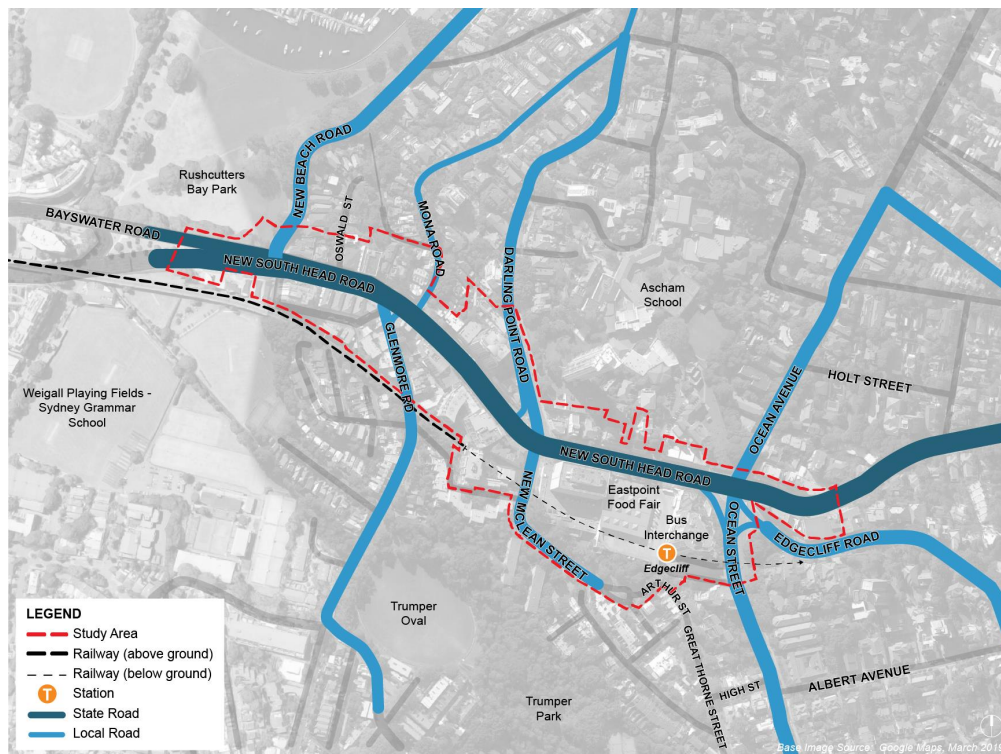
The key intersections along New South Head Road within the ECC are as follows:

- New South Head Road / New Beach Road – signalised intersection, 370 metres west of the Edgecliff Centre
- New South Head Road / Glenmore Road/ Mona Road – signalised intersection, 220 metres to the west of the Edgecliff Centre
- New South Head Road / Darling Point Road/ New McLean Street– signalised intersection, directly west of the Edgecliff Centre
- New South Head Road/ Ocean Street / Ocean Avenue – signalised intersection, directly east of the Edgecliff Centre.

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Figure 3-5 Road Classification in the vicinity of the ECC



### 3.3.2 Functional hierarchy

The formal classification of the roads, as described above, outlines the ownership and authority of the road. However, the functional hierarchy describes the use and characteristics of a particular road. **Figure 3-6** outlines the road hierarchy in the vicinity of the ECC.

New South Head Road functions as an arterial road, configured as a dual carriageway. Ocean Street to the south of New South Head Road functions as a sub-arterial road. New South Head Road and Ocean Street combined serve as major traffic corridors which carry traffic generated outside the ECC.

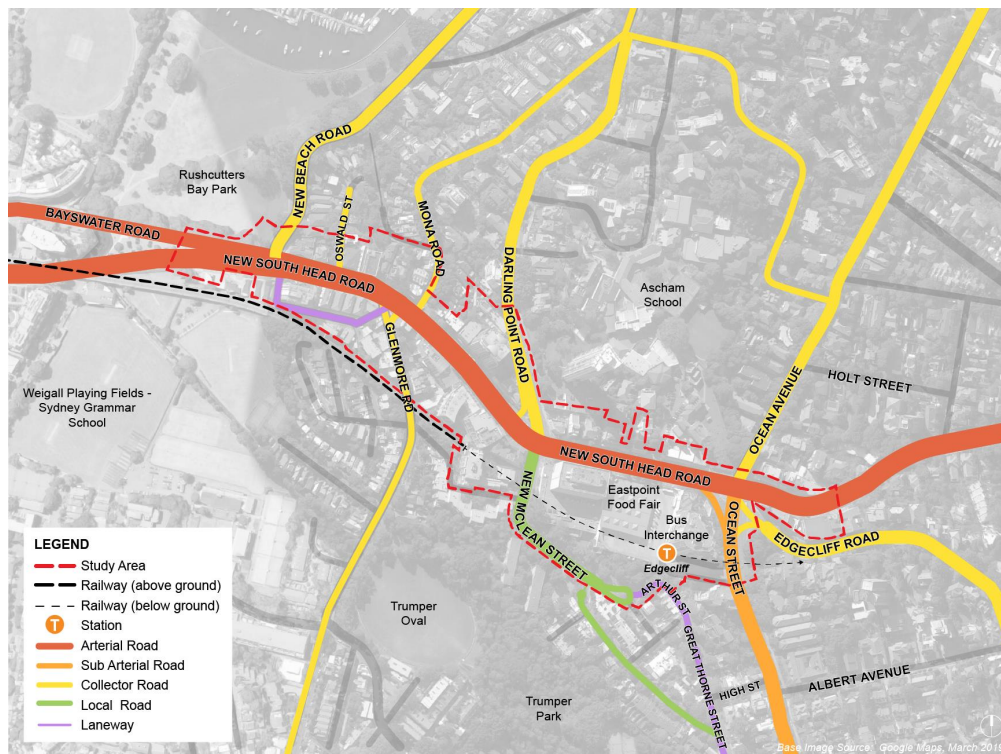
New Beach Road, Monna Road, Darling Point Road and Ocean Avenue to the north of New South Head Road and Glenmore Road to the south of New South Head Road serve as collector roads, whilst all other roads are local roads.



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Figure 3-6 Road Functional Hierarchy in the vicinity of the ECC



### 3.3.3 Access and car parking

Access to ECC can be made via the Ocean Street / New South Head Road intersection from the east and the New Beach Road / New South Head Road from the west. Access to the area is also gained via Mona Road, Darling Point Road and Ocean Avenue from the north and via New McLean Street and Glenmore Road from the south.

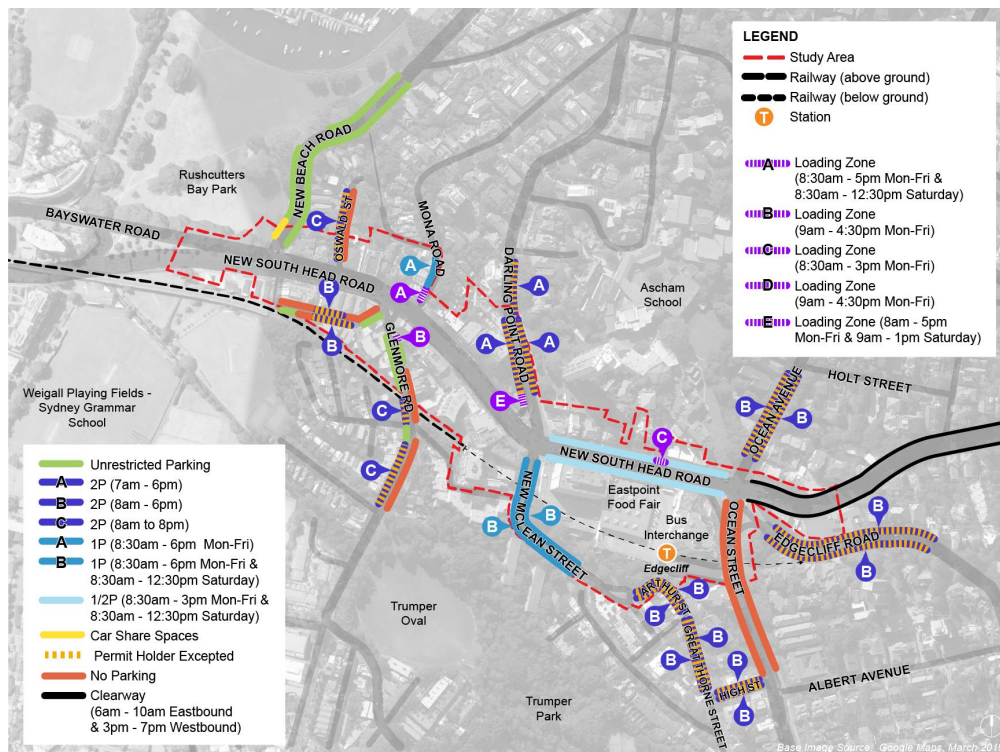
The Commercial Core developments can only be accessed by the public along the New McLean Street frontage, with a total of four car park accesses being present along this road. Car parking for tenants of the Commercial Core has separate or shared access from that for casual / shopping car parking and loading docks. A large portion of the properties along the ECC corridor can be accessed via New South Head Road only.

The *Edgecliff Commercial Centre Transport Assessment* (GTA Consultants, November 2017) presents the parking currently available within the ECC. This information, together with the updated parking because of the implementation of clearways in the area in 2018, has been summarised and presented in **Figure 3-7**.

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Figure 3-7 Parking currently available within the Edgecliff Commercial Centre



Source: The Edgecliff Commercial Centre Transport Assessment (GTA Consultants, November 2017), modified by SCT Consulting, 2019

Car parking surveys undertaken for on-street parking during Thursdays and Saturdays within the ECC were presented in the *ECC Transport Assessment* report (GTA Consultants, November 2017). These surveys were undertaken prior to the Clearways being implemented in 2018.

From the surveys it was clear that with the exclusion of parking provisions within the ECC, car parking demand within publicly available on-street spaces remained consistent at 90 per cent for both the surveyed Thursday and Saturday, except for New South Head Road, where the on-street parking was observed to be fully occupied (which indicates that on-street parking has reached its practical capacity) during the Thursday. On the Saturday, New South Head Road experiences low to medium parking demand, which suggests a lower rate of parking generated by retail shopping along New South Head Road, as most of retail stores are closed during the weekend.

### 3.4 Road network performance

To assess the current operational performance of key intersections surrounding the ECC, traffic counts were undertaken during the weekday and AM and PM peak periods and during the Saturday AM, Midday and PM peak periods. On Thursday 9 September 2023, data was collected between 7am and 9am and between 3.30pm and 6.30pm and on Saturday 11 September 2023, data was collected between 8.30am and 1pm and between 3.30pm and 5.30pm. The surveys and performance analysis were undertaken at the following signalised intersections:

- New South Head Road / New Beach Road
- New South Head Road / Glenmore Road/ Mona Road
- New South Head/ Darling Point Road / New McLean Street Road
- New South Head Road / Ocean Street / Ocean Avenue.



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An analysis of the traffic count data revealed that the following time periods were identified as the peak hours within the surveyed AM, PM and Saturday data sets:

- Weekday AM peak: From 7:15AM to 8:15AM
- Weekday PM peak: From 5:00PM to 6:00PM
- Saturday peak: From 12:00PM to 1:00PM

### 3.4.1 Intersection performance assessment

Operational performance is typically measured through an assessment of the throughput of vehicles across a traffic network, with average delay per vehicle used to assess the performance of an individual intersection. This is consistent with Roads and Maritime Service best practice and is industry standard for the assessment of intersection performance. The average delay per vehicle measure is linked to a Level of Service (LoS) index which characterises the intersection's operational performance. **Table 3-4** provides a summary of the LoS performance bands.

Table 3-4 Level of Service Index

Level of Service	Average Delay per Vehicles (sec/h)	Traffic Signals / Roundabout	Give Way / Stop Signs
A	Less than 14.5	Good operation	Good operation
B	14.5 to 28.4	Good with acceptable delays and spare capacity	Acceptable delays and spare capacity
C	28.5 to 42.4	Satisfactory	Satisfactory, but incident study required
D	42.5 to 56.4	Operating near capacity	Near capacity and incident study required
E	56.5 to 70.4	At capacity, at signals incidents will cause excessive delays. Roundabouts require other control method.	At capacity, requires other control method
F	70.5 or greater	At capacity, at signals incidents will cause excessive delays. Roundabouts require other control method.	At capacity, requires other control method

Source: Guide to Traffic Generating Developments; TfNSW; 2002

Degree of saturation is used to measure the capacity of an intersection. This is determined from the ratio of the volume of vehicles which pass through an intersection against the capacity provided by green time, if applicable, and number of traffic lanes available. i.e.  $\text{vehicle} / \text{capacity} = \text{DoS}$ . DoS has been used as the measure to define network capacity for this study and to determine whether the road network can cater for any potential development.

All sites assessed as part of the ECC Transport Study have been modelled in the software package SIDRA 9.1.

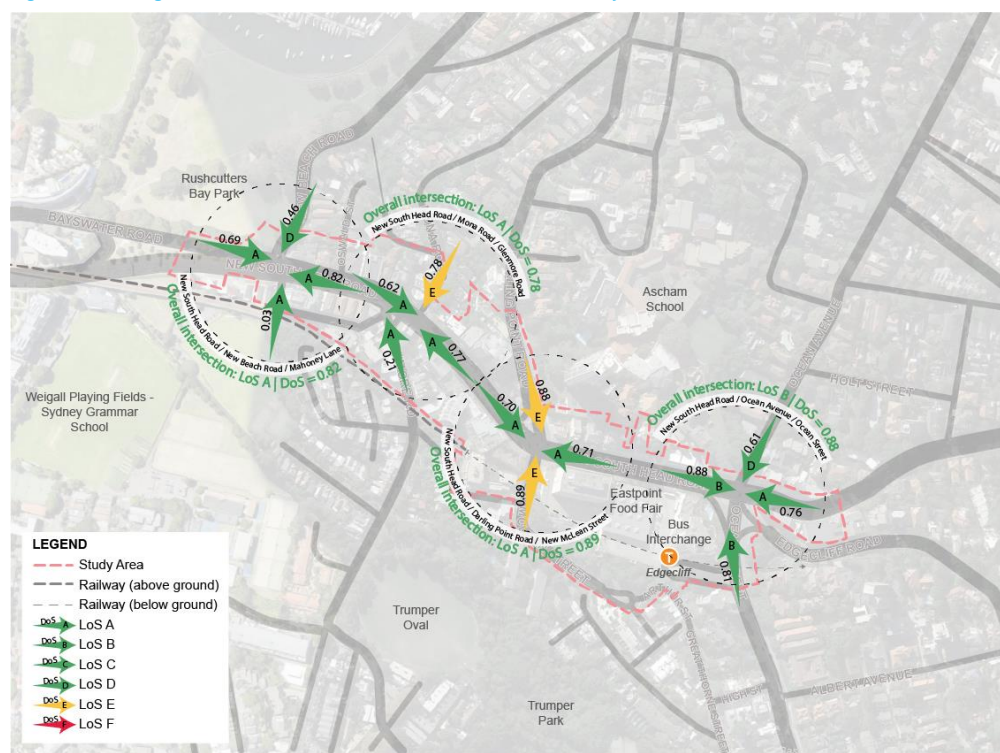
### 3.4.2 Existing intersection performance summary

The performance results of the DoS and LoS for the weekday AM and PM and weekend midday peak hours respectively are presented in **Figure 3-8** to **Figure 3-10**, while detailed results are provided in **Appendix A**.

The weekday AM peak hour (7:15AM to 8:15AM) and PM peak hour (5:00PM to 6:00PM) modelled are outside of school pickup and drop off hours, and therefore not reflective of any congestion experienced on the network at these times. The AM and PM peak hour times modelled are however reflective of travel patterns of the future land uses of the potential development. Concerns raised by members of the public regarding congestion on New McLean Street during drop off and pick up at Ascham school (on 188 New South Head Road) would occur outside of the modelled peak hours.

During the weekend peak hour, the Ocean Street / Ocean Avenue / New South Head Road intersection currently operates at capacity, with a DoS of 1.00, which is reflective of the western approach of New South Head Road (which has a DoS of 1.0). This indicates that there is limited spare capacity at this intersection during the weekend peak hour.

**Figure 3-8 Existing AM Peak Hour 2023 Intersection Performance Summary**





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Figure 3-9 Existing PM Peak Hour 2023 Intersection Performance Summary

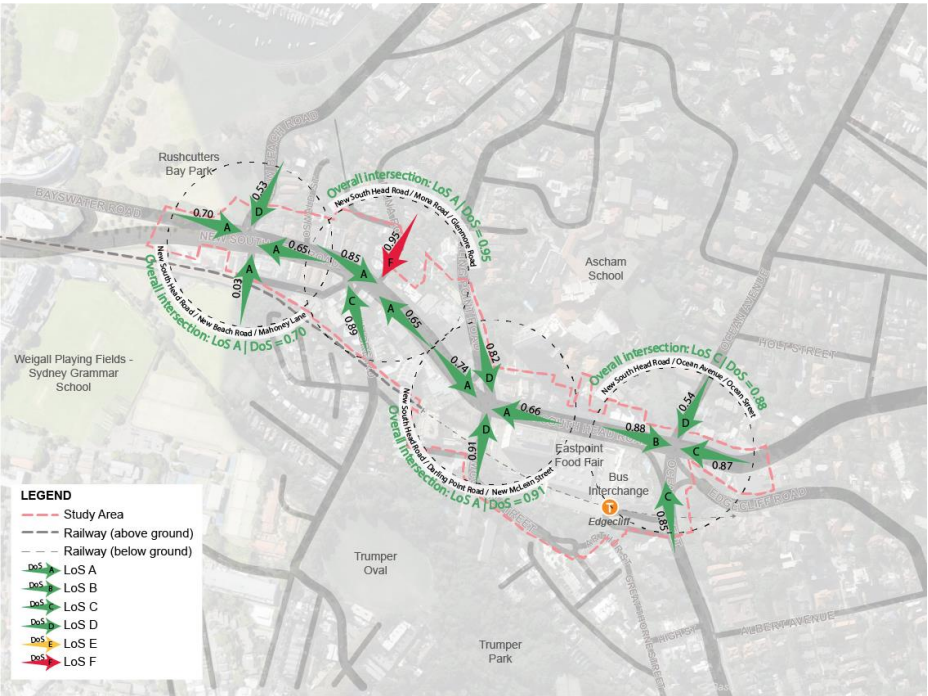
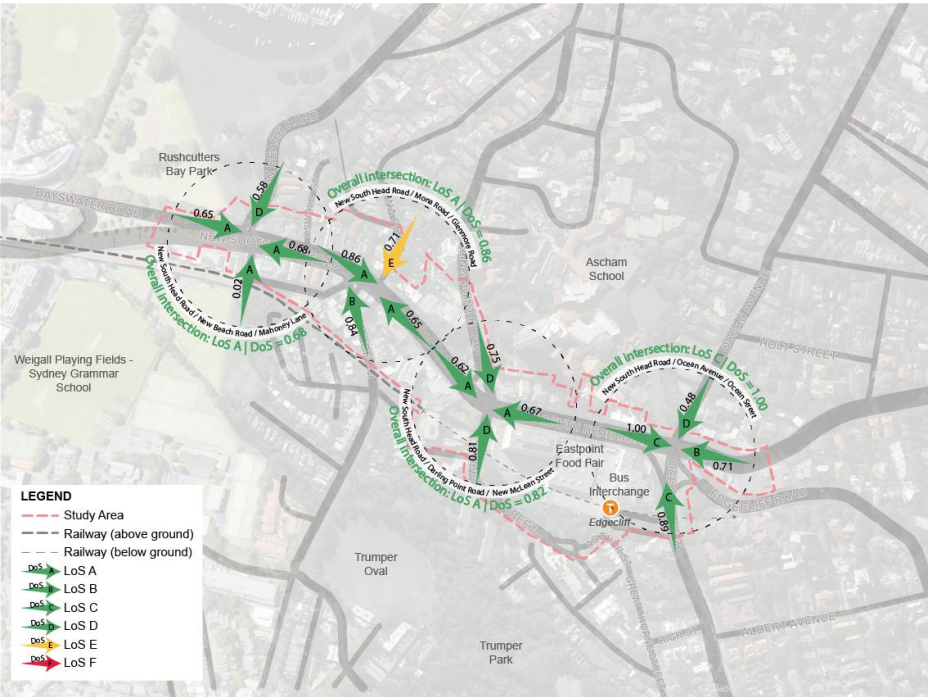


Figure 3-10 Existing Weekend Peak Hour 2023 Intersection Performance Summary



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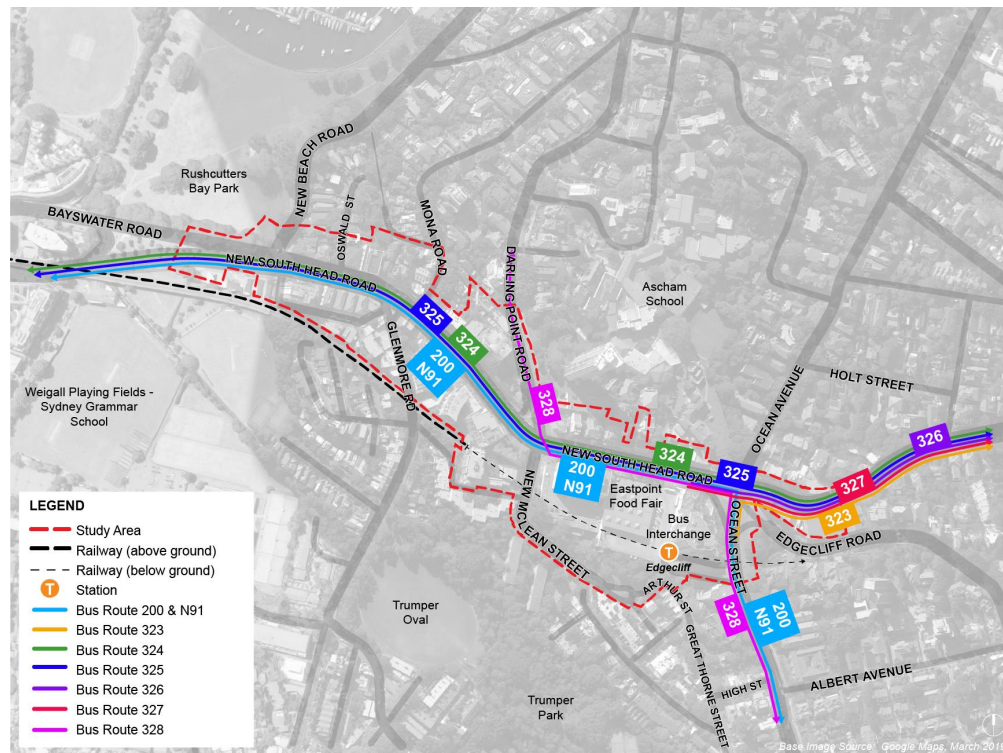
### 3.5 Public Transport

#### 3.5.1 Bus

##### 3.5.1.1 Services

The bus routes within the ECC study area are shown in **Figure 3-11**. Within the ECC, there are eight bus stops located outside of the Edgecliff station precinct and seven bus stops located within the station precinct, as outlined in **Table 3-5**, which also provides a summary of bus stops and associated services at these stops.

**Figure 3-11 Surrounding Bus Network**



Source: Transport for NSW, 2024



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Table 3-5 The ECC bus stops and services

Stop ID	Location	Services
202755	New South Head Road (EB), west of New Beach Road	<ul style="list-style-type: none"> <li>Route 324: City &lt;&gt; Watsons Bay</li> <li>Route 325: City &lt;&gt; Watsons Bay</li> </ul>
202754	New South Head Road (WB), east of Mahoney Lane	<ul style="list-style-type: none"> <li>Route 324: City &lt;&gt; Watsons Bay</li> <li>Route 325: City &lt;&gt; Watsons Bay</li> </ul>
202756	New South Head Road (EB), east of Mona Road	<ul style="list-style-type: none"> <li>Route 324: City &lt;&gt; Watsons Bay</li> <li>Route 325: City &lt;&gt; Watsons Bay</li> </ul>
202753	New South Head Road (WB), east of Glenmore Road	<ul style="list-style-type: none"> <li>Route 324: City &lt;&gt; Watsons Bay</li> <li>Route 325: City &lt;&gt; Watsons Bay</li> <li>Route 328: Bondi Junction &lt;&gt; Darling Point</li> </ul>
202752	Darling Point Road (SB), north of New South Head Road	<ul style="list-style-type: none"> <li>Route 328: Bondi Junction &lt;&gt; Darling Point</li> </ul>
202723	Ocean Street (SB), south of Albert Street	<ul style="list-style-type: none"> <li>Route 200: Bondi Junction &lt;&gt; Gore Hill</li> <li>Route 328: Bondi Junction &lt;&gt; Darling Point</li> </ul>
202818	New South Head Road (EB), west of Henrietta Street	<ul style="list-style-type: none"> <li>Route 323: North Bondi &lt;&gt; Edgecliff via New South Head Road</li> <li>Route 324: City &lt;&gt; Watsons Bay</li> <li>Route 325: City &lt;&gt; Watsons Bay</li> <li>Route 326: Bondi Junction &lt;&gt; Edgecliff via Bellevue Hill</li> <li>Route 327: Bondi Junction &lt;&gt; Edgecliff via Bellevue Rd &amp; Manning Rd</li> </ul>
202835	New South Head Road (WB), opposite Henrietta Street	<ul style="list-style-type: none"> <li>Route 323: North Bondi &lt;&gt; Edgecliff via New South Head Road</li> <li>Route 324: City &lt;&gt; Watsons Bay</li> <li>Route 325: City &lt;&gt; Watsons Bay</li> <li>Route 326: Bondi Junction &lt;&gt; Edgecliff via Bellevue Hill</li> <li>Route 327: Bondi Junction &lt;&gt; Edgecliff via Bellevue Rd &amp; Manning Rd</li> <li>Route 328: Bondi Junction &lt;&gt; Darling Point</li> </ul>
202713 202715 202716 202717 202718 202719 202720	Edgecliff Station Bus Stands	<ul style="list-style-type: none"> <li>Route N91: Macquarie Park &lt;&gt; Bondi Junction via City Town Hall</li> <li>Route 323: North Bondi &lt;&gt; Edgecliff via New South Head Road</li> <li>Route 324: City &lt;&gt; Watsons Bay</li> <li>Route 325: City &lt;&gt; Watsons Bay</li> <li>Route 328: Bondi Junction &lt;&gt; Darling Point</li> </ul>

Source: Transport for NSW; 2024

During peak hour periods, bus stops within the ECC are offered a high frequency of services, within a 500m walking distance of the Edgecliff Station. Because of the proximity to the Edgecliff Station, interchange opportunities between bus and train are also easily available within the ECC.

During the AM peak period (from 7AM to 9AM), there are approximately 28 and 25 services travelling to and from Edgecliff, respectively. During the PM peak (3PM to 7PM), 70 services travel towards Edgecliff whilst 67 services travel in an outbound direction. The number of buses per hour that run to and from the ECC are outlined in **Table 3-6**.

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Table 3-6 Bus Services per hour to and from the ECC

Time Period	Inbound (To Edgecliff)	Outbound (From Edgecliff)
	2023	
5AM – 7AM	9	10
7AM – 9AM	28	25
9AM – 3PM	82	102
3PM – 7PM	70	67
7PM – 9PM	27	24

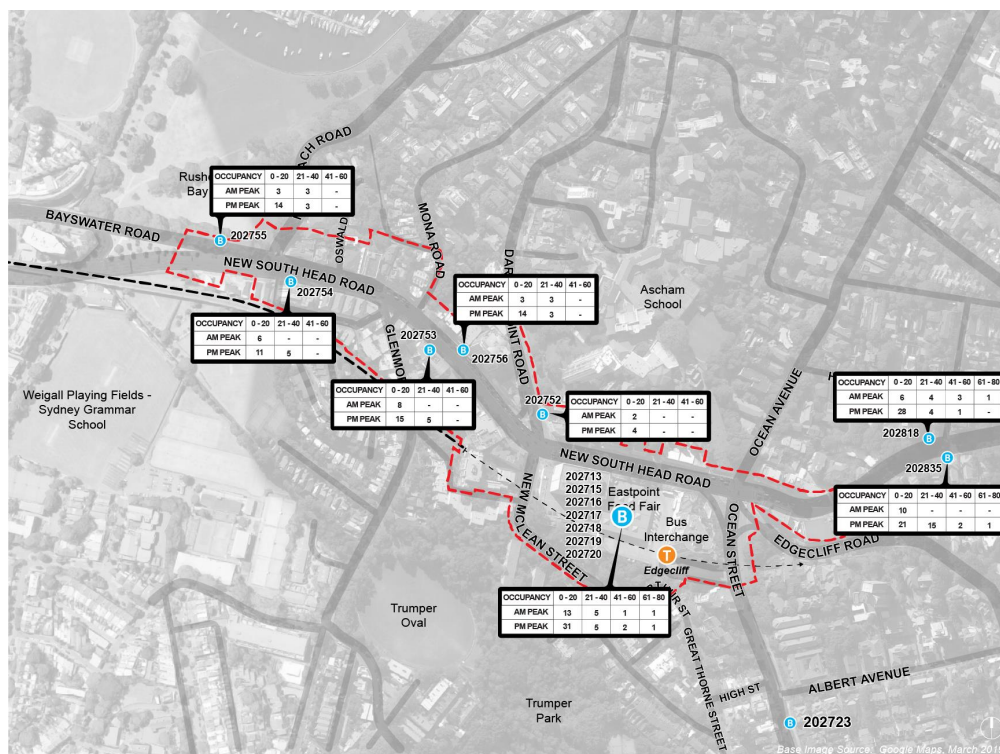
Source: Transport for NSW; 2024, modified by SCT Consulting; 2024

### 3.5.1.2 Capacity

Patronage data for the current bus services is not readily available from TfNSW and, as such has not been provided to inform this study. However, data to inform an overall summation of bus service capacities, based on their occupancy rates, is available.

Bus Opal Assignment Model (BOAM) information, obtained from TfNSW for 9 September 2023, indicates that during peak periods most services operate with spare capacity, as shown in **Figure 3-12**. Based on the average seating capacity of 45 seats and combined standing capacity of 60 passengers, only four and five bus services during the AM and PM peaks respectively, operate near capacity. One bus service during the AM peak hour and two services during the PM peak hour operate above capacity (with an occupancy rate of between 61 and 80 passengers).

Figure 3-12 Number of services and occupancy range over two-hour peak periods (9 September 2023)



Source: Transport for NSW; 2024



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### 3.5.2

#### 3.5.2 Train

##### 3.5.2.1 Services

Edgecliff Station is located within the study area, on the T4 Eastern Suburbs and Illawarra Line and on the South Coast Line. These train lines provide direct access to Bondi Junction, the City, Sutherland and Wollongong, whilst also interconnecting to the wider Sydney Train network. It is an underground station which can be accessed via New South Head Road and New McLean Street. The majority of the ECC is located within an approximate distance of up to 500m catchment of the Edgecliff Station.

Trains travel to/from Edgecliff Station have a frequency of 15 inbound (to Central) and 18 services (to Bondi Junction) services during the AM peak hour period. During the PM peak, 18 outbound (to Bondi Junction) trains and 17 inbound (to Central) trains service the station. There are approximately seven train services per hour on Saturdays.

##### 3.5.2.2 Capacity

Patronage data for Edgecliff Station is not readily available from TfNSW and, as such has not been used to inform this study. Overall patronage of the existing services, based on the maximum capacity of the line, can be compared based on occupancy of the services. The typical train seating capacity for services along the T4 – Eastern Suburbs and Illawarra Line is 840 passengers. Capacity is assessed against the following two measures:

- 100% load: A seat is available for each passenger
- 135% load: The benchmark beyond which passengers experience crowding and dwell times that can impact on on-time running.

Of the 30 trains recorded during the AM peak period the maximum occupancy of a peak inbound service, measured at Kings Cross based on TfNSW data, was in the range of 481-500 passengers indicating a large degree of spare capacity to operate future growth for individuals travelling to or from Edgecliff Station.

In the PM peak, peak load measurements were undertaken at Martin Place Station for the T4 line. During the 4-6PM time period a total of 30 trains were recorded, the maximum occupancy rate reported was 661-680 passengers. This suggests that there is sufficient capacity to cater for potential growth in the ECC.

#### 3.5.3 Interchange function

Edgecliff Station is served by several bus services throughout the day, with most buses traveling to Bondi Junction and Watson Bay as final destinations. However, a number a bus services (traveling from North Bondi and Bondi Junction) also terminate at Edgecliff. Edgecliff Station is located on the T4 train line which provides frequent access to Bondi Junction, the City, Sutherland and Wollongong, whilst also interconnecting to the wider Sydney Train network.

The combination of terminating bus services at the bus interchange and Edgecliff Train Station's good access to frequent train services suggests that Edgecliff, while being serviced by frequent bus and train services as separate transport modes, also holds an important role as an interchange between the two modes.

### 3.6 Active transport

#### 3.6.1 Cycling

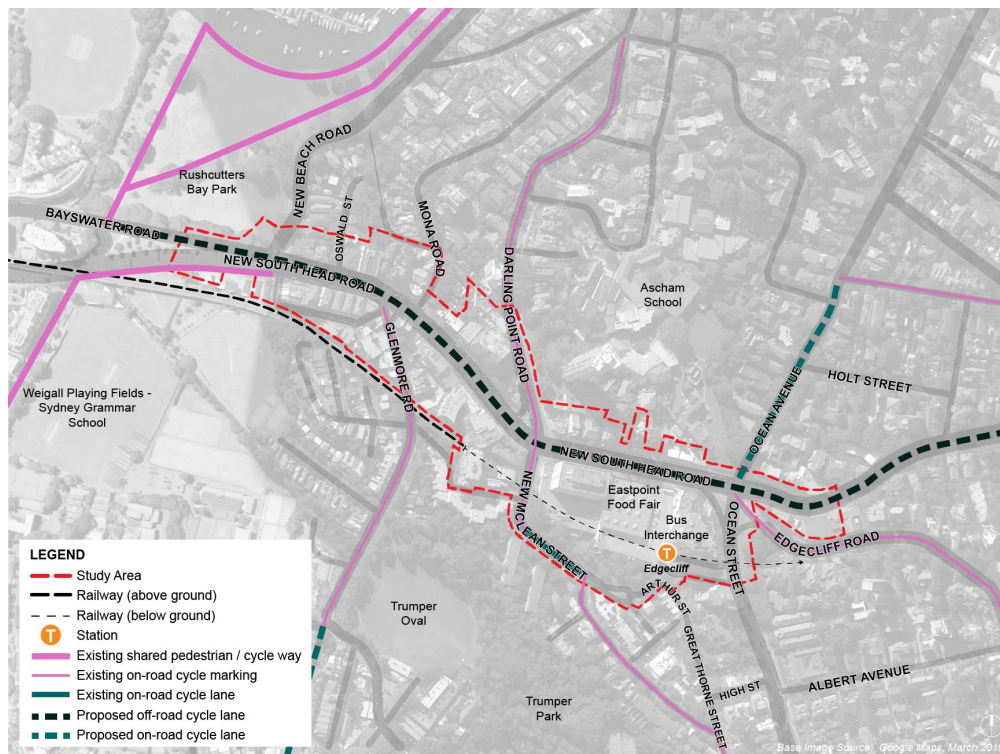
##### 3.6.1.1 Infrastructure facilities

The existing cycling routes serving the ECC are generally perpendicular to New South Head Road. Most of these perpendicular routes are constrained by challenging grades of up to 10 per cent. There are no east-west road corridors except for New South Head Road, resulting in no alternative east-west cycle options. New South Head Road is a challenging road environment that precludes all but the most experienced riders. **Figure 3-13** shows the existing routes and those proposed in the Woollahra Active Transport Strategy, and subsequent planning by WMC.

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Figure 3-13 Existing and proposed bicycle network



Source: The Woollahra Municipal Council Active Transport Plan (2023)

### 3.6.1.2 Existing Cycling Conditions

Cycling to and from the ECC is currently observed to be difficult and potentially unsafe due to a lack of dedicated cycling infrastructure and topographical constraints. Multiple roads with steep grades make it difficult for cyclists to ride uphill with limited protection for cyclists. This is in particular the case for some of the north-south routes north of New South Head Road, such as Darling Point Road and Ocean Street, as these roads both have steep gradients, making them a challenging environment for cyclists.

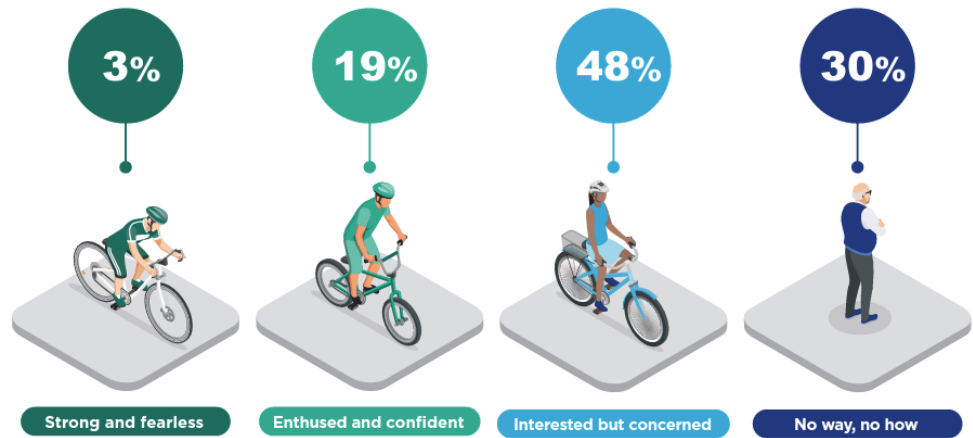
Research undertaken by TfNSW, detailed with the Cycleway Design Toolbox (2020) indicates that a focus should be placed on providing high-quality, safe and connected cycleways that cater to riders who are 'interested but concerned'. This group accounts for 48 per cent of potential riders. Research has indicated that over 70 per cent of potential customers would ride a bicycle if they had access to safe cycling routes. A breakdown of bicycle rider types is provided in **Figure 3-14**.



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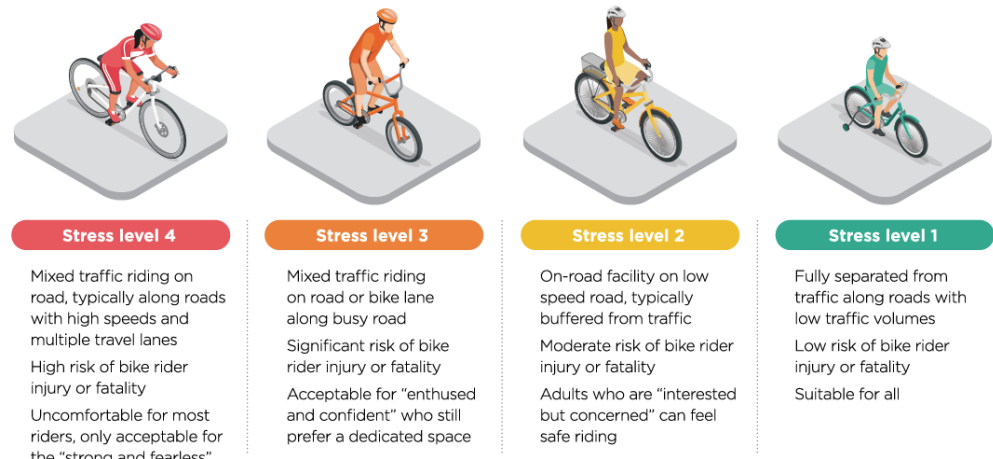
Figure 3-14 The four types of bicycle riders



Source: TfNSW, 2020

'Bicycle level of stress' is used as industry best practice for assessing the comfort and connectivity of cyclists. For a cycling network to attract users of all ages and abilities, including risk-averse riders, it is important to provide a low stress network. If correctly delivered a low stress connection is achieved between a rider's origin and destination that is within their riding comfort level. An overview of stress level ratings, and their supporting characteristics, is provided in Figure 3-15.

Figure 3-15 Stress level ratings and their characteristics



Source: TfNSW, 2020

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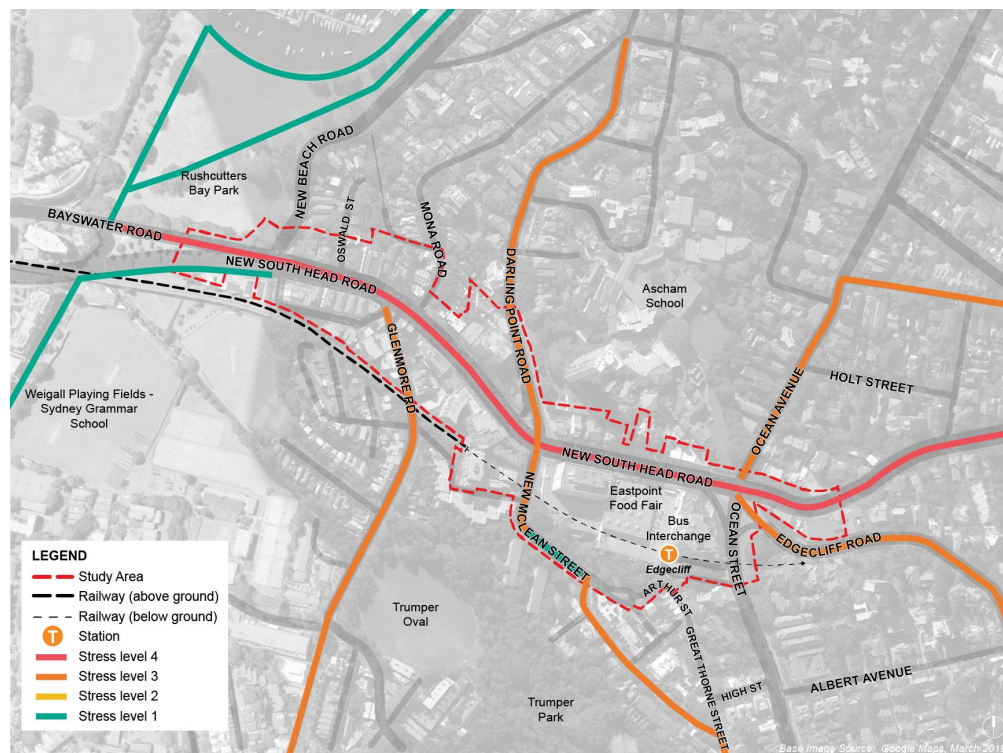


The ECC and surrounding areas comprises of three cycleway classifications (as seen in **Figure 3-16**):

- Stress level 4: Mixed traffic lane on busy street where the designated cycleway is located on a major arterial road such as New South Head Road.
- Stress level 3: Where the on-road cycle way marking is located on a major road such as Ocean Avenue, Glenmore Road, Darling Point Road or New McLean Street.
- Stress level 1: An off-road cycleway through Rushcutters Bay Park.

There are currently no cycleways within the ECC where a stress level 2 rating is achieved.

**Figure 3-16 Cycle routes and their stress ranking within the ECC**





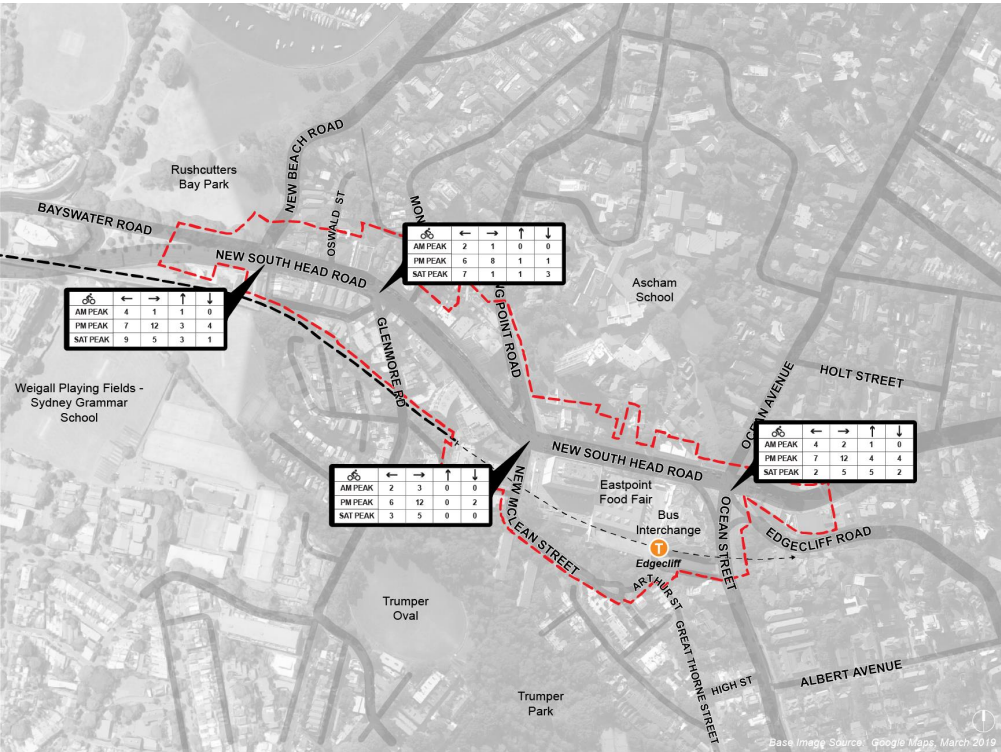
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3.6.1.3 Cycling volumes

Cyclist counts at key intersections within the ECC during the weekday and weekend peak hours (surveyed in September 2023) are summarised in **Figure 3-17**. These indicates indicated that most cycling movements occur in an eastbound or westbound direction, along New South Head Road. In a northbound and southbound direction, Ocean Road is the most frequently accessed road by cyclists in the ECC, followed by New Beach Road.

Figure 3-17 Cycle counts within the ECC



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### 3.6.2 Walking

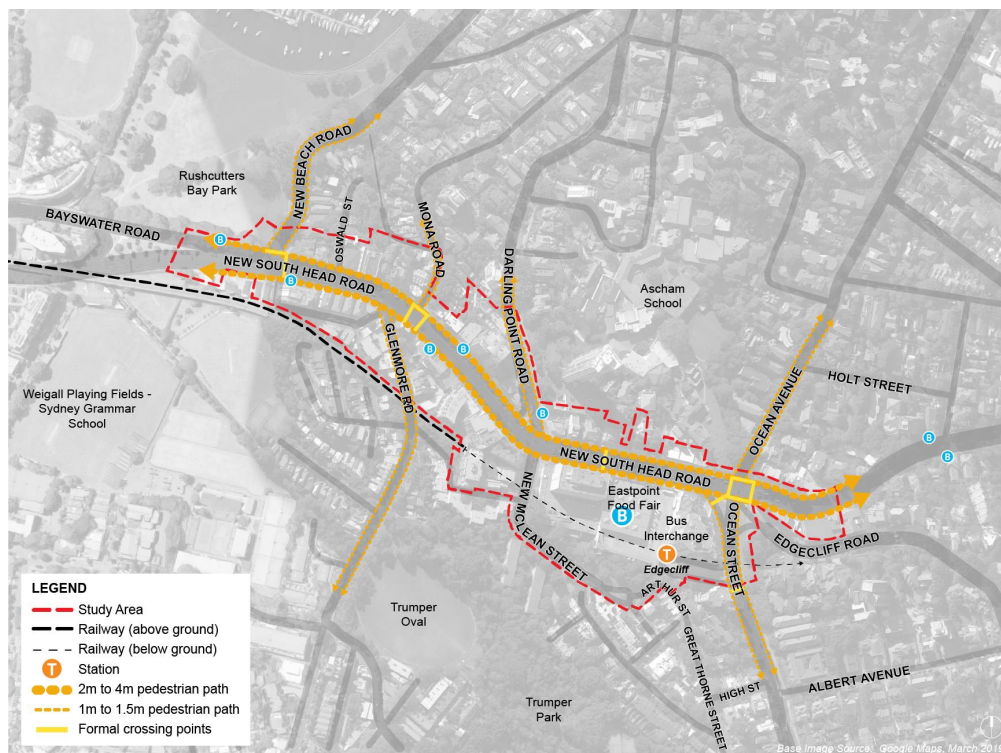
The ECC is generally well-served by pedestrian footpaths, with New South Head Road and surrounding local roads having footpaths on both sides. However, some of the pedestrian footpaths have uneven pavers and do not provide ease of access for those with mobility issues, including parents with prams, the elderly or people who are mobility impaired. Pedestrian access to the ECC is restricted by the railway line and the busy New South Head Road, which run along the southern boundary and middle of the ECC, respectively.

The ECC has limited pedestrian crossings in a north-south direction from both sides of intersections at New South Head Road / New Beach Road and New South Head Road / Darling Point Road / New McLean Street intersections. There is currently a zebra crossing on the slip lane at the north-western corner of the New South Head Road / New Beach Road intersection, just west of the signalised pedestrian crossing across New Beach Road.

The lack of north-south crossing at the New South Head Road / Darling Point Road / New McLean Street intersection results in an additional 220 metre walking distance to get from the northwest corner to the southwest corner of the intersection. In addition, the north-west corner of this intersection is steep with a narrow footpath along Darling Point Road which again could contribute to an unsafe environment for pedestrians using the footpath, and especially for passengers getting in and out of their car. The pedestrian crossing on the southern approach of this intersection (New McLean Street) has a bend in it, which can be unsafe for visually impaired pedestrians crossing, since it directs individuals towards the middle of New South Head Road.

The existing footpaths and formal crossing opportunities are presented in **Figure 3-18**.

**Figure 3-18 Existing walking facilities around the ECC**





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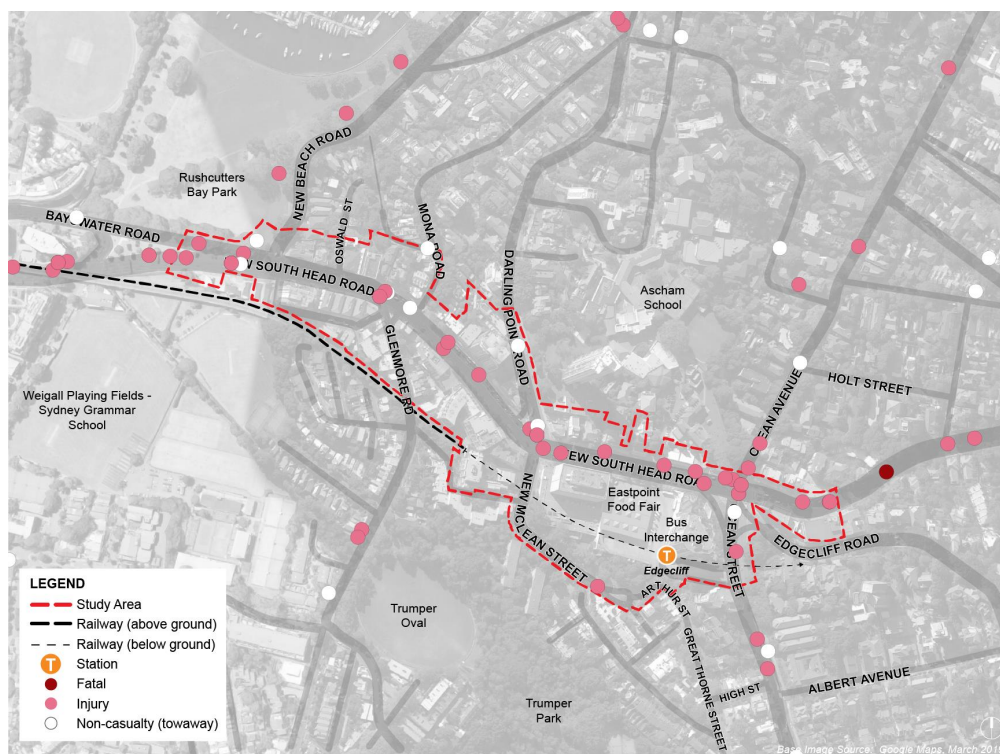


### 3.7 Crash Analysis

An analysis of the crash data for a five-year period (2017 to 2021) has been undertaken based on publicly available crash data sourced from Transport for NSW, for the ECC. The locations and severity of the crash data for the five-year period is shown in **Figure 3-19** and **Table 3-7**.

Over the analysed years, a total of 34 crashes occurred in the ECC, with most crashes occurring during 2019 (10 crashes occurred in this year). Of the crashes occurring over the five-year period within the area, there were no fatal crashes and seven serious injury crashes. These seven crashes all occurred along New South Head Road except for one crash that occurred on Ocean Street. Of the seven serious injury crashes, one crash involved a pedestrian. The largest number of crashes in the ECC occurred at or near the New South Head Road / Ocean Avenue intersection.

**Figure 3-19 Crashes within the ECC (2017-2021)**



Source: <https://roadsafety.transport.nsw.gov.au/statistics/interactivecrashstats/nsw.html?tabnsw=3>, modified by SCT Consulting, 2023

**Table 3-7 Severity of crashes within the ECC (2017 – 2021)**

Crash severity	2017	2018	2019	2020	2021
Fatal	0	0	0	0	0
Serious injury	1	1	2	3	0
Moderate injury	1	5	5	0	1
Minor / Other injury	3	3	3	3	3

Source: <https://roadsafety.transport.nsw.gov.au/statistics/interactivecrashstats/nsw.html?tabnsw=3>, 2023

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### 3.8 Car Share

Within or in proximity to the overall ECC area, there are a total of five locations where residents have access to GoGet car share vehicles, as shown in **Table 3-8** and **Figure 3-20**. A total of 768 GoGet members currently are within 250m of at least one of these locations.

Data was obtained for the month of March 2021 and 2023 to determine underlying trends in car share usage within the area. Results indicated that car share usage has increased within the ECC over the past 24 months with the number of bookings, the overall hours booked and the average trip hour metrics. This dataset is however not considered large enough to form a representative sample and draw conclusions relating to car share usage in the ECC.

**Table 3-8 Go Get Car Share Usage (March 2021 vs March 2023)**

Bay Location	Number of bookings		Hours Booked		Average Trip Hours	
	March 2021	March 2023	March 2021	March 2023	March 2021	March 2023
Edgecliff Road, Edgecliff	15	45	66.5	172.5	4.43	3.83
315 New South Head Road (Essence Apartments), Edgecliff	26	30	108.5	218	4.17	7.27
New McLean Street, Edgecliff	42	36	166	220.5	3.95	6.13
New McLean Street near Arthur Street, Edgecliff	30	24	115	136.5	3.83	5.69
New Beach Road, Darlingpoint	17	23	43.5	79	2.56	3.43
<b>Total</b>	<b>130</b>	<b>158</b>	<b>499.5</b>	<b>826.5</b>	<b>3.79</b>	<b>5.27</b>

Source: GoGet Car Share; 2023

#### 3.8.1 Benefits of Car Share

Benefits realisation of car share schemes, with respect to the City of Sydney Local Government Area, is documented within the Committee for Sydney document 'Carsharing: Sydney Snapshot' as follows:

- Each car share vehicle removes 10 private vehicles from the road network. Within the nearby Double Bay area research indicates that approximately 70 per cent of these vehicles would be parked on street. These factors can be considered in the application of ratios for car spaces within new dwellings.
- A reduction in vehicle kilometres travelled by approximately 2,000km per year for each user with corresponding increases in walking, riding a bicycle or using public transport. This has flow on impacts to the health of residents.
- Each car space in a multi-storey car park can cost between \$30,000 - \$70,000 to construct with apartment prices increasing in cost by \$50,000 - \$140,000 when a car space is provided. These cost savings are passed on to developers and unit owners alike.
- The current benefit that each car share vehicle provides is estimated at \$59,673. This takes into consideration factors such as congestion, environmental factors such as emissions, opportunity cost of not owning a car space, management fees and community value of space.

These statistics support the notion of using car share schemes, such as Go Get, to achieve reductions in private vehicle ownership. They also allow for action to be taken regarding parking provision and a review of existing parking controls.



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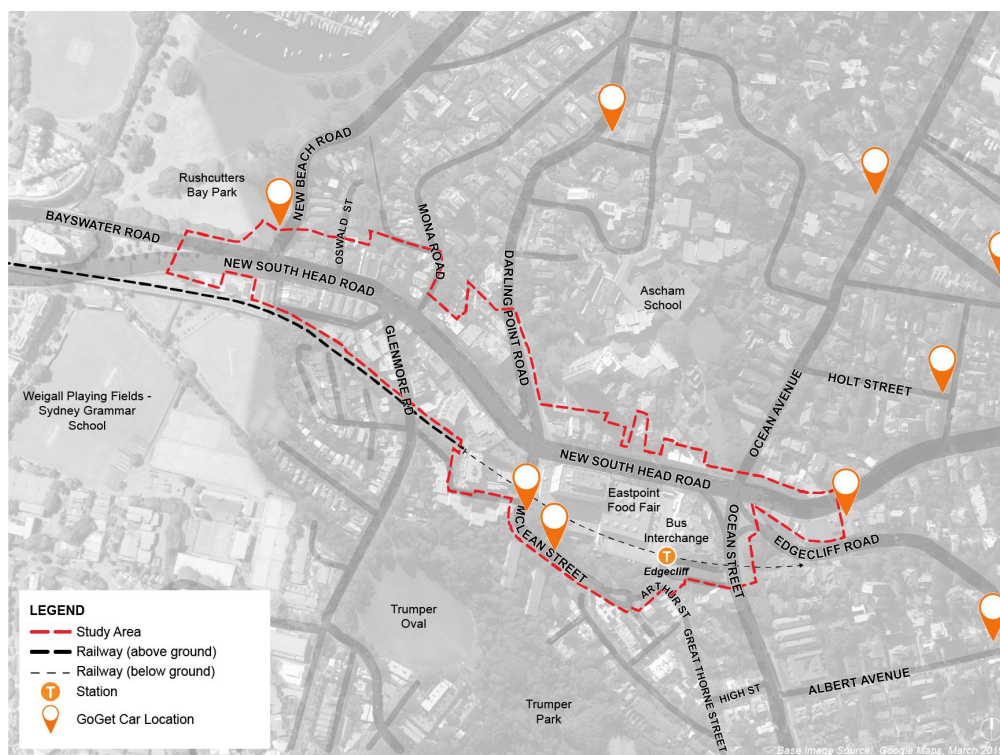


### 3.8.2 Future Growth Patterns

Future patterns of growth are not possible to accurately predict based on the increasing emergence of technology in aiding workplace productivity and the propensity for staff to work remotely and the unknown workplace location of these individuals. However, factors such as attitudinal changes to public transport, increased public transport frequencies during peak times, and future employment growth within the WMC local area all have the potential to further improve the public and active transport mix for journey to work trips. This would reduce the impact of private vehicles on the local road network relative to existing usage rates.

Furthermore, the changing pattern of car ownership in future years has the potential to change both people's travel behaviour and the need for parking within residential buildings, commercial dwellings. Research indicates that as many as 200,000 Australians are currently using car share schemes with this potentially increasing to 1.5 million in the next 10 years.

Figure 3-20 GoGet Car Share parking locations



Source: GoGet, 2023, modified by SCT Consulting, 2023

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## 4.0 Potential Development

### 4.1 Assessment scenario

To ascertain the impact of the potential additional development yield in the ECC the following peak periods were assessed:

- AM peak hour
- PM peak hour
- Weekend peak hour

### 4.2 Development yield

**Table 4-1** and **Figure 4-1** provide an overview of the potential development scenario for the ECC and include proposed location and car parking provision for the proposed residential, commercial and retail land uses. At completion, the potential developments could result in an uplift of 559 parking spaces across all three land uses.

The development potential is based on the total future development compared to the existing development as a baseline.

A detailed breakdown of development yield for each individual site is summarised in **Appendix B**.

**Table 4-1 The ECC Potential Development Yield**

Yield	Residential		Commercial		Retail	
	Future	Uplift	Future	Uplift	Future	Uplift
GFA (m <sup>2</sup> )	57,151	49,325	24,373	4,325	6,762	43
Parking	572	493	366	65	134	1

Source: WMC; February 2024

The preferred development option includes a reduction of the retail in the Commercial Core and provision of ground floor retail as part of shop top housing throughout the remainder of the precinct to increase the level of street activity.

**Figure 4-1 The ECC Potential Development Scheme**



Source: WMC, February 2024



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### 4.3 Background traffic

Historical data in terms of RMS annual average daily traffic count for New South Head Road count station 10011 was used to determine any background growth of the corridor, as seen in **Figure 4-2**. The data indicates that the weekly traffic has varied slightly between 2018 and 2023, with periods of growth and decline in traffic volumes on the corridor. This is typical of a corridor experiencing congestion, in that growth has plateaued.

Based on the slightly negative growth on the corridor from 2018 to 2023, zero background growth is assumed for the corridor for the future modelling scenario.

Figure 4-2 Annual average weekly traffic for New South Head Road (10011)



Source: SCT Consulting based on RMS AADT Data for station New South Head Road (10011), 2023

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## 5.0 Trip generation and distribution

### 5.1 Vehicle trip generation

A trip generation review has been undertaken based on the proposed different land uses and indicative yield to:

- Understand likely weekday / weekend peak hour vehicular and person trip generation.
- Understand likely impacts on surrounding road network.

As described in **Section 4.2**, the potential developments in the ECC comprises of residential, retail and commercial land uses.

#### 5.1.1 Residential

The potential uplift in residential use, based on the growth scenario, is 49,325 sqm, which is an increase from 7,826 sqm to 57,151 sqm. The location of the proposed increase in residential uses is within a short walk of the Edgecliff Train Station, which provides access to Sydney CBD within five minutes of train travel.

The average trip rate for high density residential flat dwellings that have good access to public transport services within Sydney urban areas, as published in the *Technical Direction 2013/04a, Guide to Traffic Generating Developments* (TDT 2013/04a), is identified as 0.15 and 0.12 trips per car space within the AM and PM peak hour periods respectively for weekdays. For the weekend peak hour, the highest trip rate (0.15 vehicles per parking space) has been adopted.

On this basis, the total residential trips generated will be 74 trips / AM peak hour, 59 trips per PM peak hour and 74 trips per weekend peak hour.

#### 5.1.2 Retail

The total potential uplift in retail, based on the growth scenario, is 43 sqm, which is an increase from 6,719 sqm to 6,762 sqm. The average trip rates for retail precinct, with a total floor area in the area in the range of 10,000 and 20,000 sqm, is 7.6 trips / 100sqm during the PM peak and 6.6 trips / Saturday peak respectively, based on the TfNSW guidelines for shopping centres. This would apply to the shopping centre in the ECC, which is proposed to decrease by 921 sqm.

Cafes and specialty shops are however ancillary in nature and often form part of the customer journey to a shopping centre rather than being the sole purpose. Trip generation is mostly associated with staff movements rather than customers. The trip generation for the café and specialty shops in the AM peak hour is proposed to be 1.55 trips / 100 sqm GLFA, the average of the AM peak traffic generation of all urban shopping centres in *TDT 2013/04a Appendix F3*. The AM peak was selected, as it represents a time when there are few customers and staff are arriving for work. As such, it reflects that majority of visitors to the shops will be arriving for other purposes, so that the traffic generation is comprised mainly of staff arrivals. This rate was also adopted for the PM peak, and for the AM peak hour for the shopping centre.

On this basis, the total retail trips generated will be 0 trips / AM peak hour, -41 trips per PM peak hour and -34 trips per weekend peak hour. The number of total trips generated by the retail component will decrease due to the decrease in the shopping centre floor space.

#### 5.1.3 Commercial

The total potential uplift for commercial uses, based on the growth scenario, is 4,325 sqm, which is an increase from 20,048 sqm to 24,373 sqm.

The TDT 2013/04a describes vehicular trip rates for commercial developments where traffic surveys were undertaken for developments that are close to public transport (as shown in **Table 5-1**). Included in TDT 2013/04a were surveys at North Sydney, Chatswood, Macquarie Park and Parramatta, which are similar in terms of scale of development and proximity to the train stations.



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Table 5-1 Peak hour vehicle trip generation per 100sqm of similar office sites – weekday

Surveyed location	North Sydney	Chatswood	Macquarie Park	Parramatta	Average
AM peak hour trips	52	105	119	185	115
PM peak hour trips	44	86	106	166	100
AM trip rate	0.17	1.03	2.07	0.69	0.99
PM trip rate	0.14	0.84	1.84	0.61	0.86

Source: RMS, Technical Direction 2013/14

The average peak hour trip rates per 100 sqm for the surveyed locations were estimated to be 0.99 and 0.86 trips during the AM and PM network peak hour respectively. On this basis, the estimated vehicle trips for the additional commercial land use will be 43 and 37 for AM peak and PM peak, respectively. The vehicle trip generation of office space is assumed to be zero on the weekends.

#### 5.1.4 Total vehicle trips

Based on the adopted trip generation rates of the respective land uses, the proposed increase in development yield at the ECC would generate a total of **117** additional vehicular trips during the AM peak hour and **55** additional vehicular trips during PM peak hour for a weekday. The estimated additional weekend vehicle trips will be **40** trips per peak hour in total.

A summary of the weekday and weekend peak hour trip generation rates used is shown in **Table 5-2**.

Table 5-2: Weekday and weekend peak hour vehicle trip generation rate assumptions

Proposed activity	Gross Floor Area	Yield	Vehicle trip generation rate		
			WD AM	WD PM	WE Peak
Residential	+49,325 sqm	493 parking spaces	0.15	0.12	0.15
Shopping centre	-921 sqm	-690 sqm GLFA	1.55	7.6	6.6
Shop top retail	+964 sqm	+723 sqm GLFA	1.55	1.55	1.55
Commercial	+4,325 sqm GFA		0.99	0.86	0
Total trips:			117	55	40

Source: TDT 2013/04a and SJB, compiled by SCT Consulting, 2024. WD = Weekday, WE = Weekend

## 5.2 Person trip generation

Surveys at several locations were chosen from the TDT 2013/04a for person trip generation estimation. The average peak hour person trip rates were estimated to be 0.66 and 0.56 trips per 100sqm during the AM and PM network peak hour respectively for similar high-density residential areas. Saturday peak hour will see a trip rate up to 1.17 per 100sqm.

Referring to TDT 2013/04a for similar shopping centres, average peak hour trip rates were 3.11 and 7.6 person-trips per 100sqm during the AM and PM network peak hour respectively. Weekend PM person trips is estimated to be 12.23 person-trips per 100sqm during the peak hour.

Similar to vehicle trip rates, the sites outlined in **Table 5-3** have been used to obtain the possible person trip rate assumptions for office blocks. Based on these, it is estimated that the person trip rate will be 1.9 and 1.64 per 100sqm during the AM and PM peak hour respectively.

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Table 5-3 Peak hour person trip generation per 100sqm of similar office sites

Item	North Sydney	Chatswood	Macquarie Park	Parramatta	Average
AM peak trips	394	249	142	387	293
PM peak trips	338	205	126	349	255
AM trip rate	1.3	2.44	2.47	1.43	1.90
PM trip rate	1.1	2.01	2.19	1.29	1.64

Source: Roads and Maritime, Technical Direction 2013/14

Person trip generation for the project was estimated as shown in **Table 5-4**, based on the peak hour trip generation rates estimated previously. As seen, the uplift is expected to generate a total of 187, 215 and 389 non-car person trips in the AM, PM and weekend peak hours respectively.

Table 5-4 Peak hour person trip generation for the ECC

Activity	Gross Floor Area	Yield	Person trip rates <sup>^</sup>		
			WD AM	WD PM	WE Peak
Residential	+49,325 sqm	36,981 sqm	0.66	0.56	1.17
Shopping centre	-921 sqm	-690 sqm GLFA	3.11	7.6	12.23
Shop top retail	+964 sqm	+723 sqm GLFA	3.11	7.6	12.23
Commercial	+4,325 sqm GFA		1.90	1.64	-
<b>Total</b>			<b>339 trips</b>	<b>309 trips</b>	<b>482 trips</b>
Less persons in cars			140	66	48
<b>Total non-car trips</b>			<b>187 trips</b>	<b>215 trips</b>	<b>389 trips</b>

Source: SCT Consulting, 2024. WD = Weekday, WE = Weekend

<sup>^</sup>Assuming the car occupancy for the vehicle trip generation is 1.2 person / vehicles. Weekday AM Peak trip generation =  $117 \times 1.2 = 140$  persons and PM Peak trip generation =  $55 \times 1.2 = 66$  persons. Weekend peak trip generation =  $40 \times 1.2 = 48$  persons.

### 5.3 Public and active transport demand

Given its location directly adjacent to the Edgecliff Train Station and peak hour travel purposes, most of the non-car trips outlined in **Section 5.2** will be using surrounding public transport services, some will be to other businesses, and some would be walking or cycling from trip origins. Hence, it is estimated the preferred development option is forecast to generate approximately 187, 215 and 389 person-trips during the AM, PM and weekend peak hours respectively. These trips would be associated with public transport (mainly train), walking only or cycling trips. The number public and active transport trips is further described in **Sections 6.1** and **6.2**.

### 5.4 Traffic distribution

The traffic distribution of future trips in the ECC is based on the Journey to Work data presented in **Section 3.2.1** and the inbound-outbound proportions that will be used for each of the land uses are presented in **Table 5-5**. With commercial and retail uses largely expected to be generating staff trips by vehicle only, the balance is expected to be majority in in the weekday AM peak and majority out in the PM peak. The weekend peak is more balanced.



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Table 5-5 Inbound and outbound split to and from the ECC

Origin/destination	Weekday AM	Weekday PM	Weekend Peak
Residential trips % in	20%	80%	50%
Residential trips % out	80%	20%	50%
Retail trips % in	80%	20%	50%
Retail trips % out	20%	80%	50%
Commercial trips % in	80%	20%	-
Commercial trips % out	20%	80%	-

Source: SCT Consulting, 2024

## 6.0 Transport and Traffic Impact Assessment

This section evaluates the impacts of the preferred development options on the transport network for all modes of transport.

### 6.1 Public transport impacts

The potential residents and employees resulting from the potential development option will be located within a 500m walking distance to the Edgecliff Train Station, which will continue to provide direct access to Bondi Junction, Sydney CBD, Sutherland and Wollongong, as well as connecting to the wider Sydney Trains network.

The excellent access to train services and bus services (which provide frequent access to Sydney CBD, Chatswood, Bondi Junction, Watsons Bay, Vaucluse and Macquarie Park) will facilitate public transport as the primary means of travel.

As described in **Section 3.2.1**, the Journey to Work travel mode data indicates that during the peak hour period public transport trips account for approximately 45 per cent of all trips. Train trips account for 44 per cent of these trips, whilst bus trips account for only one per cent of jtw trips.

Household travel data indicates that approximately six per cent of all trips are undertaken by train, while five per cent of all trips throughout the day are undertaken by bus. With further densification of the centre and an appropriate suite of infrastructure, services and policy, the preference for public transport will continue to grow.

As described in **Section 5.2**, the peak hour person trip generation (excluding people in cars) of the potential development is expected to generate approximately 187, 215 and 389 person-trips during the AM, PM and weekend peak hours respectively. Given its location directly adjacent to the Edgecliff Station, most of these trips will be associated with train and bus customers as well as walking / cycling to or from the origins of their trips.

Based on the Journey to Work data mode split, **Table 6-1** provides a summary of the number of additional train and bus trips that are likely to be generated by the potential development of the ECC, during the weekday AM and PM peak hours. For the weekend peak hour, the household travel survey data mode split has been used to determine the public transport demand.

**Table 6-1 Public transport trip generation**

Origin/destination	Weekday AM	Weekday PM	Weekend Peak
Train	104	120	56
Bus	12	13	55

Source: SCT Consulting; 2024

There are over 20 bus services per hour in the peak travel demand direction during AM and PM peak hour periods, so at full development demand, this would equate to less than one additional passengers per bus service. As most services are not at full capacity (**Section 3.5.1**), it is anticipated that the bus network can cater for this increase in demand.

As detailed in **Section 3.5.2**, the Sydney Train Network is expected to have capacity to cater for the potential increase in travel demand.

### 6.2 Active transport impacts

As described in **Section 5.2**, the peak hour person trip generation (excluding people in cars) of the potential development is expected to generate approximately 187, 215 and 389 person-trips during the AM, PM and weekend peak hours respectively. Given its location directly adjacent to the Edgecliff Station, most of these trips will be associated with train and bus customers as well as walking only / cycling to or from the origins of their trips.

Based on the Journey to Work data mode split, **Table 6-2** provides a summary of the number of additional walk only and cycle trips that are likely to be generated by the potential development of the ECC, during the weekday AM and PM peak hours. Because the household travel survey data does not specify cycling mode share, this information has not been provided for the weekend peak period.



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Table 6-2 Walk only / cycle trip generation

Origin/destination	Weekday AM	Weekday PM	Weekend Peak
Walk only	69	80	278
Cycling	2	2	N/A

Source: SCT Consulting; 2024

Under the potential future development of the town centre and based on current Journey to Work and household survey data, it is forecast that an additional 69, 80 and 278 walking trips would be realised in the AM, PM and weekend peak hour respectively. Only a small proportion would be cycling trips. However, the WMC Active Transport Plan (2023) sets out a target of increasing the number of cycling trips to two per cent, which would increase cycle trips in the ECC in the future.

