



ORDINARY COUNCIL MEETING

AGENDA

1 SEPTEMBER 2020

Notice is hereby given, in accordance with the provisions of the Local Government Act 1993 that an **ORDINARY MEETING of ORANGE CITY COUNCIL** will be held in the **COUNCIL CHAMBER, CIVIC CENTRE, BYNG STREET, ORANGE WITH AN OPTION OF ONLINE CONFERENCING PLATFORM ZOOM DUE TO COVID-19 REQUIREMENTS** on **Tuesday, 1 September 2020** commencing at **7.00PM**.

David Waddell
CHIEF EXECUTIVE OFFICER

For apologies please contact Administration on 6393 8218.

AGENDA

EVACUATION PROCEDURE

In the event of an emergency, the building may be evacuated. You will be required to vacate the building by the rear entrance and gather at the breezeway between the Library and Art Gallery buildings. This is Council's designated emergency muster point.

Under no circumstances is anyone permitted to re-enter the building until the all clear has been given and the area deemed safe by authorised personnel.

In the event of an evacuation, a member of Council staff will assist any member of the public with a disability to vacate the building.

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Nil

COUNCIL MEETING ADJOURNS FOR THE CONDUCT OF THE OPEN FORUM

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COUNCIL MEETING ADJOURNS FOR THE CONDUCT OF THE POLICY COMMITTEES.

Planning and Development - Chaired by Cr Russell Turner

Employment and Economic Development - Chaired by Cr Tony Mileto

Infrastructure - Chaired by Cr Jeff Whitton

Sport and Recreation - Chaired by Cr Jason Hamling

Environmental Sustainability - Chaired by Cr Reg Kidd

Finance - Chaired by Cr Jeff Whitton

Services - Chaired by Cr Scott Munro

COUNCIL MEETING RESUMES.

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1 INTRODUCTION

1.1 APOLOGIES AND LEAVE OF ABSENCE

1.2 LIVESTREAMING AND RECORDING

This Council Meeting is being livestreamed and recorded. By speaking at the Council Meeting you agree to being livestreamed and recorded. Please ensure that if and when you speak at this Council Meeting that you ensure you are respectful to others and use appropriate language at all times. Orange City Council accepts no liability for any defamatory or offensive remarks or gestures made during the course of this Council Meeting. A recording will be made for administrative purposes and will be available to Councillors.

1.3 ACKNOWLEDGEMENT OF COUNTRY

I would like to acknowledge the Wiradjuri people who are the Traditional Custodians of the Land. I would also like to pay respect to the Elders both past and present of the Wiradjuri Nation and extend that respect to other Aboriginal Australians who are present.

1.4 DECLARATION OF PECUNIARY INTERESTS, SIGNIFICANT NON-PECUNIARY INTERESTS AND LESS THAN SIGNIFICANT NON-PECUNIARY INTERESTS

The provisions of Chapter 14 of the Local Government Act, 1993 (the Act) regulate the way in which Councillors and designated staff of Council conduct themselves to ensure that there is no conflict between their private interests and their public role.

The Act prescribes that where a member of Council (or a Committee of Council) has a direct or indirect financial (pecuniary) interest in a matter to be considered at a meeting of the Council (or Committee), that interest must be disclosed as soon as practicable after the start of the meeting and the reasons given for declaring such interest.

As members are aware, the provisions of the Local Government Act restrict any member who has declared a pecuniary interest in any matter from participating in the discussion or voting on that matter, and requires that member to vacate the Chamber.

Council's Code of Conduct provides that if members have a non-pecuniary conflict of interest, the nature of the conflict must be disclosed. The Code of Conduct also provides for a number of ways in which a member may manage non pecuniary conflicts of interest.

RECOMMENDATION

It is recommended that Councillors now disclose any conflicts of interest in matters under consideration by the Council at this meeting.

2 MAYORAL MINUTES

Nil

3 CONFIRMATION OF MINUTES OF PREVIOUS MEETING

RECOMMENDATION

That the Minutes of the Ordinary Meeting of Orange City Council held on 18 August 2020 (copies of which were circulated to all members) be and are hereby confirmed as a true and accurate records of the proceedings of the Council meeting held on 18 August 2020.

ATTACHMENTS

- 1 Minutes of the Ordinary Meeting of Orange City Council held on 18 August 2020

ORANGE CITY COUNCIL

MINUTES OF THE

ORDINARY COUNCIL MEETING

HELD IN COUNCIL CHAMBER, CIVIC CENTRE, BYNG STREET, ORANGE AND VIA ONLINE CONFERENCING
PLATFORM ZOOM

ON 18 AUGUST 2020

COMMENCING AT 7.01PM

1 INTRODUCTION

ATTENDANCE

Cr R Kidd (Mayor), Cr S Romano (Deputy Mayor), Cr K Duffy, Cr J Hamling, Cr J McRae (Zoom), Cr T Mileto, Cr S Munro, Cr S Nugent, Cr G Taylor, Cr R Turner, Cr J Whitton

Chief Executive Officer, Acting Director Corporate and Commercial Services (Redmond), Director Development Services, Director Community, Recreation and Cultural Services, Director Technical Services, Acting Manager Corporate Governance (Constantine), Manager Financial Services (Zoom).

1.1 APOLOGIES

Nil

1.2 LIVESTREAMING AND RECORDING

The Mayor advised that the meeting was being livestreamed and recorded.

1.3 OPENING PRAYER

Katharine Thornley, Wontama's Aged Care Chaplain, led the Council in Prayer.

Cr Taylor arrived at the meeting with the time being 7.04pm

1.4 ACKNOWLEDGEMENT OF COUNTRY

The Mayor conducted the acknowledgement of Country.

1.5 DECLARATION OF PECUNIARY INTERESTS, SIGNIFICANT NON-PECUNIARY INTERESTS AND LESS THAN SIGNIFICANT NON-PECUNIARY INTERESTS

Nil

2 MAYORAL MINUTES

Nil

3 CONFIRMATION OF MINUTES OF PREVIOUS MEETING**RESOLVED - 20/244****Cr J Whitton/Cr S Munro**

That the Minutes of the Ordinary Meeting of Orange City Council held on 11 August 2020 (copies of which were circulated to all members) be and are hereby confirmed as a true and accurate record of the proceedings of the Council meeting held on 11 August 2020.

Cr Duffy asked when Council will receive a report on the demolition of Perry Oval Amenities. *The Chief Executive Officer advised a report will be provided for the next Council Meeting on 1 September 2020.*

4 NOTICES OF MOTION/NOTICES OF RESCISSION

Nil

5 GENERAL REPORTS**5.1 RECOMMENDATIONS AND RESOLUTIONS FROM POLICY COMMITTEES**

TRIM REFERENCE: 2020/1456

RESOLVED - 20/245**Cr S Nugent/Cr G Taylor**

- 1 That the resolutions made by the Planning and Development Committee at its meeting held on 11 August 2020 be noted.
- 2 That the resolutions made by the Employment and Economic Development Policy Committee at its meeting held on 11 August 2020 be noted.
- 3 That the resolutions made by the Infrastructure Policy Committee at its meeting held on 11 August 2020 be noted.
- 4 That the resolutions made by the Finance Policy Committee at its meeting held on 11 August 2020 be noted.
- 5 That the resolutions made by the Services Policy Committee at its meeting held on 11 August 2020 be noted.

For: Cr Kidd, Cr Duffy, Cr Hamling, Cr McRae, Cr Mileto, Cr Munro, Cr Nugent, Cr Romano, Cr Taylor, Cr Turner, Cr Whitton

Against: Nil

Absent: Nil

Cr Duffy raised concerns with the left in/left out from the southern feeder road for the shooting club.

The Director Technical Services advised staff have been in discussion with the shooters club where access is in the cut and fill line of the southern feeder road and will provide left in/left out access.

Cr Duffy also advised an old plan of the southern feeder road is on Council's Website.

5.2 STATEMENT OF INVESTMENTS - JULY 2020

TRIM REFERENCE: 2020/1355

RESOLVED - 20/246**Cr J Whitton/Cr S Munro**

That Council resolves:

- 1 To note the Statement of Investments as at 31 July 2020.
- 2 To adopt the certification of the Responsible Accounting Officer.

For: Cr Kidd, Cr Duffy, Cr Hamling, Cr McRae, Cr Mileto, Cr Munro, Cr Nugent , Cr Romano, Cr Taylor, Cr Turner, Cr Whitton

Against: Nil

Absent: Nil

5.3 UPDATE ON OUTSTANDING RESOLUTIONS OF COUNCIL INCLUDING QUESTIONS TAKEN ON NOTICE AND NOTICES OF MOTIONS.

TRIM REFERENCE: 2020/1272

RESOLVED - 20/247**Cr S Munro/Cr S Romano**

That the information provided in the report by the Acting Manager Corporate Governance on Outstanding and Completed Notices of Motion, Questions of Notice and Matters arising be acknowledged.

For: Cr Kidd, Cr Duffy, Cr Hamling, Cr McRae, Cr Mileto, Cr Munro, Cr Nugent , Cr Romano, Cr Taylor, Cr Turner, Cr Whitton

Against: Nil

Absent: Nil

Cr Kidd commended staff on this report stating it was an excellent document.

Cr Hamling raised concerns regarding the lack of shelters on the main fields at Jack Brabham Park, and asked why they were not included with the other 10 shelters.

The Director Community, Recreation & Cultural Services advised that staff have been working with the ODFA for shelters on Bernie Stedman oval and will work through that with them, with the priority this year to update the amenities building.

Cr Hamling asked why there were seats at the field but no shelter and if it was in the budget, or if there was money in the budget to build shelters.

The Director Community, Recreation & Cultural Services advised that the design only included seating, it was not included in the budget and there was no money in the current budget to build shelters.

5.4 COMMUNITY COMMITTEE - COUNCILLOR MEMBERSHIP AND CHARTERS

TRIM REFERENCE: 2020/1415

RESOLVED - 20/248**Cr T Mileto/Cr J Whitton**

- 1 That the following Community Committee Membership be updated and confirmed:
 - Spring Hill Community Committee – Cr Mileto (Chairperson), Cr Munro, Cr Nugent.
 - Tidy Towns Community Committee – Cr Duffy (Chairperson), Cr Munro
 - Environmental Sustainability Community Committee – Cr Nugent (Chairperson), Cr Kidd.
 - Airport Community Committee – Cr Romano (Chairperson), Cr Mileto, Cr Munro
 - Clifton Grove Community Committee – Cr McRae (Chairperson), Cr Turner.
 - Economic Development Community Committee – Cr Mileto (Chairperson), Cr Kidd, Cr Whitton
 - Lucknow Community Committee – Cr Mileto (Chairperson), Cr Kidd
 - Parks, Trees & Waterways Community Committee – Cr Kidd (Chairperson), Cr Nugent, Cr Hamling

- 2 That the following Community Committee Charters be amended relating to Councillor membership requirements:
 - Spring Hill Community Committee – Councillor requirement amended to 2 or more Councillors.
 - Tidy Towns Community Committee – Councillor requirement amended to 2 or more Councillors.
 - Environmental Sustainability Community Committee – Councillor requirement amended to 2 or more Councillors.
 - Airport Community Committee – Councillor requirement amended to 3 or more Councillors.
 - Clifton Grove Community Committee – Councillor requirement amended to 2 or more Councillors.
 - Economic Development Community Committee – Councillor requirement amended to 3 or more Councillors.
 - Lucknow Community Committee – Councillor requirement amended to 2 or more Councillors
 - Parks, Trees & Waterways Community Committee – Councillor requirement amended to 2 or more Councillors.

For: Cr Kidd, Cr Duffy, Cr Hamling, Cr McRae, Cr Mileto, Cr Munro, Cr Nugent , Cr Romano, Cr Taylor, Cr Turner, Cr Whitton

Against: Nil

Absent: Nil

5.5 STRATEGIC POLICY REVIEW

TRIM REFERENCE: 2020/627

RESOLVED - 20/249**Cr K Duffy/Cr S Munro**

That Council resolves to:

- 1 Place the following policies on public exhibition for a period of 28 days:
 - ST138 – Related Parties
 - ST106 – Priority Weeds
 - ST046 – Liquid Trade Waste
 - ST091 – Orange City Library – Community Use
 - ST002 – Central West Libraries
- 2 That the policies be referred to the Councillor Policy Review Committee for comment.

For: Cr Kidd, Cr Duffy, Cr Hamling, Cr McRae, Cr Mileto, Cr Munro, Cr Nugent , Cr Romano, Cr Taylor, Cr Turner, Cr Whitton

Against: Nil

Absent: Nil

Cr Taylor asked if cape weed was in response to dust storms.

Cr Kidd stated that cape weed has a prolific seed which can sit in the ground for 30+ years. After a drought when ground cover has been decimated, it is ideal conditions for Cape Weed. Once lawns are re-established you will notice less Cape Weed.

5.6 CODE OF CONDUCT COMPLAINT REPORTING

TRIM REFERENCE: 2020/1301

RESOLVED - 20/250**Cr J Hamling/Cr S Nugent**

That the report on Code of Conduct Complaint Reporting be acknowledged.

For: Cr Kidd, Cr Duffy, Cr Hamling, Cr McRae, Cr Mileto, Cr Munro, Cr Nugent , Cr Romano, Cr Taylor, Cr Turner, Cr Whitton

Against: Nil

Absent: Nil

5.7 PROJECT ACTIVITIES AUGUST 2020

TRIM REFERENCE: 2020/1206

RESOLVED - 20/251**Cr J Whitton/Cr S Munro**

That the report on Capital Projects by the Chief Executive Officer be noted.

For: Cr Kidd, Cr Duffy, Cr Hamling, Cr McRae, Cr Mileto, Cr Munro, Cr Nugent , Cr Romano, Cr Taylor, Cr Turner, Cr Whitton

Against: Nil

Absent: Nil

Cr Turner asked if the Anzac Park development has been put to tender, if it had closed and if there were any tenderers.

The Director Community, Recreation & Cultural Services stated that Council received four quotes and obtained an additional quote with a report due back to Council and that the costs were significantly higher than anticipated.

Cr Nugent stated this report was an excellent addition to the regular reporting and requested it be provided on a monthly basis.

The Chief Executive Officer advised that it is an ambitious building year and is open to providing the information in a table monthly or quarterly to Council.

Cr Nugent advised he would like the report monthly.

Cr Kidd requested additional columns of "Underway" and "Completed" be added to the table.

Cr Nugent asked what the next steps involved for the painting of the netball courts with bike education.

The Director Community, Recreation & Cultural Services stated that staff have engaged with the Council design team to see what can be done before going to market noting the courts cannot be painted during the colder months but aiming to be complete by December.

Cr Kidd asked where the priority was for footpaths along Gardiner Road between Peisley Street and Anson Streets and what priority is given to high traffic areas with no footpaths.

The Director Technical Services stated that the report notes new works planned for Gardiner Road on page 173.

QUESTION TAKEN ON NOTICE

Cr Mileto requested information be provided on the appetite for lighting at the roundabout on Woodward Street/Wentworth Lane.

Cr Duffy asked if Council had received quotes for the demolition of the BMX track and do Councillors get the quotes and make a decision.

The Director Community, Recreation & Cultural Services stated a report will be provided to the next Council Meeting.

5.8 MINUTES OF THE AUDIT AND RISK MANAGEMENT COMMITTEE MEETING OF 29 MAY 2020

TRIM REFERENCE: 2020/904

RESOLVED - 20/252**Cr S Munro/Cr J Whitton**

- 1 That Council acknowledge the reports presented to the Audit and Risk Management Committee at its meeting held on 29 May 2020.
- 2 That Council determine recommendation 4.5 from the minutes of the Audit and Risk Management Committee meeting of 29 May 2020.
 - 4.5 (2) That the Committee be renamed the Audit, Risk and Improvement Committee (ARIC) in line with the proposed New Framework.
 - 4.5 (3) That the Charter be confirmed subject to the following amendments
 - a. update the Charter to replace the term General Manager with, Chief Executive Officer (CEO).
 - b. section 5.5. of the Charter, delete the words “and executive sessions”.
 - c. section 7.3(a) the third bullet point. Replace the words “rely on” with “refer to”; delete the words “based on external auditor’s management letter”;
- 3 That the remainder of the minutes of the Audit and Risk Management Committee at its meeting held on 29 May 2020 be adopted.