The current ECC street network has sufficient capacity to cater for the expected increase in active transport demand, but some improvements to the pedestrian / cycling amenity and to active transport infrastructure would benefit an increase in active transport demand. The broader question, of how pedestrian and cycling amenity can be fostered and increased within the ECC, is discussed within **Section 7.2**.

### 6.3 Parking impacts

Most of the on-street parking facilities were at or near capacity during site visits, and it is not likely that significant on-street parking could be made available.

Additional parking demands will arise from the different types of uses, with different types of spaces demanded:

- Residential: residential and visitor spaces to be satisfied off-street, within the apartment block strata title
- Shopping centre and commercial: spaces to be satisfied by remaining capacity in the 'Edgecliff Centre' car park
- Shop top retail: spaces to be satisfied by the 'Edgecliff Centre' car park and any off-street parking available within building.

Based on the dominance of public transport as the preferred mode of transport, parking demands are largely able to be satisfied by virtue of alternative options for transport. Rather than driving to the centre, visitors will likely walk, cycle or use public transport. Much of the retail will also be serviced by linked trips.

As the centre's car park is priced, this will also assist in management of demand to be consistent with the available capacity.

### 6.4 Road network impacts

Intersection modelling was undertaken to assess the operational performance of the four key intersections analysed for the existing scenario, to determine the impact of the potential development on the surrounding road network. A summary of the overall intersection LoS and DoS with all developments by 2033 AM, PM and weekend peak periods are provided in **Figure 6-1** to **Figure 6-3**, while detailed intersection performance summaries are provided in **Appendix C**.

The weekday AM peak hour (7:15AM to 8:15AM) and PM peak hour (5:00PM to 6:00PM) modelled are outside of school pickup and drop off hours, and therefore not reflective of any congestion experienced on the network at these times. The AM and PM peak hour times modelled are however reflective of travel patterns of the future land uses of the potential development. Concerns raised by members of the public regarding congestion on New McLean Street during drop off and pick up at Ascham school (on 188 New South Head Road) would occur outside of the modelled peak hours.

The results in **Figure 6-1** to **Figure 6-3** show the modelled impact of the potential development without the introduction of any road infrastructure improvements. Due to the increase in demand, signal phasing was optimised for the intersection of New South Head Road / Darling Point Road / New McLean Street in the AM and PM peak hours, and for the intersection of New South Head / Mona Road / Glenmore Road in the AM peak hour.

Without the phasing optimisation, there would be an increase in delay on the New McLean Street, Darling Point Road and New South Head Road West (right turn movement) approaches in the AM and PM peak hours, and on the Glenmore Road and Mona Road approaches in the AM peak hour. Without optimised phasing, these intersections' DoS would also exceed 1.0, for the time periods outlined above.

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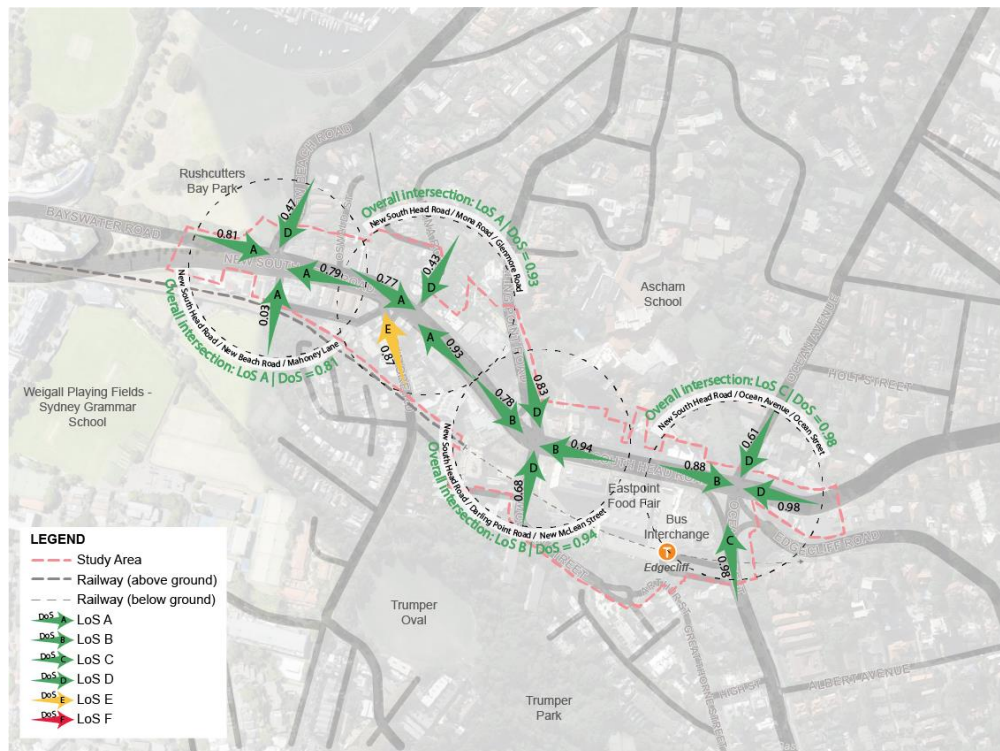


With the introduction of the optimised phasing, as described above, the road network would continue to operate at an acceptable level of performance with the trips generated by the potential development uplift added to the road network. In the AM peak hour, the greatest impact on the road network performance is forecast to be at the New South Head Road / Ocean Street / Ocean Avenue and the New South Head Road / Darling Point Road / New McLean Streets intersections, which will operate with a LoS C and LoS B compared to a LoS B and LoS A in the existing scenario.

The forecast DoS of 0.98 in the AM peak hour for the New South Head Road / Ocean Street / Ocean Avenue intersection is reflective of the approaches from Ocean Street South and New South Head East, which are both forecast to operate near capacity. This suggests that further demands on these two approaches cannot be accommodated beyond the trips generated by the potential development.

Overall, the New South Head Road / New Beach Road and the New South Head Road / Glenmore Road / Mona Road intersections will continue to perform satisfactory for all time periods, with the added development trips in all peak hours. As for the existing scenario however, the Mona Road approach will continue to operate with a LoS F in the PM peak hour, with the added development trips. During the weekend peak hour, the Ocean Street / Ocean Avenue / New South Head Road intersection will continue to operate at capacity, with a DoS of 1.00, which is reflective of the western approach of New South Head Road (which has a DoS of 1.0).

Figure 6-1 AM Peak Hour Intersection performance with potential development





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Figure 6-2 PM Peak Hour Intersection performance with potential development

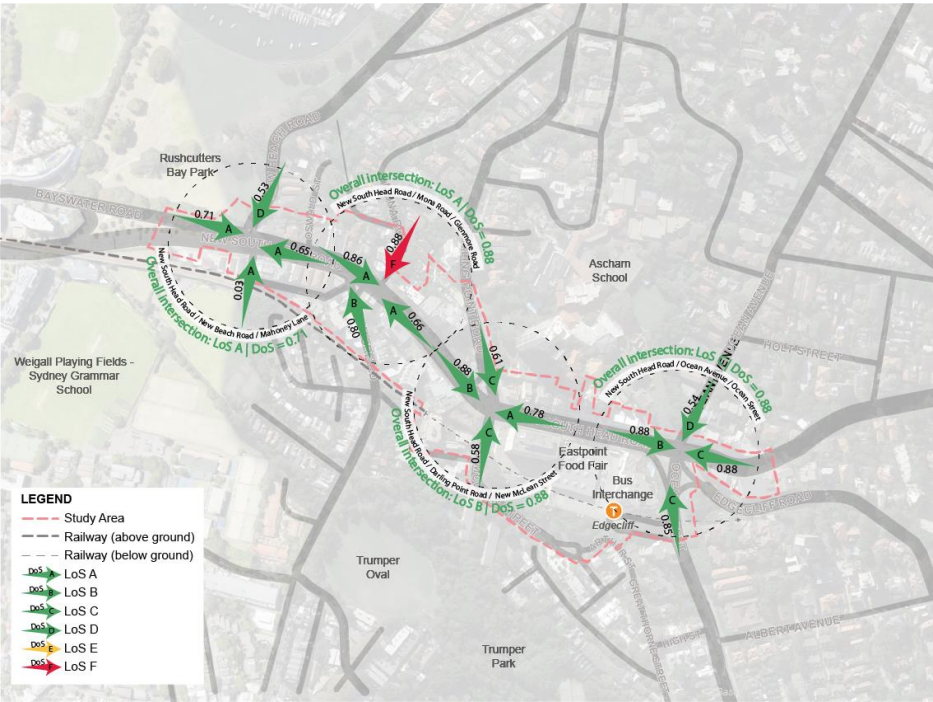
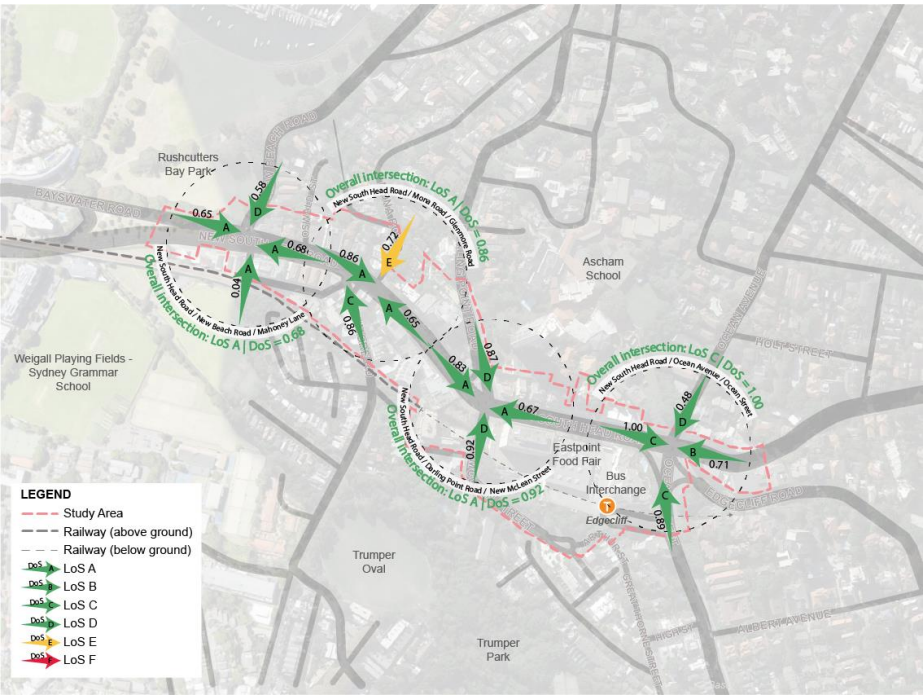


Figure 6-3 Weekend Peak Hour Intersection performance with potential development



## 7.0 Potential Traffic and Transport Solutions

### 7.1 Strategic policy

From the traffic and transport impact assessment undertaken, the impact of the potential development will be an increased number of trips across all modes of transport. Proposed infrastructure improvements to cater for the increase in trips have been recommended in **Section 7.2** of this report.

Whilst this assessment has shown that the network can cater for the potential development uplift, the increased trip generation is an important consideration in the place and precinct outcomes for the area. Sustainable transport and Travel Demand Management (TDM) strategies involve the application of policies, objectives, measures and targets to influence travel behaviour, to encourage uptake of sustainable forms of transport, i.e. non-car modes, wherever possible and to reduce the need to travel and hence reduce overall transport and travel demand and the impacts of new development.

Based on the analysis undertaken to develop the Edgecliff Commercial Centre Transport Study, strategic policy directions and proposed solutions are recommended for WMC to drive a successful outcome for the potential development. These directions, as described below, would help control the level of private vehicle traffic generation of the proposed, and other future developments, in the area.

#### 7.1.1 Reduce existing parking controls

Current maximum parking provision rates and parking multipliers within Part E 'General Controls for all Development' of the Woollahra DCP 2015 should be evaluated in view of considering a reduction in parking requirements, particularly for residential uses. Given the proximity of the ECC to excellent public transport options, there is room to further reduce the maximum rates set out in the DCP, in particular for studios and one to two-bedroom units, which currently has a rate of 0.5 parking spaces per unit.

##### **Recommendation:**

- Current maximum and minimum parking provision rates and parking multipliers within Part E 'General Controls for all Development' of the Woollahra Development Control Plan (2015) should be evaluated in view of considering a reduction, particularly for residential uses.
- Consider the inclusion of mandatory car share space(s) within developments above a determined threshold. The inclusion of car share spaces under this threshold could be promoted through a reduction in overall parking spaces required for the development.
- Use of priced on-street parking could support local businesses by increasing the level of vacancy of on-street spaces by encouraging higher turnover and allowing customers to find a parking space without driving around the area.
- Cap parking for the Commercial Core of the ECC to be no more than currently provided. It is critical that the development in the Commercial Core not be provided with any additional parking. The largest traffic generators in the area are the shopping centres, commercial and retail, all of which rely on the Commercial Centre's car parks. A comparison, for example of North Sydney with other centre traffic generation rates shows that some centres have significantly lower trip generation. These centres also have lower parking rates. Capping the parking to existing levels is therefore expected to have a significant difference to the trip generation and absorb trips that are beyond the network capacity.

#### 7.1.2 Introduce travel plan program

As shown in **Section 3.2**, approximately three quarters of trips from the ECC are made to either Sydney city, which has excellent public transport links and restricted parking options, or to within the Eastern Suburbs (North). This suggests that most employees living in the ECC could use either public transport or active transport options to travel to work. A Travel Plan program has the potential to further educate the individuals who currently drive to work (from a nearby location) on alternate modes of travel to their destination. It could also encourage greater flexibility in working hours to spread the demand placed on the arterial and local road network.

This would be achieved by ensuring that travel plans are completed as part of the development application process and have follow-up evaluation post-occupancy.

**Recommendation:** Ensure travel plans are effectively delivered by development proponents.



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#### 7.1.3 Support additional car share

The provision of additional car share (Go Get) spaces on street within WMC, as well as dedicated parking provision within new developments and WMC car parks, will reduce car ownership and on-street parking demand.

Currently there are 768 Go Get members within 250m of a Go Get vehicle in the ECC study area. Go Get has room to expand as the current car provision rate is less than the desired target of 30 members per vehicle. The Go Get 2016 member survey of the nearby Double Bay area identified that 62.5 per cent owned one or more cars before joining Go Get, now 62.5 per cent do not own a car with 37.5 per cent owning only one car. Furthermore, 72.65 per cent of people indicated that if they were looking to buy or rent an apartment the availability of a car share vehicle would result in them favouring those apartments over others (29.25 per cent) or consider it somewhat favourable (43.4 per cent). These statistics demonstrate the benefit of car share vehicles in lowering car ownership rates.

When coupled with new developments, car share reduces the need for individuals to purchase a vehicle and, as highlighted in **Section 3.8**, provides significant benefits to the area in which they operate. City of Sydney Council statistics indicate that one car share vehicle can remove up to 10 local vehicles that would compete for on street parking.

**Recommendation:**

- Amend the Woollahra DCP 2015 to require the allocation of one on-site car space for shared vehicles to offset 10 on-site parking spaces in new developments.
- Investigate the use of car share schemes in conjunction with certain residences not being eligible for access to residential parking permit schemes.

#### 7.1.4 Introduce a pedestrian wayfinding strategy

The development of a consistent pedestrian wayfinding system for pedestrians would aid the delivery of a more legible public domain that encourages people to walk with comfort and confidence around the ECC. The strategy would be used as a guiding document to inform future design development for WMC's pedestrian wayfinding system. The introduction of a wayfinding strategy is in line with the WMC Active Transport Plan (2023), which recommends enhancing wayfinding for pedestrians to encourage people to walk with comfort and confidence around the ECC.

**Recommendation:** Prepare a pedestrian wayfinding strategy for the ECC, in line with the WMC Active Transport Plan (2023) recommendations.

#### 7.1.5 Monitor public transport patronage

Data sources regarding public transport patronage are increasing thanks to advances in technology and data reliability from the Opal ticketing system. Through regular monitoring of public transport conditions, the WMC will be able to make informed decisions about the success of strategies and have informed discussions with Transport for NSW (TfNSW) regarding transport needs within their LGA.

**Recommendation:**

- Undertake regular monitoring of public transport conditions, to make informed decisions about the success of strategies and transport needs within the LGA.
- Lobby TfNSW to continue reviewing rail service demand, providing additional capacity as demands increase on the T4 Bondi Junction to Waterfall or Cronulla Line.

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## 7.2 Infrastructure improvements

In addition to the strategic policy directions proposed in **Section 7.1**, various infrastructure improvements are recommended to benefit the road network operation within the ECC, for all modes of transport. Although no infrastructure improvements are recommended because of outcome of the intersection performance assessment, several improvements are recommended to improve the road network for all transport modes. These are outlined in **Figure 7-1**, **Figure 7-2** and **Figure 7-3** respectively and are for further consideration and assessment, and subject to detailed design, by WMC.

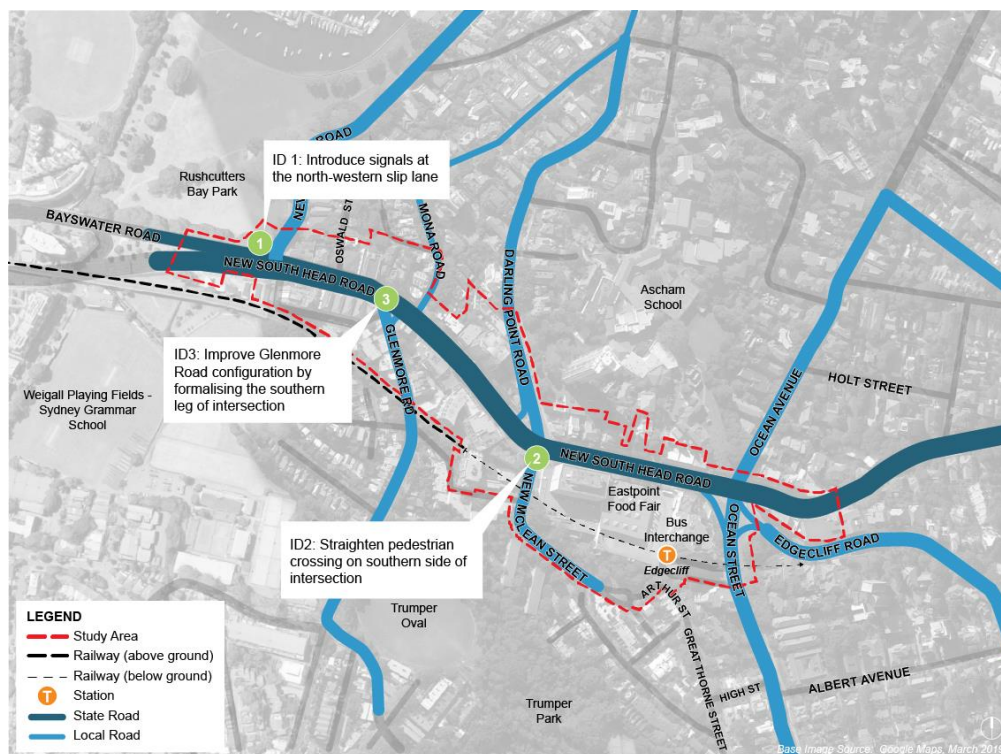
### 7.2.1 Road infrastructure

**Recommendation:** Consider the following road infrastructure improvements (subject to further detailed design):

- ID 1: Introduce signals at the slip lane at the north-western corner of the New South Head Road / New Beach Road intersection, to continue the existing signalised crossing across New Beach Road and further improve safety for pedestrians crossing the slip lane.
- ID 2: Straighten the pedestrian crossing on the southern side of the New South Head Road / Darling Point Road / New McLean Street intersection (across New McLean Street) to improve safety for pedestrians crossing the road, in particular visually impaired pedestrians.
- ID 3: Improve Glenmore Road configuration for pedestrian safety by formalising the pedestrian crossing at the southern leg (subject to warrants).

Beyond the items listed, it is proposed to investigate optimisation of signal phasing at all signalised intersections, to accommodate the change in vehicle movements across the network.

Figure 7-1 Proposed road infrastructure improvements in the ECC





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### 7.2.2 Cycling infrastructure

**Recommendation:** Consider the following cycling infrastructure improvements (subject to further detailed design):

The WMC Active Transport Plan (2023) outlines key infrastructure upgrades to support cycling across the Woollahra LGA. Within the ECC study area, it is suggested to provide:

- ID 4: a one way on-road cycle lane along Ocean Avenue in a southbound direction.
- ID 5: a shared cycle and vehicle lane along Ocean Avenue in a northbound direction.
- ID 6: a shared cycle and vehicle road treatment along Reddy Street.
- ID 7: a new 3m bi-directional cycleway towards the kerb edge and pedestrian footpath, activated along building frontage between Ocean Street and Glenmore Road.
- ID 8: a 3m bi-directional cycleway under Rushcutters Bay rail viaduct.
- ID 9: a bi-directional cycleway with segregated kerb edge along eastern side of Edgecliff Road between New South Head Road and Queen Street.
- ID 10: a shared cycle and pedestrian zones at all corners of the New South Head Road / Ocean Road / Ocean Avenue intersection and on the New McLean Street leg of the intersection with New South Head Road.
- ID 11: shared signalised pedestrian and cycle crossings at the southern, eastern and western legs of the New South Head Road / Ocean Road / Ocean Avenue intersection.
- ID 12: a shared cycle and pedestrian activated area between Glenmore Road and New Beach Road and at the New McLean Street intersection.
- ID 13: new kerb ramps and give way sign for cyclists heading from shared zone to carriageway along Ocean Avenue.
- ID 14: Introduce alternative surface treatments at roundabouts and intersections along Ocean Avenue north of New South Head Road.

Beyond the items listed in the WMC Active Transport Plan the following is suggested to enhance cycling outcomes within and in proximity to the ECC:

- ID15: Refresh and improve signage and linemarking at intersections of local roads, as this will (particularly at roundabouts) improve driver awareness of cyclists in the area.

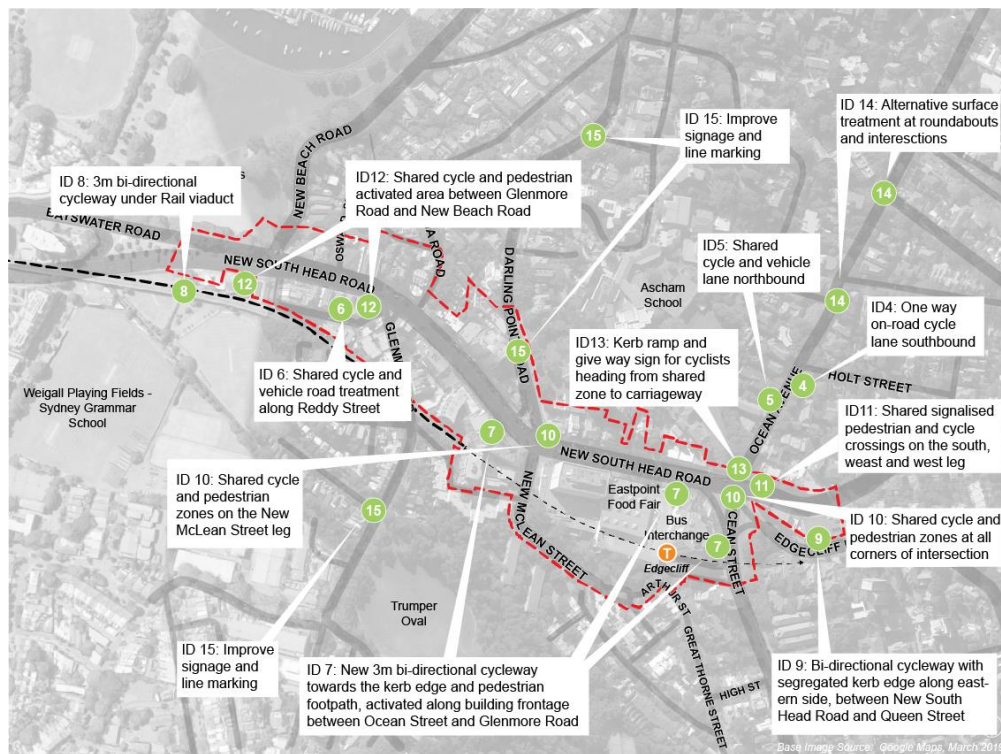
As described in **Section 3.6.1**, the proposed cycling facilities in the ECC indicate a desire to facilitate an off-street cycleway along New South Head Road to deliver east-west connectivity. This proposal represents a challenge as there is not sufficient width to deliver a dedicated off-street facility without reducing the carriageway width of New South Head Road, and such a proposal is challenging as it is unlikely to be supported by road users. The alternative is an off-road shared path facility (as indicated by ID 12). With the number of pedestrians generated by ECC, the train station and bus interchange, coupled with gradient issues, a shared path could however create safety hazards for pedestrians. There are also no alternative east-west corridors due to the dense land uses in surrounding areas and lack of east-west roads.

**Recommendation:** An engineering review be conducted to compare the safety and desirability of a shared cycle path compared with the current provision of on road cycling infrastructure.

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Figure 7-2 Proposed cycling transport network enhancements in the ECC



### 7.2.3 Walking infrastructure

**Recommendation:** Consider the following walking infrastructure improvements (subject to further detailed design):

- ID 1: Introduce signals at the slip lane at the north-western corner of the New South Head Road / New Beach Road intersection, to continue the existing signalised crossing across New Beach Road and further improve safety for pedestrians crossing the slip lane.
- ID 2: Straighten the pedestrian crossing on the southern side of the New South Head Road / Darling Point Road / New McLean Street intersection (across New McLean Street) to improve safety for pedestrians crossing the road, in particular visually impaired pedestrians.
- ID 3: Improve Glenmore Road configuration for pedestrian safety by formalising the pedestrian crossing at the southern leg (subject to warrants).

The WMC Active Transport Plan (2023) outlines specific key infrastructure upgrades to support walking across the Woollahra LGA. Within the ECC study area, it is suggested to provide:

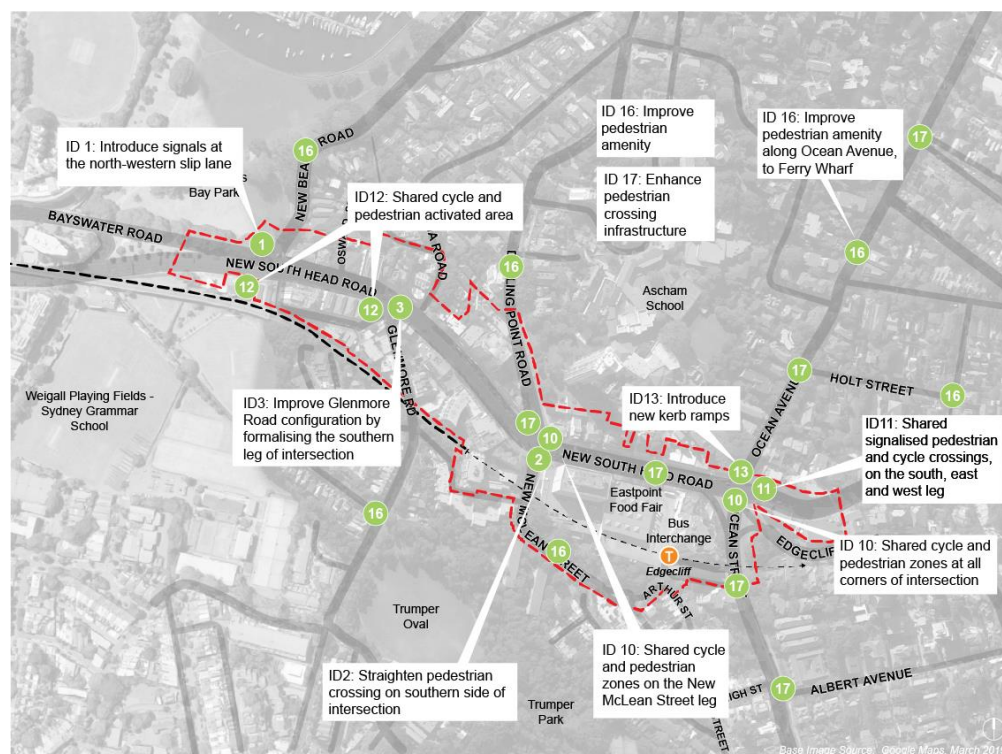
- ID 10: a shared cycle and pedestrian zones at all corners of the New South Head Road / Ocean Road / Ocean Avenue intersection and on the New McLean Street leg of the intersection with New South Head Road.
- ID 11: shared signalised pedestrian and cycle crossings at the southern, eastern and western legs of the New South Head Road / Ocean Road / Ocean Avenue intersection.
- ID 12: a shared cycle and pedestrian activated area between Glenmore Road and New Beach Road.
- ID 13: new kerb ramps and give way sign for cyclists heading from shared zone to carriageway along Ocean Avenue.

In addition to the Active Transport Plan infrastructure upgrades, it is also recommended that the built form encourages pedestrian activation in the area, as many of the roads are currently unpleasant to walk on.



- ID16: improved pedestrian amenity along key walking routes (through enhanced wayfinding for pedestrians and speed limit reviews).
- ID 17: enhanced pedestrian crossing infrastructure along key walking routes (pending warrants assessment) to increase safety and encourage more people to walk instead of drive.

**Figure 7-3 Proposed walking transport network enhancements in the ECC**



## 8.0 Summary and Next Steps

### 8.1 Summary

ECC is currently characterised by a highly public-transport oriented population, with a diversity of existing uses and good transport access, enabling trips to Sydney CBD within 15 minutes.

With spare capacity in the bus and rail network, the centre is ideally located for intensification. Increase in mixed use development within walking distance from the station could support activation of the centre while delivering to the GSC dwelling targets in an area that will have minimal impact on the transport network. The transport assessment has focused on the identification of potential impacts and found that:

- Existing public transport servicing the ECC has sufficient capacity to meet increased travel demand associated with the potential full development scheme.
- Existing active transport infrastructure within and around the ECC is suitable to cater for the increase in trip generation resulting from the potential development uplift. However, greater emphasis, through policy and infrastructure, can be made to support an increase in active transport as a travel mode. A key starting point is the implementation of walking and cycling schemes, for the ECC, identified within the WMC Active Transport Plan (2023).
- The local road network can cater for the potential increase in development. However, several infrastructure improvements are recommended to improve the road network for all modes of transport. These include improvements at pedestrian crossings and improving pedestrian and cycling amenity at key walking and cycling routes to within and to and from the ECC. It is also proposed to investigate optimisation of signal phasing at all signalised intersections, to accommodate a change in vehicle movements.

Various policies and strategic directions are available for WMC to further enhance the precinct outcomes. It is recommended that WMC consider implementing these policies / strategies to absorb any impact on the transport network. These policies / strategies include:

- Review current maximum parking provision rates and parking multipliers within Part E 'General Controls for all Development' of the Woollahra Development Control Plan (2015), in view of considering a reduction, particularly for residential uses.
- Ensure travel plans are effectively delivered by development proponents.
- Investigate the use of car share schemes in conjunction with certain residences not being eligible for access to residential parking permit schemes.
- Amend the Woollahra DCP 2015 to require the allocation of one on-site car space for shared vehicles to offset 10 on-site parking spaces in new developments.
- Prepare a pedestrian wayfinding strategy to improve pedestrian amenity for the ECC and surrounding areas.
- Cap parking for the Commercial Core in the ECC to be no more than currently provided.
- Monitor public transport, to make informed decisions about the success of strategies and transport needs within the LGA.

With these interventions, the proposed development supports the strategic policy objectives of WMC and the NSW Government transport agencies.

### 8.2 Next Steps

Following review of the Edgecliff Commercial Centre Transport Study documentation the following next steps are recommended for action by WMC:

- Progress and implement the various strategic policies / solutions identified within **Section 7.1** to foster reduced private vehicle trip generation within the ECC.
- Evaluate, through the strategic design stage of the project development (where applicable), the installation of physical infrastructure, as outlined in **Section 7.2**.





Thoughtful Transport Solutions

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**Item No:** R2 Recommendation to Council  
**Subject:** **CROSS STREET CAR PARK REDEVELOPMENT - NEXT STEPS**  
**Author:** Richard Pearson, Development Manager  
**Approver:** Tom O'Hanlon, Director Infrastructure & Sustainability  
**File No:** 24/62358  
**Purpose of the Report:** Advise Council on recommended next steps for the Cross Street Car Park Redevelopment project.  
**Alignment to Delivery Program:** Strategy 9.1: Collaborating to achieve positive outcomes in our local centres which are hubs for jobs, shopping, dining and entertainment.

**Recommendation:**

THAT in accordance with Section 10A of the *Local Government Act 1993* (the Act) the Committee resolve to enter into Closed Session with the press and public excluded to consider the Confidential Report. These matters are to be considered in Closed Session in accordance with Section 10A of the Act:

- (2) (c) information that would, if disclosed, confer a commercial advantage on a person with whom the Council is conducting (or proposes to conduct) business;
- (d) commercial information of a confidential nature that would, if disclosed;
  - (i) prejudice the commercial position of the person who supplied it; and
- (g) advice concerning litigation, or advice that would otherwise be privileged from production in legal proceedings on the ground of legal professional privilege.

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**Executive Summary:**

The purpose of this report is to recommend that the Committee enter Closed Session to discuss the Confidential Report on the Cross Street Car Park Redevelopment – Next Steps.

**Background:**

Council in April 2022 appointed the Fortis Consortium as its development partner for the Cross Street Car Park project. Since that time, extensive negotiations have occurred with the Consortium in the drafting of a Heads of Agreement, and to seek improvements to the design of the development in accordance with Council's resolution from April 2022.

Council on 27 November 2023 considered a confidential report on progress of negotiations and resolved that a further Confidential report be provided.

The associated Confidential report provides an update on the status of negotiations.

**Conclusion:**

The associated Confidential report provides an update on the status of negotiations and makes recommendations for progressing the redevelopment of the Cross Street carpark.

**Attachments**

Nil





**Item No:** R3 Recommendation to Council  
**Subject:** **UPDATES TO THE WOOLLAHRA SECTION 7.12 DEVELOPMENT CONTRIBUTIONS PLAN 2022**  
**Authors:** Wai Wai Liang, Strategic Planner  
Lyle Tamlyn, Acting Team Leader Strategic Planning  
**Approvers:** Anne White, Manager Strategic Planning & Place  
Scott Pedder, Director Planning & Place  
**File No:** 23/164369  
**Purpose of the Report:** To obtain Council's approval to exhibit amendments to the Woollahra Section 7.12 Development Contributions Plan 2022.  
**Alignment to Delivery Program:** Strategy 4.1: Encourage and plan for sustainable, high quality planning and urban design outcomes.

**Recommendation:**

THAT Council:

- A. Receive and note the report on the *Draft Woollahra Section 7.12 Development Contributions Plan 2022 (Amendment 2)*
- B. Resolve to exhibit the *Draft Woollahra Section 7.12 Development Contributions Plan 2022 (Amendment 2)* as contained in **Attachment 1** of the report to the Strategic & Corporate Committee of 15 April 2024

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**Executive Summary:**

The purpose of this report is to seek Council's support to exhibit *Draft Woollahra Section 7.12 Contributions Plan 2022 (Amendment 2)* ('the Draft Plan') included at **Attachment 1**.

The amendments include an updated schedule of infrastructure works budgeted for the 2024/25 financial year, and changes arising from Council's resolution dated 11 September 2023 to facilitate increased contributions from more accurate cost estimates.

**Discussion:**

Background

Section 7.12 (previously s94A) of the *Environmental Planning and Assessment Act 1979* (EP&A Act 1979) allows councils to impose, as a condition of consent, a requirement that the applicant pay a contributions levy. This is calculated as a percentage of the cost of works.

For Council to impose a condition that complies with the requirements of the *Environmental Planning and Assessment Regulation 2021* (the Regulation), a section 7.12 plan must be in place.

The existing *Woollahra Section 7.12 Development Contributions Plan 2022 (Amendment 1)* ('the Current Plan') was last amended on 12 July 2023. This plan authorises Council to impose conditions on development consents, which require the applicant to pay Council a maximum levy of 1% of the proposed cost of works.

Section 209 of the Regulation directs the maximum percentage of the levy, based on the range of the development cost:

- up to \$100,000 the maximum percentage of the levy is Nil
- \$100,001 - \$200,000 the maximum percentage of the levy is 0.5%
- more than \$200,001 the maximum percentage of the levy is 1.0%



Funds obtained through the section 7.12 levy are applied towards the provision, extension or augmentation of public amenities or public services or towards recouping the costs in providing, extending or augmenting those amenities or services.

The demand for public facilities is related to expected residential, commercial, retail and other non-residential development across the Woollahra Local Government Area (LGA).

In preparing a plan, Council must show the public amenities or public services in a schedule and also on a map. The funds from levies paid may be pooled and used progressively, and indicative priorities for expenditure should be set out in the plan.

Section 7.12 funds are only one source of revenue available to Council for expenditure on projects. As such, the section 7.12 plan is not the mechanism for approving expenditure on projects, nor does it approve the carrying out of the works. Expenditure of section 7.12 funds is facilitated through the approval of Council's annual budget, which is contained in the annual operational plan.

#### Draft Plan and the draft 2024/25 Budget

Also included on the agenda of the Strategic and Corporate Committee of 15 April 2024 is Council's Draft 2024/25 Operation Plan (including the draft Budget, draft Rating Structure, draft Fees and Charges).

Consistent with the draft 2024/25 Budget, the Draft Plan contains an up to date list of infrastructure works which are to be facilitated in the Woollahra LGA. It is appropriate that Council concurrently endorses (for exhibition) the Draft Plan and the draft 2024/25 Budget, to simplify the community engagement process. Accordingly, the Draft Plan contains an up to date list in 'Schedule 1 – Works Schedule and Map'. New projects have been included in the table and the map has been updated to show the relevant locations of each project.

#### Proposed improvements to capture increased costs from development application modifications

On 27 June 2022, the now amended *Woollahra Section 7.12 Development Contributions Plan 2022* was adopted by Council with the following resolution:

*THAT Council:*

- A. *approve the Draft Woollahra 7.12 Development Contributions Plan 2022, as attached as Attachment 1 of the report to the Strategic and Corporate Committee of 30 May 2022, which will:*
  - i. *repeal and replace the Draft Woollahra 7.12 Development Contributions Plan 2021;*  
*and*
  - ii. *include 2022 - 2023 projects, an update to the project map and other minor administrative amendments.*
- B. *Request the General Manager to include in the next and all future Annual Financial Statement Reports (usually presented to Council each September) an annual report on budget and spend with respect to section 7.12 contributions.*
- C. *Request the General Manager to provide a report to Council by end of 2022 on the:*
  - i. *accuracy of cost of works amount and including subsequent s4.55 and s4.56 amendments and retrospective assessment with respect to section 7.12 contributions;*  
*and*
  - ii. *ability to include in the next Draft Woollahra Section 7.12 Development Contributions Plan the cumulative effect of multiple Development Applications in respect to one site and the ability to capture the entire amount in the section 7.12 contribution levy calculation.*

We note that Part C of this resolution requests staff to investigate how contributions are applied to development applications (DA) that have been the subject of modifications.

On 19 June 2023, staff presented an updated plan to the Environmental Planning Committee (EPC) with a schedule of works for the 2023/24 financial year. In approving the Current Plan on 26 June 2023, Council further resolved that staff should investigate opportunities to amend the way that development contributions are applied to ensure that increased costs via DA modifications are captured. The resolution was as follows:

*THAT:*

- A. *Council approve the Draft Woollahra Section 7.12 Development Contributions Plan 2022 (Amendment 1), as at Attachment 1 of the report to the Strategic and Corporate Committee of 19 June 2023.*
- B. *Council request that staff prepare a further report on the way development contributions are dealt with in relation to Section 4.55 and Section 4.56 and that this report be presented to Council within the next few months.*

In response, staff prepared a report on potential mechanisms to enhance the accuracy of cost estimates (via suitably qualified persons) and recommended ways to capture changes in section 7.12 levies associated with DA modifications. The intention was that by improving the reliability of cost estimates, increased accuracy will be reflected in the calculations of section 7.12 levies. This report was presented to the EPC meeting of 4 September 2023. Subsequently, Council resolved the following on 11 September 2023:

*THAT Council:*

- A. *Incorporate into the next amendment of the Woollahra Section 7.12 Development Contributions Plan 2022 a requirement for a 'suitably qualified person' (as defined in the Environmental Planning Committee report dated 4 September 2023) to provide cost estimates for works between \$150,000 and \$749,999, and new text to explicitly state that the plan applies to modification applications.*
- B. *Note the revised standard condition for section 7.12 development contributions requiring an updated cost of works to be supplied for the purpose of calculating the contribution amount prior to any certificate being issued by the Certifying Authority, as amended per the late correspondence to Council meeting dated 11 September 2023.*
- C. *Request staff report back to a future meeting of the Environmental Planning Committee on the effectiveness of the changes to the Woollahra Section 7.12 Development Contributions Plan 2022 adopted by this report.*

The amendments in Part A of the above resolution have been incorporated into the Draft Plan at **Attachment 1**. This amendment includes a new requirement that a 'suitably qualified person' is to provide cost estimates for works valued between \$150,000 and \$749,999. The purpose of having a suitably qualified person is to ensure that accurate cost estimates are submitted to calculate section 7.12 levies. We note that within the proposed amendments, the definition of a suitably qualified person is:

*A suitably qualified person would include:*

- *Builder licensed to undertake the proposed building works;*
- *Certified quantity surveyor;*
- *Registered land surveyor;*
- *Registered architect;*
- *Practicing qualified building estimator;*
- *Qualified and accredited building designer; or*
- *Person who is licensed, has the relevant qualifications and proven experience in costing development works similar to the proposal.*



Amendments are also proposed to make it explicit that the Draft Plan will apply to modification applications. Specifically, so that increases in development costs associated with section 4.55 and section 4.56 modification applications<sup>5</sup> are captured in the calculations for section 7.12 levies.

The revised DA condition described under Part B of the 11 September 2023 resolution is in force. This new condition (applied to all consents requiring a section 7.12 contribution) requires the applicant to submit an updated cost estimate prior to the issuing of a Construction Certificate or a Subdivision Certificate. The updated cost estimate must be no more than 3 months old at the time of submission to Council and must include the costs of all works approved, including those from modifications.

Accordingly, section 7.12 levy is now calculated at the time of payment, which ensures that costs of works in relation to modification applications are factored into the calculation. This revised condition enables Council to capture any changes in development costs that were not accounted for previously.

Consistent with Part C of the 11 September 2023 resolution, staff will report back on the effectiveness when sufficient time has elapsed to provide meaningful feedback. Staff anticipate that this will occur when the next iteration of the plan is prepared.

All the changes recommended in the Draft Plan at **Attachment 1** have been shown as

Insertions – identified in blue and underlined

~~Deletions – identified in red and strikethrough~~

### **Options:**

If Council supports the proposed Draft Plan, the next step is to place it on public exhibition. The process for exhibiting a contributions plan is set out in the EP&A Act 1979, the Regulation, and the *Woollahra Community Participation Plan 2019*.

Alternatively, Council may resolve to require staff to make amendments to the Draft Plan.

### **Community Engagement and / or Internal Consultation:**

This project has been progressed in consultation with Council's Development Assessment Department, the Legal, Compliance and Enforcement Department and the Customer Experience Department.

If endorsed by Council, the Draft Plan must be publicly exhibited for a minimum of 28 days. Public notice will be given in the Wentworth Courier each week of the exhibition and on Council's website. The outcome of the exhibition will be reported to a future meeting of Council.

### **Policy Implications:**

If the Draft Plan is adopted after the exhibition period, the Current Plan will be repealed and replaced by the Draft Plan.

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<sup>5</sup> Modifications to development consents are permitted under section 4.55 and section 4.56 of the EP&A Act 1979, where the former enables modifications to a consent issued by a consent authority, i.e. Council. The later enables modifications to a consent granted by the Land and Environment Court.

### **Financial Implications:**

If the Draft Plan is adopted after the exhibition period, it will provide increased revenue to Council for use on infrastructure works, as we will capture any changes to section 7.12 levies resulting from approved modification applications.

### **Resourcing Implications:**

Staff resources will be associated with the exhibition of the Draft Plan and the preparation of a post exhibition report to a meeting of Council.

### **Conclusion:**

The current section 7.12 development contributions plan includes work budgeted for the 2023/24 financial year. Accordingly, we have prepared a Draft Plan, which includes projects consistent with the 2024/25 budget.

The Draft Plan also includes amendments that aim to ensure that Council captures any changes to development contributions relating to varied development costs as a result of approved DA modifications. The proposed amendments will allow Council to capture any changes in development contributions that were not taken into account previously.

Staff recommend that Council resolves to exhibit the Draft Plan as contained in **Attachment 1**.

### **Attachments**

1. Draft Woollahra Section 7.12 Contributions Plan 2022 (Amendment 2) - April 2024 [!\[\]\(b6d55d0b173caf9b2505126db01e6158\_img.jpg\) !\[\]\(12811766810e4126d2bed4d8c0808e60\_img.jpg\)](#)





## Woollahra Section 7.12 Development Contributions Plan 2022

(Amendment No ~~4~~.2)

~~12 July 2023~~XX XXXX 2024

### Amendments Guide:

Insertions - identified in blue and underlined

Deletions - ~~identified in red and strikethrough~~

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## 1. Introduction

Section 7.12 of the *Environmental Planning and Assessment Act 1979* (the Act) authorises the consent authority to impose, as a condition of development consent, a requirement that the applicant pay a levy of the percentage of the proposed cost of carry out the development.

For the consent authority to impose a condition under section 7.12, a contributions plan that complies with clause 217(2) of the *Environmental Planning and Assessment Regulation 2021* (the Regulation), must be in place and the condition must be authorised by the plan. The contributions plan must specify whether or not a registered certifier is required to impose a condition under section 7.12 on the granting of a complying development certificate.

The *Woollahra Section 7.12 Development Contributions Plan 2022* (this Plan) authorises a condition of development consent or a complying development certificate to require the payment of a fixed percentage levy.

The percentage of the levy and the types of development application which attract the levy are set out in other clauses of this plan.

Levies paid to the Council will be applied towards the provision, extension or augmentation of public facilities, or towards recouping the cost of their provision, extension or augmentation.

The following summary schedule is included in this plan:

<b>Schedule 1</b>	► Summary of works for which levies are required. The schedule was adopted on <del>27 June 2022</del> <a href="#">XX XXXX 2024</a> and provides an estimated cost of works and the estimated time frame for their implementation.
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## 2. Administration and operation

### 2.1. Name of plan

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This plan is called the *Woollahra Section 7.12 Development Contributions Plan 2022*, (this Plan).

### 2.2. Purposes of plan

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The purposes of this Plan are:

- a) To authorise the imposition of conditions on development consents and complying development certificates requiring that the applicant pay to the Council a levy determined in accordance with this Plan.
- b) To enable Council to have funds to ensure that adequate public facilities are provided to meet the demand created by development.
- c) To assist the Council in the provision, extension or augmentation of public facilities.
- d) To provide a comprehensive framework for the assessment, collection, expenditure, accounting and indexing of development contributions on an equitable basis.
- e) To enable the Council to be both publicly and financially accountable in its assessment and administration of the Plan.

### 2.3. Land and development to which plan applies

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#### 2.3.1. Land to which plan applies

This Plan applies to all land within the Woollahra Municipal Council local government area.

#### 2.3.2. Development to which plan applies

This Plan applies to all development applications, [modification applications](#) and applications for complying development certificates in respect of development on land to which this Plan applies, other than applications made by or on behalf of the Council.

#### 2.3.3. Transitional provisions

This Plan applies to an application for development or a complying development certificate made on or after the date on which this Plan was first publicly exhibited and not determined on the day this Plan took effect.

### 2.4. What this Plan authorises

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This Plan authorises the consent authority in respect of a development application to impose a condition on a development consent granted for development to which this Plan applies requiring the applicant to pay to the Council a levy of up to 1% of the



proposed cost of carrying out the development, provided that the consent authority does not also impose on the consent a condition pursuant to *Woollahra Section 94 Contributions Plan 2002* or otherwise under section 7.11 of the Act.

This Plan requires a registered certifier in respect of an application for a complying development certificate to impose a condition on a complying development certificate for development to which this Plan applies requiring the applicant to pay to the Council a levy of up to 1% of the proposed cost of carrying out the development. Section 4.28(9) of the Act requires a registered certifier to impose such a condition when granting a complying development certificate for development to which this Plan applies.

Conditions authorised by this Plan are subject to any direction given by the Minister under section 7.17: *Directions by Minister* of the Act from time to time.

## 2.5. Relationship with relevant legislation and other plans and policies

This Plan has been prepared under the provisions of Part 7 Division 7.1 of the Act and Part 4 of the Regulation.

Nothing in this Plan affects the operation and application of *Woollahra Section 94 Contributions Plan 2002*.

A condition under section 7.11 of the Act authorized by *Woollahra Section 94 Contributions Plan 2002* may be imposed on a development consent as an alternative to imposing a condition authorised by this Plan, depending on the nature of the development and the demand for public facilities.

However, the consent authority cannot impose conditions under both *Woollahra Section 94 Contributions Plan 2002* and this Plan on the same development consent.

This plan repeals *Woollahra Section 94A Development Contributions Plan 2011*.

### Notes

1. Section 7.12(2) of the Act prevents a condition under section 7.12 as well as a condition under section 7.11 being imposed on the same development consent.
2. The Council may enter into a planning agreement (under section 7.4 of the Act) with an applicant as an alternative and/or in addition to imposing a condition authorised by this Plan.

## 2.6. Approval and commencement of plan

This Plan was originally approved by Woollahra Municipal Council on 27 June 2022 and commenced on 13 July 2022.

Amendment No. 1 to the *Woollahra Section 7.12 Development Contributions Plan 2022*, ~~which is currently in force~~, was approved by Woollahra Municipal Council on 26 June 2023 and commenced on 12 July 2023.

[Amendment No. 2 to the Woollahra Section 7.12 Development Contributions Plan 2022, which is currently in force, was approved by Woollahra Municipal Council on XX XXXX 2024 and commenced on XX XXXX 2024.](#)

2.7. Section 7.12 levy rates

The summary schedule below sets out the levies that this Plan authorises to be imposed in respect of development to which this Plan applies.

Summary Schedule	Levy rate
Development that has a proposed cost of carrying out the development	
• Up to and including \$100,000	Nil
• More than \$100,000 and up to and including \$200,000	0.5% of the cost
• More than \$200,000	1% of the cost

The levy will be determined on the basis of the rate as set out in the summary schedule above. The levy will be calculated as follows:

**Levy payable = %LR x \$C**

Where

**%LR** is the levy rate applicable in the summary schedule

**\$C** is the proposed cost of carrying out the development.

2.8. Determining the proposed cost of development

A development application or an application for a complying development certificate must be accompanied by a report setting out an estimate of the proposed cost of carrying out development prepared by the following people:

- a) the applicant of the application, or a person acting on behalf of the applicant, where the estimated cost is below ~~\$750,000, or~~ \$150,000.
- b) a suitably qualified person engaged by or on behalf of the applicant, at the applicant's cost, where the estimated cost is between \$150,000 and \$749,999, or
- c) a registered quantity surveyor engaged by or on behalf of the applicant, at the applicant's cost, where the estimated cost is \$750,000 and above.



A suitably qualified person includes:

- Builder licensed to undertake the proposed building works;
- Certified quantity surveyor;
- Registered land surveyor;
- Registered architect;
- Practicing qualified building estimator;
- Qualified and accredited building designer; or
- Person who is licensed, has the relevant qualifications and proven experience in costing development works similar to the proposal.

Upon reviewing an estimated cost that is below \$750,000, the Council may require a further estimate to be provided by a registered quantity surveyor at the applicant's cost.

Despite (a) and (b), the Council may appoint a person to review the estimate provided by a quantity surveyor who was engaged by the applicant or a person on behalf of the applicant. The review is to be undertaken at the applicant's cost.

*Notes:*

- ~~1. Refer to part 2.12 for provisions relating to the adjustment of the proposed cost of development prior to the payment of a section 7.12 levy.~~
2. The quantity surveyor must be registered by the Australian Institute of Quantity Surveyors.
3. The review of a quantity surveyor's estimate also applies to an estimate provided a person of equivalent qualifications.

## 2.9. Timing of payments

A levy must be paid to Council at the time specified in the condition that imposes the levy. If no such time is specified, the levy must be paid prior to the issue of any certificate issued in respect of the development including a Subdivision Certificate, Construction Certificate or Complying Development Certificate.

~~The amount to be paid will be calculated at the indexed rate(s) applicable at the time of payment. Refer to part 2.12.~~

## 2.10. Application of levy

Money paid to the Council under a condition authorised by this Plan is to be applied by the Council towards the cost of the public facilities listed in the works schedule in this Plan as the Council in its discretion may from time to time determine.

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### 2.11. Deferred or periodic payment

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Where the applicant makes a written request supported by reasons for payment of the section 7.12 levy, the Council may accept deferred or periodic payment at a later time than is required by the applicable condition. The decision to accept a deferred or periodic payment is at the sole discretion of the Council, which will consider:

- a) the reasons given;
- b) whether any prejudice will be caused to the community deriving benefit from the public facilities;
- c) whether any prejudice will be caused to the efficacy and operation of this Plan; and
- d) whether the provision of public facilities in accordance with the adopted works schedule will be adversely affected.

Council will, as a condition of accepting deferred or periodic payment, require the provision of a bank guarantee where:

- a) the guarantee is by an Australian bank for the amount of the total outstanding contribution;
- b) the bank unconditionally and irrevocably agrees to pay the guaranteed sum to the Council on written request by Council prior to the issue of an occupation certificate;
- c) the bank agrees to pay the guaranteed sum without recourse to the applicant or landowner or other person who provided the guarantee and without regard to any dispute, controversy, issue or other matter relating to the development consent or the carrying out of development in accordance with the development consent; and
- d) the bank's obligations are discharged when payment to the Council is made in accordance with the guarantee or when Council notifies the bank in writing that the guarantee is no longer required.

Any deferred or outstanding component of the section 7.12 levy will be adjusted in accordance with part 2.12.

Every development consent (including every complying development certificate) issued subject to a condition requiring a section 7.12 levy under this Plan must include a standard condition setting out the terms of this clause.

**Note:** The applicant will be required to pay any charges associated with establishing or operating the bank guarantee. Council will not return the bank guarantee until the outstanding contribution as indexed and any accrued charges are paid.

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### 2.12. Adjustment of levies and proposed cost of development

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~~To ensure that the value of contributions are not eroded over time by increases in construction costs, the contribution amount will be adjusted at the time of payment. In this way, the section 7.12 levy will accurately reflect the actual cost of the proposed development at the time of construction.~~

To ensure the contributions amount accurately reflects the proposed cost of the development, the value must be calculated prior to payment. This ensures any



modifications to the consent, and changes in the Consumer Price Index (All Groups Index) are captured.

~~In accordance with section 25J(4) of the Regulation 2021 this Plan requires that the section 7.12 contributions levy set out in the development consent is adjusted at the time of payment by applying the Consumer Price Index (All Groups Index) for Sydney for the most recent quarter.~~

Where necessary, Contributions are indexed for inflation ~~at the time of consent and again~~ at the time of payment using quarterly updates to the *Consumer Price Index (All Groups Index)* for Sydney.

The formula used to adjust the contribution is set out below.

$$NL = L_o + \frac{L_o \times [\text{current CPI} - \text{base CPI}]}{\text{base CPI}}$$

where

NL Is the new section 7.12 levy

L<sub>o</sub> Is the original levy (\$)

**Current CPI** The quarterly Consumer Price Index (All Groups Index) for Sydney, as published by the Australian Bureau of Statistics (ABS) immediately prior to the date of payment

**Base CPI** The quarterly Consumer Price Index (All Groups Index) for Sydney as published by the ABS immediately prior to the date of the imposition of the condition requiring payment of the contribution

**Note:** *In the event that the current CPI is less than the previous CPI, the current CPI shall be taken as not less than the previous CPI.*

This Plan authorises a condition under section 7.12 of the Act that contains the above formula.

## 2.13. Pooling of levies

This Plan authorises section 7.12 levies to be pooled and applied progressively for the purposes set out in the works schedule in this Plan. The priorities for the expenditure of the levies are shown in the section 7.12 levy works schedule in this Plan.

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#### 2.14. Payment of section 7.12 levy –complying development certificates

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A complying development certificate requiring the payment of a section 7.12 levy in accordance with this Plan must contain a condition requiring the levy to be paid before any work authorised by the certificate commences.

#### 2.15. Payment of section 7.12 levy – issuing of subdivision certificates

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A subdivision certificate must not be issued for a subdivision unless a section 7.12 levy required to be paid pursuant to the conditions of the applicable development consent before the subdivision certificate is issued has been complied with.

#### 2.16. Payment of section 7.12 levy – issuing of construction certificates, subdivision works certificates and occupation certificates

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A registered certifier must not issue a construction certificate for building work or a subdivision works certificate under a development consent unless it has verified that each condition of the consent requiring the payment of a 7.12 levy in accordance with this Plan before the work is carried out has been complied with.

A registered certifier must not issue an occupation certificate for a building with a proposed cost (as indicated in the relevant development application) of \$10,000,000 or more unless the certifier—

- (a) has received a copy of a document from the Council certifying that a section 7.12 levy required to be paid pursuant to the conditions of the applicable development consent:
  - (i) is not required to be paid before the occupation certificate is issued, or
  - (ii) is required to be paid before the occupation certificate is issued and the requirement has been met, and
- (b) has confirmed with the Council that:
  - (i) the Council issued the document referred to in paragraph (a), and
  - (ii) no contributions or levies have been required since the document was issued.

*Note: An agreement referred to in this part may or may not be a planning agreement under section 7.4 of the Act.*

### 3. Demand for public facilities

Section 7.12 levies acquired by condition of consent under this Plan are to be applied to the provision, extension or augmentation of the following categories of public facilities works located across the Municipality:

- Engineering Services
- Open Space and Trees
- Property and Projects Management
- Environmental Works
- Community facilities



The demand for public facilities is related to expected residential, commercial, retail and other non-residential development across the Municipality. Demand for the public facilities has been identified in a series of supporting documents which includes studies, surveys and investigations, which are listed by category in **Annexure 1**.

Council strategies, plans and policies are informed by forecasts provided by the *NSW Department of Planning and Environment* (based on ABS census data) consistent with best planning practice.

As identified in the *Woollahra Local Strategic Planning Statement 2020*, the population of Woollahra in 2016 was 57,800 persons. The population is projected to increase to 59,850 people in the 20 year period from 2016 and 2036.

### 3.1. Expected residential development

As identified in the supporting documentation at **Annexure 1**, residential development is expected across the Municipality in residential, commercial and special use areas. Types of residential development include dwelling-houses, dual occupancies, multi dwelling housing, manor houses, residential flat buildings, boarding houses, and mixed use development with a residential component.

Residential development will occur in the form of new development and alterations and additions to existing development.

### 3.2. Expected commercial, retail and other non-residential development

As identified in the supporting documentation at **Annexure 1**, the majority of commercial, retail and other non-residential development is expected mainly in the commercial and mixed use centres throughout the Municipality. Major development is likely to occur in the Double Bay Centre, Edgecliff Centre and Rose Bay Centre.

Development is also expected in the Special Use Zones, particularly those occupied by the large private schools.

Development will occur in the form of new development and alterations and additions to existing development.

#### 4. Definitions

**Registered certifier** means a person who is registered under the Building and Development Certifiers Act 2018 and who may exercise the function of a certifier under the Act.

**applicant** means a person, company or organisation submitting a development application or an application for a complying development certificate or a person, company or organisation authorised to act on a development consent (including a complying development certificate).

**Consumer Price Index (CPI)** is a standard measure of movements in price indexes over time published by the Australian Bureau of Statistics

**Council** means the Council of the Municipality of Woollahra.

**Municipality** means the Municipality of Woollahra.

**public facilities** means public amenities or public services as referred to in section 7.12 of the Act.

**planning agreement** means a voluntary agreement referred to in section 7.4 of the Act.

**proposed cost of development** means the cost of development proposed in a development application or a complying development application as determined by the Council in accordance with clause 25J of the Regulation.

**section 7.12 levy** means a fixed development consent levy under section 7.12 of the Act.

**the Act** means the *Environmental Planning and Assessment Act 1979* as amended.

**the Regulation** means the *Environmental Planning and Assessment Regulation 2021* as amended.

## Schedule 1 –Works schedule and map

### Notes:

1. The works listed in this schedule are to be funded from a mix of sources, including section 7.12 funds.
2. Maps provided in this schedule indicate the location of works where possible. Certain services and works are to be provided across the Municipality and therefore are not shown by specific site reference on the maps. The location of certain other works and services has not been determined and therefore they are not shown on the maps. Precise locations will be identified when one or more of the following occurs: the Council locates and acquires appropriate properties; investigations confirm the exact site or location for services and works.
3. For the purpose of this plan, short term is 1-2 years and medium term is 3-5 years

### 1. Engineering Services

Map ref	Item No.	Public facility works	Estimated cost (\$)	Estimated time (term)
1	1	Marine Parade Watsons Bay - shared zone and streetscape upgrade design	100,000	Short
2	2	William Street, Double Bay, Bay Street to Ocean Avenue <ul style="list-style-type: none"> <li>• Footpath reconstruction</li> </ul>	35,000	Short
3	3	Sherbrook Avenue, Double Bay, William Street to end <ul style="list-style-type: none"> <li>• Road pavement, kerb, gutter and footpath replacement</li> </ul>	125,000	Short
4	4	Jersey Road Paddington, Moncur St to Oxford St <ul style="list-style-type: none"> <li>• Footpath reconstruction</li> </ul>	130,000	Short
5	5	Spring St Paddington, Liverpool St to Prospect St <ul style="list-style-type: none"> <li>• Pavement re-sheeting and gutter, and footpath reconstruction</li> </ul>	35,000	Short
LGA	6	Plan and manage the Infrastructure Renewal Program and stormwater projects	200,000	Short
LGA	7	Forward design works <ul style="list-style-type: none"> <li>• Design work for future works in Infrastructure Renewal Program</li> </ul>	80,000	Short
LGA	8	General Works As identified in accordance with Council's Asset Management Policy and Asset Management Strategy	100,000	Short
LGA	9	Part funding of Streetscape Loan	150,000	Short
LGA	10	Road pavement resheeting	1,530,000	Short



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Map ref	Item No.	Public facility works	Estimated cost (\$)	Estimated time (term)
		Various locations, inclusive of footpath reconstruction, kerb reconstruction and other supporting works		
LGA	11	Footpath reconstruction and stormwater relining works <ul style="list-style-type: none"> <li>Hopetoun Avenue, Vaucluse and Wunulla Road, Point Piper</li> </ul>	110,000	Short
LGA	12	High pedestrian activity area and streetscape upgrade design <ul style="list-style-type: none"> <li>Queen Street, Woollahra to Ocean Street, Woollahra</li> </ul>	100,000	Short
<a href="#">6</a>	<a href="#">13</a>	<a href="#">Northland Road Bellevue Hill, Cooper Park Road to Holland Road</a> <ul style="list-style-type: none"> <li><a href="#">Road pavement resheeting and footpath works</a></li> </ul>	<a href="#">236,000</a>	<a href="#">Short</a>
<a href="#">7</a>	<a href="#">14</a>	<a href="#">Nelson Street Woollahra, Queen Street to end</a> <ul style="list-style-type: none"> <li><a href="#">Road pavement resheeting, footpath and stormwater pits</a></li> </ul>	<a href="#">220,000</a>	<a href="#">Short</a>
<a href="#">8</a>	<a href="#">15</a>	<a href="#">Manning Road Woollahra Epping Road to Suttie Road</a> <ul style="list-style-type: none"> <li><a href="#">Road pavement, kerb gutter and new footpath reconstruction</a></li> </ul>	<a href="#">481,640</a>	<a href="#">Short</a>
<a href="#">9</a>	<a href="#">16</a>	<a href="#">Boundary Street Paddington, Campbell Avenue to 142 Boundary Street</a> <ul style="list-style-type: none"> <li><a href="#">Road pavement resheeting</a></li> </ul>	<a href="#">30,000</a>	<a href="#">Short</a>
<a href="#">10</a>	<a href="#">17</a>	<a href="#">Campbell Avenue Paddington, Glenmore Road to Boundary Street</a> <ul style="list-style-type: none"> <li><a href="#">Road pavement resheeting</a></li> </ul>	<a href="#">214,000</a>	<a href="#">Short</a>
<a href="#">11</a>	<a href="#">18</a>	<a href="#">Macdonald Street Paddington, Brown Street to Brown Lane</a> <ul style="list-style-type: none"> <li><a href="#">Road pavement resheeting, footpath reconstruction and stormwater pit works</a></li> </ul>	<a href="#">84,000</a>	<a href="#">Short</a>
<a href="#">12</a>	<a href="#">19</a>	<a href="#">Glenmore Road Paddington, Cambridge Street to Gurner Lane</a> <ul style="list-style-type: none"> <li><a href="#">Road pavement resheeting</a></li> </ul>	<a href="#">182,000</a>	<a href="#">Short</a>
<a href="#">13</a>	<a href="#">20</a>	<a href="#">Sutherland Avenue Paddington, Elizabeth St to Forbes Street</a> <ul style="list-style-type: none"> <li><a href="#">Road pavement resheeting; kerb, gutter and footpath reconstruction</a></li> </ul>	<a href="#">158,000</a>	<a href="#">Short</a>

## 2. Open Space and Trees

Map ref	Item No.	Public facility works	Estimated cost (\$)	Estimated time (term)
LGA	<del>43</del> <u>21</u>	Project management and investigation of open space capital works program <ul style="list-style-type: none"> <li>Project management, design and investigation of capital works</li> </ul>	<del>100,000</del> <u>105,000</u>	Short
<del>6</del> <u>14</u>	<del>44</del> <u>22</u>	Bellevue Park Stage 2 pathway <ul style="list-style-type: none"> <li>Stage 2 works of the Bellevue Park pathway concept plan including landscaping</li> </ul>	357,000	Short
<del>7</del> <u>15</u>	<del>45</del> <u>23</u>	Trumper Oval pathway <ul style="list-style-type: none"> <li>New pathway, retaining walls and seating around Trumper Oval</li> </ul>	236,000	Short
<del>8</del> <u>16</u>	<del>46</del> <u>24</u>	Cooper Park Amphitheatre Stairs <ul style="list-style-type: none"> <li>Renewal of Cooper Park Amphitheatre stairs</li> </ul>	60,000	Short
<del>9</del> <u>17</u>	<del>47</del> <u>25</u>	Gap Park CCTV Upgrades <ul style="list-style-type: none"> <li>Upgrade to existing CCTV cameras at Gap Park</li> </ul>	<del>147,000</del> <u>127,000</u>	Short
LGA	<del>48</del> <u>26</u>	Park furniture <ul style="list-style-type: none"> <li>Replacement and renewal of park furniture</li> </ul>	<del>175,000</del> <u>150,000</u>	Short
<del>40</del> <u>18</u>	<del>49</del> <u>27</u>	Moncur Reserve Landscaping <ul style="list-style-type: none"> <li>Improvements to basketball court area including landscaping and retaining walls</li> </ul>	106,000	Short
<del>44</del> <u>19</u>	<del>20</del> <u>28</u>	Harbourview Park Multi-court <ul style="list-style-type: none"> <li>Redesign and relocation of half-court basketball court to include netball ring for multi-purpose use</li> </ul>	57,000	Short
<del>42</del> <u>20</u>	<del>24</del> <u>29</u>	Accessible matting for beaches <ul style="list-style-type: none"> <li>Installation of accessible matting for wheelchairs, mobility impaired and strollers at Camp Cove Beach and Parsley Bay</li> </ul>	36,000	Short
LGA	<del>22</del> <u>30</u>	Park bin replacement <ul style="list-style-type: none"> <li>Renewal and increase of bin capacity in Council parks across LGA</li> </ul>	54,000	Short
<del>43</del> <u>21</u>	<del>23</del> <u>31</u>	Park lighting renewal <ul style="list-style-type: none"> <li>Replacement of lights through Robertson Park</li> </ul>	<del>87,000</del> <u>75,000</u>	Short
LGA	<del>24</del> <u>32</u>	Park signage renewal	96,000	Short

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Map ref	Item No.	Public facility works	Estimated cost (\$)	Estimated time (term)
		<ul style="list-style-type: none"> <li>Renewal of park signage across LGA</li> </ul>		
<del>14</del> <a href="#">22</a>	<del>25</del> <a href="#">33</a>	Cooper Park Pond <ul style="list-style-type: none"> <li>Upgrade of the Cooper Park pond</li> </ul>	137,000	Short
<del>15</del> <a href="#">23</a>	<del>26</del> <a href="#">34</a>	Footpath renewals <ul style="list-style-type: none"> <li>Footpath renewals in Cooper Park and Chiswick Gardens</li> </ul>	142,000	Short
LGA	<del>27</del> <a href="#">35</a>	Council nursery upgrades <ul style="list-style-type: none"> <li>Works include improved fencing and stormwater capture</li> </ul>	55,000	Short
<del>16</del> <a href="#">24</a>	<del>28</del> <a href="#">36</a>	Rushcutters Bay Park landscaping <ul style="list-style-type: none"> <li>Landscaping upgrades including formalising tree pits, irrigation and landscaping (CYC end)</li> </ul>	92,000	Short
<del>17</del> <a href="#">25</a>	<del>29</del> <a href="#">37</a>	Lyne Park Playground <ul style="list-style-type: none"> <li>Upgrade Lyne Park playground</li> </ul>	636,000	Short
LGA	<del>30</del> <a href="#">38</a>	Renewal of softfall at Council playgrounds as required	75,000	Short
LGA	<del>31</del> <a href="#">39</a>	Informal and non-traditional play elements <ul style="list-style-type: none"> <li>Introduction of informal play elements including Cooper Park, Lough Playing Fields and Epping Reserve</li> </ul>	150,000	Short
LGA	<del>32</del> <a href="#">40</a>	Sportsfield renovations <ul style="list-style-type: none"> <li>Renovation of selected playing fields</li> </ul>	150,000	Short
LGA	<del>33</del> <a href="#">41</a>	Park & Street Tree Planting Annual planting programs of street and park trees including maintenance	150,000	Short
LGA	<del>34</del> <a href="#">42</a>	Park Fencing - New and replace Renewal of park fencing identified in the asset register	<del>150,000</del> <a href="#">96,000</a>	Short
LGA	<del>35</del> <a href="#">43</a>	Fitness Station Renewal Various upgrades	100,000	Short
LGA	<del>36</del> <a href="#">44</a>	General works As identified in accordance with Council's <i>Asset Management Policy</i> and <i>Asset Management Strategy</i>	100,000	Short
<del>18</del> <a href="#">26</a>	<del>37</del> <a href="#">45</a>	Redleaf Plan of Management <ul style="list-style-type: none"> <li>Retaining wall and pathway renewal</li> </ul>	121,000	Short
LGA	<del>38</del> <a href="#">46</a>	Fencing renewal, including Lighthouse and Signal Hill Reserve	136,000	Short



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Map ref	Item No.	Public facility works	Estimated cost (\$)	Estimated time (term)
<del>19</del> <a href="#">27</a>	<del>39</del> <a href="#">47</a>	Lough Playing Fields multi-use facilities	400,000	Short
<del>20</del>	<del>40</del>	<del>CCTV upgrades at Gap Park</del>	<del>129,000</del>	<del>Short</del>
<del>24</del> <a href="#">28</a>	<del>44</del> <a href="#">48</a>	Lower Cooper Park <ul style="list-style-type: none"> <li>Cricket net upgrades</li> </ul>	131,000	Short
<del>22</del> <a href="#">29</a>	<del>42</del> <a href="#">49</a>	Spring Street Reserve <ul style="list-style-type: none"> <li>Playground renewal and landscaping</li> </ul>	212,000	Short
LGA	<del>43</del> <a href="#">50</a>	Landscape improvements at various sites <ul style="list-style-type: none"> <li>Ian Street Embankment, Spring Street laneway, Edward Street steps</li> </ul>	79,000	Short
<del>23</del> <a href="#">30</a>	<del>44</del> <a href="#">51</a>	Royal Hospital for Women Park <ul style="list-style-type: none"> <li>Landscaping improvements</li> </ul>	112,000	Short
<del>24</del> <a href="#">31</a>	<del>45</del> <a href="#">52</a>	Cooper Park weirs <ul style="list-style-type: none"> <li>Renewal of sandstone weirs</li> </ul>	187,000	Short
<a href="#">32</a>	<a href="#">53</a>	<a href="#">Thornton Reserve</a> <ul style="list-style-type: none"> <li><a href="#">Playground renewal</a></li> </ul>	<a href="#">476,054</a>	<a href="#">Short</a>
<a href="#">33</a>	<a href="#">54</a>	<a href="#">Trumper Park and Rushcutters Bay Park</a> <ul style="list-style-type: none"> <li><a href="#">Design and community consultation for playgrounds</a></li> </ul>	<a href="#">57,000</a>	<a href="#">Short</a>
<a href="#">34</a>	<a href="#">55</a>	<a href="#">Yarranabbe Park entry landscaping</a> <ul style="list-style-type: none"> <li><a href="#">Improvements to entry adjacent to RANSA</a></li> </ul>	<a href="#">112,000</a>	<a href="#">Short</a>
<a href="#">35</a>	<a href="#">56</a>	<a href="#">Rushcutters Bay Park pathway</a> <ul style="list-style-type: none"> <li><a href="#">Renewal of pathway along the seawall</a></li> </ul>	<a href="#">196,000</a>	<a href="#">Short</a>
<a href="#">36</a>	<a href="#">57</a>	<a href="#">Cooper Park Creek</a> <ul style="list-style-type: none"> <li><a href="#">Weirs and pond repair</a></li> </ul>	<a href="#">142,000</a>	<a href="#">Short</a>
<a href="#">LGA</a>	<a href="#">58</a>	<a href="#">Infrastructure improvements for change to dog regulations</a>	<a href="#">106,000</a>	<a href="#">Short</a>
<a href="#">37</a>	<a href="#">59</a>	<a href="#">Renewal of Trumper Park pathway leading to New Mclean Street</a>	<a href="#">146,000</a>	<a href="#">Short</a>
<a href="#">38</a>	<a href="#">60</a>	<a href="#">Christison Park</a> <ul style="list-style-type: none"> <li><a href="#">Extension of existing irrigation</a></li> </ul>	<a href="#">156,000</a>	<a href="#">Short</a>
<a href="#">39</a>	<a href="#">61</a>	<a href="#">Returfing Rushcutters Bay Park sporting field No.1</a>	<a href="#">118,000</a>	<a href="#">Short</a>

### 3. Property and Projects Management

Map ref	Item No.	Public facility works	Estimated cost (\$)	Estimated time (term)
LGA	<del>46</del> <a href="#">62</a>	General Works <ul style="list-style-type: none"> <li>As identified in accordance with Council's <i>Asset Management Policy</i> and <i>Asset Management Strategy</i></li> </ul>	100,000	Short
LGA	<del>47</del> <a href="#">63</a>	Disabled access improvements <ul style="list-style-type: none"> <li>Disabled access improvements as determined annually on inspection by Council's Property team</li> </ul>	50,000	Short
<del>25</del> <a href="#">40</a>	<del>48</del> <a href="#">64</a>	Part funding of interest on Kiaora Place Loan, associated with library fit out works	287,375	Medium
LGA	<del>49</del> <a href="#">65</a>	Essential services upgrades <ul style="list-style-type: none"> <li>Upgrade of fire safety and essential services as determined annually on inspection by Council's Property team</li> </ul>	15,000	Short

### 4. Environmental Works

Map ref	Item No.	Public facility works	Estimated cost (\$)	Estimated time (term)
LGA	<del>50</del> <a href="#">66</a>	General works <ul style="list-style-type: none"> <li>As identified in accordance with Council's Environmental Sustainability Action Plan 2013-2025</li> </ul>	100,000	Short

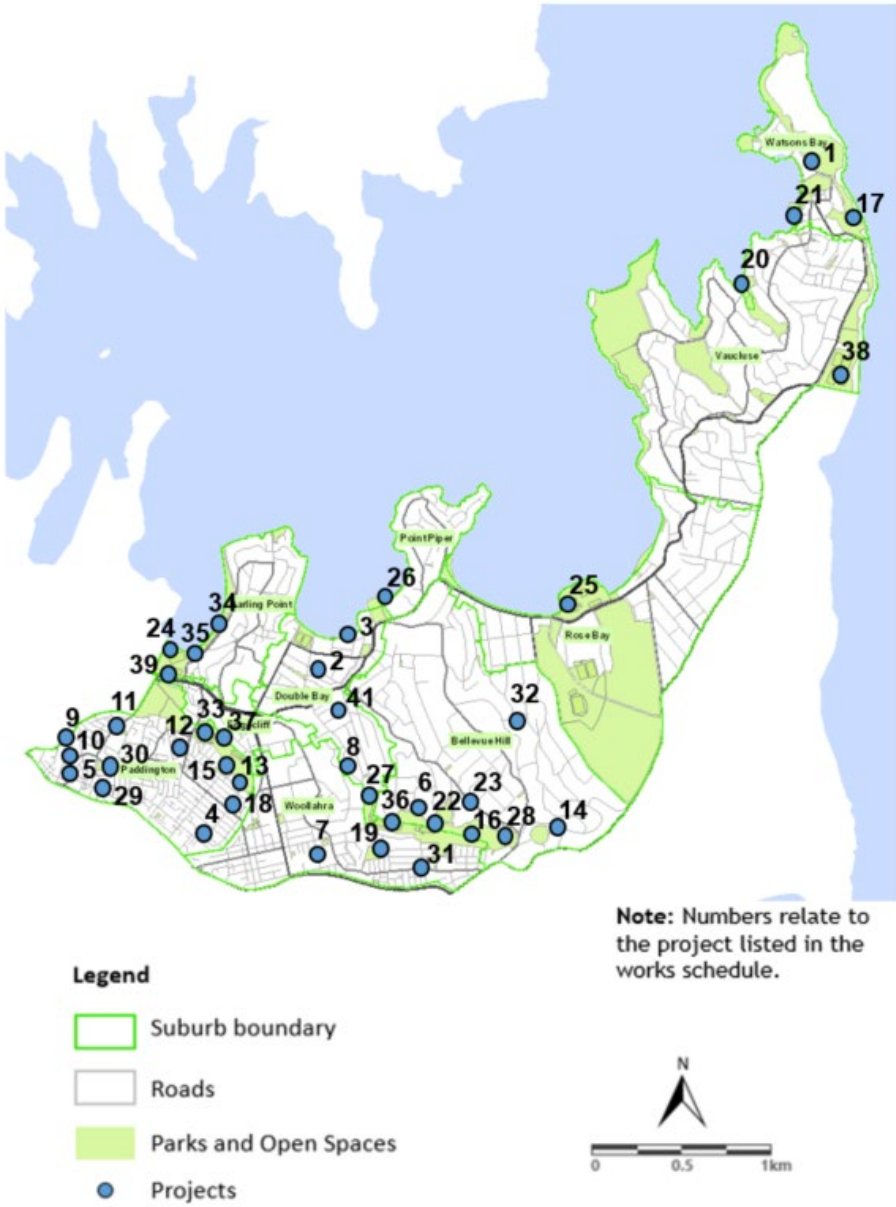
### 5. Community facilities

Map ref	Item No.	Public facility works	Estimated cost (\$)	Estimated time (term)
LGA	<del>54</del> <a href="#">67</a>	Public Art throughout municipality <ul style="list-style-type: none"> <li>Installations at locations to be identified</li> </ul>	100,000	Short

### 6. Strategic Planning & Development

<u>Map ref</u>	<u>Item No.</u>	<u>Public facility works</u>	<u>Estimated cost (\$)</u>	<u>Estimated time (term)</u>
<u>LGA</u>	<u>68</u>	<u>Section 7.12 - Development Contribution Plan -</u> <ul style="list-style-type: none"> <li><u>Consultants</u></li> </ul>	<u>104,500</u>	<u>Short</u>

Section 7.12 Contributions - Capital Works Projects





## Annexure 1: Supporting documents

### General

- Development contributions Practice Note: Section 94A development contributions plans, Department of Planning, December 2006
- Woollahra Local Environmental Plan 2014
- Woollahra Development Control Plan 2015
- Woollahra Local Strategic Planning Statement 2020
- Woollahra Local Housing Strategy 2021
- Woollahra 2032 Community Strategic Plan
- Draft Edgecliff Commercial Centre - Planning and Urban Design Strategy
- ~~Draft Double Bay Planning and Urban Design Strategy~~
- [Double Bay Planning and Urban Design Strategy](#)

### Floodplain management - Woollahra Council

- Double Bay Catchment Flood Study (2008)
- Double Bay Floodplain Risk Management Study and Plan - Part 1 (2011)
- Double Bay Floodplain Risk Management Study and Plan- Part 2 (2011)
- Double Bay Floodplain Risk Management Study and Plan - Part 3 (2011)
- Paddington Floodplain Risk Management Study and Plan (2019)
- Rose Bay Catchment Flood Study (2010)
- Rose Bay Floodplain Risk Management Study and Plan (2014)
- Rushcutters Bay Catchment Flood Study (2007)
- Rushcutters Bay Floodplain Risk Management Study And Plan (2012)
- Draft Watsons Bay Floodplain Risk Management Study and Plan - May 2016 (2016)

### Plans of management - Woollahra Council

- Chiswick Gardens Plan of Management 2010
- ~~Christison Park Plan of Management 1996~~
- [The Generic Plan of Management](#)
- Cooper Park Plan of Management 2001
- Cooper Park Plan of Management Action Plan 2001
- District Park Plan of Management 1996
- Drainage Reserves Plan of Management 1997
- Gap Park Masterplan 2008
- [Gap Park \(including the Gunyah\) Plan of Management 2023](#)

Woollahra Section 7.12 Development Contributions Plan 2022

- 
- General Community Use (Reserves) Plan of Management 1996
  - Harbourview Park Plan of Management 2014
  - Local Parks Plan of Management 1996
  - ~~Lyne Park Plan of Management 2003 (Volume 1)~~
  - ~~Lyne Park Plan of Management 2003 (Volume 2)~~
  - ~~McKell Park and Darling Point Reserve Plan of Management 2013~~
  - Natural Area (Foreshore) Plan of Management 1996
  - Redleaf and Blackburn Gardens Plan of Management and Master Plan 2017
  - Regional Parks Plan of Management 1996
  - Robertson Park Action Plan (2004)
  - Robertson Park Masterplan 2004
  - ~~Robertson Park Plan of Management 2004~~
  - Royal Hospital for Women Park Plan of Management 2005
  - ~~Rushcutters Bay Park, Yarranabbe Park & Plantation Reserve Plan of Management 2005~~
  - ~~Sir David Martin Reserve Plan of Management 2004~~
  - Trumper Park Plan of Management 1996
  - ~~Woollahra Park Plan of Management 2001~~
  - Woollahra Park Plan of Management 2013
  - ~~Yarranabbe Park Plan of Management 2012~~
  - Woollahra Street Tree Master Plan 2014
  - Woollahra Social and Cultural Plan 2018-2030
  - [Woollahra Recreation Strategy 2023](#)
  - [Woollahra Play Space Strategy](#)
  - ~~Note: It is anticipated that the following projects will be place on exhibition in mid-2022:~~
    - ~~Draft Recreational Needs Strategy & Action Plan~~
    - ~~Draft Plans of Management for Crown Lands~~
    - ~~Draft Woollahra Play Space Strategy~~

Public Domain Improvements Plans - Woollahra Council

- Double Bay Centre Public Domain Improvements Plan 2002
- Double Bay Centre Public Domain Strategy 2016
- Rose Bay Centre Public Domain Improvement Plan 1999
- Double Bay Place Plan 2019-2023
- Oxford Street and Paddington Place Plan 2019-2023
- ~~Draft Rose Bay Place Plan 2024~~
- [Rose Bay Place Plan 2023-2028](#)

Woollahra Section 7.12 Development Contributions Plan 2022

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**Policies - Woollahra Council**

- [Asset Management Policy \(2010\)](#)
- [Commercial Fitness Training Activities on Public Open Space \(2014\)](#)
- ~~[Community and Cultural Grants Policy \(2019\)](#)~~
- [Grants Policy 2023](#)
- [Community Gardens Policy \(2019\)](#)
- [Community Services Policy \(2013\)](#)
- [Disabled Accessible Parking Procedure \(2014, reviewed 2019\)](#)
- ~~[Placemaking Grants Policy \(2017\)](#)~~
- [Playground Policy \(2002\)](#)
- [Public Art Policy \(2019\)](#)
- [Sale of Council Land Policy \(2004, reviewed 2019\)](#)
- [Specification for Roadworks, Drainage and Miscellaneous Works 2012](#)
- [Tree Management Policy \(2011\)](#)
- [Water craft storage on public land policy \(2007\)](#)
- [Woollahra Voluntary Planning Agreement Policy 2020](#)

**Reports - Woollahra Council**

- [Community Capacity Survey Report 2017](#)
- [Double Bay Centre Public Domain Strategy 2016](#)
- [Estuary Planning Levels Report 2015](#)
- [Rose Bay Centre Urban Design Study 1999](#)
- [Traffic And Transport Study 2000](#)
- [Woollahra Community Facilities Study 2019](#)

**Strategies - Woollahra Council**

- [Asset Management Strategy 2011-2021 \(2011\)](#)
- [Asset Management Strategy 2022-2032\(2022\)](#)
- [Carbon Reduction Strategy and Action Plan 2010-2025 \(2010\)](#)
- [Children's Services Strategy 2005](#)
- [Woollahra Libraries Five Year Strategic Plan 2021-2026](#)
- [Playground Strategy 2002](#)
- [Recreational Needs Assessment and Strategy 2006](#)
- [Woollahra Bicycle Strategy \(Draft 2009\)](#)
- [Woollahra Biodiversity Conservation Strategy 2015-2025 \(2015\)](#)
- [Woollahra Disability Inclusion Plan 2017](#)
- [Woollahra Disability Inclusion Action Plan 2022](#)

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▶ Pg.20



Woollahra Section 7.12 Development Contributions Plan 2022

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- Woollahra Integrated Transport Strategy (Draft 2021)
  - Woollahra Environmental sustainability Action Plan 2013-2025
  - Woollahra Environmental sustainability Action Plan 2023-2028
  - Woollahra Traffic Management Strategy 2014
  - [Resourcing Strategy 2022-2032](#)
  - [Workforce Management Strategy 2022-2026](#)
  - [Community Engagement Strategy 2023](#)
  - [Electric Vehicle Infrastructure Strategy 2023](#)
  - [Customer Experience Strategy 2023-2028](#)
  - [Woollahra Urban Forest Strategy 2024-2050](#)

**Item No:** R4 Recommendation to Council  
**Subject:** **DRAFT 2024-2025 OPERATIONAL PLAN, INCLUDING THE DRAFT 2024-2025 BUDGET & DRAFT 2024-2025 TO 2033-2034 LONG TERM FINANCIAL PLAN**  
**Authors:** Paul Ryan, Chief Financial Officer  
Henrietta McGilvray, Senior Corporate Accountant  
Petrina Duffy, Coordinator Strategy & Performance  
Esther Hii, Acting Senior Corporate Accountant  
**Approvers:** Sue Meekin, Director Corporate Performance  
Patricia Occelli, Acting General Manager  
**File No:** 24/53215  
**Purpose of the Report:** To present Council's draft 2024-25 Operational Plan including the Draft 2024-25 Budget and Council's Draft 2024-25 to 2033-34 Long Term Financial Plan for endorsement to place the documents on public exhibition for a period of at least 28 days.  
**Alignment to Delivery Program:** Strategy 11.2: Secure Council's financial position.

**Recommendation:**

THAT Council:

- A. Receive and note the draft 2024-25 Operational Plan (including the draft Budget, draft Rating Structure, draft Fees and Charges) and the draft 2024-25 to 2033-34 Long Term Financial Plan.
- B. Place on public exhibition for a minimum of 28 days, the draft 2024-25 Operational Plan (including the draft Budget, draft Rating Structure, draft Fees and Charges), and draft 2024-25 to 2033-34 Long Term Financial Plan.
- C. Note that the draft 2024-25 Operational Plan (including the draft Budget, draft Rating Structure, draft Fees and Charges), and draft 2024-25 to 2033-34 Long Term Financial Plan, together with any submissions received will be further considered by Council before 30 June 2024.

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**Executive Summary:**

The purpose of this report is to present Council's Draft 2024-25 Operational Plan, draft 2024-25 budget including rating structure and Council's Draft Long Term Financial Plan 2024-25 to 2033-34 for endorsement to place on public exhibition for a minimum of 28 days in accordance with the Local Government Act 1993. The recommendation of this evenings meeting will be reported to the Council Meeting on 24 April 2024.

The outcomes of the public exhibition will be presented for the final consideration of Council by 30 June 2024.

**Discussion:**

*Draft Integrated Planning & Reporting (IP&R) Documents*

In accordance with the requirements of the Office of Local Government (OLG) and Integrated Planning & Reporting (IP&R) requirements, Council is required to develop and adopt Council's draft 2024-25 Operational Plan (including the draft Budget, draft Rating Structure, draft Fees and Charges), and draft Long Term Financial Plan 2024-25 to 2033-34 before 30 June 2024. Following is information relevant to each of these IP&R documents:

### *Draft Operational Plan 2024-25*

The draft Operational Plan 2024-25 at **Attachment 1** details the specific projects Council will deliver during the year and includes Council's draft 2024-25 Budget. The 2024-25 Operational Plan represents the third year of the adopted Delivery Program 2022-23 to 2025-26.

As noted above, the 2024-25 Draft Operational Plan also includes Council's Draft 2024-25 Budget, Rating Structure and Fees & Charges. A detailed overview and analysis of these is provided later in this report under the section Budget Overview and Financial Forecasts.

### *Long Term Financial Plan 2024-25 to 2033-34*

The draft Long Term Financial Plan (LTFP) expresses in financial terms, the activities Council proposes to undertake in the short, medium and long term. Using this we can identify if we can continue to pay for the services we provide and for the continued maintenance of our infrastructure in good condition (i.e. community buildings, parks, roads and business centres) with the income that we expect to receive. Council's draft LTFP 2024-25 to 2033-34 is at **Attachment 2**.

Council's draft LTFP has been reviewed and updated as a rolling 10-year projection of Council's income and expenditure, assets and liabilities and cashflow using the 2024-25 draft Budget as its base year. In projecting the future financial years 2025-26 and beyond we have made assumptions using reputable sources such as Deloitte Access Economics and the Independent Pricing and Regulatory Tribunal (IPART) on factors outside of our control including inflation, interest rates, wage increases, cost shifting, and the rate peg. These assumption are outlined in pages 7-8 of the Draft LTFP. The draft LTFP also includes key assumptions of:

- a) Forecast revenue from advertising of \$6.4million to \$6.5million per annum for years two to ten of the LTFP;
- b) Delivery of Council's Special Rate Variation (SRV) funded projects each year from 2023-24 to 2023-34 totalling a current forecast \$48.9m. The timing of the SRV project spending remains as forecast albeit that expenditure may fluctuate each year depending on the availability of resources and timing of the projects, both operational and capital.
- c) Ongoing operational costs of the Wilberforce Car Park project including a 20 year forecast bank loan of \$35 million where the net financing cost is funded by the additional SRV funds;
- d) Implementation of the Urban Forest Strategy from 2023-24 to 2034-2035 at a forecast total operational expense of \$1.1m in 2024-25 and a total projected operational expense of \$21.0m over twelve years;
- e) 2024-25 Capital program of \$43.7m (including Wilberforce Car Park construction) before Rollovers and an ongoing capital program of approximately \$16.0m per annum;
- f) Interest rates on Council's term deposit investments remain above 3.3% over the ten year horizon. A reduction of 0.25% in interest rates, based on current cash levels would reduce interest income by approximately \$250k
- g) The IPART set Rate Peg stays above 4.0% over the next five forecast years.

The draft LTFP forecasts that Council will return a net surplus in each year. This is a significant improvement on budgeted operating deficits in recent years and is a result of extensive budget improvement initiatives taken over the last two financial years. It should be noted that in years two and three of the LTFP the net operating result before capital grants is \$53k and \$247k respectively and it is possible that in these years Council could move into a deficit position should a key assumption not result as forecast, an unexpected increase in forecast expense or drop in forecast revenue occurs.

### *Draft 2024-25 Budget*

The following provides a high level overview of the draft 2024-25 budget. A more detailed analysis can be found at **Attachment 3**.



The 2024-25 draft operating budget, forecasts income of **\$132.5 million** and operating expenses of **\$128.3 million**. When we take away the **\$2.9 million** in capital grants and contributions (money we receive from the Federal and State Governments for capital projects) we have a budget operating surplus of **\$1.3 million**. We exclude the capital grants and contributions because they can only be used on capital projects, i.e. not on Council's day to day expenses. The budget also includes a Capital Works program of **\$43.7 million** before rollovers from 2023-24.

The 2024-25 draft budget includes the Special Rate Variation of 7.5% which adds an additional **\$4.7 million** in rates income which has been transferred to the Special Rate Variation (SRV) Reserve and the Environmental & Infrastructure Levy Reserve. From the SRV Reserve and the Environmental & Infrastructure Levy Reserve, Council will expend **\$5.9 million** on SRV Projects, both capital and operational.

#### *Operating Performance Ratio*

Council's 2024-25 forecast surplus position, generates an Operating Performance Ratio (OPR) of **1.4%** which is above the OLG benchmark of greater than 0%.

#### *Significant New/Increased Items*

The following table shows additional income within the draft 2024/25 budget from the SRV (noted above) and advertising income and how the funds have been utilised:

##### Significant Additional Income Items:

Additional Income from the SRV	\$4.7m
Advertising Income	\$6.2m
Total Income	<u>\$10.9m</u>

To be expended on the following significant items:

##### Operational Expenditure:

SRV operational projects comprising:	\$3.1m
▪ Additional footpath maintenance - \$154k	
▪ Additional Stormwater drainage works - \$103k	
▪ Additional Open Space maintenance team - \$478k	
▪ Protecting Our Heritage - \$757k	
▪ Fig Tree Maintenance - \$400k	
▪ Digital Transformation - \$589k	
▪ Parks & Recreation Planner + Funding Open Space Strategies - \$651k	
Urban Forest Strategy Costs	\$1.0m
Wilberforce Ave Carpark Redevelopment Loan Interest	\$1.3m
Expansionary Requests (detailed below)	\$1.4m
Depreciation Expense Increase*	\$2.1m

##### Capital Expenditure:

SRV capital projects comprising:	\$2.8m
▪ O'Sullivan Road Cycleway Project - \$2.5m	
▪ Pipe Refurbishment Program - Climate Change Adaptation Measures - \$206k	
▪ Edgecliff Rd, Woollahra - Climate Change Adaptation Measures - \$51k	
Total Expenditure	<u>\$11.7m</u>

\*Depreciation is a non-cash item

*Expansionary Items*

The 2024-25 draft budget includes the following expansionary items totalling **\$1.428 million**:

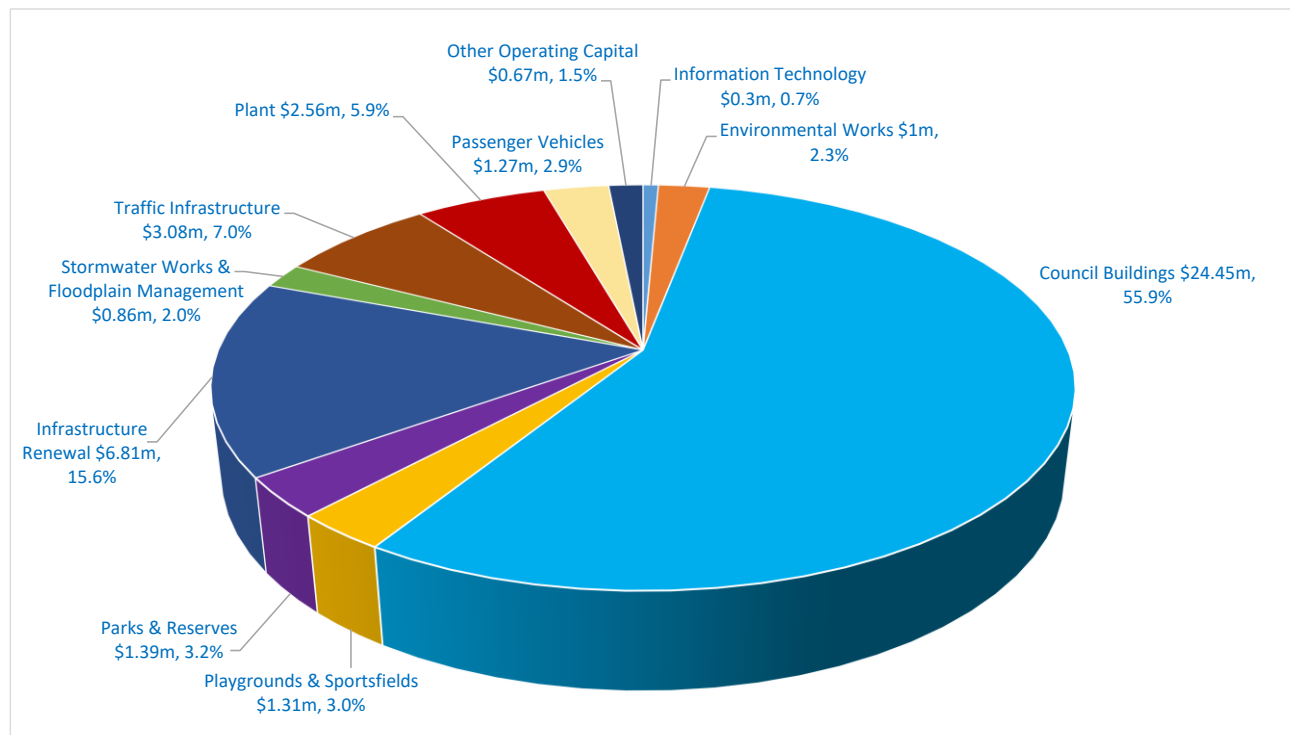
- Additional Staff/ Hours that total 3.6 new full time equivalents (FTEs):
  - \$17k for an additional 7 hours per week for the administration assistant at the preschool. This will be fully funded by the preschool budget.
  - \$137k for 1 additional Full Time Equivalent (FTE), a Human Resources Advisor in People, Safety and Performance. This resource will support the increased activity arising from increased labour market/recruitment activity, industrial relations activity, demand for Human Resources advice, increased demand for support in the area of mental health, and delivery of actions arising from Service Reviews.
  - \$134k for 1 additional FTE, a Development Assessment Engineer. This is a recommendation from the Development Assessment service review to improve turnaround times.
  - \$139k for 1 additional FTE, a Tree Management Compliance Officer. This resource is required to undertake investigation work.
  - \$45k for 0.4 additional FTE, a Positive Covenants Officer in Legal, Compliance and Enforcement. This resource is required to undertake positive covenants work.
- Items arising from service reviews:
  - \$250k for an increase in tree maintenance contract work. This is a recommendation from the Open, Space and Trees service review.
  - \$175k for an increase in funding for landscaping renovation works in 6 parks and gardens sites. This is an action arising from the Open, Space and Trees service review.
  - \$100k for a tree database replacement. This is a recommendation from the Open, Space and Trees service review.
- System improvements:
  - \$45k for an update to Council's core GIS system (Esri ArcGIS Enterprise). ArcGIS Enterprise powers all mapping capabilities at Council, as well as cross-system data connections for DAs, Bin Information, and Asset Maintenance schedules. The current system is past end-of-life and out of support. This is a risk for continued operation and an upgrade is required to ensure continuity of mapping services.
  - \$40k for the investigation and implementation of a claims management database in Governance & Risk. Currently excel is being used, which doesn't provide the required management of claims and reporting, including dashboard reporting.
  - \$35k for deduplication of the Name and Address Register. Council's master data for customers requires significant effort and vendor assistance to rectify. This project will provide significant benefits for staff and residents. This is a one-off cost.
  - \$30k for Development Application Tracker Improvements
  - \$15k for a webchat implementation. This initiative is included in the customer experience strategy to extend the existing contact centre system to include live website chat. The pricing covers the solution and implementation costs.
  - \$15k for the Customer Service Centre to implement the technology to have a survey after call completion. This will enable customer experience measurement on the highest volume channel of council.
- Additional training for the following:
  - \$30k for customer experience training to be used for Microsoft Power BI software training for administration users across council
  - \$30k for the Councillor Induction Program. Additional training and/or induction sessions will be provided after the local government elections in September 2024.
  - \$18k for report writing training
- Other items:
  - \$120k for consultants to update the Paddington and Double Bay place plans that expire in 2024.

- \$38k for Sportsfield lighting audit and feasibility. This is an action from the recreation strategy.
- \$15k for business breakfasts in Strategic Planning and Place to take place biannually. This is in response to the success of the October Business Breakfast.

#### *Draft 2024-25 Capital Works Program*

The 2024-25 draft Capital Works Program provides for a capital works program of **\$43.682 million**. The detailed draft 2024-25 Capital Works Program including funding sources is in **Attachment 4**.

The following chart shows the breakdown of the total capital works program between categories:



Highlights of the 2024-25 draft Capital Works Program include:

- \$22.35 million for the redevelopment of the Wilberforce Ave carpark in Rose Bay during 2024-25 with a further estimated \$13.0 million to be spent in 2025-26.
- \$2.5 million for the O'Sullivan Road, Bellevue Hill cycleway project. This is an SRV funded project.
- \$750k on Thornton Reserve playground renewal
- \$678k for pavement re-sheeting, footpath and storm water works on Birriga Road, Bellevue Hill (Bundara Road to 4 Birriga Road)
- \$580k on transition from gas. Phase 1 is replacing hot water units and an electrical upgrade at Kiaora Place and Redleaf. Phase 2 is a variable refrigerant flow system replacement at Kiaora Place building 1
- \$482k for road pavement, kerb gutter and new footpath reconstruction on Manning Road, Woollahra (Epping Road to Suttie Road)
- \$434k for road pavement re-sheeting, kerb and gutter reconstruction, dish crossing, footpath works and storm water pit and pipe works on Cambridge Avenue Vaucluse (Hopetoun Avenue to Palmerston Street)
- \$350k for road pavement re-sheeting on William Street Double Bay (Pearce St to Bay St)
- \$300k for the Rose Bay promenade balustrade (heritage item) conservation project
- \$350k on Dumaresq Road, Rose Bay seawall protection



The following table shows a comparison of the Capital Works Budget over the past four years before rollovers. The draft budget of \$43.682 million is an increase of \$24.233m from 2023-24. The Wilberforce Ave carpark redevelopment project accounts for \$21.85m of the increase. The other area with a large increase is Traffic Infrastructure due to the \$2.4m O'Sullivan Road, Bellevue Hill cycleway project.

	2020-21	2021-22	2022-23	2023-24	2024-25
	\$'000	\$'000	\$'000	\$'000	\$'000
<b>Capital Works Programs</b>					
Infrastructure Renewal	4,137	4,313	7,553	7,635	6,807
Stormwater	571	780	865	967	797
Environmental Works	585	835	655	620	1,000
Parks & Open Space	3,111	5,027	2,948	2,907	2,699
Streetscape Improvements	550	3,868	100	100	-
Traffic	600	460	330	460	3,080
Floodplain Management	55	55	60	60	60
Council Buildings	867	1,280	872	2,280	23,819
Kiaora Place	127	196	93	350	628
	<b>10,603</b>	<b>16,814</b>	<b>13,476</b>	<b>15,379</b>	<b>38,890</b>
<b>Operating Capital</b>					
Plant & Fleet	1,915	2,292	2,600	3,395	3,831
IT	760	554	69	96	295
Library	469	444	430	454	596
Other	96	43	44	126	70
	<b>3,240</b>	<b>3,332</b>	<b>3,143</b>	<b>4,071</b>	<b>4,792</b>
<b>Total Capital Budget</b>	<b>13,842</b>	<b>20,146</b>	<b>16,618</b>	<b>19,450</b>	<b>43,682</b>
<b>LESS:</b>					
<b>Capital Funding:</b>					
Enviro & Infrastructure Levy	3,906	4,179	4,395	4,415	4,848
Stormwater Charge	691	565	490	455	540
Section 7.11 & 7.12	3,381	3,332	3,653	3,747	3,804
Grants & Contributions	471	6,242	700	200	75
Reserves	2,896	3,716	1,733	3,491	6,614
Loans	-	-	-	-	22,000
Plant, Vehicle & IT Sales	625	472	676	866	924
Released from Operating	1,901	1,398	5,021	5,133	5,871
<b>Total Capital Funding</b>	<b>13,871</b>	<b>19,903</b>	<b>16,668</b>	<b>18,307</b>	<b>44,675</b>
<b>EQUALS: Working Funds (Surplus) / Deficit</b>	<b>(29)</b>	<b>243</b>	<b>(50)</b>	<b>1,143</b>	<b>(993)</b>

#### *Draft 2024-25 Rating Structure*

The 2024-25 rate increase was determined by IPART for Woollahra Council from the SRV application at 7.5%. A Draft Rating Structure has been prepared on that basis and is at **Attachment 5**.

### Residential Rates

The average 2024-25 Residential Rates including the E&IRL levy, proposed in the draft rating structures is \$1,804. This compares to an average residential rate of \$1,678 in 2023-24. An average annual increase of \$126.64 or +7.5% in line with the approved SRV.

The current rating structure sees all residential ratepayers contributing a base amount toward Council's core services with the balance of rates paid reflecting the respective land values of properties. Given the range of land values, and their size at the upper end, the 50% base amount structure most equitably distributes the rates levied. It is considered that the services and infrastructure available to the highest valued properties are not so dissimilar as to warrant them paying disproportionately more rates

An indication of the impact different residential rating structures would have on rates payable in 2024-25, **Attachment 6**. This provides a comparison of residential rates payable under 10%, 20%, 30%, and 40% base amount scenarios and a minimum rate scenario across a range of land values. All of the alternate scenarios result in significant increases of up to +76% (+\$25k) for higher valued properties and decreases for lower valued properties of up to 78% (\$633).

### Business Rates

The average 2024-25 Business Rates including the E&IRL levy, proposed in the draft rating structure is \$5,226. This compares to an average business rate of \$4,834 in 2023-24.

The current rating structure sees all business ratepayers making at least a minimum payment toward core services regardless of the land value of their respective properties. Unlike residential rates, it is considered that the land value of business properties is representative of the specific business centre services received, that is, the larger the property (and street frontage), the more services received.

By way of example, **Attachment 6** provides an indication of the impact of different business rating structures would have on rates payable in the Double Bay Business Centre in 2024-25. 10%, 20%, 30%, 40% and 50% base amount scenarios have been modelled in comparison to the recommended minimum rate structure. The alternate scenarios result in significant increases of up to +520% (+\$3,515) for lower valued properties and decreases of -48% (-\$365k) for higher valued properties.

The other sub-categories of business rates would show similar increases and decrease in rates for the base amount scenarios. Consequently it is recommended that Council retain the existing rating structure and mix.

The interest rate charged on overdue rates and charges for 2024-25 has not been set by the NSW Office of Local Government at this date. For reference the interest rate for 2023-24 was set at 9.0%. Council must adopt the interest rate to be charged on overdue rates and charges for 2024-25 prior to the 1 July 2024.

### *Draft Domestic Waste Management Charges*

The Domestic Waste Management (DWM) Charge is calculated based on the "reasonable cost" of providing the service. The draft DWM Charge for 2024-25 has been calculated to increase by \$29.10 (4.78%) from \$609.20 to \$638.30. For comparative purposes, the 2023-24 Domestic Waste Management Charges for Waverley and Randwick are \$616 and \$663.35 respectively.

### **Options:**

Council can resolve in line with the recommendations included in this report or resolve in some other manner.

### **Community Engagement and / or Internal Consultation:**

There has been no direct community engagement in the preparation of this report. Internal consultation has taken place with Councillors, the General Manager, Directors and Managers.

Seeking community feedback on our draft Draft Operational Plan 2024-25 and Council's Draft Long Term Financial Plan 2024-25 to 2033-34 provides Council with an important opportunity to communicate with our residents and ratepayers on the projects and services we are actioning to meet their needs.

The Draft Operational Plan 2024-25 and Council's Draft Long Term Financial Plan 2024-25 to 2033-34 also outline to our community our commitment in achieving long term financial sustainability, so that we are in the best possible position to fund the services and facilities that are needed most.

We note that this is the third year of Council's adopted Delivery Program 2022-23 to 2025-26 and extensive community consultation was undertaken to confirm the priorities of this term of Council when considering an application for a Special Rate Variation. The Draft Operational Plan 2024-25 continues to implement these priorities. The following community engagement activities are proposed:

- A community pop-up in three locations during the exhibition period. The pop-ups help us have a visible presence in the community and allow us to reach a broader cross-section of the community and are welcomed by people who enjoy sharing their thoughts with us in conversation. Locations for pop-up are:
  - 10am-12pm, Tuesday 30 April at Kiaora Place, Double Bay
  - 9am-11am, Friday 3 May at Lyne Park, Rose Bay
  - 2pm-4pm, Tuesday 7 May at Five Ways, Paddington
- General promotion of the exhibition period and engagement opportunities such as advertisements in the Wentworth Courier, social media, editorial, e-news, our website and direct mail to community groups and organisations.

Submissions received will be presented to Councillors at a Committee meeting/s in June for consideration, before finalising the Plans for adoption at a meeting of Council prior to 30 June 2024.

### **Policy Implications:**

There are no direct policy implications arising from this report.

### **Financial Implications:**

The 2024-25 draft operating budget forecasts an operating Surplus before Capital Grants & Contributions of **\$1.3 million**. The draft Long Term Financial Plan (LTFP) forecasts that Council will remain in a net surplus position for the ten years of the LTFP. In line with Council's approved SRV and budget improvement initiatives it will provide funding over the remaining nine years for priority SRV projects and help to fund the implementation of the Urban Forest Strategy.



### Resourcing Implications:

The assumed resourcing implications are built into the 2024-25 Budget and Long Term Financial Plan.







### Conclusion:

Council's draft Operational Plan 2024-25 at **Attachment 1** details the specific projects Council will deliver during the year and includes Council's draft 2024-25 Budget, Rating Structure, Fees and Charges. Council's LTFP expresses in financial terms the activities Council proposes to undertake in the short, medium and long term.

The draft LTFP forecasts that given the assumptions made over the 10-year plan that Council will maintain a Net Operating Surplus before Capital Grants & Contributions each year and deliver the SRV projects and Urban Forest Strategy.

It is recommended that Council's Draft Operational Plan 2024-25 and Council's Draft Long Term Financial Plan 2024-25 to 2033-34 are placed on public exhibition in accordance with the Local Government Act 1993 for a minimum of 28 days. Also recommended is that the outcomes of the public exhibition period be reported back to Council for consideration prior to 30 June 2024.

### Attachments

1. Draft 2024-25 Operational Plan [↓](#) 
2. Draft LTFP Long Term Financial Plan 2024 - 2034 [↓](#) 
3. 2024-25 Draft Operating Budget Detailed Analysis [↓](#) 
4. Draft Capital Budget 2024-25 [↓](#) 
5. Draft Rating Structure 2024-25 [↓](#) 
6. Alternative Rating Structures - Residential and Business 2024-25 [↓](#) 



DRAFT  
Strategic & Corporate Committee  
15 April 2024

### **Acknowledgement of Country**

Woollahra Council acknowledges the Gadigal and Birrabirragal people who are the traditional custodians of this land and pay respects to Elders past, present and emerging.

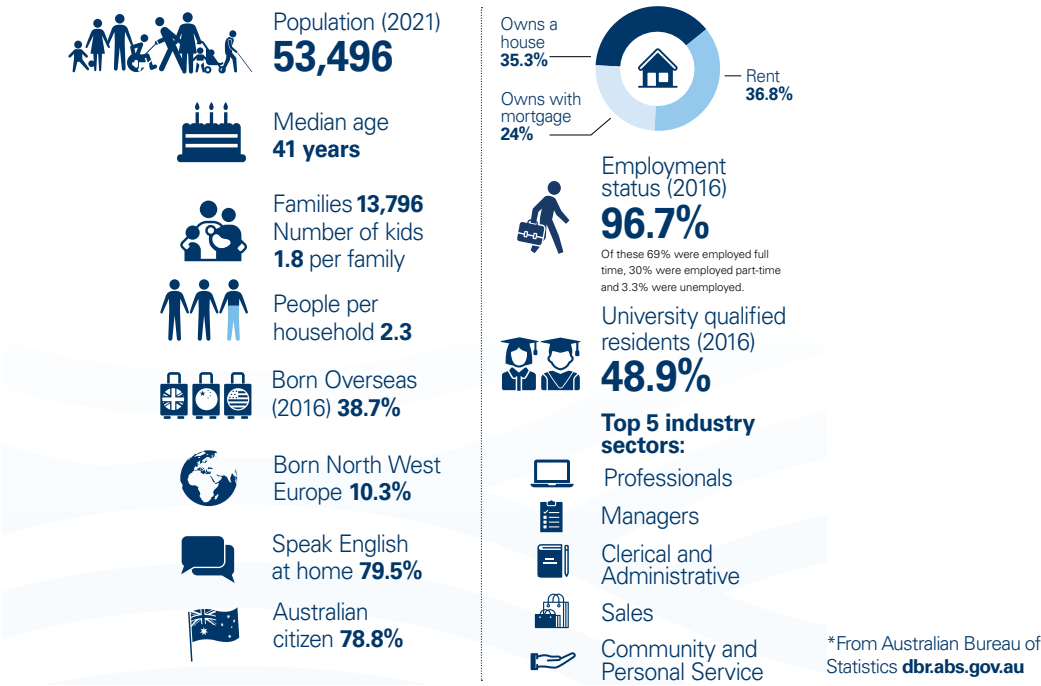




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# Our Community



## Woollahra Municipality

Woollahra Municipality is located in Sydney's eastern suburbs, about 5 kilometres from the Sydney GPO.

The Municipality is bounded by Port Jackson (Sydney Harbour) in the north, the Waverley Council area in the east, Randwick City in the south and the City of Sydney in the west. The Woollahra Municipality includes the suburbs of Bellevue Hill, Darling Point, Double Bay, Edgecliff, Paddington (part), Point Piper, Rose Bay (part), Vaucluse (part), Watsons Bay and Woollahra.

The total land area is 12 square kilometres including harbour foreshore and beaches. The area is predominantly residential, with some commercial land use, parklands and a military reserve. Natural features of the Municipality include 18 kms of harbour

foreshore consisting of rocky headlands, coastal cliffs and beaches, approx. 30 hectares of bushland located in 5 reserves with 3 vegetation communities containing over 300 plant species including 2 threatened and 1 vulnerable species.

Other prominent features include Sydney Harbour National Park, the Macquarie Lighthouse, Gap Park and the award winning Rose Bay Promenade. Woollahra is also the location of some of Sydney's premier shopping precincts such as Double Bay, Paddington and Queen Street, Woollahra.

The traditional custodians of the Woollahra area are the Gadigal and Birrabirragal people.

## Community Satisfaction and Priorities

In 2021 Council appointed Micromex to conduct a community satisfaction survey. This survey also asked the community to rank the importance of services, assisting Council to better understand community priorities.

**95%** of residents indicated that the quality of life living in Woollahra Council was 'Good', 'Very Good' or 'Excellent'



**95%** of residents would recommend living in the area to their friends



**82%** of residents feel at least somewhat connected/engaged



**26%** of residents want to feel more connected/engaged



**83%** of residents are at least somewhat satisfied with Council's current level of communication



**81%** of residents are at least somewhat satisfied with the way Council consults with the community



### Top 5 priorities as rated by Woollahra residents 2021



Parks and recreation areas (96%)



Waste collection (96%)



Maintaining foreshores and beaches (94%)



Renewing and maintaining footpaths/pedestrian ramps (93%)



Recycling (93%)

### Top 5 satisfaction areas as rated by Woollahra residents 2021



Woollahra Libraries (97%)



Parks and recreation areas (93%)



Playgrounds (91%)



Sporting fields and facilities (91%)



Harbourside facilities (91%)



# Our Community Vision & Mission

## Our Vision

A thriving, inclusive, sustainable and resilient community that will benefit future generations.

## Our Mission

To lead climate action and promote respectful connections between people and place, so we can enhance, protect and celebrate Woollahra's beauty, heritage and quality of life, for the enjoyment of all.



Rose Bay beach clean up

We will do this by:

- Prioritising carbon neutrality, environmental sustainability and community resilience to meet the challenges of climate change and social and economic wellbeing.
- Acting as custodians and stewards of our highly-valued natural environment, including our harbour foreshore and marine ecosystems, and our leafy streetscapes and urban forest.
- Acknowledging the Aboriginal custodianship of Woollahra and fostering greater community understanding and appreciation of our Aboriginal history, heritage and culture.
- Celebrating the unique built heritage of our area by honouring it and furthering generational efforts to conserve it.
- Creating opportunities for community connection, engagement and partnerships so we can be proud of our shared commitment and achievements.
- Demonstrating our commitment to customer experience by being respectful, open, responsive, accountable and agile.
- Building long term financial sustainability so we are in the best economic position to provide for the diverse needs of our community now and in the future.

## Elected Councillors 2021-2024

Our Woollahra local government area consists of five electoral wards, with three Councillors representing each Ward, a total of fifteen (15) Councillors. The last election was held 4 December 2021.

BELLEVUE HILL WARD	COOPER WARD	DOUBLE BAY WARD	PADDINGTON WARD	VAUCLUSE WARD
 <b>Sean Carmichael</b> Councillor	 <b>Luise Elsing</b> Councillor	 <b>Richard Shields</b> Mayor	 <b>Peter Cavanagh</b> Councillor	 <b>Mary-Lou Jarvis</b> Councillor
 <b>Lucinda Regan</b> Councillor	 <b>Nicola Grieve</b> Councillor	 <b>Mark Silcocks</b> Councillor	 <b>Harriet Price</b> Councillor	 <b>Merrill Witt</b> Councillor
 <b>Isabelle Shapiro</b> Councillor	 <b>Sarah Swan</b> Deputy Mayor	 <b>Toni Zeltzer</b> Councillor	 <b>Matthew Robertson</b> Councillor	 <b>Susan Wynne</b> Councillor

# Our Organisation

Our organisation is structured into four Divisions:

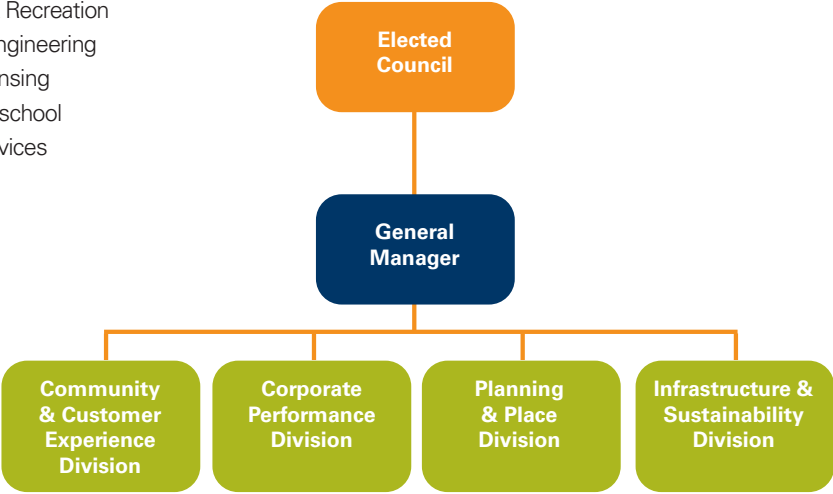
- Community & Customer Experience
- Corporate Performance
- Planning and Place
- Infrastructure & Sustainability.

For more information on our facilities, projects or services, please contact our Customer Service Centre on 9391 7000, Monday to Friday 8.00am to 4.30pm or visit Council’s website

[www.woollahra.nsw.gov.au](http://www.woollahra.nsw.gov.au)

Services we provide include:

- Strategic Planning, Heritage Conservation & Place
- Development Assessment
- Community Services, Culture & Arts
- Customer Experience & Engagement
- Compliance
- Environment & Climate Change
- Governance
- Land & Building Services
- Library Services
- Parks, Trees & Recreation
- Transport & Engineering
- Waste & Cleansing
- Woollahra Preschool
- Corporate Services





# Our Values

## Our values

Woollahra Council values
Respect
Open
Accountable
Responsive
Excellence

We believe that what we do is important, but how we deliver our service is even more important. Values lay the foundations for what an organisation cares about most. They provide a common purpose that everyone can understand, work towards and are motivated by. Adopted in 2023 our values drive our behaviours, help create the culture of our organisation and support the delivery of our Vision and Mission.

## Woollahra Council values:

**Respect:** People are at the heart of everything we do. Communicate with honesty and display empathy. Treat others as you would like to be treated

**Open:** Be open minded and clear in your communications; be accessible to the community; explain the process as well as the outcome and be transparent in all your dealings.

**Accountable:** Take responsibility for your actions. Own your mistakes and don't pass the buck. Follow through on what you say you are going to do.

**Responsive:** Always close the loop in a timely and productive way, even if you don't have all answers. Be helpful at all times and anticipate the needs of residents upfront.

**Excellence:** Strive to be the best at what you do; care about quality and outcomes at every step of the way. Work at the forefront of continuous improvements in service delivery for our community.

These values influence our interactions with each other and with the community, and by employing people who support these values we hope to build on our reputation as a customer service organisation.

# Guiding Principles

Council recognises the guiding principles set out in the Local Government Act in everything it does. These principles are:

## Exercise of functions

- Councils should provide strong and effective representation, leadership, planning and decision-making.
- Councils should carry out functions in a way that provide the best possible value for residents and ratepayers.
- Councils should plan strategically for the provision of effective and efficient services and regulation to meet the diverse needs of the local community.
- Councils should apply the integrated planning and reporting framework in carrying out their functions so as to achieve desired outcomes and continuous improvements.
- Councils should work co-operatively with other Councils and the State Government to achieve desired outcomes for the local community.
- Councils should manage lands and other assets so that current and future local community needs can be met in an affordable way.
- Councils should work with others to secure appropriate services for local community needs.
- Councils should act fairly, ethically and without bias in the interests of the local community.
- Councils should be responsible employers and provide a consultative and supportive working environment for staff.

## Community participation

- Councils should actively engage with their local communities, through the use of the integrated planning and reporting framework and other measures.

## Decision-making

- Councils should recognise diverse local community needs and interests.
- Councils should consider social justice principles.
- Councils should consider the long term and cumulative effects of actions on future generations.
- Councils should consider the principles of ecologically sustainable development.
- Council decision-making should be transparent and decision-makers are to be accountable for decisions and omissions.

## Financial management

- Council spending should be responsible and sustainable, aligning general revenue and expenses.
- Councils should invest in responsible and sustainable infrastructure for the benefit of the local community.
- Councils should have effective financial and asset management, including sound policies and processes.
- Councils should have regard to achieving intergenerational equity.

## Consultation on the Operational Plan

The development of the draft Operational Plan 2024/25 has been informed by Council's ongoing community engagement and in line with the Community Strategic Plan – *Woollahra 2032*.

As part of the integrated planning and reporting framework these plans are updated annually or as required to reflect new information. This comes about through detailed community engagement, research, studies, surveys, community and targeted focus groups. This then informs the development of Council's other strategic plans and policies.

Council also conducts a Community Satisfaction Survey every two years to measure how Council is performing in the eyes of the community in the services Council delivers, and how important these services are to the community. This helps Council understand the community priorities and helps set the priorities in the Delivery Program and Operating Plan. Council's last Community Satisfaction Survey was completed in 2021 to inform the End of Term report which was finalised for

for the end of the last sitting Council. The next Council elections will be held in September 2024.

### Have your say

Council's **Draft Operational Plan 2024/25** will be placed on formal public exhibition from 26 April 2024 to 24 May 2024 with members of the community invited to make public submissions expressing their views on the draft plan. Public submissions received during the exhibition period will be considered by Council in June 2024 and any necessary changes made before adopting the final Operational Plan 2024/25 to commence 1 July 2024.

To continue to engage with Council and to have your say you can:

- Register for notifications from our engagement platform, Your Say Woollahra at

**[yoursay.woollahra.nsw.gov.au](https://yoursay.woollahra.nsw.gov.au)**

- Go to Council's website

**[www.woollahra.nsw.gov.au](https://www.woollahra.nsw.gov.au)**

- Email council at

**[records@woollahra.nsw.gov.au](mailto:records@woollahra.nsw.gov.au)**





# Integrated Planning Framework

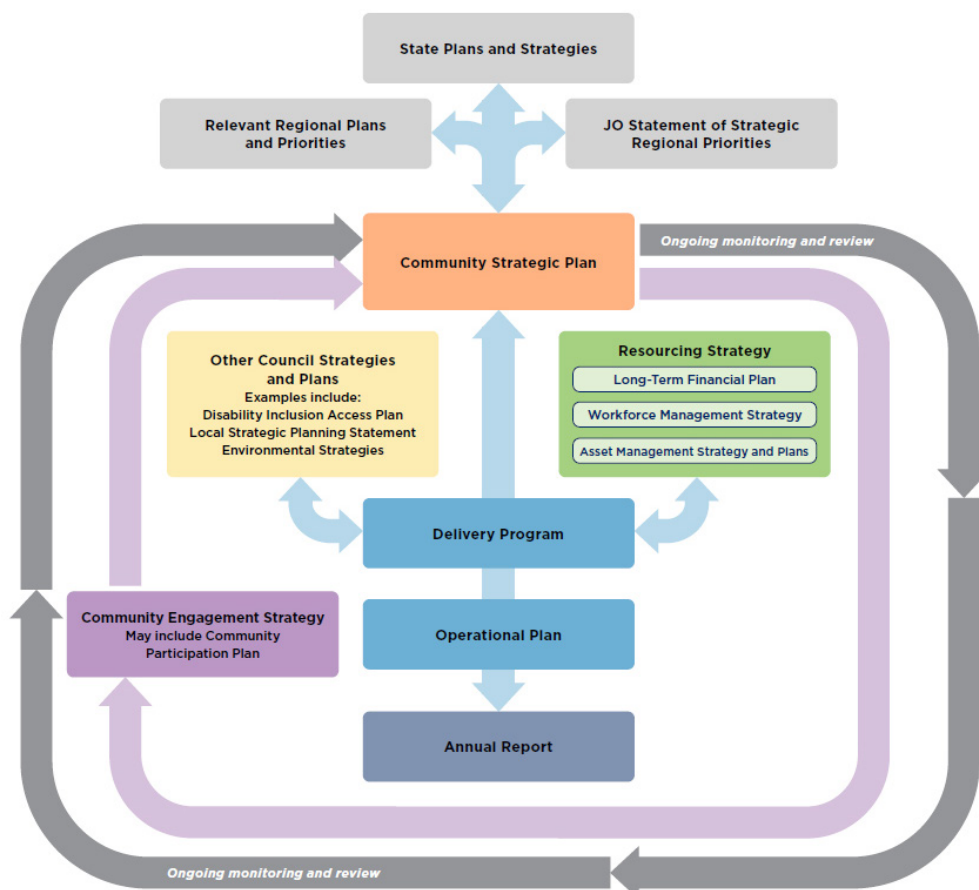
## Our Integrated Planning Framework

Integrated Planning and Reporting (IP&R) is a strategic planning framework for NSW Local Governments. The aim of the framework is to promote the long term sustainability of our community including social, economic, environment, and civic leadership in a manner that is affordable in the long run. Maintaining a financially sustainable Council and ensuring that services and assets are delivered and maintained in a manner that is equitable is a priority.

Woollahra Council's integrated planning and reporting framework comprises our Community Strategic Plan, Delivery Program and an Operational Plan, all supported by our Resourcing Strategy.

Progress is monitored and reported to Council through quarterly updates and our Annual Report. At the end of an election term there is a State of Our City Report to the community.

Council's Priorities and Actions make reference to the relevant IP&R – Related Plans, Strategy, and Policies.



# Delivering Our Operational Plan

**The Community Strategic Plan includes the values and priorities of our community expressed through a range of community engagement opportunities.**

In updating the plan to *Woollahra 2032*, community values have been updated based on community feedback and presented in line with our themes of community wellbeing, quality places and spaces, a healthy environment, local prosperity and community leadership and participation. The Delivery Program and Operational Plan have been developed in alignment with these values and priorities.

## Delivering *Woollahra 2032*

The draft Operational Plan 2024/25 is structured on the Community Strategic Plan – Focus Areas and Goals. Council's Integrated Planning and Reporting framework includes four broad interrelated Focus Areas:

- Environmental
- Social
- Economic
- Civic Leadership.

Each broad area is supported by a number of Goals, Strategies, and at the Delivery Program level, Priorities. At the Operational Plan level, there are supporting Actions.

Details of our key challenges in the future and key performance indicators are also outlined for each Goal. Budget information including for Capital Works is presented for each Key Service Area.

## Structure of the Plan

Throughout the Operational Plan these four focus areas are colour-coded:

- Environmental
- Social
- Economic
- Civic Leadership.

All of our Priorities may deliver benefits across all of the four focus areas; the grouping reflects the primary benefit only.

These focus areas are then presented by Council's 14 Key Service Area, with detailed budget information, the capital works program and performance measures for each priority. The Key Service Areas are:

- Environment & Climate Change
- Waste & Cleansing
- Parks, Trees & Recreation
- Transport & Engineering
- Land & Building Services
- Development Assessment
- Strategic Planning, Heritage Conservation & Place
- Compliance
- Governance
- Corporate Services
- Community Services, Culture & Arts
- Library Services
- Customer Experience & Engagement
- Woollahra Preschool

## 2024/25 Budget Summary

Council applied for a Special Rate Variation (SRV) in 2023. The SRV application was for an SRV of 13.7% in 2023/24 and 7.5% in 2024/25.

The 2024/25 operating budget forecasts income of \$132 million and operating expenses of \$128 million. When we take away the \$2.9 million in capital grants and contributions (money we receive from the Federal and State Governments for capital projects) we have an operating surplus of \$1.3 million. We exclude the capital grants and contributions because they can only be used on capital projects, i.e. not on Council's day to day expenses.

With a forecast surplus position, Council is forecasting an Operating Performance Ratio in 2024/25 of 1.4% which is above the Office of Local Government (OLG) benchmark of greater than 0%.

Our 2024/25 budget also includes a Capital Works program of \$44 million.

The Long Term Financial Plan (LTFP) expresses in financial terms the activities Council proposes to undertake in the short, medium and long term. Using this we can identify if we can continue to pay for the services we provide and for the continued maintenance of our infrastructure in good condition (i.e. community buildings, parks, roads and business centres) with the income that we expect to receive.

Council's LTFP has been reviewed and updated as a rolling 10-year projection of Council's income and expenditure, assets and liabilities and cashflow using the 2024/25 Budget as its base year. In projecting the future financial years 2025/26 and beyond we have made assumptions using reputable sources such as Deloitte Access Economics and IPART on factors outside of Council's control for inflation, wage increases and the rate peg, as well as key assumptions including Wilberforce car park development \$22m, Urban Forest Strategy, and advertising income of \$6.2m.

The LTFP is impacted by cost shifting of \$14.5m per annum (as measured in 2022-23) from state and commonwealth governments. This is despite Council's extensive budget improvement initiatives taken over the last two financial years.

Our Long Term Financial Plan developed in March 2024 which incorporated the Special Rate Variation built on the significant improvements to the deficit, developed a long-term financially sustainable position and provided the funding to adequately address priority projects that have been identified by the community.

The main cost shifting burdens on Council are in public library operations \$3.2 million, state government Emergency Services Levy (ESL) \$2.6 million, shortfall in cost of processing development applications \$2.5 million, rate exemptions \$2.2 million and provision of community support services including, those provided through Holdsworth Centre and Domestic Violence housing \$1.2 million.



## How we will spend our Budget in 2024/25

Each year Council develops a budget to provide infrastructure and services for the benefit of our community. In 2024/25, Council has a planned total expenditure of \$172 million, being \$125.2 million in operational expenses, (day to day costs, e.g. running our libraries), \$3.1 million in SRV operating expenditure, and \$43.7 million in capital projects, which includes \$2.8 million of SRV Capital expenditure (e.g. Wilberforce car park development).

### For every \$100 in our \$125.2 million budget, we're investing:



INCOME STATEMENT	2022/23 Result \$'000	2023/24 Original Budget \$'000	2023/24 Forecast Budget* <sup>1</sup> \$'000	2024/25 Original Budget \$'000
<b>Income from Continuing Operations</b>				
Rates & Annual Charges	59,700	66,124	66,141	70,681
Fees & Charges	14,343	13,201	14,018	14,655
Interest	3,247	1,929	3,313	3,223
Other Operating Revenues	10,864	11,471	17,085	16,941
Other Income	17,110	17,370	17,201	17,920
Fair Value increment on investment properties	9,376	1,150	1,150	1,200
Operating Grants & Contributions	7,561	4,384	5,910	5,014
Capital Grants & Contributions	8,605	2,900	11,687	2,897
<b>TOTAL INCOME</b>	<b>130,806</b>	<b>118,528</b>	<b>136,505</b>	<b>132,531</b>
<b>EXPENSES FROM CONTINUING OPERATIONS</b>				
Employee Costs	45,055	49,252	49,316	53,215
Borrowing Costs (Interest)	1,933	1,809	1,806	3,014
Materials & Services	42,891	42,811	48,069	48,421
Depreciation	14,752	14,834	15,927	16,948
Other Operating Expenses	3,747	4,792	4,847	5,041
Net Loss on Sale of Assets	922	1,229	382	1,685
<b>TOTAL EXPENSES</b>	<b>109,300</b>	<b>114,726</b>	<b>120,347</b>	<b>128,324</b>
<b>OPERATING RESULT FROM CONTINUING OPERATIONS</b>	<b>21,506</b>	<b>3,802</b>	<b>16,158</b>	<b>4,207</b>
<b>NET OPERATING RESULT BEFORE CAPITAL GRANTS &amp; CONTRIBUTIONS</b>	<b>12,901</b>	<b>902</b>	<b>4,471</b>	<b>1,310</b>
<b>Capital Expenditure &amp; Liability Reduction</b>				
<b>Capital Budget</b>	<b>18,873</b>	<b>19,450</b>	<b>44,203</b>	<b>43,682</b>
Loan Principal Repayment	3,664	3,805	3,805	4,069
Proceeds from Borrowings	-	-	-	(22,000)
Employee Entitlements paid on Termination	1,375	416	416	416
Transfers to Reserve	22,958	11,741	12,353	37,467
Capital Funding				
<b>Capital Grants &amp; Contributions</b>	<b>8,605</b>	<b>2,900</b>	<b>11,687</b>	<b>2,897</b>
Transfer from Reserves	16,691	13,982	30,704	41,956
Less: Non Cash items	16,162	16,485	16,731	18,463
<b>Working Funds Surplus/(Deficit)</b>	<b>7,489</b>	<b>(1,143)</b>	<b>2,817</b>	<b>993</b>

1. The Forecast as at 31 December 2023.

## 2024/25 Capital Budget Summary

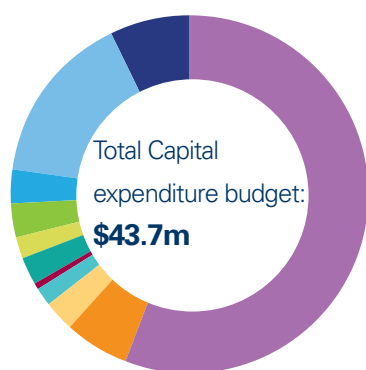
The 2024/25 Plan provides for a Capital Works Program of \$43.7m.

The 2024/25 Capital Works Program includes anticipated council buildings \$24.4m, mainly due to Wilberforce car park development and infrastructure renewals of \$6.8m, an increase of \$24.25m. At this level Council will achieve the OLG's benchmark Building, Infrastructure and Other Structures renewals ratio of 222.6% (benchmark of greater than 100%), with an average over a three year period of 73.7% in 2023-24. However this ratio is influenced by the timing of the completion of capital works and will fluctuate each year. The chart below shows the breakdown of the total capital works program between categories.

Highlights of the Capital Works Program include:

- \$22.35 million for the redevelopment of the Wilberforce Ave carpark in Rose Bay during 2024/25 with a further estimated \$13.0 million to be spent in 2025/26.
- \$2.5 million for the O'Sullivan Road, Bellevue Hill cycleway project. This is an SRV funded project.

- \$750k on Thornton Reserve playground renewal
- \$678k for pavement re-sheeting, footpath and storm water works on Birriga Road, Bellevue Hill (Bundara Road to 4 Birriga Road)
- \$580k on transition from gas. Phase 1 is replacing hot water units and an electrical upgrade at Kiaora Place and Redleaf. Phase 2 is a variable refrigerant flow system replacement at Kiaora Place building 1
- \$482k for road pavement, kerb gutter and new footpath reconstruction on Manning Road, Woollahra (Epping Road to Suttie Road)
- \$434k for road pavement re-sheeting, kerb and gutter reconstruction, dish crossing, footpath works and storm water pit and pipe works on Cambridge Avenue Vacluse (Hopetoun Avenue to Palmerston Street)
- \$350k for road pavement re-sheeting on William Street Double Bay (Pearce St to Bay St)
- \$300k for the Rose Bay promenade balustrade (heritage item) conservation project
- \$350k on Dumaresq Road, Rose Bay seawall protection.



55.9%	Council Buildings
5.9%	Plant Replacement
2.9%	Passenger Vehicle Replacement
1.5%	Other Operating Capital
0.7%	Information Technology
2.3%	Environmental Works Program
3.0%	Playgrounds & Sportsfields
3.2%	Parks & Reserves and Open Space Capital
	Works management
2.0%	Flood Plain Management and Stormwater Levy Works
15.6%	Infrastructure Renewal Program
7.0%	Traffic Infrastructure



The detailed 2024/25 Capital Works Program including funding source is included in the following Key Service Areas:

- Environment & Climate Change
- Waste & Cleansing
- Parks, Trees & Recreation
- Transport & Engineering
- Land & Building Services
- Corporate Services
- Community Services, Culture & Arts
- Library Services.

A summary of capital funding by Key Service Area is below.

Project	Expend. Budget (\$)	Capital Funding Incl. GST (\$)								Net Cost (\$)
		Sales	E& IRL	Storm-water Mgmt Charge	Sec. 7.11	Sec. 7.12	Grants	Loans	Reserves	
Capital Works 2024/25 Summary by Key Service Area										
Total for Environment & Climate Change	1,857,250	-	-1,000,000	-540,000	-	-	-	-	-257,250	60,000
Total for Waste & Cleansing	63,000	-	-	-	-	-	-	-	-63,000	-
Total for Parks, Trees & Recreation	2,699,000	-	-	-	-	-2,198,054	-	-	-500,946	-
Total for Land & Building Services	24,028,000	-	-	-	-	-	-	-22m	-1,958,000	70,000
Total for Traffic & Engineering Services	9,887,180	-	-2,857,500	-	-	-1,447,640	-349,790	-	-2,500,000	2,732,250
Total for Corporate Services	4,125,999	-923,500	-	-	-	-	-	-	-741,514	2,460,985
Total for Community Services, Culture & Arts	351,000	-	-	-	-	-	-	-	-351,000	-
Total for Library Services	670,943	-	-	-	-	-	-	-	-242,120	428,823
Total Capital Works 2024/25	43,682,372	-923,500	-3,857,500	-540,000	-	-3,645,694	-349,790	-22m	-6,613,830	5,752,058

## Key Financial Indicators

Ratio	Purpose	Benchmark	2022/23 Result	2023/24 Original Budget	2023/24 Forecast Budget *1 & 2	2024/25 Original Budget
<b>Operating Performance Ratio</b>	Operating Performance ratio is an indication of continued capacity to meet on-going expenditure requirements.	Greater than or equal to breakeven	3.64%	0.86%	2.99%	1.40%
<b>Own Source Revenue Ratio</b>	Own source revenue measures the degree of reliance on external funding sources. Financial flexibility increases as the level of own source revenue increases.	Greater than 60%	86.68%	93.79%	87.00%	93.98%
<b>Unrestricted Current Ratio</b>	To assess the adequacy of working capital and its ability to satisfy obligations in the short term for the unrestricted activities of Council.	Greater than or equal to 1.5:1	3.41	2.73	4.00	3.64
<b>Debt Service Cover Ratio</b>	To assess the availability of operating cash to service debt including interest, principal and lease payments.	Greater than or equal to 2.00	3.63	3.07	3.74	3.03
<b>Rates, Annual Charges, Interest &amp; Extra Charges Outstanding Percentage</b>	To assess the impact of uncollected rates and annual charges on Council's liquidity and the adequacy of recovery efforts.	Less than 5.00%	5.18%	4.50%	4.81%	4.82%
<b>Cash Expense Cover Ratio</b>	Indicates the number of months a Council can continue paying for its immediate expenses without additional cash inflows.	Greater than or equal to 3 months	12.84	9.45	11.36	9.59
<b>Building, Infrastructure &amp; Other Structures Renewal Ratio</b>	Represents the replacement or refurbishment of existing assets to equivalent capacity or performance (as opposed to new assets or increasing performance or capacity of existing assets). Ratio compares the proportion spent on infrastructure asset renewals and assets deterioration.**	Greater than or equal to 100%	69.62%	89.33%	222.67%	103.94%
<b>Infrastructure Backlog Ratio</b>	Indicates the proportion of backlog against the total value of Council's infrastructure assets. Measures the extent to which asset renewal is required to maintain or improve service delivery in a sustainable way.	Less than 2%	0.91%	1.15%	0.92%	0.92%
<b>Asset Maintenance Ratio</b>	Reflects the actual asset maintenance expenditure relative to the required asset maintenance.	Greater than 1.00	0.96	1.13	1.12	1.12

\*1 The Forecast as at 31 December 2023

\*\*2 Recalculated based on reclassification of Environmental & Infrastructure Levy from External to Internal

## 2024/25 Budget Financial Reports

INCOME STATEMENT	2022/23 Result \$'000	2023/24 Original Budget \$'000	2023/24 Forecast Budget* <sup>1</sup> \$'000	2024/25 Original Budget \$'000
<b>Income from Continuing Operations</b>				
Rates & Annual Charges	59,700	66,124	66,141	70,681
Fees & Charges	14,343	13,201	14,018	14,655
Interest	3,247	1,929	3,313	3,223
Other Operating Revenues	10,864	11,471	17,085	16,941
Other Income	17,110	17,370	17,201	17,920
Fair Value increment on investment properties	9,376	1,150	1,150	1,200
Operating Grants & Contributions	7,561	4,384	5,910	5,014
Capital Grants & Contributions	8,605	2,900	11,687	2,897
<b>Other Income:</b>				
Net Gain on Sale of Assets	-	-	-	-
<b>TOTAL INCOME</b>	<b>130,806</b>	<b>118,528</b>	<b>136,505</b>	<b>132,531</b>
<b>EXPENSES FROM CONTINUING OPERATIONS</b>				
Employee Costs	45,055	49,252	49,316	53,215
Borrowing Costs (Interest)	1,933	1,809	1,806	3,014
Materials & Services	42,891	42,811	48,069	48,421
Depreciation	14,752	14,834	15,927	16,948
Other Operating Expenses	3,747	4,792	4,847	5,041
Net Loss on Sale of Assets	922	1,229	382	1,685
<b>TOTAL EXPENSES</b>	<b>109,300</b>	<b>114,726</b>	<b>120,347</b>	<b>128,324</b>
<b>OPERATING RESULT FROM CONTINUING OPERATIONS</b>	<b>21,506</b>	<b>3,802</b>	<b>16,158</b>	<b>4,207</b>
<b>NET OPERATING RESULT BEFORE CAPITAL GRANTS &amp; CONTRIBUTIONS</b>	<b>12,901</b>	<b>902</b>	<b>4,471</b>	<b>1,310</b>

\*1. The Forecast as at 31 December 2023.