For: Cr Kidd, Cr Duffy, Cr Hamling, Cr McRae, Cr Mileto, Cr Munro, Cr Nugent , Cr Romano, Cr Taylor, Cr Turner, Cr Whitton

Against: Nil

Absent: Nil

QUESTION TAKEN ON NOTICE

Cr Mileto requested a risk audit report be provided to Council on the risk for all Council owned sporting amenity facilities with fibro/asbestos risks identifying a capital works list for repair.

5.9 INITIAL CATEGORISATION OF COUNCIL MANAGED CROWN LAND

TRIM REFERENCE: 2020/1232

RESOLVED - 20/253**Cr J Whitton/Cr R Turner**

That Council requests approval from the Minister Administering the Crown Lands Management Act 2016 to categorise under the Local Government Act 1993 the land contained in the schedule below.

For: Cr Kidd, Cr Duffy, Cr Hamling, Cr McRae, Cr Mileto, Cr Munro, Cr Nugent , Cr Romano, Cr Taylor, Cr Turner, Cr Whitton

Against: Nil

Absent: Nil

QUESTION TAKEN ON NOTICE

Cr Turner asked where the Civic Square reserve was up to with State Government classification changes for the Museum/Conservatorium.

Cr Nugent asked how the reports for item 5.9 – Initial Categorisation of Council Management Crown Land and item 5.12 – Classification of Council Managed Crown Land as Operational Land worked together.

The Acting Director Corporate & Commercial Services stated that item 5.9 talks about categorisation of items like Jack Brabham Park from general community use to sporting facility use and item 5.12 relates to the differences in Operational Land and Community Land.

5.10 REQUEST FOR FINANCIAL ASSISTANCE - ORANGE WINE FESTIVAL

TRIM REFERENCE: 2020/1308

MOTION**Cr S Nugent/Cr R Turner**

That Council resolves that funding of \$10,000 be made from the Event Sponsorship Program to Orange Region Vignerons Association for the sponsorship of the 2020 Orange Wine Festival.

AMENDMENT**Cr R Kidd/Cr S Munro**

That this item be deferred to the Council Meeting of 15 September 2020 for confirmation of the event proceeding.

For: Cr Kidd, Cr Duffy, Cr Hamling, Cr McRae, Cr Mileto, Cr Munro, Cr Nugent, Cr Romano, Cr Taylor, Cr Turner, Cr Whitton

Against: Nil

Absent: Nil

THE AMENDMENT ON BEING PUT TO THE MEETING WAS CARRIED AND BECAME THE MOTION

THE MOTION ON BEING PUT TO THE MEETING WAS CARRIED

RESOLVED - 20/254**Cr R Kidd/Cr S Munro**

That this item be deferred to the Council Meeting of 15 September 2020 for confirmation of the event proceeding.

For: Cr Kidd, Cr Duffy, Cr Hamling, Cr McRae, Cr Mileto, Cr Munro, Cr Nugent, Cr Romano, Cr Taylor, Cr Turner, Cr Whitton

Against: Nil

Absent: Nil

Cr Munro questioned what happens to the funds should the event not take place.

The Director Corporate & Commercial Services stated that the process of some events involved planning and funds will be expended, Council will then ask for a refund of unused funds.

Cr Kidd stated there is a need for consistency.

Cr Duffy stated there should be a way we can approve it but delay it for 6 months.

Cr McRae stated that most of the events that have been cancelled are volunteer led events, there is a need to balance what we do personally and what the policy says and that we may require a COVID policy relating to events.

Cr Duffy stated we had signs stating 'welcome visitors', and a lot of visitors to these events come from hotspots, we don't want to deny people coming to Orange but need to look after the community, adding we should leave it a while then re-assess.

Cr Whitton stated staff have followed policy but it is up to Council to approve or not, the event may or may not go ahead regardless of the financial assistance.

Cr Kidd stated we do not want to get into a debate about who can come to Orange.

Cr Whitton stated we do not have authority to stop people coming to our city.

Cr Hamling stated that the onus comes back to the event organisers if anything goes wrong.

Cr Turner stated that part of the application acknowledges it cannot hold significant events as in previous years, that we can't close the city down and have to take precautions with most people being responsible.

Cr Mileto commended local hotels for their reinforcement of COVID practices with visitors.

5.11 EXTENSION OF TENURE OF INDEPENDENT MEMBERS OF THE AUDIT RISK AND IMPROVEMENT COMMITTEE

TRIM REFERENCE: 2020/1317

RESOLVED - 20/255

Cr S Nugent/Cr S Munro

That Council extend the appointment of Mr Phillip Burgett and Mr Bill Gillooly AM as the two independent members of the Audit and Risk Management Committee until September 2021 unless otherwise resolved by Council.

For: Cr Kidd, Cr Duffy, Cr Hamling, Cr McRae, Cr Mileto, Cr Munro, Cr Nugent , Cr Romano, Cr Taylor, Cr Turner, Cr Whitton

Against: Nil

Absent: Nil

5.12 CLASSIFICATION OF COUNCIL MANAGED CROWN LAND AS OPERATIONAL LAND

TRIM REFERENCE: 2020/1319

RESOLVED - 20/256

Cr S Munro/Cr S Nugent

That Council requests approval from the Minister Administering the Crown Land Management Act 2016 to classify the land Reserve numbered and named in the schedule below Operational Land to be administered under the Local Government Act 1993.

For: Cr Kidd, Cr Duffy, Cr Hamling, Cr McRae, Cr Mileto, Cr Munro, Cr Nugent , Cr Romano, Cr Taylor, Cr Turner, Cr Whitton

Against: Nil

Absent: Nil

5.13 DEVELOPMENT APPLICATION DA 356/2019(1) - 149 BYNG STREET

TRIM REFERENCE: 2020/1400

RESOLVED - 20/257**Cr S Munro/Cr S Nugent**

That Council consents to development application DA 356/2019(1) for Information and Education Facility (alterations and additions to art gallery) and Signage at Lots 8 and 9 DP 820905 - 149 Byng Street, Orange pursuant to the conditions of consent in the attached Notice of Approval.

Division of Voting

Voted For	Cr K Duffy, Cr J Hamling, Cr R Kidd (Mayor), Cr J McRae, Cr T Mileto, Cr S Munro, Cr S Nugent, Cr S Romano, Cr G Taylor, Cr R Turner, Cr J Whitton
Voted Against	Nil
Absent	Nil

5.14 DEVELOPMENT APPLICATION DA 140/2020(1) - 5-17 AND 46-60 EDWARD STREET

TRIM REFERENCE: 2020/1420

RESOLVED - 20/258**Cr T Mileto/Cr R Turner**

That Council consents to development application DA140/2020(1) for Mixed Use Development: General Industry (aluminium extrusion and powder coating industry) and Warehouse and Distribution Centre at Lot 11 DP 575694, Lot 2 DP 544083, and Lot 501 DP 1122616 – 5-7, 9-17 and 46-60 Edward Street, Orange pursuant to the conditions of consent in the attached Notice of Determination.

Cr Nugent asked if Council received reports back about the process of cleaning up contamination on the site.

The Director Development Services stated that it is declared a significantly contaminated site and managed by the EPA, Council receives copies of reports which are also publically available on the EPA website.

Division of Voting

Voted For	Cr K Duffy, Cr J Hamling, Cr R Kidd (Mayor), Cr J McRae, Cr T Mileto, Cr S Munro, Cr S Nugent, Cr S Romano, Cr G Taylor, Cr R Turner, Cr J Whitton
Voted Against	Nil
Absent	Nil

5.15 FEDERAL LOCAL ROADS AND COMMUNITY INFRASTRUCTURE PROGRAM AND RESOURCES FOR REGIONS PROJECTS

TRIM REFERENCE: 2020/1434

RESOLVED - 20/259**Cr S Munro/Cr S Romano**

That Council submits the following projects for approval:

- 1 Refurbishment of Hockey Centre Car Park and installation of security lighting
- 2 New Toilets in 3 local parks
- 3 New Canteen and Kitchen Facilities and Amenities and Shower Block at Naylor Pavilion
- 4 Youth Resilience Project to Orange School Students

For: Cr Kidd, Cr Duffy, Cr Hamling, Cr McRae, Cr Mileto, Cr Munro, Cr Nugent , Cr Romano, Cr Taylor, Cr Turner, Cr Whitton

Against: Nil

Absent: Nil

6 CLOSED MEETING

In accordance with the Local Government Act 1993, and the Local Government (General) Regulation 2005, in the opinion of the General Manager, the following business is of a kind as referred to in Section 10A(2) of the Act, and should be dealt with in a Confidential Session of the Council meeting closed to the press and public.

In response to a question from the Mayor, the Chief Executive Officer advised that no written submissions had been received relating to any item listed for consideration by the Closed Meeting of Council.

The Mayor extended an invitation to any member of the public present at the meeting to make a presentation to the Council as to whether the meeting should be closed for a particular item.

RESOLVED - 20/260

Cr S Munro/Cr S Romano

That Council adjourn into a Closed Meeting and members of the press and public be excluded from the Closed Meeting, and access to the correspondence and reports relating to the items considered during the course of the Closed Meeting be withheld unless declassified by separate resolution. This action is taken in accordance with Section 10A(2) of the Local Government Act, 1993 as the items listed come within the following provisions:

6.1 Sale 24 Astill Drive Orange

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

6.2 Tender for Construction of Orange Regional Gallery Extension

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

6.3 Tenders Stage 2 - Internal Fitout of the Animal Shelter

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

The Mayor declared the Ordinary Meeting of Council adjourned for the conduct of the Closed Meeting at 8.09pm.

Cr Kidd left the meeting with the time 8.09pm, Cr Romano (Deputy Mayor) assumed the role of Chairperson*

Cr Kidd returned to the meeting with the time being 8.40pm and resumed the chair

Cr Romano left the meeting with the time being 8.46pm*

Cr Romano returned to the meeting with the time being 8.49pm

The Mayor declared the Ordinary Meeting of Council resumed at 8.50pm.

7 RESOLUTIONS FROM CLOSED MEETING

The Chief Executive Officer read out the following resolutions made in the Closed Meeting of Council.

6.1 SALE 24 ASTILL DRIVE ORANGE

TRIM REFERENCE: 2020/1385

RESOLVED - 20/261

Cr G Taylor/Cr S Munro

That Council resolves:

- 1 That Council sell part 24 Astill Place Orange for the sum of \$595,000 plus.
- 2 That the proceeds be applied to the Land Development Reserve.
- 3 That permission be granted for the use of the Council Seal on any relevant documentation.

For: Cr Duffy, Cr Hamling, Cr McRae, Cr Mileto, Cr Munro, Cr Nugent , Cr Romano, Cr Taylor, Cr Turner, Cr Whitton

Against: Nil

Absent: Cr Kidd

6.2 TENDER FOR CONSTRUCTION OF ORANGE REGIONAL GALLERY EXTENSION

TRIM REFERENCE: 2020/1409

RESOLVED - 20/262

Cr S Nugent/Cr S Munro

That Council resolves:

- 1 That Tender F3020-8 for the Construction of the Orange Regional Gallery Extension be awarded to Renascent Regional Pty Ltd for their tendered price of \$4,340,572 (ex GST).
- 2 That permission be granted to affix the Council Seal on any relevant document.

For: Cr Duffy, Cr Hamling, Cr McRae, Cr Mileto, Cr Munro, Cr Nugent , Cr Romano, Cr Taylor, Cr Turner, Cr Whitton

Against: Nil

Absent: Cr Kidd

6.3 TENDERS STAGE 2 - INTERNAL FITOUT OF THE ANIMAL SHELTER

TRIM REFERENCE: 2020/1425

RESOLVED - 20/263**Cr S Nugent/Cr G Taylor**

That Council:

- 1 Grant permission to the Chief Executive Officer, or his nominee, to enter into a standard contract with Inscape for the internal fitout and out-of-hours drop-off kennels (stage two) of the Animal Shelter at 36 Astill Drive, Orange for the amount of \$324,960 exclusive of GST, as per the approved design.
- 2 Grant permission to the Chief Executive Officer or nominee to do such things as may be necessary or convenient to give effect to this decision, including the affixing of the Council Seal to all relevant documents if required.

For: Cr Duffy, Cr Hamling, Cr McRae, Cr Mileto, Cr Munro, Cr Nugent , Cr Romano, Cr Taylor, Cr Turner, Cr Whitton

Against: Nil

Absent: Cr Kidd

THE MEETING CLOSED AT 8.55PM

This is Page Number 19 and the Final Page of the Minutes of the Ordinary Meeting of Orange City Council held on 18 August 2020.

4 NOTICES OF MOTION/NOTICES OF RESCISSION

4.1 PROPOSED ENTRANCE SIGN - BATHURST ROAD

RECORD NUMBER: 2020/1509

I, **CR KEVIN DUFFY** wish to move the following Notice of Motion at the Council Meeting of 1 September 2020:

MOTION

That Council resolves to relocate the proposed Eastern Entrance sign from the Corner of Mitchell Highway/Northern Distributor Road to Bathurst Road East of Redmond Place and commence installation as soon as possible.

BACKGROUND

The current entrance sign location is inappropriate from a wayfinding and aesthetic point of view.



Signed Cr Kevin Duffy

STAFF COMMENT

The entrance sign location within the “triangle” at the junction of the Northern Distributor and Mitchell Highway was determined as the most appropriate location by the Parks Trees and Waterways Committee.

Should the recommendation of this motion be adopted it is noted that:

- The proposed alternative location does not capture north bound traffic utilising the Northern Distributor and would likely necessitate a secondary sign capturing this traffic to welcome those travellers to Orange.
- When the Southern Feeder Road is constructed traffic accessing that arterial road will not travel past the proposed location.
- Staff will need to check services and then go to quotations if the motion is successful.

FINANCIAL IMPLICATIONS

Nil

POLICY AND GOVERNANCE IMPLICATIONS

Nil

4.2 WORKING WITH CHILDREN AND POLICE CHECKS FOR COUNCILLORS

RECORD NUMBER: 2020/1571

I, **CR SCOTT MUNRO** wish to move the following Notice of Motion at the Council Meeting of 1 September 2020:

MOTION

- 1 That Orange Council resolve to lobby for all NSW Local Government Elected Members, as part of the pre-election process, to provide a current Working with Children and Police Check.**
- 2 That this motion, if carried, be submitted by Council staff through the normal processes to the Local Government NSW (LGNSW 2020) Annual Conference 2020.**

BACKGROUND

Given the high profile of Councillors and the range of different events that we are asked/required to attend, it should be a requirement that all Councillors undergo these checks as a minimum requirement.

I recently wrote to Cr Linda Scott, President LGNSW (response attached) expressing my concerns that Elected Members are not required to obtain a Working with Children Check and/or Police Check. Cr Scott has suggested that I submit a motion to the LGNSW Annual Conference to be held in November this year – Council must resolve to do this.

Signed Cr Scott Munro

STAFF COMMENT***Police Clearance***

Depending on the nature of the position, new staff at Orange City Council are required to complete a National Criminal History Background Check as part of pre-employment background checking. Positions that require a satisfactory criminal history background check are based on the risks of the position and include access to confidential information, financial function/delegation, system access and access to vulnerable clients.

Councillors are not currently required to undertake criminal records checks.

Working with Children Check

A working with children check is a prerequisite for anyone in paid or voluntary child-related work in NSW. Work as a Councillor would not be classified as child related work and require a working with children check under the below definitions.

4.2 Working with Children and Police Checks for Councillors

Applicants are required to submit information and documentation online via kidsguardian.nsw.gov.au/check, present at a Service NSW office in person to verify identification then provide the clearance to the relevant organisation once received.

The process involves a national police check and a review of any findings of misconduct. The result is either a clearance to work with children for five years or a bar against working with children.