BALANCE SHEET	2022/23 Result \$'000	2023/24 Original Budget \$'000	2023/24 Forecast Budget**1 \$'000	2024/25 Original Budget \$'000
<b>ASSETS</b>				
<b>Current Assets</b>				
Cash & Investments	107,670	68,748	109,093	95,079
Receivables	7,235	6,187	7,673	7,506
Inventories & Other Assets	337	399	447	450
Other	2,306	3,990	2,682	2,692
	<b>117,548</b>	<b>79,324</b>	<b>119,895</b>	<b>105,727</b>
<b>Non-Current Assets</b>				
Receivables	152	128	146	156
Inventories & Other Assets	454	931	700	1,451
Investment Properties	191,420	192,570	192,570	193,770
Property, Plant & Equipment	1,056,285	1,010,555	1,082,582	1,127,185
	<b>1,248,311</b>	<b>1,204,183</b>	<b>1,275,998</b>	<b>1,322,562</b>
<b>TOTAL ASSETS</b>	<b>1,365,859</b>	<b>1,283,507</b>	<b>1,395,893</b>	<b>1,428,289</b>
<b>LIABILITIES</b>				
<b>Current Liabilities</b>				
Payables	56,075	49,754	53,801	54,104
Interest Bearing Liabilities	3,794	3,476	4,069	4,051
Provisions	12,385	14,918	13,288	14,095
Other	12,468	1,675	8,952	6,383
	<b>84,722</b>	<b>69,823</b>	<b>80,110</b>	<b>78,633</b>
<b>Non-Current Liabilities</b>				
Interest Bearing Liabilities	56,521	53,044	74,452	83,401
Provisions	583	530	537	570
Other	19	285	623	944
	<b>57,123</b>	<b>53,859</b>	<b>75,612</b>	<b>84,915</b>
<b>TOTAL LIABILITIES</b>	<b>141,845</b>	<b>123,682</b>	<b>155,722</b>	<b>163,548</b>
<b>NET ASSETS</b>	<b>1,224,014</b>	<b>1,159,825</b>	<b>1,240,171</b>	<b>1,264,741</b>
<b>EQUITY</b>				
Opening Equity	582,588	591,618	598,745	602,951
Asset Revaluation Reserves	641,426	568,207	641,426	661,790
<b>Closing Equity</b>	<b>1,224,014</b>	<b>1,159,825</b>	<b>1,240,171</b>	<b>1,264,741</b>

\*1 The Forecast as at 31 December 2023

<b>CASH FLOW STATEMENT</b>	<b>2022/23 Result \$'000</b>	<b>2023/24 Original Budget \$'000</b>	<b>2023/24 Forecast Budget*<sup>1</sup> \$'000</b>	<b>2024/25 Original Budget \$'000</b>
<b>Cash Flows from operating activities</b>				
<b>Receipts</b>				
Rates and Annual Charges	59,434	66,092	66,043	70,525
Fees and Charges	15,082	13,232	13,268	14,718
Interest	1,882	1,948	4,139	3,298
Grants & Contributions	17,519	4,160	15,079	4,947
Other	38,395	29,151	37,632	40,021
<b>Payments</b>				
Employee Costs	(47,237)	(48,297)	(48,003)	(52,270)
Materials & Services	(39,598)	(42,818)	(50,647)	(48,392)
Borrowing Costs	(1,950)	(1,822)	(1,798)	(2,972)
Other	(7,359)	(4,657)	(9,916)	(9,966)
<b>Net Cash provided (or used in) Operating Activities</b>	<b>36,168</b>	<b>16,990</b>	<b>25,797</b>	<b>19,909</b>
<b>Cash Flows from investing activities</b>				
<b>Receipts</b>				
Sale of Assets	1,552	1,409	1,713	924
Net Sales/ (Purchases) of Investment Securities	(15,000)		-	-
<b>Payments</b>				
Purchase of assets	(17,195)	(19,829)	(44,155)	(43,673)
Net Movement in investments on hand	(834)			
<b>Net cash provided (or used in) Investing Activities</b>	<b>(31,477)</b>	<b>(18,420)</b>	<b>(42,442)</b>	<b>(42,749)</b>
<b>Cash flows from financing activities</b>				
<b>Receipts</b>				
Proceeds from loans	-	-	22,000	13,000
<b>Payments</b>				
Repayment of loans	(3,765)	(3,932)	(3,933)	(4,175)
<b>Net cash provided (or used in) Financing Activities</b>	<b>(3,765)</b>	<b>(3,932)</b>	<b>18,067</b>	<b>8,825</b>
Net Increase / (Decrease) in Cash & Investments	926	(5,362)	1,422	(14,015)
PLUS: Cash & Investments- beginning of the year	106,744	74,110	107,670	109,093
<b>Cash &amp; Investments - end of the year</b>	<b>107,670</b>	<b>68,748</b>	<b>109,093</b>	<b>95,079</b>

\*1 The Forecast as at 31 December 2023

RESTRICTED RESERVES	2022/23 Result \$'000	2023/24 Original Budget \$'000	2023/24 Forecast Budget*1&2 \$'000	2024/25 Original Budget*1&2 \$'000
<b>External Restrictions</b>				
Section 7.11 Contributions	1,514	930	1,013	1,053
Section 7.12 Contributions	7,125	367	2,079	805
Unexpended Grants	17	-	-	-
Stormwater Levy	464	53	53	6
Domestic Waste Management	5,073	4,732	4,794	4,884
	<b>14,193</b>	<b>6,082</b>	<b>7,939</b>	<b>6,748</b>
<b>Internal Restrictions</b>				
Environmental & Infrastructure Levy**2	4,085	118	249	277
Employee Leave Entitlements	2,278	4,681	2,278	2,278
Deposits and Bonds	41,561	36,287	41,561	41,561
Property	10,806	6,334	6,963	5,169
Open Space & Community Facilities	954	-	1	1
Kiaora Place	4,480	4,136	4,514	5,594
Election	157	322	322	-
Special Rate Variation	-	-	1,661	489
Other	8,737	5,965	5,122	4,927
	<b>73,058</b>	<b>57,843</b>	<b>62,671</b>	<b>60,296</b>
	<b>87,251</b>	<b>63,925</b>	<b>70,610</b>	<b>67,044</b>

\*1 The Forecast as at 31 December 2023

\*\*2 Recalculated based on reclassification of Environmental & Infrastructure Levy from External to Internal



# Statement of Revenue Policy

### Statement of Revenue Policy

The Statement of Revenue Policy includes:

- Funding the Operational Plan
- Rating Structure 2024/25 – Income by Category
- Rating Structure 2024/25 – Business Rate Sub Categories
- Other Funding Sources.

Fees and Charges are detailed in the Fees and Charges schedules.

### Funding the Operational Plan

Council’s budget is comprised of the Operating Budget and the Capital Budget. The Operating Budget provides resources for the day-to-day service delivery of Council while the Capital Budget provides funding for new and renewal infrastructure projects as well as the routine replacement of capital items and equipment such as plant and vehicles, information technology and library books.

The 2024/25 Budget is predicated on the continuation and enhancement of all existing services as a fundamental principle.

### Rating Structure 2024/25 – Income by Category

RATING STRUCTURE BY INCOME CATEGORY	2024/25 Budget
Number of Rateable Assessments	26,471
Estimated Total Rate Income	\$52,893,267
Estimated Total Domestic Waste Management Charge	\$16,993,601
Estimated Stormwater Management Charges	\$492,500
<b>Estimated Total Rates &amp; Annual Charges</b>	<b>\$70,379,368</b>
<b>Annual Charges</b>	
<b>Stormwater Management Charges:</b>	
Single residential dwelling	\$25.00
Residential strata unit	\$12.50
Business property / strata	\$25.00
per 350m2 (or part thereof) above 350m2 in land area prorata	
<b>Domestic Waste Management Charge per residential service</b>	<b>\$638.30</b>

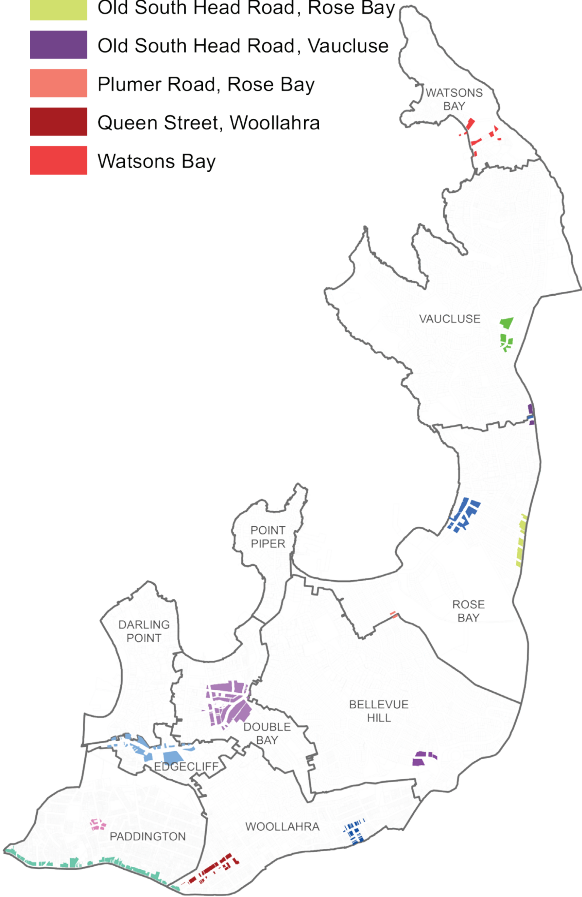
**Rating Structure 2024/25 –  
Business Rate Sub Category**

The Rating Structures include the Business rate sub categories as shown in the following table and map.

Business Rate Sub Category – Areas By Map
Double Bay
Bellevue Hill
New South Head Road, Vaucluse
Oxford Street
Edgecliff Road / Grosvenor Street
Old South Head Road, Rose Bay
Rose Bay
Fiveways, Paddington
Plumer Road, Rose Bay
Edgecliff
Watsons Bay
Queens Street, Woollahra
Old South Head Road, Vaucluse

**Business Rate Sub Categories Map**

- Double Bay
- Oxford Street
- Rose Bay
- Edgecliff
- Bellevue Hill
- Edgecliff Road / Grosvenor Street
- Fiveways, Paddington
- New South Head Road, Vaucluse
- Old South Head Road, Rose Bay
- Old South Head Road, Vaucluse
- Plumer Road, Rose Bay
- Queen Street, Woollahra
- Watsons Bay



Rating Structure - 2024/25 Rating Year - 75% Special Rate Variation							
Rate Category	Method of Levying	Cents in the \$	Base Amount/ Minimum	Number of Assessments	Number of Mins	% of Mins	Yield \$
Ordinary Rate – Residential	Base Amount 50% Ad Valorem – 50%	0.03347	801	25,079			40,296,930
Ordinary Rate – Business	Ad Valorem – subject to a minimum	0.17930	837	458	162	35.4	1,803,437
Double Bay	Ad Valorem – subject to a minimum	0.21280	837	239	27	11.3	2,305,177
Oxford Street, Paddington	Ad Valorem – subject to a minimum	0.41750	837	198	5	2.5	1,134,135
Rose Bay (New South Head Road)	Ad Valorem – subject to a minimum	0.18360	837	79	8	10.1	376,580
Edgecliff	Ad Valorem – subject to a minimum	0.26580	837	183	83	45.3	519,380
Bellevue Hill	Ad Valorem – subject to a minimum	0.21440	837	29	12	41.6	36,692
Edgecliff / Grosvenor Streets, Woollahra	Ad Valorem – subject to a minimum	0.20130	837	34	4	11.7	114,863
Five Ways Paddington	Ad Valorem – subject to a minimum	0.17470	837	28	0	-	97,035
New South Head Road, Vaucluse	Ad Valorem – subject to a minimum	0.22100	837	23	6	26.5	54,726
Old South Head Road, Rose Bay	Ad Valorem – subject to a minimum	0.15300	837	22	5	22.9	81,875
Old South Head Road, Vaucluse	Ad Valorem – subject to a minimum	0.11330	837	12	3	25.0	18,950
Plumer Road, Rose Bay	Ad Valorem – subject to a minimum	0.20970	837	3	0	-	17,144
Queen Street, Woollahra	Ad Valorem – subject to a minimum	0.15200	837	68	3	4.4	311,173
Watsons Bay	Ad Valorem – subject to a minimum	0.22140	837	17	4	23.4	106,298
Environmental & Infrastructure Renewal Levy <sup>2</sup>	Base Amount 50% Ad Valorem – 50%	0.00444	106	26,471			5,618,873
<b>Sub Total: Gross Rates Levy</b>							<b>52,893,267</b>
<b>Less: Pensioner Rates Rebate (Government)</b>							<b>201,788</b>
<b>Pensioner Rates Rebate (Council)</b>							<b>126,262</b>
<b>Total Net Rates Income</b>							<b>52,565,217</b>

\*This Rating Structure is based on the 2022 Land valuation and 75% Special Rate Variation

\*\*The Environmental and Infrastructure Levy is used to fund Council's Environmental Works and Infrastructure Renewal programs which benefit the local government area as a whole.



## Other Funding Sources

### Sale of Assets

Council has reviewed its use and ownership of operational assets such as plant, equipment and vehicles. Routinely, as part of its cyclical plant and vehicle replacement, Council sells plant and vehicles after they have been replaced. From time to time Council also considers the sale of unmade roadway.

### Loan Borrowing

There is a new loan borrowing proposed in the 2024/25 Operational Plan of \$22 million for the part funding of the Wilberforce Car Park project

### Schedule of Business for Commercial Activities

The Council undertakes some activities that are of a commercial nature. These activities include leasing of properties, commercial waste collection services, etc. However, these activities do not fall under the ambit of competitive neutrality guidelines. The Council has no Category One or Category Two businesses.

### Schedule of Fees & Charges

For information regarding Council's fees and charges including Council's pricing methodology for determining the prices of goods and services, refer to our Fees & Charges 2024/25 document (Annexure commencing after page 75).



# Operational Plan by Key Service Area



Bellevue Park pathway





## Environment & Climate Change

### Business units:

Sustainability  
Engineering  
Civil Operations

### Service information:

With 18km of harbour foreshore, consisting of rocky headlands, coastal cliffs and beaches and 106 kms of stormwater network, we are dedicated to protecting and enhancing our natural and building environments. This service delivers programs to protect and preserve biodiversity, manage natural hazards and improve sustainability for Council and the community. We bring our community together taking part in our environment education programs and our popular bush regeneration volunteer program.

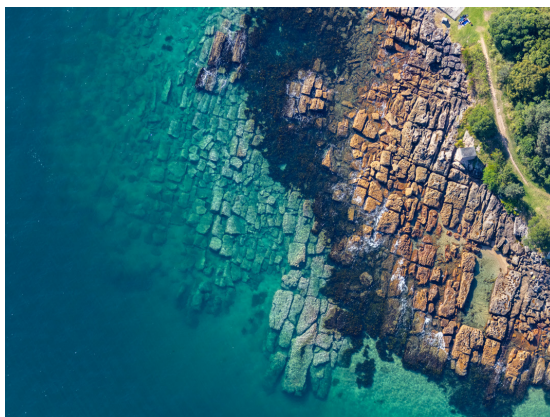
### Supporting Community Strategic Plan

#### Community Outcomes:

- G5: Liveable places
- G7: Protecting our environment
- G8: Sustainable use of resources

### Ongoing services and programs:

- Deliver programs to mitigate, adapt and respond to climate change
- Reduce energy, water and waste at all Council facilities as well as Council and community greenhouse gas emissions
- Encourage reduction in energy, water & waste by the community
- Environmental education services to schools, community groups council staff and local business
- Protect and improve biodiversity and encourage community participation in biodiversity conservation
- Stormwater design and maintenance
- Flood risk mitigation
- Protect and improve stormwater quantity and quality, and reduce litter on beaches and in waterways
- Seek grant funding for environmental & sustainability projects.



Gibsons Beach



Electric Vehicle Charging Station at Dorhauer Lane



### Operational Plan 2024/25

Operational projects are initiatives that improve the service or focus its delivery.

Environment & Climate Change Operational Projects		
Priorities	Projects	Delivered By
5.4.1 Ensure appropriate Floodplain Risk Management Plans are in place for the various catchments in Woollahra.	Complete Flood Risk Management Plans for Vaucluse & Darling Point catchments.	30 June 2025.
71.3 Educate and partner with the community on the protection of natural areas and waterways, including Bushcare.	Support and promote Council's Bushcare Programs and other engagement activities, including National Tree Day, 11 Bushcare groups and community/school activities.	30 June 2025.
	Support and promote Council's HarbourCare other community engagement activities, including Clean Up Australia Day.	30 June 2025.
	Implement a community education program including three workshops to encourage habitat planting on private property.	31 May 2025.
71.4 Implement actions from the Biodiversity Conservation Strategy.	Undertake biennial biodiversity and environmental monitoring program, with data collected and reported on Council's website.	31 March 2025.
72.2 Implement a program of capital works for water quality improvement, including installation of stormwater quality improvement devices such as raingardens and Gross Pollutant Traps.	Capital works projects include one raingarden incorporated into the O'Sullivan Road cycleway project and one gross pollutant trap in the catchment of Gibsons Beach (pending outcome of feasibility study).	30 June 2025.
72.3 Collaborate with partners to develop and implement programs to improve natural waterways.	Work with the Sydney Coastal Councils Group to develop the Sydney Harbour Coastal Management Program.	30 June 2025.
	Facilitate and support the Rose Bay Beach Working Party to improve water quality at Rose Bay Beach with the aim of achieving a Beachwatch rating of 'good'.	30 June 2025.

Environment & Climate Change Operational Projects		
Priorities	Projects	Delivered By
8.1.1 Provide programs and projects to reduce local greenhouse gas emissions.	Expand the public electric vehicle charging network by 10 chargepoints.	30 June 2025.
	Develop and implement projects aimed at achieving community carbon reduction, including three workshops / information sessions, one of which focuses on transition to all electric homes.	30 June 2025.
	Deliver a program to support people living in apartments to reduce emissions, including assisting strata managers to identify energy saving opportunities.	30 June 2025.
	Deliver community emission reductions through the 3-Council Regional Environment Program, including Solar My Suburb and Renewables for Sydney.	30 June 2025.
8.2.1 Coordinate educational events and Council's Environmental Grants Program.	Deliver Council's environmental grants program.	30 June 2025.
8.2.2 Implement the Environmental Education Program for each year.	Plan and deliver a program of environmental education initiatives including: 12 community sustainability activities (eg workshops), monthly environmental e-newsletters, and quarterly meetings of the Eastern Suburbs Sustainable Schools Network.	30 June 2025.
8.3.1 Develop and implement projects to enable climate change adaptation.	Maintain Council's carbon neutral certification under the Climate Active program.	30 June 2025.
	Work with Sydney Coastal Councils Group to obtain grant funding for coastal adaptation planning.	30 June 2025.

Environment & Climate Change Operational Projects		
Priorities	Projects	Delivered By
8.5.2 Implement projects to reduce Council's water usage.	Conduct a water efficiency audit of Council properties & identify sites for additional tanks / re-use systems.	30 June 2025.
	Complete a review of irrigation systems and identify areas for upgrade.	30 June 2025.
8.5.3 Work with neighbouring Council's to implement programs aimed at reducing community water use.	Work with the 3-Council Regional Environment Program to promote the WaterFix Program to schools.	30 November 2024.

### Capital Projects 2024/25

Capital projects are priority works based on asset renewal, community needs and adopted plans.

Environment & Climate Change Capital Works 2024/25									
Project	Expend. Budget (\$)	Capital Funding incl. GST (\$)							Net Cost (\$)
		Sales	E& IRL	Storm-water Mgmt Charge	Sec. 7.11	Sec. 7.12	Grants	Reserves	
<i>Stormwater Levy Works</i>									
Small Stormwater works- Multiple Priority Projects to Improve Stormwater Management	460,000	0	0	-460,000	0	0	0	0	0
Condition assessment- CCTV works in stormwater network in entire LGA	80,000	0	0	-80,000	0	0	0	0	0
Edgecliff Road, Woollahra- Climate Change Adaption Measures- Design phase (SRV project)- Stormwater improvements and streetscape upgrade	51,450	0	0	0	0	0	0	-51,450	0
Pipe Refurbishment Program- Climate Change Adaption Measures (SRV project)- Stormwater improvements and upgrades	205,800	0	0	0	0	0	0	-205,800	0
<b>Total for Stormwater Levy Works</b>	<b>797,250</b>	<b>0</b>	<b>0</b>	<b>-540,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-257,250</b>	<b>0</b>



Environment & Climate Change Capital Works 2024/25									
Project	Expend. Budget (\$)	Capital Funding incl. GST (\$)							Net Cost (\$)
		Sales	E& IRL	Storm-water Mgmt Charge	Sec. 7.11	Sec. 7.12	Grants	Reserves	
Flood Plain Management:									
Stormwater Inlet Capacity Increase- Multiple jobs to Improve Stormwater Inlet Capacity	60,000	0	0	0	0	0	0	0	60,000
<b>Total for Flood Plain Management</b>	<b>60,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>60,000</b>
Environmental Works Program									
Water Quality Improvement-Water Sensitive Urban Design (WSUD)- Implementation of WSUD projects including raingardens.	50,000	0	-50,000	0	0	0	0	0	0
Water Quality Improvement- Gross Pollutant Traps (GPTs)- Design and construction of GPTs to treat stormwater	200,000	0	-200,000	0	0	0	0	0	0
Electric vehicle charging - Installation of electric vehicle charging infrastructure	70,000	0	-70,000	0	0	0	0	0	0
Energy conservation and carbon reduction- Projects to reduce energy use and carbon emissions	100,000	0	-100,000	0	0	0	0	0	0
Transition from Gas- Phase 1 - replacing hot water units & electrical upgrade Kiaora and Redleaf	180,000	0	-180,000	0	0	0	0	0	0
Transition from Gas- Phase 2 - Variable Refrigerant Flow (VRF) System replacement for Kiaora building 1	400,000	0	-400,000	0	0	0	0	0	0
<b>Total for Environmental Works Program</b>	<b>1,000,000</b>	<b>0</b>	<b>-1,000,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total for Environment &amp; Climate Change</b>	<b>1,857,250</b>	<b>0</b>	<b>-1,000,000</b>	<b>-540,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-257,250</b>	<b>60,000</b>

## Waste & Cleansing

### Business units:




Civil Works

### Service information:

Every week 25,084 households receive waste, recyclables and organic collection. Pre-booked collections of bulky goods are offered three times a year and e-waste collection can be booked for collection the next business day. This service also offers effective education to the community on our waste collection service, recycling and waste reduction.

### Supporting Community Strategic Plan

#### Community Outcomes:

-  G5: Liveable places
-  G7: Protecting our environment
-  G8: Sustainable use of resources

### Ongoing services and programs:

- Collect domestic waste, garden and food organics, recycling as well as trade waste and commercial paper
- Household clean-up collection service with collection of non-recyclable bulky household items from 11 defined zones covering the Woollahra LGA, totalling 3 collections per zone annually
- Programmed maintenance and response to requests regarding business centres.



Recycle It Saturday collection 2023  
Photo credit: Cassandra Hannagan



Food Organics and Garden Organics (FOGO) bin

### Operational Plan 2024/25

Operational projects are initiatives that improve the service or focus its delivery.

Waste & Cleansing Operational Projects		
Priorities	Projects	Delivered By
8.4.1 Encourage greater participation in waste reduction, recycling and other measures to minimise waste.	Conduct education programs to encourage the recycling of organics through the 3 Council Compost revolution to increase organic waste diverted from landfill.	30 June 2025.
	Hold bi-monthly stalls at Double Bay market to promote Council initiatives and provide greater presence in the community.	30 June 2025.
	Participate in regional waste avoidance/reduction events, including: <ul style="list-style-type: none"> <li>National recycling week (10-16 November 2024)</li> <li>Clean Up Australia Day (6 March 2025)</li> <li>The Garage Sale Trail (9-10 &amp; 16-17 November 2024)</li> </ul>	30 June 2025.
8.4.2 Conduct cost effective and efficient waste collection and recycling to residents and businesses and conduct organics recycling services.	Carry out the household clean-up collection service.	30 June 2025.
	Complete joint collections days with Waverley and City of Sydney Councils for problem waste.	30 June 2025.



### Capital Projects 2024/25

Capital projects are priority works based on asset renewal, community needs and adopted plans.

Waste & Cleansing Capital Works 2024/25									
Project	Expend. Budget (\$)	Capital Funding incl. GST (\$)							Net Cost (\$)
		Sales	E& IRL	Storm- water Mgmt Charge	Sec. 7.11	Sec. 7.12	Grants	Reserves	
<i>Depots</i>									
Fletcher St Depot- Install concrete stormwater swale	63,000	0	0	0	0	0	0	-63,000	0
<b>Total for Depots</b>	<b>63,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-63,000</b>	<b>0</b>
<b>Total for Waste &amp; Cleansing</b>	<b>63,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-63,000</b>	<b>0</b>

## Parks, Trees & Recreation

### Business units:




Open Space & Trees  
Civil Operations  
Capital Projects

### Service information:

We are responsible for managing, planning, upgrading and maintaining our parks, trees and recreation facilities which provide safe and functional open spaces and recreational opportunities for the community. This includes scheduled tree maintenance to 12,000 street trees plus 6,000 park trees, maintenance programs for approximately 650 sites including parks, sportsfields, laneways and gardens and the management of approximately 30 hectares of natural area parks. We facilitate a volunteer bushcare program and manage 3,500 sportsground and parks seasonal and casual hire booking each year. We also undertake construction and manage contracts for projects including landscaping works, playgrounds and sports facilities.

### Supporting Community Strategic Plan

#### Community Outcomes:

-  G5: Liveable places
-  G7: Protecting our environment
-  G8: Sustainable use of resources

### Ongoing services and programs:

- Open space planning, strategies, policies and plans of management
- Community land management
- Manage and maintain open spaces including parks, sportsfields, gardens and playgrounds
- Plan and renew open space assets such as playgrounds and sportsfields
- Tree management (trees on public land and requests for pruning or removal of trees on private land)
- Manage open space and coordinate bookings of parks and sportsfields
- Develop strategies, policies and plans for open space and recreation
- Bush regeneration and Bushcare.



Spicer Lane court



Trumper Park pathway accessibility improvements

### Operational Plan 2024/25

Operational projects are initiatives that improve the service or focus its delivery.

Parks, Trees & Recreation Operational Projects		
Priorities	Projects	Delivered By
5.1.1 Plan for community, cultural and recreational facilities to ensure they reflect community needs and aspirations.	<p>Incorporate projects from the Recreation Strategy pending budget allocation in the Capital Works budget for reporting quarterly. Specific projects for 24/25 include;</p> <ul style="list-style-type: none"> <li>Investigate increased access to public and private school facilities, in line with State Government objectives and principles</li> <li>Investigate recreational opportunities in all new community facilities and/ or upgrades to street domain including the Wilberforce Car Park developments.</li> <li>Deliver the Rushcutters Bay Park Youth Recreation Facility.</li> <li>Implement the change in dog regulations in Council's open spaces.</li> <li>Undertake an audit of existing sports field lighting and a feasibility study to identify costs, environmental impacts, benefits and locations of field lighting across the LGA.</li> </ul>	30 June 2025.
	<p>Incorporate projects from the Play Space Strategy pending budget allocation in the Capital Works budget for reporting quarterly. Specific actions for 24/25 include:</p> <ul style="list-style-type: none"> <li>Undertake the renewal of the Thornton Street Playground.</li> <li>Undertake consultation and design for the renewal and upgrade of playgrounds at Trumper Park and Rushcutters Bay Park.</li> </ul>	30 June 2025.
	<p>Implement Open Space Capital Works Program for, with a target of 90% of projects to be completed or in construction by 30 June 2025.</p>	30 June 2025.



Parks, Trees & Recreation Operational Projects		
Priorities	Projects	Delivered By
	Implement changes to dog regulations to sensitive open space areas including beaches and bushland. Implement the necessary infrastructure changes to these sites including signage.	30 June 2025.
	Incorporate projects from the Crown Lands Plan of Management pending allocation in the Capital Works budget for reporting quarterly. Specific actions for 24/25 include: <ul style="list-style-type: none"> <li>Finalise the change in dog regulations for Crown Land Reserves.</li> <li>Undertake a detailed landscape Masterplan for the South Head trio, Christison Park, Lighthouse Reserve and Signal Hill Reserve</li> <li>Increase cleanliness and landscaped maintenance to Crown Land parks.</li> </ul>	30 June 2025.
7.1.1 Plan and implement strategies and initiatives to enhance natural landscapes and systems and maintenance of trees.	Implement actions from the Urban Forest Strategy with an emphasis on the review of the Street Tree Masterplan and commence tree planting of 344 public trees.	30 June 2025.
11.2.2 Achieve sustainable asset management through the integration of strategic asset planning with financial planning.	Implement actions from Open Space & Trees service review. Specific actions from the review include: <ul style="list-style-type: none"> <li>Replacement of public tree database software</li> <li>Undertake landscape improvements to 6 sites</li> <li>Undertake additional maintenance work on public trees.</li> </ul>	30 June 2025.
	Update and review the Open Space Asset Management Plan in FY24/25.	28 February 2025.

### Capital Projects 2024/25

Capital projects are priority works based on asset renewal, community needs and adopted plans.

Parks, Trees & Recreation Capital Works 2024/25									
Project	Expend. Budget (\$)	Capital Funding incl. GST (\$)							Net Cost (\$)
		Sales	E& IRL	Storm-water Mgmt Charge	Sec. 7.11	Sec. 7.12	Grants	Reserves	
<i>Playgrounds</i>									
Thornton Reserve Playground- Renewal of Thornton Playground following community consultation.	750,000	0	0	0	0	-476,054	0	-273,946	0
Design and community consultation for Trumper Park and Rushcutters Bay Park playground	57,000	0	0	0	0	-57,000	0	0	0
Intergenerational activity equipment for Lyne Park Playground- Stage 2- Various equipment for the Lyne Park Playground Activity Trail	227,000	0	0	0	0	0	0	-227,000	0
<b>Total for Playgrounds</b>	<b>1,034,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-533,054</b>	<b>0</b>	<b>-500,946</b>	<b>0</b>
<i>Sportsfields</i>									
Christison Park irrigation extension - Extension of existing irrigation at Christison Park	156,000	0	0	0	0	-156,000	0	0	0
Returfing Major Sportsfield- Returfing Rushcutters Bay Park sporting field No.1	118,000	0	0	0	0	-118,000	0	0	0
<b>Total for Sportfields</b>	<b>274,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-274,000</b>	<b>0</b>	<b>0</b>	<b>0</b>
<i>Open Space Capital Works Project Mgmt</i>									
Open Space Capital Works Project Management	105,000	0	0	0	0	-105,000	0	0	0
<b>Total for Open Space Capital Works Project Mgmt</b>	<b>105,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-105,000</b>	<b>0</b>	<b>0</b>	<b>0</b>

Parks, Trees & Recreation Capital Works 2024/25									
Project	Expend. Budget (\$)	Capital Funding incl. GST (\$)							Net Cost (\$)
		Sales	E& IRL	Storm-water Mgmt Charge	Sec. 7.11	Sec. 7.12	Grants	Reserves	
<i>Parks &amp; Reserves</i>									
Yarranabbe Park entry landscaping- Improvements to entry to Yarranabbe Park adjacent to RANSA.	112,000	0	0	0	0	-112,000	0	0	0
Renewal of Rushcutters Bay Park pathway along the entire Rushcutters Bay Park seawall	196,000	0	0	0	0	-196,000	0	0	0
Park Furniture rollout- Renewal and new park furniture across the LGA	150,000	0	0	0	0	-150,000	0	0	0
Park lighting upgrades- Renewal and new park lighting across the LGA	75,000	0	0	0	0	-75,000	0	0	0
Cooper Park Creek weir and pond repair- Repair of weirs and Cooper Park pond	142,000	0	0	0	0	-142,000	0	0	0
Park fencing upgrades to various sites	136,000	0	0	0	0	-136,000	0	0	0
Park signage- renewal and new at various sites.	96,000	0	0	0	0	-96,000	0	0	0
CCTV upgrades at Gap Park- Improvements and replacement of cameras at Gap Park	127,000	0	0	0	0	-127,000	0	0	0
Priority infrastructure for change to dog regulations- Infrastructure improvements as per amended dog regulations	106,000	0	0	0	0	-106,000	0	0	0
Renewal of Trumper Park pathway leading to New Mclean Street- Upgrade of Trumper Park pathway leading to Edgecliff Centre	146,000	0	0	0	0	-146,000	0	0	0
<b>Total for Parks &amp; Reserves</b>	<b>1,286,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1,286,000</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total for Parks, Trees &amp; Recreation</b>	<b>2,699,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-2,198,054</b>	<b>0</b>	<b>-500,946</b>	<b>0</b>



## Land & Building Services

### Business units:




Property & Projects

### Service information:

We manage and maintain 42 community and civic buildings including our libraries, community centres, pre-school and art gallery. We manage our income producing operations at Kiaora Place shopping centre, 4 public car parking stations and 16 commercial properties such as kiosks, restaurant and function centre. In addition we also manage 96 outdoor dining and display of goods areas. We also manage the maintenance of 11 public convenience amenities.

### Supporting Community Strategic Plan

#### Community Outcomes:

-  G5: Liveable places
-  G9: Community focussed economic development
-  G11: A well managed Council

### Ongoing services and programs:

- Plan, design and deliver improvements to Council buildings and facilities
- Maintain and clean Council buildings and public amenities
- Manage and monitor outdoor dining
- Manage leases and licences of Council property
- Manage Kiaora Place as the owner's representative
- Provision and maintenance of public car parking facilities
- Installation, repair and maintenance of street furniture
- Graffiti removal for Council buildings, street furniture, bus shelters, parks, carparks and private property accessible from a public place
- Manage the sale of Council land & acquisition of land for Council purposes
- Deliver major building projects and participate in negotiations with proponents.



Wilberforce Avenue car park



Watsons Bay Tea Room  
Photo credit: Annabel Osborne

### Operational Plan 2024/25

Operational projects are initiatives that improve the service or focus its delivery.

Land & Building Services Operational Projects		
Priorities	Projects	Delivered By
5.1.2 Implement a prioritised program of capital improvements to community facilities.	Implement Property & Projects Capital Works Program, with a target of 90% of projects to be completed or in construction by 30 June 2025.	30 June 2025.
9.1.1 Encourage ongoing economic development across Woollahra.	Cross Street Carpark Project- Attain Public Private Partnership (PPP) approval and finalise Project Development Agreement for the project.	31 December 2024.
	Commence construction of the Wilberforce Avenue Car Park Rose Bay.	September 2024.
11.2.2 Achieve sustainable asset management through the integration of strategic asset planning with financial planning.	Development of new Asset Management Plans for Buildings and Investment properties in FY24/25.	28 February 2025.

### Capital Projects 2024/25

Capital projects are priority works based on asset renewal, community needs and adopted plans.

Land & Building Services Capital Works 2024/25									
Project	Expend. Budget (\$)	Capital Funding incl. GST (\$)							Net Cost (\$)
		Sales	E& IRL	Storm-water Mgmt Charge	Sec. 7.11	Sec. 7.12	Grants	Reserves	
<i>Investment Properties</i>									
Kiaora Place- Landscaping	15,000	0	0	0	0	0	0	-15,000	0
Kiaora Place- Amenities Upgrade Building 1	200,000	0	0	0	0	0	0	-200,000	0
Kiaora Place- Amenities Upgrade Building 2	160,000	0	0	0	0	0	0	-160,000	0

Land & Building Services Capital Works 2024/25									
Project	Expend. Budget (\$)	Capital Funding incl. GST (\$)							Net Cost (\$)
		Sales	E& IRL	Storm- water Mgmt Charge	Sec. 7.11	Sec. 7.12	Grants	Reserves	
Kiaora Place- Building Glazing Seals Upgrade	50,000	0	0	0	0	0	0	-50,000	0
Kiaora Place- Roofing Upgrade- Metal Deck, Guttering, Waterproofing	50,000	0	0	0	0	0	0	-50,000	0
Kiaora Place- Exhaust Fan replacement	63,000	0	0	0	0	0	0	-63,000	0
Kiaora Place- Air Conditioning Variable Speed Drive replacement	10,000	0	0	0	0	0	0	-10,000	0
Kiaora Place- Wet Weather Safety Entry Floor Mats replacement	40,000	0	0	0	0	0	0	-40,000	0
Kiaora Place- Height Safety Rooftop Access Compliance Upgrade	40,000	0	0	0	0	0	0	-40,000	0
<b>Total for Investment Properties</b>	<b>628,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-628,000</b>	<b>0</b>
<i>Commercial/Leased Properties</i>									
Watsons Bay Tea Rooms- Toilets refurbishment	50,000	0	0	0	0	0	0	-50,000	0
Rushcutters Bay Kiosk- Install new extraction fan	15,000	0	0	0	0	0	0	-15,000	0
RANSA- Toilets refurbishment	70,000	0	0	0	0	0	0	-70,000	0
RANSA- Replace Sewer	35,000	0	0	0	0	0	0	-35,000	0
Woollahra Golf Club Cottage- Refurbish roof, gutters & downpipes	20,000	0	0	0	0	0	0	-20,000	0
Redleaf Kiosk- Refurbish roof, gutters & downpipes	10,000	0	0	0	0	0	0	-10,000	0
Redleaf Kiosk- Upgrade toilets and change rooms	25,000	0	0	0	0	0	0	-25,000	0
Redleaf Kiosk- Water supply pipe replacement	45,000	0	0	0	0	0	0	-45,000	0
<b>Total for Commercial/Leased Properties</b>	<b>270,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-270,000</b>	<b>0</b>
<i>Parks / Ovals Buildings</i>									
Steyne Park Amenities Building- Refurbishment of workshops	15,000	0	0	0	0	0	0	-15,000	0
Grimmley Pavilion- Refurbishment of toilets & change rooms	70,000	0	0	0	0	0	0	-70,000	0
Robertson Park Toilets- Internal re-tile and general refurbishment	55,000	0	0	0	0	0	0	-55,000	0
Robertson Park Toilets- Upgrade electricals & lighting	20,000	0	0	0	0	0	0	-20,000	0



Land & Building Services Capital Works 2024/25										
Project	Expend. Budget (\$)	Capital Funding incl. GST (\$)								Net Cost (\$)
		Sales	E& IRL	Storm-water Mgmt Charge	Sec. 7.11	Sec. 7.12	Grants	Loans	Reserves	
McKell Park Toilet- Replace ceilings	15,000	0	0	0	0	0	0	0	-15,000	0
<b>Total for Parks / Ovals Buildings</b>	<b>175,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-175,000</b>	<b>0</b>
<i>Car Parks</i>										
Cross Street Carpark- Remedial works	30,000	0	0	0	0	0	0	0	-30,000	0
Cross Street Carpark- Redevelopment	200,000	0	0	0	0	0	0	0	-200,000	0
Wilberforce Car Park- Redevelopment	350,000	0	0	0	0	0	0	0	-350,000	0
Wilberforce Car Park- Redevelopment build costs	22m	0	0	0	0	0	0	-22m	0	0
<b>Total for Car Parks</b>	<b>22,580,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-22m</b>	<b>-580,000</b>	<b>0</b>
<i>Civil Operations</i>										
Street Furniture	70,000	0	0	0	0	0	0	0	0	70,000
<b>Total for Civil Operations</b>	<b>70,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>70,000</b>
<i>Council Offices</i>										
Annexe- Upgrade Kitchens	15,000	0	0	0	0	0	0	0	-15,000	0
Redleaf- Replace computer room air-conditioning units	80,000	0	0	0	0	0	0	0	-80,000	0
Redleaf- Replace air-conditioning fan motors & pumps	75,000	0	0	0	0	0	0	0	-75,000	0
Redleaf- Replace ductwork and fire dampers	50,000	0	0	0	0	0	0	0	-50,000	0
Redleaf- Replace copper roof- Heritage building	70,000	0	0	0	0	0	0	0	-70,000	0
Upgrade Fire Services- Various locations	15,000	0	0	0	0	0	0	0	-15,000	0
<b>Total for Council Offices</b>	<b>305,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-305,000</b>	<b>0</b>
<b>Total for Land &amp; Building Services</b>	<b>24,028,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-22m</b>	<b>-1,958,000</b>	<b>70,000</b>

## Transport & Engineering

### Business units:

Engineering




### Service information:

Our Transport service manages and maintains our 150kms local road network including kerbs and gutters, 460,000m<sup>2</sup> of footpaths as well as our bus shelters, retaining walls, pedestrian crossings, roundabouts, 35 bike routes and our Harbourside infrastructure, including 3.7km of sea walls and 8.3km of retaining walls.

Staff assess development applications (DA) to ensure compliance with Council's infrastructure standards, planning controls and other industry standards and provide a pre-DA service to customers. Staff research traffic issues to develop and improve parking, traffic and transport strategies, advising on traffic volumes and management and are also responsible for street lighting issues and management and location of new bus shelters.

### Supporting Community Strategic Plan

#### Community Outcomes:

-  G5: Liveable places
-  G6: Getting around
-  G8: Sustainable use of resources

#### Ongoing services and programs:

- Plan and deliver road infrastructure projects
- Maintain and renew our road related infrastructure
- Plan and deliver shared/bike paths
- Maintain local energy efficient street lighting
- Provide public bus shelters and stops
- Advocacy for various NSW Government initiatives to support improved and accessible public transport in the municipality
- Seek relevant grant funding.



Raingarden installation at pedestrian crossing



Sustainable upgrade of the stormwater system and streetscape in George Street, Paddington

### Operational Plan 2024/25

Operational projects are initiatives that improve the service or focus its delivery.

Transport & Engineering Operational Projects		
Priorities	Projects	Delivered By
4.1.1 Ensure that Council's strategic planning framework, Local Environmental Plans and Development Control Plans are regularly reviewed, are consistent with relevant Metropolitan plans and provide a planning and compliance framework which will result in appropriate high quality development and incorporates community concerns and ideals.	Continue to work with Ausgrid, and advocate through SSROC and State Government, to agree on a long-term approach in minimising the impact of electrical infrastructure on the public domain.	30 June 2025.
5.5.2 Implement the Infrastructure Capital Works Programs for renewal for all classes of public infrastructure.	Implement the Infrastructure Capital Works Program for renewal of all classes of public infrastructure with a target of 90% of projects to be completed or in construction by 30 June 2025.	30 June 2025.
11.2.2 Achieve sustainable asset management through the integration of strategic asset planning with financial planning.	Development of new Asset Management Plans for Transport, Stormwater and Land Improvements (Retaining walls, Seawalls and Harbourside Structures) in FY2024/25.	28 February 2025.
11.2.4 Explore opportunities to leverage Council assets for commercial return.	Complete the repair program on non-advertising bus shelters in FY2024/25.	31 December 2024.



### Capital Projects 2024/25

Capital projects are priority works based on asset renewal, community needs and adopted plans.

Transport & Engineering Capital Works 2024/25									
Project	Expend. Budget (\$)	Capital Funding incl. GST (\$)							Net Cost (\$)
		Sales	E& IRL	Storm-water Mgmt Charge	Sec. 7.11	Sec. 7.12	Grants	Reserves	
<i>Traffic Infrastructure</i>									
Albemarle Lane, Rose Bay- Shared Zone	130,000	0	0	0	0	0	0	0	130,000
Moncur Street, Woollahra, near Morrell Street- Raised Pedestrian Crossing	200,000	0	0	0	0	0	0	0	200,000
Glenmore Road, Paddington, near Goodhope Street- Raised Pedestrian Crossing	200,000	0	0	0	0	0	0	0	200,000
Minor Traffic Capital Works- Minor Traffic Facilities	50,000	0	0	0	0	0	0	0	50,000
O'Sullivan Road, Bellevue Hill - Cycleway Project (SRV project) - Separated Cycleway and Shared Path	2,500,000	0	0	0	0	0	0	-2,500,000	0
<b>Total for Traffic Infrastructure</b>	<b>3,080,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-2,500,000</b>	<b>580,000</b>
<i>Infrastructure Renewal Program</i>									
Plan and control the Infrastructure Renewal program- Management of Overall Programs	200,000	0	-200,000	0	0	0	0	0	0
Infrastructure Design in Advance- Forward Design Assignments	100,000	0	-100,000	0	0	0	0	0	0
Minor Capital Road Works- Multiple Priority Small Road Jobs	360,000	0	-360,000	0	0	0	0	0	0
Minor Capital Retaining Walls and Fences Works- Multiple Priority Small Retaining Walls and Fences Jobs	300,000	0	-300,000	0	0	0	0	0	0
Rose Bay Promenade Balustrade (Heritage Item) Conservation Project- Continuing Wall Works	300,000	0	-300,000	0	0	0	0	0	0
Lamb Street Bellevue Hill, March Street to Kambala Road- Road Pavement resheeting, kerb and gutter and footpath reconstruction	189,000	0	-189,000	0	0	0	0	0	0

Transport & Engineering Capital Works 2024/25									
Project	Expend. Budget (\$)	Capital Funding incl. GST (\$)							Net Cost (\$)
		Sales	E& IRL	Storm-water Mgmt Charge	Sec. 7.11	Sec. 7.12	Grants	Reserves	
March Street Bellevue Hill, Vivian Street to End- Road Pavement resheeting, kerb and gutter and footpath reconstruction	299,500	0	-299,500	0	0	0	0	0	0
Birriga Road Bellevue Hill, Bundara Road to 4 Birriga Road- Pavement Resheeting; footpath and stormwater works	677,500	0	-677,500	0	0	0	0	0	0
Warren Road Bellevue Hill, Suttie Road to Holland Road- Road Pavement resheeting, Footpath and kerb and gutter reconstruction	275,000	0	-275,000	0	0	0	0	0	0
Northland Road Bellevue Hill, Cooper Park Road to Holland Road- Road Pavement resheeting and footpath Works	236,000	0	0	0	0	-236,000	0	0	0
Nelson Street Woollahra, Queen Street to end- Road Pavement resheeting; AC footpath and stormwater pits	220,000	0	0	0	0	-220,000	0	0	0
Manning Road Woollahra Epping Road to Suttie Road- Road Pavement; Kerb gutter and New Footpath Reconstruction	481,640	0	0	0	0	-481,640	0	0	0
Wallis Street Woollahra, Oxford Street to Moncur Street- Road Pavement resheeting, crack sealing and AC Footpath reconstruction	156,500	0	-156,500	0	0	0	0	0	0
William Street Double Bay, Pearce St to Bay St- Road pavement resheeting	350,000	0	0	0	0	0	-75,000	0	275,000
Boundary Street Paddington, Campbell Avenue to 142 Boundary Street- Road Pavement resheeting	30,000	0	0	0	0	-30,000	0	0	0
Campbell Avenue Paddington, Glenmore Road to Boundary Street- Road Pavement resheeting	214,000	0	0	0	0	-214,000	0	0	0
Macdonald Street Paddington, Brown Street to Brown Lane Road - Pavement resheeting, footpath reconstruction and Stormwater Pit Works	84,000	0	0	0	0	-84,000	0	0	0
Glenmore Road Paddington, Cambridge Street to Gurner Lane- Road Pavement resheeting	182,000	0	0	0	0	-182,000	0	0	0
Duxford Street Paddington, Broughton Street to Gurner Street- Road Pavement resheeting	146,500	0	-146,000	0	0	0	0	0	0

Transport & Engineering Capital Works 2024/25									
Project	Expend. Budget (\$)	Capital Funding incl. GST (\$)							Net Cost (\$)
		Sales	E& IRL	Storm-water Mgmt Charge	Sec. 7.11	Sec. 7.12	Grants	Reserves	
Sutherland Avenue Paddington, Elizabeth St to Forbes Street- Road Pavement resheeting; Kerb & gutter and footpath reconstruction	221,000	0	0	0	0	-158,000	0	0	63,000
Cambridge Avenue Vaucluse, Hopetoun Avenue to Palmerston Street- Road Pavement resheeting, Kerb and gutter reconstruction, dish crossing; footpath works and stormwater pit & pipe works	433,500	0	-433,500	0	0	0	0	0	0
Ebsworth Road, Rose Bay, Fernleigh Avenue to Courtenary Road- Road Pavement resheeting and kerb and gutter Reconstruction	224,250	0	-224,250	0	0	0	0	0	0
Olola Avenue Vaucluse Wentworth Road to 13 Olola Avenue- Road Pavement resheeting and footpath Reconstruction	282,000	0	-186,250	0	0	0	0	0	95,750
Cecil Road Rose bay, Chamberlaine Avenue to Towns Road- Road Pavement resheeting	142,000	0	0	0	0	0	-78,862	0	63,138
Artlett Street Edgecliff, South Street to End- Road Pavement resheeting	26,800	0	0	0	0	0	-14,883	0	11,917
Bellevue Road (Left) Bellevue Hill, Fairweather Road to Rosslyn Street - Road Pavement resheeting	28,390	0	0	0	0	0	-15,767	0	12,623
Gurner Street Paddington, Cascade Street to Norfolk Street- Road Pavement resheeting	84,000	0	0	0	0	0	-46,651	0	37,349
Conway Avenue, Carlisle Street to End- Road Pavement resheeting	132,800	0	0	0	0	0	-73,753	0	59,047
Myall Avenue Vaucluse, John Dykes Avenue to Old South Head Road- Road Pavement resheeting	80,800	0	0	0	0	0	-44,874	0	35,926
Dumaresq Road, Rose Bay Seawall Protection - Suitable Sea Armour Protection from Erosion	350,000	0	0	0	0	0	0	0	350,000
<b>Total for Infrastructure Renewal Program</b>	<b>6,807,180</b>	<b>0</b>	<b>-2,857,500</b>	<b>0</b>	<b>0</b>	<b>-1,447,640</b>	<b>-349,790</b>	<b>0</b>	<b>1,003,750</b>
<b>Total for Traffic &amp; Engineering Services</b>	<b>9,877,180</b>	<b>0</b>	<b>-2,857,500</b>	<b>0</b>	<b>0</b>	<b>-1,447,640</b>	<b>-349,790</b>	<b>-2,500,000</b>	<b>2,732,250</b>



## Development Assessment

### Business units:




Development Assessment  
Engineering  
Open Space & Trees  
Strategic Planning & Place

### Service information:

Assessment of development applications in a timely manner that are consistent with community expectations, local and state planning controls and is of a standard that enhances each locality, and protects a neighbour's amenity. We provide a Development Information Service to assist applicants in preparing and lodging applications and to provide general planning advice to our community. We also present applications for determination by the relevant panels. There is also a legal element to the service in defending appeals lodged against Council in the Local and Environment Court.

### Supporting Community Strategic Plan

#### Community Outcomes:

-  G4: Well planned neighbourhoods
-  G5: Liveable places
-  G8: Sustainable use of resources

### Ongoing services and programs:

- Provide a pre-lodgement and Duty Planner service for applicants
- Assess Development Applications and related applications, including coordinating internal and external specialist advice
- Service independent assessment panels – including the:
  - Application Review Panel (ARP),
  - Application Assessment Panel (AAP),
  - Woollahra Local Planning Panel (WLPP) and the
  - Sydney Eastern City Planning Panel (SECPP)
- Maintain Development Application assessment systems in alignment with current legislation
- Defend appeals and proceedings in the Land and Environment Court.



Aerial view of Darling Point and Rushcutters Bay



On site assessment

**Operational Plan 2024/25**

Operational projects are initiatives that improve the service or focus its delivery.

Development Assessment Operational Projects		
Priorities	Projects	Delivered By
4.1.2 Deliver high quality and timely development assessment.	Deliver average time to assess development applications less than 100 (gross) days.	Ongoing, 30 June 2025
11.1.2 Transform Council's business, by optimising the use of technology to support effective business processes and customer journeys.	Improve the functionality of Development Assessment information on Council's website.	31 January 2025.



Aerial view of Kutti Beach

## Strategic Planning, Heritage Conservation & Place

### Business units:




Strategic Planning  
Placemaking

### Service information:

The service prepares strategic plans and policies to manage growth and development in Woollahra aimed at conserving our heritage, maintaining the special characteristics of our area and delivering great places for people to live, work, play and visit. Placemaking aims to strengthen the connection between people, places and businesses in order to improve social, economic and environmental sustainability and the enhance the vitality and vibrancy of our business centers.

### Supporting Community Strategic Plan

#### Community Outcomes:

-  G4: Well planned neighbourhoods
-  G5: Liveable places
-  G9: Community focussed economic development

### Ongoing services and programs:

- Review the Local Strategic Planning Statement, Local Environmental Plan, Development Control Plan and contributions plans regularly, preparing amendments as needed
- Assess, prepare and exhibit both Council and developer-initiated planning proposals
- Implement the strategic planning requirements of the Eastern City District Plan
- Contribute to the preparation and review of statutory and policy documents, and provide advice (internally and externally) to protect the significance of heritage items and heritage conservation areas
- Processing applications for planning certificates and notices and orders certificates
- Urban design studies and referrals for areas, precincts and sites
- Business grants and support.



Artists' impression of the Double Bay Centre from Double Bay Strategy which guides future development



Plastic Free July initiative BYO Fridays in Underwood Street, Paddington



### Operational Plan 2024/25

Operational projects are initiatives that improve the service or focus its delivery.

Strategic Planning, Heritage Conservation & Place Operational Projects		
Priorities	Projects	Delivered By
4.1.1 Ensure that Council's strategic planning framework, Local Environmental Plans and Development Control Plans are regularly reviewed, are consistent with relevant Metropolitan plans and provide a planning and compliance framework which will result in appropriate high quality development and incorporates community concerns and ideals.	Planning proposal and Development Control Plan for Double Bay Centre.	31 March 2025.
	Planning proposal, public domain plan and Development Control Plan for Edgecliff Commercial Centre.	31 March 2025.
	Amend planning controls to increase the minimum lot size for attached dual occupancies.	31 December 2024.
	Create a Design Advisory Panel to provide advice for significant DAs to inform the assessment.	31 December 2024.
	Prepare, exhibit and finalise amendments to the Woollahra DCP 2015 to incorporate the Rose Bay Hydrogeological study	31 March 2025.
4.2.1 Implementation of the Heritage Gap Analysis which includes maintaining a program of heritage research and potential new conservation areas and heritage items.	Finalise a planning proposal to list two school buildings in Rose Bay as local heritage items.	31 March 2025.
	Report to Council the Significant Architects study [NOM 09/12/19]	31 December 2024.
	Oxford Street Heritage Study [NOM 23/08/2021].	31 December 2024.
	2a-14a Queen Street, Woollahra Heritage Study [NOM 25/10/2021].	31 December 2024.
	Heritage Listing of Cooper Park Garage [NOM 14/06/2022]	31 December 2024.
	Report on future heritage listing of arts and crafts buildings.	30 June 2025.
	Inter-War Flat Buildings Heritage Study.	30 June 2025.
	Report to Council on the Inter-War Thematic Study	31 December 2024.

Strategic Planning, Heritage Conservation & Place Operational Projects		
Priorities	Projects	Delivered By
	Modern Heritage Study.	31 December 2024.
	Report to Council on the heritage study of the Rose Bay Centre.	31 December 2024.
	Significant Tree Register planning proposal.	30 June 2025.
4.3.1 Ensure Council's planning documents and strategies support high quality housing and housing diversity which is consistent with the strategic thinking of Council in relation to planned infrastructure, services and locational issues.	Preparation of a sub-regional approach to affordable housing.	30 November 2024.
	Prepare and adopt an Affordable Housing Scheme for Edgecliff Commercial Centre.	30 April 2024.
4.4.1 Ensure Council's planning strategies and controls support and promote appropriate development and activities in business centres.	Prepare and adopt a Woollahra Local Approvals Policy.	31 August 2024.
9.1.1 Encourage ongoing economic development across Woollahra.	Improve the amenity in Peaker Lane. (NOM 14/11/2022)	31 December 2024.
11.2.1 Effective management of Council's finances.	Prepare and adopt a long-term s7.12 Development Contributions Plan.	31 March 2025.
	Review Council's s7.11 Development Contributions Plan.	31 March 2025.
	Review, exhibit and adopt an updated VPA Policy.	31 December 2024.

## Compliance

### Business units:




Compliance

### Service information:

We protect the health, safety and well being of the community by ensuring compliance with all relevant laws, statutory controls and local restrictions, in accordance with Council's policies and procedures, relating to the environment, public health, planning, building, parking and companion animal matters.

### Supporting Community Strategic Plan

#### Community Outcomes:

-  G5: Liveable places
-  G7: Protecting our environment
-  G11: A well-managed Council

### Ongoing services and programs:

- Fire safety program for over 1,400 venues
- Investigating complaints on pollution, noise, parking, companion animals and abandoned articles
- Pool safety and building control
- Health inspections including food safety, regulated air conditioning systems, hair dressers, mortuaries and skin piercing premises
- Pollution control and environmental compliance
- Regular Ranger and parking patrols
- Seasonal lifeguards at Camp Cove.



Council inspects the 367 recorded food premises across Woollahra for food safety compliance with legislation



Council inspects the 122 health premises recorded for health safety compliance with legislation, such as hair dressers, mortuaries and skin piercing businesses



## Governance

### Business units:

General Manager  
Governance

### Service information:

Our Governance service oversees the operations of Council to ensure that decision-making is transparent and accountable and that organisational activities are honest and free from fraud and corruption. Providing an integrated approach to organisational integrity, ethics and accountability, this service supports local democracy and transparency through business assurance measures. Each year we provide secretariat functions for 21 Council meetings, plus 24 Council committee meetings, 22 Local Planning Panel meetings and 30 Application Assessment Panel meetings . We also provide secretariat services for Audit, Risk & Improvement Committee meetings.

### Supporting Community Strategic Plan

#### Community Outcomes:

- G10: Working together
- G11: well-managed Council

### Ongoing services and programs:

- Council meetings and reports and administrative support to Councillors
- Coordinate requests for information including under the Government Information (Public Access) Act
- Maintain registers of delegations and legislative compliance
- Provide Code of Conduct training across Council
- Secretariat services to Council's Audit, Risk & Improvement Committee
- Internal Audit
- Enterprise risk management and business assurance
- Manager business continuity planning
- Insurance & claims management
- Support the NSW Electoral Commission and Returning Office as required for the 2024 Local Government Election.



Mayoral event Council Chambers



Volunteers Week celebration at Council Chambers

### Operational Plan 2024/25

Operational projects are initiatives that improve the service or focus its delivery.

Governance Operational Projects		
Priorities	Projects	Delivered By
11.3.1 Maintain a strong governance framework that facilitates transparent and democratic decision-making and provide effective support to manage the efficient operation of Council and other Committee meetings in an open, transparent and accountable manner.	Council adoption of a new Community Strategic Plan, Delivery Program and Operational Plan.	30 June 2025.
	Deliver two pre-election candidate sessions in July 2024 in preparation for the 2024 Local Government Election.	31 July 2024.
	Deliver the Councillor Induction Program in October and November 2024 following the Local Government Election in September 2024.	30 November 2024.
11.3.2 Ensure corporate risks are managed appropriately to reduce the likelihood of any adverse impacts to Council or the community.	Undertake a review of Council's Risk Appetite and Strategic Risk Register with Councillors within six months of the 2024 Local Government Election.	31 March 2025.

## Corporate Services

### Business units:

Finance  
Information & Digital Transformation  
People, Safety & Performance

### Service information:

Corporate Services provides support functions to enable effective and efficient service delivery that is responsive, accountable and innovative. This includes sound planning and reporting of our vision and goals, finances and projects, as well as managing performance, organisational improvement and service reviews.

Our technology and information systems support online customer services, office and field-based functions, geographic information, and live webcasting of Council meetings.

### Supporting Community Strategic Plan

#### Community Outcomes:

- G10: Working together
- G11: well-managed Council

### Ongoing services and programs:

- Financial management, levying of rates, payments to suppliers
- Procurement advice and support for the organisation
- Deliver corporate planning, reporting and strategies
- Organisational performance reporting
- Manage human resources and workforce health, welfare and safety
- Manage information, technology, records and spatial information
- Provide public infrastructure for CCTV, public WiFi and webstreaming of Council meetings
- Reporting of expenditure for the Special Rate Variation funded projects of \$48million in Council's Annual Report
- Manage cyber security and act in accordance with the Data Breach Policy available on our website.



Council staff



Staff education session



### Operational Plan 2024/25

Operational projects are initiatives that improve the service or focus its delivery.

Corporate Services Operational Projects		
Priorities	Projects	Delivered By
11.1.2 Transform Council's business, by optimising the use of technology to support effective business processes and customer journeys.	Develop a detailed requirements document to support the tender process for a replacement of Council's Enterprise Resource Planning System.	31 May 2025.
	Procurement and implementation of live chat functionality for Council's website.	31 March 2025.
11.1.3 Maintain a high performing workforce that is responsive to the needs of the community and the organisation.	Facilitate the delivery of strategies as set out in Council's Workforce Management Strategy*. <i>*Note: Council's Workforce Management Strategy is currently being reviewed and this action will be amended to include specific strategies in due course.</i>	30 June 2025.
	Conduct biannual Staff Survey and develop an action plan that aligns with corporate priorities.	30 June 2025.
11.1.4 Implement and conduct a Service Delivery Review Program to identify improvements to services delivery.	Undertake Service Reviews for Regulatory Services and one area within Corporate Performance	30 June 2025.
11.2.1 Effective management of Council's finances.	Council's Long Term Financial Plan is updated and adopted by Council.	30 June 2025.
11.3.3 Manage, coordinate and deliver Workplace, Health and Safety (WHS) measures to ensure a safe and healthy work environment.	Facilitate the delivery of activities that focus on minimising psychosocial risks as set out in the Workforce Management Strategy.	30 June 2025.

### Capital Projects 2024/25

Capital projects are priority works based on asset renewal, community needs and adopted plans.

Corporate Services Capital Works 2024/25									
Project	Expend. Budget (\$)	Capital Funding incl. GST (\$)							Net Cost (\$)
		Sales	E& IRL	Storm-water Mgmt Charge	Sec. 7.11	Sec. 7.12	Grants	Reserves	
Computers & Office Equipment									
Printer Fleet- Replacing end-of-life printer fleet (30 Printers and contract for managed consumables)	150,000	0	0	0	0	0	0	-150,000	0
Laptop Fleet Replacing end-of-life laptop (60 staff laptops)	95,000	0	0	0	0	0	0	-84,464	10,536
OfficeWiFi Infrastructure - Replace end-of-life WiFi infrastructure (Access Points) at Council Chambers and Woollahra Library at Double Bay	50,000	0	0	0	0	0	0	0	50,000
Total for Computers & Office Equipment	295,000	0	0	0	0	0	0	-234,464	60,536
Plant & Vehicle Replacement									
Passenger Vehicles	1,273,999	-557,000	0	0	0	0	0	-39,032	677,968
Light Commercial Vehicles	364,000	-101,000	0	0	0	0	0	-23,018	239,982
Heavy Plant	1,595,000	-235,500	0	0	0	0	0	-445,000	914,500
Miscellaneous Plant	598,000	-30,000	0	0	0	0	0	0	568,000
Total for Plant & Vehicle Replacement	3,830,999	-923,500	0	0	0	0	0	-507,050	2,400,449
Total for Corporate Services	4,125,999	-923,500	0	0	0	0	0	-741,514	2,460,985

## Community Services, Culture & Arts

### Business units:

Community & Culture





### Service information:

Our community, culture and arts programs build social capital, community resilience and enhance the wellbeing of our community, increasing the liveability and sense of community in the Woollahra area. We provide 10 affordable venues for community hire of which 8 are accessible. We undertake needs analysis to inform community and cultural development and deliver programs, activities and events with a focus on children and families, young people, older people, inclusion and reconciliation. We also provide experiences through our art gallery and public art program.

We award grants to support community and cultural groups, and partner to provide services and programs which support community members with a disability, dementia inclusion, mental health awareness and suicide prevention, community safety and crime prevention and support community members experiencing domestic and family violence and homelessness. Our cultural grants aim to encourage both performing and visual arts.

### Supporting Community Strategic Plan

#### Community Outcomes:

-  G1: A connected, harmonious and engaged community for all ages and abilities
-  G2: A supported, enabled and resilient community
-  G3: A creative and vibrant community
-  G5: Liveable places

### Ongoing services and programs:

- Partner with a local community organisations to provide services and programs which support older people, children youth and their families and dementia inclusion.
- Partner with a housing provider for the delivery of the Woollahra Domestic and Family Violence Accommodation and Support program
- Coordinate Council's Grants program with oversight of the Community and Cultural grants stream
- Manage venue hire and undertake community facility needs analysis and planning
- Manage the Woollahra Gallery at Redleaf
- Facilitate art programs:
  - Artist in Residence
  - Creative Hoardings program
  - Woollahra Small Sculpture Prize
  - Youth Photographic Award & Short Film Prize
- Maintain and expand the Public Art Collection according to the public art strategy
- Continue to work with other Government agencies to develop programs and projects to respond to community needs.



Poetica Petit event at the Woollahra Gallery at Redleaf



### Operational Plan 2024/25

Operational projects are initiatives that improve the service or focus its delivery.

Community Services, Culture & Arts Operational Projects		
Priorities	Projects	Delivered By
1.1.1 Provide opportunities to connect people and ideas to encourage lifelong learning and quality of life.	Plan, promote and deliver 6 diverse and inclusive events, activities and programs to the community. Including but not limited to: <ul style="list-style-type: none"> <li>• NAIDOC Week</li> <li>• Mental Health Week</li> <li>• International Day of People with a Disability</li> <li>• Seniors Festival</li> <li>• Youth Week</li> <li>• National Reconciliation Week.</li> </ul>	<p>July 2024 October 2024 December 2024</p> <p>February 2025 April 2025 May 2025 (Dates subject to agency change).</p>
2.1.1 Collaborate with all levels of government, non-government organisations, the private sector and community groups.	Deliver Council's Community and Cultural grant stream.	30 September 2024.
	Deliver services to Woollahra residents as per contract with Holdsworth Community to deliver the following projects: <ul style="list-style-type: none"> <li>• Navigating My Aged Care System</li> <li>• Aged Care Wellness Hub</li> <li>• Woollahra Dementia Alliance Action Plan</li> <li>• Woollahra Connect Program</li> <li>• Family Services.</li> </ul>	30 June 2025.
	Continue to deliver medium term accessible housing services, through the provision of 10 home units, to Woollahra residents as per contract with Women's Housing Association targeting women and their families escaping domestic and family violence.	30 June 2025.

Community Services, Culture & Arts Operational Projects		
Priorities	Projects	Delivered By
	Support the establishment of children, youth and family services and complementary programming at the Vaucluse Community Facility.	30 June 2025.
2.1.3 Following adoption, administer Council's Innovate Reconciliation Action Plan (RAP) 2024-2026.	Deliver first year outcomes for reconciliation by implementing the Innovate RAP, in accordance with allocated resources.* <i>*Note: Council's Innovate RAP is currently being reviewed and this action will be amended to include specific strategies in due course.</i>	30 June 2025.
2.2.1 Collaborate with a range of service providers to support vulnerable members of our community.	Continue to work with a range of agencies to support homeless persons in our community by continuing referral of homeless persons when identified to support agencies, advocacy, participation in annual homeless count and delivery of training .	30 June 2025.
2.2.3 Administer Council's Disability Inclusion Action Plan.	Continue to implement DIAP actions, undertaken by all Council divisions for 2024/25 financial year and report biannually to the Inclusion (Disability, Aged and Carers) Advisory Committee* <i>*Note: Council's DIAP is currently being reviewed and this action will be amended to include specific strategies in due course.</i>	30 June 2025.
3.1.2 Produce, support and partner for innovative and creative initiatives reflective of the community's arts/ cultural aspirations.	Provide a dynamic annual program comprising Council-lead exhibitions alongside monthly art exhibitions at the Woollahra Gallery at Redleaf to be complemented by: <ul style="list-style-type: none"> <li>• Implementation of new ( 2023) Artist in Residency guidelines;</li> <li>• Increased range and frequency of public programs to promote use of the Gallery and Cultural Hub;</li> <li>• Initiation of a monthly 'Quiet Hour' and</li> <li>• Development of a student placement program.</li> </ul>	30 June 2025.

Community Services, Culture & Arts Operational Projects		
Priorities	Projects	Delivered By
	Implement the Arts and Culture Strategy and Action Plan for 2024/25 financial year and report biannually to Arts and Culture Advisory Committee.* <i>*Note: Council's Arts &amp; Culture Strategy is currently being reviewed and this action will be amended to include specific strategies in due course.</i>	Ongoing, 30 June 2025.
5.1.1 Plan for community, cultural and recreational facilities to ensure they reflect community needs and aspirations.	Implement new Community Facility model and fee structure including: policies and procedures, new booking and payment system which aligns with community needs and aspirations.	31 December 2024.
	Develop an operating model and delivery plan for Rose Bay Community Centre as part of the Wilberforce Ave Car Park development.	30 June 2025.
	Finalise the Diversity Strategy and Action Plan across all Council divisions for 2024/25 financial year.* <i>*Note: Council's Diversity Strategy and Action Plan is currently being reviewed and this action will be amended to include strategies in due course.</i>	30 November 2024.
	Implement the Children's, Youth and Families Strategy and Action Plan for 2024/25 financial year.* <i>*Note: Council's Children's, Youth and Families Strategy is currently being reviewed and this action will be amended to include specific strategies in due course.</i>	30 June 2025.



### Capital Projects 2024/25

Capital projects are priority works based on asset renewal, community needs and adopted plans.

Community Services, Culture & Arts Capital Works 2024/25									
Project	Expend. Budget (\$)	Capital Funding incl. GST (\$)							Net Cost (\$)
		Sales	E& IRL	Storm-water Mgmt Charge	Sec. 7.11	Sec. 7.12	Grants	Reserves	
<i>Community Facilities</i>									
Preschool- Electrical Upgrade	10,000	0	0	0	0	0	0	-10,000	0
Preschool- Upgrade stormwater drainage	20,000	0	0	0	0	0	0	-20,000	0
Cooper Park Community Hall- Roof Gutter & boards replacement	20,000	0	0	0	0	0	0	-20,000	0
Gaden Reserve- Replace floor coverings	20,000	0	0	0	0	0	0	-20,000	0
Gaden Reserve- Lift upgrade	25,000	0	0	0	0	0	0	-25,000	0
The Gunyah- Rear deck & ramp replacement	25,000	0	0	0	0	0	0	-25,000	0
Holdsworth Street Community Centre- Replace sections of roof	10,000	0	0	0	0	0	0	-10,000	0
Holdsworth Street Community Centre- Replace carpet in Administration area	25,000	0	0	0	0	0	0	-25,000	0
Holdsworth Street Community Centre- Toilets refurbishment	20,000	0	0	0	0	0	0	-20,000	0
Sir David Martin Reserve- Cottage- Refurbish roof, gutters & downpipes	10,000	0	0	0	0	0	0	-10,000	0
Sir David Martin Reserve- Drill Hall toilets refurbishment	70,000	0	0	0	0	0	0	-70,000	0
Sir David Martin Reserve- Drill Hall installation of bird proofing	11,000	0	0	0	0	0	0	-11,000	0
Sir David Martin Reserve- Drill Hall sewer upgrade	25,000	0	0	0	0	0	0	-25,000	0
Woollahra Gallery @ Redleaf- New reception desk	10,000	0	0	0	0	0	0	-10,000	0
Accessibility Inclusion program- Various locations	50,000	0	0	0	0	0	0	-50,000	0
<b>Total for Community Facilities</b>	<b>351,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-351,000</b>	<b>0</b>
<b>Total for Community Services, Culture &amp; Arts</b>	<b>351,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-351,000</b>	<b>0</b>

## Library Services

### Business units:

Libraries

### Service information:

We provide Library Services at Double Bay, Paddington and Watsons Bay to more than 26,047 active Library members, as well as providing a home delivery service to residents who are unable to attend the library for health or medical reasons through the Home Library service.

The libraries facilitates 100 community volunteering opportunities through programing and library services and supports local students completing the Duke of Edinburgh scheme. The libraries all host a variety of events and programs and Woollahra Library at Double Bay offers spaces for hire.

### Supporting Community Strategic Plan

#### Community Outcomes:

- G1: A connected, harmonious and engaged community for all ages and abilities
- G2: A supported, enabled and resilient community
- G3: A creative and vibrant community



Staff at Woollahra Library at Double Bay

### Ongoing services and programs:

- Manage physical collections, online collections and databases
- Local history information
- Home Library Service for people with mobility and access restrictions
- Provision and maintenance of public computer access, printing and other technology infrastructure
- Maintain library spaces for study and recreation
- Provide volunteering opportunities
- Library Events & Programs:
  - Author talks
  - Book clubs
  - Book fair
  - Digital events
  - Digital Literary Award
  - Ideas Exchange
  - Local history workshops
  - Movie screenings
  - Technology workshops and digital literacy
  - Writing workshops
  - Early literacy programming
  - HSC support
  - School holiday programming.



Rhyme Time at Paddington Library

### Operational Plan 2024/25

Operational projects are initiatives that improve the service or focus its delivery.

Library Services Operational Projects		
Priorities	Projects	Delivered By
1.1.1 Provide opportunities to connect people and ideas to encourage lifelong learning and quality of life.	Plan, promote and deliver a minimum of 6 diverse and inclusive events, activities and programs which respond to community needs as evidenced through attendance rates and the public library evaluation.	Ongoing, 30 June 2025.
	Plan, promote and deliver a minimum of 3 programs fostering digital and technology literacy as evidenced through attendance and public library evaluation.	Ongoing, 30 June 2025.
	Plan, promote and deliver a minimum of 6 diverse and inclusive children's and youth programs which are positively received by the community as evidenced through attendance and public library evaluation.	Ongoing, 30 June 2025.
	Deliver ongoing support and social inclusion opportunities for Seniors including fortnightly delivery of Home Library Service and two targeted programs eg. Tech Savvy Seniors and Bus to Books.	Ongoing, 30 June 2025.
	Continue to curate content on our library webpages to improve discoverability. Incorporate book review capability into the library website and catalogue. Incorporate chat functionality as a customer touchpoint for the library.	30 June 2025.
	(a) Increase digitally accessible content in our local history research service (b) Celebrate local heritage through delivery of 4 plaques via the Woollahra Plaques scheme.	Ongoing, 30 June 2025.



Library Services Operational Projects		
Priorities	Projects	Delivered By
3.1.1 Provide innovative library and local history services, including Indigenous history.	Improve discovery of online collections, through interactive and digital experiences in library spaces using cutting edge technology.	30 June 2025.
	Commence installation of automated service points/library lending machine into community facility locations including the Vaucluse community facility.	31 July 2024.
	Investigate the feasibility of a paid library loan delivery service	31 March 2025.
	Review opening hours of library services following trial of Watsons Bay extended library access hours through unstaffed mechanisms project.	31 March 2025.

### Capital Projects 2024/25

Capital projects are priority works based on asset renewal, community needs and adopted plans.

Library Services Capital Works 2024/25									
Project	Expend. Budget (\$)	Capital Funding incl. GST (\$)							Net Cost (\$)
		Sales	E& IRL	Storm-water Mgmt Charge	Sec. 7.11	Sec. 7.12	Grants	Reserves	
<i>Library Equipment</i>									
Library IT Technology	167,120	0	0	0	0	0	0	-167,120	0
Books & audio visual	428,823	0	0	0	0	0	0	0	428,823
<b>Total for Library Equipment</b>	<b>595,943</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-167,120</b>	<b>428,823</b>
<i>Library Building</i>									
Watsons Bay Library- Furniture upgrade	30,000	0	0	0	0	0	0	-30,000	0
Woollahra Library at Double Bay- Upgrade Toilets	25,000	0	0	0	0	0	0	-25,000	0
Watsons Bay Library- Carpet replacement	20,000	0	0	0	0	0	0	-20,000	0
<b>Total for Library building</b>	<b>75,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-75,000</b>	<b>0</b>
<b>Total for Library Services</b>	<b>670,943</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-242,120</b>	<b>428,823</b>

## Customer Experience & Engagement

### **Business units:**

Communications & Engagement  
Customer Experience

### **Service information:**

Our customer service staff greets and assists visitors and staff to Council and provides face to face customer assistance with over 16,000 visits to our Customer Service Centre each year. We answer over 80,000 incoming phone enquiries and lodge over 22,000 customer requests for action annually. We are responsible for ensuring that information for customers is robust and easy to access and understand. We also deliver frontline complaints resolution. We work to understand our customer's interactions across all areas of Council so that we can improve their experiences with us.

We use a diverse range of communication channels for promoting our services, facilities, projects and initiatives and support strategy, training and development for engagement with our community. We also respond to media inquiries in a timely manner with factual information.



Customer Experience staff

Your Say community engagement platform statistics indicate 68,114 page views and 24,500 visitors to the site with 2,417 submissions lodged

### **Supporting Community Strategic Plan**

#### **Community Outcomes:**

- G1: A connected, harmonious and engaged community for all ages and abilities
- G2: A supported, enabled and resilient community
- G3: A creative and vibrant community
- G10: Working together
- G11: A well-managed Council

#### **Ongoing services and programs:**

- Provide frontline complaints resolution and referrals
- Manage the Customer Relationship Management system
- Develop a customer-centric culture across the organisation
- We work with customer feedback to redesign the experience of our customers aiming to minimize their effort and improve their satisfaction.
- Manage website and promotion of services, programs and events
- Graphic design, print production and installation
- Street banners
- Media monitoring and management
- Community engagement services
- Issues, risk and crisis communications strategy and support (internal and external)
- Council Event Management.

### Operational Plan 2024/25

Operational projects are initiatives that improve the service or focus its delivery.

Customer Experience & Engagement Operational Projects		
Priorities	Projects	Delivered By
3.1.2 Produce, support and partner for innovative and creative initiatives reflective of the community's arts/ cultural aspirations.	Implementation of Council's Events strategy: <ul style="list-style-type: none"> <li>An annual events calendar is published on website</li> <li>Information and resources published online is promoted to assist community groups and partners with event management and promotion.</li> <li>Promotion of Event Management Strategy.</li> </ul>	Ongoing, 31 January 2025. 31 July 2024.  31 August 2025.
10.1.1 Support council through provision of resources, education and tools and communicate opportunities for engagement.	Facilitate training by an accredited trainer for at least 10 members of staff to increase skills and confidence with engagement strategy and delivery.	30 April 2025.
	Implementation of Communication and Engagement strategy to deliver positive customer experience and project engagement outcomes.	Ongoing, 30 June 2025.
11.1.1 Drive customer design throughout council to improve customer experience.	Implement year one of Customer Experience Strategy including: <ul style="list-style-type: none"> <li>Development and training of staff that design services on Customer Experience design tools.</li> </ul>	30 June 2025.
	<ul style="list-style-type: none"> <li>Train customer facing staff on Customer Experience principles.</li> </ul>	Ongoing, 30 June 2025.
	<ul style="list-style-type: none"> <li>Implement a Customer experience dashboard by automating data collection.</li> </ul>	30 June 2025.



Customer Experience & Engagement Operational Projects		
Priorities	Projects	Delivered By
	<ul style="list-style-type: none"> <li>Investigate a system to enable Council to create a shared information knowledge database to better inform and serve our customers.</li> </ul>	Ongoing, 30 June 2025.
	<ul style="list-style-type: none"> <li>Expand online payment options for: Permit to Stand Plant, Work on Roadways and Council Property, Road Opening Permit, Inspection for Private Tree Pruning, Work zone Application.</li> </ul>	30 June 2025.
	<ul style="list-style-type: none"> <li>Use data from Customer Satisfaction surveys to benchmark results and drive improvements in our services.</li> </ul>	31 December 2024.
	<ul style="list-style-type: none"> <li>Review Council's complaint management policy and procedures.</li> </ul>	Ongoing, 31 December 2024.
	<ul style="list-style-type: none"> <li>Implement an automated Customer satisfaction feedback process after the completion of all call Centre calls.</li> </ul>	Ongoing, 31 December 2024.
	<ul style="list-style-type: none"> <li>Automate the renewal process of resident and visitor parking permits to reduce customer effort.</li> </ul>	30 June 2025.
	<ul style="list-style-type: none"> <li>Continued expansion of the capabilities of the Woollahra app based on customer feedback.</li> </ul>	Ongoing, 30 June 2025.
11.1.2 Transform Council's business, by optimising the use of technology to support effective business processes and customer journeys.	Continue to evolve website to improve customer experience:	
	<ul style="list-style-type: none"> <li>Following the introduction of a feedback widget on Council's website implement viable improvements.</li> <li>Incorporate chat functionality as a touchpoint for customer to contact the Customer Call Centre.</li> </ul>	<p>Ongoing, 30 June 2025.</p> <p>30 June 2025.</p>
	Investigate the ability to use SMS for requests and enquiries .	30 June 2025.

## **Woollahra Preschool**

### **Business units:**

Preschool

### **Service information:**

Our preschool is an 80 place education and care service for children aged 3 to 5, supporting families approximately 160 families annually to maintain engagement in the workforce and developing the social skills of children to be prepared to transition to school. Our preschool operations are self funded with grants and pre school fees covering its expenses.

### **Supporting Community Strategic Plan**

#### **Community Outcomes:**

- G1: A connected, harmonious and engaged community for all ages and abilities
- G2: A supported, enabled and resilient community
- G5: Liveable places

#### **Ongoing services and programs:**

- Provide quality education and care that meets or exceeds the National Quality Standard
- Provides 80 preschool places for children aged 3 to 5 years
- Supporting approximately 160 families annually.
- Provide an Inclusion Support Program for children with additional needs.



Preschool students in a Dharawal language class



Preschool students arts and craft from recycled materials

**Operational Plan 2024/25**

Operational projects are initiatives that improve the service or focus its delivery.

Woollahra Preschool Operational Projects		
Priorities	Projects	Delivered By
	Quarterly intergenerational program delivered between Woollahra Preschool and Holdsworth Community.	30 September 2024, 31 December 2024, 31 March 2025, 30 June 2025.
	Continue working in partnership with the Gujaga Foundation to deliver a weekly community language program to children in Woollahra Preschool.	Ongoing, 30 June 2025.
	Ongoing implementation of a customer experience satisfaction measure in the preschool to improve the experience of parents and carers within the service.	Ongoing, 30 June 2025.





## **OPERATIONAL PLAN 2024/25 DRAFT FEES & CHARGES**

## Operational Plan 2024–25



# Fees and Charges

The Fees and Charges Schedule sets the maximum price payable for any particular activity or service provided by Council.

Fees or Charges less than the maximum listed amount are either set by Council through a resolution or by the General Manager or Council Officers through delegated authority.

It is important to note that the Fees or Charges that appear in the following schedule can vary according to the type of activity or user.

For example, differential pricing exists for the users of community halls and open space. The basis for differentiation lies in the categories outlined in the Pricing Policy.

### Pricing Policy

Four Pricing Categories are used in the 2024/25 Fees and Charges to ensure that the range of fees and charges reflect the cost of providing services to the Woollahra Community.

As a matter of policy, Council increases fees and charges each year by at least the CPI where practical unless it would have an adverse impact on forecast revenue or users' capacity to pay. Variations to this are reported to Council and determined.

### Pricing Policy categories:

#### ST – Statutory

Statutory Pricing occurs if relevant acts and regulations enable Council to set a fee or charge, or the relevant acts and regulations prescribe a maximum fee for a particular activity.

These charges are legislated by the New South Wales Government across a range of activities and services provided by local government.

#### SUB – Subsidised

Under subsidised pricing, the price for service is set below the financial cost of providing that service.

#### COST – Cost Recovery

The fee or charge set under cost recovery pricing recovers for Council the cost of providing a service to the community.

#### FCR – Full Cost Recovery

Council sets the price for a service or activity to recover the cost of providing a service with a built-in rate of return on any asset being used or a mark-up for the service.

Cover image: Artworks from *Heart In Art* exhibition at Woollahra Gallery at Redleaf

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Operational Plan 2024–25



Blackburn Gardens, Double Bay

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## FEES & CHARGES 2024/25

Fee / Charge	Pricing Policy Ref.	2023/24 Fee / Charge excl. GST	2023/24 GST	2023/24 Fee / Charge incl. GST	2024/25 Fee / Charge excl. GST	2024/25 GST	2024/25 Fee / Charge incl. GST	Fee Unit Rate	Supplementary Information
<b>ACTIVITY APPROVAL APPLICATIONS</b>									
Local Government Act Activity Applications (other than where a specific fee is provided)	FCR	199.00	Exempt	199.00	208.00	Exempt	208.00	per application	A Minimum fee of \$208 is payable up front. The total fee is calculated on the hourly rate and is payable before the release of any determination. Reduced activity application fees may be applied at the discretion of the General Manager for activities such as charity activities.
Charity Clothing Bin Application - (s68C3 - Place a clothing bin in a public place)	SUB	42.00	Exempt	42.00	44.00	Exempt	44.00	per application	Applications only from charitable organisations for clothing bins located in Council Car Parks. Licence fee applies on approval (see Clothing Bins).
Local Government Activity Application - (s68F7 - Use a standing vehicle or any article for the purpose of selling any article in a public place)	FCR	366.00	Exempt	366.00	382.00	Exempt	382.00	per application	
Local Government Act Activity Applications (for same activity in same financial year as previous application)	FCR	50.00	Exempt	50.00	52.25	Exempt	52.25	per application	
Local Government Activity Application - (s68C3 - Place a waste storage container in a public place)	FCR	1,965.00	Exempt	1,965.00	2,054.00	Exempt	2,054.00	per application	This fee covers the application and the issue of an activity approval for a period of one year.
Local Government Activity Application - (s68C3 - Place a waste storage container in a public place - per placement)	FCR	366.00	Exempt	366.00	382.00	Exempt	382.00	per application	This fee covers the application and the issue of an activity approval for a

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## FEES & CHARGES 2024/25

Fee / Charge	Pricing Policy Ref.	2023/24 Fee / Charge excl. GST	2023/24 GST	2023/24 Fee / Charge incl. GST	2024/25 Fee / Charge excl. GST	2024/25 GST	2024/25 Fee / Charge incl. GST	Fee Unit Rate	Supplementary Information
Local Government Activity Application - (s68F1 - Operate a public car park).	FCR	\$630 + \$2.60 per parking space	Exempt	\$630 + \$2.60 per parking space	\$658 + \$2.70 per parking space	Exempt	\$658 + \$2.70 per parking space		maximum period of one week. A Minimum fee of \$658 is payable up front. The total fee is calculated on the number of parking spaces and is payable before the release of any determination.
<b>ANIMALS</b>									
Animal Registration									
Animal Lifetime Registration Category (per dog/cat)									Fees as per Clause 18 of the Companion Animals Regulation 2018 & Companion Animals (Adjustable Fee Amounts) Notice.
Desexed Dog - By relevant age	ST	75.00	Exempt	75.00	75.00	Exempt	75.00	per animal	Registration fee for a dog desexed by six months of age
Desexed Dog - Pensioner Rate	ST	32.00	Exempt	32.00	32.00	Exempt	32.00	per animal	Dog owned by an eligible pensioner and desexed by six months of age
Desexed Dog - Sold by Pound/ Shelter	ST	0.00	Exempt	0.00	0.00	Exempt	0.00	per animal	Desexed dog sold by an eligible pound/ shelter
Complete dog or Desexed Dog after relevant age	ST	252.00	Exempt	252.00	252.00	Exempt	252.00	per animal	Combined registration fee and additional fee for a dog not desexed by six months of age
Complete Dog - Not desexed (not recommended)	ST	75.00	Exempt	75.00	75.00	Exempt	75.00	per animal	Dog with written notification from a vet that it should not be desexed
Complete Dog - Not desexed (not recommended) - Pensioner Rate	ST	32.00	Exempt	32.00	32.00	Exempt	32.00	per animal	Dog with written notification from a vet that it should not be

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## FEES & CHARGES 2024/25

Fee / Charge	Pricing Policy Ref.	2023/24 Fee / Charge excl. GST	2023/24 GST	2023/24 Fee / Charge incl. GST	2024/25 Fee / Charge excl. GST	2024/25 GST	2024/25 Fee / Charge incl. GST	Fee Unit Rate	Supplementary Information
Complete Dog - Recognised breeder	ST	75.00	Exempt	75.00	75.00	Exempt	75.00	per animal	desexed (eligible pensioner) Dog not desexed and kept by a recognised breeder for breeding purposes
Dog - working	ST	0.00	Exempt	0.00	0.00	Exempt	0.00	per animal	Working dog
Dog - Service of the State	ST	0.00	Exempt	0.00	0.00	Exempt	0.00	per animal	Dog in the service of the State, for example a Police Dog
Assistance Animal	ST	0.00	Exempt	0.00	0.00	Exempt	0.00	per animal	Animal under six months of age training to be an assistance animal, for example a guide dog
Complete or Desexed Cat	ST	65.00	Exempt	65.00	65.00	Exempt	65.00	per animal	Desexed or non-desexed cat
Cat desexed - Eligible pensioner	ST	32.00	Exempt	32.00	32.00	Exempt	32.00	per animal	Desexed cat owned by an eligible pensioner
Desexed Cat - Sold by Pound/ Shelter	ST	0.00	Exempt	0.00	0.00	Exempt	0.00	per animal	Desexed cat sold by an eligible pound/ shelter
Complete Cat - Not desexed (not recommended)	ST	65.00	Exempt	65.00	65.00	Exempt	65.00	per animal	Cat with written notification from a vet that it should not be desexed
Complete Cat - Not desexed (not recommended) - Pensioner Rate	ST	32.00	Exempt	32.00	32.00	Exempt	32.00	per animal	Cat with written notification from a vet that it should not be desexed (eligible pensioner)
Complete Cat - Recognised breeder	ST	65.00	Exempt	65.00	65.00	Exempt	65.00	per animal	Cat not desexed and kept by a recognised breeder for breeding purposes
Registration Late Fee	ST	21.00	Exempt	21.00	21.00	Exempt	21.00	per animal	
Annual Permit Category									
Cat not desexed by 4 months of age	ST	92.00	Exempt	92.00	92.00	Exempt	92.00	per animal	Cat not desexed by four months of age.
Dangerous Dog	ST	221.00	Exempt	221.00	221.00	Exempt	221.00	per animal	Dog declared to be dangerous.

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## FEES & CHARGES 2024/25

Fee / Charge	Pricing Policy Ref.	2023/24 Fee / Charge excl. GST	2023/24 GST	2023/24 Fee / Charge incl. GST	2024/25 Fee / Charge excl. GST	2024/25 GST	2024/25 Fee / Charge incl. GST	Fee Unit Rate	Supplementary Information
Restricted Dog	ST	221.00	Exempt	221.00	221.00	Exempt	221.00	per animal	Dog declared to be a restricted breed or restricted by birth.
Permit Late Fee	ST	21.00	Exempt	21.00	21.00	Exempt	21.00	per animal	
ART & SCULPTURE SALES									
Art Sale Commission @ 25%	FCR			At 25% of Art Sale		10.0%	plus 10.0% GST	at 25% of Art Sale	
Art Sale Commission @ 40%	FCR					10.0%	plus 10.0% GST	at 40.0% of Art Sale	*NEW FEE* Sales Commission on gratis exhibitions (i.e. Artist in Residence, Community exhibitions)
Woollahra Small Sculpture Prize Sale without Gallery representation - Commission	FCR					10.0%	plus 10.0% GST	at 40.0% of sculpture sale	
Woollahra Small Sculpture Prize sale with Gallery representation - Commission	FCR					10.0%	plus 10.0% GST	at 20.0% of sculpture sale	
CERTIFICATE APPLICATION FEES									
Complying Development Certificate	FCR	Calculation Examples: $LN(CV) \times CV^I$			Calculation Examples: $LN(CV) \times CV^I$	10.0%	Calculation Examples: $LN(CV) \times CV^I$ plus 10.0% GST	per application	CV = Contract Value of work $I = 0.421$ LN = Natural Logarithm.
Minimum Charge	FCR	427.27	42.73	470.00	446.50	44.65	491.15	per application	The minimum charge is for works with an estimated value of works up to \$10,000. For works above this amount the fee is calculated on a sliding scale using the above formula.

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## FEES & CHARGES 2024/25

Fee / Charge	Pricing Policy Ref.	2023/24 Fee / Charge excl. GST	2023/24 GST	2023/24 Fee / Charge incl. GST	2024/25 Fee / Charge excl. GST	2024/25 GST	2024/25 Fee / Charge incl. GST	Fee Unit Rate	Supplementary Information
<b>\$50,000</b>	FCR	1,029.16	102.92	1,132.08	1,075.50	107.55	1,183.05	per application	All Classifications of Building.
<b>\$100,000</b>	FCR	1,466.17	146.62	1,612.79	1,532.18	153.22	1,685.40	per application	All Classifications of Building.
<b>\$150,000</b>	FCR	1,800.33	180.03	1,980.36	1,881.36	188.14	2,069.50	per application	All Classifications of Building.
<b>\$250,000</b>	FCR	2,327.97	232.80	2,560.77	2,432.73	243.27	2,676.00	per application	All Classifications of Building.
<b>\$500,000</b>	FCR	3,290.63	329.06	3,619.69	3,483.73	343.87	3,782.60	per application	All Classifications of Building.
<b>\$1,000,000</b>	FCR	4,638.39	463.84	5,102.23	4,847.14	484.71	5,331.85	per application	All Classifications of Building.
<b>\$2,000,000</b>	FCR	6,521.70	652.17	7,173.87	6,815.18	681.52	7,946.70	per application	All Classifications of Building.
<b>\$5,000,000</b>	FCR	10,197.41	1,019.74	11,217.15	10,656.32	1,065.63	11,721.95	per application	All Classifications of Building.
<b>Neighbour notification of applicable Complying Development Certificates</b>	COST	152.00	Exempt	152.00	299.00	Exempt	299.00	per application	Charged on CDC's required to be notified to neighbouring residential occupiers pursuant to Clause 130AB of the Environmental Planning & Assessment Regulation 2000.
<b>Construction Certificate</b>	FCR	Calculation Examples: $LN(CV) \times CV^I$			Calculation Examples: $LN(CV) \times CV^I$	10.0%	Calculation Examples: $LN(CV) \times CV^I$ plus 10.0% GST	per application	CV = Contract Value of work I = 0.421 LN = Natural Logarithm.
<b>Minimum Charge</b>	FCR	427.27	42.73	470.00	446.50	44.65	491.15	per application	The minimum charge is for works with an estimated value of works up to \$10,000. For works above this amount the fee is calculated on a sliding scale using the above formula.

## FEES & CHARGES 2024/25

Fee / Charge	Pricing Policy Ref.	2023/24 Fee / Charge excl. GST	2023/24 GST	2023/24 Fee / Charge incl. GST	2024/25 Fee / Charge excl. GST	2024/25 GST	2024/25 Fee / Charge incl. GST	Fee Unit Rate	Supplementary Information
<b>\$50,000</b>	FCR	1,029.16	102.92	1,132.08	1,075.50	107.55	1,183.05	per application	All Classifications of Building.
<b>\$100,000</b>	FCR	1,466.17	146.62	1,612.79	1,532.18	153.22	1,685.40	per application	All Classifications of Building.
<b>\$150,000</b>	FCR	1,800.33	180.03	1,980.36	1,881.36	188.14	2,069.50	per application	All Classifications of Building.
<b>\$250,000</b>	FCR	2,327.97	232.80	2,560.77	2,432.73	243.27	2,676.00	per application	All Classifications of Building.
<b>\$500,000</b>	FCR	3,290.63	329.06	3,619.69	3,438.73	343.87	3,782.60	per application	All Classifications of Building.
<b>\$1,000,000</b>	FCR	4,638.39	463.84	5,102.23	4,847.14	484.71	5,331.85	per application	All Classifications of Building.
<b>\$2,000,000</b>	FCR	6,521.70	652.17	7,173.87	6,815.18	681.52	7,496.70	per application	All Classifications of Building.
<b>\$5,000,000</b>	FCR	10,197.41	1,019.74	11,217.15	10,656.32	1,065.63	11,721.95	per application	All Classifications of Building.
<b>Amendment of Complying Development or Construction Certificates</b>	FCR	CV % of Original Fee <\$150,000 30% \$150,000 to \$500,000 25% \$500,001 to \$1 Million 20% >\$1 Million 15%	10.0%	CV % of Original Fee <\$150,000 30% \$150,000 to \$500,000 25% \$500,001 to \$1 Million 20% >\$1 Million 15% plus 10.0% GST	CV % of Original Fee <\$150,000 30% \$150,000 to \$500,000 25% \$500,001 to \$1 Million 20% >\$1 Million 15%	10.0%	CV % of Original Fee <\$150,000 30% \$150,000 to \$500,000 25% \$500,001 to \$1 Million 20% >\$1 Million 15% plus 10.0% GST	per application to amend a CDC or CC	CV= Contract Value Note: CDC or CC amendments are made by applying for a NEW certificate these fees apply where a CDC or CC has been issued for substantially the same development.
<b>Compliance Certificates and Miscellaneous Building &amp; Compliance Services</b>	FCR	195.45	19.55	215.00	204.27	20.43	224.70	per hour or part hour	Minimum Fee \$224.70.
<b>Lodgement Fee - Complying Development Certificate Part 4A Certificate &amp; Notice of Commencement.</b>	ST	39.00	Exempt	39.00	39.00	Exempt	39.00	per lodgement	This fee applies to Certificates Issued by Council or Accredited Certifiers and is the maximum permissible by Clause 263(2) of the Environmental Planning & Assessment Regulation 2000.



## FEES & CHARGES 2024/25

Fee / Charge	Pricing Policy Ref.	2023/24 Fee / Charge excl. GST	2023/24 GST	2023/24 Fee / Charge incl. GST	2024/25 Fee / Charge excl. GST	2024/25 GST	2024/25 Fee / Charge incl. GST	Fee Unit Rate	Supplementary Information
Occupation Certificates	COST	195.45	19.55	215.00	204.27	20.43	224.70	per application	This fee only applies to developments where Council was appointed the PCA prior to formal PCA Service Agreement. SOU = Sole Occupancy Unit.
Strata Subdivision Certificate	FCR	\$1,348 + \$345 for each lot over two	Exempt	\$1,348 + \$345 for each lot over two	\$1,408 + \$360.50 for each lot over two	Exempt	\$1,408 + \$360.50 for each lot over two		
Torrens Title Subdivision Certificate (Section 6.15 of EP&A Act)	FCR	\$1,348 + \$345 for each lot over two	Exempt	\$1,348 + \$345 for each lot over two	\$1,408 + \$360.50 for each lot over two	Exempt	\$1,408 + \$360.50 for each lot over two		
Building Certificate Applications	SUB	As per Clause 260 of the Environmental Planning & Assessment Regulation 2000	Exempt	250.00	Class 1 and 10 buildings \$500: Class 2-9 buildings up to 200m <sup>2</sup> \$750: >200m <sup>2</sup> \$1,000 + \$2 per m <sup>2</sup> over 200m <sup>2</sup> *An additional fee will be charged where development consent, complying Development certificate or construction certificate was required for the development and no such consent or certificate was obtained, the additional fee will be that which would have been	Exempt	Class 1 and 10 buildings \$500: Class 2-9 buildings up to 200 m <sup>2</sup> \$750: >200 m <sup>2</sup> \$1,000 + \$2 per m <sup>2</sup> over 200 m <sup>2</sup> *An additional fee will be charged where development consent, complying Development certificate or construction certificate was required for the development and no such consent or certificate was obtained, the additional fee will be that which would have been	per application	Additional statutory charges apply for the assessment of building certificates for unauthorised work and/or for Class 2 - 9 buildings with a floor area of 200m <sup>2</sup> or more.

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## FEES & CHARGES 2024/25

Fee / Charge	Pricing Policy Ref.	2023/24 Fee / Charge excl. GST	2023/24 GST	2023/24 Fee / Charge incl. GST	2024/25 Fee / Charge excl. GST	2024/25 GST	2024/25 Fee / Charge incl. GST	Fee Unit Rate	Supplementary Information
					payable for the relevant consent and		payable for the relevant consent and		
Building Certificate Reinspection Fee	SUB	90.00	Exempt	90.00	94.00	Exempt	94.00	per application	Per additional inspection.
File Retrieval Fee - per Building Certificate	COST	92.00	Exempt	92.00	96.00	Exempt	96.00	per application	Charge associated with retrieving files from storage.
Application for positive covenant required by a condition of Development Consent		Per application	80.00	880.00	per application	109.09	1,200.00	per application	All legal and valuation costs pertaining to the transaction/application are payable by the applicant. Protracted negotiations over 5 hours will have an additional cost of \$83 per hour + 10% GST.
Planning Certificates									
Planning Certificates under s10.7(2) - EPA Act 1979	ST	67.00	Exempt	67.00	67.00	Exempt	67.00	per certificate	One certificate for each allotment of land.
Planning Certificate under s10.7(5) - EPA Act 1979	ST	100.00	Exempt	100.00	100.00	Exempt	100.00	per certificate	One certificate for each allotment of land.
Planning Certificates under s10.7(2) and s10.7(5) - EPA Act 1979	ST	167.00	Exempt	167.00	167.00	Exempt	167.00	per certificate	One certificate for each allotment of land.
Planning Certificates under s10.7 - EPA Act 1979 - Expedites	COST	157.00	Exempt	157.00	164.00	Exempt	164.00	per application	Expedite. One certificate for each allotment of land.
Rates Certificates									
Section 603 Certificates (LG Act 1993)	ST	95.00	Exempt	95.00	95.00	Exempt	95.00	per certificate	One certificate for each allotment of land. NOTE: This fee is set at the maximum level recommended by the Office of Local Government each year. It will be varied as and when advice is received from the Office.
Section 603 Expedites (LG Act 1993)	COST	157.00	Exempt	157.00	164.10	Exempt	164.10	per application	Expedite. One certificate for each allotment of land.

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## FEES & CHARGES 2024/25

Fee / Charge	Pricing Policy Ref.	2023/24 Fee / Charge excl. GST	2023/24 GST	2023/24 Fee / Charge incl. GST	2024/25 Fee / Charge excl. GST	2024/25 GST	2024/25 Fee / Charge incl. GST	Fee Unit Rate	Supplementary Information
<b>Orders and Notices Certificates</b>									
Notices and orders certificate under s121ZP - EPA Act 1979	COST	121.00	Exempt	121.00	127.00	Exempt	127.00	per certificate	Certificate for orders in force and outstanding notices. One certificate per allotment of land.
Notices and orders certificate under s121 ZP expedite - EPA Act	COST	157.00	Exempt	157.00	165.00	Exempt	165.00	per application	Expedite. Certificate for orders in force and outstanding notices. One certificate per allotment of land.
Notices and orders certificate under s735A - Local Government Act 1993	COST	121.00	Exempt	121.00	127.00	Exempt	127.00	per certificate	Certificate for outstanding notices (being a notice order direction and demand). One certificate per allotment of land.
Notices and orders certificate under s735A expedite - Local Government Act 1993	COST	157.00	Exempt	157.00	165.00	Exempt	165.00	per application	Expedite. Certificate for outstanding notices (being a notice order direction and demand). One certificate per allotment of land.
Notices and orders certificate under s121ZP (EPA Act 1979) and s735A (Local Government Act 1993) (combined)	COST	209.00	Exempt	209.00	220.00	Exempt	220.00	per certificate	Certificate for orders in force and outstanding notices. One certificate per allotment of land.
Notices and orders certificate under s121ZP (EPA Act 1979) and s735A (Local Government Act 1993) (combined). Expedite.	COST	157.00	Exempt	157.00	165.00	Exempt	165.00	per application	Expedite. Certificate for orders in force and outstanding notices. One certificate per allotment of land.
Certificates for Section 735A (LG Act) and Section 121ZP (EP & A Act) plus outstanding orders notices and directions under the Food Act 1989 the Protection of the Environment Operations Act 1997 the Public Health Act 1991 the Roads Act 1993 and the Swimming Pools Act 1992 plus Outstanding Orders notices and	COST	261.00	Exempt	261.00	273.00	Exempt	273.00	per application	Certificate for orders in force and outstanding notices under the LG Act EPA Act and other Act. One certificate per allotment of land.

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## FEES & CHARGES 2024/25

Fee / Charge	Pricing Policy Ref.	2023/24 Fee / Charge excl. GST	2023/24 GST	2023/24 Fee / Charge incl. GST	2024/25 Fee / Charge excl. GST	2024/25 GST	2024/25 Fee / Charge incl. GST	Fee Unit Rate	Supplementary Information
directions that the Council may issue under other Acts.									
Certificate under Section 735A (LG Act 1993) and s121ZP (EPA Act) plus orders and directions in force and outstanding notices under the Food Act 1989 the Protection of the Environment Operations Act 1997 the Public Health Act 1991 the Roads Act 1993 and the Swimming Pools Act 1992 plus orders and directions in force and outstanding notices that the Council may issue under other Acts. Expedite.	COST	157.00	Exempt	157.00	165.00	Exempt	165.00	per application	Expedite. Certificate for orders and directions in force and outstanding notices under LG Act the EPA Act 1979 and other Acts. One certificate for each allotment of land.
Other Certificates									
Section 88G Certificates (Conveyancing Act)	ST	10.00	Exempt	10.00	10.00	Exempt	10.00	per certificate	Certificate of amount due under Sect 88G (fines due to Council in relation to failure to comply with positive covenants). Note: fee is \$35 if inspection is required.
CLOTHING BINS									
Charity Clothing Bin Application - (s68C3 - Place a clothing bin in a public place)	SUB	42.00	Exempt	42.00	44.00	Exempt	44.00	per application	Applications only from charitable organisations for

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## FEES & CHARGES 2024/25

Fee / Charge	Pricing Policy Ref.	2023/24 Fee / Charge excl. GST	2023/24 GST	2023/24 Fee / Charge incl. GST	2024/25 Fee / Charge excl. GST	2024/25 GST	2024/25 Fee / Charge incl. GST	Fee Unit Rate	Supplementary Information
									clothing bins located in Council Car Parks. Licence fee applies on approval (see Clothing Bins).
Charity Clothing Bin Licences in approved locations	SUB	390.00	Exempt	390.00	408.00	Exempt	408.00	per licence valid for 5yrs max.	A minimum fee of \$408 is payable up front. The fee is calculated on the hourly rate and is payable before the release of any legal agreement. Protracted negotiations over 5 hours will be charged at \$83 per hour.
COMMUNITY DEVELOPMENT									
Community and Cultural Activities and Events Attendance fee (up to)	SUB	90.91	9.09	100.00	136.36	13.64	150.00	per event	Fee up to \$150 - partial cost recovery depending on scale & cost of event or program.
Mental Health First Aid manual	COST		10.0%	plus 10.0% GST					*DELETE FEE* Mental Health First Aid manual for Mental Health First Aid course. Cost recovery. Check % should be 0% as staying the same do not add GST \$30 is GST inclusive

COMPLIANCE COST NOTICES - EP&A Act 1979

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## FEES & CHARGES 2024/25

Fee / Charge	Pricing Policy Ref.	2023/24 Fee / Charge excl. GST	2023/24 GST	2023/24 Fee / Charge incl. GST	2024/25 Fee / Charge excl. GST	2024/25 GST	2024/25 Fee / Charge incl. GST	Fee Unit Rate	Supplementary Information
Compliance Cost Notices issued under the Environmental Planning & Assessment Act 1979									
In respect of any costs or expenses relating to an investigation that leads to the giving of an order pursuant to the EP&A Act 1979	ST	1,073.00	Exempt	1,073.00	1,121.00	Exempt	1,121.00	Per Order	Statutory fee as per Environmental Planning & Assessment Regulation 2023.
In respect of any costs or expenses relating to the preparation or serving of the notice of the intention to give an order pursuant to the EP&A Act 1979	ST	536.00	Exempt	536.00	750.00	Exempt	750.00	Per Notice of Intention	Statutory fee as per Environmental Planning & Assessment Regulation 2023, clause 284
COUNCIL EVENTS									
Woollahra Small Sculpture Prize Entry Fee	COST	50.00	5.00	55.00	45.45	4.55	50.00	Entry Fee	
COUNCIL REPORTS & DOCUMENTS									
File Retrieval Fee - per DA & Section 4.55 application	COST	87.00	Exempt	87.00	91.00	Exempt	91.00	per application	Charge associated with retrieving files from storage.
File Retrieval Fee - per Building Certificate	COST	91.50	Exempt	91.50	95.65	Exempt	95.65	Per Application	Charge associated with retrieving files from storage
Annual Report	COST	45.00	Exempt	45.00	47.00	Exempt	47.00	per copy	Charge imposed to offset the cost of printing the document.
Delivery Program & Operational Plan	COST	45.00	Exempt	45.00	47.00	Exempt	47.00	per copy	Charge imposed to offset the cost of printing the document.
Annual Agenda Printing Fee									Annual fee does not apply to local community organisations.
Council (Ordinary and Extraordinary)	COST	371.00	Exempt	371.00	388.00	Exempt	388.00	per year	Charge imposed to offset the cost of printing the document.

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## FEES & CHARGES 2024/25

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Environmental Planning (EP)	COST	371.00	Exempt	371.00	388.00	Exempt	388.00	per year	Charge imposed to offset the cost of printing the document.
Finance, Community & Services (FC&S)	COST	371.00	Exempt	371.00	388.00	Exempt	388.00	per year	Charge imposed to offset the cost of printing the document.
Application Assessment Panel (AAP)	COST	1,066.00	Exempt	1,066.00	1,114.00	Exempt	1,114.00	per year	Charge imposed to offset the cost of printing the document.
Woollahra Local Planning Panel (WLPP)	COST	1,066.00	Exempt	1,066.00	1,114.00	Exempt	1,114.00	per year	Charge imposed to offset the cost of printing the document.
Government Information (Public Access) Act - GIPA Act/Access to Information									Charge imposed to offset the cost of printing the document.
Application fee for individuals about their personal affairs (Formal GIPA)	ST	30.00	Exempt	30.00	30.00	Exempt	30.00	per application	Includes 20 hours processing time.
Processing fee for individuals about their personal affairs (Formal GIPA)	ST	30.00	Exempt	30.00	30.00	Exempt	30.00	per hour	After 20 hours processing time.
Application fee for all other requests (Formal GIPA)	ST	30.00	Exempt	30.00	30.00	Exempt	30.00	per application	Includes first hour of processing time.
Processing Fee for all other requests (Formal GIPA)	ST	30.00	Exempt	30.00	30.00	Exempt	30.00	per hour	Includes first hour of processing time.
Processing fee for applicant suffering financial hardship (e.g. pensioner, full time student or non-profit organisation)	ST	15.00	Exempt	15.00	15.00	Exempt	15.00	per hour	
File Retrieval	COST	29.09	2.91	32.00	30.91	3.09	34.00	per file/per file part	Charge imposed to offset the cost of file retrieval from off-site storage
Internal Review	ST	40.00	Exempt	40.00	40.00	Exempt	40.00	per application	Internal review of Council's decision on a formal Government Information (Public Access) application.
Photocopying &/or Printing undertaken by Council Staff									
A4 pages (Black & White)	COST	1.45	0.15	1.60	1.55	0.15	1.70	per page	Charge imposed to offset the cost of printing the document

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Fee / Charge	Pricing Policy Ref.	2023/24 Fee / Charge excl. GST	2023/24 GST	2023/24 Fee / Charge incl. GST	2024/25 Fee / Charge excl. GST	2024/25 GST	2024/25 Fee / Charge incl. GST	Fee Unit Rate	Supplementary Information
									(undertaken by Council Staff)
A4 pages (Colour)	COST	2.27	0.23	2.50	2.45	0.25	2.70	per page	Charge imposed to offset the cost of printing the document (undertaken by Council Staff)
A3 pages (Black & White)	COST	2.27	0.23	2.50	2.45	0.25	2.70	per page	Charge imposed to offset the cost of printing the document (undertaken by Council Staff)
A3 pages (Colour)	COST	4.45	0.45	4.90	4.73	0.47	5.20	per page	Charge imposed to offset the cost of printing the document (undertaken by Council Staff)
Plan Copying up to A1 size	COST	20.91	2.09	23.00	21.82	2.18	24.00	per page	Charge imposed to offset the cost of printing the document (undertaken by Council Staff)
Scanning undertaken by Council Staff									
A4 (Black & White or Colour)	COST	1.45	0.15	1.60	1.55	0.15	1.70	per page	Charge imposed to offset the cost of scanning the document (undertaken by Council Staff)
A3 (Black & White or Colour)	COST	2.27	0.23	2.50	2.45	0.25	2.70	per page	Charge imposed to offset the cost of scanning the document (undertaken by Council Staff)
Plan Scanning up to A1 size	COST	10.91	1.09	12.00	11.82	1.18	13.00	per page	Charge imposed to offset the cost of scanning the document (undertaken by Council Staff)
Storage Medium									
Provision of scanned documents on USB	COST	11.82	1.18	13.00	12.73	1.27	14.00	per USB	Charge imposed to offset the cost of supplying a USB

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## FEES & CHARGES 2024/25

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<b>Electronic Information Fees</b>									
Compilation of Electronic Materials	COST	44.55	4.45	49.00	47.27	4.73	52.00	per application	Charge imposed to offset the cost of preparing/compiling files/documents.
Provision of electronic information on USB	COST	11.82	1.18	13.00	12.73	1.27	14.00	per USB	Charge imposed to offset the cost of supplying a USB
Subpoenas									
Documents Subpoenaed									
First Hour Search Fee (Minimum Fee)	FCR	256.00	Exempt	256.00	267.50	Exempt	267.50		Minimum charge for search of subpoenaed documents.
Subsequent Search Fees	FCR	146.30	Exempt	146.30	152.50	Exempt	152.50		
Documents Subpoenaed photocopying fees - A4	COST	1.40	Exempt	1.40	1.45	Exempt	1.45		Fees charged by supplier.
Documents Subpoenaed photocopying fees - A2 - A0	COST	19.30	Exempt	19.30	20.15	Exempt	20.15		Fees charged by supplier.
File Retrieval Fees									
File Retrieval Fee - per file part	COST	30.60	Exempt	30.60	31.95	Exempt	31.95		Charge associated with retrieving a file from storage.
<b>DEVELOPMENT APPLICATION FEES</b>									
Heritage Works without Consent Application under clause 5.10(3) of Woollahra LEP 2014	COST	per application	Exempt	210.00	per application	Exempt	220.00	per application	



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Fee / Charge	Pricing Policy Ref.	2023/24 Fee / Charge excl. GST	2023/24 GST	2023/24 Fee / Charge incl. GST	2024/25 Fee / Charge excl. GST	2024/25 GST	2024/25 Fee / Charge incl. GST	Fee Unit Rate	Supplementary Information
Works including erection carrying out of work or demolition									Excluding the cost of works for any proposed Solar Energy System including the following, * a photovoltaic electricity generating system/s, and/or * a solar hot water system/s, and/or * a solar air heating system/s.
Up to \$5,000	ST	138.00	Exempt	138.00	138.00	Exempt	138.00	per application	Excluding the cost of works for any proposed Solar Energy System including the following, * a photovoltaic electricity generating system/s, and/or * a solar hot water system/s, and/or * a solar air heating system/s.
\$5,001 - Less than \$50,000	ST	\$212 + \$3 for each \$1,000 (or part of \$1,000)	Exempt	\$212 + \$3 for each \$1,000 (or part of \$1,000)	\$212 + \$3 for each \$1,000 (or part of \$1,000)	Exempt	\$212 + \$3 for each \$1,000 (or part of \$1,000)	per application	Excluding the cost of works for any proposed Solar Energy System including the following, * a photovoltaic electricity generating system/s, and/or * a solar hot water system/s, and/or * a solar air heating system/s.
\$50,001 - \$250,000	ST	\$442 + \$3.64 for each \$1,000 (or part of \$1,000) over \$50,000 (Includes PlanFIRST Levy - 0.64 x Cost/\$1,000)	Exempt	\$442 + \$3.64 for each \$1,000 (or part of \$1,000) over \$50,000 (Includes PlanFIRST Levy - 0.64 x Cost/\$1,000)	\$442 + \$3.64 for each \$1,000 (or part of \$1,000) over \$50,000 (Includes PlanFIRST Levy - 0.64 x Cost/\$1,000)	Exempt	\$442 + \$3.64 for each \$1,000 (or part of \$1,000) over \$50,000 (Includes PlanFIRST Levy - 0.64 x Cost/\$1,000)	per application	Excluding the cost of works for any proposed Solar Energy System including the following, * a photovoltaic electricity generating system/s, and/or * a solar hot water system/s, and/or

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## FEES & CHARGES 2024/25

Fee / Charge	Pricing Policy Ref.	2023/24 Fee / Charge excl. GST	2023/24 GST	2023/24 Fee / Charge incl. GST	2024/25 Fee / Charge excl. GST	2024/25 GST	2024/25 Fee / Charge incl. GST	Fee Unit Rate	Supplementary Information
<b>\$250,001 - \$500,000</b>	ST	\$1,455 + \$2.34 for each \$1,000 (or part of \$1,000) over \$250,000 (Includes PlanFIRST Levy - 0.64 x Cost/\$1,000)	Exempt	\$1,455 + \$2.34 for each \$1,000 (or part of \$1,000) over \$250,000 (Includes PlanFIRST Levy - 0.64 x Cost/\$1,000)	\$1,455 + \$2.34 for each \$1,000 (or part of \$1,000) over \$250,000 (Includes PlanFIRST Levy - 0.64 x Cost/\$1,000)	Exempt	\$1,455 + \$2.34 for each \$1,000 (or part of \$1,000) over \$250,000 (Includes PlanFIRST Levy - 0.64 x Cost/\$1,000)	per application	* a solar air heating system/s. Excluding the cost of works for any proposed Solar Energy System including the following, * a photovoltaic electricity generating system/s, and/or * a solar hot water system/s, and/or * a solar air heating system/s.
<b>\$500,001 - \$1,000,000</b>	ST	\$2,189 + \$1.64 for each \$1,000 (or part of \$1,000) over \$500,000 (Includes PlanFIRST Levy - 0.64 x Cost/\$1,000)	Exempt	\$2,189 + \$1.64 for each \$1,000 (or part of \$1,000) over \$500,000 (Includes PlanFIRST Levy - 0.64 x Cost/\$1,000)	\$2,189 + \$1.64 for each \$1,000 (or part of \$1,000) over \$500,000 (Includes PlanFIRST Levy - 0.64 x Cost/\$1,000)	Exempt	\$2,189 + \$1.64 for each \$1,000 (or part of \$1,000) over \$500,000 (Includes PlanFIRST Levy - 0.64 x Cost/\$1,000)	per application	Excluding the cost of works for any proposed Solar Energy System including the following, * a photovoltaic electricity generating system/s, and/or * a solar hot water system/s, and/or * a solar air heating system/s.
<b>\$1,000,001 - \$10,000,000</b>	ST	\$3,280 + \$1.44 for each \$1,000 (or part of \$1,000) over \$1,000,000 (Includes PlanFIRST Levy - 0.64 x Cost/\$1,000)	Exempt	\$3,280 + \$1.44 for each \$1,000 (or part of \$1,000) over \$1,000,000 (Includes PlanFIRST Levy - 0.64 x Cost/\$1,000)	\$3,280 + \$1.44 for each \$1,000 (or part of \$1,000) over \$1,000,000 (Includes PlanFIRST Levy - 0.64 x Cost/\$1,000)	Exempt	\$3,280 + \$1.44 for each \$1,000 (or part of \$1,000) over \$1,000,000 (Includes PlanFIRST Levy - 0.64 x Cost/\$1,000)	per application	Excluding the cost of works for any proposed Solar Energy System including the following, * a photovoltaic electricity generating system/s, and/or * a solar hot water system/s, and/or * a solar air heating system/s.
<b>More than \$10,000,000</b>	ST	\$19,915 + \$1.19 for each \$1,000 (or part of \$1,000) over \$10,000,000 (Includes PlanFIRST Levy	Exempt	\$19,915 + \$1.19 for each \$1,000 (or part of \$1,000) over \$10,000,000 (Includes PlanFIRST Levy	\$19,915 + \$1.19 for each \$1,000 (or part of \$1,000) over \$10,000,000 (Includes PlanFIRST Levy	Exempt	\$19,915 + \$1.19 for each \$1,000 (or part of \$1,000) over \$10,000,000 (Includes PlanFIRST Levy	per application	Excluding the cost of works for any proposed Solar Energy System including the following, * a photovoltaic electricity generating system/s,

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## FEES & CHARGES 2024/25

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		- 0.64 x Cost/\$1,000		- 0.64 x Cost/\$1,000	- 0.64 x Cost/\$1,000		- 0.64 x Cost/\$1,000		and/or * a solar hot water system/s, and/or * a solar air heating system/s.
Advertising structures	ST	\$357 plus \$93 for each advertisement in excess of 1 or the fee calculated using the above table - whichever is the GREATER	Exempt	\$357 plus \$93 for each advertisement in excess of 1 or the fee calculated using the above table - whichever is the GREATER	\$357 plus \$93 for each advertisement in excess of 1 or the fee calculated using the above table - whichever is the GREATER	Exempt	\$357 plus \$93 for each advertisement in excess of 1 or the fee calculated using the above table - whichever is the GREATER	per application	
New dwelling house with value not exceeding \$100,000	ST	\$571 (Includes PlanFIRST Levy of \$64.00)	Exempt	\$571 (Includes PlanFIRST Levy of \$64.00)	\$571 (Includes PlanFIRST Levy of \$64.00)	Exempt	\$571 (Includes PlanFIRST Levy of \$64.00)	per application	Excluding the cost of works for any proposed Solar Energy System including the following, * a photovoltaic electricity generating system/s, and/or * a solar hot water system/s, and/or * a solar air heating system/s.
Subdivisions									
Land Subdivision - involving the opening of a public road	ST	\$833 plus \$65 per additional lot	Exempt	\$833 plus \$65 per additional lot	\$833 plus \$65 per additional lot	Exempt	\$833 plus \$65 per additional lot	per application	
Land Subdivision - not opening a public road	ST	\$414 plus \$53 per additional lot	Exempt	\$414 plus \$53 per additional lot	\$414 plus \$53 per additional lot	Exempt	\$414 plus \$53 per additional lot	per application	
Strata Title Subdivision	ST	\$414 plus \$65 per additional lot	Exempt	\$414 plus \$65 per additional lot	\$414 plus \$65 per additional lot	Exempt	\$414 plus \$65 per additional lot	per application	
Development not involving erection of a building, carrying out of work, subdivision of land or demolition such as a change of use or the removal or pruning of a heritage tree	ST	357.00	Exempt	357.00	357.00	Exempt	357.00	per application	
Additional fee - designated development	ST	\$1,154 plus fee calculated elsewhere	Exempt	\$1,154 plus fee calculated elsewhere	\$1,154 plus fee calculated elsewhere	Exempt	\$1,154 plus fee calculated elsewhere	per application	

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## FEES & CHARGES 2024/25

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Additional fees - development requiring concurrence from another authority	ST	\$176 per concurrence authority	Exempt	\$176 per concurrence authority	\$176 per concurrence authority	Exempt	\$176 per concurrence authority	per concurrence authority	
Concurrence fee payable to the concurrence authority	ST	\$401 per concurrence authority to be referred to the authority	Exempt	\$401 per concurrence authority to be referred to the authority	\$401 per concurrence authority to be referred to the authority	Exempt	\$401 per concurrence authority to be referred to the authority	per concurrence	
Additional fees - integrated development	ST	\$176 per approval authority	Exempt	\$176 per approval authority	\$176 per approval authority	Exempt	\$176 per approval authority	per approval authority	
Approval fees - integrated development	ST	\$401 per other approval body to be referred to that approval authority	Exempt	\$401 per other approval body to be referred to that approval authority	\$401 per other approval body to be referred to that approval authority	Exempt	\$401 per other approval body to be referred to that approval authority	per approval authority	
Note: Under Section 254 of the Environmental Planning & Assessment Regulation if two or more fees are applicable the maximum fee is the sum of those fees.									
Additional fees - advertising & neighbour notification									
- Applications less than \$100,000	SUB	286.00	Exempt	286.00	299.00	Exempt	299.00	per application	
- Applications \$100,000 to \$499,999	SUB	496.00	Exempt	496.00	519.00	Exempt	519.00	per application	
- Applications \$500,000 to \$749,999	SUB	656.00	Exempt	656.00	686.00	Exempt	686.00	per application	
- Applications \$750,000 or above	SUB	1,029.00	Exempt	1,029.00	1,076.00	Exempt	1,076.00	per application	
- Applications requiring extensive notification	SUB	1,155.00	Exempt	1,155.00	1,207.00	Exempt	1,207.00	per replacement application	e.g. Development where impacts have the potential to affect the amenity of an entire neighbourhood or precinct.
- Designated Development	SUB	2,320.00	Exempt	2,320.00	2,425.00	Exempt	2,425.00	per application	
- Advertised Development	SUB	1,155.00	Exempt	1,155.00	1,207.00	Exempt	1,207.00	per application	
- Prohibited Development	SUB	1,155.00	Exempt	1,155.00	1,207.00	Exempt	1,207.00	per application	
File Retrieval Charge imposed on EVERY NEW DA & Section 4.55 lodged	COST	90.00	Exempt	90.00	94.00	Exempt	94.00	per application	

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## FEES & CHARGES 2024/25

Fee / Charge	Pricing Policy Ref.	2023/24 Fee / Charge excl. GST	2023/24 GST	2023/24 Fee / Charge incl. GST	2024/25 Fee / Charge excl. GST	2024/25 GST	2024/25 Fee / Charge incl. GST	Fee Unit Rate	Supplementary Information
Note: Flat rate charge for the retrieval of archival records to be used in the assessment of the application									
Replacement Development Application Fee	COST	50% of the Original DA fee where the assessment report is in draft or in the opinion of Council the amendments are minor and will not require a substantial re-assessment. 75% of the Original DA fee where the assessment report has been completed and signed off but the application remains undetermined or in the opinion of Council the changes are such that will require substantial re-assessment	Exempt	50% of the Original DA fee where the assessment report is in draft or in the opinion of Council the amendments are minor and will not require a substantial re-assessment. 75% of the Original DA fee where the assessment report has been completed and signed off but the application remains undetermined or in the opinion of Council the changes are such that will require substantial re-assessment	50% of the Original DA fee where the assessment report is in draft or in the opinion of Council the amendments are minor and will not require a substantial re-assessment. 75% of the Original DA fee where the assessment report has been completed and signed off but the application remains undetermined or in the opinion of Council the changes are such that will require substantial re-assessment	Exempt	50% of the Original DA fee where the assessment report is in draft or in the opinion of Council the amendments are minor and will not require a substantial re-assessment. 75% of the Original DA fee where the assessment report has been completed and signed off but the application remains undetermined or in the opinion of Council the changes are such that will require substantial re-assessment	per replacement application	Permitted under Clause 55 of the EP&A Regulation 2000 provides: "A development application may be amended or varied by the applicant (but only with the agreement of the consent authority) at any time before the application is determined". This fee applies to replacement development applications (clause 90 of EPA Reg 2000) applications lodged by the applicant and the fee depends upon the extent of assessment work already completed. This fee does not apply where Council has in writing requested the Applicant to amend the plans. This fee recognises that the original DA fee is often expended assessing applications later amended by applicants at their own initiative and more commonly when they become aware that the original DA may not receive favourable consideration. This

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Fee / Charge	Pricing Policy Ref.	2023/24 Fee / Charge excl. GST	2023/24 GST	2023/24 Fee / Charge incl. GST	2024/25 Fee / Charge excl. GST	2024/25 GST	2024/25 Fee / Charge incl. GST	Fee Unit Rate	Supplementary Information
									fee is in addition to any additional advertising or integrated assessment fees that may be required.
<b>PLUS: 1. Advertising &amp; Neighbour Notification</b>									
- Applications less than \$100,000	SUB	286.00	Exempt	286.00	299.00	Exempt	299.00	per replacement	
- Applications \$100,000 to \$499,999	SUB	496.00	Exempt	496.00	519.00	Exempt	519.00	per replacement	
- Applications \$500,000 to \$749,999	SUB	656.00	Exempt	656.00	686.00	Exempt	686.00	per replacement	
- Applications \$750,000 or above	SUB	1,029.00	Exempt	1,029.00	1,076.00	Exempt	1,076.00	per replacement	
- Applications requiring extensive notification	SUB	1,155.00	Exempt	1,155.00	1,207.00	Exempt	1,207.00	per replacement	
<b>PLUS: 2. File Retrieval</b>	COST	90.00	Exempt	90.00	94.00	Exempt	94.00	per application	
Review of a DA that does not involve the erection of a building, the carrying out of a work or the demolition of a work or building	ST	50% of the original DA fee	Exempt	50% of the original DA fee	50% of the original DA fee	Exempt	50% of the original DA fee	per application	
Review of a DA that involves the erection of a dwelling house costing \$100,000 or less	ST	238.00	Exempt	238.00	238.00	Exempt	238.00	per application	
<b>All other Review Applications:</b>									
Up to \$5,000	ST	69.00	Exempt	69.00	69.00	Exempt	69.00	per application	
\$5,001 - \$250,000	ST	\$107 + \$1.50 for each \$1,000 (or part of \$1,000) of the estimated cost	Exempt	\$107 + \$1.50 for each \$1,000 (or part of \$1,000) of the estimated cost	\$107 + \$1.50 for each \$1,000 (or part of \$1,000) of the estimated cost	Exempt	\$107 + \$1.50 for each \$1,000 (or part of \$1,000) of the estimated cost	per application	
\$250,001 - \$500,000	ST	\$599 + \$0.85 for each \$1,000 (or part of \$1,000) over \$250,000	Exempt	\$599 + \$0.85 for each \$1,000 (or part of \$1,000) over \$250,000	\$599 + \$0.85 for each \$1,000 (or part of \$1,000) over \$250,000	Exempt	\$599 + \$0.85 for each \$1,000 (or part of \$1,000) over \$250,000	per application	
\$500,001 - \$1,000,000	ST	\$894 + \$0.50 for each \$1,000 (or part of \$1,000) over \$500,000	Exempt	\$894 + \$0.50 for each \$1,000 (or part of \$1,000) over \$500,000	\$894 + \$0.50 for each \$1,000 (or part of \$1,000) over \$500,000	Exempt	\$894 + \$0.50 for each \$1,000 (or part of \$1,000) over \$500,000	per application	

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## FEES & CHARGES 2024/25

Fee / Charge	Pricing Policy Ref.	2023/24 Fee / Charge excl. GST	2023/24 GST	2023/24 Fee / Charge incl. GST	2024/25 Fee / Charge excl. GST	2024/25 GST	2024/25 Fee / Charge incl. GST	Fee Unit Rate	Supplementary Information
<b>\$1,000,001 - \$10,000,000</b>	ST	\$1,238 + \$0.40 for each \$1,000 (or part of \$1,000) over \$1,000,000	Exempt	\$1,238 + \$0.40 for each \$1,000 (or part of \$1,000) over \$1,000,000	\$1,238 + \$0.40 for each \$1,000 (or part of \$1,000) over \$1,000,000	Exempt	\$1,238 + \$0.40 for each \$1,000 (or part of \$1,000) over \$1,000,000	per application	
<b>More than \$10,000,000</b>	ST	\$5,943 + \$0.27 for each \$1,000 (or part of \$1,000) over \$10,000,000	Exempt	\$5,943 + \$0.27 for each \$1,000 (or part of \$1,000) over \$10,000,000	\$5,943 + \$0.27 for each \$1,000 (or part of \$1,000) over \$10,000,000	Exempt	\$5,943 + \$0.27 for each \$1,000 (or part of \$1,000) over \$10,000,000	per application	
<b>Advertising &amp; Neighbour Notification as required under Determinations and Decisions Subject to Review - Section 8.2 of the EP&amp;A Act</b>									
- Applications less than \$100,000	SUB	286.00	Exempt	286.00	299.00	Exempt	299.00	per application	
- Applications \$100,000 to \$499,999	SUB	496.00	Exempt	496.00	519.00	Exempt	519.00	per application	
- Applications \$500,000 or above	SUB	725.00	Exempt	725.00	758.00	Exempt	758.00	per application	
PLUS: 1. File Retrieval	COST	90.00	Exempt	90.00	94.00	Exempt	94.00	per application	
<b>Request for Review of Decision to Reject a Development Application under Section 8.2 of the EP&amp;A Act</b>									
up to \$100,000	ST	69.00	Exempt	69.00	69.00	Exempt	69.00	per application	
<b>\$100,001 - \$1,000,000</b>	ST	188.00	Exempt	188.00	188.00	Exempt	188.00	per application	
<b>more than \$1,000,001</b>	ST	313.00	Exempt	313.00	313.00	Exempt	313.00	per application	
<b>Request for review of modification applications under s8.2</b>	ST	50% of the original fee	Exempt	50% of the original fee	50% of the original fee	Exempt	50% of the original fee	per application	
<b>Additional fee where the application under s8.2 required notification or advertising</b>									
- Applications less than \$100,000	SUB	286.00	Exempt	286.00	299.00	Exempt	299.00	per application	
- Applications \$100,000 to \$499,999	SUB	496.00	Exempt	496.00	519.00	Exempt	519.00	per application	
- Applications \$500,000 or \$749,999	SUB	656.00	Exempt	656.00	686.00	Exempt	686.00	per application	
- Applications \$750,000 or above	SUB	1,029.00	Exempt	1,029.00	1,076.00	Exempt	1,076.00	per application	
- Applications requiring extensive notification	SUB	1,155.00	Exempt	1,155.00	1,207.00	Exempt	1,207.00	per application	
<b>DA Modification - Section 4.55 of EP&amp;A Act</b>									

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Section 4.55(1) General Modification is minimal environmental impact	ST	89.00	Exempt	89.00	89.00	Exempt	89.00	per application	
Section 4.55 (2) or Section 4.56 (1) General Modifications: if the modifications are not of minimal environmental impact									
If the original DA fee was less than \$100	ST	50% of original DA fee	Exempt	50% of original DA fee	50% of original DA fee	Exempt	50% of original DA fee	per application	
If original DA fee was \$100 or more, Where the original DA did not involve the erection of a building the carrying out of a work or the demolition of a work or building	ST	50% of original DA fee	Exempt	50% of original DA fee	50% of original DA fee	Exempt	50% of original DA fee	per application	
Where the original DA involves the erection of a dwelling house costing \$100,000 or less	ST	238.00	Exempt	238.00	238.00	Exempt	238.00	per application	
Modification applications in respect to any other development,									
Up to \$5,000	ST	69.00	Exempt	69.00	69.00	Exempt	69.00	per application	
\$5,001 - \$250,000	ST	\$106 + \$1.50 for each \$1,000 (or part of \$1,000) of the estimated cost	Exempt	\$106 + \$1.50 for each \$1,000 (or part of \$1,000) of the estimated cost	\$106 + \$1.50 for each \$1,000 (or part of \$1,000) of the estimated cost	Exempt	\$106 + \$1.50 for each \$1,000 (or part of \$1,000) of the estimated cost	per application	
\$250,001 - \$500,000	ST	\$628 + \$0.85 for each \$1,000 (or part of \$1,000) over \$250,000	Exempt	\$628 + \$0.85 for each \$1,000 (or part of \$1,000) over \$250,000	\$628 + \$0.85 for each \$1,000 (or part of \$1,000) over \$250,000	Exempt	\$628 + \$0.85 for each \$1,000 (or part of \$1,000) over \$250,000	per application	
\$500,001 - \$1,000,000	ST	\$894 + \$0.50 for each \$1,000 (or part of \$1,000) over \$500,000	Exempt	\$894 + \$0.50 for each \$1,000 (or part of \$1,000) over \$500,000	\$894 + \$0.50 for each \$1,000 (or part of \$1,000) over \$500,000	Exempt	\$894 + \$0.50 for each \$1,000 (or part of \$1,000) over \$500,000	per application	
\$1,000,001 - \$10,000,000	ST	\$1,238 + \$0.40 for each \$1,000 (or part of \$1,000) over \$1,000,000	Exempt	\$1,238 + \$0.40 for each \$1,000 (or part of \$1,000) over \$1,000,000	\$1,238 + \$0.40 for each \$1,000 (or part of \$1,000) over \$1,000,000	Exempt	\$1,238 + \$0.40 for each \$1,000 (or part of \$1,000) over \$1,000,000	per application	
More than \$10,000,000	ST	\$5,943 + \$0.27 for each \$1,000	Exempt	\$5,943 + \$0.27 for each \$1,000	\$5,943 + \$0.27 for each \$1,000	Exempt	\$5,943 + \$0.27 for each \$1,000	per application	

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## FEES & CHARGES 2024/25

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		(or part of \$1,000) over \$10,000,000		(or part of \$1,000) over \$10,000,000	(or part of \$1,000) over \$10,000,000		(or part of \$1,000) over \$10,000,000		
Additional fee where Section 4.55 application requires advertising and neighbour notification									
- Applications less than \$100,000	SUB	286.00	Exempt	286.00	299.00	Exempt	299.00	per application	
- Applications \$100,000 to \$499,999	SUB	496.00	Exempt	496.00	519.00	Exempt	519.00	per application	
- Applications \$500,000 or above	SUB	725.00	Exempt	725.00	758.00	Exempt	758.00	per application	
PLUS: 1. File Retrieval	COST	90.00	Exempt	90.00	94.00	Exempt	94.00	per application	
Section 4.55 (1A) - Modifications involving minimal environmental impact (Planning Officer to determine)	ST	\$809 or 50% of the original DA fee whichever is the LESSER	Exempt	\$809 or 50% of the original DA fee whichever is the LESSER	\$809 or 50% of the original DA fee whichever is the LESSER	Exempt	\$809 or 50% of the original DA fee whichever is the LESSER	per application	
PLUS: 1. Advertising & Neighbour notification	SUB	286.00	Exempt	286.00	299.00	Exempt	299.00	per application	
PLUS: 2. File Retrieval	COST	90.00	Exempt	90.00	94.00	Exempt	94.00	per application	
Formal Pre-Lodgement of DA Advice Service									
Alterations & additions up to 50% envelope change, or development proposals not requiring works such as change of use	SUB	572.73	57.27	630.00	599.09	59.91	659.00	per meeting	
New dwellings	SUB	1,142.73	114.27	1,257.00	1,194.55	119.45	1,314.00	per meeting	
New Residential Flat Buildings and commercial development	SUB	2,510.90	251.09	2,762.00	2,624.55	262.45	2,887.00	per meeting	
External Access Consultants Fee	COST	Quoted Consultant Fee	Exempt	Quoted Consultant Fee	Quoted Consultant Fee	Exempt	Quoted Consultant Fee	per replacement application	Applicants that submit a claim under the Access DCP for exceptional circumstances.
DA History/Property Enquiry (requires a written response)	COST	195.00	Exempt	195.00	204.00	Exempt	204.00	per hour or part hour	A Minimum fee of \$204 is payable up front. The total fee is calculated on the hourly rate and is payable before the release of any documents the property history report.
Plan Perusal									

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Application	COST	32.00	Exempt	32.00	33.00	Exempt	33.00	per plan	
File Retrieval per application	COST	90.00	Exempt	90.00	94.00	Exempt	94.00	per replacement application	
Electronic File Management Fee – Field File (DA, s4.55, s4.56 and s8.2 application)									Fee per application for the electronic file management of Applications and accompanying information based on the cost of works
\$0 – \$150,000	COST	95.00	Exempt	95.00	99.00	Exempt	99.00	per application	
\$150,001 – \$300,000	COST	117.00	Exempt	117.00	122.00	Exempt	122.00	per application	
\$300,001 – \$500,000	COST	177.00	Exempt	177.00	185.00	Exempt	185.00	per application	
\$500,001 – \$1,000,000	COST	353.00	Exempt	353.00	369.00	Exempt	369.00	per application	
\$1,000,001 or more	COST	711.00	Exempt	711.00	743.00	Exempt	743.00	per application	
DINGHY STORAGE									
Resident/Ratepayer one year hire	FCR	300.00	30.00	330.00	313.64	31.36	345.00	One Year	Hire of dinghy storage facility or designated storage area.
Non Resident/Ratepayer one year hire	FCR	493.64	49.36	543.00	516.36	51.64	568.00	One Year	
DOCUMENTS PLANS & MAPS									
Local Environmental Plans (LEPs)									
Woollahra Local Environmental Plan 2014									
Written instrument	COST	32.00	Exempt	32.00	35.00	Exempt	35.00	per plan	
Development Control Plans									
Woollahra DCP 2015	COST	261.00	Exempt	261.00	273.00	Exempt	273.00	per plan	
Urban Design Study/Public Domain Improvement Program									
Double Bay Planning & Urban Design Strategy	COST	157.00	Exempt	157.00	165.00	Exempt	165.00	per copy	
Edgecliff Commercial Centre Planning & Urban Design Strategy	COST	157.00	Exempt	157.00	165.00	Exempt	165.00	per copy	
Strategic Planning Documents									
Woollahra Local Strategic Planning Statement 2020	COST	52.00	Exempt	52.00	55.00	Exempt	55.00	per copy	
Woollahra Local Housing Strategy 2021	COST	52.00	Exempt	52.00	55.00	Exempt	55.00	per copy	
Heritage Documents									

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Aboriginal heritage Study	COST	105.00	Exempt	105.00	110.00	Exempt	110.00	per copy	
Aerial Photography Map (Colour Print)									
A0	COST	72.50	Exempt	72.50	75.75	Exempt	75.75		
A1	COST	37.90	Exempt	37.90	39.60	Exempt	39.60		
A2	COST	21.30	Exempt	21.30	22.25	Exempt	22.25		
A3	COST	8.35	Exempt	8.35	8.75	Exempt	8.75		
A4	COST	4.25	Exempt	4.25	4.45	Exempt	4.45		
Cadastral Mapbooks									
A3 Cadastral Mapbook	COST	172.70	Exempt	172.70	180.45	Exempt	180.45		Scale approximately 1:2,750.
A3 Cadastral Mapbook single page	COST	4.25	Exempt	4.25	4.45	Exempt	4.45		Scale approximately 1:2,750.
A2 Cadastral Mapbook	COST	550.00	Exempt	550.00	574.50	Exempt	574.50		Scale approximately 1:2,000.
A2 Cadastral Mapbook single page	COST	13.15	Exempt	13.15	13.75	Exempt	13.75		Scale approximately 1:2,000.
Basic Map (Colour Print)									
A0	COST	37.90	Exempt	37.90	39.60	Exempt	39.60		
A1	COST	21.30	Exempt	21.30	22.25	Exempt	22.25		
A2	COST	13.15	Exempt	13.15	13.75	Exempt	13.75		
A3	COST	4.25	Exempt	4.25	4.45	Exempt	4.45		
A4	COST	2.10	Exempt	2.10	2.15	Exempt	2.15		
LEP Maps (Land use, height...etc)									
A0 Whole of LGA Map	COST	37.90	Exempt	37.90	39.60	Exempt	39.60		Cost per map.
A1 Whole of LGA Map	COST	21.30	Exempt	21.30	22.25	Exempt	22.25		Cost per map.
A2 Whole of LGA Map	COST	13.15	Exempt	13.15	13.75	Exempt	13.75		Cost per map.
A3 Grid Mapbook	COST	222.00	Exempt	222.00	232.00	Exempt	232.00		Includes complete published map series (bound & covered).
Customised Maps									
Customised Maps (size A0 A1 A2 A3 & A4)	FCR	181.80	Exempt	181.80	189.95	Exempt	189.95		Per hour additional to printing cost (minimum 1/2 hour charge).

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ENVIRONMENTAL ENFORCEMENT FEES									
<b>*NEW FEE* Environmental Enforcement Fees</b>	ST				803.00	Exempt	803.00	per notice	<b>*NEW FEE*</b> Fee for clean-up, prevention and noise control notices under clause 151 Protection of the Environment Operations (General) Regulation 2022
FILMING AND STILL PHOTOGRAPHY									
Filming on Council property including roads and parks									
No Application Fee - non-refundable Ultra Low Impact	ST	0							No Application Fee (Ultra Low Impact) Consideration based on: No more than 10 crew; No disruption is caused to Council's stakeholder retailers or motorists or other events in the vicinity of the activities; Activities are contained to footways or public open space areas only; Public safety is maintained at all times during the conduct of the activities; Vehicles associated with the conduct of the activities are legally parked at all times and not driven onto footways parks or plaza areas. Supporting documentation required.