Under Part 2, section 6, of the Child Protection (Working with Children) Act 2012, child-related work is defined as work in a specific child-related role or face to face contact with children in a child-related sector. Additional roles can be found in the Child Protection (Working with Children) Regulation 2013.

Included in the listing of Exemptions are the following applicable categories:

“a visiting speaker, adjudicator, performer, assessor or other similar visitor to a school or other place where child-related work is carried out if the work of the person at that place is for a one off occasion and is carried out in the presence of one of more other adults”

“Administrative, clerical or maintenance work, or other ancillary work, that does not ordinarily involve contact with children for extended periods”.

Who needs a Working With Children Check?

Only people in child-related work need to apply for a Check. Under the *Child Protection (Working With Children) Act 2012*, child-related work is defined as:

1. Face-to-face contact with children in one of the following sectors:
 - Child development and family welfare services
 - Child protection
 - Children's health services
 - Clubs or other bodies providing services for children
 - Disability services
 - Early education and child care
 - Education
 - Entertainment for children
 - Justice centres
 - Religious services
 - Residential services
 - Transport services for children
 - School cleaning
 - Youth work;
2. Work in one of the following roles:
 - An approved provider or manager of an education and care service
 - A certified supervisor of an education and care service
 - An authorised carer
 - An assessment officer
 - The principal officer of a designated agency
 - The principal officer of an accredited adoption service provider
 - An adult who lives at the home of an authorised carer
 - An adult who shares the home of a:
 - home-based education and care service
 - family day care service
 - A potential adoptive parent.

Additional roles may be designated as child-related by employers with the permission of the Office of the Children's Guardian.

FINANCIAL IMPLICATIONS

National Policy History Check Reports currently cost approximately \$37 per application.

Working with Children Checks currently cost \$80 per application for work-related clearance.

ATTACHMENTS

- 1 REDACTED - Response letter to Cr Scott Munro - LGNSW Motions regarding Police Checks, IC20/18497 [↓](#)



Our ref: R18/0009 Out-31028
Further contact: Elle Brunsdon

19 August 2020

Cr Scott Munro
Orange City Council

Email: Cr.Munro@orange.nsw.gov.au

Dear Cr Munro

LGNSW 2020 Annual Conference motions

Thank you for your email on 6 August relating to a potential motion on working with children and police checks for councillors.

I encourage you to consider submitting a motion on this matter to advance the local government policy agenda at the Local Government NSW (LGNSW 2020) Annual Conference.

Motion submission is now open and members are encouraged to submit motions online by midnight on Monday 28 September 2020. The latest motions can be accepted for inclusion in the Conference Business Paper is midnight on 25 October 2020.

The [LGNSW 2020 Annual Conference Motions Submission Guide](#) is available on the LGNSW website (and enclosed with this letter) and outlines the process for councils to submit motions. Further, LGNSW staff are at hand to provide guidance to member councils on the motion process.

Should you have any queries relating to the policy intent of this proposed motion, please contact LGNSW Legal Officer, Elizabeth Hayes on [redacted] or email [redacted]

Alternatively, should you have any queries relating to the Annual Conference motions process more generally, please contact LGNSW Policy Officer – Community, Elle Brunsdon on [redacted] or email [redacted].

Yours sincerely

Cr Linda Scott
President

LOCAL GOVERNMENT NSW
GPO BOX 7038 SYDNEY NSW 2001
L3, 28 MARGARET ST SYDNEY NSW 2000
T 02 9242 4000 F 02 9242 4111
LGNSW.ORG.AU LGNSW@LGNSW.ORG.AU
ABN 49 653 913 892

5 GENERAL REPORTS

5.1 ELECTION OF DEPUTY MAYOR

RECORD NUMBER: 2020/1299

AUTHOR: David Waddell, Chief Executive Officer

EXECUTIVE SUMMARY

The Local Government Act 1993 provides that Council may elect a Councillor to be the Deputy Mayor (section 231). This report is prepared on the basis that Council wishes to elect a Deputy Mayor, and provides a process for this election to take place.

LINK TO DELIVERY/OPERATIONAL PLAN

The recommendation in this report relates to the Delivery/Operational Plan strategy “17.1 Collaborate - Provide representative, responsible and accountable community governance”.

FINANCIAL IMPLICATIONS

Nil

POLICY AND GOVERNANCE IMPLICATIONS

Section 231 of the Local Government Act provides that the term of the Deputy Mayor can be for the mayoral term or a shorter term. This report proposes an annual election of Deputy Mayor given that this mayoral term concludes in September 2020.

RECOMMENDATION

That Council resolves:

- 1 That Council elect a Deputy Mayor for the 2020 to 2021 period.**
- 2 That the method of voting for the election of Deputy Mayor be ordinary ballot.**
- 3 That the Chief Executive Officer, acting as the Returning Officer, conduct the election for the Deputy Mayor.**

FURTHER CONSIDERATIONS

Consideration has been given to the recommendation’s impact on Council’s service delivery; image and reputation; political; environmental; health and safety; employees; stakeholders and project management; and no further implications or risks have been identified.

SUPPORTING INFORMATION

The procedure to be followed for the conduct of the Elections is to be in accordance with Schedule 7 of the Local Government (General) Regulation 2005 which states (in part):

- 1 The General Manager [CEO] is the Returning Officer.
- 2 a) A Councillor may be nominated without notice for election as Deputy Mayor

5.1 Election of Deputy Mayor

- b) The nomination is to be made in writing by two or more Councillors (one of whom may be the nominee). The nomination is not valid unless the nominee has indicated consent to the nomination in writing
- c) The nomination is to be delivered or sent to the Returning Officer
- d) The Returning Officer is to announce the names of the nominees at the Council Meeting at which the election is to be held.

Nominations can be lodged in a locked ballot box, which is located in the Chief Executive Officer's office and will be in the Council Chamber prior to the Meeting. A nomination form has been provided with this report and will be available in the chamber at the start of the meeting.

At the start of the meeting, the Returning Officer will unlock the box and announce the nominated Councillors for the position of Deputy Mayor. Nominated Councillors will be given the opportunity to decline nomination for position of Deputy Mayor at this time.

The Election count and procedures for nominations, as set out in the Local Government (General) Regulation 2005 Schedule 7, are detailed below:

Election

- 3 (1) If only one Councillor is nominated, that Councillor is elected.
- (2) If more than one Councillor is nominated, the Council is to resolve whether the election is to proceed by preferential ballot, by ordinary ballot or by open voting.
- (3) The election is to be held at the Council Meeting at which the Council resolves on the method of voting.
- (4) "ballot" has its normal meaning of secret ballot
"open voting" means voting by a show of hands or similar means.

Ordinary Ballot or Open Voting**Marking of Ballot Papers**

- 5 (1) If the election proceeds by ordinary ballot, the Returning Officer is to decide the manner in which votes are to be marked on the ballot-papers.
- (2) The formality of a ballot-paper under this Part must be determined in accordance with clause 345 (1) (b) and (c) and (6) of this Regulation as if it were a ballot-paper referred to in that clause.
- (3) An informal ballot-paper must be rejected at the count.

Count - 2 Candidates

- 6 (1) If there are only 2 candidates, the candidate with the higher number of votes is elected.
- (2) If there are only 2 candidates and they are tied, the one elected is to be chosen by lot.

5.1 Election of Deputy Mayor

Count - 3 or more candidates

- 7 (1) If there are 3 or more candidates, the one with the lowest number of votes is to be excluded.
- (2) If 3 or more candidates remain, a further vote is taken of those candidates and the one with the lowest number of votes from that further vote is to be excluded.
- (3) If, after that, 3 or more candidates still remain, the procedure set out in subclause (2) is to be repeated until only 2 candidates remain.
- (4) A further vote is to be taken of the 2 remaining candidates.
- (5) Clause 6 of this Schedule then applies to the determination of the election as if the 2 remaining candidates had been the only candidates.
- (6) If at any stage during a count under subclause (1) or (2), 2 or more candidates are tied on the lowest number of votes, the one excluded is to be chosen by lot.

It is recommended the ballot be undertaken by Ordinary Ballot. The process for a Preferential Ballot is outlined below.

Preferential Ballot**Ballot-papers and Voting**

- 9 (1) The ballot-papers are to contain the names of all the candidates. The Councillors are to mark their votes by placing the numbers '1', '2' and so on against the various names so as to indicate the order of their preference for all the candidates.
- (2) The formality of a ballot-paper under this Part is to be determined in accordance with clause 345 (1) (b) and (c) and (5) of this Regulation as if it were a ballot-paper referred to in that clause.
- (3) An informal ballot-paper must be rejected at the count.

Count

- 10 (1) If a candidate has an absolute majority of first preference votes, that candidate is elected.
- (2) If not, the candidate with the lowest number of first preference votes is excluded and the votes on the unexhausted ballot-papers counted to him or her are transferred to the candidates with second preference on those ballot-papers.
- (3) A candidate who then has an absolute majority of votes is elected, but, if no candidate then has an absolute majority of votes, the process of excluding the candidate who has the lowest number of votes and counting each of his or her unexhausted ballot-papers to the candidates remaining in the election next in order of the voter's preference is repeated until one candidate has received an absolute majority of votes. The latter is elected.

5.1 Election of Deputy Mayor

- (4) In this clause, absolute majority, in relation to votes, means a number that is more than one-half of the number of unexhausted formal ballot-papers.

In the past, Council has nominated to conduct the election of Deputy Mayor by Ordinary Ballot and therefore that method of voting is recommended.

Choosing by Lot

- 12 To choose a candidate by lot, the names of candidates who have equal numbers of votes are written on similar slips of paper by the Returning Officer, the slips are folded by the Returning Officer so as to prevent the names being seen, the slips are mixed and one is drawn at random by the Returning Officer and the candidate whose name is on the drawn slip is chosen.

Result

- 13 The result of the election is:
- a) To be declared to the Councillors at the Council Meeting at which the election is held by the Returning Officer; and
 - b) To be delivered or sent to the Chief Executive of the Office of Local Government and to the Secretary of Local Government New South Wales.



NOMINATION FOR THE POSITION OF DEPUTY MAYOR

(Under Schedule 7, Local Government (General) Regulation 2005)

We, the undersigned, hereby nominate _____

for the position of **DEPUTY MAYOR** for the 2020/21 Term of Office.

*** A minimum of two nominators is required***

Nominator _____
Name Signed

Nominator _____
Name Signed

Nominator _____
Name Signed

Nominator _____
Name Signed

_____ Date _____ 2020

I, _____ CONSENT TO MY NOMINATION FOR THE
POSITION OF **DEPUTY MAYOR** FOR THE 2020/21 TERM OF OFFICE

SIGNED _____ **DATE** _____

5.2 POLICY COMMITTEES OF COUNCIL - ELECTION OF CHAIRPERSONS

RECORD NUMBER: 2020/1300

AUTHOR: David Waddell, Chief Executive Officer

EXECUTIVE SUMMARY

It has been Council's practice to establish a number of Policy Committees, and to delegate authority to those Committees to determine a range of matters, with exception to matters that would cause expenditure outside Council's adopted Community Strategic Plan and Delivery Operational Plan.

This report seeks Council's determination of the Policy Committee structure and to elect Chairpersons of each Policy Committee for the period September 2020 to September 2021.

LINK TO DELIVERY/OPERATIONAL PLAN

The recommendation in this report relates to the Delivery/Operational Plan strategy "17.1 Collaborate - Provide representative, responsible and accountable community governance".

FINANCIAL IMPLICATIONS

Nil

POLICY AND GOVERNANCE IMPLICATIONS

All Committees are subject to Council's Code of Meeting Practice.

RECOMMENDATION

That Council resolves to adopt:

- 1 The Policy Committee Structure set out in Attachment 1 to this Agenda; and**
- 2 That the method of voting for the election of Policy Committee Chairs be by ordinary ballot; and**
- 3 That the Chief Executive Officer, acting as Returning Officer, conduct the election for the Policy Committee Chairs.**

FURTHER CONSIDERATIONS

Consideration has been given to the recommendation's impact on Council's service delivery; image and reputation; political; environmental; health and safety; employees; stakeholders and project management; and no further implications or risks have been identified.

SUPPORTING INFORMATION

The current Policy Committee structure is:

- a Planning and Development Committee
- b Employment and Economic Development
- c Infrastructure
- d Sport and Recreation
- e Environmental Sustainability
- f Finance
- g Services

5.2 Policy Committees of Council - Election of Chairpersons

For Council's information, the reporting line for the current Community Committees through the above Policy Committees is attached.

Council will be required to determine the Chairperson for each Policy Committee established at the meeting. Also attached are the Charters for the Policy Committees.

Election of Chairperson(s)

Council will need to resolve the method of voting. It is recommended that the method of voting be ordinary ballot.

The procedure to be followed for the conduct of the elections will be similar to the process adopted for the election of the Deputy Mayor, except for the requirement to provide nominations in writing.

Councillors may nominate for the position of Chairperson without notice at the meeting, and nominations do not need to be in writing. The General Manager will call for nominations and conduct the election for one Policy Committee at a time.

Procedures for the election count, as set out in the Local Government (General) Regulation 2005 Schedule 7, are detailed below:

Election

- 3 (1) If only one Councillor is nominated, that Councillor is elected.
- (2) If more than one Councillor is nominated, the Council is to resolve whether the election is to proceed by preferential ballot, by ordinary ballot or by open voting.
- (3) The election is to be held at the Council Meeting at which the Council resolves on the method of voting.
- (4) "ballot" has its normal meaning of secret ballot
"open voting" means voting by a show of hands or similar means.

Ordinary Ballot or Open Voting**Marking of Ballot Papers**

- 5 (1) If the election proceeds by ordinary ballot, the Returning Officer is to decide the manner in which votes are to be marked on the ballot-papers.
- (2) The formality of a ballot-paper under this Part must be determined in accordance with clause 345 (1) (b) and (c) and (6) of this Regulation as if it were a ballot-paper referred to in that clause.
- (3) An informal ballot-paper must be rejected at the count.

Count - 2 Candidates

- 6 (1) If there are only 2 candidates, the candidate with the higher number of votes is elected.
- (2) If there are only 2 candidates and they are tied, the one elected is to be chosen by lot.

Count - 3 or more candidates

- 7 (1) If there are 3 or more candidates, the one with the lowest number of votes is to be excluded.
- (2) If 3 or more candidates remain, a further vote is taken of those candidates and the one with the lowest number of votes from that further vote is to be excluded.
- (3) If, after that, 3 or more candidates still remain, the procedure set out in subclause (2) is to be repeated until only 2 candidates remain.
- (4) A further vote is to be taken of the 2 remaining candidates.
- (5) Clause 6 of this Schedule then applies to the determination of the election as if the 2 remaining candidates had been the only candidates.
- (6) If at any stage during a count under subclause (1) or (2), 2 or more candidates are tied on the lowest number of votes, the one excluded is to be chosen by lot.

It is recommended that an Ordinary Ballot be conducted. The process for a preferential ballot is included for information below.

Preferential Ballot**Ballot-papers and Voting**

- 9 (1) The ballot-papers are to contain the names of all the candidates. The Councillors are to mark their votes by placing the numbers '1', '2' and so on against the various names so as to indicate the order of their preference for all the candidates.
- (2) The formality of a ballot-paper under this Part is to be determined in accordance with clause 345 (1) (b) and (c) and (5) of this Regulation as if it were a ballot-paper referred to in that clause.
- (3) An informal ballot-paper must be rejected at the count.

Count

- 10 (1) If a candidate has an absolute majority of first preference votes, that candidate is elected.
- (2) If not, the candidate with the lowest number of first preference votes is excluded and the votes on the unexhausted ballot-papers counted to him or her are transferred to the candidates with second preference on those ballot-papers.
- (3) A candidate who then has an absolute majority of votes is elected, but, if no candidate then has an absolute majority of votes, the process of excluding the candidate who has the lowest number of votes and counting each of his or her unexhausted ballot-papers to the candidates remaining in the election next in order of the voter's preference is repeated until one candidate has received an absolute majority of votes. The latter is elected.