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Application Fee - non-refundable Low Impact	ST	150.00	Exempt	150.00	150.00	Exempt	150.00	per application	Application Fee non refundable (Low Impact). Consideration based on: 11 to 25 crew, No more than 4 trucks / vans; No construction; Minimal equipment / lighting; Small or no unit base required, 1 to 2 locations. Supporting documentation required.
Application Fee - non-refundable Medium Impact	ST	300.00	Exempt	300.00	300.00	Exempt	300.00	per application	Application Fee non refundable (Medium Impact). Consideration based on: 26 to 50 crew; No more than 10 trucks / vans; Some construction; Equipment used e.g. dolly cranes jibs etc; Unit base required, No more than 4 locations. Supporting documentation required.
Application Fee - non-refundable High Impact	ST	500.00	Exempt	500.00	500.00	Exempt	500.00	per application	Application Fee non refundable (High Impact). Consideration based on: > 50 crew; > 10 trucks / vans; Significant construction; Extensive Equipment; Large unit base required; > 4 locations. Supporting documentation required.
Parking Plans and / or Unit Base	ST	150.00	Exempt	150.00	150.00	Exempt	150.00	per application	All filming on private property must comply with SEPP4. Council

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									is required to approve parking plans and / or unit base for any production filming on private property or areas not controlled by Council.
Unit Base/ Catering in a public park	FCR	115.91	11.59	127.50	120.91	12.09	133.00	per hour	Greater than 20 crew and cast members.
Site inspection	COST	160.00	Exempt	160.00	160.00	Exempt	160.00	per application	
Ultra/Low impact Late Fee (less than 3 days)	COST	107.00	Exempt	107.00	107.00	Exempt	107.00		If within 3 days of shoot
Med/High impact Late Fee (less than 7 days)	COST	282.00	Exempt	282.00	282.00	Exempt	282.00		If within 7 days of shoot
Traffic Control Assessment - Low (Stop/Go traffic control on local or Council managed road)	ST	100.00	Exempt	100.00	100.00	Exempt	100.00	per plan	Stop/Go traffic control on local or Council managed road. Police consultation and Traffic Management Plan required.
Traffic Control Assessment - Medium (Stop/Go traffic control on multi-lane or state road)	ST	300.00	Exempt	300.00	300.00	Exempt	300.00	per plan	Stop/Go traffic control on multi-lane or state road. Police and RTA consultation and Traffic Management Plan required.
Amendment to application	ST	75% of application fee (non refundable)	Exempt	75% of application fee (non refundable)	75% of application fee (non refundable)	Exempt	75% of application fee (non refundable)		An additional 75% of the application fee will apply if: 1. a major revision arises where significant changes occur in the timing and nature of the filming activity, and 2. where this could seriously disrupt arrangements made by surrounding businesses and residents in anticipation of the filming activity, or 3. where the approval

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## FEES & CHARGES 2024/25

Fee / Charge	Pricing Policy Ref.	2023/24 Fee / Charge excl. GST	2023/24 GST	2023/24 Fee / Charge incl. GST	2024/25 Fee / Charge excl. GST	2024/25 GST	2024/25 Fee / Charge incl. GST	Fee Unit Rate	Supplementary Information
									required the consideration of a number of new matters by Council.
<b>Bond</b>	NA	\$500.00 to \$5,000.00	Exempt	\$500.00 to \$5,000.00	\$500-\$5000	Exempt	\$500-\$5000	per application	Bond (refundable) required as per Council discretion and depending on location nature of plant and equipment and the size of the shoot. Bond for Traffic Management is subject to quotation.
<b>Still Photography</b>									
<b>Still Photography Lodgement Fee (non-refundable)</b>	FCR	198.00	Exempt	198.00	207.00	Exempt	207.00	per application	To be paid prior to assessment of application.
<b>Bond</b>	NA	\$500-\$5000	Exempt	570.00	\$500-\$5000	Exempt	\$500-\$5000	per application	Bond taken depending on location nature of plant & equipment and the size of the shoot.
<b>Late Fee (less than 7 working days notice)</b>	FCR	192.00	Exempt	192.00	192.00	Exempt	192.00	per application	
<b>Late Fee (less than 3 working days notice)</b>	FCR	282.00	Exempt	282.00	282.00	Exempt	282.00	per application	
<b>NSW &amp; Australia Tourist Commission/SBS/ABC</b>	SUB	100% of the lodgement fee and 25% of the scheduled location fee	Exempt	100% of the lodgement fee and 25% of the scheduled location fee	100% of the lodgement fee and 25% of the scheduled location fee	Exempt	100% of the lodgement fee and 25% of the scheduled location fee		Supporting documents required.
<b>Community Service/Announce/Non-profit/Children's TV/Public Health Issues/Non-profit Documentaries/News/Current Affairs</b>	SUB	All fees waived, no lodgement fee	Exempt	All fees waived, no lodgement fee	All fees waived, no lodgement fee	Exempt	All fees waived, no lodgement fee		Supporting documents required.
<b>Cable TV News and documentaries only</b>	SUB	100% of the lodgement fee and 25% of the scheduled location fee	Exempt	100% of the lodgement fee and 25% of the scheduled location fee	100% of the lodgement fee and 25% of the scheduled location fee	Exempt	100% of the lodgement fee and 25% of the scheduled location fee		Supporting documents required.
<b>Students</b>									Supporting documents required. Maximum

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## FEES & CHARGES 2024/25

Fee / Charge	Pricing Policy Ref.	2023/24 Fee / Charge excl. GST	2023/24 GST	2023/24 Fee / Charge incl. GST	2024/25 Fee / Charge excl. GST	2024/25 GST	2024/25 Fee / Charge incl. GST	Fee Unit Rate	Supplementary Information
									30 students on location at any one time.
Student Lodgement fee (under 4 hrs)	SUB	Waive fee	Exempt	Waive fee	Waive fee	Exempt	Waive fee		
Student Lodgement fee (over 4 hrs)	SUB	Waive fee	Exempt	Waive fee	Waive fee	Exempt	Waive fee		
Location Fees									
Location Fee Low (1-3ppl) p/h	FCR					Exempt		per hour	
Location Fee Medium (4-10 ppl) p/h	FCR	192.00	Exempt	192.00	201.00	Exempt	201.00	per hour	
Location Fee High (11+ ppl) p/h	FCR	241.00	Exempt	241.00	252.00	Exempt	252.00	per hour	
FIRE SAFETY									
Annual Fire Safety Certificates Lodgement	FCR	107.00	Exempt	107.00	111.85	Exempt	111.85	per lodgement	This fee applies to each Annual Fire Safety Statement Lodged to cover Council's administrative costs.
FITNESS TRAINING									
Commercial Fitness Training	FCR	532.73	53.27	586.00	557.27	55.73	613.00	per year per site	Commercial Fitness Training
FOOD & HEALTH PREMISES									
Annual Administration Charge per premises	FCR	146.00	Exempt	146.00	DELETE FEE REPLACED BELOW		DELETE FEE REPLACED BELOW		*DELETE FEE*Annual Administration Charge levied under Clause 15 of the Food Regulation 2015. Charge is for maintenance of required register and routine reporting of Council's activities to the NSW Food Authority. Fee does not apply to a food business that operates for the sole purpose of raising funds for a community or charitable cause.
*NEW FEE* Annual Administration Charge per premises									*NEW FEE*Annual Administration Charge

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## FEES & CHARGES 2024/25

Fee / Charge	Pricing Policy Ref.	2023/24 Fee / Charge excl. GST	2023/24 GST	2023/24 Fee / Charge incl. GST	2024/25 Fee / Charge excl. GST	2024/25 GST	2024/25 Fee / Charge incl. GST	Fee Unit Rate	Supplementary Information
									levied under Clause 15 of the Food Regulation 2015. Charge is for maintenance of required register and routine reporting of Council's activities to the NSW Food Authority. Fee does not apply to a food business that operates for the sole purpose of raising funds for a community or charitable cause.
<b>*NEW FEE* Up to and including 5</b>	ST				390.00	Exempt	390.00		NEW FEE
<b>*NEW FEE* More than 5 but not more than 50</b>	ST				800.00	Exempt	800.00		NEW FEE
<b>*NEW FEE* More than 50</b>	ST				3,500.00	Exempt	3,500.00		NEW FEE
<b>Food Premises Inspection Charge</b>									
<b>*DELETE* Inspections up to 30 Minutes in duration (including travelling)</b>	FCR	104.00	EXEMPT	104.00	DELETE REPLACED BY NEW BELOW		DELETE REPLACED BY NEW BELOW	per inspection up to 30 mins	<b>*DELETE FEE* Inspections up to 30min in duration (including travel time).</b>
<b>*DELETE* Inspections over 30 minutes duration (including travelling)</b>	FCR	199.00	EXEMPT	199.00	DELETE REPLACED BY NEW BELOW		DELETE REPLACED BY NEW BELOW	per hour or part hour over 30 mins	<b>*DELETE FEE* Inspections over 30min in duration (including travel time).</b>
<b>*NEW FEE* Inspections (excluding travel time)</b>	ST				284.00	Exempt	284.00	per inspection per hour with a minimum charge of 30 mins	<b>*NEW FEE* Fee set under clause 14 of the Food Regulation 2015</b>
<b>*NEW FEE* Improvement Notice Fee</b>	ST				330.00	Exempt	330.00	per notice	<b>*NEW FEE* Fee set under clause 11 of the Food Regulation 2015</b>
<b>Health Premises Inspection Charge</b>									
									Including but not limited to hairdressers, barbers, beauty salon, skin penetration or other premises

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## FEES & CHARGES 2024/25

Fee / Charge	Pricing Policy Ref.	2023/24 Fee / Charge excl. GST	2023/24 GST	2023/24 Fee / Charge incl. GST	2024/25 Fee / Charge excl. GST	2024/25 GST	2024/25 Fee / Charge incl. GST	Fee Unit Rate	Supplementary Information
									regulated by legislation.
Inspections up to 30 minutes in duration (including travelling)	FCR	104.00	Exempt	104.00	108.70	Exempt	108.70	per inspection up to 30 mins	Inspections up to 30min in duration (including travel time).
Inspections over 30 minutes duration (including travelling)	FCR	199.00	Exempt	199.00	208.00	Exempt	208.00	per hour or part hour over 30 mins	Inspections over 30min in duration (including travel time).
*NEW FEE* Improvement Notice or Prohibition Order	ST				255.00	Exempt	255.00		*NEW FEE* Fee set by Public Health Regulation 2022 – Schedule 5
*NEW FEE* Reinspection following Improvement Notice or Prohibition Order (per hour)	ST				255.00	Exempt	255.00		*NEW FEE* Fee set by Public Health Regulation 2022 – Schedule 5
*NEW FEE* Notification of carrying out of skin penetration procedure	ST				105.00	Exempt	105.00		*NEW FEE* Fee set by Public Health Regulation 2022 – Schedule 5
GRAFFITI REMOVAL									
Request for Council to remove graffiti from private property	COST	38.18	3.82	42.00	40.00	4.00	44.00	per square metre	Graffiti removed free of charge if accessible from a public place. At Council's discretion a quote may be provided for removal of graffiti inside private property where graffiti is not accessible from a public place.
HOARDING FEES									

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## FEES & CHARGES 2024/25

Fee / Charge	Pricing Policy Ref.	2023/24 Fee / Charge excl. GST	2023/24 GST	2023/24 Fee / Charge incl. GST	2024/25 Fee / Charge excl. GST	2024/25 GST	2024/25 Fee / Charge incl. GST	Fee Unit Rate	Supplementary Information
Hoardings other structures or works application fee section 138 Road Act 1993 - (erect a structure or carry out a work in on or over a public road)	FCR	403.00	Exempt	403.00	420.00	Exempt	420.00	per application per hour or part hour for assessment\	
Hoarding Rent - section 223 Roads Act 1993	FCR	21.00	Exempt	21.00	21.95	Exempt	21.95	per square metre/week	
HOUSE RENUMBERING									
House Renumbering Application Fee	FCR	898.70	Exempt	898.70	939.00	Exempt	939.00		Applications to change the street number of a house. Council will if it favourably considers the application issue Order 8 under section 124 of the Local Government Act 1993. The fee covers the administrative costs involved in assessing the application.
	FCR	898.70	Exempt	898.70	939.00	Exempt	939.00		Covers the administrative costs involved in effecting the re-numbering changes including the process of notifying the relevant public authorities (such as Water Board, Energy Australia, Post Office, Land Titles).
IMPOUNDING									

## FEES & CHARGES 2024/25

Fee / Charge	Pricing Policy Ref.	2023/24 Fee / Charge excl. GST	2023/24 GST	2023/24 Fee / Charge incl. GST	2024/25 Fee / Charge excl. GST	2024/25 GST	2024/25 Fee / Charge incl. GST	Fee Unit Rate	Supplementary Information
<b>Impounding</b>									Sale of impounded items at public auction
Articles Miscellaneous - Small	FCR	90.00	Exempt	90.00	94.00	Exempt	94.00	per item	
Articles Miscellaneous - Large	FCR	335.00	Exempt	335.00	350.00	Exempt	350.00	per item	
Shopping Trolley	FCR	90.00	Exempt	90.00	94.00	Exempt	94.00	per item	
Signs	FCR	90.00	Exempt	90.00	94.00	Exempt	94.00	per item	
Vehicles & Waste Storage Containers	FCR	335.00	Exempt	335.00	350.00	Exempt	350.00	per item	
<b>Pound Storage</b>									
Large Article	FCR	55.00	Exempt	55.00	58.00	Exempt	58.00	per day or part day	
Small Article	FCR	25.00	Exempt	25.00	26.00	Exempt	26.00	per day or part day	
Shopping Trolley	FCR	25.00	Exempt	25.00	26.00	Exempt	26.00	per day or part day	
Sign	FCR	25.00	Exempt	25.00	26.00	Exempt	26.00	per day or part day	
Vehicles & Waste Storage Containers	COST	Cost	10.0%	Cost plus 10.0% GST	Cost	10.0%	Cost plus 10.0% GST		Charges imposed directly from Pickles Auction - Direct Cost Recovery via the sale of abandoned articles via public auction.
Penalty infringement notice for shared devices (e.g. ebikes and bikes)	ST	500.00	Exempt	500.00	500.00	Exempt	500.00		
<b>INSPECTION FEES</b>									
Building Inspections (Pre July 1998 DA & BA and additional inspections under PCA Agreement)	SUB	195.45	19.55	215.00	204.27	20.43	224.70	per inspection	This fee applies to each inspection required by pre-1/7/98

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## FEES & CHARGES 2024/25

Fee / Charge	Pricing Policy Ref.	2023/24 Fee / Charge excl. GST	2023/24 GST	2023/24 Fee / Charge incl. GST	2024/25 Fee / Charge excl. GST	2024/25 GST	2024/25 Fee / Charge incl. GST	Fee Unit Rate	Supplementary Information
									BA conditions or additional inspections under PCA Agreement.
Inspection & Miscellaneous Service Fee - Inspections investigations assessment and reporting by Environmental Health Officers Fire Safety Officers Building Surveyors Compliance Officers Rangers Parking Officers under any Act that Council may time to time enforce. Includes inspection of food shops health premises and cooling towers	FCR	195.45	19.55	215.00	204.27	20.43	224.70	per hour or part hour	A Minimum fee of \$224.70 is payable up front. The total fee is calculated on the hourly rate and is payable before the release of any documents. Inspections may include but are not limited to building fire safety places of shared accommodation, public car parks, food premises, hairdressers, beauty salons, mortuaries, skin penetration premises, public swimming pools, systems subject to legionella regulations.
Boarding House inspection fees pursuant to the Boarding Houses Act 2012	FCR	195.45	19.55	215.00	204.27	20.43	224.70	per hour or part hour	A minimum fee of \$224.70 per hour, or part thereof, is to be paid to undertake statutory boarding house inspections.
LAND AND PROPERTY									
Leases Licenses Encroachments and other Property transactions	COST	The fees are based on the	10.0%	The fees are based on the	The fees are based on the	10.0%	The fees are based on the		The fees below are based on the

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## FEES & CHARGES 2024/25

Fee / Charge	Pricing Policy Ref.	2023/24 Fee / Charge excl. GST	2023/24 GST	2023/24 Fee / Charge incl. GST	2024/25 Fee / Charge excl. GST	2024/25 GST	2024/25 Fee / Charge incl. GST	Fee Unit Rate	Supplementary Information
		estimated average processing time for each transaction / application and is payable before the release of any legal agreement. All legal and valuation costs pertaining to the transaction / application are payable by the applicant. Protracted negotiations over 5 hours will have an additional charge of \$79 per hour.		estimated average processing time for each transaction / application and is payable before the release of any legal agreement. All legal and valuation costs pertaining to the transaction / application are payable by the applicant. Protracted negotiations over 5 hours will have an additional charge of \$79 per hour. plus 10.0% GST	estimated average processing time for each transaction / application and is payable before the release of any legal agreement. All legal and valuation costs pertaining to the transaction / application are payable by the applicant. Protracted negotiations over 5 hours will have an additional charge of \$83 per hour.		estimated average processing time for each transaction / application and is payable before the release of any legal agreement. All legal and valuation costs pertaining to the transaction / application are payable by the applicant. Protracted negotiations over 5 hours will have an additional charge of \$83 per hour. plus 10.0% GST		estimated average processing time for each transaction / application and is payable before the release of any legal agreement. All legal and valuation costs pertaining to the transaction / application are payable by the applicant. Protracted negotiations over 5 hours will have an additional charge of \$83 per hour.
Rent for Leases & Licences	COST	rent based upon market rate			rent based upon market rate	10.0%	rent based upon market rate plus 10.0% GST	per square metre	Rents are determined by valuation.
Minor legal transactions/transfers	FCR	285.00	28.50	313.50	298.18	29.82	328.00	per application	This fee is to cover costs for minor legal and/or property transactions that require staff to provide letters or property related research on behalf of private parties. A fee of \$328 is payable up front.
Application to formalise an existing encroachment on Council land (by	FCR	570.00	57.00	627.00	595.45	59.55	655.00	per application	All legal and valuation costs pertaining to the transaction /

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## FEES & CHARGES 2024/25

Fee / Charge	Pricing Policy Ref.	2023/24 Fee / Charge excl. GST	2023/24 GST	2023/24 Fee / Charge incl. GST	2024/25 Fee / Charge excl. GST	2024/25 GST	2024/25 Fee / Charge incl. GST	Fee Unit Rate	Supplementary Information
creation of Easement or Positive Covenant or Lease etc)									application are payable by the applicant. Protracted negotiations over 5 hours will have an additional charge of \$83 per hour plus 10% GST
<b>LEGAL SERVICES</b>									
*NEW FEE* In-house lawyers (per hour)	FCR				386.36	38.64	425.00	per hour	*NEW FEE* Full cost recovery for legal services performed in house
*NEW FEE* In-house experts – preparation of evidence and attendance at Court	FCR				227.27	22.73	250.00	per hour	*NEW FEE* Full cost recovery for in house expert Court witness
*NEW FEE* Document processing fee – Legal Services (per hour)	FCR				54.55	5.45	60.00	per hour	*NEW FEE* Full cost recovery for producing Court documents in house
<b>LIBRARY SERVICES</b>									
Non-Commercial Local History Research	COST	50.00	Exempt	50.00	53.00	Exempt	53.00	per hour	For non-commercial research enquiries, \$53 per hour or part thereof. First half hour is free.
Commercial Local History Research	COST	100.00	Exempt	100.00	105.00	Exempt	105.00	per hour	For commercial research enquiries, \$105 per hour or part thereof.
Local History Research File Retrieval	SUB	24.09	2.41	26.50	25.45	2.55	28.00	per file	Charge associated with retrieving a file from storage.
Digital Image File	COST	47.00	Exempt	47.00	50.00	Exempt	50.00	per image	\$50 flat fee which includes staff costs and cost of reproduction.
Local History Events and Activities	COST	68.18	6.82	75.00	68.18	6.82	75.00	Range \$0 - \$75	Fee will vary. Up to a maximum of \$75.00 per event or activity.

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<b>Photocopying Fees</b>			10.0%	plus 10.0% GST		10.0%	plus 10.0% GST		There are four copiers at Woollahra Library at DB. Paddington and Watsons Bay Libraries have one copier each.
A3	COST	0.55	0.05	0.60	0.55	0.05	0.60	per copy	
A4	COST	0.27	0.03	0.30	0.27	0.03	0.30	per copy	
A3 Colour	COST	2.73	0.27	3.00	2.73	0.27	3.00	per copy	
A4 Colour	COST	1.82	0.18	2.00	1.82	0.18	2.00	per copy	
Scanning	COST	0.18	0.02	0.20	0.18	0.02	0.20	per scan	
Guest Ticket	COST	0.91	0.09	1.00	0.91	0.09	1.00	per ticket	computer access for non members
Replacement Borrower's Card	COST	5.50	Exempt	5.50	6.00	Exempt	6.00	per card	
USB Stick	COST	11.82	1.18	13.00	11.82	1.18	13.00	per item	
Library Bag	COST	5.45	0.55	6.00	5.91	0.59	6.50	per item	
3D Printer									
3D Printer Fee	FCR	\$10.50 usage fee per item plus 0.30c per gram	0.95	10.50	\$10.50 usage fee per item plus \$0.30 per gram	0.95	10.50	\$10.50 usage fee per item plus 0.33c per gram inc GST	\$10.50 usage fee Plus the weight of the item at a cost of 0.33c per gram inc GST
<b>Reservation Fees</b>									
- Pensioner/Seniors Card/Child	COST	1.75	Exempt	1.75	1.80	Exempt	1.80	per item	
- Adult	COST	3.30	Exempt	3.30	3.50	Exempt	3.50	per item	
<b>Fines</b>									
Overdue Books	COST	0.35	Exempt	0.35	0.35	Exempt	0.35	per item per day	Maximum overdue fee \$15 per item
Overdue Fast Read service books	COST	1.00	Exempt	1.00	1.00	Exempt	1.00	per item per day	Maximum overdue fee \$25 per item
Lost Items (or damaged beyond repair)									
- Minimum charges:									
Adult Non-Fiction Books	COST	16.00	Exempt	16.00	16.00	Exempt	16.00	per item plus replacement	Replacement cost of item plus \$16 processing fee.
Adult Fiction Books	COST	16.00	Exempt	16.00	16.00	Exempt	16.00	per item plus replacement cost	Replacement cost of item plus \$16 processing fee.
Junior Books	COST	16.00	Exempt	16.00	16.00	Exempt	16.00	per item plus replacement	Replacement cost of item plus \$16 processing fee.

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DVDs	COST	16.00	Exempt	16.00	16.00	Exempt	16.00	per item plus replacement	Replacement cost of item plus \$16 processing fee.
Magazines	COST	16.00	Exempt	16.00	5.00	Exempt	5.00	per item plus replacement	Replacement cost of item plus \$16 processing fee.
Children and Young Adult Activities	COST	63.64	6.36	70.00	63.64	6.36	70.00	maximum \$70 per activity	Fee will vary. Up to a maximum of \$70 per activity.
Adult Activities	COST	63.64	6.36	70.00	63.64	6.36	70.00	maximum \$70 per activity	Fee will vary. Up to a maximum of \$70 per activity.
Digital Literary Award Competition Entry Fee	COST	20.91	2.09	23.00	22.73	2.27	25.00	per entry	Competition entry fee only.
*DELETE* Writers & Readers									
*DELETE FEE* Writers & Readers Entry Fee rolled into Adult Activities fee	COST								*DELETE FEE* Fee will vary. Up to a maximum of \$70.00 per activity.
Inter-Library Loan (outside Public Library Network)	COST	27.73	2.77	30.50	27.73	2.77	30.50	per item	This is a set cost recovery charge which has been passed on by the lending library.
Inter-Library Loan - Public Libraries - Adults	COST	3.64	0.36	4.00	4.09	0.41	4.50	per item	
Inter-Library Loan - Public Libraries - Seniors/Pens/Child	COST	1.82	0.18	2.00	2.00	0.20	2.20	per item	
PARKS AND RESERVES									
Park Bookings									
Inspection / Event Supervision Fee	FCR	218.18	21.82	240.00	228.18	22.82	251.00	per hour	Minimum charge of 1 hour.
Hire Fees - Ceremonies									
Ceremonies (Wedding Naming Christening Wakes etc)									
1-50 people	FCR	276.36	27.64	304.00	289.09	28.91	318.00	first hour	The booking fee does not grant exclusive use of the park. Includes bridal photography.
51-100 people	FCR	455.45	45.55	501.00	476.36	47.64	524.00	first hour	The booking fee does not grant exclusive use

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101 plus people	FCR	532.73	53.27	586.00	557.27	55.73	613.00	first hour	of the park. Includes bridal photography. The booking fee does not grant exclusive use of the park. Guest numbers are limited to 120 at most venues. Includes bridal photography.
Additional hourly fee	FCR	164.55	16.45	181.00	172.73	17.27	190.00	each additional hour	Maximum of 3 hours.
Cancellation Fee									
- 2 weeks notice provided	COST	90.00	9.00	99.00	90.00	9.00	99.00	per use	Hire fees will be refunded less the cancellation fee if the applicant gives Council at least 2 weeks notice.
- Less than 2 weeks notice provided	COST	Full Hire Fee			Full hire fee				No hire fees will be refunded if the applicant gives less than 2 weeks notice.
McKell Park Event Bond		250.00	Exempt	250.00	250.00	Exempt	250.00	per event	
Wet Weather Retention	COST	90.00	9.00	99.00	90.00	9.00	99.00	per use	Applicant must contact Council within 2 weeks after the event date or no refund is given. Council retains the Retention fee and refunds the balance of the Hire Fee.
Hire Fees - Corporate Social Events (corporate picnics BBQ teambuilding)									
1 - 50 people	FCR	100.00	10.00	110.00	104.55	10.45	115.00	per hour	The booking does not grant exclusive use of the park.
51 - 100 people	FCR	135.45	13.55	149.00	141.82	14.18	156.00	per hour	The booking does not grant exclusive use of the park.



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Corporate Event Bond		500.00	Exempt	500.00	500.00	Exempt	500.00		Refundable in full after inspection and any damage paid for.
Hire fees - Corporate Events (promotions events for greater than 100 guests and sit down style functions up to 50)									
Corporate Events Fee (promotions events for greater than 100 guests and sit down style functions up to 50) Fee	FCR	267.27	26.73	294.00	280.00	28.00	308.00	per hour	The booking does not grant exclusive use of the park. A maximum of 50 guests at the sit down style function. Special Event bins must be purchased for this style of event.
Corporate Event Bond		500.00	Exempt	500.00	500.00	Exempt	500.00		Refundable in full after inspection or any damage paid for.
Cancellation Fee									
- 2 weeks notice provided	COST	90.00	9.00	99.00	90.00	9.00	99.00	per use	Hire fees will be refunded less the cancellation fee if the applicant gives Council at least 2 weeks notice.
- Less than 2 weeks notice provided	COST	Full Hire Fee			Full hire fee				No hire fees will be refunded if the applicant gives less than 2 weeks notice.
Wet Weather Retention	COST	90.00	9.00	99.00	90.00	9.00	99.00		Applicant must contact Council within 2 weeks after the event date or no refund is given. Council retains the Retention fee and refunds the balance of the Hire Fee.
Hire Fees - Social Events									
Social Events (Picnics Birthdays Reunions Family Gatherings)									The booking fee does not grant exclusive use of the park.

## FEES & CHARGES 2024/25

Fee / Charge	Pricing Policy Ref.	2023/24 Fee / Charge excl. GST	2023/24 GST	2023/24 Fee / Charge incl. GST	2024/25 Fee / Charge excl. GST	2024/25 GST	2024/25 Fee / Charge incl. GST	Fee Unit Rate	Supplementary Information
1 - 20 people	SUB	No charge			No charge				Bookings not required for groups under 20 people
1 - 50 people	SUB	70.91	7.09	78.00	74.55	7.45	82.00	per hour	
51 - 100 people	SUB	97.27	9.73	107.00	101.82	10.18	112.00	per hour	
Cancellation Fee									
101 plus people (Social)	SUB	134.55	13.45	148.00	140.91	14.09	155.00	per use	
- 2 weeks notice provided	COST	50.00	5.00	55.00	50.00	5.00	55.00	per use	Hire fees will be refunded less the cancellation fee if the applicant gives Council at least 2 weeks notice.
- Less than 2 weeks notice provided	COST	Full Hire Fee			Full Hire fee				No hire fees will be refunded if the applicant gives less than 2 weeks notice.
Wet Weather Retention	COST	50.00	5.00	55.00	50.00	5.00	55.00	per use	Applicant must contact Council within 2 weeks after the event date or no refund is given. Council retains the Retention fee and refunds the balance of the Hire Fee.
Hire Fees - Public Events									
Public Events (Community, Charity, Public)									The booking fee does not grant exclusive use of the park.
1 - 50 people	SUB	70.91	7.09	78.00	74.55	7.45	82.00	per hour	
51+ people	SUB	97.27	9.73	107.00	101.82	10.18	112.00	per hour	
Bond (1-50 people)		500.00	Exempt	500.00	500.00	Exempt	500.00	per use	Refundable in full after inspection or any damage paid for.
Bond (51- 100 people)		1,000.00	Exempt	1,000.00	1,000.00	Exempt	1,000.00	per use	Refundable in full after inspection or any damage paid for.
Bond (101+ people)		1,500.00	Exempt	1,500.00	1,500.00	Exempt	1,500.00	per use	Refundable in full after inspection or any damage paid for.
Cancellation Fee									

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Fee / Charge	Pricing Policy Ref.	2023/24 Fee / Charge excl. GST	2023/24 GST	2023/24 Fee / Charge incl. GST	2024/25 Fee / Charge excl. GST	2024/25 GST	2024/25 Fee / Charge incl. GST	Fee Unit Rate	Supplementary Information
- 2 weeks notice provided	COST	50.00	5.00	55.00	50.00	5.00	55.00	per use	Hire fees will be refunded less the cancellation fee if the applicant gives Council at least 2 weeks notice.
- Less than 2 weeks notice provided	COST	Full Hire Fee			Full Hire fee				No hire fees will be refunded if the applicant gives less than 2 weeks notice.
Wet Weather Retention	COST	50.00	5.00	55.00	50.00	5.00	55.00	per use	Applicant must contact Council within 2 weeks after the event date or no refund is given. Council retains the Retention fee and refunds the balance of the Hire Fee.
Amusement Devices (Jumping Castles Rides Blow-up Items Sumo Wrestling) and Kindy Farms									
Amusement Device less than 50m2	FCR	66.00	Exempt	66.00	69.00	Exempt	69.00	per item / amusement	If the footprint of the amusement device is less than 50m2.
Amusement Device greater than 50m2	FCR	128.00	Exempt	128.00	134.00	Exempt	134.00	per item / amusement	If the footprint of the amusement device is greater than 50m2. Potential impacts will be assessed prior to approval - price on application.
Bond	NA	100.00	Exempt	100.00	100.00	Exempt	100.00	per use	Refundable in full after inspection or any damage paid for.
Marquees & Fete Stalls									
Marquee less than 50m2	SUB	Nil	Exempt	Nil	Nil	Exempt	Nil	per use	If the footprint of the marquee is less than 50m2 there is no charge. Park Hire fee additional.
Marquee between 51m2 - 100m2	FCR	64.55	6.45	71.00	68.18	6.82	75.00	per item	If the footprint of the marquee is between

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									51m2 - 100m2 the fee applies. Marquees over 100m2 will not be permitted. Park hire fee additional.
Bond		100.00	Exempt	100.00	100.00	Exempt	100.00	per use	Refundable in full after inspection or any damage paid for.
Sports Fields Bookings									Applications to be made in writing. Seasonal hire - 50% of total amount to be paid prior to the commencement of the season. Balance to be paid in full by mid-season. All Schools within the Council area are not charged for use of fields within school hours.
Cricket (Turf)									
Cricket (Turf) Summer Hire Trumper Oval and Woollahra 2 and 3	FCR	1,240.00	124.00	1,364.00	1,296.36	129.64	1,426.00	per day hire	Available Sunday only.
Seasons Cricket (Turf) - Summer Season only	FCR	649.09	64.91	714.00	679.09	67.91	747.00	per day hire	Minimum 10 bookings per annum to qualify as a seasonal hirer. Applications to be made in writing. Seasonal hire - 50% of total amount to be paid prior to the commencement of the season. Balance to be paid in full within 14 days of commencement of season. All Schools within the Council area are not charged for the use of fields within school hours.

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<b>Cricket (Synthetic)</b> Christison Park, Steyne Park, Lough Playing Fields, Rushcutters Bay Park, Cooper Park									
Hire Fee - Standard	FCR	100.00	10.00	110.00	104.55	10.45	115.00	per field per hour	
Hire Fee - Community/ Not for profit	SUB	70.00	7.00	77.00	73.64	7.36	81.00	per field per hour	
<b>Cancellation Fee</b>									
- 2 weeks notice provided	COST	50.00	5.00	55.00	50.00	5.00	55.00	per use	
- Less than 2 weeks notice provided	COST	Full Hire Fee			Full hire fee				No hire fees will be refunded if the applicant gives less than 2 weeks notice.
<b>Wet Weather Retention</b>	COST	50.00	5.00	55.00	50.00	5.00	55.00	per use	Refunds for casual hirers only does not apply to seasonal hirers. Applicant must contact Council within 2 weeks after the event date or no refund is given. Council retains the Retention fee and refunds the balance of the Hire Fee.
<b>Andrew Petrie Oval - Synthetic Sportsfield</b>									
Hire Fee - Standard	FCR	285.45	28.55	314.00	299.09	29.91	329.00	per hour	
Hire Fee - Community/ Not for profit	FCR	142.73	14.27	157.00	150.00	15.00	165.00	per hour	
<b>Cancellation Fee</b>									
- 2 weeks notice provided	COST	50.00	5.00	55.00	50.00	5.00	55.00	per use	
- Less than 2 weeks notice provided	COST	Full Hire Fee			Full hire fee				No hire fees will be refunded if the applicant gives less than 2 weeks notice.
<b>Wet Weather Retention</b>	COST	50.00	5.00	55.00	50.00	5.00	55.00	per use	Refund only applicable in certain circumstances. Refer to hiring agreement for details.

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Fee / Charge	Pricing Policy Ref.	2023/24 Fee / Charge excl. GST	2023/24 GST	2023/24 Fee / Charge incl. GST	2024/25 Fee / Charge excl. GST	2024/25 GST	2024/25 Fee / Charge incl. GST	Fee Unit Rate	Supplementary Information
Hire Fees - All Other Sports e.g. Soccer AFL Rugby League Lacrosse Athletics etc.									
Trumper Park, Woollahra Oval 2, Woollahra Oval 3, Lyne Park, Cooper Park, Lough Playing Fields, Christison Park, Rushcutters Bay Park, Støyne Park									
Hire Fee - Standard	FCR	100.00	10.00	110.00	104.55	10.45	115.00	per field per hour	Minimum 1 hr booking.
Hire Fee - Community/ Not for profit	SUB	70.00	7.00	77.00	73.64	7.36	81.00	per field per hour	Minimum 1 hr booking. Local public primary and local public high schools are Exempt from this fee.
Cancellation Fee									
- 2 weeks notice provided	COST	50.00	5.00	55.00	50.00	5.00	55.00	per use	
- Less than 2 weeks notice provided	COST	Full Hire Fee			Full Hire Fee				No hire fees will be refunded if the applicant gives less than 2 weeks notice.
Wet Weather Retention	COST	50.00	5.00	55.00	50.00	5.00	55.00	per use	Applicant must contact Council within 2 weeks after the event date or no refund is given. Council retains the Retention fee and refunds the balance of the Hire Fee.
Athletics Carnival, Gala Days									
Local Schools	COST	228.18	22.82	251.00	239.09	23.91	263.00	per day	
Schools outside LGA	FCR	396.36	39.64	436.00	414.55	41.45	456.00	per day	
Multi Courts - Christison Park									
Standard Fee	FCR	38.18	3.82	42.00	40.00	4.00	44.00	per court per hour	
Community	SUB	18.18	1.82	20.00	19.09	1.91	21.00	per court per hour	
Cancellation Fee									
No Refunds	COST	Full Hire Fee	10.0%	Full hire fee plus 10.0% GST	Full hire fee	10.0%	Full hire fee plus 10.0% GST	per use	No hire fee will be refunded if the

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									applicant changed their mind
Wet Weather Retention	COST	Full Refund	10.0%	Full refund plus 10.0% GST	Full refund	10.0%	Full refund plus 10.0% GST	per use	Refund only applicable in certain circumstances. Refer to hiring agreement for details.
Lighting or Electricity	FCR	19.09	1.91	21.00	20.00	2.00	22.00	per hour	Charge in addition to hiring fees.
Goal post installation (out of season)	FCR	368.18	36.82	405.00	385.45	38.55	424.00	per field	Cost per installation and removal.
Line marking (out of season)	FCR	412.73	41.27	454.00	431.82	43.18	475.00	per field per hour	Line marking. Does not include the Synthetic Grass Field.
Bond temporary use of portable football goals Andrew Petrie Oval	NA	\$500	Exempt	500.00	500.00	Exempt	500.00		Not required for season hirers*
Line Marking on Andrew Petrie Oval	FCR	\$500-\$2000			\$500-\$2000			POA	Price on Application
Key Access to Council Facilities									
Use of Change Rooms Community/Not for Profit	SUB	34.55	3.45	38.00	36.36	3.64	40.00		Fee per use
Use of Canteen Corporate Rate	FCR	70.00	7.00	77.00	73.64	7.36	81.00	per use	In addition to park hire fees
Use of Canteen Community/NFP	SUB	34.55	3.45	38.00	36.36	3.64	40.00	per use	In addition to park hire
Use of Change Room Corporate Rate	FCR	66.36	6.64	73.00	73.64	7.36	81.00	per use	In addition to Park Hire Fee
Bond - Use of Canteen	NA	\$150-\$300	Exempt	\$150-\$300	\$150-\$300	Exempt	\$150-\$300		
Key Deposit		125.00	Exempt	125.00	125.00	Exempt	125.00	per key	Maximum 4 keys per Club or Organisation per season.
Parking on Reserves									
Parking on Reserves (subject to Council approval)	FCR	3,449.09	344.91	3,794.00	3,604.55	360.45	3,965.00	per use	Maximum 300 cars per day.
Bond - Parking on Reserves (was row 451, now row 458.1)	NA	12,200.00	Exempt	12,200.00	12,200.00	Exempt	12,200.00	per use	Refundable deposit after inspection by Council officer or any damage paid for.
Access through public open space for construction and/or occupation of public open space									
Bond		\$500.00 to \$5,000.00	Exempt	\$500.00 to \$5,000.00	\$500-\$5000	Exempt	\$500-\$5000		Assessed based on the potential impact on the Reserve of the

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									works being undertaken and the period for which access is required.
Application Fee (Access and Occupation)	COST	209.00	Exempt	209.00	219.00	Exempt	219.00	per application	
Vehicles & other machinery (e.g. forklifts bobcats trucks).	COST	116.00	Exempt	116.00	122.00	Exempt	122.00	per half day (up to 4 hours)	Per vehicle in the public open space
Vehicle Access Rate - full day	COST	198.00	Exempt	198.00	207.00	Exempt	207.00	per full day	Per vehicle
Vehicle Access Rate - weekly	COST	565.00	Exempt	565.00	591.00	Exempt	591.00	per week	Per vehicle
Vehicle Access Bond	NA	\$1,000.00 to \$1,500.00	Exempt	\$1,000.00 to \$1,500.00	\$1,000-\$1,500	Exempt	\$1,000-\$1,500	per use	Assessed based on the potential impact on the Reserve of the works being undertaken and the period for which access is required.
Non-vehicular access - half day	COST	94.00	Exempt	94.00	99.00	Exempt	99.00	per half day	
Non-vehicular access - full day	COST	149.00	Exempt	149.00	156.00	Exempt	156.00	per full day	
Non-vehicular access - weekly	COST	457.00	Exempt	457.00	478.00	Exempt	478.00	per week	
Erection of Hoarding / Scaffolding / Construction Compound	COST	21.00	Exempt	21.00	22.00	Exempt	22.00	area occupied (per m2) x fee x weeks	Erection of hoarding / scaffolding / construction compound associated with works on privately owned land. Assessed based on the potential impact on the Reserve of the works being undertaken and the period for which occupation in the Reserve is required.
Gate Opening Service to Parks & Facilities such as Sir David Martin Reserve Marina and hardstand	COST	88.00	Exempt	88.00	92.00	Exempt	92.00	per use	To cover cost of security service opening and closing.
PARKS AND STREET TREES MANAGEMENT									



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Street tree planting fee as part of development condition	FCR	1,875.00	187.50	2,062.50	1,960.00	196.00	2,156.00	per development application	Development condition for street tree planting
PAYMENT CHARGES									
Dishonoured Cheque Administration Fee (inclusive of bank charges)	FCR	47.00	Exempt	47.00	49.15	Exempt	49.15	per cheque	
Returned Direct Debit Administration Fee (inclusive of bank charges)	FCR	47.00	Exempt	47.00	49.15	Exempt	49.15	per transaction	
Credit Card Usage Fee - where the underlying fee or charge is a taxable supply (i.e. includes GST)	COST		10.0%	plus 10.0% GST		10.0% GST	plus 10.0% GST	0.5% of the transaction amount	The fee applies to the use of any credit card for making payment to Council for a fee or charge that attracts GST (a taxable supply). At the time of making payment 0.5% will be added to the amount due.
Credit Card Usage Fee - where the underlying fee or charge is not a taxable supply (i.e. does not include GST)	COST		Exempt			Exempt		0.55% of the transaction amount	The fee applies to the use of any credit card for making payment to Council for a fee or charge that does not attract GST. At the time of making payment 0.55% will be added to the amount due.
Historical Rates request	FCR	37.00	Exempt	37.00	38.70	Exempt	38.70	per transaction	
Request for Information and services - including property, approvals, rates, transaction searches, requiring a written reply	FCR	52.00	Exempt	52.00	54.35	Exempt	54.35	per hour, minimum of one hour	
Urgent request for Information and services - including property, approvals, rates, transaction searches, requiring a written reply	FCR	105.00	Exempt	105.00	109.75	Exempt	109.75	per hour, minimum of one hour	
NEW FEE - Rates Notice Resend	FCR		Exempt		15.00	Exempt	15.00	per transaction	*NEW FEE* The fee applies to requests for

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Interest on Overdue Rates & Annual Charges	ST	9% per annum on the overdue amount	Exempt	9% per annum on the overdue amount	9% per annum on the overdue amount	Exempt	9% per annum on the overdue amount		reprinting/resending of rate notices  This is the maximum amount of interest as advised by the Minister for Local Government under Section 566(3) of the Local Government Act 1993. If it is varied after the adoption of the Fees & Charges the new maximum interest rate will be applied.
PCA SERVICE FEES									
Principal Certifying Authority Service Agreement (CV)	FCR	Calculation: $\text{LN}(\text{CV}) \times \text{CV}^{\wedge} \text{I}$			Calculation: $\text{LN}(\text{CV}) \times \text{CV}^{\wedge} \text{I}$	10.0%	Calculation: $\text{LN}(\text{CV}) \times \text{CV}^{\wedge} \text{I}$ plus 10.0% GST	per agreement	CV = Contract Value of work I = 0.443 LN = Natural Logarithm.
Minimum Charge	FCR	611.82	61.18	673.00	639.36	63.94	703.30	per agreement	The minimum charge is for works with an estimated value of works up to \$12,000. For works above this amount the fee is calculated on a sliding scale using the above formula.
\$50,000	FCR	1,305.76	130.58	1,436.34	1,364.55	136.45	1,501.00	per agreement	All Classifications of Building.
\$100,000	FCR	1,888.80	188.88	2,077.68	1,973.82	197.82	2,171.20	per agreement	All Classifications of Building.
\$150,000	FCR	2,340.05	234.01	2,574.06	2,445.36	244.55	2,689.90	per agreement	All Classifications of Building.
\$250,000	FCR	3,060.07	306.01	3,366.08	3,197.77	319.78	3,517.55	per agreement	All Classifications of Building.

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\$500,000	FCR	4,391.93	439.19	4,831.12	4,589.59	458.96	5,048.55	per agreement	All Classifications of Building.
\$1,000,000	FCR	6,285.89	628.59	6,914.48	6,568.77	656.88	7,225.65	per agreement	All Classifications of Building.
\$2,000,000	FCR	8,973.96	897.40	9,871.35	9,377.82	937.78	10,315.60	per agreement	All Classifications of Building.
\$5,000,000	FCR	14,317.51	1,431.75	15,749.26	14,961.82	1,496.18	16,458.00	per agreement	All Classifications of Building.
Principal Certifying Authority Service Agreement entered into retrospectively	FCR	30% loading to be applied to the standard PCA fees when Council is retrospectively appointed as the PCA	10.0%	30% loading to be applied to the standard PCA fees when Council is retrospectively appointed as the PCA plus 10.0% GST	30% loading to be applied to the standard PCA fees when Council is retrospectively appointed as the PCA	10.0%	30% loading to be applied to the standard PCA fees when Council is retrospectively appointed as the PCA plus 10.0% GST	per agreement	If Council is appointed as the PCA once work has commenced or at the conclusion of a project a loading is to be applied to cover the additional work that is likely to be required. In these circumstances Council cannot decline appointment.
PLANNING REQUESTS									
Request for planning control changes									
Pre-application consultation service	COST	3,240.00	Exempt	3,240.00	3,400.00	Exempt	3,400.00	per request	Service for attending meeting, assessing information and providing written response. Additional fee \$640.50 for further meetings.
Pre-application consultation service - subsequent meetings	COST	1,100.00	Exempt	1,100.00	1,150.00	Exempt	1,150.00	per meeting	
Minor planning proposal									
Simple or administrative amendments	COST	32,400.00	Exempt	32,400.00	34,000.00	Exempt	34,000.00	per proposal	*Should the Planning Proposal not proceed to public exhibition, 30% of the fee will be refunded.
Major planning proposal									
Zone amendments and/or variations to development standards of less than	COST	69,500.00	Exempt	69,500.00	73,000.00	Exempt	73,000.00	per proposal	*Should the Planning Proposal not proceed

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20% and/or issues involved require a greater consideration including (but not limited to) economic, social, environmental and transport.									to public exhibition, 30% of the fee will be refunded.
Gate open Site specific development control plan:(Major)		22,000.00	Exempt	22,000.00	23,000.00	Exempt	23,000.00	per proposal	*Should the Planning Proposal not proceed to public exhibition, 30% of the fee will be refunded.
Complex planning proposal									
More complex zone amendments and/or variations to development standards of greater than 20%.	COST	107,000.00	Exempt	107,000.00	112,000.00	Exempt	112,000.00	per proposal	*Applies to any unforeseen tasks and functions.
Site specific development control plan:(Complex)		38,000.00	Exempt	38,000.00	40,000.00	Exempt	40,000.00	per proposal	*Should the Planning Proposal not proceed to public exhibition, 30% of the fee will be refunded.
Additional fees and charges									
LEP amendments (major and minor)	COST	324.00	Exempt	324.00	340.00	Exempt	340.00	per hour	*Applies to any unforeseen tasks and functions.
Consultants engaged by Council	COST	At cost plus 10% administration charge	10.0%	At cost plus 10% administration charge plus 10.0% GST	At cost plus 10% administration charge	10.0%	At cost plus 10% administration charge plus 10.0% GST	per hour	Independent advice to Council provided by specialists
PRESCHOOL									
*NEW FEE* Preschool fee – for Start Strong program days	SUB				10.00	Exempt	10.00	per day per child	*NEW FEE* Start Strong fee reduction – maximum 2 days per week
Preschool fee - children aged 4 by 31 July for non Start Strong Program Days	COST	72.00	Exempt	72.00	75.00	Exempt	75.00	per day per child	Preschool fee - children aged 4 for 2024-25 financial year
Preschool fee - children aged 3 by 31 July for non Start Strong Program Days	COST	90.00	Exempt	90.00	94.00	Exempt	94.00	per day per child	Preschool fee - children aged 3 for 2024-25 financial year
Preschool fee - reduced rate for eligible families (up to)	COST	15.00	Exempt	15.00	15.00	Exempt	15.00	per day per child	Preschool fee -reduced rate for eligible



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<b>Term Fee</b>	COST	43.64	4.36	48.00	45.45	4.55	50.00	per term	families for 2024-25 financial year
<b>Wait List Fee</b>	COST	48.18	4.82	53.00	50.45	5.05	55.50	per child	Term Fee for 2024-25 Financial Year
<b>Excursions</b>	COST	24.55	2.45	27.00	25.91	2.59	28.50	per excursion	Fee for 2024-25 Financial Year.
<b>Hats</b>	COST	20.91	2.09	23.00	21.82	2.18	24.00	per hat	Fee for 2023-24 Financial Year.
<b>Bond</b>		300.00	Exempt	300.00	300.00	Exempt	300.00	booking	Fee for 2024-25 Financial Year - refundable for starters at end of attendance with adequate notice/non-refundable for non-starters.
<b>Enrolment Fee (non-refundable) amendment</b>	COST	100.00	10.00	110.00	104.55	10.45	115.00	per child	Fee for 2024-25 Financial Year for new children only
<b>Late Fee - per 15 minutes or part thereof (amendment)</b>	COST	26.50	Exempt	26.50	27.70	Exempt	27.70	Each 15 minutes or part thereof	Fee for 2024-25 Financial Year.
<b>ROADS AND FOOTPATHS</b>									
<b>Deposit Administration Fee</b>	COST	225.00	EXEMPT	225.00	235.00	EXEMPT	235.00	per deposit	
NOTE: for large restorations a further discounted restoration fee may be negotiated with Council's Manager Civil Operations									
<b>Road and Footpath Restoration</b>									
<b>Road Opening Administration Fee for restorations to be carried out by Utility Authorities or their nominated contractors</b>	FCR	141.00	Exempt	141.00	150.00	Exempt	150.00		\$150.00 per restoration up to 10m2 plus \$10.00 per 1m2 thereafter.
<b>Road Opening Permit Administration Fee for restorations to be carried out by Council or its contractors</b>	FCR	398.00	Exempt	398.00	420.00	Exempt	420.00	per permit	Equivalent to 1.5 hours processing time including 3 inspections (at \$236.67 per hour) plus application fee of \$65.00. Additional charges at \$236.67 per

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## FEES & CHARGES 2024/25

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									hour or part hour for inspection and supervision in excess of 1.5 hours. Minimum charge is the Permit Administration Fee plus restoration charge (below) for 1m2 of the surface type to be opened.
Restorations Charges (m2) - see below:									
Road Pavements: 10% discount>50m2									
Road Pavements									
Asphalt (50mm) on Concrete base (200mm) [Dowelled and Reinforced] (m2)	FCR	787.00	Exempt	787.00	825.00	Exempt	825.00	per square metre	Includes all required traffic control and site establishment costs. Includes excavation, removal and disposal of waste to an approved tip, place min. 100mm DGB 20 over existing sub grade to construct 200mm thick reinforced (SL82) 40 MPa concrete slab with 16mm dowel expansion/construction joints, Supply and lay 30mm AC10 as specified including application of tack coat.
Asphaltic concrete on road base (m2) wearing course only 50mm AC 10	FCR	513.00	Exempt	513.00	540.00	Exempt	540.00	per square metre	Includes all required traffic control and site establishment costs. Saw cut or mill to min depth 50mm. Compact subgrade, supply and compact

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## FEES & CHARGES 2024/25

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									road base (DGB 20) and 50mm AC 10 or AC14 as specified.
Concrete 200mm[dowelled and reinforced] (m2)	FCR	652.00	Exempt	652.00	685.00	Exempt	685.00	per square metre	Includes all required traffic control and site establishment costs. Includes excavation, removal and disposal of waste to an approved tip, place min. 100mm DGB 20 over existing sub grade to construct 200mm thick reinforced (SL82) 40 MPa concrete slab with 16mm dowel expansion/construction joints.
Footpaths: 10% discount>50m2									
Asphalt 50mm on 75mm concrete base(m2)	FCR	607.00	Exempt	607.00	635.00	Exempt	635.00	per square metre	Includes excavation, removal and disposal of waste to an approved tip, place min. 50mm DGB 20 over existing base and placement of mastic joints. 75 mm thick with 20MPa concrete and 40mm AC5 surface.
Asphalt 25mm on road base (m2)	FCR	316.00	Exempt	316.00	335.00	Exempt	335.00	per square metre	Saw cut or mill to min depth 40mm. Excavate dispose of material by Contractor's plant to a tip site arranged by the Contractor, compact sub grade, supply and compact base layer (DGB 20) and 40mm AC5 surface.

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Concrete 75mm (m2)	FCR	360.00	Exempt	360.00	380.00	Exempt	380.00	per square metre	Includes excavation, removal and disposal of waste to an approved tip, place min. 50mm DGB 20 over existing base and placement of mastic joints. 75 mm thick with 20MPa concrete and broom finish.
Concrete 75mm (m2) Paddington Mix Concrete	FCR	503.00	Exempt	503.00	530.00	Exempt	530.00	per square metre	Concrete footpaths in the Paddington Heritage DCP area must be restored using Paddington Mix washed concrete finish. Includes excavation, removal and disposal of waste to an approved tip, place min. 50mm DGB 20 over existing base and placement of mastic joints. 75 mm thick 'Paddington Mix Concrete' washed finished with 20MPa concrete.
Pavers 25mm sand bedding and 100mm DGB 20 (m2)	FCR	475.00	Exempt	475.00	500.00	Exempt	500.00	per square metre	An additional cost will be charged for the supply of replacement paving at cost. Includes delivery of pavers to site from Council Depot. Excavate, remove spoil to an approved tip by Contractor's plant, supply and place sand bed to depth of 35 mm, Work as per pattern drawing supplied by the

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									Council, or to a nominated existing pattern, and fill gaps with Sydney sand (supplied by the contractor).
Pavers on 25mm sand bedding and Concrete Basecourse (m2)	FCR	880.00	Exempt	880.00	920.00	Exempt	920.00	per square metre	An additional cost will be charged for the supply of replacement paving at cost. Reconstruct the concrete base (100mm thick) and dowel to existing with 16mm diameter hot dipped galvanised dowels x 400mm long at 1000mm centres. Includes delivery to site from Council Depot by Contractor. Supply and place cement sand bed to depth of 20mm, Work as per pattern drawing supplied by the Council, or to a nominated existing pattern and fill gaps with cement/sand mix. Supply of 20 MPa concrete, dowels, cement/sand mix, and mastic joint by contractor.
Kerb Access Ramp (0.6m wings) Black Oxide Concrete	FCR	2,260.00	Exempt	2,260.00	2,365.00	Exempt	2,365.00	per item	Price to restore kerb access ramp to meet required Australian Standard. Includes excavation, removal and disposal of waste to an approved tip, place min. 50mm DGB

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									20 over existing base and placement of mastic joints. All materials including 20 Mpa black oxide coloured concrete.
Kerb Access Ramp (1.2m wings) Black Oxide Concrete	FCR	2,260.00	Exempt	2,260.00	2,365.00	Exempt	2,365.00	per item	Price to restore kerb access ramp to meet required Australian Standard. Includes excavation, removal and disposal of waste to an approved tip, place min. 50mm DGB 20 over existing base and placement of mastic joints. All materials including 20 Mpa black oxide coloured concrete.
Grass verge- including approved turf and soil (m2)	FCR	122.00	Exempt	122.00	130.00	Exempt	130.00	per square metre	Includes establishment and maintenance as per Councils specification. 3 months of watering to establish. Establish grass verge matching the existing adjacent species.
Vehicular Driveways: 10% discount>50m2									
Concrete residential driveway (100mm) (m2)	FCR	509.00	Exempt	509.00	535.00	Exempt	535.00	per square metre	Includes all required traffic control and site establishment costs. Includes excavation, removal and disposal of waste to an approved tip, place min. 100mm DGB 20 over existing base and placement of mastic joints. All materials

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									shall be supplied by the Contractor. 100 mm thick residential driveway with 32 MPa concrete and broom finish.
Concrete commercial driveway (150mm reinforced) (m2)	FCR	614.00	Exempt	614.00	645.00	Exempt	645.00	per square metre	Includes all required traffic control and site establishment costs. Includes excavation, removal and disposal of waste to an approved tip, place min. 100mm DGB 20 over existing base and placement of mastic joints. All materials shall be supplied by the Contractor. 150 mm thick with one (1) layer of SL72 fabric (heavy duty driveways only) with 32MPa concrete and broom finish.
Asphalt driveway includes concrete base (125mm) (m2)	FCR	378.00	Exempt	378.00	400.00	Exempt	400.00	per square metre	Includes all required traffic control and site establishment costs. Includes excavation, removal and disposal of waste to an approved tip, place min. 100mm DGB 20 over existing base and placement of mastic joints. All materials shall be supplied by the Contractor. 100 mm thick residential driveway with 32 MPa concrete with AC10 wearing course surface.

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Other Works: 10% discount>50m2 or >50m									
Concrete kerb & gutter or Driveway Layback (lineal m)	FCR	466.00	Exempt	466.00	490.00	Exempt	490.00	Lineal metre	Includes saw cutting road, excavation, removal and disposal of waste to an approved tip, place min. 100mm 5MPa concrete lean-mix sub-base over existing sub grade, placement of mastic joints, laybacks, and connect house stormwater outlets (min. 1m length of 90mm UPVC/connection). All materials including 25Mpa concrete, cement/sand slurry, mastic joints and stormwater outlets shall be supplied by Contractor. The rate includes laybacks and restoration of the adjoining road pavement matching the existing road pavement material.
Kerb only (lineal m) or Gutter only (lineal m)	FCR	354.00	Exempt	354.00	375.00	Exempt	375.00	Lineal metre	Includes saw cutting road, excavation, removal and disposal of waste to an approved tip, place min. 100mm 5MPa concrete lean-mix sub-base over existing sub grade, placement of mastic joints, laybacks, and connect house stormwater outlets (min. 1m length of

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									90mm UPVC/connection). All materials including 25Mpa concrete, cement/sand slurry, mastic joints and stormwater outlets shall be supplied by Contractor. The rate includes laybacks and restoration of the adjoining road pavement matching the existing road pavement material.
Concrete Dish Crossings (lineal m)	FCR	566.00	Exempt	566.00	600.00	Exempt	600.00	Lineal metre	Includes saw cutting road, excavation, removal and disposal of waste to an approved tip, place min. 100mm 5MPa concrete lean-mix sub-base over existing sub grade, placement of mastic joints, restoration of adjacent road pavement matching the existing road pavement material, Supply of SL82 mesh, 200mm thick concrete, and 40 MPa @ 28 days concrete.
Kerb outlet (100mm pipe) (item)	FCR	269.00	Exempt	269.00	285.00	Exempt	285.00	per item	For non standard pit sizes or different sized lintels and all other stormwater pipe connections Council will provide a cost estimate. Excavate (in all materials able to be excavated with a

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									hydraulic excavator) with maximum depth to invert of proposed pipe of 1.2m, haulage & disposal of excavated material, supply & lay UPVC, supply and compact all backfill (sand to within 300mm finished surface and then 250mm DGB 20 - recycled), and temporary surface restoration with cold mix. Final restoration to use relevant rates.
Gully Pits Inlets (item)	FCR	5,587.00	Exempt	5,587.00	5,845.00	Exempt	5,845.00	per item	For non standard pit sizes or different sized lintels and all other stormwater pipe connections Council will provide a cost estimate. Including inlet channel, supply & place lintel and grate (Class C), pour 1m kerb and gutter either end of lintel and around grate. 25 MPa concrete shall be supplied by Contractor. Construction of a new kerb inlet pit, Price is valid for a pit up to 1.8m deep, price for pits of greater depth shall be negotiated.
Saw Cutting (lineal m) - up to 75mm thick	FCR	68.00	Exempt	68.00	75.00	Exempt	75.00	Lineal m	Includes establishment fee.
Saw Cutting greater than 75mm thick	FCR	90.00	Exempt	90.00	100.00	Exempt	100.00	Lineal m	Includes establishment fee.

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Infrastructure security deposit									Depending on the circumstances a security deposit equal to the estimated value of the works may be required.
Construction Management Plan Review									
Application & Processing Fee	FCR	680.00	Exempt	680.00	711.00	Exempt	711.00	per application	
Additional Assessment and/or Review	FCR	227.00	Exempt	227.00	237.00	Exempt	237.00	per hour	
Resubmission Fee	FCR	453.00	Exempt	453.00	473.00	Exempt	473.00	per resubmitted application	
Fast Track Application Fee (<2 weeks notice given)	FCR	481.00	Exempt	481.00	503.00	Exempt	503.00	per fast track application	
Works in Roadways (including driveways)									
Road and footpath levels									
Application & Processing Fee	COST	645.00	Exempt	645.00	674.00	Exempt	674.00	per application	
Additional Inspection and/or Processing	COST	365.00	Exempt	365.00	381.00	Exempt	381.00	per additional inspection/processing needed	
Damage Security Deposit									
Security Deposit for damage to Council infrastructure resulting from development, including Complying Development Certificates. Works up to \$50,000		2,745.00	Exempt	2,745.00	2,869.00	Exempt	2,869.00	per deposit	Refundable following reinstatement of road assets to Council's satisfaction.
Security Deposit for damage to Council infrastructure resulting from development, including Complying Development Certificates. Works \$50,000 - \$100,000		5,490.00	Exempt	5,490.00	5,737.00	Exempt	5,737.00	per deposit	Refundable following reinstatement of road assets to Council's satisfaction.
Security Deposit for damage to Council infrastructure resulting from development, including Complying Development Certificates. Works over \$100,000		\$4,802 plus \$234 per \$10,000 estimated cost	Exempt	\$4,802 plus \$234 per \$10,000 estimated cost	\$5,018 plus \$245 per \$10,000 estimated cost	Exempt	\$5,018 plus \$245 per \$10,000 estimated cost	per deposit	Refundable following reinstatement of road assets to Council's satisfaction.
Damage Security Deposit/ Bond - Street Name Inlay Preservation		2,195.00	Exempt	2,195.00	2,294.00	Exempt	2,294.00	per application	Refundable following completion of works and no damage to

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									existing Street Name Inlays to Council's satisfaction. Bond will not be returned should Council's Street Name Inlays be damaged and funds will be used for repair/ reinstatement.
Sec 138 damage/ infrastructure bond		\$5,000 to \$15,000 variable			\$5,000 to \$20,000 variable			per driveway	Refundable following appropriate driveway works.
Construction Management Plans									
Application & Processing Fee	COST	586.36	58.64	645.00	612.73	61.27	674.00	per application	
Additional Inspection and/or Processing	COST	331.82	33.18	365.00	346.36	34.64	381.00	per hour	
Modification or extension of a Section 138 Road Act Approval	COST	453.00	Exempt	453.00	473.00	Exempt	473.00	per modification or extension application	
Damage Security Deposit. Works up to \$50,000		2,745.00	Exempt	2,745.00	2,869.00	Exempt	2,869.00	per deposit	Refundable following reinstatement of road assets to Council's satisfaction.
Damage Security Deposit. Works \$50,000 - \$100,000		5,490.00	Exempt	5,490.00	5,737.00	Exempt	5,737.00	per deposit	Refundable following reinstatement of road assets to Council's satisfaction.
Damage Security Deposit. Works over \$100,000		8,230.00	Exempt	8,230.00	8,600.00	Exempt	8,600.00	per deposit	Refundable following reinstatement of road assets to Council's satisfaction.
Stand Plant on roadway									
Permit to Stand Plant - per day	FCR	533.00	Exempt	533.00	557.00	Exempt	557.00	per day	
Permit to Stand Plant - per day or part day fee	FCR	533.00	Exempt	533.00	557.00	Exempt	557.00	per day	
Fast Track Application Fee (<48 hours notice given)	FCR	575.00	Exempt	575.00	601.00	Exempt	601.00	per fast track application	Additional fee (on top of Permit to Stand Plant fee) to fast track application with less than 48 hours notice given. Equivalent to 2 hours processing time

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									(at \$300.50 per hour). Any additional time to be charged at \$300.50 per hour.
Consecutive day - per day or part day	FCR	345.00	Exempt	345.00	361.00	Exempt	361.00	per day or part day	
Metered parking bay (additional)	FCR	157.00	Exempt	157.00	164.00	Exempt	164.00	per space per day or part day if not available to public	
Change of date fee	FCR	345.00	Exempt	345.00	361.00	Exempt	361.00	per date change	
Temporary road closure (>48 hours notice given) in conjunction with stand plant (additional)	FCR	1,018.00	Exempt	1,018.00	1,064.00	Exempt	1,064.00	per application	
Temporary road closure (<48 hours notice given) in conjunction with stand plant (additional)	FCR	575.00	Exempt	575.00	601.00	Exempt	601.00	per fast track application	
Application to carry out activities in a Public Road	FCR	643.00	Exempt	643.00	672.00	Exempt	672.00	per day	
Application processing fee for works on roadways and Council property requiring Roads Act approval, including footpaths, driveway crossings, stormwater, kerb and gutter and retaining walls.	COST	643.00	Exempt	643.00	672.00	Exempt	672.00	per application	
Additional Inspection and/or Processing	COST	365.00	Exempt	365.00	381.00	Exempt	381.00	per additional inspection or processing needed	
Fast Track Application Fee for works on roadways and Council property requiring Roads Act approval, including footpaths, driveway crossings, stormwater, kerb and gutter and retaining walls (<5 working days notice given). ROCK ANCHORS	COST	1,285.00	Exempt	1,285.00	1,343.00	Exempt	1,343.00	per fast track application	
Application & Processing Fee	FCR	643.00	Exempt	643.00	672.00	Exempt	672.00	per application	

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Temporary Rock Anchor - Non Refundable Damage Deposit	COST	930.00	Exempt	930.00	972.00	Exempt	972.00	per anchor	
Performance Security Deposit - Refundable		6,625.00	Exempt	6,625.00	6,923.00	Exempt	6,923.00	per anchor	Refundable following removal of Temporary Rock Anchor and reinstatement of road assets to Council's satisfaction. Minimum bond \$50,000.
<b>STORMWATER CONNECTION</b>									
Stormwater Connection									
Application & Processing Fee	FCR	805.00	Exempt	805.00	841.00	Exempt	841.00	per application	Section 68B of the Local Government Act
Additional Inspection and/or Processing	FCR	365.00	Exempt	365.00	381.00	Exempt	381.00	per amendment	Section 68B of the Local Government Act
<b>STORMWATER MANAGEMENT CHARGE</b>									
Single residential dwelling	ST	25.00	Exempt	25.00	25.00	Exempt	25.00		
Residential strata unit	ST	12.50	Exempt	12.50	12.50	Exempt	12.50		
Business strata	ST	5.00	Exempt	5.00	5.00	Exempt	5.00		
Business properties	ST	\$25.00 plus \$25.00 for each 350 square metres (or part thereof) above 350 square metres in land area	Exempt	\$25.00 plus \$25.00 for each 350 square metres (or part thereof) above 350 square metres in land area	\$25.00 plus \$25.00 for each 350 square metres (or part thereof) above 350 square metres in land area	Exempt	\$25.00 plus \$25.00 for each 350 square metres (or part thereof) above 350 square metres in land area		
<b>SWIMMING POOLS</b>									
Swimming Pool Act - Exemption Application (Sections 22 & Clause 13)	ST	250.00	Exempt	250.00	250.00	Exempt	250.00	per application or certificate	Statutory maximum fee as per Clause 13 of the Swimming Pools Regulation 2018.
Swimming Pool Inspections									
First Inspection	ST	150.00	Exempt	150.00	150.00	Exempt	150.00	per inspection	Maximum fee permissible pursuant to Clause 19 of the

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Second and subsequent Inspections	ST	100.00	Exempt	100.00	100.00	Exempt	100.00	per inspection	Swimming Pools Regulation 2018. Maximum fee permissible pursuant to Clause 19 of the Swimming Pools Regulation 2018.
Swimming Pool Registration fee	ST	10.00	Exempt	10.00	10.00	Exempt	10.00	per pool	Pursuant to Clause 25 of the Swimming Pools Regulation 2018, the maximum fee that can be charged for recording a pool on the Swimming Pool Register on behalf of the pool owner.
TRAFFIC AND PARKING									
Traffic Signs & Lines Requests									
Installation of clearance linemarking to driveway	COST	215.00	Exempt	215.00	225.00	Exempt	225.00	per driveway	
Installation of parking signs (at applicant's request and expense)	COST	244.00	Exempt	244.00	255.00	Exempt	255.00	per sign	Fees associated with the installation of signage for approved mobility parking spaces are Exempt.
Work Zone									
Application Fee	COST	460.00	Exempt	460.00	481.00	Exempt	481.00	per application	
Weekly occupation fee - residential	FCR	81.00	Exempt	81.00	85.00	Exempt	85.00	per metre of kerbside per week	In residential areas. (Minimum 6 metres).
Weekly occupation fee - residential. Angle Parking rate	FCR	150.00	Exempt	150.00	157.00	Exempt	157.00	per metre of kerbside per week	In residential areas. Equivalent square metre rate for angle parking.

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Weekly occupation fee - non-residential. Parallel Parking rate	FCR	107.00	Exempt	107.00	112.00	Exempt	112.00	per metre of kerbside per week	In non-residential areas.
Weekly occupation fee - non-residential. Angle Parking rate	FCR	214.00	Exempt	214.00	224.00	Exempt	224.00	per metre of kerbside per week	In non-residential areas. Equivalent square metre rate for angle parking.
Weekly occupation fee - non-residential in area with parking meters (Parking Meter Fee 1). Parallel Parking rate.	FCR	160.00	Exempt	160.00	167.00	Exempt	167.00	per metre of kerbside per week	Based on non-residential fee plus compensation for loss of meter revenue in Parking Meter Fee 1 areas.
Weekly occupation fee - non-residential in area with parking meters (Parking Meter Fee 1). Angle Parking rate.	FCR	282.00	Exempt	282.00	295.00	Exempt	295.00	per metre of kerbside per week	Based on non-residential fee plus compensation for loss of meter revenue in Parking Meter Fee 1 areas. Equivalent square metre rate for angle parking.
Weekly occupation fee - non-residential in area with parking meters (Parking Meter Fee 2). Parallel Parking rate.	FCR	130.00	Exempt	130.00	136.00	Exempt	136.00	per metre of kerbside per week	Based on non-residential fee plus compensation for loss of meter revenue in Parking Meter Fee 2 areas.
Weekly occupation fee - non-residential in area with parking meters (Parking Meter Fee 2). Angle Parking rate.	FCR	262.00	Exempt	262.00	274.00	Exempt	274.00	per metre of kerbside per week	Based on non-residential fee plus compensation for loss of meter revenue in Parking Meter Fee 2 areas. Equivalent square metre rate for angle parking.
Alteration/Reinstatement of signage	COST	244.00	Exempt	244.00	255.00	Exempt	255.00	per sign	Charge based on alteration to signs at the request of the applicant or as a result of reactivation of expired Work Zone.
Heavy Vehicle Route Assessment									

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Application & Processing Fee	FCR	277.00	Exempt	277.00	289.00	Exempt	289.00	per application	Heavy Vehicle National Law means that Council may have to undertake heavy vehicle route assessments.
Special Events & Road Closures									
Traffic Management Plan Review	FCR	481.00	Exempt	481.00	503.00	Exempt	503.00	per TMP review	
Additional Assessment & / or Review	FCR	241.00	Exempt	241.00	252.00	Exempt	252.00	per hour	
Fast Track Application Fee (<48 hours notice given)	FCR	481.00	Exempt	481.00	503.00	Exempt	503.00	per fast track application	
Bond		\$500.00 to \$20,000.00	Exempt	\$500.00 to \$20,000.00	\$500.00 to \$20,000.00	Exempt	\$500.00 to \$20,000.00	per event	Refundable Bond against damage to Council assets required at Council's discretion depending on the category location and extent of the event.
Resident Parking Permits									
1st Permit	COST	73.00	Exempt	73.00	76.50	Exempt	76.50		
1st Permit (Pensioner Price)	SUB	31.50	Exempt	31.50	33.00	Exempt	33.00		
2nd Permit	COST	198.50	Exempt	198.50	207.50	Exempt	207.50		
2nd Permit (Pensioner Price)	SUB	81.50	Exempt	81.50	85.00	Exempt	85.00		
Replacement Permit	COST	31.50	Exempt	31.50	33.00	Exempt	33.00		
Parking Meters									
Parking Meter Fee - Central areas Oxford Street Paddington and Double Bay Commercial Centre	FCR	5.82	0.58	6.40	6.09	0.61	6.70	per hour	Standard Fee.
Parking Meter Fee - Outer areas Oxford Street Paddington and Double Bay Commercial Centre	FCR	5.00	0.50	5.50	5.18	0.52	5.70	per hour	Reduced fee for some of the lesser used parking spaces in both Double Bay and Paddington.
Visitor Parking Permits									
Pack of five (5) permits	COST	18.50	Exempt	18.50	19.50	Exempt	19.50		
Pack of ten (10) permits	COST	36.50	Exempt	36.50	38.50	Exempt	38.50		
Pack of twenty five (25) permits	COST	89.00	Exempt	89.00	93.00	Exempt	93.00		
Car Share Parking Permits									
Car Share Parking Permit	COST	480.00	Exempt	480.00	502.00	Exempt	502.00		

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Car Share Parking Permit - low emission vehicle	SUB	240.00	Exempt	240.00	250.00	Exempt	250.00		
Car Share Parking Permit - electric vehicle	SUB	71.00	Exempt	71.00	74.50	Exempt	74.50		
Electric Vehicle Charging		Per kWh	0.04	0.42	per kWh	0.04	0.48	per kWh	
TREES									
Tree - View or Solar Access Pruning Request									
Application for View or Solar Access Pruning	COST	365.75	Exempt	365.75	383.00	Exempt	383.00	per application	
Request for View or Solar Access Pruning	COST	Cost	10.0%	Cost plus 10.0% GST	Cost	10.0%	Cost plus 10.0% GST	As per contractors quote	The contractors quote will be specific for each job and may require different teams, equipment and traffic control depending on the location and complexity.
Vegetation encroaching on public access	COST	261.64	26.16	287.80	273.64	27.36	301.00	Administration fee	
Fee for pruning	FCR	303.05	Exempt	303.05	317.00	Exempt	317.00	As per contractor quotation	Applies if a property owner does not prune encroaching vegetation on request by Council
Tree Preservation Order (TPO) Application									

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Application for Pruning or Removal - 1 tree	SUB	85.30	Exempt	85.30	90.00	Exempt	90.00	1 tree	
Application for Pruning or Removal - Additional Tree(s)	SUB	32.00	Exempt	32.00	34.00	Exempt	34.00	per additional tree	Fee charged for each consecutive tree inspected.
Request for review of TPO Determination	SUB		Exempt			Exempt			
Tree Inspection	FCR	231.30	Exempt	231.30	242.00	Exempt	242.00	per inspection	
USE OF FOOTWAYS									
Footway Dining Application Fee (Section 125 Roads Act 1993)	FCR	373.00	Exempt	373.00	390.00	Exempt	390.00	per application	
Footway Dining Approval Renewal Fee (Section 125 Roads Act 1993)	FCR	261.50	Exempt	261.50	273.00	Exempt	273.00	per application	
Display of Goods on Footpath - Application Fee (Section 68 Local Government Act 1993)	FCR	186.50	Exempt	186.50	195.00	Exempt	195.00	per application	
Display of Goods on Footpath - Renewal Application Fee (Section 68 Local Government Act 1993)	FCR	140.00	Exempt	140.00	146.00	Exempt	146.00	per application	
Rent for Footway Dining (Precinct 1)	FCR	799.50	Exempt	799.50	835.50	Exempt	835.50	per square metre	Precinct 1 applies to significant outdoor dining areas such as Double Bay, Five Ways Paddington, Rose Bay (excluding Old South Head Road), Vaucluse, Woollahra and Watsons Bay (excluding the promenade); Businesses operating on footway between

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									7am to 12pm only will be charged 50% per annum rent
Rent for Footway Dining (Precinct 2)	FCR	693.00	Exempt	693.00	724.00	Exempt	724.00	per square metre	Precinct 2 applies to less significant outdoor dining areas such as Bellevue Hill, Darling Point, Edgecliff, Paddington (excluding Five Ways), Rushcutters Bay and Old South Head Road; Businesses operating on footway between 7am to 12pm only will be charged 50% per annum rent
Rent for Footway Dining (Precinct 3)	FCR	1,066.00	Exempt	1,066.00	1,114.00	Exempt	1,114.00	per square metre	Precinct 3 applies to Watsons Bay promenade; Businesses operating on footway between 7am to 12pm only will be charged 50% per annum rent
Rent for Display of Goods	FCR	rent based on commercial centre sqm rate	Exempt	rent based on commercial centre sqm rate	rent based on commercial centre sqm rate	Exempt	rent based on commercial centre sqm rate	per square metre	Darling Point, Bellevue Hill and Vaucluse \$287; Paddington \$287; Edgecliff \$287; Rose Bay \$287; Watsons Bay and Woollahra \$287; Double Bay \$344.85 (All rates per square metre including GST)
Lease/Licence to occupy unused roadway (Section 153 Roads Act 1993) or land above or below a road (Section 149) - Application fee under Section 223	FCR	1,069.09	106.91	1,176.00	1,117.27	111.73	1,229.00	per application	A Minimum fee increased for FCR estimated time is 15hrs per application- new fee \$1,229 inc GST

### USE OF ROADWAY

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Parklet Application Fee	FCR	373.00	Exempt	373.00	390.00	Exempt	390.00	per application	
Parklet Rent (Precinct 1)	FCR	799.50	Exempt	799.50	835.50	Exempt	835.50	per square metre	Precinct 1 applies to significant Parklet Rent areas such as Double Bay, Five Ways Paddington, Rose Bay (excluding Old South Head Road), Vaucluse, Woollahra and Watsons Bay (excluding the promenade)
Parklet Rent (Precinct 2)	FCR	693.00	Exempt	693.00	724.00	Exempt	724.00	per square metre	Precinct 2 applies to less significant Parklet Rent areas such as Bellevue Hill, Darling Point, Edgecliff, Paddington (excluding Five Ways), Rushcutters Bay and Old South Head Road
Parklet Rent (Precinct 3)	FCR	1,066.00	Exempt	1,066.00	1,114.00	Exempt	1,114.00	per square metre	Precinct 3 applies to Watsons Bay promenade
Mobile Parklet Hire	FCR	24,000.00	2,400.00	26,400.00	25,080.00	2,508.00	27,588.00	per annum	Hire charge will be pro rata per week. Minimum fees equivalent to 2 months hire.
Mobile Parklet installation or removal	FCR	2,500.00	250.00	2,750.00	2,612.73	261.27	2,874.00		Cost for installation and removal will be charged separately.
VENUE HIRE									
COMMUNITY/ARTS/ RECREATION RATE									

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Individuals for casual bookings and small businesses with turnover <\$150,000 per annum. Excludes functions & parties									
*NEW FEE* Small venues (with up to 6 person capacity) Applies to offices and meeting rooms in all venues	SUB				18.18	1.82	20.00	per hour	*NEW FEE* Minimum 1.5 hour hire
*NEW FEE* Medium venues (with up to 50 person capacity) Applies to offices and meeting rooms in all venues	SUB				36.36	3.64	40.00	per hour	*NEW FEE* Minimum 1.5 hour hire
*NEW FEE* Large venues (with over 50 person capacity) Applies to The Bay Room, Cooper Park Community Hall, The Gunyah, Sherbrooke Hall, Vaucluse Bowling Club and Community Facility	SUB				45.45	4.55	50.00	per hour	*NEW FEE* Minimum 1.5 hour hire
NOT FOR PROFIT RATE									
Registered Charities and NFP organisations including Educational and Religious institutions									
*NEW FEE* Small venues (with up to 6 person capacity) Applies to offices and meeting rooms in all venues	SUB				9.09	0.91	10.00	per hour	*NEW FEE* Minimum 1.5 hour hire
*NEW FEE* Medium venues (with up to 50 person capacity) Applies to Canonbury Cottage, Cultural Hub, EJ Ward, Paddington Community Centre, The Studio at Drill Hall	SUB				22.73	2.27	25.00	per hour	*NEW FEE* Minimum 1.5 hour hire
*NEW FEE* Large venues (with over 50 person capacity) Applies to The Bay Room, Cooper Park Community Hall, The Gunyah, Sherbrooke Hall, Vaucluse Bowling Club and Community Facility	SUB				31.82	3.18	35.00	per hour	*NEW FEE* Minimum 1.5 hour hire
PRIVATE FUNCTIONS/ COMMERCIAL RATE									
Private functions and parties (adults and children 13 years and over), and businesses with turnover >\$150,000 per annum									

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## FEES & CHARGES 2024/25

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*NEW FEE* Small venues (with up to 6 person capacity) Applies to offices and meeting rooms in all venues)	COST				36.36	3.64	40.00	per hour	*NEW FEE* Minimum 1.5 hour hire
*NEW FEE* Medium venues (with up to 50 person capacity) Applies to Canonbury Cottage, Cultural Hub, EJ Ward, Paddington Community Centre, Rose Bay Cottage, The Studio at Drill Hall	COST				72.73	7.27	80.00	per hour	*NEW FEE* Minimum 1.5 hour hire
*NEW FEE* Large venues (with over 50 person capacity) Applies to The Bay Room, Cooper Park Community Hall, The Gunyah, Sherbrooke Hall, Vacluse Bowling Club and Community Facility)	COST				118.18	11.82	130.00	per hour	*NEW FEE* Minimum 1.5 hour hire
CHILDREN'S BIRTHDAY PARTIES RATE									
Parties for children 12 years and under Medium venues (with up to 50 person capacity) EJ Ward, Paddington Community Centre and Rose Bay Cottage	SUB				181.82	18.18	200.00	Per 3.5 hr session	Party session is 3.5 hours hire. Includes all waste removal.
Large venues (with over 50 person capacity) Applies to Cooper Park Community Hall, The Gunyah, Sherbrooke Hall and Vacluse Bowling Club and Community Facility	SUB				245.45	24.55	270.00	Per 3.5 hr session	Party session is 3.5 hours hire. Includes all waste removal.
12-STEP PROGRAMS/PLAYGROUPS									
Hiring groups must be registered with their appropriate governing body									
*NEW FEE* Hourly rate	SUB				16.36	1.64	18.00	Per hour	*NEW FEE* Minimum 1.5 hour hire
OTHER VENUE HIRE FEES									
*NEW FEE* Waste Removal Fee for private Functions per event	FCR				36.36	3.64	40.00	Per event	*NEW FEE*
Cleaning – At cost applied for private functions and parties	FCR					10.0%	Plus 10.0%GST		
Cancellation Fee – Applies to bookings cancelled within 14 days of the event	COST				63.64	6.36	70.00		Applies to bookings cancelled within 14 days of the event
Lockers – small size	COST				45.45	4.55	50.00	Per term	
Lockers – medium size	COST				59.09	5.91	65.00	Per term	

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Lockers – large size	COST				72.73	7.27	80.00	Per term	
Amusement Device in conjunction with venue Hire at Cooper Park Community Hall and Vacluse Bowling Club and Community Facility – Under 50sqm	COST				62.73	6.27	69.00		
Amusement Device in conjunction with venue Hire at Cooper Park Community Hall and Vacluse Bowling Club and Community Facility – Over 50sqm	COST				121.82	12.18	134.00		
*DELETE* Cross St Studio One									
*DELETE* Children's Party Session up to 3.5 hrs	FCR	143.64	14.36	158.00				per session	*DELETE* Maximum of 3.5 hours.
*DELETE* Community/Arts/Recreation - per hour	COST	38.18	3.82	42.00				per hour	Minimum of 2 hours.
*DELETE* Community/Arts/Recreation - per exercise session	COST	57.27	5.73	63.00				per session	Maximum of 1.5 hours.
*DELETE* Community/Arts/Recreation - per 6 hours	COST	152.73	15.27	168.00				per 6 hours	Maximum of 6 hours.
*DELETE* Community Group Not for Profit - per hour (min 2 hrs)	SUB	33.64	3.36	37.00				per hour	Minimum of 2 hours.
*DELETE* Community Group Not for Profit - per 6 hours	SUB	134.55	13.45	148.00				per 6 hours	Maximum of 6 hours.
*DELETE* Drug and Alcohol Programs	SUB	15.45	1.55	17.00				per hour	Minimum 1.5 hours.
*DELETE* Private - per hour	FCR	95.45	9.55	105.00				per hour	Minimum of 2 hours.
*DELETE* Private - per 6 hours	FCR	381.82	38.18	420.00				per 6 hours	Maximum of 6 hours.
*DELETE* Additional cleaning - Weekdays	COST		10.0%	plus 10.0% GST		10.0%	plus 10.0% GST		Cleaning Mon - Fri
*DELETE* Additional cleaning - Saturday	COST		10.0%	plus 10.0% GST		10.0%	plus 10.0% GST		Cleaning Service Saturday
*DELETE* Additional cleaning - Sunday	COST		10.0%	plus 10.0% GST		10.0%	plus 10.0% GST		Cleaning Service Sunday
*DELETE* Bond	COST	180.00	Exempt	180.00		Exempt			
*DELETE* Cancellation Fee	COST	63.64	6.36	70.00					
*DELETE* Rose Bay Cottage									

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*DELETE* Under 5 years Birthday Parties	FCR	134.55	13.45	148.00				per session	Maximum of 3.5 hours.
*DELETE* Community/Arts/Recreation - Per hour (min 2 hours)	COST	35.45	3.55	39.00				per hour	Minimum of 2 hours.
*DELETE* Community/Arts/Recreation - Per exercise session	COST	53.18	5.32	58.50				per session	Maximum of 1.5 hours.
*DELETE* Community/Arts/Recreation - Per 6 hours	COST	141.82	14.18	156.00				per 6 hours	Maximum of 6 hours.
*DELETE* Community Group Not for Profit - Per hour (min 2 hours)	SUB	20.91	2.09	23.00				per hour	Minimum of 2 hours.
*DELETE* Community Group Not for Profit - Per 6 hours	SUB	83.64	8.36	92.00				per 6 hours	Maximum of 6 hours.
*DELETE* Playgroups - per hour	SUB	9.09	0.91	10.00				per hour	Minimum of 2 hours.
*DELETE* Drug and Alcohol Programs	SUB	15.45	1.55	17.00				per hour	Minimum 1.5 hours.
*DELETE* Private - per hour	FCR	68.8	6.82	75.00				per hour	Minimum of 2 hours.
*DELETE* Private - per 6 hours	FCR	272.73	27.27	300.00				per 6 hours	Maximum of 6 hours.
*DELETE* Additional cleaning - Weekdays	COST		10.0%	plus 10.0% GST		10.0%	plus 10.0% GST		Cleaning Mon - Fri
*DELETE* Additional cleaning - Saturday	COST		10.0%	plus 10.0% GST		10.0%	plus 10.0% GST		Cleaning Saturday
*DELETE* Additional cleaning - Sunday	COST		10.0%	plus 10.0% GST		10.0%	plus 10.0% GST		Cleaning Sunday
*DELETE* Bond	COST	180.00	Exempt	180.00		Exempt			
*DELETE* Cancellation Fee	COST	63.64	6.36	70.00					
*DELETE* Amusement Device less than 50m2	FCR	60.00	6.00	66.00				per session	With venue hire.
*DELETE* Cooper Park Community Hall									
*DELETE* Children's Parties (under 12 years)	FCR	181.82	18.18	200.00				per session	Maximum of 3.5 hours.
*DELETE* Community/Arts/Recreation - Per hour (min 2 hours)	COST	44.55	4.45	49.00				per hour	Minimum of 2 hours.
*DELETE* Community/Arts/Recreation - Per exercise session	COST	66.36	6.64	73.00				per session	Maximum of 1.5 hours.

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*DELETE* Community/Arts/Recreation - Per 6 hours	COST	178.78	17.82	196.00				per 6 hours	Maximum of 6 hours.
*DELETE* Community Group Not for Profit - Per hour (min 2 hours)	SUB	37.27	3.73	41.00				per hour	Minimum of 2 hours.
*DELETE* Community Group Not for Profit - Per 6 hours	SUB	149.09	14.91	164.00				per 6 hours	Maximum of 6 hours.
*DELETE* Drug and Alcohol Programs	SUB	15.45	1.55	17.00				per hour	Minimum 1.5 hours.
*DELETE* Private - per hour (min 2 hrs)	FCR	110.91	11.09	122.00				per hour	Minimum of 2 hours.
*DELETE* Private - per 6 hours	FCR	443.64	44.36	488.00				per 6 hours	Maximum of 6 hours.
*DELETE* Additional Cleaning - Weekdays	COST		10.0%	plus 10.0% GST		10.0%	plus 10.0% GST		Cleaning Mon - Fri
*DELETE* Additional Cleaning - Saturday	COST		10.0%	plus 10.0% GST		10.0%	plus 10.0% GST		Cleaning Saturday
*DELETE* Additional Cleaning - Sunday	COST		10.0%	plus 10.0% GST		10.0%	plus 10.0% GST		Cleaning Sunday
*DELETE* Bond - Youth & Adult Parties	FCR	350.00	Exempt	350.00		Exempt			
*DELETE* Bond - Children's Parties & all other activities	FCR	180.00	Exempt	180.00		Exempt			
*DELETE* Cancellation Fee	COST	63.64	6.36	70.00					
*DELETE* Amusement Device less than 50m2	FCR	60.00	6.00	66.00				per session	With venue hire.
*DELETE* The Gunyah									
*DELETE* Single Room Hire									
*DELETE* Children's Parties (Under 12) - Per Room	FCR	181.82	18.18	200.00				per session	Maximum of 3.5 hours.
*DELETE* Community/Arts/Recreation - Per hour (min 2 hours)	COST	44.55	4.45	49.00				per hour	Minimum of 2 hours.
*DELETE* Community/Arts/Recreation - Per exercise session	COST	66.82	6.68	73.50				per session	Maximum of 1.5 hours.
*DELETE* Community/Arts/Recreation - Per Room Per 6 hours	COST	178.18	17.82	196.00				per 6 hours	Maximum of 6 hours.
*DELETE* Community Group Not for Profit - Per hour (min 2 hours)	SUB	37.27	3.73	41.00				per hour	Minimum of 2 hours.
*DELETE* Community Group Not for Profit - Per Room Per 6 hours	SUB	149.09	14.91	164.00				per 6 hours	Maximum of 6 hours.

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*DELETE* Private - per hour (min 2 hrs)	FCR	110.91	11.09	122.00				per hour	Minimum of 2 hours.
*DELETE* Private - per room 6 hours	FCR	443.64	44.36	488.00				per 6 hours	Maximum of 6 hours.
*DELETE* Drug and Alcohol Programs	SUB	15.45	1.55	17.00				per hour	Minimum 1.5 hours.
*DELETE* Total Venue Hire - 2 Rooms									
*DELETE* Children's Parties (Under 12) - Total Venue (2 rooms)	FCR	228.18	22.82	251.00				per session	Maximum of 3.5 hours.
*DELETE* Community/Arts/Recreation - Total Venue Per hour	COST	69.09	6.91	76.00				per hour	Minimum of 2 hours.
*DELETE* Community/Arts/Recreation - Total Venue Per exercise session	COST	103.64	10.36	114.00				per session	Maximum of 1.5 hours.
*DELETE* Community/Arts/Recreation - Total Venue Per 6 hours	COST	276.36	27.64	304.00				per 6 hours	Maximum of 6 hours.
*DELETE* Community/Arts/Recreation - Per hour - for Ballet Class (reduced hire space)	COST	57.27	5.73	63.00				per hour	Minimum of 2 hours.
*DELETE* Community/Arts/Recreation - Per exercise session - for Ballet Class (reduced hire space)	COST	85.91	8.59	94.50				per session	Maximum of 1.5 hours.
*DELETE* Community/Arts/Recreation - Per 6 hours - for Ballet Class (reduced hire space)	COST	229.09	22.91	252.00				per 6 hours	Maximum of 6 hours.
*DELETE* Community Group Not for Profit - Total Venue Per hour	SUB	50.91	5.09	56.00				per hour	Minimum of 2 hours.
*DELETE* Community Group Not for Profit - Total Venue Per 6 hours	SUB	203.64	20.36	224.00				per 6 hours	Maximum of 6 hours.
*DELETE* Private - total venue per hour	FCR	163.64	16.36	180.00				per hour	Minimum of 2 hours.
*DELETE* Private - total venue per 6 hours	FCR	654.55	65.45	720.00				per 6 hours	Maximum of 6 hours.
*DELETE* Single Room & Total Venue Hire									
*DELETE* Additional cleaning - Weekday	COST		10.0%	plus 10.0% GST		10.0%	plus 10.0% GST		Cleaning Mon - Fri

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*DELETE* Additional Cleaning - Saturday	COST		10.0%	plus 10.0% GST		10.0%	plus 10.0% GST		Cleaning Sat
*DELETE* Additional cleaning - Sunday	COST		10.0%	plus 10.0% GST		10.0%	plus 10.0% GST		Cleaning Sun
*DELETE* Bond - Youth & Adult Parties		350.00	Exempt	350.00		Exempt			
*DELETE* Bond - Children's Parties & all other activities		180.00	Exempt	180.00		Exempt			
*DELETE* Cancellation Fee	COST	63.64	6.36	70.00					
*DELETE* Amusement Device less than 50m2	FCR	60.00	6.00	66.00					With venue hire.
*DELETE* Vaucluse Bowling Club									
*DELETE* Children's Parties (under 12 years) per session		181.82	18.18	200.00				per session	Maximum of 3.5 hours.
*DELETE* Private Function - per hour	FCR	110.91	11.09	122.00				per hour	Minimum of 2 hours.
*DELETE* Private Function - 6 hours	FCR	443.64	44.36	488.00				per 6 hours	Maximum of 6 hours.
*DELETE* Community/Arts/Recreation - Per hour (min 2 hours)	COST	44.55	4.45	49.00				per hour	Minimum of 2 hours.
*DELETE* Community/Arts/Recreation - Per exercise session	COST	66.36	6.64	73.00				per session	Maximum of 1.5 hours.
*DELETE* Community/Arts/Recreation - Per 6 hours	COST	178.18	17.82	196.00				per 6 hours	Maximum of 6 hours.
*DELETE* Community Group Not for Profit - Per hour (min 2 hours)	SUB	37.27	3.73	41.00				per hour	Minimum of 2 hours.
*DELETE* Community Group Not for Profit - Per 6 hours	SUB	149.09	14.91	164.00				per 6 hours	Maximum of 6 hours.
*DELETE* Daytime function in conjunction with use of bowling greens - per hour	FCR		10.0%	plus 10.0% GST		10.0%	plus 10.0% GST	per hour	Minimum of 2 hours.
*DELETE* Daytime function in conjunction with use of bowling greens - 6 hours	FCR	421.82	42.18	464.00					Maximum of 6 hours.
*DELETE* Drug and Alcohol Programs	SUB	15.45	1.55	17.00				per hour	Minimum 1.5 hours.
*DELETE* Additional Cleaning - Weekdays	COST		10.0%	plus 10.0% GST		10.0%	plus 10.0% GST		Cleaning Mon - Fri
*DELETE* Additional Cleaning - Saturday	COST		10.0%	plus 10.0% GST		10.0%	plus 10.0% GST		Cleaning - Sat

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*DELETE* Additional Cleaning - Sunday	COST		10.0%	plus 10.0% GST		10.0%	plus 10.0% GST		Cleaning - Sun
*DELETE* Bond		350.00	Exempt	350.00		Exempt			
*DELETE* Cancellation Fee	COST	63.64	6.36	70.00					
*DELETE* The Drill Hall - 'Studio'									
*DELETE* Commercial usage (film shoots etc) - Per 6 hours	FCR	430.00	43.00	473.00				per 6 hours	Maximum of 6 hours.
*DELETE* Community/Arts/Recreation - Per Hour	COST	44.55	4.45	49.00				per hour	Minimum of 2 hours.
*DELETE* Community/Arts/Recreation - Per exercise session	COST	66.82	6.68	73.50				per session	Maximum of 1.5 hours.
*DELETE* Community/Arts/Recreation - Per 6 hours	COST	178.18	17.82	196.00				per 6 hours	Maximum of 6 hours.
*DELETE* Rehearsal Session (3 hours for a minimum of 5 sessions)	COST	66.36	6.64	73.00				per session	Not for profit amateur companies only.
*DELETE* Rehearsal / Performance Development - Per day	COST	216.36	21.64	238.00				per day	Maximum of 12 hours.
*DELETE* Rehearsal / Performance Development - Per week	COST	906.36	90.64	997.00				per week	5 - 7 consecutive days.
*DELETE* Community Groups Not for Profit - Per hour	SUB	37.27	3.73	41.00				per hour	Minimum of 2 hours.
*DELETE* Community Groups Not for Profit - Per 6 hours	SUB	149.09	14.91	164.00				per 6 hours	Maximum of 6 hours.
*DELETE* Drug and Alcohol Programs	SUB	15.45	1.55	17.00				per hour	
*DELETE* Additional Cleaning - Weekdays	COST		10.0%	plus 10.0% GST		10.0%	plus 10.0% GST		Cleaning Mon - Fri
*DELETE* Additional Cleaning - Saturday	COST		10.0%	plus 10.0% GST		10.0%	plus 10.0% GST		Cleaning in Sat
*DELETE* Additional Cleaning - Sunday	COST		10.0%	plus 10.0% GST		10.0%	plus 10.0% GST		Cleaning Sun
*DELETE* Bond		200.00	Exempt	200.00		Exempt			per cupboard per term (quarter) or part thereof.
*DELETE* Cancellation Fee	COST	63.64	6.36	70.00					
*DELETE* Canonbury Cottage									
*DELETE* Community/Arts/Recreation - Per hour (min 2 hours)	COST	35.45	3.55	39.00				per hour	Minimum of 2 hours.

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*DELETE* Community/Arts/Recreation - Per exercise session	COST	53.18	5.32	58.50				per session	Maximum of 1.5 hours.
*DELETE* Community/Arts/Recreation - Per 6 hours	COST	141.82	14.18	156.00				per 6 hours	Maximum of 6 hours.
*DELETE* Community Group Not for Profit - Per hour (min 2 hours)	SUB	21.82	2.18	24.00				per hour	Minimum of 2 hours.
*DELETE* Community Group Not for Profit - Per 6 hours	SUB	87.27	8.73	96.00				per 6 hours	Maximum of 6 hours.
*DELETE* Drug and Alcohol Programs	SUB	15.45	1.55	17.00				per hour	Minimum of 1.5 hours.
*DELETE* Private - per hour	FCR	97.27	9.73	107.00				per hour	Minimum of 2 hours.
*DELETE* Private - per 6 hours	FCR	389.09	38.91	428.00				per 6 hours	Maximum of 6 hours.
*DELETE* Community/Art/Recreation - Per day (upstairs offices)	COST	30.91	3.09	34.00				per day	Maximum of 12 hours.
*DELETE* Community/Art/Recreation - Per week (small upstairs office)	COST	112.73	11.27	124.00				5-7 consecutive days	5-7 consecutive days.
*DELETE* Community/Art/Recreation - Per week (large upstairs office)	COST	148.18	14.82	163.00				5-7 consecutive days	5-7 consecutive days.
*DELETE* Ceremonies - weddings naming christening wakes etc.	FCR	145.45	14.55	160.00				per hour	Minimum of 2 hours.
*DELETE* Social Events - picnics birthdays reunions family gathering	FCR	81.82	8.18	90.00				per hour	Minimum of 2 hours.
*DELETE* Additional Cleaning - Weekdays	COST		10.0%	plus 10.0% GST		10.0%	plus 10.0% GST		Cleaning Mon - Fri
*DELETE* Additional Cleaning - Saturday	COST		10.0%	plus 10.0% GST		10.0%	plus 10.0% GST		Cleaning Sat
*DELETE* Additional Cleaning - Sunday	COST		10.0%	plus 10.0% GST		10.0%	plus 10.0% GST		Cleaning Sun
*DELETE* Bond		180.00	Exempt	180.00		Exempt			
*DELETE* Cancellation Fee	COST	63.64	6.36	70.00					
* Note - Additional charges apply for temporary amusement devices									Refer to Parks & Reserves - Amusement Devices for charges.
EJ Ward									
*DELETE* Under 12 years - Birthday Parties	FCR	134.55	13.45	148.00				per session	Maximum of 3.5 hours.

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*DELETE* Community/Arts/Recreation - Per hour	COST	35.45	3.55	39.00				per hour	Minimum of 2 hours.
*DELETE* Community/Arts/Recreation - Per exercise session	COST	53.18	5.32	58.50				per session	Maximum of 1.5 hours.
*DELETE* Community/Arts/Recreation - Per 6 hours	COST	141.82	14.18	156.00				per 6 hours	Maximum of 6 hours.
*DELETE* Community Group, Not for Profit - Per hour	SUB	26.82	2.68	29.50				per hour	Minimum of 2 hours.
*DELETE* Community Group, Not for Profit - Per 6 hours	SUB	107.27	10.73	118.00				per 6 hours	Maximum 6 hours.
*DELETE* Community/Arts Groups - Per hour (upstairs offices East side)	COST	14.55	1.45	16.00				per hour	Minimum of 2 hours.
*DELETE* Community/Arts Groups - Per day (upstairs offices East side)	COST	71.82	7.18	79.00				per day	Maximum 12 hours.
*DELETE* Community/Arts Groups - Per week (upstairs offices East side)	COST	199.09	19.91	219.00				5-7 consecutive days	5-7 consecutive days.
*DELETE* Community/Arts Groups - Per day (West side)	COST	43.64	4.36	48.00				per day	Maximum 12 hours
*DELETE* Community/Arts Groups - Per week (West side)	COST	170.91	17.09	188.00				5-7 consecutive days	5- 7 consecutive days
*DELETE* Community/Arts groups – Per week - large upstairs office (East Side)	COST	300.00	30.00	330.00				5-7 consecutive days	5- 7 consecutive days
*DELETE* Drug and Alcohol Programs	SUB	15.45	1.55	17.00	15.45			per hour	1.5 hours minimum.
*DELETE* Private - per hour	FCR	52.73	5.27	58.00				per hour	Minimum of 2 hours.
*DELETE* Private - Per 6 hours	FCR	210.91	21.09	232.00				per 6 hours	Maximum of 6 hours.
*DELETE* Additional Cleaning - Weekdays	COST		10.0%	plus 10.0% GST		10.0%	plus 10.0% GST		Cleaning Mon - Fri
*DELETE* Additional Cleaning - Saturday	COST		10.0%	plus 10.0% GST		10.0%	plus 10.0% GST		Cleaning Sat
*DELETE* Additional Cleaning - Sunday	COST		10.0%	plus 10.0% GST		10.0%	plus 10.0% GST		Cleaning Sun
*DELETE* Bond		180.00	Exempt	180.00	180.00	Exempt	180.00		
*DELETE* Cancellation fee	COST	63.64	6.36	70.00					
The Bay Room - Cosmopolitan									
*DELETE* Private - per hour (min 2 hrs)	FCR	110.91	11.09	122.00				per hour	Minimum of 2 hours.

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*DELETE* Private - per 6 hours	FCR	443.64	44.36	488.00				per 6 hours	Maximum of 6 hours.
*DELETE* Community/Arts/Recreation - Per hour (min 2 hours)	COST	44.55	4.45	49.00				per hour	Minimum of 2 hours.
*DELETE* Community/Arts/Recreation - Per exercise session	COST	66.82	6.68	73.50				per session	Maximum of 1.5 hours.
*DELETE* Community/Arts/Recreation - Per 6 hours	COST	178.18	17.82	196.00				per 6 hours	Maximum of 6 hours.
*DELETE* Community Group Not for Profit - Per hour (min 2 hours)	SUB	37.27	3.73	41.00				per hour	Minimum of 2 hours.
*DELETE* Community Group Not for Profit - Per 6 hours	SUB	149.09	14.91	164.00				per 6 hours	Maximum of 6 hours.
*DELETE* Drug and Alcohol Programs	SUB	15.45	1.55	17.00				per hour	Minimum of 1.5 hours.
*DELETE* Projector hire - daily rate	COST	45.45	4.55	50.00				per day	Minimum of 1 day.
*DELETE* Projector hire - weekly rate	COST	181.82	18.18	200.00				per week	Minimum of 1 week.
*DELETE* Additional Cleaning - Weekdays	COST		10.0%	plus 10.0% GST		10.0%	plus 10.0% GST		Cleaning Mon - Fri
*DELETE* Additional Cleaning - Saturday	COST		10.0%	plus 10.0% GST		10.0%	plus 10.0% GST		Cleaning Sat
*DELETE* Additional Cleaning - Sunday	COST		10.0%	plus 10.0% GST		10.0%	plus 10.0% GST		Cleaning Sun
*DELETE* Bond		180.00	Exempt	180.00		Exempt			
*DELETE* Cancellation Fee	COST	63.64	6.36	70.00					
Sherbrooke Hall									
*DELETE* Children's Parties (under 12 years)	FCR	181.82	18.18	200.00				per session	Maximum of 3.5 hours.
*DELETE* Community/Arts/Recreation - Per hour (min 2 hours)	COST	44.55	4.45	49.00				per hour	Minimum of 2 hours.
*DELETE* Community/Arts/Recreation - Per exercise session	COST	66.82	6.68	73.50				per session	Maximum of 1.5 hours.
*DELETE* Community/Arts/Recreation - Per 6 hours	COST	178.18	17.82	196.00				per 6 hours	Maximum of 6 hours.
*DELETE* Community Group Not for Profit - Per hour (min 2 hours)	SUB	37.27	3.73	41.00				per hour	Minimum of 2 hours.
*DELETE* Community Group Not for Profit - Per 6 hours	SUB	149.09	14.91	164.00				per 6 hours	Maximum of 6 hours.

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*DELETE* Drug and Alcohol Programs	SUB	15.45	1.55	17.00				per hour	Minimum 1.5 hours.
*DELETE* Private - per hour (min 2 hrs)	FCR	110.91	11.09	122.00				per hour	Minimum of 2 hours.
*DELETE* Private - per 6 hours	FCR	443.64	44.36	488.00				per 6 hours	Maximum of 6 hours.
*DELETE* Cancellation Fee	COST	63.64	6.36	70.00					
*DELETE* Additional Cleaning - Weekdays	COST		10.0%	plus 10.0% GST		10.0%	plus 10.0% GST		Cleaning Mon - Fri
*DELETE* Additional Cleaning - Saturday	COST		10.0%	plus 10.0% GST		10.0%	plus 10.0% GST		Cleaning Sat
*DELETE* Additional Cleaning - Sunday	COST		10.0%	plus 10.0% GST		10.0%	plus 10.0% GST		Cleaning Sun
*DELETE* Bond - Youth & Adult Parties	FCR	350.00	Exempt	350.00		Exempt			
*DELETE* Bond - Children's Parties & all other activities	FCR	180.00	Exempt	180.00		Exempt			
All Venues with Lockers									
*DELETE* Storage locker hire - small	COST	48.18	4.82	53.00				per hiring term	
*DELETE* Storage locker hire - medium	COST	61.82	6.18	68.00				per hiring term	
*DELETE* Storage locker hire - large	COST	76.36	7.64	84.00				per hiring term	
Art Gallery Exhibitions									
Gallery1 Community Org/ Group Exh/ Indiv Artist	SUB	593.64	59.36	653.00	500.00	50.00	550.00	per week	
Galleries 2,3,4 Community Org/ Group Exh/ Indiv Artist	SUB	247.27	24.73	272.00	227.27	22.73	250.00	per gallery per week	
All Galleries booked (1,2,3 and 4) Community Org/ Group Exh/ Indiv	SUB	1,330.00	133.00	1,463.00	1,090.91	109.99	1,200.00	per week	
Events									
Community/ Educational									
Small Organisation - Weekday Hire	SUB	95.45	9.55	105.00	100.00	10.00	110.00	per hour	Hire of Gallery, After Hours for filming or events with a staff member present and min 4 Hour Booking
Small Organisation - Weekend Hire	SUB	142.73	14.27	157.00	149.09	14.09	164.00	per hour	Hire of Gallery, After Hours for filming or events with a staff

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									member present and min 4 Hour Booking
Med-Large Organisation - Weekday Hire	SUB	236.36	23.64	260.00	247.27	24.73	272.00	per hour	Hire of Gallery, After Hours for filming or events with a staff member present and min 4 Hour Booking
Med-Large Organisation - Weekend Hire	SUB	286.36	28.64	315.00	300.00	30.00	330.00	per hour	Hire of Gallery, After Hours for filming or events with a staff member present and min 4 Hour Booking
<b>Corporate Rates</b>									
Small Business - Weekday Hire	FCR	95.45	9.55	105.00	118.18	11.82	130.00	per hour	Small Business defined as annual turnover under 10 Million dollars. Hire of Gallery, After Hours for filming or events with a staff member present and min 4 Hour Booking
Small Business - Weekend Hire	FCR	142.73	14.27	157.00	163.64	16.36	180.00	per hour	Small Business defined as annual turnover under 10 Million dollars. Hire of Gallery, After Hours for filming or events with a staff member present and min 4 Hour Booking
Medium Business - Weekday Hire	FCR	236.36	23.64	260.00	263.64	26.36	290.00	per hour	Medium Business defined as annual turnover between 10 and 20 Million dollars. Hire of Gallery, After Hours for filming or events with a staff member present and min 4 Hour Booking
Medium Business - Weekend Hire	FCR	286.36	28.64	315.00	327.27	32.73	360.00	per hour	Medium Business defined as annual

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									turnover between 10 and 20 Million dollars. Hire of Gallery, After Hours for filming or events with a staff member present and min 4 Hour Booking
Large Business - Weekday Hire	FCR	477.27	47.73	525.00	500.00	50.00	550.00	per hour	Large Business defined as annual turnover in excess of 20 Million dollars. Hire of Gallery, After Hours for filming or events with a staff member present and min 4 Hour Booking
Large Business - Weekend Hire	FCR	522.73	52.27	575.00	545.45	54.55	600.00	per hour	Large Business defined as annual turnover in excess of 20 Million dollars. Hire of Gallery, After Hours for filming or events with a staff member present and min 4 Hour Booking
Additional Cleaning Monday - Friday (in addition to standard schedule)	COST	Charge at Cost	10.0%	Charge at Cost plus 10.0% GST	Charge at Cost	10.0%	Charge at Cost plus 10.0% GST		
Additional Cleaning weekend (in addition to standard schedule)	COST	Charge at Cost	10.0%	Charge at Cost plus 10.0% GST	Charge at Cost	10.0%	Charge at Cost plus 10.0% GST		
Bond	COST	310.00	Exempt	310.00	310.00	Exempt	310.00		
Cancellation Fee more than 60 days	COST		10.0%	plus 10.0% GST		10.0%	plus 10.0% GST	50% of hire fee	
Cancellation Fee less than 60 days	COST		10.0%	plus 10.0% GST		10.0%	plus 10.0% GST	full hire fee	
*DELETE* Woollahra Gallery at Redleaf Lower Ground Hire Spaces									
*DELETE* Small room 1 - Community Group, Not for Profit - per hour (min 2 hrs)	SUB	20.91	2.09	23.00				per hour	Minimum of 2 hours.

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*DELETE* Small room 1 - Community Group, Not for Profit - per 6 hours	SUB	83.65	8.36	92.00				per 6 hours	Maximum of 6 hours.
*DELETE* Small room 1 - Community/Arts/Recreation - per hour (min 2 hrs)	COST	35.45	3.55	39.00				per hour	Minimum of 2 hours.
*DELETE* Small room 1 - Community/Arts/Recreation - per 6 hours	COST	141.82	14.18	156.00				per 6 hours	Maximum of 6 hours.
*DELETE* Small room 1 - Private - per hour (min 2hrs)	FCR	60.00	6.00	66.00				per hour	Minimum of 2 hours.
*DELETE* Small room 1 - Private - per 6 hours	FCR	240.00	24.00	264.00				per 6 hours	Maximum of 6 hours.
*DELETE* Large room 5/6 - Community Group, Not for Profit - per hour (min 2 hrs)	SUB	27.27	2.73	30.00				per hour	Minimum of 2 hours.
*DELETE* Large room 5/6 - Community Group, Not for Profit - per 6 hours	SUB	109.09	10.91	120.00				per 6 hours	Maximum of 6 hours.
*DELETE* Large room 5/6 - Community/Arts/Recreation - per hour (min 2 hrs)	COST	35.45	3.55	39.00				per hour	Minimum of 2 hours.
*DELETE* Large room 5/6 - Community/Arts/Recreation - per session	COST	53.18	5.32	58.50				per session	Maximum of 1.5 hours.
*DELETE* Large room 5/6 - Community/Arts/Recreation - per 6 hours	COST	141.82	14.18	156.00				per 6 hours	Maximum of 6 hours.
*DELETE* Large room 5/6 - Private - per hour (min 2 hrs)	FCR	99.09	9.91	109.00				per hour	Minimum of 2 hours.
*DELETE* Verandah - Community Group, Not for Profit - per hour (min 2 hrs)	SUB	27.27	2.73	30.00				per hour	Minimum of 2 hours.
*DELETE* Verandah - Community Group, Not for Profit - per 6 hours	SUB	109.09	10.91	120.00				per 6 hours	Maximum of 6 hours.
*DELETE* Verandah - Community/Arts/Recreation - per hour (min 2 hrs)	COST	35.45	3.55	39.00				per hour	Minimum of 2 hours.
*DELETE* Verandah - Community/Arts/Recreation - per session	COST	53.18	5.32	58.50				per session	Maximum of 1.5 hours.



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*DELETE* Verandah - Community/Arts/Recreation - per 6 hours	COST	141.82	14.18	156.00				per 6 hours	Maximum of 6 hours.
*DELETE* Verandah - Private - per hour (min 2hrs)	FCR	100.00	10.00	110.00				per hour	Minimum of 2 hours.
*DELETE* Verandah - Private - per 6 hours	FCR	400.00	40.00	440.00				per 6 hours	Maximum of 6 hours.
*DELETE* All ground floor hire spaces - 10% of room hire cost		10.0%	plus 10.0% GST			10.0%	plus 10.0% GST		
*DELETE* Additional Cleaning - Weekdays	COST	Charge at Cost	10.0%	Charge at Cost plus 10.0% GST	Charge at Cost	10.0%	Charge at Cost plus 10.0% GST		Cleaning in addition to standard schedule
*DELETE* Additional Cleaning - Saturday	COST	Charge at Cost	10.0%	Charge at Cost plus 10.0% GST	Charge at Cost	10.0%	Charge at Cost plus 10.0% GST		Cleaning in addition to standard schedule
*DELETE* Additional Cleaning - Sunday	COST	Charge at Cost	10.0%	Charge at Cost plus 10.0% GST	Charge at Cost	10.0%	Charge at Cost plus 10.0% GST		Cleaning in addition to standard schedule
*DELETE* Bond	COST	180.00	Exempt	180.00		Exempt			
*DELETE* Cancellation fee	COST	63.64	6.36	70.00					
Podcasting / Video Editing Room - Community	COST	34.55	3.45	38.00	36.36	3.64	40.00	per hour	
Podcasting / Video Editing Room - Commercial	FCR	54.55	5.45	60.00	57.27	5.73	63.00	per hour	
Woollahra Library									
Event Space - Room 1 - Commercial/Business	COST	83.64	8.36	92.00	87.27	8.73	96.00	per hour	
Event Space - Room 1 - Not for Profit/Community	SUB	41.82	4.18	46.00	43.64	4.36	48.00	per hour	
Event Space - Room 2 - Commercial/Business	COST	83.64	8.36	92.00	87.27	8.73	96.00	per hour	
Event Space - Room 2 - Not for Profit/Community	SUB	41.82	4.18	46.00	43.64	4.36	48.00	per hour	
Event Space - Room 1 & 2 - Commercial/Business	COST	127.27	12.73	140.00	132.73	13.27	146.00	per hour	Fee is for booking of both rooms in one booking.
Event Space - Room 1 & 2 - Not for Profit/Community	SUB	63.64	6.36	70.00	66.36	6.64	73.00	per hour	Fee is for booking of both rooms in one booking.
Technology Room - Commercial/Business	COST	76.36	7.64	84.00	80.00	8.00	88.00	per hour	

WOOLLAHRA MUNICIPAL COUNCIL  
Draft Fees & Charges 2024/25

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## FEES & CHARGES 2024/25

Fee / Charge	Pricing Policy Ref.	2023/24 Fee / Charge excl. GST	2023/24 GST	2023/24 Fee / Charge incl. GST	2024/25 Fee / Charge excl. GST	2024/25 GST	2024/25 Fee / Charge incl. GST	Fee Unit Rate	Supplementary Information
Technology Room - Not for Profit/Community	SUB	38.18	3.82	42.00	40.00	4.00	44.00	per hour	
Balcony Hire - Not for profit	SUB	19.09	1.91	21.00	20.00	2.00	22.00	per hour	
Balcony Hire - Commercial	COST	38.18	3.82	42.00	40.00	4.00	44.00	per hour	
Library Hire for Filming - Commercial	COST	285.45	28.55	314.00	298.18	29.82	328.00	per hour	
Library Hire for Filming - Not for profit	SUB	142.73	14.27	157.00	149.09	14.91	164.00	per hour	
After Hours Venue Assistance (Monday - Friday)		22.73	2.27	25.00	24.55	2.45	27.00	per half hour	per half hour or part thereof
After Hours Venue Assistance (Saturday) NEW		27.27	2.73	30.00	29.09	2.91	32.00	per half hour	per half hour or part thereof
After Hours Venue Assistance (Sunday) NEW		31.82	3.18	35.00	33.64	3.36	37.00	per half hour	per half hour or part thereof
WASTE SERVICES									
Domestic Waste Management Charge (includes Domestic Waste Green Waste Clean Up and Recycling Collections)	COST	609.20	Exempt	609.20	638.30	Exempt	638.30	per year	This charge is calculated based on the 'Reasonable Cost' of providing the service.
Domestic Waste - Additional 120L bin. Additional Service Charge	COST	761.50	Exempt	761.50	797.90	Exempt	797.90	per year	
Domestic Waste - Upgrade bin to 140L. Additional Service Charge	COST	612.59	Exempt	612.59	645.00	Exempt	645.00	per year	
Green Waste - Additional Service Charge	COST	395.36	Exempt	395.36	415.00	Exempt	415.00	per year	
Bin Repair or NEW Part:									
Lid	COST	32.03	Exempt	32.03	33.50	Exempt	33.50	per part	
Wheel	COST	18.00	Exempt	18.00	18.85	Exempt	18.85	per part	
Axle	COST	23.64	Exempt	23.64	24.70	Exempt	24.70	per part	
Bin Supply or replacement									
240 litre	COST	113.80	Exempt	113.80	118.95	Exempt	118.95	per bin	
140 litre	COST	103.15	Exempt	103.15	107.80	Exempt	107.80	per bin	
120 litre	COST	99.00	Exempt	99.00	103.50	Exempt	103.50	per bin	

WOOLLAHRA MUNICIPAL COUNCIL  
Draft Fees & Charges 2024/25

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## FEES & CHARGES 2024/25

Fee / Charge	Pricing Policy Ref.	2023/24 Fee / Charge excl. GST	2023/24 GST	2023/24 Fee / Charge incl. GST	2024/25 Fee / Charge excl. GST	2024/25 GST	2024/25 Fee / Charge incl. GST	Fee Unit Rate	Supplementary Information
55 litre Recycling Crate	COST	23.64	Exempt	23.64	24.70	Exempt	24.70	per bin	
Domestic Waste Carry Out Service:									
55 litre (normally twice weekly service)	SUB	1.66	Exempt	1.66	1.75	Exempt	1.75	per service	Service only available (on application) to the aged or infirm.
120 litre (normally once weekly service)	SUB	2.27	Exempt	2.27	2.40	Exempt	2.40	per service	Service only available (on application) to the aged or infirm.
140 litre (normally once weekly service)	SUB	3.25	Exempt	3.25	3.40	Exempt	3.40	per service	Service only available (on application) to the aged or infirm.
240 litre (normally once weekly service)	SUB	4.85	Exempt	4.85	5.10	Exempt	5.10	per service	Service only available (on application) to the aged or infirm.
Special Events									
Bins for Special Events									
- Administration Pick up & delivery fee (1 - 5 bins)	FCR	93.45	9.35	102.80	97.68	9.77	107.45	per event	
- Administration Pick up & delivery fee (> 5 bins)	FCR	118.64	11.86	130.50	124.00	12.40	136.40	per event	
- Bin Fee	FCR	24.91	2.49	27.40	26.05	2.60	28.65	per 240l bin	
Garden Refuse Greencart Service Excess	COST	12.57	Exempt	12.57	13.15	Exempt	13.15	per bin	Per extra bin - To be imposed by the purchase of excess garbage stickers.
55 litre organics bin with lid	COST	51.40	Exempt	51.40	53.75	Exempt	53.75	per bin	Available for organics collection service.
Composting									
Large Worm Farm	SUB	31.82	3.18	35.00	34.55	3.45	38.00	per farm	
Worms (500)	SUB	20.00	2.00	22.00	21.82	2.18	24.00		
Worms (1000)	SUB	26.36	2.64	29.00	28.64	2.86	31.50		
Small Compost Bin	SUB	19.55	1.95	21.50	21.36	2.14	23.50	per bin	
Compost Bin (220L) Large	SUB	22.68	2.27	24.95	24.55	2.45	27.00	per bin	
Small in-ground compost bin	SUB	144.55	14.45	159.00	155.00	15.50	170.50	per bin	
Large in-ground compost bin	SUB	208.64	20.86	229.50	224.09	22.41	246.50	per bin	
Compost Stirrer	SUB	8.18	0.82	9.00	8.82	0.88	9.70	per stirrer	
Large Tumbling Compost Bin	SUB	170.00	17.00	187.00	182.27	18.23	200.50	per bin	
Medium Tumbling Compost Bin	SUB	126.82	12.68	139.50	136.36	13.64	150.00	per bin	
Small worm farm	SUB	26.36	2.64	29.00	28.64	2.86	31.50	per farm	
*NEW* Worms (1,000) for Subpod	SUB				26.36	2.64	29.00		*NEW*

WOOLLAHRA MUNICIPAL COUNCIL  
Draft Fees & Charges 2024/25

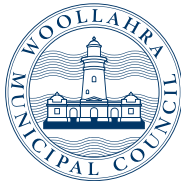
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## FEES & CHARGES 2024/25

Fee / Charge	Pricing Policy Ref.	2023/24 Fee / Charge excl. GST	2023/24 GST	2023/24 Fee / Charge incl. GST	2024/25 Fee / Charge excl. GST	2024/25 GST	2024/25 Fee / Charge incl. GST	Fee Unit Rate	Supplementary Information
*NEW* Worms (2,000) for Subpod	SUB				53.64	5.36	59.00		*NEW*
*NEW* Aerator for Subpod	SUB				8.18	0.82	9.00		*NEW*
Booked Household Goods Collection (e.g. Coffee table clothes dryer microwave lounge wardrobe hot water service refrigerator washing machine bed mattress)	FCR	52.25	Exempt	52.25	54.60	Exempt	54.60	per item	
WATER SYSTEMS REGISTRATION									
Registration of water-cooling & warm water systems	FCR	107.00	Exempt	107.00	111.85	Exempt	111.85	per lodgement	
Inspections up to 30 Minutes in duration (including travelling)	FCR	104.00	Exempt	104.00	108.70	Exempt	108.70	per inspection up to 30 mins	
Inspections over 30 Minutes in duration (including travelling)	FCR	199.00	Exempt	199.00	208.00	Exempt	208.00	per hour or part hour over 30 mins	



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Council



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# LONG TERM FINANCIAL PLAN

2024/25 - 2033/34



DRAFT  
Strategic & Corporate Committee  
15 April 2024

### **Acknowledgement of Country**

Woollahra Council acknowledges that we are on the land of the Gadigal and Birrabirragal people, the Traditional Custodians of the land. We pay our respects to Elders past, present and emerging.



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Murray Rose Pool



# Introduction

## Resourcing Strategy

A requirement of the Local Government Act 1993 (s.403) is that a council must have a long-term Resourcing Strategy for the provision of the resources required to perform its functions. The Resourcing Strategy consists of the following three components:

1. Long Term Financial Plan
2. Workforce Management Plan
3. Asset Management Plan.

The Resourcing Strategy integrates with the Council Delivery Program and Operational Plan.

## What Is A Long Term Financial Plan?

Council needs to maintain a financially sustainable position over time so that we can provide services and renew infrastructure for the benefit of our community. The Long Term Financial Plan (LTFP) helps us develop a plan to achieve this. Council's LTFP is a tool to aid decision making, priority setting and problem solving. The LTFP expresses in financial terms the activities Council proposes to undertake in the short, medium and long term. Using this, we can identify if we can continue to pay for our services and maintain our infrastructure in good condition (i.e. community buildings, parks, roads and business centres) with the income that we expect to receive.

Using our LTFP we can answer some key questions:

- Where will we be financially in 10 years?
- Is our revenue growing at the same rate as our costs?
- Are we able to financially afford our current service levels over time?
- What would be the financial impact if we did something different?
- Can we afford to do something new or build a new facility for our community to use?

The Long Term Financial Plan (LTFP) is a 10-year rolling plan which is updated annually. The LTFP captures financial implications of asset management and workforce planning. Financial planning over a 10-year horizon is challenging and relies on a range of assumptions, many of which are largely outside of Council's control. For example the rate peg that determines how much rates will change for the following financial year, are set by the Independent Pricing & Regulatory Tribunal (IPART). We therefore closely monitor our LTFP and update it to reflect these changing circumstances.

We also look at what would be the impact on our finances if trends were to worsen. We do this through a sensitivity analysis using the key assumptions most likely to affect the LTFP and these are included on page 11.

### **What Does Financial Sustainability Mean?**

Financial sustainability is the ability to meet our current and future costs as they arise and to have the capacity to respond to foreseeable changes and emerging risks. Put simply it is our ability to:

- Cover our existing expenses and their future increases
- Cover new expenses that we know will be required into the future
- React to and cover the expenses from things that we think may occur, for example the resulting repair works and clean up that may be required after a major storm event. We refer to this as “financial flexibility” and believe a sound level for this to be between \$1.5 million and \$2.0 million per annum.

### **Our Financial Challenges and How Are We Addressing Them**

#### **IPART Rate Peg**

The largest proportion of Council’s income comes from rates. Changes in rates is set and approved by the NSW Government’s Independent Pricing and Regulatory Tribunal (IPART). This change is called the “setting of the rate peg.” The rate peg is the maximum percentage amount by which a council may increase its rates income for the year. The rate peg has historically been set by IPART below the inflation rate and is not enough to secure a financially sustainable future for Council.

### **Special Rate Variation**

This year we have updated our LTFP after IPART’s approval of Council’s Special Rate Variation (SRV) in June 2023 of 13.7% in 2023-24 and 7.5% in 2024-25. The SRV has enabled Council to undertake much needed projects totalling \$48.9 million over the next ten years.

These projects include:-

- a) Increased spending on footpaths and drainage.
- b) Progressing the heritage gap analysis
- c) Climate Change Adaptation Measures
- d) Fig Tree maintenance
- e) An additional Open Space maintenance team
- f) Funding of Open Space strategies
- g) Digital transformation
- h) Funding of net finance costs for the Wilberforce Car Park project.

#### **Cost Shifting**

We face the burden of the continuation of “cost Shifting” from other levels of government. This is where another level of government shifts responsibilities to Councils with either little or no funding to support them. Whilst this situation is not new, it has been compounding over many years, with the level of cost shifting to Woollahra Council currently sitting at approximately \$ 14.5 million per annum, based on 2022-2023 data. These are funds that Council could have used to fund improved services and infrastructure.

#### **Additional Income Opportunities**

Council continues to look at opportunities to increase income from a number of areas:

- a) Council continues to review its Fees and Charges each year.
- b) In 2023, Council entered into a contract to increase income from advertising.

This additional income has assisted Council to commence the implementation of its Urban Forest Strategy over the next ten years.

#### **Future and ongoing financial opportunities and efficiency savings**

Council is focused on continuing to achieve efficiency savings with a 0.1% efficiency reduction factored into Materials, Contract and Other Expenses in each year of the LTFP. We continue to work across Council's forty-six (46) high level services through our Service Review Program to identify efficiency improvements and opportunities to reduce costs.

Ongoing savings will support Council's long-term financial sustainability and, if savings are achieved beyond this level, opportunities for their utilisation will be considered and changes to the Long-Term Financial Plan applied.

#### **2024/25 Budget Overview**

The 2024-25 operating budget forecasts income of \$132.5 million and operating expenses of \$128.3 million. When we take away the \$2.9 million in capital grants and contributions (money we receive from the Federal and State Governments for capital projects) we have a forecast operating surplus of \$1.3 million.

We exclude the capital grants and contributions because they can only be used on capital projects, i.e. not on Council's day to day expenses.

With a forecast surplus position, Council is forecasting an Operating Performance Ratio in 2024-25 of 1.4% which is above the Office of Local Government (OLG) benchmark of greater than 0%.

Our 2024-25 budget also includes a Capital Works program of \$44 million.

#### **Longer Term Financial Outlook**

Council has strengthened its longer term financial outlook over recent years through a number of initiatives providing ongoing budget improvements of \$7 million. The subsequent approval of Council's Special Rate Variation has further strengthened this position and has provided Council funding to address priorities totaling \$48.9 million identified by the community over a ten year period. More information is available [here](#).

# Financial Planning Assumptions

In preparing the Long Term Financial Plan (LTFP), consideration was given to a range of economic factors that affect our finances. We have made assumption in putting together this year’s budget and our LTFP which are detailed below. Overall we have taken a conservative and consistent approach to the assumptions. There is still much uncertainty with inflation and cost increases into the future.

	2024/25	2025/26	2026/27	2027/26	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
<b>Inflation</b> Overall inflation has assumed to be 2.3% to 3.5 % year on year in order to give a realistic but conservative impact on the models. We have kept Statutory Fees & Charges, Grants Received at lower percentages.	+3.5%	+2.6%	+2.5%	+2.5%	+2.4%	+2.3%	+2.3%	+2.4%	+2.5%	+3.5%
<b>Rate Peg</b> The SRV for 2024-25 is 7.5%, thereafter in the short-term we have used the weighted cost of wages and material/ contract costs as the Rate Peg and in the mid to long term a conservative Rate Peg just above 2.5%.	+7.5%	+4.8%	+4.4%	+4.4%	+4.4%	+2.7%	+2.8%	+2.8%	+2.9%	+2.9%
<b>DomesticWaste Management Charges (DWMC)</b> DWMC is based on cost recovery. We have used a range of 3.9% to 4.9% given significant increases in tipping fees.	+4.5%	+4.9%	+4.5%	+4.5%	+3.9%	+3.9%	+3.9%	+3.9%	+3.9%	+3.9%



### Interest Income

Interest Income has been modelled using 3.4% across the 10-year period from 2025-26, given that interest rates are expected to decline and long term forecasting of rates is inherently subjective.

### Other Income & Revenues

- Grants & Contributions for operating purposes
- Statutory Fees & Charges
- Other Fees & Charges.

### Interest Expense

Interest expense has been modelled using existing and forecast loan data over the forward years.

### Loan Repayments

Loan repayments have been modelled using existing and forecast loan data.

- Repayment of borrowings

### Notes

The LTFP Models do not provide for investment in infrastructure that may be required to meet NSW state government housing strategy targets.

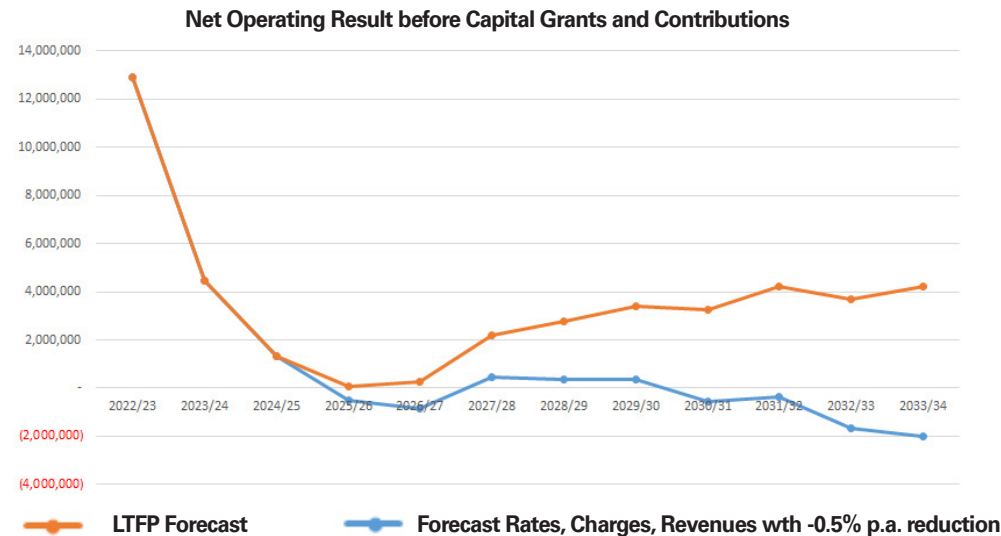
2024/25	2025/26	2026/27	2027/26	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
3.7%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%
\$5.0m	\$5.2m	\$5.3m	\$5.5m	\$5.6m	\$5.8m	\$5.9m	\$6.1m	\$6.3m	\$6.4m
+0.0%	+2.8%	+2.8%	+2.8%	+2.8%	+2.8%	+2.8%	+2.8%	+2.8%	+2.9%
+4.5%	+3.6%	+2.8%	+2.8%	+2.8%	+2.8%	+2.8%	+2.8%	+2.9%	+2.9%
\$3.0m	\$3.6m	\$3.5m	\$3.3m	\$3.1m	\$3.0m	\$2.8m	\$2.6m	\$2.4m	\$2.2m
\$4.1m	\$4.1m	\$4.2m	\$4.4m	\$4.6m	\$4.7m	\$4.2m	\$4.3m	\$4.5m	\$4.7m

# Sensitivity Analysis

Although the assumptions listed in the previous section are our current informed estimate based on a range of reliable sources, long term financial plans are inherently uncertain. They contain a wide range of assumptions about interest rates and the potential effect of inflation on revenues and expenditures which are largely outside our control. Developing our Long Term Financial Plan has included financial modelling taking into account the impact on our finances if trends worsen against the LTFP.

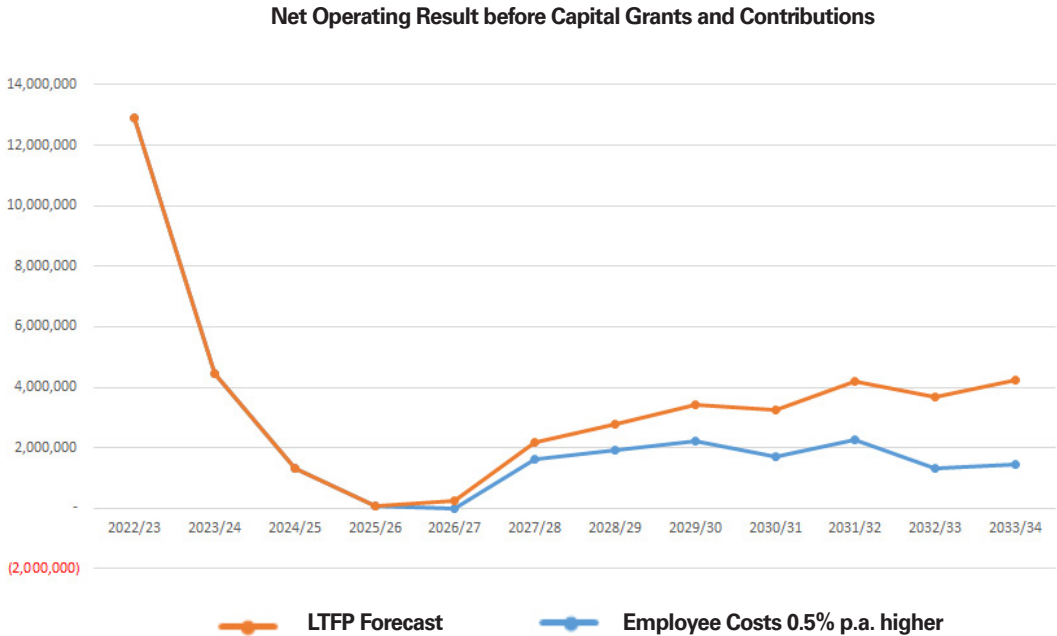
### Rates, Charges and Other Revenues/Income

Rates and Charges comprise 53% of total income. Rates are capped by the State Government via IPART. Council can only increase rates if we apply for a special rate increase (called a Special Rate Variation (SRV)). If revenues are decreased by 0.5% p.a. from 2025-26, the forecast net operating result will decline into deficit for each of the forward years of the Long Term Financial Plan for 2025-26, 2026-27, 2030-31, 2031-32, 2032-33, 2033-34.



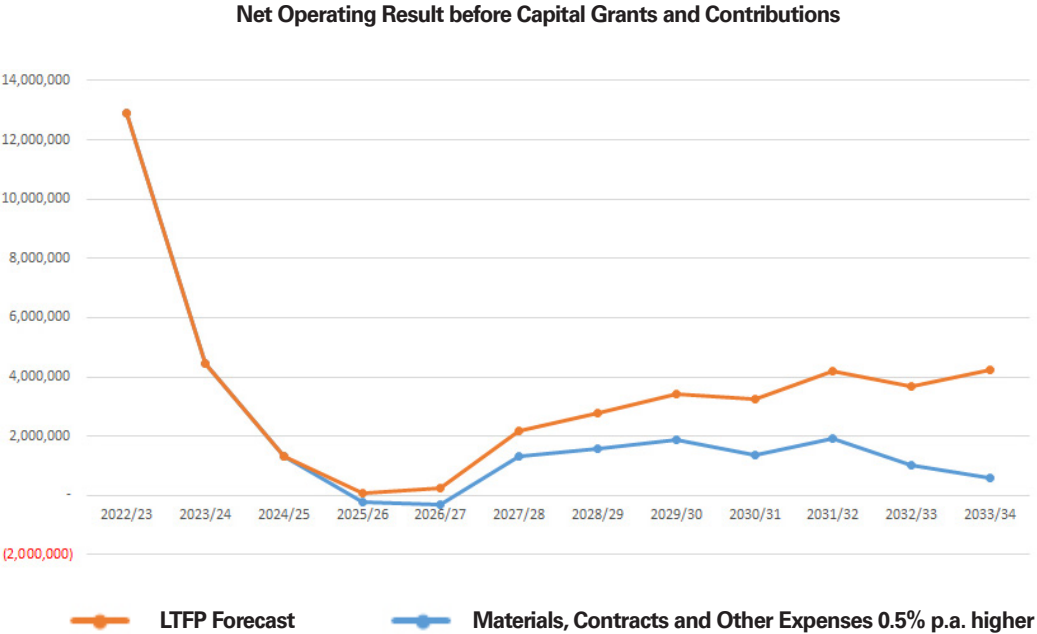
Employee Costs

Salary growth is largely subject to the NSW Local Government Award. The current Award provided for an annual increase of 4.5% in 2023-24, 3.5% in 2024-25, and 3.0% in 2025-26 with an additional 0.5% in 2024-25 and 2025-26. If the Award increase was 0.5% p.a. higher than the assumption made from 2026-27, the forecast net operating result will decline into deficit in 2026-27 and reduced surpluses for each of the forward years of the Long Term Financial Plan from 2027-28.



**Materials, Contracts and Other Expenses**

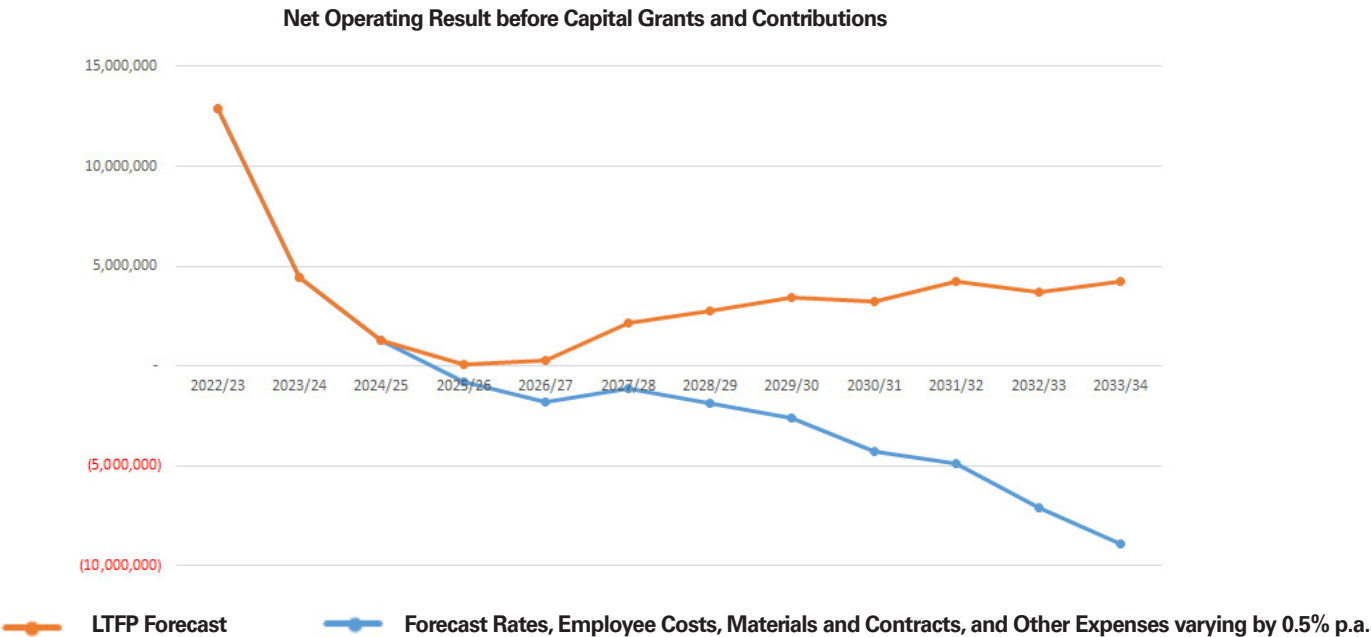
The Scenario 2 forecast uses an inflation rate range of 2.3% to 3.5 %, however, fluctuating market conditions could affect the price of certain Materials, Contracts and Other Expenses. The chart shows the impact of a 0.5% p.a. increase in Material, Contracts and Other Expenses above the CPI. Significant increases are possible, for energy, fuel and maintenance. The forecast would go into deficit for 2025-26 and 2026-27 and reduced surpluses from 2027-28.





Combined Impact

The chart shows the combined impact on rates, fees, charges, other revenues/income, materials and contracts, other expenses and employee costs varying by 0.5% per annum and would see the forecast net operating result decline into deficit for each of the forward years of the Long Term Financial Plan from 2025-26.



# Monitoring Financial Performance

Council monitors its financial performance through the following performance framework:

## **Management Budgeting, Reporting and Individual Performance Objectives.**

Managers are closely involved in the planning and budgeting process including the quarterly budget reviews. Managers have an individual performance objective around meeting their department budgets. Annual draft budgets developed are compared and reconciled to the Long Term Financial Plan.

## **Monthly Management Financial Reporting (MFR)**

Council is been provided with monthly reports on receipts, payments, investments, cash reserves and the cash position.

## **Quarterly Budget Review Statement**

The Quarterly Budget Review Statement (QBRS) provides a summary of Council's financial position to the Council, so that budgetary adjustments may be made, if necessary. It is the mechanism by which community and councillors are informed of progress against the Operational Plan, Capital Plan & Budget and the last revised financial budget.

## **Annual Financial Reporting and Auditing**

The Annual Financial Statements are audited by the NSW Audit Office and presents the council's operating results and financial position for the year, including schedules that report on key performance indicators, including measures to assess the long-term financial sustainability of the council.

Council monitors and reports against the following financial ratios:

- Operating Performance Ratio
- Own Source Operating Revenue Ratio
- Unrestricted Current Ratio
- Debt Service Cover Ratio
- Rates and Annual Charges Outstanding Ratio
- Cash Expense Cover Ratio
- Building and Infrastructure Renewals Ratio
- Infrastructure Backlog Ratio
- Asset Maintenance Ratio
- Cost to bring assets to agreed service level Ratio.

## **Special Rate Variation Reporting in the Annual Report**

As per the Instrument under section 508A of the Local Government Act 1993, Council will also include in its annual report for each year from 2023-24 to Year 2027-28 (inclusive):

- i. the program of expenditure that was actually funded by the Additional Income, and any differences between this program and the Proposed Program;
- ii. any significant differences between the Council's actual revenues, expenses and operating balance and the projected revenues, expenses and operating balance as outlined in its Long-Term Financial Plan, and the reasons for those differences;
- iii. the outcomes achieved as a result of the Additional Income;
- iv. the productivity savings and cost containment measures the Council has in place, the annual savings achieved through these measures, and what these savings equate to as a proportion of the Council's total annual expenditure; and
- v. whether or not the Council has implemented the productivity improvements identified in its application, and if not, the rationale for not implementing them.

## Have Your Say

The draft Long Term Financial Plan 2023-24 to 2032-33 will be placed on formal public exhibition from 26 April 2024 to 24 May 2024. Members of the community are invited to make public submissions expressing their views on the draft plan during the public exhibition period to be considered by Council. Public submissions received during the exhibition period will be considered by Council in June 2024 and any necessary changes made before adopting the final Long Term Financial Plan 2024-25 - 2033-34 to commence 1 July 2024.