- (4) In this clause, absolute majority, in relation to votes, means a number that is more than one-half of the number of unexhausted formal ballot-papers.

Choosing by Lot

- 12 To choose a candidate by lot, the names of candidates who have equal numbers of votes are written on similar slips of paper by the Returning Officer, the slips are folded by the Returning Officer so as to prevent the names being seen, the slips are mixed and one is drawn at random by the Returning Officer and the candidate whose name is on the drawn slip is chosen.

ATTACHMENTS

- 1 Policy and Community Committee Structure - September 2018, D18/44147 [↓](#)
- 2 Policy Committee Charters - 2018, D18/44563 [↓](#)
- 3 Nomination Form - Chairperson - Policy Committee, D15/31558 [↓](#)

Policy and Community Committee Structure established by the previous Council

Orange City Council						
Policy Committees (comprise all Councillors only)						
Employment and Economic Development	Finance	Services	Infrastructure	Sport and Recreation	Environmental Sustainability	Planning and Development
Community Committees reporting to the Policy Committees – Members include Councillors and members of the public						
Economic Development Orange Health Liaison Sister Cities	Audit and Risk Management	Ageing and Access Clifton Grove Cultural Heritage Community Safety and Crime Prevention Lucknow NAIDOC Week Orange Regional Museum Orange Conservatorium and Planetarium Spring Hill	City of Orange Traffic (**statutory committee) Floodplain Risk Management Orange Airport Orange and Cabonne Road Safety	Sport and Recreation (incl Bicycling) Orange Showground Australia Day	Companion Animals Environmental Sustainability Parks, Trees and Waterways Tidy Towns	



PLANNING AND DEVELOPMENT POLICY COMMITTEE

D17/59710

F2555

PURPOSE

To determine planning, building and health policy matters, including land use and environmental planning.

MEMBERSHIP

All Councillors

QUORUM

Seven Councillors

MEETING DATES

First Tuesday of each month, during the Council Meeting.

LEVEL OF DELEGATION

To determine all matters referred to it for consideration (resolved by Council on 23 October 2012).

ELECTION OF CHAIRPERSON

The Chairperson is elected each year by Council in September (or in the event of a replacement Chairperson, at some other meeting of Orange City Council).

FUNCTION OF CHAIRPERSON

- It is the Chairperson's role to preside at meetings of the Committee and ensure the meeting is conducted in accordance with the Code of Meeting Practice.
- The Chairperson has no specific delegation of authority, other than those responsibilities imposed by Council's Code of Meeting Practice.

MEETINGS

- All operations of the Committee shall be in accordance with Council's adopted Code of Meeting Practice.
- Subject to the Local Government Act 1993 and Regulations, a meeting of the Planning and Development Policy Committee shall be open to the press and public.

VOTING

Each member of the Committee is entitled to one vote only. In the event of an equality of votes, the matter is to be referred to Council for determination.

**CONFLICT OF INTERESTS**

- A conflict of interest exists where a reasonable and informed person would perceive that a member could be influenced by a private interest when carrying out public duty.
- A pecuniary interest is an interest that a person has in a matter because of the reasonable likelihood or expectation of appreciable financial gain or loss to the person.
- A member of the Committee shall not at meetings vote in, or take part in the discussion of matters in which the member, or the member's partner or any relation of the member, has any pecuniary interest.
- In relation to non-pecuniary interests, members must manage this in one of two ways: remove the source of the conflict, or have no involvement in the matter.
- Refer to Council's Code of Conduct for more information.

RECORDING

- Formal minutes of meetings of the Planning and Development Policy Committee will be produced in accordance with Council's Code of Meeting Practice.
- In relation to each planning decision made by the Committee, a division will be called. The minutes of the meeting will show those Councillors that voted for the decision, and those Councillors that voted against the decision (in accordance with Section 375A of the Local Government Act 1993). A register of these voting results will be maintained and will be publicly available.

SITE INSPECTIONS

- The Planning and Development Committee may conduct site inspections in relation to any matter brought before it for consideration.
- While inspections are not considered to be formal meetings of the Committee, inspections are to be facilitated by the Chairperson or, in their absence, the Mayor.
- A quorum is not required for site inspections.
- No minutes will be kept of site inspections.



EMPLOYMENT AND ECONOMIC DEVELOPMENT POLICY COMMITTEE

D17/59734

F2553

COMMITTEE CHARTER

PURPOSE

To advise Council in relation to:

- Implementation of jobs creation strategies
- Employment related policy matters
- Economic development initiatives and incentives

COMMUNITY COMMITTEE REPORTS

Economic Development Community Committee
Orange Health Liaison Community Committee
Sister Cities Community Committee

MEMBERSHIP

All Councillors

QUORUM

Seven Councillors

MEETING DATES

First Tuesday of each month, during the Council Meeting

LEVEL OF DELEGATION

To determine all matters referred to it for consideration, with the exception of determining any matter that would cause expenditure outside the Council's adopted budget.

ELECTION OF CHAIRPERSON

The Chairperson is elected each year by Council in September (or in the event of a replacement Chairperson, at some other meeting of Orange City Council).

FUNCTION OF CHAIRPERSON

- It is the Chairperson's role to preside at meetings of the Committee and ensure the meeting is conducted in accordance with the Code of Meeting Practice.
- The Chairperson has no specific delegation of authority, other than those responsibilities imposed by Council's Code of Meeting Practice.

MEETINGS

- All operations of the Committee shall be in accordance with Council's adopted Code of Meeting Practice.
- Subject to the Local Government Act 1993 and Regulations, a meeting of the Employment and Economic Development Policy Committee shall be open to the press and public.

**VOTING**

Each member of the Committee is entitled to one vote only. In the event of an equality of votes, the matter is to be referred to Council for determination.

CONFLICT OF INTERESTS

- A conflict of interest exists where a reasonable and informed person would perceive that a member could be influenced by a private interest when carrying out public duty.
- A pecuniary interest is an interest that a person has in a matter because of the reasonable likelihood or expectation of appreciable financial gain or loss to the person.
- A member of the Committee shall not at meetings vote in, or take part in the discussion of matters in which the member, or the member's partner or any relation of the member, has any pecuniary interest.
- In relation to non-pecuniary interests, members must manage this in one of two ways: remove the source of the conflict, or have no involvement in the matter.
- Refer to Council's Code of Conduct for more information.

RECORDING

Formal minutes of meetings of the Employment and Economic Development Policy Committee will be produced in accordance with Council's Code of Meeting Practice.



INFRASTRUCTURE POLICY COMMITTEE

D17/59723

F2549

COMMITTEE CHARTER

PURPOSE

To advise Council in relation to:

- Road, water and sewer policy matters
- Traffic and transport related policy matters
- Emergency services policy issues
- Policy relevant to Council's Airport
- Updates on major Council projects

COMMUNITY COMMITTEE REPORTS

Orange Airport Committee
 City of Orange Traffic Committee
 Floodplain Risk Management Community Committee
 Orange and Cabonne Road Safety Community Committee

MEMBERSHIP

All Councillors

QUORUM

Seven Councillors

MEETING DATES

First Tuesday of each month, during the Council Meeting

LEVEL OF DELEGATION

To determine all matters referred to it for consideration, with the exception of determining any matter that would cause expenditure outside the Council's adopted budget (resolved by Council 23 October 2012).

ELECTION OF CHAIRPERSON

The Chairperson is elected each year by Council in September (or in the event of a replacement Chairperson, at some other meeting of Orange City Council).

FUNCTION OF CHAIRPERSON

- It is the Chairperson's role to preside at meetings of the Committee and ensure the meeting is conducted in accordance with the Code of Meeting Practice.
- The Chairperson has no specific delegation of authority, other than those responsibilities imposed by Council's Code of Meeting Practice.

**MEETINGS**

- All operations of the Committee shall be in accordance with Council's adopted Code of Meeting Practice.
- Subject to the Local Government Act 1993 and Regulations, a meeting of the Infrastructure Policy Committee shall be open to the press and public.

VOTING

Each member of the Committee is entitled to one vote only. In the event of an equality of votes, the matter is to be referred to Council for determination.

CONFLICT OF INTERESTS

- A conflict of interest exists where a reasonable and informed person would perceive that a member could be influenced by a private interest when carrying out public duty.
- A pecuniary interest is an interest that a person has in a matter because of the reasonable likelihood or expectation of appreciable financial gain or loss to the person.
- A member of the Committee shall not at meetings vote in, or take part in the discussion of matters in which the member, or the member's partner or any relation of the member, has any pecuniary interest.
- In relation to non-pecuniary interests, members must manage this in one of two ways: remove the source of the conflict, or have no involvement in the matter.
- Refer to Council's Code of Conduct for more information.

RECORDING

Formal minutes of meetings of the Infrastructure Policy Committee will be produced in accordance with Council's Code of Meeting Practice.



SPORT AND RECREATION POLICY COMMITTEE

D17/59732

F2550

PURPOSE

To advise Council in relation to:

- Policy relating to sport planning and development
- Policy relating to planning and development for outdoor recreation, including events

COMMUNITY COMMITTEE REPORTS

Sport and Recreation (incl Bicycling) Community Committee
Orange Showground Community Committee
Australia Day Community Committee

MEMBERSHIP

All Councillors

QUORUM

Seven Councillors

MEETING DATES

First Tuesday of each month, during the Council Meeting

LEVEL OF DELEGATION

To determine all matters referred to it for consideration, with the exception of determining any matter that would cause expenditure outside the Council's adopted budget.

ELECTION OF CHAIRPERSON

The Chairperson is elected each year by Council in September (or in the event of a replacement Chairperson, at some other meeting of Orange City Council).

FUNCTION OF CHAIRPERSON

- It is the Chairperson's role to preside at meetings of the Committee and ensure the meeting is conducted in accordance with the Code of Meeting Practice.
- The Chairperson has no specific delegation of authority, other than those responsibilities imposed by Council's Code of Meeting Practice.

MEETINGS

- All operations of the Committee shall be in accordance with Council's adopted Code of Meeting Practice.
- Subject to the Local Government Act 1993 and Regulations, a meeting of the Sport and Recreation Policy Committee shall be open to the press and public.

**VOTING**

Each member of the Committee is entitled to one vote only. In the event of an equality of votes, the matter is to be referred to Council for determination.

CONFLICT OF INTERESTS

- A conflict of interest exists where a reasonable and informed person would perceive that a member could be influenced by a private interest when carrying out public duty.
- A pecuniary interest is an interest that a person has in a matter because of the reasonable likelihood or expectation of appreciable financial gain or loss to the person.
- A member of the Committee shall not at meetings vote in, or take part in the discussion of matters in which the member, or the member's partner or any relation of the member, has any pecuniary interest.
- In relation to non-pecuniary interests, members must manage this in one of two ways: remove the source of the conflict, or have no involvement in the matter.
- Refer to Council's Code of Conduct for more information.

RECORDING

Formal minutes of meetings of the Sport and Recreation Policy Committee will be produced in accordance with Council's Code of Meeting Practice.



ENVIRONMENTAL SUSTAINABILITY POLICY COMMITTEE

D17/59715

F2554

PURPOSE

To advise Council in relation to:

- Policy relating to the climate change and environmental sustainability
- Policy relating to city presentation and promotion

COMMUNITY COMMITTEE REPORTS

Environmental Sustainability Community Committee
Companion Animals Community Committee
Tidy Towns Community Committee
Parks, Trees and Waterways Community Committee

MEMBERSHIP

All Councillors

QUORUM

Seven Councillors

MEETING DATES

First Tuesday of each month, during the Council Meeting

LEVEL OF DELEGATION

To determine all matters referred to it for consideration, with the exception of determining any matter that would cause expenditure outside the Council's adopted budget (resolved by Council 23 October 2012).

ELECTION OF CHAIRPERSON

The Chairperson is elected each year by Council in September (or in the event of a replacement Chairperson, at some other meeting of Orange City Council).

FUNCTION OF CHAIRPERSON

- It is the Chairperson's role to preside at meetings of the Committee and ensure the meeting is conducted in accordance with the Code of Meeting Practice.
- The Chairperson has no specific delegation of authority, other than those responsibilities imposed by Council's Code of Meeting Practice.

**MEETINGS**

- All operations of the Committee shall be in accordance with Council's adopted Code of Meeting Practice.
- Subject to the Local Government Act 1993 and Regulations, a meeting of the Environmental Sustainability Policy Committee shall be open to the press and public.

VOTING

Each member of the Committee is entitled to one vote only. In the event of an equality of votes, the matter is to be referred to Council for determination.

CONFLICT OF INTERESTS

- A conflict of interest exists where a reasonable and informed person would perceive that a member could be influenced by a private interest when carrying out public duty.
- A pecuniary interest is an interest that a person has in a matter because of the reasonable likelihood or expectation of appreciable financial gain or loss to the person.
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- Refer to Council's Code of Conduct for more information.

RECORDING

Formal minutes of meetings of the Environmental Sustainability Policy Committee will be produced in accordance with Council's Code of Meeting Practice.



FINANCE POLICY COMMITTEE

D17/59735

F2551

PURPOSE

To advise Council in relation to prudent financial planning for the City of Orange.

COMMUNITY COMMITTEE REPORTS

Audit and Risk Management Committee

MEMBERSHIP

All Councillors

QUORUM

Seven Councillors

MEETING DATES

First Tuesday of each month, during the Council Meeting

LEVEL OF DELEGATION

To determine all matters referred to it for consideration, with the exception of determining any matter that would cause expenditure outside the Council's adopted budget (resolved by Council 23 October 2012).

ELECTION OF CHAIRPERSON

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- The Chairperson has no specific delegation of authority, other than those responsibilities imposed by Council's Code of Meeting Practice.

MEETINGS

- All operations of the Committee shall be in accordance with Council's adopted Code of Meeting Practice.
- Subject to the Local Government Act 1993 and Regulations, a meeting of the Finance Policy Committee shall be open to the press and public.

**VOTING**

Each member of the Committee is entitled to one vote only. In the event of an equality of votes, the matter is to be referred to Council for determination.

CONFLICT OF INTERESTS

- A conflict of interest exists where a reasonable and informed person would perceive that a member could be influenced by a private interest when carrying out public duty.
- A pecuniary interest is an interest that a person has in a matter because of the reasonable likelihood or expectation of appreciable financial gain or loss to the person.
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- In relation to non-pecuniary interests, members must manage this in one of two ways: remove the source of the conflict, or have no involvement in the matter.
- Refer to Council's Code of Conduct for more information.

RECORDING

Formal minutes of meetings of the Finance Policy Committee will be produced in accordance with Council's Code of Meeting Practice.



SERVICES POLICY COMMITTEE

D17/59730

F2552

PURPOSE

To advise Council in relation to policy relevant to:

- Community and social services
- Cultural services
- Development of Spring Hill, Lucknow and Clifton Grove

COMMUNITY COMMITTEE REPORTS

Spring Hill Community Committee
 Lucknow Community Committee
 Clifton Grove Community Committee
 Ageing and Access Community Committee
 Central West Libraries
 Cultural Heritage Community Committee
 Community Safety and Crime Safety Community Committee
 NAIDOC Week Community Committee
 Orange Regional Museum Community Committee
 Centenary of World War I Community Committee
 Orange Conservatorium and Planetarium Community Committee

MEMBERSHIP

All Councillors

QUORUM

Seven Councillors

MEETING DATES

First Tuesday of each month, during the Council Meeting

LEVEL OF DELEGATION

To determine all matters referred to it for consideration, with the exception of determining any matter that would cause expenditure outside the Council's adopted budget (resolved by Council 23 October 2012).

ELECTION OF CHAIRPERSON

The Chairperson is elected each year by Council in September (or in the event of a replacement Chairperson, at some other meeting of Orange City Council).



SERVICES POLICY COMMITTEE

D17/59730

F2552

PURPOSE

To advise Council in relation to policy relevant to:

- Community and social services
- Cultural services
- Development of Spring Hill, Lucknow and Clifton Grove

COMMUNITY COMMITTEE REPORTS

Spring Hill Community Committee
 Lucknow Community Committee
 Clifton Grove Community Committee
 Ageing and Access Community Committee
 Central West Libraries
 Cultural Heritage Community Committee
 Community Safety and Crime Safety Community Committee
 NAIDOC Week Community Committee
 Orange Regional Museum Community Committee
 Orange Conservatorium and Planetarium Community Committee

MEMBERSHIP

All Councillors

QUORUM

Seven Councillors

MEETING DATES

First Tuesday of each month, during the Council Meeting

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To determine all matters referred to it for consideration, with the exception of determining any matter that would cause expenditure outside the Council's adopted budget (resolved by Council 23 October 2012).

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- The Chairperson has no specific delegation of authority, other than those responsibilities imposed by Council's Code of Meeting Practice.

MEETINGS

- All operations of the Committee shall be in accordance with Council's adopted Code of Meeting Practice.
- Subject to the Local Government Act 1993 and Regulations, a meeting of the Services Policy Committee shall be open to the press and public.

VOTING

Each member of the Committee is entitled to one vote only. In the event of an equality of votes, the matter is to be referred to Council for determination.

CONFLICT OF INTERESTS

- A conflict of interest exists where a reasonable and informed person would perceive that a member could be influenced by a private interest when carrying out public duty.
- A pecuniary interest is an interest that a person has in a matter because of the reasonable likelihood or expectation of appreciable financial gain or loss to the person.
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- In relation to non-pecuniary interests, members must manage this in one of two ways: remove the source of the conflict, or have no involvement in the matter.
- Refer to Council's Code of Conduct for more information.

RECORDING

Formal minutes of meetings of the Services Policy Committee will be produced in accordance with Council's Code of Meeting Practice.



NOMINATION FOR THE POSITION OF CHAIRPERSON FOR THE

.....POLICY COMMITTEE

(Under Schedule 7, Local Government (General) Regulation 2005)

I, hereby nominate _____

for the position of Chairperson of the above Policy Committee for the 2020/21 Term of Office.

*** A minimum of two nominators is required***

Nominator	_____	_____
	Name	Signed

Nominator	_____	_____
	Name	Signed

Nominator	_____	_____
	Name	Signed

Nominator	_____	_____
	Name	Signed

Date	2019
------	------

I, _____ CONSENT TO MY NOMINATION FOR THE POSITION OF CHAIRPERSON FOR THE 2020/21 TERM OF OFFICE

SIGNED _____ **DATE** _____

5.3 EVENT APPROVAL PROCESS - COVID 19 RESTRICTIONS

RECORD NUMBER: 2020/1556

AUTHOR: Tony Boland, Acting Business Development Manager

EXECUTIVE SUMMARY

There is an increasing number of applications to host an event on Council owned and/or managed land. These events include food and non-food market events. This report is to seek resolution of how these applications will be assessed and a decision made on the event proceeding, particularly in light of the current COVID-19 restrictions.

It proposed that the decision to approve straight-forward events organised by local event organisers continues to be determined by staff. Due to the contentious nature of visitors during COVID-19 restrictions it is proposed that applications from external organisers of events (i.e. those from outside the Orange region) will be submitted to Council for a decision while current COVID-19 restrictions are in place. Any locally organised events that are considered by staff to be contentious in terms of COVID compliance will also be referred to Council.

All events will still require all documentation outlined in the event application, including a COVID-19 Safety plan. Event applications will firstly be measured against the Public Health (COVID-19 Restrictions on Gathering and Movement) Order (No 4) 2020 (or a subsequent Health Order) to ensure they are permissible by the State Government.

The first of these applications to be reviewed from an external event organiser is included in this report.

LINK TO DELIVERY/OPERATIONAL PLAN

The recommendation in this report relates to the Delivery/Operational Plan strategy "11.2 Prosper - Develop and attract a variety of events, festivals, venues and activities for locals and visitors, ensuring accessibility for all".

FINANCIAL IMPLICATIONS

Council will not receive hire fees if the event does not go ahead. This will have negligible impact on the overall budget.

POLICY AND GOVERNANCE IMPLICATIONS

Council's Strategic Policy - ST142 - Events on Council Owned and/or Managed Land Policy and its related Event Application documents are used to assess applications for Event approval. These approvals are usually made by staff, however with the additional heightened concern due to COVID-19, the Councillors are being asked by ratepayers to not approve events. Without a temporary modification to the policy (ST142), Councillors would not see external events prior to approval. This modification is only expected to last while Public Health Orders remain in place regarding attendance at events.

RECOMMENDATION

That Council resolves:

- 1 To permit non-contentious events hosted by local event organiser (i.e based within the Orange Region) to be approved by staff in line with the current Strategic Policy;**
- 2 To temporarily modify Strategic Policy - ST142 - Events on Council Owned/Managed Land so that that events hosted by external event organisers (i.e. from outside the Orange Region) or contentious local events to be determined by a report submitted to Council while current COVID-19 restrictions are in place;**
- 3 That if part ii of this resolution is adopted, to make a determination on the application for the Orange Fun Fair hosted by Ace Attractions Pty Ltd, Sydney, proposed to be held at the Orange Showground.**

FURTHER CONSIDERATIONS

Service Delivery	A determination on the process for Strategic Policy - ST142 - Events on Council Owned/Managed Land during the COVID-19 restrictions will allow staff to provide timely advice to applicants on the process and timeframes for applications and approvals or other outcomes.	
Image and Reputation	There has been some pressure on Council from social media and other sources to not have events that allow people from other locations to attend. This pressure is more prevalent in COVID-19 infection surges.	
Political	As the Councillors are able to vary policy in regards to events and staff are not, the temporary modification to the Strategic Policy - ST142 - Events on Council Owned/Managed Land will allow Councillors to make a decision based on the prevailing COVID-19 infection rates at the time.	
Health and Safety	All events are analysed for risk measures and in particular a COVID Action Plan.	

SUPPORTING INFORMATION

In determining approval for an event during COVID restrictions, staff must first apply the Public Health Order that exists at the time. This Health Order is applied to all events, whether held by local organisers or not.

Information regarding events under the Public Health (COVID-19 Restrictions on Gathering and Movement) Order (No 4) 2020 is summarised below, including a definition of the permissible venues under the Major Reaction Facilities (outdoor):

1. Premises listed in the schedule 1 of the Public Health Order (included are Major recreation venues & non-food markets) are to develop and comply with a COVID safety plan.

5.3 Event Approval Process - COVID 19 Restrictions

2. Public gatherings in an outdoor public gathering of no more than 20 people.
Definition Public gathering: means a meeting or assembly of person for a common purpose include an organised or planned event in a public place (ticketed or not)
3. Major recreation facilities must not allow person to be on premise unless;
 - a. Admission is by the way of ticket and each person has been assigned seating AND the total number is lesser than 25% of the capacity of premise or 10,000 persons
OR
 - b. Admission to the premises is limited to a maximum of 500 person AND the size of the premise is sufficient to ensure there is at least 4 square metres of space per person.
Definition Major Recreation facilities: means a building or place used predominately for large-scale sporting or recreation activities that are attended by large number of people whether regularly or periodically and includes theme parks, sports stadiums, showgrounds, racecourses and motor racing tracks.

It is proposed that staff will remain responsible for determining what constitutes a Major Recreation Facility Based on the definitions placed within the Public Health Order. This is due to the flexible nature of the definition. As an example, Robertson Park would not fit the definition of a Major Recreation Facility as it currently stands. However, if the park was segregated with posts and bunting and individual tickets issued, the site can then become a Major Recreation Facility. Staff have a range of variables to determine if the site meets the criteria, including size, access points and traffic issues.

Council has faced increasing public pressure against approving organised events inviting outsiders from Sydney to occur in Orange. Under the current policy the Councillors would not have the opportunity to see an application or have input into the determination as this is delegated to staff through the Policy (ST142). Given the contentious nature of these approvals under current restrictions, staff are seeking a position through a formal resolution from Council on who should approve these events.

The proposed resolution seeks to leave locally managed event approval with staff. This process is for expediency as a continuous process of reporting applications to Council and seeking approval for events that already occur on a regular basis will be very time consuming for both staff and Councillors. Council still has the recourse to direct an event to not proceed or to seek clarification or report on locally organised events from staff. Any local application deemed contentious will still be referred to Council for decision.

ATTACHMENTS

- 1 Redacted - Event Application Form, Site Plan, Risk Assessment & COVID Safety Plan - Orange Showground - Orange Funfair - Ace Attractions 28 & 29 November 2020, D20/51689 [↓](#)

EVENT APPLICATION FORM



ORANGE CITY COUNCIL

135 - 137 Byng Street, Orange NSW, 2800

PO Box 35, Orange NSW, 2800

P: 02 6393 8000 **F:** 02 6393 8199

E: council@orange.nsw.gov.au

www.orange.nsw.gov.au

Orange City Council is committed to working with organisations and community groups to deliver safe and enjoyable events. Below is some information to assist in the application process.

EVENT APPLICATION TIMEFRAMES

Please submit this event application, along with all other required documentation to Orange City Council at least 21 days prior to your event.

If your event is to involve any of the following aspects, please adhere to the associated timeframes:

Application/approval type	Minimum timeframe before event
Approval to Install and Operate Amusement Device (ie: Section 68 approval)	5 working days
Temporary Food Permit	5 working days
Filming Proposal	5 working days
Donations and Grants Application	Quarterly throughout the year
Alcohol Licence	30 working days
Development Application	6 weeks
Temporary Suspension of an Existing Alcohol Free Zone	12 weeks
Road Closure/Traffic Management Plan	16 weeks

USEFUL CONTACTS

Organisation	Phone number
Orange City Council	(02) 6393 8000
Orange City Council - Development Services	(02) 6393 8530
Orange Police	(02) 6363 6399
NSW Ambulance	(02) 6841 2670
Roads and Maritime Services	132 213
NSW Food Authority	1300 552 406
Department of Justice - Liquor and Gaming NSW	(02) 9995 0300
Midwest Traffic Management	(02) 6362 8049
Dubbo Traffic Control	(02) 6882 5643

APPLICANT DETAILS

Name: **Jade Evans**

Organisation: **Ace Attractions Pty Ltd**

Address:

Suburb: Postcode:

Phone: Mobile:

Email:

Website: **www.aceattractions.com.au www.sydneyfunfair.com.au**

Facebook: **Sydney Fun fair Ace Attractions**

Instagram: **aceattractions sydneyfunfair**

Twitter:

EVENT DETAILS

Event Name: **Orange Fun Fair**

Location/Venue *subject to availability: **orange showgrounds**

Please note that all venues are subject to usage fees as stated in Orange City Council's Fees and Charges.

Event Date/s: **28th & 29th November** Event Time/s: **11am-6pm both days**

Bump in date and time: **26th Nov 7am-8pmdaily** Bump out date and time: **30th Nov 7am-8pm**

Describe the main purpose of your event:

Bringing family fun event to the local community. with rides side show games and food trucks to bring some community funfair whilst local shows were cancelled

Is the event likely to be an ongoing event? YES NO

Will your event be open to the public? YES NO

Expected event attendance. Participants: **500** Spectators:

Will your event be attended by children or young people under 18 years of age? YES NO

Will you charge an entry fee for this event? YES NO

Any event held on Council land or premises must be conducted in accordance with Section 68 of the Local Government Act 1993

PLEASE NOTE:

 = Questions marked with this symbol may require additional Council permits under the Local Government Act or other relevant legislation

EVENT APPLICATION FORM

V5 | updated May 2019

page 3 of 7

EVENT SERVICES

 Will there be food and/or drinks sold or supplied at your event? YES NO

If yes, you must ensure all Food Vendors have approval from Orange City Council. All Food Vendors must be issued with a Temporary Food Permit and comply with all relevant food and health regulations.

 Will you be operating a BBQ/s at your event? YES NO

 Will alcohol be served and/or for sale? YES NO

Is your event to be held in a designated Alcohol Free Zone? YES NO

If yes, you are required to provide the appropriate Liquor Licence to Council and ensure those serving alcohol have current RSA accreditation. You must ensure there is free drinking water available. You must also make an application to Council at least 3 months prior to your event if your event is to be held within an existing Alcohol Free Zone. You will be required to pay the advertising fees associated with the publication of the suspension of the Alcohol Free Zone via the local newspaper.

Will your event require security personnel? YES NO

Will your event require waste management? YES NO

Council's existing public placed litter bins are not to be used for waste generated from the event without Council approval to do so.

Will you need to organise the use of the venue's public toilets at your event? YES NO

Will you require additional toilets and amenities, including accessible (disabled) facilities? YES NO

Guidelines for the number of toilets required are listed below:

People	No alcohol		Alcohol	
	Male	Female	Male	Female
<500	3	6	11	13
<1000	6	9	15	16

Will your event require access to a power supply? (If yes, please provide requirements) YES NO

10 amp | Qty: 15 amp | Qty: 20 amp | Qty: 32 amp | Qty:

Will you need to organise the collection of keys? YES NO

Will your event require the use of existing Council lighting? YES NO

Will you need to organise additional lighting? YES NO

 Will you be installing or erecting a structure? (e.g. stage, marquee, tent, caravan etc.) YES NO

Type of structure, quantity and dimensions in m²:

rides various sizes up to 15m round

food trucks and side shows around same size map supplied

The use of any portable structure may require a Development Application if it does not constitute exempt development or have a previous approval. If approval is required, this may take approximately 28 days.

EVENT SERVICES - continued

Will you require the entry of vehicles on to Council property? YES NO

 Will your event impact vehicular/pedestrian traffic? YES NO

 Are you requesting any road/footpath closures or road/footpath occupation? YES NO

If yes, you will be required to obtain approval from Council, Police and in some cases the Roads and Maritime Services (RMS). An application should be submitted to the City of Orange Traffic Committee at least 16 weeks prior to your event which must include:

- ***Traffic Management Plan (TMP) and Traffic Control Plan (TCP) compiled by an appropriately qualified person***
- ***Proof of public liability insurance to the value of \$20 million with Orange City Council noted as an interested party***
- ***Detailed risk assessment***

 Will your event involve large crowds, the use of PA system/s, or amplified music? YES NO

Noise levels must not exceed 5 decibels above background noise when measured at the nearest affected residence.

Will there be signage erected promoting your event at the venue? YES NO

 Will there be signage erected promoting your event at other locations in the Orange region? YES NO

Details: **sinage will be put around local area to promote the event**

 Will your event involve the distribution of pamphlets and/or other marketing/promotional material? YES NO

Will your event require additional First Aid or Emergency personnel? YES NO

Guidelines for the number of First Aid personnel required is listed to the right. Each event must be attended by at least one suitably qualified First Aid Officer. The Ambulance Service of NSW should be advised of major events.

Patrons	First Aiders	First Aid Posts
500	2	1
1000	4	1
2000	6	1
5000	8	2
10000	12	2

Who is the person nominated to engage emergency services or authorise an evacuation?

Name: **Jade Evans**

Contact phone number:

What is your Emergency Evacuation Plan?

plan attached

For any event, your strategies for emergency/risk management must comply with Australian Standards AS/ NZS ISO 3100/2009. The location of the Emergency Muster Point and details of the nominated person who can authorise an evacuation must be communicated to all those involved with the event.

EVENT SERVICES - continued

What is your contingency plan for bad weather?

postone or if light rain will continue

 Will amusement devices (e.g. jumping castle/s, mechanical ride/s) or other entertainment (performers or attractions) be in operation at your event? YES NO

Type and number of devices:

Dodgem cars, ferris wheel, swing chairs, storm, mini golf (putt putt), other rides will be confirmed with council before event

Apart from a 'small' jumping castle (i.e. highest platform is less than 9m high), all amusement device owners must hold a Section 68 Approval issued by Orange City Council. Applications must be received at least five working days before the event.

Will there be animal involvement at your event? YES NO

If yes, you must comply with all provisions of the Exhibited Animals Protection Act, 1986.