To continue to engage with Council and to have your say you can:

- Register for notifications from our engagement platform, Your Say Woollahra at **[yoursay.woollahra.nsw.gov.au](https://yoursay.woollahra.nsw.gov.au)**
- Go to Council's website **[www.woollahra.nsw.gov.au](https://www.woollahra.nsw.gov.au)**
- Email council at **[records@woollahra.nsw.gov.au](mailto:records@woollahra.nsw.gov.au)**



Aerial view of Parsley Bay, Vaucluse

# Attachments

<b>Woollahra Municipal Council</b> <b>10 Year Financial Plan for the Years ending 30 June 2034</b> <b>INCOME STATEMENT - GENERAL FUND</b>												
	Actuals	Current Year	Year 1	Year 2	Year 3	Year 4	Projected Years					
	2022/23	Forecast	2024/25	2025/26	2026/27	2027/28	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10
	\$'000	2023/24	\$'000	\$'000	\$'000	\$'000	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
		\$'000					\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
<b>Income from Continuing Operations</b>												
<b>Revenue:</b>												
Rates & Annual Charges	59,700	66,141	70,681	74,093	77,372	80,796	84,246	86,784	89,464	92,229	95,149	98,163
User Charges & Fees	14,343	14,018	14,655	15,112	15,538	15,973	16,416	16,867	17,332	17,818	18,327	18,855
Other Revenues	10,864	17,085	16,941	17,461	18,730	19,244	19,603	19,967	19,977	20,736	21,161	21,601
Grants & Contributions provided for Operating Purposes	7,561	5,910	5,014	5,167	5,313	5,462	5,613	5,768	5,927	6,093	6,267	6,447
Grants & Contributions provided for Capital Purposes	8,605	11,687	2,897	3,012	3,103	3,180	3,260	3,325	3,392	3,459	3,529	3,599
Interest & Investment Revenue	3,247	3,313	3,223	3,574	3,067	3,094	3,335	3,473	3,569	3,785	4,092	4,332
Fair value increment on investment properties	9,376	1,150	1,200	1,237	1,272	1,307	1,343	1,380	1,418	1,458	1,500	1,543
Other Income	17,110	17,201	17,920	18,556	19,080	19,614	20,158	20,712	21,282	21,880	22,504	23,153
<b>Total Income from Continuing Operations</b>	<b>130,806</b>	<b>136,504</b>	<b>132,531</b>	<b>138,212</b>	<b>143,474</b>	<b>148,671</b>	<b>153,975</b>	<b>158,275</b>	<b>162,361</b>	<b>167,458</b>	<b>172,529</b>	<b>177,693</b>
<b>Expenses from Continuing Operations</b>												
Employee Benefits & On-Costs	45,055	49,316	53,215	54,442	56,310	58,215	60,284	62,384	64,569	66,820	69,153	71,595
Borrowing Costs	1,933	1,806	3,014	3,645	3,483	3,317	3,136	2,952	2,771	2,604	2,425	2,240
Materials & Contracts	42,891	48,069	48,421	52,498	55,084	56,005	58,211	59,351	60,972	62,382	65,175	66,876
Depreciation & Amortisation	14,752	15,927	16,948	17,689	18,228	18,604	18,989	19,375	19,794	20,211	20,621	21,047
Other Expenses	3,747	4,847	5,041	5,171	5,301	5,435	5,567	5,694	5,824	5,964	6,112	6,265
Net Losses from the Disposal of Assets	922	382	1,685	1,702	1,719	1,736	1,753	1,771	1,788	1,806	1,824	1,843
<b>Total Expenses from Continuing Operations</b>	<b>109,300</b>	<b>120,347</b>	<b>128,325</b>	<b>135,147</b>	<b>140,124</b>	<b>143,312</b>	<b>147,939</b>	<b>151,526</b>	<b>155,718</b>	<b>159,788</b>	<b>165,311</b>	<b>169,865</b>
<b>Net Operating Result for the Year</b>	<b>21,506</b>	<b>16,157</b>	<b>4,206</b>	<b>3,065</b>	<b>3,350</b>	<b>5,359</b>	<b>6,036</b>	<b>6,749</b>	<b>6,643</b>	<b>7,671</b>	<b>7,217</b>	<b>7,828</b>
<b>Net Operating Result before Grants and Contributions provided for Capital Purposes</b>	<b>12,901</b>	<b>4,470</b>	<b>1,309</b>	<b>53</b>	<b>247</b>	<b>2,178</b>	<b>2,776</b>	<b>3,424</b>	<b>3,251</b>	<b>4,211</b>	<b>3,689</b>	<b>4,229</b>



Woollahra Municipal Council 10 Year Financial Plan for the Years ending 30 June 2034 BALANCE SHEET - GENERAL FUND												
	Actuals 2022/23 \$'000	Current Year Forecast 2023/24 \$'000	Year 1 2024/25 \$'000	Year 2 2025/26 \$'000	Year 3 2026/27 \$'000	Year 4 2027/28 \$'000	Projected Years					
			Year 5 2028/29 \$'000	Year 6 2029/30 \$'000	Year 7 2030/31 \$'000	Year 8 2031/32 \$'000	Year 9 2032/33 \$'000	Year 10 2033/34 \$'000				
<b>ASSETS</b>												
<b>Current Assets</b>												
Cash & Cash Equivalents	14,943	16,366	2,352	6,428	9,392	7,102	8,001	8,721	9,128	9,784	11,469	12,122
Investments	92,727	92,727	92,727	73,927	73,927	81,674	86,129	88,177	92,294	98,931	103,223	109,095
Receivables	7,235	7,673	7,506	7,656	7,988	8,260	8,517	8,713	8,891	9,173	9,419	9,676
Inventories	337	447	450	488	512	520	541	552	567	580	606	621
Contract assets and contract cost assets	1,795	1,795	1,795	1,795	1,795	1,795	1,795	1,795	1,795	1,795	1,795	1,795
Other	511	887	897	967	1,013	1,030	1,070	1,091	1,120	1,146	1,196	1,227
<b>Total Current Assets</b>	<b>117,548</b>	<b>119,895</b>	<b>105,727</b>	<b>91,262</b>	<b>94,627</b>	<b>100,382</b>	<b>106,053</b>	<b>109,049</b>	<b>113,795</b>	<b>121,409</b>	<b>127,708</b>	<b>134,536</b>
<b>Non-Current Assets</b>												
Receivables	152	146	157	164	171	179	187	192	198	204	211	217
Infrastructure, Property, Plant & Equipment	1,056,285	1,082,582	1,127,185	1,161,517	1,178,321	1,195,073	1,211,631	1,231,517	1,250,197	1,266,996	1,284,789	1,301,457
Investment Property	191,420	192,570	193,770	195,006	196,278	197,585	198,928	200,308	201,727	203,185	204,685	206,227
Right of use assets	175	59	803	704	665	566	527	448	408	309	270	171
Other	279	641	648	699	731	744	773	788	809	828	864	886
<b>Total Non-Current Assets</b>	<b>1,248,311</b>	<b>1,275,998</b>	<b>1,322,562</b>	<b>1,358,090</b>	<b>1,376,167</b>	<b>1,394,146</b>	<b>1,412,044</b>	<b>1,433,253</b>	<b>1,453,340</b>	<b>1,471,522</b>	<b>1,490,818</b>	<b>1,508,959</b>
<b>TOTAL ASSETS</b>	<b>1,365,859</b>	<b>1,395,893</b>	<b>1,428,288</b>	<b>1,449,352</b>	<b>1,470,794</b>	<b>1,494,528</b>	<b>1,518,098</b>	<b>1,542,302</b>	<b>1,567,134</b>	<b>1,592,931</b>	<b>1,618,526</b>	<b>1,643,496</b>
<b>LIABILITIES</b>												
<b>Current Liabilities</b>												
Payables	56,075	53,801	54,104	54,289	54,156	54,359	53,680	52,988	52,223	51,425	50,838	49,098
Contract liabilities	10,877	7,481	4,823	4,980	5,122	5,263	5,406	5,548	5,694	5,846	6,004	6,168
Lease liabilities	132	13	100	89	106	95	110	101	119	109	127	7
Borrowings	3,794	4,069	4,051	4,210	4,368	4,553	4,730	4,182	4,344	4,515	4,700	4,893
Employee benefit provisions	12,385	13,288	14,095	14,927	15,783	16,664	17,569	18,503	19,464	20,455	21,476	22,529
Other provisions	1,459	1,459	1,459	1,459	1,459	1,459	1,459	1,459	1,459	1,459	1,459	1,459
<b>Total Current Liabilities</b>	<b>84,722</b>	<b>80,110</b>	<b>78,633</b>	<b>79,954</b>	<b>80,995</b>	<b>82,392</b>	<b>82,955</b>	<b>82,781</b>	<b>83,304</b>	<b>83,808</b>	<b>84,605</b>	<b>84,154</b>
<b>Non-Current Liabilities</b>												
Contract liabilities	-	623	280	290	298	306	314	322	330	338	347	356
Lease liabilities	19	-	664	575	514	419	355	271	197	88	7	-
Borrowings	56,521	74,452	83,401	79,191	74,822	70,270	65,540	61,358	57,014	52,499	47,799	42,907
Employee benefit provisions	583	537	570	603	638	674	710	748	787	827	868	911
<b>Total Non-Current Liabilities</b>	<b>57,123</b>	<b>75,612</b>	<b>84,914</b>	<b>80,659</b>	<b>76,273</b>	<b>71,668</b>	<b>66,919</b>	<b>62,699</b>	<b>58,328</b>	<b>53,753</b>	<b>49,021</b>	<b>44,173</b>
<b>TOTAL LIABILITIES</b>	<b>141,845</b>	<b>155,722</b>	<b>163,548</b>	<b>160,613</b>	<b>157,268</b>	<b>154,061</b>	<b>149,874</b>	<b>145,480</b>	<b>141,632</b>	<b>137,561</b>	<b>133,626</b>	<b>128,327</b>
<b>Net Assets</b>	<b>1,224,014</b>	<b>1,240,171</b>	<b>1,264,740</b>	<b>1,288,739</b>	<b>1,313,526</b>	<b>1,340,468</b>	<b>1,368,224</b>	<b>1,396,822</b>	<b>1,425,502</b>	<b>1,455,370</b>	<b>1,484,900</b>	<b>1,515,169</b>
<b>EQUITY</b>												
Retained Earnings	582,588	598,745	602,951	606,016	609,366	614,724	620,760	627,509	634,152	641,823	649,040	656,868
Revaluation Reserves	641,426	641,426	661,790	682,723	704,160	725,743	747,464	769,312	791,350	813,547	835,860	858,301
<b>Total Equity</b>	<b>1,224,014</b>	<b>1,240,171</b>	<b>1,264,740</b>	<b>1,288,739</b>	<b>1,313,526</b>	<b>1,340,468</b>	<b>1,368,224</b>	<b>1,396,822</b>	<b>1,425,502</b>	<b>1,455,370</b>	<b>1,484,900</b>	<b>1,515,169</b>

Woollahra Municipal Council 10 Year Financial Plan for the Years ending 30 June 2034 CASH FLOW STATEMENT - GENERAL FUND												
	Actuals 2022/23 \$'000	Current Year Forecast 2023/24 \$'000	Year 1 2024/25 \$'000	Year 2 2025/26 \$'000	Year 3 2026/27 \$'000	Year 4 2027/28 \$'000	Projected Years					
			Year 5 2028/29 \$'000	Year 6 2029/30 \$'000	Year 7 2030/31 \$'000	Year 8 2031/32 \$'000	Year 9 2032/33 \$'000	Year 10 2033/34 \$'000				
<b>Cash Flows from Operating Activities</b>												
<b>Receipts:</b>												
Rates & Annual Charges	59,434	66,043	70,525	73,975	77,259	80,678	84,127	86,696	89,371	92,133	95,048	98,059
User Charges & Fees	15,082	13,268	14,718	15,157	15,580	16,016	16,460	16,912	17,378	17,867	18,378	18,907
Investment & Interest Revenue Received	1,882	4,139	3,298	3,653	3,033	3,045	3,287	3,446	3,529	3,726	4,042	4,278
Grants & Contributions	17,519	15,079	4,947	8,262	8,488	8,711	8,944	9,160	9,387	9,624	9,870	10,123
Bonds & Deposits Received	10,485	4,000	5,000	5,000	5,000	5,000	4,000	4,000	4,000	4,000	4,000	4,000
Other	27,910	33,632	35,021	35,946	37,660	38,788	39,708	40,625	41,243	42,519	43,603	44,689
<b>Payments:</b>												
Employee Benefits & On-Costs	(47,237)	(48,003)	(52,270)	(53,518)	(55,365)	(57,244)	(59,281)	(61,353)	(63,505)	(65,724)	(68,023)	(70,429)
Materials & Contracts	(39,598)	(50,647)	(48,392)	(52,283)	(54,945)	(55,950)	(58,091)	(59,286)	(60,882)	(62,302)	(65,025)	(66,780)
Borrowing Costs	(1,950)	(1,798)	(2,972)	(3,665)	(3,503)	(3,338)	(3,157)	(2,974)	(2,791)	(2,625)	(2,447)	(2,262)
Bonds & Deposits Refunded	(5,211)	(5,500)	(5,000)	(5,000)	(5,000)	(5,000)	(5,000)	(5,000)	(5,000)	(5,000)	(5,000)	(6,000)
Other	(2,148)	(4,416)	(4,966)	(5,110)	(5,239)	(5,371)	(5,502)	(5,630)	(5,759)	(5,895)	(6,041)	(6,192)
<b>Net Cash provided (or used in) Operating Activities</b>	<b>36,168</b>	<b>25,797</b>	<b>19,910</b>	<b>22,418</b>	<b>22,969</b>	<b>25,337</b>	<b>25,493</b>	<b>26,596</b>	<b>26,972</b>	<b>28,322</b>	<b>28,405</b>	<b>28,394</b>
<b>Cash Flows from Investing Activities</b>												
<b>Receipts:</b>												
Sale of Investment Securities	108,000	-	-	18,800	-	-	-	-	-	-	-	-
Sale of Infrastructure, Property, Plant & Equipment	1,552	1,713	924	924	924	924	924	924	924	924	924	924
<b>Payments:</b>												
Purchase of Investment Securities	(123,000)	-	-	-	-	(7,746)	(4,456)	(2,048)	(4,116)	(6,637)	(4,293)	(5,872)
Purchase of Infrastructure, Property, Plant & Equipment	(17,195)	(44,155)	(43,673)	(33,914)	(16,616)	(16,330)	(16,400)	(19,909)	(19,075)	(17,489)	(18,713)	(17,965)
<b>Net Cash provided (or used in) Investing Activities</b>	<b>(31,477)</b>	<b>(42,442)</b>	<b>(42,750)</b>	<b>(14,190)</b>	<b>(15,692)</b>	<b>(23,152)</b>	<b>(19,932)</b>	<b>(21,034)</b>	<b>(22,268)</b>	<b>(23,202)</b>	<b>(22,082)</b>	<b>(22,914)</b>
<b>Cash Flows from Financing Activities</b>												
<b>Receipts:</b>												
Proceeds from Borrowings & Advances	-	22,000	13,000	-	-	-	-	-	-	-	-	-
<b>Payments:</b>												
Repayment of Borrowings & Advances	(3,664)	(3,794)	(4,069)	(4,051)	(4,210)	(4,368)	(4,553)	(4,730)	(4,182)	(4,344)	(4,515)	(4,700)
Repayment of lease liabilities (principal repayments)	(101)	(138)	(106)	(100)	(103)	(106)	(109)	(112)	(116)	(119)	(123)	(127)
<b>Net Cash Flow provided (used in) Financing Activities</b>	<b>(3,765)</b>	<b>18,068</b>	<b>8,825</b>	<b>(4,151)</b>	<b>(4,313)</b>	<b>(4,475)</b>	<b>(4,662)</b>	<b>(4,842)</b>	<b>(4,297)</b>	<b>(4,464)</b>	<b>(4,638)</b>	<b>(4,827)</b>
<b>Net Increase/(Decrease) in Cash &amp; Cash Equivalents</b>	<b>926</b>	<b>1,423</b>	<b>(14,014)</b>	<b>4,077</b>	<b>2,964</b>	<b>(2,290)</b>	<b>899</b>	<b>720</b>	<b>407</b>	<b>656</b>	<b>1,685</b>	<b>652</b>
<b>plus: Cash &amp; Cash Equivalents - beginning of year</b>	<b>14,017</b>	<b>14,943</b>	<b>16,366</b>	<b>2,352</b>	<b>6,428</b>	<b>9,392</b>	<b>7,102</b>	<b>8,001</b>	<b>8,721</b>	<b>9,128</b>	<b>9,784</b>	<b>11,469</b>
<b>Cash &amp; Cash Equivalents - end of the year</b>	<b>14,943</b>	<b>16,366</b>	<b>2,352</b>	<b>6,428</b>	<b>9,392</b>	<b>7,102</b>	<b>8,001</b>	<b>8,721</b>	<b>9,128</b>	<b>9,784</b>	<b>11,469</b>	<b>12,122</b>
<b>Cash &amp; Cash Equivalents - end of the year</b>	<b>14,943</b>	<b>16,366</b>	<b>2,352</b>	<b>6,428</b>	<b>9,392</b>	<b>7,102</b>	<b>8,001</b>	<b>8,721</b>	<b>9,128</b>	<b>9,784</b>	<b>11,469</b>	<b>12,122</b>
<b>Investments - end of the year</b>	<b>92,727</b>	<b>92,727</b>	<b>92,727</b>	<b>73,927</b>	<b>73,927</b>	<b>81,674</b>	<b>86,129</b>	<b>88,177</b>	<b>92,294</b>	<b>98,931</b>	<b>103,223</b>	<b>109,095</b>
<b>Cash, Cash Equivalents &amp; Investments - end of the year</b>	<b>107,670</b>	<b>109,093</b>	<b>95,079</b>	<b>80,356</b>	<b>83,320</b>	<b>88,776</b>	<b>94,131</b>	<b>96,898</b>	<b>101,422</b>	<b>108,715</b>	<b>114,692</b>	<b>121,217</b>
<b>Representing:</b>												
- External Restrictions	22,362	16,044	11,852	12,133	12,399	12,668	12,941	13,215	13,497	13,790	14,096	14,413
- Internal Restrictions	73,297	62,908	60,534	55,140	55,690	58,172	61,581	62,878	65,125	70,082	73,348	77,788
- Unrestricted	12,012	30,141	22,693	13,084	15,231	17,936	19,608	20,805	22,800	24,843	27,249	29,016
	<b>107,670</b>	<b>109,093</b>	<b>95,079</b>	<b>80,356</b>	<b>83,320</b>	<b>88,776</b>	<b>94,131</b>	<b>96,898</b>	<b>101,422</b>	<b>108,715</b>	<b>114,692</b>	<b>121,217</b>

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Draft 2024-25  
Budget  
Detailed Analysis  
  
as presented to the  
Strategic & Corporate  
Committee

15 April 2024



# Draft 2024-25 Budget – Detailed Analysis

DRAFT 2024-25 BUDGET SUMMARY

The 2024-25 draft operating budget, forecasts income of \$132.5m and operating expenses of \$128.3m. When we take away the \$2.9m in capital grants and contributions (money we receive from the Federal and State Governments for capital projects) we have a budget operating surplus of \$1.3m. This is an increase of \$0.4m on the 2023-24 original budget. We exclude the capital grants and contributions because they can only be used on capital projects, i.e. not on Council's day to day expenses. The budget also includes a Capital Works program of \$43.7m. The movement in Council's working funds position is a surplus of \$0.99m.

The 2024-25 draft budget includes the following significant items:

- Special Rate Variation (SRV) of 7.5% which adds an additional \$4.7m in rates income
- Advertising income of \$6.2m
- SRV operational project expenditure of \$3.1m
- Urban forest strategy costs of \$1.0m
- Interest of \$1.3m on a new loan of \$22m which is for the redevelopment of the Wilberforce Ave carpark in Rose Bay
- Expansionary budget requests of \$1.4m
- SRV Capital project expenditure of \$2.8m.

Draft 2024-25 Budget Ratios

The table below shows the budgeted Operating Performance Ratio and Unrestricted Current Ratio for the Draft 2024-25 budget and compares these to prior years and the Office of Local Government (OLG) Benchmarks.

Both the Operating Performance Ratio and the Unrestricted Current Ratio remain above the OLG Benchmarks.

Ratio	Benchmark	2022-23 Actual	2023-24 Original Budget	Draft 2024-25 Budget
Operating Performance Ratio	> 0%	3.64%	0.86%	1.40%
Unrestricted Current Ratio	> 1.5	3.41	2.73	3.64

DRAFT 2024-25 INCOME AND WORKING FUND STATEMENT

The Draft Income Statement below provides more detail of Council's Draft 2024-25 Operating Budget. The various Reserve and non-cash adjustments that are made to determine the amount of capital funding released from the Operating Budget are also included together with the net Capital Budget and working funds movement.

## Draft 2024-25 Budget – Detailed Analysis

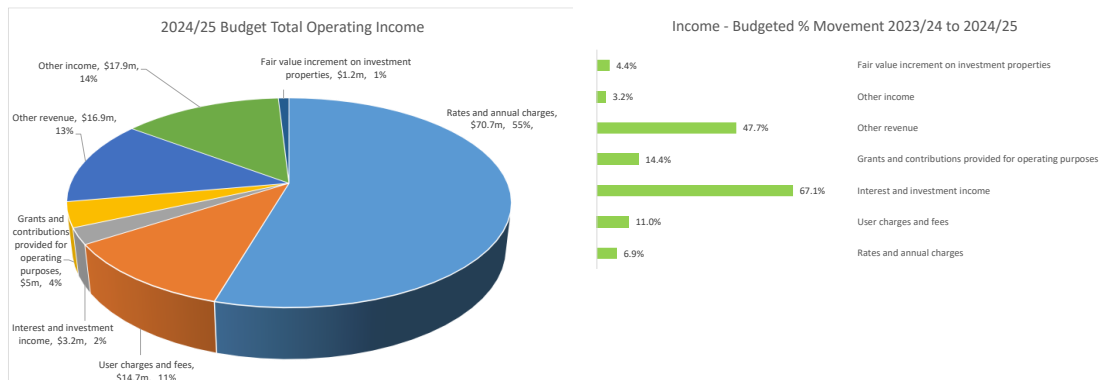
	2023/24 Original Budget	2023/24 Revised Budget	2024/25 Draft Budget	Variance to 2023/24 Original Budget \$'000s	%
<b>Income</b>					
Rates and annual charges	66,124	66,141	70,681	4,558	6.9
User charges and fees	13,201	14,018	14,655	1,454	11.0
Interest and investment income	1,929	3,313	3,223	1,294	67.1
Grants and contributions provided for operating purposes	4,384	5,910	5,014	630	14.4
Grants and contributions provided for capital purposes	2,900	11,687	2,897	(4)	(0.1)
Other revenue	11,471	17,085	16,941	5,470	47.7
Other income	17,370	17,201	17,920	550	3.2
Fair value increment on investment properties	1,150	1,150	1,200	51	4.4
<b>Total Income from continuing operations</b>	<b>118,528</b>	<b>136,504</b>	<b>132,531</b>	<b>14,002</b>	<b>11.8</b>
<b>Expenses</b>					
Employee Costs	49,252	49,316	53,215	3,964	8.0
Materials and services	42,811	48,069	48,421	5,610	13.1
Borrowing costs	1,809	1,806	3,014	1,206	66.7
Depreciation, amortisation and impairment for non-financial assets	14,834	15,927	16,948	2,114	14.3
Other expenses	4,792	4,847	5,041	250	5.2
Net losses from the disposal of assets	1,229	382	1,685	456	37.1
<b>Total Expenses from continuing operations</b>	<b>114,726</b>	<b>120,347</b>	<b>128,325</b>	<b>13,599</b>	<b>11.9</b>
<b>Net Operating Result from continuing operations</b>	<b>3,802</b>	<b>16,157</b>	<b>4,206</b>	<b>403</b>	
<b>Net Operating Result before Capital Grants &amp; Contributions</b>	<b>902</b>	<b>4,470</b>	<b>1,309</b>	<b>407</b>	
<b>Capital Expenditure &amp; Liability Reduction</b>					
Add: Net Loss on Sale of Assets	1,229		1,685	456	
Less: Transfers to Reserve	(12,594)		(37,467)	(24,874)	
Less: Reduction in Liabilities	(4,221)		17,515	21,736	
Add: Non Cash Items	15,256		16,780	1,524	
Add: Reserve Funding in the Operational Budget	4,561		6,049	1,489	
<b>Capital Funding Available from Operational Budget</b>	<b>5,133</b>		<b>5,871</b>	<b>738</b>	
Net Capital Budget	6,276		4,604	(1,673)	
Less: Road to Recovery Grant	0		275	275	
<b>Movement in Working Funds Budget Surplus/ (Deficit)</b>	<b>(1,143)</b>		<b>993</b>	<b>2,136</b>	

The following pages provide a detailed analysis of the budget by revenue and expense category.

## Draft 2024-25 Budget – Detailed Analysis

### DRAFT 2024-25 OPERATING REVENUE

Total Operating Revenue excluding Capital Grants & Contributions is anticipated to increase by 12.1% to \$129.6m. The breakdown by category and increases between years is:



The following outlines the movements between years for each operating income category:

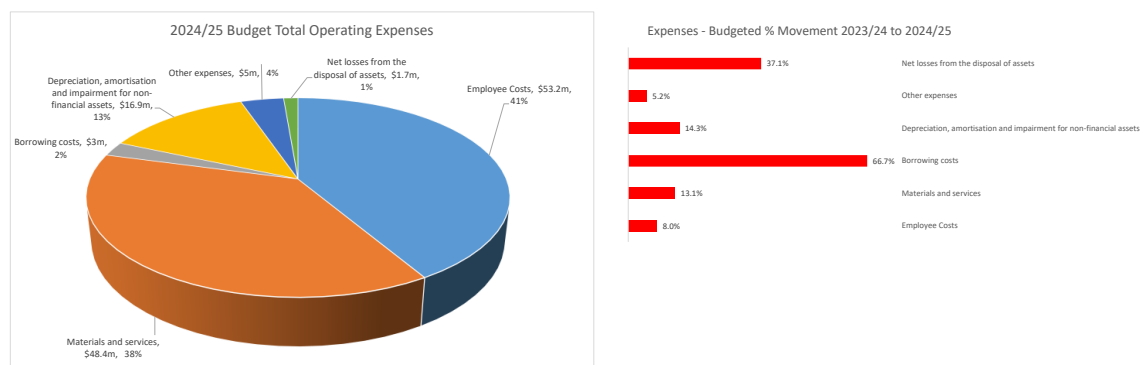
	2023-24 Original Budget	2024-25 Draft Budget	Variance to Original Budget
Rates & Annual Charges – Increased by 6.9%	66,123,942	70,681,443	4,557,501
<p>The draft budget provides for rates to increase by 7.5% as per the Special Rate Variation (SRV) approved by IPART and recommended in the 2024-25 rating structure report provided in <b>Attachment 5</b>.</p> <p>The Domestic Waste Management (DWM) Charge is calculated based on the “reasonable cost” of providing the service. The DWM Charge has been calculated to increase by \$29.10 (4.78%) for 2024-25 from \$609.20 to \$638.30. Total income from DWM Charges is estimated to increase by \$0.8m over 2023-24.</p>			
Fees & Charges – Increased by 11.0%	13,200,936	14,655,045	1,454,109
<p>Overall, income from fees and charges is forecast to increase by \$1,454k or 11.0% over the 2023-24 original budget. Increases of note include:</p> <ul style="list-style-type: none"> <li>\$542k from increased work zone income based on current trends</li> <li>\$253k from increased parking meter charges income</li> <li>\$248k from increased road restoration charges income</li> <li>\$210k from increased crane permits/ stand plant income based on current trends</li> </ul>			
Interest – Increased by 67.1%	1,929,000	3,222,502	1,293,502
<p>Interest on investments for 2024-25 is forecast to increase significantly by \$1.29m to \$3.22m due to higher interest rates and a higher cash balance.</p>			
Grants & Contributions – Increased by 14.4%	4,384,308	5,014,334	630,025

## Draft 2024-25 Budget – Detailed Analysis

	2023-24 Original Budget	2024-25 Draft Budget	Variance to Original Budget
<p>Grants &amp; Contributions for operating purposes are forecast to increase by \$630k to \$5.01m. This is a result of:</p> <ul style="list-style-type: none"> <li>An increase of \$275k in the roads to recovery grant. In 2023-24 no funds were received under this program due to the five year program being fully utilised in 2022-23.</li> <li>An increase of \$265k in the financial assistance grant.</li> <li>An increase of \$138k in the Department of Community Services preschool subsidy</li> </ul>			
Other Revenue – Increased by 47.7%	11,470,637	16,940,628	5,469,991
<p>Other Revenue is budgeted to increase \$5.47m in 2024-25, this is due to:</p> <ul style="list-style-type: none"> <li>\$5.23m increase in advertising income. The income in 2024-25 is budgeted at \$6.23m, compared to \$1m in 2023-24.</li> <li>\$217k increase in income from recovered costs</li> </ul>			
Other Income – Increased by 3.2%	17,369,869	17,920,202	550,333
<p>Other Income is budgeted to increase \$550k in 2024-25, this is due to:</p> <ul style="list-style-type: none"> <li>Increase in Commercial Property Lease Income of \$243k due to annual rental increases.</li> <li>Carpark Income is increasing \$146k due to the annual increase in car parking rates.</li> </ul>			
Fair Value Increment on Investment Properties – increased by 4.4%	1,149,500	1,200,000	50,500
<ul style="list-style-type: none"> <li>The fair value adjustment to Kiaora Place is budgeted at 4.4% in line with the projected increase in Consumer Price Index. This is a non-cash item which appears on the income statement and increases the value of the investment properties on the balance sheet.</li> </ul>			

### DRAFT 2024-25 OPERATING EXPENSES:

Total Operating Expenses are anticipated to increase by 11.9% to \$128.3m. The breakdown by category and increases between years is:



The following outlines the movements between years for each operating expense category:



## Draft 2024-25 Budget – Detailed Analysis

	2023-24 Original Budget	2024-25 Draft Budget	Variance to Original Budget
Employee Costs – Increased by 8.0%	49,251,789	53,215,386	3,963,597
<p>Staffing costs make up 41% of Council's operating expenditure. These have increased by \$3.96m or 8.0% over the 2023-24 original budget.</p> <p>Salaries and Wages are subject to an annual Award increase from 1 July. The Local Government (State) Award is increasing 3.5% from the period commencing 1 July 2024. In addition, a one-off award bonus of \$1,000 per employee or 0.5%, whichever is greater is payable to employees. This one off award bonus equates to a 1% increase, bringing the Award increases to 4.5%.</p> <p>In addition, the superannuation guarantee is increasing 0.5% to 11.5% from 1 July 2024.</p> <p>The remaining increase in employee costs is driven by new positions. There are a number of new positions as a result of SRV projects and the Urban Forest Strategy. In addition, there are 3.6 new full time equivalents (FTEs) from the 2024-25 expansionary budget request list:</p> <ul style="list-style-type: none"> <li>• Preschool - Administration Assistant - 7 hours additional - 0.2 FTE</li> <li>• People, Safety &amp; Performance – Human Resources Advisor – 1 FTE</li> <li>• Engineering Services - Development Assessment Engineer – 1 FTE</li> <li>• Legal, Compliance and Enforcement - Tree Management Compliance Officer – 1 FTE</li> <li>• Legal, Compliance and Enforcement - Positive Covenants Officer – 0.4 FTE</li> </ul> <p>A vacancy factor of 5% has been applied in the 2024-25 budget, this is the same percentage as last year. This reflects the time that positions remain vacant whilst recruitment is undertaken.</p>			
Materials & Services – Increased by 13.1%	42,810,761	48,421,161	5,610,400
<p>There is a diverse area of Council expenditure that has increased by \$5.61m (13.1%) in the draft 2024-25 budget. CPI of 4.5% has been assumed in the budget.</p> <p>The following SRV projects are included in the budget:</p> <ul style="list-style-type: none"> <li>• \$757k on progressing the heritage gap analysis</li> <li>• \$400k on fig tree maintenance</li> <li>• \$424k on digital transformation</li> <li>• \$103k on drainage</li> <li>• \$154k on footpaths</li> <li>• \$38k on funding actions from Open Space strategies</li> </ul> <p>Other significant items contributing to the increase include:</p> <ul style="list-style-type: none"> <li>• \$627k for urban forest strategy costs in Open, Space and Trees</li> <li>• \$500k maintenance costs for anticipated repairs to bus shelters</li> <li>• \$478k (15.4%) increase in general contracts for waste services recycling due to a new contract being entered into. These costs are recovered through the domestic waste management charge.</li> <li>• \$330k (14.6%) increase in recurrent contract costs for Kiaora Place operations</li> <li>• \$325k (11.2%) increase in material goods and services in Information &amp; Digital Transformation due to Microsoft Office365 licensing costs, Civica and TechnologyOne SaaS fees.</li> <li>• \$309k (19.3%) increase in insurance premiums</li> <li>• \$250k for an increase in tree maintenance contract work. This is a recommendation from the Open, Space and Trees service review.</li> <li>• \$250k (81%) increase in Public Liability/ Professional Indemnity self-funded losses</li> </ul>			

## Draft 2024-25 Budget – Detailed Analysis

	2023-24 Original Budget	2024-25 Draft Budget	Variance to Original Budget
<ul style="list-style-type: none"> <li>\$220k (115%) increase in general contract costs for Builders Restorations. These higher costs are offset by increased income in this area (road restorations income).</li> <li>\$175k for an increase in funding for landscaping renovation works in 6 parks and gardens sites. This is an action arising from the Open, Space and Trees service review.</li> <li>\$150k in consultant costs for a flood plain risk study per a notice of motion</li> <li>\$100k for a tree database replacement. This is a recommendation from the Open, Space and Trees service review</li> </ul>			
Borrowing Costs - Increased by 66.7%	1,808,557	3,014,099	1,205,542
Borrowing costs (loan interest repayments) have increased by \$1.2m due to a new loan to be taken out for \$22m to fund the Wilberforce Ave carpark redevelopment project. An interest rate of 6% and a loan period of 20 years has been assumed in the budget for this new loan. It is noted that total debt servicing (including repayment of principle) is \$7.1m.			
Depreciation - Increased by 14.3%	14,833,720	16,948,051	2,114,331
Depreciation has increased by \$2.1m (14.3%) in 2024-25 primarily due to a higher asset base as a result of the 2023-24 revaluation.			
Other Expenses - Increased by 5.2%	4,791,848	5,041,431	249,583
This category of expenditure has increased by \$250k primarily due to: <ul style="list-style-type: none"> <li>\$144k increase in the NSW Fire Brigades &amp; State Emergency Contributions</li> <li>\$44k increase in section 356 donations</li> <li>\$41k increase in the Holdsworth Community Centre Contribution</li> </ul>			
Net Loss on Sale of Assets - Increased by 37.1%	1,229,088	1,684,692	455,603
The Net Loss on Sale of Assets has increased by \$455k. This is driven by an increase in the loss on disposal of infrastructure assets, which has been budgeted in line with prior period actual trends.			

### Draft 2024-25 CAPITAL BUDGET:

The 2024-25 draft program provides for a capital works program of \$43.682m. The draft Capital Works Program includes \$6.8m in infrastructure renewals. Council's commitment to infrastructure renewal continues and the average spent on this program has been \$6.1m per year over the last 5 years. The capital works program of \$43.682m is before rollover of any capital works from the current financial year and is higher than last year (\$19.45m) due primarily to the Wilberforce Ave car park redevelopment project first year capital spend estimated to be \$22.35m..

Projects include \$678k for pavement re-sheeting, footpath and storm water works on Birriga Road, Bellevue Hill (Bundara Road to 4 Birriga Road), \$482k for road pavement, kerb gutter and new footpath reconstruction on Manning Road, Woollahra (Epping Road to Suttie Road) and \$434k for road pavement re-sheeting, kerb and gutter reconstruction, dish crossing, footpath works and storm water pit and pipe works on Cambridge Avenue Vacluse (Hopetoun Avenue to Palmerston Street).

The traffic infrastructure program of \$3.1m includes a range of projects including \$2.5m for the O'Sullivan Road, Bellevue Hill cycleway project and raised pedestrian crossings at Moncur Street, Woollahra, near Morrell Street and at Glenmore Road, Paddington near Goodhope Street.

## Draft 2024-25 Budget – Detailed Analysis

The stormwater program continues, funded mainly by the Stormwater Management Charge with a total program of works of \$797k in 2024-25, including \$460k for multiple priority projects to improve stormwater management and \$206k for a pipe refurbishment program relating to climate change adoption measures. Projects for these works programs are taken from Council's infrastructure renewal program which prioritises works throughout the municipality.

The open space and trees program includes projects proposed totalling \$2.7m including:

- \$750k on Thornton Reserve playground renewal
- \$227k for intergenerational activity equipment for Lyne Park Playground
- \$196k for the renewal of Rushcutters Bay Park pathway (along the entire Rushcutters Bay Park seawall)

The council buildings program includes projects proposed totalling \$23.8m including:

- \$22.35m for the redevelopment of the Wilberforce Ave carpark in Rose Bay during 2024-25 with a further estimated \$13.0 million to be spent in 2025-26. The total project cost being estimated to be \$35.35m and is subject to going to tender.
- \$200k for continuation of the work on progressing the Cross Street carpark redevelopment project.

A full listing of individual capital projects including their source of funding is provided in **Attachment 4** to the Committee Report.

The following table shows a comparison of the Capital Works Budget over the past four years. The draft budget of \$43.682m is an increase of \$24.233m from 2023-24. The Wilberforce Ave carpark redevelopment project accounts for \$21.85m of the increase. The other area with a large increase is Traffic Infrastructure due to the \$2.4m O'Sullivan Road, Bellevue Hill cycleway project.

	2020-21	2021-22	2022-23	2023-24	2024-25
	\$'000	\$'000	\$'000	\$'000	\$'000
<b>Capital Works Programs</b>					
Infrastructure Renewal	4,137	4,313	7,553	7,635	6,807
Stormwater	571	780	865	967	797
Environmental Works	585	835	655	620	1,000
Parks & Open Space	3,111	5,027	2,948	2,907	2,699
Streetscape Improvements	550	3,868	100	100	-
Traffic	600	460	330	460	3,080
Floodplain Management	55	55	60	60	60
Council Buildings	867	1,280	872	2,280	23,819
Kiaora Place	127	196	93	350	628
	<b>10,603</b>	<b>16,814</b>	<b>13,476</b>	<b>15,379</b>	<b>38,890</b>
<b>Operating Capital</b>					
Plant & Fleet	1,915	2,292	2,600	3,395	3,831
IT	760	554	69	96	295
Library	469	444	430	454	596
Other	96	43	44	126	70
	<b>3,240</b>	<b>3,332</b>	<b>3,143</b>	<b>4,071</b>	<b>4,792</b>
<b>Total Capital Budget</b>	<b>13,842</b>	<b>20,146</b>	<b>16,618</b>	<b>19,450</b>	<b>43,682</b>
<b>LESS:</b>					
<b>Capital Funding:</b>					
Enviro & Infrastructure Levy	3,906	4,179	4,395	4,415	4,848
Stormwater Charge	691	565	490	455	540

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## Draft 2024-25 Budget – Detailed Analysis

	2020-21	2021-22	2022-23	2023-24	2024-25
	\$'000	\$'000	\$'000	\$'000	\$'000
Section 7.11 & 7.12	3,381	3,332	3,653	3,747	3,804
Grants & Contributions	471	6,242	700	200	75
Reserves	2,896	3,716	1,733	3,491	6,614
Loans	-	-	-	-	22,000
Plant, Vehicle & IT Sales	625	472	676	866	924
Released from Operating	1,901	1,398	5,021	5,133	5,871
<b>Total Capital Funding</b>	<b>13,871</b>	<b>19,903</b>	<b>16,668</b>	<b>18,307</b>	<b>44,675</b>
<b>EQUALS: Budget Result (Surplus) / Deficit</b>	<b>(29)</b>	<b>243</b>	<b>(50)</b>	<b>1,143</b>	<b>(993)</b>

### DRAFT 2024-25 RESERVE MOVEMENTS:

The table below shows the movements in Reserves in the draft 2024-25 budget.

Purpose	Closing Balance Jun-24	Draft 2024-25 Budget		
	\$'000	Transfers to	Transfers from	Closing Balance June 25
		\$'000	\$'000	\$'000
<u>External Restrictions</u>				
Section 7.11 Contributions	1,013	40	-	1,053
Section 7.12 Contributions	2,079	3,022	4,296	805
Unexpended Grants	-	-	-	-
Stormwater Management Charge	53	493	540	6
Domestic Waste Management (DWM) – General	3,663	500	507	3,656
Domestic Waste Management (DWM) – ELE	1,132	96	-	1,228
	<b>7,940</b>	<b>4,150</b>	<b>5,343</b>	<b>6,748</b>
<u>Internal Restrictions</u>				
Environmental & Infrastructure Levy	249	5,619	5,591	277
Employee Leave Entitlements	2,278	-	-	2,278
/Plant Replacement	-	-	-	-
Insurance	445	-	-	445
Workers Compensation Insurance	117	-	-	117
IT – General	234	-	234	-
IT - Libraries	696	75	120	651
Election	322	-	322	-
Deposits	41,561	-	-	41,561
Preschool - General	391	36	-	427
Preschool - ELE	198	30	-	228
Property	6,963	-	1,794	5,169
Open Space & Community Facilities	-	-	-	-



## Draft 2024-25 Budget – Detailed Analysis

Purpose	Closing Balance Jun-24	Draft 2024-25 Budget		
	\$'000	Transfers to \$'000	Transfers from \$'000	Closing Balance June 25 \$'000
Kiaora Place	4,514	2,094	1,014	5,594
Loan Funds	-	22,000	22,000	-
Revotes & Rollovers	483	-	-	483
Oxford Street	206	-	-	206
Open Space Projects	1	-	-	1
Property Development	19	-	-	19
Special Rate Variation (SRV) Reserve	1,661	4,219	5,390	489
Public Art Gallery	252	-	-	252
FAG Prepayment	1,987	2,062	2,047	2,001
Old Section 94	92	-	-	92
General Reserve	4	3	-	7
	<b>62,670</b>	<b>36,138</b>	<b>38,512</b>	<b>60,296</b>
<b>Total Restrictions</b>	<b>70,610</b>	<b>40,289</b>	<b>43,855</b>	<b>67,044</b>

### Transfers to Reserves

Section 7.12 contributions (\$2.822m) are collected through the operating budget and transferred to reserve for expenditure on projects identified in the Contributions Plan. Similarly, Council's Stormwater Management Charge (\$493k) is collected through the annual Rates levy. This is transferred to reserve for expenditure on projects identified through the asset management planning processes.

Council is also required to transfer to reserve interest earned on unexpended Section 7.11 (\$40k) and 7.12 contributions (\$200k). These transfers are calculated as part of the budget preparation process based on forecast receipt and expenditure of contributions and existing interest rates.

The transfer to the Domestic Waste Management (DWM) Reserve, also collected through the Rates levy, is \$500k in 2024-25. The draft 2024-25 budget also includes the usual transfer to cover the forecast increase in employee leave entitlements (\$96k) to the DWM Reserve for ELE.

Council has a legislative obligation to make the above transfers to reserve. In addition to these, Council chooses to make additional transfers to reserves.

Council's Environmental & Infrastructure Renewal Levy (\$5.619m) is collected through the annual Rates levy process as well. This too is transferred to reserve for expenditure on projects identified through the asset management planning processes.

Similar to the Domestic Waste Management Charge, the cost of Council's Preschool is fully recovered through fees and grants. Any surpluses (\$36k) and the forecast increase in employee leave entitlements (\$30k) are transferred to Reserve.

The 2024-25 budget also provides for the transfer of \$2.094m to the Kiaora Place Reserve out of the operating surplus of Kiaora Place. This is more than previous year's budget (2023-24 was \$793k) and is in line with historic convention of transferring surplus funds in excess of \$1.5m to the Kiaora Place Reserve. There are sufficient funds in the Kiaora Place Reserve to meet future capital expenditure commitments at Kiaora Place.

\$4.219m has been transferred to the Special Rate Variation (SRV) Project Reserve to fund expenditure on future SRV projects.

## Draft 2024-25 Budget – Detailed Analysis

The 2024-25 budget assumes a loan drawdown of \$22m to fund the The Wilberforce Ave carpark redevelopment project. These funds are transferred to the Loan Funds Reserve in the budget.

### Transfers from Reserves

Transfers from the Section 7.12 Contributions Reserve (\$4.296m) are made each year to fund relevant capital and operating projects and to also partly fund debt servicing costs for projects in the Contributions Plan, including Woollahra Library. It is important to note that this level of transfer is dependent on receiving the contributions forecast in both the 2023-24 and 2024-25 budgets. If that level of contributions is not received a review of the projects being funded will be required.

\$5.591m has been transferred from the Environmental & Infrastructure Renewal Levy Reserve and \$540k has been transferred from the Stormwater Management Charges Reserve to fund capital projects identified through Council's asset management plan processes together with a range of environmental and sustainability initiatives in the operating budget.

Transfers from the Domestic Waste Management reserve are made on an as required basis depending on the asset renewals occurring in any given year. 2024-25 sees a transfer of \$507k for the replacement of plant and vehicles.

Transfers from the Property Reserve (\$1.794m) are proposed to fund projects in the Capital budget, including Wilberforce & Cross Street car parks redevelopment, works on Community buildings, Leased Properties, Council Offices and Parks and Ovals Buildings.

Consistent with prior years, and because of its tight connection with the success of Kiaora Place, Woollahra Library's payment toward the centre's outgoings is funded from the Kiaora Place Reserve, being a transfer of \$361k for 2024-25. Additionally, a program of capital works at Kiaora Place totalling \$653k has also been funded from the Kiaora Place Reserve. The largest item relates to upgrading the amenities in both Buildings 1 and 2 for \$360k.

The 2024-25 budget provides for a transfer of \$322k from the election reserve to fund the cost of the election in September 2024.

\$5.390m has been transferred from the Special Rate Variation (SRV) Project Reserve to fund expenditure on operational and capital SRV projects. These projects include \$2.5m for the O'Sullivan Road, Bellevue Hill - Cycleway Project and \$757k for Progressing the heritage gap analysis. 2024-25 is year 2 of the 10 year SRV project plan.

The 2024-25 budget provides for a \$22m transfer from the Loan Funds Reserve to fund the construction costs of the Wilberforce Ave carpark redevelopment project.

2024/25 Draft Capital Budget

Project NameDescription of Works		New / Renewal (N/ R)	Condition Rating	Expenditure Budget	Capital Funding									Net Cost
					Sales	E&IRL	Stormwater Mgt Charge	Section 7.11	Section 7.12	Grants	Loans	Reserves		
207 Information Technlgy														
981 - Computers & Office Equipment														
Printer Fleet Replacement	Replacing end-of-life printer fleet (30 Printers and contract for managed consumables)			150,000	0	0	0	0	0	0	0	-150,000	0	
Laptop Fleet Replacement	Replacing end-of-life laptop (60 staff laptops)			95,000	0	0	0	0	0	0	0	-84,464	10,536	
Office WiFi Infrastructure Replacement	Replace end-of-life WiFi infrastructure (Access Points) at Council Chambers and Woollahra Library at Double Bay			50,000	0	0	0	0	0	0	0	0	50,000	
Total for Computers & Office Equipment				295,000	0	0	0	0	0	0	0	-234,464	60,536	
Total for Information Technlgy				295,000	0	0	0	0	0	0	0	-234,464	60,536	
302 Engineering Services														
933 - Traffic Infrastructure														
Albemarle Lane, Rose Bay	Shared Zone	N	N/A	130,000	0	0	0	0	0	0	0	0	130,000	
Moncur Street, Woollahra, near Morrell Street	Raised Pedestrian Crossing	N	N/A	200,000	0	0	0	0	0	0	0	0	200,000	
Glenmore Road, Paddington, near Goodhope Street	Raised Pedestrian Crossing	N	N/A	200,000	0	0	0	0	0	0	0	0	200,000	
Minor Traffic Capital Works	Minor Traffic Facilities	N	N/A	50,000	0	0	0	0	0	0	0	0	50,000	
O'Sullivan Road, Bellevue Hill - Cycleway Project	SRV project - Seperated Cycleway and Shared Path	N	N/A	2,500,000	0	0	0	0	0	0	0	-2,500,000	0	
Total for Traffic Infrastructure				3,080,000	0	0	0	0	0	0	0	-2,500,000	580,000	
935 - Flood Plain Management														
Stormwater Inlet Capacity Increase	Multiple jobs to Improve Stormwater Inlet Capacity	N & R	Various	60,000	0	0	0	0	0	0	0	0	60,000	
Total for Flood Plain Management				60,000	0	0	0	0	0	0	0	0	60,000	
968 - Stormwater Levy Works														
Small Stormwater works	Multiple Priority Projects to Improve Stormwater Management	N & R	Various	460,000	0	0	-460,000	0	0	0	0	0	0	
Condition assessment for the stormwater network	CCTV works in stormwater network in entire LGA	N & R	Various	80,000	0	0	-80,000	0	0	0	0	0	0	
Edgecliff Road, Woollahra - Climate Change Adaption Measures - Design phase	SRV project - Stormwater improvements and streetscape upgrade	N		51,450	0	0	0	0	0	0	0	-51,450	0	
Pipe Refurbishment Program - Climate Change Adaption Measures	SRV project - Stormwater improvements and upgrades	R	Various	205,800	0	0	0	0	0	0	0	-205,800	0	
Total for Stormwater Levy Works				797,250	0	0	-540,000	0	0	0	0	-257,250	0	
969 - Infrastructure Renewal Program														
Plan and control the Infrastructure Renewal program	Management of Overall Programs	N & R	N/A	200,000	0	-200,000	0	0	0	0	0	0	0	
Infrastructure Design in Advance	Forward Design Assignments	N	N/A	100,000	0	-100,000	0	0	0	0	0	0	0	
Minor Capital Road Works	Multiple Priority Small Road Jobs	N & R	4	360,000	0	-360,000	0	0	0	0	0	0	0	
Minor Capital Retaining Walls and Fences Works	Multiple Priority Small Retaining Walls and Fences Jobs	N & R	4	300,000	0	-300,000	0	0	0	0	0	0	0	
Rose Bay Promonade Balustrade (Heritage Item) Conservation Project	Continuing Wall Works	R	3	300,000	0	-300,000	0	0	0	0	0	0	0	
Lamb Street Bellevue Hill, March Street to Kambala Road	Road Pavement resheeting, kerb and gutter and footpath reconstruction	R	4	189,000	0	-189,000	0	0	0	0	0	0	0	
March Street Bellevue Hill, Vivian Street to End	Road Pavement resheeting, kerb and gutter and footpath reconstruction	R	4	299,500	0	-299,500	0	0	0	0	0	0	0	
Birriga Road Bellevue Hill, Bundara Road to 4 Birriga Road	Pavement Resheeting; footpath and stormwater works	R	4	677,500	0	-677,500	0	0	0	0	0	0	0	
Warren Road Bellevue Hill, Suttie Road to Holland Road	Road Pavement resheeting, Footpath and kerb and gutter reconstruction	R	4	275,000	0	-275,000	0	0	0	0	0	0	0	
Northland Road Bellevue Hill, Cooper Park Road to Holland Road	Road Pavement resheeting and footpath Works	R	4	236,000	0	0	0	0	-236,000	0	0	0	0	
Nelson Street Woollahra, Queen Street to end	Road Pavement resheeting; AC footpath and stormwater pits	R	4	220,000	0	0	0	0	-220,000	0	0	0	0	

## 2024/25 Draft Capital Budget

		New / Renewal (N/ R)	Condition Rating	Expenditure Budget	Capital Funding									Net Cost
Project Name	Description of Works				Sales	E&IRL	Stormwater Mgt Charge	Section 7.11	Section 7.12	Grants	Loans	Reserves		
Manning Road Woollahra Epping Road to Surtie Road	Road Pavement; Kerb gutter and New Footpath Reconstruction	R	4	481,640	0	0	0	0	-481,640	0	0	0	0	
Wallis Street Woollahra Oxford Street to Moncur Street	Road Pavement resheeting, crack sealing and AC Footpath reconstruction	R	4	156,500	0	-156,500	0	0	0	0	0	0	0	
William Street Double Bay , Pearce St to Bay St	Road pavement resheeting	R	4	350,000	0	0	0	0	0	-75,000	0	0	275,000	
Boundary Street Paddington, Campbell Avenue to 142 Boundary Street	Road Pavement resheeting	R	4	30,000	0	0	0	0	-30,000	0	0	0	0	
Campbell Avenue Paddington, Glenmore Road to Boundary Street	Road Pavement resheeting	R	4	214,000	0	0	0	0	-214,000	0	0	0	0	
Macdonald Street Paddington, Brown Street to Brown Lane	Road Pavement resheeting, footpath reconstruction and Stormwater Pit Works	R	4	84,000	0	0	0	0	-84,000	0	0	0	0	
Glenmore Road Paddington, Cambridge Street to Gurner Lane	Road Pavement resheeting	R	4	182,000	0	0	0	0	-182,000	0	0	0	0	
Duxford Street Paddington, Broughton Street to Gurner Street	Road Pavement resheeting	R	4	146,500	0	-146,500	0	0	0	0	0	0	0	
Sutherland Avenue Paddington, Elizabeth St to Forbes Street	Road Pavement resheeting; Kerb & gutter and footpath reconstruction	R	4	221,000	0	0	0	0	-158,000	0	0	0	63,000	
Cambridge Avenue Vaucluse,Hopetoun Avenue to Palmerston Street	Road Pavement resheeting, Kerb and gutter reconstruction, dish crossing; footpath works and stormwater pit & pipe works	N & R	4	433,500	0	-433,500	0	0	0	0	0	0	0	
Ebsworth Road, Rose Bay, Fernleigh Avenue to Courtenary Road	Road Pavement resheeting and kerb and gutter Reconstruction	R	4	224,250	0	-224,250	0	0	0	0	0	0	0	
Olola Avenue Vaucluse Wentworth Road to 13 Olola Avenue	Road Pavement resheeting and footpath Reconstruction	R	4	282,000	0	-186,250	0	0	0	0	0	0	95,750	
Cecil Road Rose bay, Chamberlaine Avenue to Towns Road	Road Pavement resheeting	R	4	142,000	0	0	0	0	0	-78,862	0	0	63,138	
Artlett Street Edgecliff, South Street to End	Road Pavement resheeting	R	4	26,800	0	0	0	0	0	-14,883	0	0	11,917	
Bellevue Road (Left) Bellevue Hill, Fairweather Road to Rosslyn Street	Road Pavement resheeting	R	4	28,390	0	0	0	0	0	-15,767	0	0	12,623	
Gurner Street Paddington, Cascade Street to Norfolk Street	Road Pavement resheeting	R	4	84,000	0	0	0	0	0	-46,651	0	0	37,349	
Conway Avenue, Carlisle Street to End	Road Pavement resheeting	R	4	132,800	0	0	0	0	0	-73,753	0	0	59,047	
Myall Avenue Vaucluse, John Dykes Avenue to Old South Head Road	Road Pavement resheeting	R	4	80,800	0	0	0	0	0	-44,874	0	0	35,926	
Dumaresq Road, Rose Bay Seawall Protection	Suitable Sea Armour Protection from Erosion	N	N/A	350,000	0	0	0	0	0	0	0	0	350,000	
Total for Infrastructure Renewal Program				6,807,180	0	-3,848,000	0	0	-1,605,640	-349,790	0	0	1,003,750	
Total for Engineering Services				10,744,430	0	-3,848,000	-540,000	0	-1,605,640	-349,790	0	-2,757,250	1,643,750	
304 Open Space & Trees														
938 - Open Space Capital Works Project Mgmt														
Open Space Capital Works Project Management		N/A	N/A	105,000	0	0	0	0	-105,000	0	0	0	0	
Total for Open Space Capital Works Project Mgmt				105,000	0	0	0	0	-105,000	0	0	0	0	
939 - Parks & Reserves														
Yarranabbe Park entry landscaping	Improvements to entry to Yarranabbe Park adjacent to RANSA.	R	3	112,000	0	0	0	0	-112,000	0	0	0	0	
Renewal of Rushcutters Bay Park pathway	Along the entire Rushcutters Bay Park seawall	R	2	196,000	0	0	0	0	-196,000	0	0	0	0	
Park Furniture rollout	Renewal and new park furniture across the LGA	N/R	4	150,000	0	0	0	0	-150,000	0	0	0	0	
Park lighting upgrades	Renewal and new park lighting across the LGA	R	4	75,000	0	0	0	0	-75,000	0	0	0	0	
Cooper Park Creek weir and pond repair	Repair of weirs and Cooper Park pond	R	4	142,000	0	0	0	0	-142,000	0	0	0	0	
Park fencing upgrade - various sites	Fencing upgrades to various sites	R	4	136,000	0	0	0	0	-136,000	0	0	0	0	
Park signage - new and replace	Park signage renewal and new at various sites.	N/R	4	96,000	0	0	0	0	-96,000	0	0	0	0	
CCTV upgrades at Gap Park	Improvements and replacement of cameras at Gap Park	R	4	127,000	0	0	0	0	-127,000	0	0	0	0	
Priority infrastructure for change to dog regulations	Infrastructure improvements as per amended dog regulations	N/R		106,000	0	0	0	0	-106,000	0	0	0	0	



2024/25 Draft Capital Budget

		New / Renewal (N/ R)	Condition Rating	Expenditure Budget	Capital Funding								Net Cost
Project Name	Description of Works				Sales	E&IRL	Stormwater Mgt Charge	Section 7.11	Section 7.12	Grants	Loans	Reserves	
Renewal of Trumper Park pathway leading to New Mclean Street	Upgrade of Trumper Park pathway leading to Edgecliff Centre	R	4	146,000	0	0	0	0	-146,000	0	0	0	0
Total for Parks & Reserves				1,286,000	0	0	0	0	-1,286,000	0	0	0	0
941 - Playgrounds													
Thornton Reserve Playground renewal	Renewal of Thornton Playground following community consultation.	R	3	750,000	0	0	0	0	-476,054	0	0	-273,946	0
Design and community consultation for Trumper Park and Rushcutters Bay Park playground	Design and consultation	R	3	57,000	0	0	0	0	-57,000	0	0	0	0
Intergenerational activity equipment for Lyne Park Playground - Stage 2	Various equipment for the Lyne Park Playground Activity Trail	N	N/A	227,000	0	0	0	0	0	0	0	-227,000	0
Total for Playgrounds				1,034,000	0	0	0	0	-533,054	0	0	-500,946	0
942 - Sportsfields													
Christon Park irrigation extension	Extension of existing irrigation at Christison Park	N	N/A	156,000	0	0	0	0	-156,000	0	0	0	0
Returfing Major Sportsfield	Returfing Rushcutters Bay Park sporting field No.1	R	4	118,000	0	0	0	0	-118,000	0	0	0	0
Total for Sportsfields				274,000	0	0	0	0	-274,000	0	0	0	0
Total for Open Space & Trees				2,699,000	0	0	0	0	-2,198,054	0	0	-500,946	0
306 Property & Projects													
980 - Investment Properties													
Kiaora Place	Landscaping	R	3	15,000	0	0	0	0	0	0	0	-15,000	0
Kiaora Place	Amenities Upgrade - Building 1	R	3	200,000	0	0	0	0	0	0	0	-200,000	0
Kiaora Place	Amenities Upgrade - Building 2	R	3	160,000	0	0	0	0	0	0	0	-160,000	0
Kiaora Place	Building Glazing Seals Upgrade	R	4	50,000	0	0	0	0	0	0	0	-50,000	0
Kiaora Place	Roofing Upgrade - Metal Deck, Guttering, Waterproofing	R	3	50,000	0	0	0	0	0	0	0	-50,000	0
Kiaora Place	Exhaust Fan replacement	R	3	63,000	0	0	0	0	0	0	0	-63,000	0
Kiaora Place	Air Conditioning Variable Speed Drive replacement	R	3	10,000	0	0	0	0	0	0	0	-10,000	0
Kiaora Place	Wet Weather Safety Entry Floor Mats replacement	R	3	40,000	0	0	0	0	0	0	0	-40,000	0
Kiaora Place	Height Safety Rooftop Access Compliance Upgrade	N	N/A	40,000	0	0	0	0	0	0	0	-40,000	0
Total for Investment Properties				628,000	0	0	0	0	0	0	0	-628,000	0
982 - Commercial/Leased Properties													
Watsons Bay Tea Rooms	Toilets refurbishment	R	4	50,000	0	0	0	0	0	0	0	-50,000	0
Rushcutters Bay Kiosk	Install new extraction fan	N	N/A	15,000	0	0	0	0	0	0	0	-15,000	0
RANSA	Toilets refurbishment	R	3	70,000	0	0	0	0	0	0	0	-70,000	0
RANSA	Replace Sewer	R	4	35,000	0	0	0	0	0	0	0	-35,000	0
Woollahra Golf Club Cottage	Refurbish roof, gutters & downpipes	R	4	20,000	0	0	0	0	0	0	0	-20,000	0
Redleaf Kiosk	Refurbish roof, gutters & downpipes	R	4	10,000	0	0	0	0	0	0	0	-10,000	0
Redleaf Kiosk	Upgrade toilets and change rooms	R	4	25,000	0	0	0	0	0	0	0	-25,000	0
Redleaf Kiosk	Water supply pipe replacement	R	4	45,000	0	0	0	0	0	0	0	-45,000	0
Total for Commercial/Leased Properties				270,000	0	0	0	0	0	0	0	-270,000	0
984 - Parks / Ovals Buildings													
Steyne Park Amenities Building	Refurbishment of workshops	R	4	15,000	0	0	0	0	0	0	0	-15,000	0
Grimmley Pavilion	Refurbishment of toilets & change rooms	R	4	70,000	0	0	0	0	0	0	0	-70,000	0
Robertson Park Toilets	Internal re-tile and general refurbishment	R	4	55,000	0	0	0	0	0	0	0	-55,000	0
Robertson Park Toilets	Upgrade electricals & lighting	R	4	20,000	0	0	0	0	0	0	0	-20,000	0
McKell Park Toilet	Replace ceilings	R	4	15,000	0	0	0	0	0	0	0	-15,000	0
Total for Parks / Ovals Buildings				175,000	0	0	0	0	0	0	0	-175,000	0
985 - Depots													
Fletcher St Depot	Install concrete stormwater swale	N	N/A	63,000	0	0	0	0	0	0	0	-63,000	0
Total for Depots				63,000	0	0	0	0	0	0	0	-63,000	0

2024/25 Draft Capital Budget

		New / Renewal (N/ R)	Condition Rating	Expenditure Budget	Capital Funding								Net Cost
Project Name	Description of Works				Sales	E&IRL	Stormwater Mgt Charge	Section 7.11	Section 7.12	Grants	Loans	Reserves	
986 - Council Offices													
Annexe	Upgrade Kitchens	R	2	15,000	0	0	0	0	0	0	0	-15,000	0
Redleaf	Replace computer room air-conditioning units	R	3	80,000	0	0	0	0	0	0	0	-80,000	0
Redleaf	Replace air-conditioning fan motors & pumps	R	3	75,000	0	0	0	0	0	0	0	-75,000	0
Redleaf	Replace ductwork and fire dampers	R	3	50,000	0	0	0	0	0	0	0	-50,000	0
Redleaf	Replace copper roof - Heritage building	R	3	70,000	0	0	0	0	0	0	0	-70,000	0
Upgrade Fire Services	Various locations	R	3	15,000	0	0	0	0	0	0	0	-15,000	0
Total for Council Offices				305,000	0	0	0	0	0	0	0	-305,000	0
987 - Community Facilities													
Preschool	Electrical Upgrade	R	3	10,000	0	0	0	0	0	0	0	-10,000	0
Preschool	Upgrade stormwater drainage	R	3	20,000	0	0	0	0	0	0	0	-20,000	0
Cooper Park Community Hall	Roof Gutter & boards replacement	R	5	20,000	0	0	0	0	0	0	0	-20,000	0
Gaden Reserve	Replace floor coverings	R	4	20,000	0	0	0	0	0	0	0	-20,000	0
Gaden Reserve	Lift upgrade	R	4	25,000	0	0	0	0	0	0	0	-25,000	0
The Gunyah	Rear deck & ramp replacement	R	5	25,000	0	0	0	0	0	0	0	-25,000	0
Holdsworth Street Community Centre	Replace sections of roof	R	5	10,000	0	0	0	0	0	0	0	-10,000	0
Holdsworth Street Community Centre	Replace carpet in Administration area	R	4	25,000	0	0	0	0	0	0	0	-25,000	0
Holdsworth Street Community Centre	Toilets refurbishment	R	4	20,000	0	0	0	0	0	0	0	-20,000	0
Sir David Martin Reserve - Cottage	Refurbish roof, gutters & downpipes	R	5	10,000	0	0	0	0	0	0	0	-10,000	0
Sir David Martin Reserve - Drill Hall	Toilets refurbishment	R	4	70,000	0	0	0	0	0	0	0	-70,000	0
Sir David Martin Reserve - Drill Hall	Install bird proofing	N	N/A	11,000	0	0	0	0	0	0	0	-11,000	0
Sir David Martin Reserve - Drill Hall	Sewer upgrade	R	4	25,000	0	0	0	0	0	0	0	-25,000	0
Woollahra Gallery @ Redleaf	New reception desk	N	2	10,000	0	0	0	0	0	0	0	-10,000	0
Accessibility Inclusion program	Various locations	N	N/A	50,000	0	0	0	0	0	0	0	-50,000	0
Total for Community Facilities				351,000	0	0	0	0	0	0	0	-351,000	0
988 - Library Buildings													
Watsons Bay Library	Furniture upgrade	R	3	30,000	0	0	0	0	0	0	0	-30,000	0
Woollahra Library	Upgrade Toilets	R	4	25,000	0	0	0	0	0	0	0	-25,000	0
Watsons Bay Library	Carpet replacement	R	3	20,000	0	0	0	0	0	0	0	-20,000	0
Total for Library Buildings				75,000	0	0	0	0	0	0	0	-75,000	0
989 - Car Parks													
Cross Street Carpark	Remedial works	R	4	30,000	0	0	0	0	0	0	0	-30,000	0
Cross Street Carpark	Redevelopment	N	N/A	200,000	0	0	0	0	0	0	0	-200,000	0
Wilberforce Car Park	Redevelopment	N	N/A	350,000	0	0	0	0	0	0	0	-350,000	0
Wilberforce Car Park	Redevelopment - Build costs	N	N/A	22,000,000	0	0	0	0	0	0	-22,000,000	0	0
Total for Car Parks				22,580,000	0	0	0	0	0	0	-22,000,000	-580,000	0
Total for Property & Projects				24,447,000	0	0	0	0	0	0	-22,000,000	-2,447,000	0
707 Environmental Works													
959 - Environmental Works Program													
Water Quality Improvement - WSUD	Implementation of WSUD projects including raingardens.	N	N/A	50,000	0	-50,000	0	0	0	0	0	0	0
Water Quality Improvement - GPTs	Design and construction of GPTs to treat stormwater	N	N/A	200,000	0	-200,000	0	0	0	0	0	0	0
Electric vehicle charging	Installation of electric vehicle charging infrastructure	N	N/A	70,000	0	-70,000	0	0	0	0	0	0	0
Energy conservation and carbon reduction	Projects to reduce energy use and carbon emissions	N	N/A	100,000	0	-100,000	0	0	0	0	0	0	0
Transition from Gas - Phase 1	Phase 1 - replacing hot water units & electrical upgrade Kiaora and Redleaf	R		180,000	0	-180,000	0	0	0	0	0	0	0
Transition from Gas - Phase 2	Phase 2 - VRF System replacement Kiaora 1	R		400,000	0	-400,000	0	0	0	0	0	0	0
Total for Environmental Works Program				1,000,000	0	-1,000,000	0	0	0	0	0	0	0

2024/25 Draft Capital Budget

Project Name	Description of Works	New / Renewal (N/ R)	Condition Rating	Expenditure Budget	Capital Funding								Net Cost
					Sales	E&IRL	Stormwater Mgt Charge	Section 7.11	Section 7.12	Grants	Loans	Reserves	
Total for Environmental Works				1,000,000	0	-1,000,000	0	0	0	0	0	0	
Total Capital Works Program				39,185,430	0	-4,848,000	-540,000	0	-3,803,694	-349,790	-22,000,000	-5,939,660	1,704,286
OPERATING CAPITAL BUDGET													
915 - Civil Operations													
Street Furniture				70,000.00	0	0	0	0	0	0	0	0	70,000
				70,000	0	0	0	0	0	0	0	0	70,000
948/ 950 / 953 - Library													
Library IT Technology				167,120	0	0	0	0	0	0	0	-167,120	0
Books & audio visual				428,823	0	0	0	0	0	0	0	0	428,823
				595,943	0	0	0	0	0	0	0	-167,120	428,823
957- Woollahra Gallery at Redleaf													
Furniture & Fittings				0	0	0	0	0	0	0	0	0	0
				0	0	0	0	0	0	0	0	0	0
990 - Plant & Vehicle Replacement													
Passenger Vehicles				1,273,999	-557,000	0	0	0	0	0	0	-39,032	677,968
Light Commercial Vehicles				364,000	-101,000	0	0	0	0	0	0	-23,018	239,982
Heavy Plant				1,595,000	-235,500	0	0	0	0	0	0	-445,000	914,500
Miscellaneous Plant				598,000	-30,000	0	0	0	0	0	0	0	568,000
				3,830,999	-923,500	0	0	0	0	0	0	-507,050	2,400,449
TOTAL CAPITAL BUDGET				43,682,372	-923,500	-4,848,000	-540,000	0	-3,803,694	-349,790	-22,000,000	-6,613,830	4,603,558

Rating Structure – 2024/25 Rating Year: 7.5% Special Rate Variation							
Rate Category	Method of Levying Rate	Cents in the \$	Base Amount / Minimum \$	Number of Assessments	Number of Mins	% of Mins	Yield \$
Ordinary Rate – Residential	Base Amount - 50% Ad Valorem - 50%	0.03347	801	25,079			40,296,930
Ordinary Rate – Business	Ad Valorem – subject to a minimum	0.17930	837	458	162	35.4	1,803,437
Business Sub Categories:							
Double Bay	Ad Valorem – subject to a minimum	0.21280	837	239	27	11.3	2,305,177
Oxford Street, Paddington	Ad Valorem – subject to a minimum	0.41750	837	198	5	2.5	1,134,135
Rose Bay (New South Head Road)	Ad Valorem – subject to a minimum	0.18360	837	79	8	10.1	376,580
Edgecliff	Ad Valorem – subject to a minimum	0.26580	837	183	83	45.3	519,380
Bellevue Hill	Ad Valorem – subject to a minimum	0.21440	837	29	12	41.6	36,692
Edgecliff / Grosvenor Streets, Woollahra	Ad Valorem – subject to a minimum	0.20130	837	34	4	11.7	114,863
Five Ways Paddington	Ad Valorem – subject to a minimum	0.17470	837	28	0	-	97,035
New South Head Road, Vaucluse	Ad Valorem – subject to a minimum	0.22100	837	23	6	26.5	54,726
Old South Head Road, Rose Bay	Ad Valorem – subject to a minimum	0.15300	837	22	5	22.9	81,875
Old South Head Road, Vaucluse	Ad Valorem – subject to a minimum	0.11330	837	12	3	25.0	18,950
Plumer Road, Rose Bay	Ad Valorem – subject to a minimum	0.20970	837	3	0	-	17,144
Queen Street, Woollahra	Ad Valorem – subject to a minimum	0.15200	837	68	3	4.4	311,173
Watsons Bay	Ad Valorem – subject to a minimum	0.22140	837	17	4	23.4	106,298
Special Rate – *Environmental & Infrastructure Renewal Levy (All categories & sub-categories)	Base Amount - 50% Ad Valorem - 50%	0.00444	106	26,471			5,618,873
<b>Sub Total: Gross Rates Levy</b>							<b>52,893,267</b>
Less:Pensioner Rates Rebate (Government)							201,788
Pensioner Rates Rebate (Council)							126,262
<b>Total: Net Rates Income</b>							<b>52,565,217</b>

\*This Rating Structure is based on the 2022 Land valuation and 7.5% Special Rate Variation

\*The Environmental and Infrastructure Levy is used to fund Council's Environmental Works and Infrastructure Renewal programs which benefit the local government area as a whole.



Residential Rating Structure - 2024/25 - Alternate Scenarios at 7.50% Special Rate Variation						
Land Value	2024/25 Rates 50% Base Amt (Recommended) \$	2024/25 Rates Minimum Rate \$	2024/25 Rates 10% Base Amt \$	2024/25 Rates 20% Base Amt \$	2024/25 Rates 30% Base Amt \$	2024/25 Rates 40% Base Amt \$
\$30,400	811.17	704.39	178.67	337.02	495.37	653.71
\$80,667	828.00	704.39	208.92	363.91	518.89	673.88
\$166,470	856.72	704.39	260.56	409.81	559.06	708.30
\$365,000	923.17	704.39	380.03	516.01	651.98	787.95
\$786,000	1,064.07	704.39	633.38	741.21	849.03	956.85
\$1,007,400	1,138.18	704.39	766.62	859.64	952.66	1,045.68
\$1,510,000	1,306.40	843.38	1,069.08	1,128.49	1,187.90	1,247.32
\$1,880,000	1,430.24	1,050.04	1,291.74	1,326.41	1,361.08	1,395.76
\$2,407,000	1,606.62	1,344.38	1,608.88	1,608.32	1,607.75	1,607.18
\$2,520,000	1,644.44	1,407.50	1,676.88	1,668.76	1,660.64	1,652.52
\$3,600,000	2,005.92	2,010.71	2,326.81	2,246.48	2,166.14	2,085.81
\$5,950,000	2,792.47	3,323.25	3,741.01	3,503.54	3,266.07	3,028.61
\$6,970,000	3,133.86	3,892.95	4,354.83	4,049.16	3,743.49	3,437.82
\$9,440,000	3,960.57	5,272.52	5,841.25	5,370.42	4,899.59	4,428.76
\$11,000,000	4,482.70	6,143.83	6,780.03	6,204.90	5,629.76	5,054.62
\$14,200,000	5,553.74	7,931.13	8,705.75	7,916.65	7,127.54	6,338.43
\$16,800,000	6,423.96	9,383.30	10,270.40	9,307.44	8,344.49	7,381.53
\$22,400,000	8,298.28	12,511.07	13,640.40	12,303.00	10,965.60	9,628.20
\$28,800,000	10,440.36	16,085.66	17,491.84	15,726.50	13,961.16	12,195.82
\$36,400,000	12,984.08	20,330.49	22,065.42	19,791.91	17,518.39	15,244.88
\$38,400,000	13,653.48	21,447.55	23,268.99	20,861.75	18,454.50	16,047.26
\$62,500,000	21,719.75	34,908.13	37,772.05	33,753.36	29,734.66	25,715.97
\$96,100,000	32,965.67	53,674.73	57,992.09	51,726.73	45,461.36	39,195.99

Double Bay Business Rating Structure - 2024/25 - Alternate Scenarios at 7.50% Special Rate Variation						
Land Value	2024/25 Rates Minimum Rate (Recommended) \$	2024/25 Rates 10% Base Amt \$	2024/25 Rates 20% Base Amt \$	2024/25 Rates 30% Base Amt \$	2024/25 Rates 40% Base Amt \$	2024/25 Rates 50% Base Amt \$
\$48,600	837.00	1,053.80	2,003.92	2,954.05	3,904.17	4,854.29
\$209,358	837.00	1,362.45	2,278.28	3,194.11	4,109.94	5,025.76
\$362,000	837.00	1,655.52	2,538.79	3,422.05	4,305.32	5,188.58
\$478,532	1,018.32	1,879.26	2,737.67	3,596.07	4,454.48	5,312.88
\$584,350	1,243.50	2,082.43	2,918.26	3,754.09	4,589.92	5,425.75
\$801,900	1,706.44	2,500.12	3,289.54	4,078.96	4,868.38	5,657.80
\$1,232,000	2,621.70	3,325.91	4,023.57	4,721.24	5,418.91	6,116.57
\$1,730,000	3,681.44	4,282.06	4,873.49	5,464.91	6,056.34	6,647.77
\$2,180,000	4,639.04	5,146.05	5,641.48	6,136.91	6,632.33	7,127.76
\$3,830,000	8,150.24	8,314.02	8,457.45	8,600.88	8,744.31	8,887.75
\$4,370,000	9,299.36	9,350.81	9,379.04	9,407.27	9,435.51	9,463.74
\$7,730,000	16,449.44	15,801.95	15,113.39	14,424.83	13,736.27	13,047.71
\$8,010,000	17,045.28	16,339.54	15,591.25	14,842.96	14,094.66	13,346.37
\$11,100,000	23,620.80	22,272.29	20,864.80	19,457.31	18,049.82	16,642.34
\$17,100,000	36,388.80	33,792.17	31,104.70	28,417.22	25,729.75	23,042.28
\$18,500,000	39,368.00	36,480.15	33,494.01	30,507.87	27,521.73	24,535.59
\$21,200,000	45,113.60	41,664.10	38,101.97	34,539.83	30,977.70	27,415.57
\$29,200,000	62,137.60	57,023.95	51,755.17	46,486.38	41,217.60	35,948.82
\$75,700,000	161,089.60	146,303.09	131,114.40	115,925.72	100,737.03	85,548.34
116,000,000	246,848.00	223,678.35	199,892.41	176,106.47	152,320.53	128,534.59



## Political Donations: Matters to be considered by Councillors at Council and/or Committee Meetings