Will your event involve the movement of any aircraft? YES NO

Will there be goods (other than food) for sale at your event? YES NO

 Will there be fireworks at your event? YES NO

Will you be fundraising as part of your event? YES NO

Will the event involve any professional filming, drone operation or photography? YES NO

Will the event involve any camping? YES NO

Will your organisation require information on Council's Donations, Grants and Sponsorship program? YES NO

Responsibility to Protect Crowded Places

You are required to address your responsibilities in relation to the protection of crowded places from a range of foreseeable threats, including terror attacks, and should consider anti-terror measures in planning your event. Under the Summary Offences Act 1988, you are required to complete a 'Notice of Intention to Hold a Public Assembly' (available via www.police.nsw.gov.au) and submit to the Police at least 90 days prior to your event.

NOTES

REQUIRED DOCUMENTATION

In order for your request to be processed, please ensure you also provide the following documentation:

- **Site Plan** depicting everything you plan to bring or utilise at the venue, such as: barricading/fencing, stalls and marquees, stages, toilets, rubbish/recycling bins, signs/banners, lights/lighting towers, PA/speakers, entry and exit points, parking, power, first aid and emergency muster points.
- **Certificate of Currency of Public Liability Insurance** to a minimum of \$10 million and noting Orange City Council as an interested party.
- **Risk Assessment** outlining all applicable risks and control measures.

INDEMNITY & DECLARATION

I, Jade Evans hold Orange City Council harmless and releases and indemnifies, and keeps released and indemnified, from and against all action, suits, claims, demands, costs, charges and expenses for which Council, its servants, agents or employees may be held liable in respect of any damage, accident or injury of whatsoever nature or kind and however sustained or occasioned and whether to property or persons in connection with the use of this public area and any work connected therewith pursuant to this permit but excluding such liability arising from any negligent act, default or omission, on the part of council, its servants, agents or employees either solely or in contribution thereto.

I am authorised by the nominated organisation/club/school/association to make this application. I understand that a safety inspection and audit of the Council property is required along with completing a risk assessment prior to each use. I understand that I must only use the Council property if it is safe to do so and must leave the council property in a clean and tidy condition, including all associated facilities. I understand that if Council is required to clean or conduct any repairs due to damage or neglect caused by the applicant, the applicant will be invoiced. I agree to ensure that if the Council property is used at night, the level of lighting is appropriate for the intended purpose and agree to turn off all lighting immediately after the event or use of Council property has ceased.

I understand that only approved line marking agents can be used on Council property and I must obtain Council approval for any signage erected. I agree not to sub-let any Council property or facility. I agree to ensure children using Council property are supervised by an adult and agree not to permit any animals (with the exception of guide/hearing dogs), glass and vehicles on Council property unless prior approval is obtained.

I agree to comply with any requirement set by Council as part of the Conditions of Approval for the event and will comply with any direction of Council in relation to the Council property (e.g. closures due to wet weather and maintenance).

I am authorised to provide this release to Council on behalf of the nominated organisation/club/school/association from all claims made against Council by any person resulting from activities held on Council property.

Signature

JADE EVANS

Name (BLOCK LETTERS)

12/8/20

Date

Mud map of Orange funfair

(Maybe subject to change at event teams discretion)

1. Entry
2. Ticket box
3. Exit
4. Lighting tower
5. Stalls
6. Rides
7. Rides
8. Games
9. Rides
10. Lighting tower
11. Lighting tower
12. Food trucks
13. First aid
14. Emergency evacuation meeting point
15. Alternative emergence evacuation point



ACE ATTRACTIONS PTY LTD RISK ASSESSMENT MATRIX Determining the Level of Risk

This document can be used to identify the level of risk and help to prioritise any control measures.
Consider the **consequences** and **likelihood** for each of the identified hazards and use the table to obtain the risk level.

			Consequences				
			1 – Insignificant Dealt with by in-house first aid, etc	2 – Minor Medical help needed. Treatment by medical professional/hospital outpatient, etc	3 – Moderate Significant non-permanent injury. Overnight hospitalisation (inpatient)	4 – Major Extensive permanent injury (eg loss of finger/s) Extended hospitalisation	5 – Catastrophic Death. Permanent disabling injury (eg blindness, loss of hand/s, quadriplegia)
Likelihood	A -	Almost certain to occur in most circumstances	High (H)	High (H)	Extreme (X)	Extreme (X)	Extreme (X)
	B -	Likely to occur frequently	Moderate (M)	High (H)	High (H)	Extreme (X)	Extreme (X)
	C -	Possible and likely to occur at some time	Low (L)	Moderate (M)	High (H)	Extreme (X)	Extreme (X)
	D -	Unlikely to occur but could happen	Low (L)	Low (L)	Moderate (M)	High (H)	Extreme (X)
	E -	May occur but only in rare and exceptional circumstances	Low (L)	Low (L)	Moderate (M)	High (H)	High (H)

How to Prioritise the Risk Rating

Once the level of risk has been determined the following table may be of use in determining when to act to institute the control measures.

Extreme	Act immediately to mitigate the risk. Either eliminate, substitute or implement engineering control measures.	Remove the hazard at the source. An identified extreme risk does not allow scope for the use of administrative controls or PPE, even in the short term.
High	Act immediately to mitigate the risk. Either eliminate, substitute or implement engineering control measures. If these controls are not immediately accessible, set a timeframe for their implementation and establish interim risk reduction strategies for the period of the set timeframe.	An achievable timeframe must be established to ensure that elimination, substitution or engineering controls are implemented. NOTE: Risk (and not cost) must be the primary consideration in determining the timeframe. A timeframe of greater than 6 months would generally not be acceptable for any hazard identified as high risk.
Medium	Take reasonable steps to mitigate the risk. Until elimination, substitution or engineering controls can be implemented, institute administrative or personal protective equipment controls. These "lower level" controls must not be considered permanent solutions. The time for which they are established must be based on risk. At the end of the time, if the risk has not been addressed by elimination, substitution or engineering controls a further risk assessment must be undertaken.	Interim measures until permanent solutions can be implemented: <ul style="list-style-type: none"> Develop administrative controls to limit the use or access. Provide supervision and specific training related to the issue of concern. (See Administrative Controls below)
Low	Take reasonable steps to mitigate and monitor the risk. Institute permanent controls in the long term. Permanent controls may be administrative in nature if the hazard has low frequency, rare likelihood and insignificant consequence.	

ACE ATTRACTIONS PTY LTD RISK ASSESSMENT SUMMARY

RIDE. Various rides, inflatables, catering and side NAME of person COMPLETING FORM Jade Evans Date 31/8/19
Hierarchy of Control Controls identified may be a mixture of the hierarchy in order to provide minimum operator exposure.

Elimination	Eliminate the hazard.
Substitution	Provide an alternative that is capable of performing the same task and is safer to use.
Engineering Controls	Provide or construct a physical barrier or guard.
Administrative Controls	Develop policies, procedures practices and guidelines, in consultation with employees, to mitigate the risk. Provide training, instruction and supervision about the hazard.
Personal Protective Equipment	Personal equipment designed to protect the individual from the hazard.

Amusement Device Description

(Please note below & briefly describe each amusement device that this risk assessment refers to).

Amusement Operator Company Name	ACE ATTRACTIONS PTY LTD
Address	
Contact Person 1	JADE EVANS
Mobile Number while at Event	
Contact Person 2	JOSH EVANS
Mobile Number while at Event	

Amusement Device Name	Various Amusement rides, catering, and side show games
Amusement Device Serial Number	N/a
Registered Owner of Amusement Device (including address and phone contact)	

ACE ATTRACTIONS PTY LTD RISK ASSESSMENT SUMMARY

RIDE. Various rides, inflatables, catering and side NAME of person COMPLETING FORM Jade Evans Date 31/8/19
Ace Attractions is committed to assisting in the development of your risk management systems for its events.

The legal requirements and importance of addressing occupational health and safety issues in the conceptual stages of the event is paramount, to ensure that risks are identified and strategies to reduce or minimise identified risks are adopted.
This Risk Assessment is designed to enable Ace to identify the hazards particular to your amusement device, assess them in a uniform format and effectively control and manage hazards that may occur while in & around the confines of the Luna park site.

How to assess the risks:

Step 1: Identify the hazards – associated with each activity

Step 2: Assess the risks – associated with each hazard

Step 3: Evaluate the risks - decide on the precautions

Step 4: Implement control measures – develop a plan to improve controls

Step 5: Review your assessment and update if necessary

When thinking about the risk assessment, remember:

- a **HAZARD** is anything that has the potential to cause harm or damage, such as chemicals, electricity, working from ladders etc.;
- the **RISK** is the likelihood of that harm or damage occurring and the scope of it's impact

ACE ATTRACTIONS PTY LTD RISK ASSESSMENT SUMMARY

RIDE. Various rides, inflatables, catering and side NAME of person COMPLETING FORM Jade Evans Date 31/8/19

Hazard	Risk	Existing Risk Control	Responsible to Monitor / Supervise
1. Access & egress of patrons from amusement device	<ul style="list-style-type: none"> • Anxiety • Frustration • Disorientation • Trip Hazard • Personal Injury • Crowd congestion • Wet weather 	Safety fencing Signage Safety cable covers Trained staff	Ride operator Manager Ride owners
2. Alcohol & Drug Intoxication	<ul style="list-style-type: none"> • Patron intoxicated • Worker intoxicated • Worker taking undeclared prescription medicine • Drunken behaviour • Personal Injury • Asset damage • Death 	Refusal of access Security/ police contacted Alcohol free zone	All staff Ride owners Ride operators Safety coordinator
3. Assessment of rider suitability	<ul style="list-style-type: none"> • Rider under age • Rider under height • Rider underweight • Safety signage not in place • Inappropriate clothing • Rider unsupervised • Personal Injury • Death 	Signage of height and weight requirements Adequate signage	Ride operators Ride owners Safety coordinator
4. Biological Agents	<ul style="list-style-type: none"> • Blood • Vomit • Potential Injury & illness to staff • Potential Injury & illness from staff 	Alert manager Contact cleaning crew	Ride operator Ride owners Safety coordinator

ACE ATTRACTIONS PTY LTD RISK ASSESSMENT SUMMARY

RIDE. Various rides, inflatables, catering and side NAME of person COMPLETING FORM Jade Evans Date 31/8/19

5. Daily Maintenance & Safety Checks	<ul style="list-style-type: none"> • Checks not performed • Checks performed by unqualified or inexperienced persons • Log of checks not retained • Rectification actions not taken • Faults not reported • Mechanical failure • Personal Injury • Mass Casualty • Death 	Log books Safety sign off sheets conducted daily	Ride operator Ride owners Safety coordinator
6. Electrical items, devices & leads	<ul style="list-style-type: none"> • Not tested & tagged • Electrocutation • Burns • Fire • Damage to distribution • Personal Injury • Death 	Equipment checks daily	Ride operator Ride owner Safety coordinator
7. Electrical supply failure or Generator failure	<ul style="list-style-type: none"> • Disruption to safe operation • Loss of lighting • Emergency Stoppage • Persons trapped • Fire • Personal Injury • Death 	Emergency stop procedures	Ride operator Ride owner Safety coordinator

ACE ATTRACTIONS PTY LTD RISK ASSESSMENT SUMMARY

RIDE. Various rides, inflatables, catering and side NAME of person COMPLETING FORM Jade Evans Date 31/8/19

<p>8. Emergency Evacuation from amusement device</p>	<ul style="list-style-type: none"> • Exit ways not accessible • Exit ways not marked • Emergency lighting not present / Faulty / Not Compliant • Unsupervised exit from amusement device • Staff not trained in procedures • Insufficient lighting • Lack of exit plan • Lack of exit maps • Crowd Crush • Confusion • Persons trapped • Patrons unable to exit amusement device • Responsible adult attempting to access amusement device to rescue rider • Trip Hazard • Personal Injury • Death • Multiple Deaths 	<p>Emergency signage Evacuations procedures</p>	<p>Ride operator Ride owner Safety coordinator</p>
<p>9. Extreme weather</p>	<ul style="list-style-type: none"> • Exposure • Discomfort • Personal Injury • Slip hazard • Lightning strike • Flooding • Wind effect on structures • Patrons unable to exit amusement device • Responsible adult attempting to access amusement device to rescue rider • Event cancellation • Loss of power & services 	<p>Logbook Staff training</p>	<p>Ride operator Ride owner Safety coordinator</p>

ACE ATTRACTIONS PTY LTD RISK ASSESSMENT SUMMARY

RIDE. Various rides, inflatables, catering and side NAME of person COMPLETING FORM Jade Evans Date 31/8/19

10. Facilities for persons with disabilities	<ul style="list-style-type: none"> • Inadequate facilities • Access issues • Patron compliant • Carers access • Guide dogs • Emergency evacuation issues • Inadequate signage related to disability access or lack of 	Staff training	Ride operator Ride owner Safety coordinator
11. Fall from structure (including Amusement ride)	<ul style="list-style-type: none"> • Personal Injury • Negative media • Death 	Staff training Working at heights training	Ride operator Ride owner Safety coordinator
12. Fuel Storage	<ul style="list-style-type: none"> • Vapour build -up • Electrical hazard • Refuelling • Fuel spill • Inadequate warning signage • Inadequate security • Inadequate exclusion distance • Hazard signage not installed • Smoking • Fire • Smoke • Explosion • Burns • Personal Injury • Mass casualty • Property damage • Death 	Staff training Regulated by safety officer	Ride operator Ride owner Safety coordinator
13. Hazardous Substances & Materials	<ul style="list-style-type: none"> • Asset Damage • Fire • Explosion • Toxic fumes • Chemical burn • Environmental impact • Hazard signage not installed • Personal Injury • Permanent disability • Death 	Staff training Safety officer	Ride operator Ride owner Safety coordinator

ACE ATTRACTIONS PTY LTD RISK ASSESSMENT SUMMARY

RIDE. Various rides, inflatables, catering and side NAME of person COMPLETING FORM Jade Evans Date 31/8/19

14. Infrastructure left behind or late pickup	<ul style="list-style-type: none"> • Emergency evacuation hindered • Property damage • Theft • Next event impacted • Storage • Insurance 	Staff training Safety officer	Ride operator Ride owner Safety coordinator
15. Information & Welfare of patrons	<ul style="list-style-type: none"> • Confusion • Panic • Customer compliant • Lost person • Loss of crowd control • Crowd surge • Evacuation hindered 	Staff training	Ride operator Ride owner Safety coordinator
16. Live electrical supply	<ul style="list-style-type: none"> • Unqualified connection of service • Access to distribution blocked • Secondary structure becomes energised • Electrocution • Overload • Fire • Explosion • Asset Damage • Personal Injury • Burns • Mass casualty • Death 	Staff training Daily checks Tagged electrical equipment	Ride operator Ride owner Safety coordinator

ACE ATTRACTIONS PTY LTD RISK ASSESSMENT SUMMARY

RIDE. Various rides, inflatables, catering and side NAME of person COMPLETING FORM Jade Evans Date 31/8/19

17. Ladder use	<ul style="list-style-type: none"> • Standing on top step • Improper selection of ladder • Working over 1.8 meters • Inappropriate placement & location • Overbalancing • Ladder not secured • Equipment not secured • Safety Spotter not present • No Barriers in place • No signage in place • Electrocutation • Fall from height • Personal Injury • Disablement • Death 	Staff training Safety officer	Ride operator Ride owner Safety coordinator
18. Loading and Unloading of patrons from amusement device	<ul style="list-style-type: none"> • Safety device or restraint improperly secured • Patron distress • Collision with moving part • Rider becomes unseated • Difficult or non-compliant rider • Noise interferes with safety instruction • Staff inadequately trained 	Staff training	Ride operator Ride owner Safety coordinator

ACE ATTRACTIONS PTY LTD RISK ASSESSMENT SUMMARY

RIDE. Various rides, inflatables, catering and side NAME of person COMPLETING FORM Jade Evans Date 31/8/19

<p>19. LPG Gas Cylinders</p>	<ul style="list-style-type: none"> • Storage not consistent with AS/NZS 1596;2002 “Storage & Handling of LPGas” • Unsecured • Damage to regulator & distribution hoses • Gas Leak • Banned at public events • Inadequate warning signage • Inadequate exclusion distances • Smoking • Stored inside structures • Changing cylinders • Fire • Smoke • Explosion • Burns • Personal Injury • Mass casualty • Property damage • Death 	<p>Staff training Safety officer Daily checks</p>	<p>Ride operator Ride owner Safety coordinator</p>
<p>20. Manual handling</p>	<ul style="list-style-type: none"> • Untrained worker • Dehydration • Fatigue • Injuring others • Personal injury • Lost time injury • Rehabilitation • Loss of earnings • Disablement • Death 	<p>Staff training</p>	<p>Ride operator Ride owner Safety coordinator</p>

ACE ATTRACTIONS PTY LTD RISK ASSESSMENT SUMMARY

RIDE. Various rides, inflatables, catering and side NAME of person COMPLETING FORM Jade Evans Date 31/8/19

<p>21. Plant Use (Forklift/EWP/Tractor /Crane/Other)</p>	<ul style="list-style-type: none"> • Untrained Operator • Safety check not performed • Logbooks incomplete • Mechanical failure • Overturning/Unbalancing • Overhead hazard • Electrical hazard • Penetrations & Drop-offs • Safety feature disabled/altered • Working without spotter • Moving at unsafe speed • Mobile phone use • Smoking • Working on uneven /inappropriate surface • SWL exceeded • Collision • Spill • Load unbalanced • Fall from height • Crush Injury • Fire • Explosion • Personal Injury • Death 	<p>Staff training Staff licences</p>	<p>Ride operator Ride owner Safety coordinator</p>
<p>22. Public Liability</p>	<ul style="list-style-type: none"> • Payouts as a result against claims made against all concerned & involved • Civil suit • Statutory prosecution • Negative media • Increased insurance • Breach of contract • Frustration of purpose 	<p>Managing director Supervisor</p>	<p>Ride operator Ride owner Safety coordinator</p>

ACE ATTRACTIONS PTY LTD RISK ASSESSMENT SUMMARY

RIDE. Various rides, inflatables, catering and side NAME of person COMPLETING FORM Jade Evans Date 31/8/19

<p>23. Rigging & Overhead installations</p>	<ul style="list-style-type: none"> • Fall from height • Unqualified worker • Dehydration • Fatigue • PPE&C not worn • Rigging plan not prepared • Equipment not inspected • Safety chain/lines & slings insufficient for applied loadings • Secondary point of fixation not used • Point loading of rigging points exceeded • Safe Working Load (SWL) exceeded • Inappropriate section of rigging & equipment • Structural failure of equipment • Equipment fall from height • Load distribution uneven • Wind effect • Electrocutation • Fire • Confined spaces • Death 	<p>Staff training</p>	<p>Ride operator Ride owner Safety coordinator</p>
<p>24. Smoke & Fire</p>	<ul style="list-style-type: none"> • Asset Damage • Smoke Inhalation • Loss of Crowd Control • Panic • Crowd Crush • Secondary explosion • Burns • Mass Casualty • Death 	<p>Staff training Emergency procedures</p>	<p>Ride operator Ride owner Safety coordinator</p>

ACE ATTRACTIONS PTY LTD RISK ASSESSMENT SUMMARY

RIDE. Various rides, inflatables, catering and side NAME of person COMPLETING FORM Jade Evans Date 31/8/19

<p>25. Staff & Contractors working without required skills, training or qualification</p>	<ul style="list-style-type: none"> • Failure/Accident due to incorrect decision or action • Insurances voided • Prosecution from regulatory body • Correct PPE&C not worn • Posted risk controls/safe work methods not understood • Property damage • Personal injury • Lost Time Injury • Disablement • Death 	<p>Staff training Staff induction</p>	<p>Ride operator Ride owner Safety coordinator</p>
<p>26. Structures (including but not limited to amusement devices, inflatables, marquees, temporary seating, scaffolding, loading ramps & turntables, screen supports, arches etc.)</p>	<ul style="list-style-type: none"> • SWL Exceeded • Wind effect • Overloading • Collapse • Inadequate ballast • Fall from height • Electrocution • Fire • Crush Injury • Unqualified worker • Unqualified inspection • Amusement device does not conform to AS 3533 series • Mass Casualty • Disablement • Death 	<p>Staff training Induction on worksites</p>	<p>Ride operator Ride owner Safety coordinator</p>
<p>27. Sound levels</p>	<ul style="list-style-type: none"> • Patron compliant • Hearing injury • Disrupted communications • Loss of power to PA • Wind/open space carries sound • Vibration 	<p>Staff training</p>	<p>Ride operator Ride owner Safety coordinator</p>

ACE ATTRACTIONS PTY LTD RISK ASSESSMENT SUMMARY

RIDE. Various rides, inflatables, catering and side NAME of person COMPLETING FORM Jade Evans Date 31/8/19

28. Transport Management	<ul style="list-style-type: none"> • Vehicle accident - collision • Vehicle accident - pedestrian • Vehicle collision - infrastructure • Unscheduled delivery • Stranded/Bogged vehicle • Vehicle unable to traverse internal roadway • Floor loading exceeded • Height restriction exceeded • Illegal parking • Unsafe load securement • Unsafe loading & unloading operations • Fuel Spill. • Traffic congestion • Serious injury • Death 	Transport director logistics	Ride operator Ride owner Safety coordinator
29. Trips, Slips & Falls	<ul style="list-style-type: none"> • Body of fluid • Obstructed emergency exits • Overhead obstruction • Uneven surface • Contaminated surface • Unprotected cabling • Protrusion • Pits & penetrations • Inadequate or no guard railing/edge protection • Inadequate or no fall protection • Non - standard step height • Personal injury • Disablement • Death 	Staff training/induction	Ride operator Ride owner Safety coordinator
30. Underground Services & Penetrations	<ul style="list-style-type: none"> • Loss of Power • Electrocution • Water Leak • Slip hazard • Property Damage • Gas leak • Explosion • Fire • Serious Injury • Death 	Staff training Safety co ordination	Ride operator Ride owner Safety coordinator

ACE ATTRACTIONS PTY LTD RISK ASSESSMENT SUMMARY

RIDE. Various rides, inflatables, catering and side NAME of person COMPLETING FORM Jade Evans Date 31/8/19

31. Working at Height	<ul style="list-style-type: none"> • Insufficient edge protection • Harness not used when required • Fall arrest system not installed • Improper selection and use of ladder • Unsecured work area • No safety spotter • Working in vicinity to live power • Wind effect • Untrained & unqualified worker • Improper use of an EWP • Ground penetrations not highlighted • Floor loading exceeded • Working on uneven / soft surface • Equipment not inspected regularly • Fall from height • Object fall from height • Unsecured equipment • Serious injury • Mass casualty • Disablement • Death 	<p>Staff training At height induction</p>	<p>Ride operator Ride owner Safety coordinator</p>
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SYDNEY FUN FAIR COVID SAFE EVENT PLAN



**OPEN SATURDAY AND SUNDAY
SEPTEMBER 19/20**

**ORANGE SHOWGROUNDS
ATTENDED BY
JUBILEE AMUSEMENTS
FOSTERS CARNIVAL AMUSEMENTS
ACE ATTRACTIONS
APPALOOSA TOYS**

SYDNEY FUN FAIR 07/2020

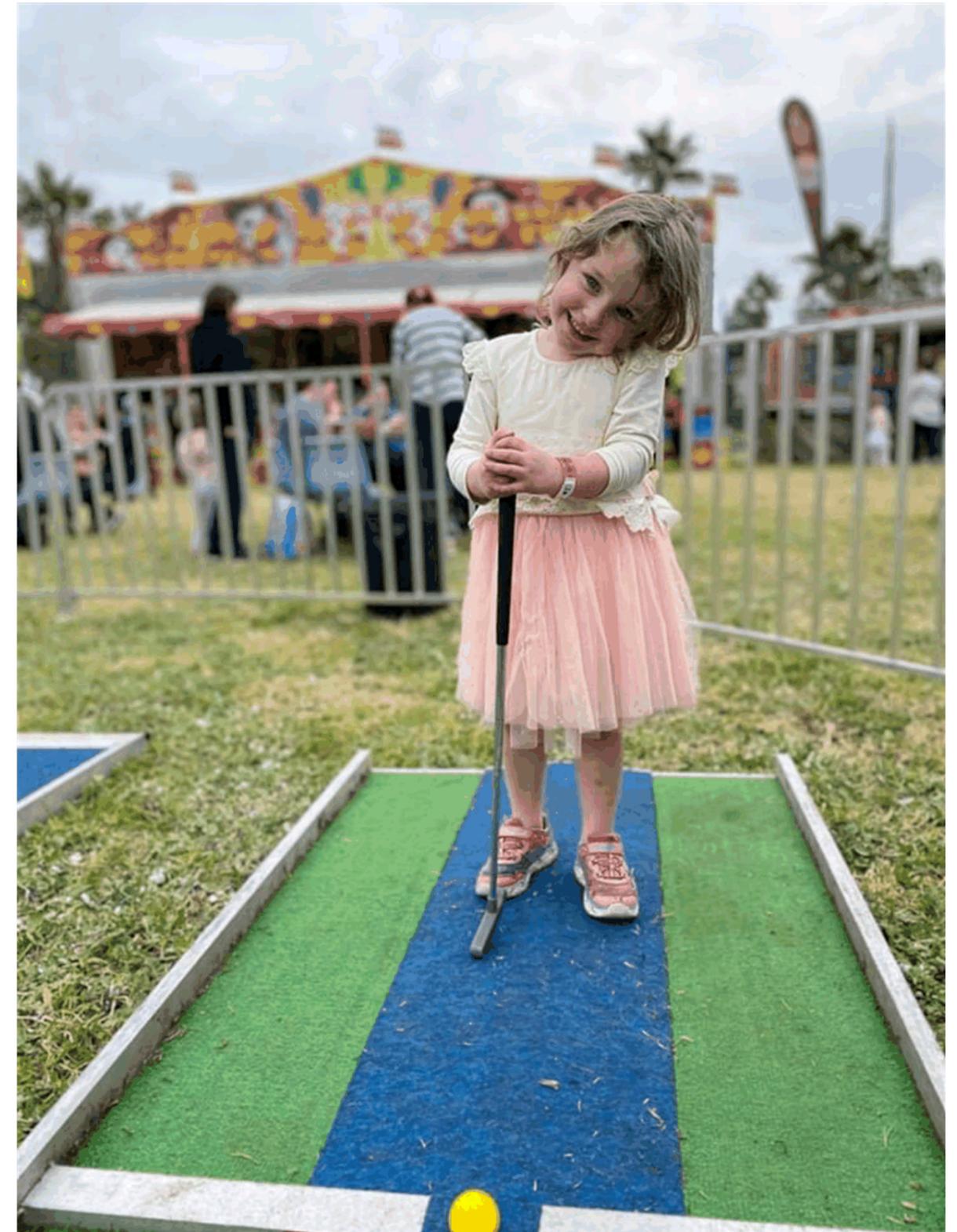
1. Description of the Event.

Sydney Fun Fair is opening on Saturday and Sunday September 19/20

The Program Includes the Following Attractions

- * Food Outlets**
- * Amusement Rides**
- * Sideshow Games**
- * Show Bag Outlets**

SYDNEY FUNFAIR 07/2020



2. KEY EVENT TIMES

Operating times for each day will be strictly 11am until 6pm each day.

Bump in will commence 16th September

Each day the site will be open from 8am until 7pm.

3. KEY CONTACTS FOR EVENT

Ashley Cosgrove

Jubilee Amusement

Ted Foster

Fosters Amusements

Jade Evans

Ace Attractions

Vaughn De Krester

Show Bags

All 4 Managers will be responsible for monitoring

Customer Attendee numbers on each day.

All Staff will be clearly identified by wearing uniforms on each day

SYDNEY FUNFAIR 07/2020



5. SITE CAPACITY

The Site at Orange Showgrounds will be fenced and have 1 entrance and exit point for the event.

We are following all current NSW Health Guidelines as per the Amusement Centre Category updated on July 1 2020.

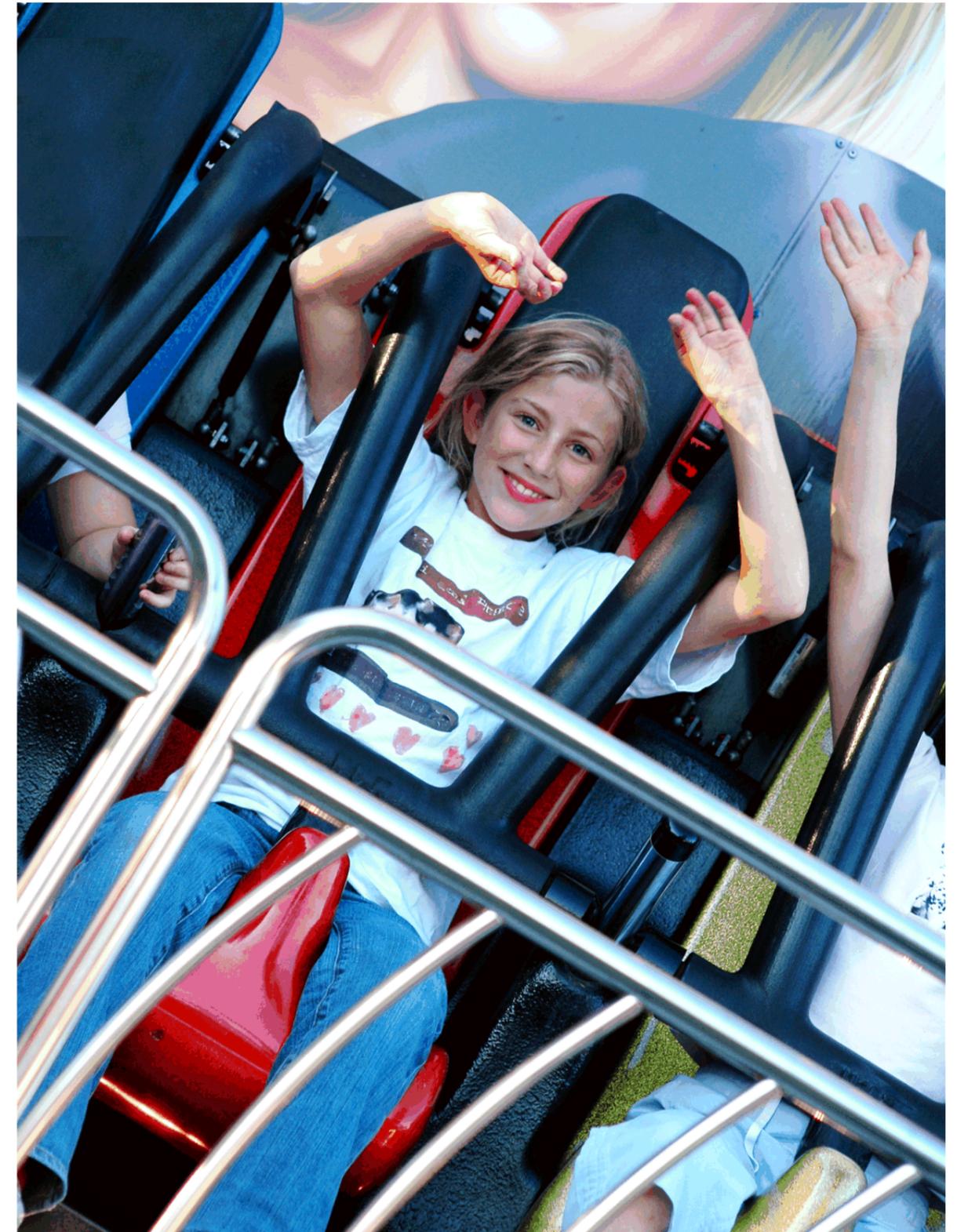
Maximum Capacity of 500 Customers (excluding Staff)

6.INDUSTRY PLANS USED BY CONTRACTORS

Sydney Fun Fair Contractors will follow the current Amusement Centre Guidelines updated on the 1st July by NSW Health.

Each Contractor will be responsible for implementing protocols to reduce the risk of the spread of COVID 19.

SYDNEY FUNFAIR



7. VENUE DETAILS

Sydney Fun Fair will be using the orange showgrounds

The area used will be fenced off in a rectangular shape with the one entrance and exit to the Venue available.

The overall layout of the Venue has Amusement Rides on the West and East sides of the Venue with a row of rides also in the middle of the Venue.

The food outlets are located on the Western side of the Venue close to the entrance/exit.

At the entrance to the Venue an online ticket pickup tent is located next to a ticket box for one day ticket sales.

Beside the ticket box is a registration desk where attendees can either use a paper for of registration or a QR link to register using Their mobile phone.

Also, at the entrance Temperature checking is carried out and also various hand sanitizing stations for Customers use prior to entry of venue. Hand sanitizing stations are also clearly marked with COVID 19 signage at the entrance to each Amusement Rides for Customers use.

Staff will also have their temperatures checked prior to commencing work on each day.

SYDNEY FUNFAIR 07/2020



8. REGISTRATION

We recommend that Customers use Our online ticketing partner Ticketebo as the preferred way of purchasing tickets for the event.

If the daily session doesn't sell out before the day of event remaining tickets will be sold at the ticket box at the entry to the Venue.

The Ticketebo System will:

***Supply if needed the Name, Address and contact details of the online sales customers for each session.**

***Provide Guests with a Symptoms warning asking not to attend if Symptoms exist.**

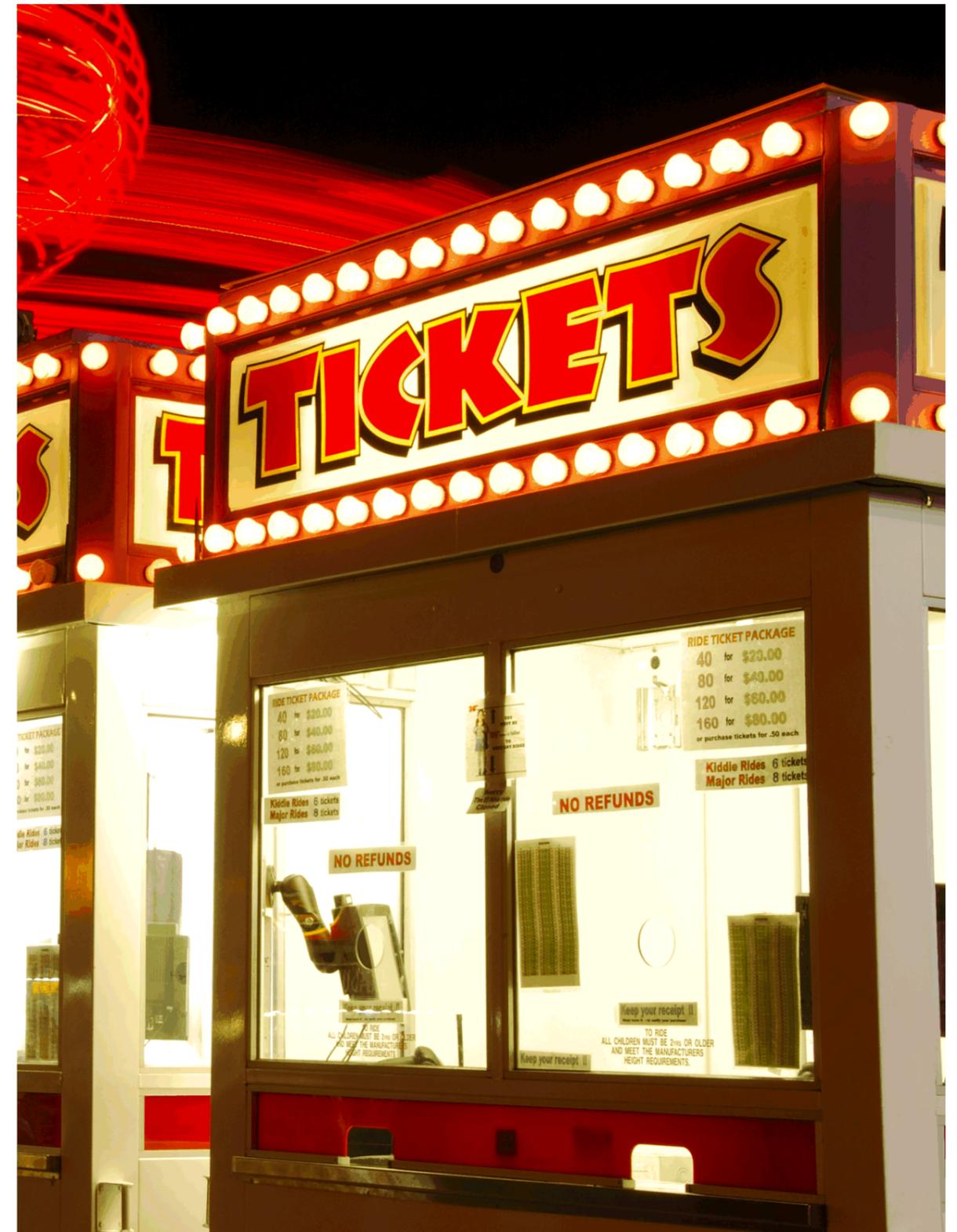
***Provide attendees with a barcode to scan at the online ticket pickup point to obtain Their tickets.**

Any Customers that purchase tickets on the day at the ticket box will be required to either register using a paper registration document or use Their mobile phone to scan a barcode and register through the app.

Event personnel will check Their temperatures at the entrance to the venue.

Once these measures are completed the Customers can gain access to the Event.

SYDNEY FUNFAIR 07/2020



9. ANTICIPATED ATTENDEES

Sydney Fun Fair is operating to a max amount of Customers (500 maximum at any one time).

The age of Our Customers is varied. It is a all ages Event but Our main market will be Young Families.

10. STAFF PROTECTION

Sydney Fun Fair is committed to providing a safe environment for Our Customers and Employees

***All Contractors will be required to provide a full list of Employees and Their contact details.**

***Employees will not be allowed onsite if showing any symptoms of COVID 19.**

***Meetings will update Employees with details of the Event, COVID 19 updates that could affect Sydney Fun Fair.**

***Temperature checks will be taken on each Employee at the commencement of each Day.**

***Gloves and hand sanitiser are provided for all Employees each day at the Venue.**

SYDNEY FUNFAIR 07/2020



11. EVENT PARKING

All parking will be onsite on the grass area behind Sydney Fun Fair or also on the Ash felt carpark behind the Sydney Fun Fair.

12. EVENT SIGNAGE

To promote and instil both social distancing and COVID 19 safe behaviour to the Customers and Employees Sydney Fun Fair will display COVID 19 safety signs throughout the Venue.

Some examples listed below:



SYDNEY FUNFAIR 07/2020



THE MANAGEMENT AT SYDNEY FUN FAIR ARE IMPLEMENTING THESE MEASURES TO ENSURE ALL OF OUR CUSTOMERS AND EMPLOYEES SAFETY AT ALL TIMES.



5.4 DEMOLITION OF PERRY OVAL AMENITIES BUILDING

RECORD NUMBER: 2020/1578

AUTHOR: Scott Maunder, Director Community, Recreation and Cultural Services

EXECUTIVE SUMMARY

The purpose of this report is to seek Council's approval to demolish a Council-owned amenities building located at Perry Oval, being the land known as Lot 10 DP9575.

The building is located on the western side of the property and connects to Victoria Street.

The building has male and female toilets as well as a modest change room area. The building originally contained a small canteen area.

The subject property is marked with a star below.

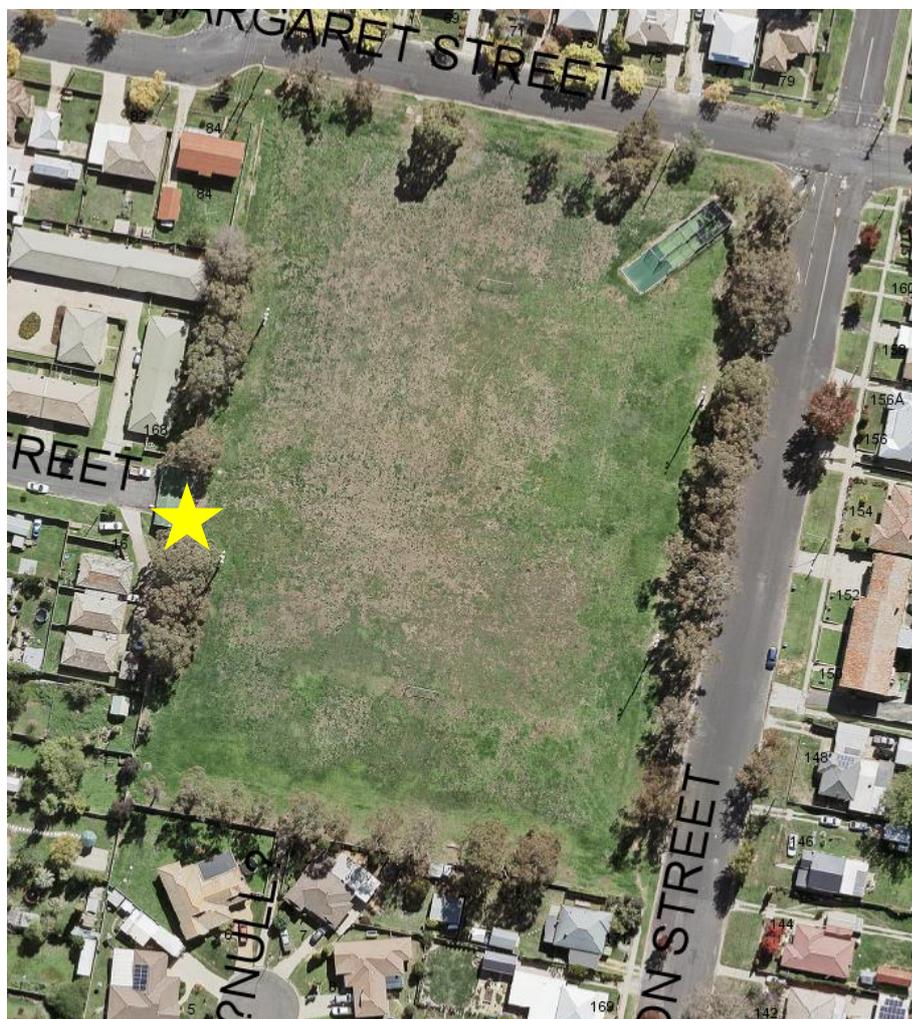


Figure 1: Location Map of Amenities Block

LINK TO DELIVERY/OPERATIONAL PLAN

The recommendation in this report relates to the Delivery/Operational Plan strategy "5.2 Live - Ensure the community services provided by Council are professionally managed, integrated and meet demonstrated needs".

FINANCIAL IMPLICATIONS

The demolition works has been provided for in the 2020/2021 budget. The anticipated cost for demolition works is \$20,000.00.

The resolution to adopt the 20/21 Delivery Operational Plan included the following:
“That \$50,000 be allocated to the upgrade of Perry Oval.”

POLICY AND GOVERNANCE IMPLICATIONS

Nil

RECOMMENDATION

- 1 That Council approve the demolition of the Perry Oval Amenities building.**
- 2 That a new amenities building be constructed on Perry Oval utilising funding received from the Resources for Regions fund.**

FURTHER CONSIDERATIONS

Consideration has been given to the recommendation’s impact on Council’s service delivery; image and reputation; political; environmental; health and safety; employees; stakeholders and project management; and no further implications or risks have been identified.

SUPPORTING INFORMATION

Structural issues with the amenities building were first identified by Council in 1995 with cracking of the structure evident.

On 23 April 2013 a structural report on Perry Oval Amenities Building was undertaken by Lynar Consulting. They identified asbestos present on site in the ceiling, cracks in the concrete slab and brick walls and the roof sagging. The report provided a recommendation *“that the building remains locked until future demolition and removal.”* After this report was received, Council locked the building and prevented use by the public and it was also removed from Council’s asset register.

On 9 July 2020 a second structural inspection was undertaken by Cook and Roe to confirm the structural adequacy of the building and any significant changes since the previous report. Its purpose was to also identify works that may be required to repair the facility.

Their recommendation paralleled Lynar Consulting advising that *“Given the extensive rectification works and noting that a high level of ongoing maintenance will be required for the life of the structure, it is our opinion that Council complete demolition and replacement of the amenities block that is more appropriate for the site conditions is the most viable and efficient option.”*

Both reports concluded that the main issue with the building is from a poor slab design and highly reactive clay soil. The large nearby gum trees are also pulling a large amount of water out of the ground which causes movement in the slab.

5.4 Demolition of Perry Oval Amenities Building

If Council were to undertake the repairs required to make the building structurally adequate and safe the following work would be required to be undertaken:

- Underpinning of concrete slab involving excavating sections under the existing slab and filling them with concrete to strengthen the existing slab
- Replacement of roofing system including timber structure
- New Gutters and downpipes to be installed as the building is not compliant
- Construction of new stormwater pits for water to drain from the building
- Re-grading of the surrounding area so water falls away from the building
- Repoint all cracks in the masonry walls involving removing mortar where cracked and replacing it with new mortar
- Removal of all asbestos contaminated building products and disposal
- Remove large gum tree that is in close proximity to building that is effecting water in highly reactive clay soil.

Council would also have to undertake the following work to make the building functional:

- Render repairs where cracked
- Replacement of asbestos linings with new sheeting
- Painting internally and externally
- Replacement of glass in windows broken by vandals
- Assessment of plumbing and electrical services, with intention of it requiring full replacement.

To undertake the repair works outlined above it would be in the vicinity of \$122,000.00. Undertaking these works does not guarantee that the issues would not occur again therefore requiring further maintenance and repair in the future. With the large amount of work required to make the amenities serviceable again, it is unfeasible to undertake these works and it is recommended to demolish the building.

Councillor Inspection

An inspection of the building was conducted on site on Monday 17 August which was attended by the author of the structural engineering report, Councillors, Senior Council staff and members of the public.

During the site inspection the issues with the building were discussed with all present.

A further meeting was conducted with Senior Staff and Councillors on Tuesday 18 August where the information was relayed.

Usage

Perry Oval has been exclusively used as a training venue since 1988.

Major renovation and shaping occurred in 1989/90 at a cost of \$25,000 to improve the surface for winter training. More extensive works were proposed but scaled back due to the field only being used for training purposes.

5.4 Demolition of Perry Oval Amenities Building

A petition was submitted to Council in 1996 (from community members not sporting groups) to request that the further development of Perry Oval be undertaken to allow sporting events to be conducted at the venue however at the time all sporting clubs had suitable “homes” and it was resolved that Perry Oval retain its classification as a training facility.

However a lighting upgrade was completed in 1999 and remains operable today.

Service Level

As mentioned Council previously resolved to designate Perry Oval as a training facility only. The service level (grounds maintenance) has been conducted by Orange City Council consistent with that designation.

Irrigation has not been operable at the grounds since the mid 1990’s and consisted of a quick coupler system. This system was a manual system that required spikes being driven into the pipes (similar to a fire hydrant). Water flows until the spikes are removed.

A new irrigation system is to be installed in this financial year to improve the field, but there are no plans for it to be utilised further other than for training purposes. However its operation and effectiveness in maintaining the field will be limited by any water restrictions that may be in place.

Replacement Amenities Building

With this limited amount of usage on the oval and other better equipped ovals in the city, an amenities building with a canteen and change room is deemed unnecessary for the site.

However it would be appropriate to install a modular unit or similar amenities. This is recommended to be constructed on the Eastern Side of Perry Oval.

The proposed use for the site would only require three toilets inclusive of a disabled bathroom which the current amenities does not allow for. A modular unit has been costed and would allow for the slab to be designed correctly to allow for the ground conditions without the need to remove any nearby trees.

Council has approved an application for allocation of funds under the resources for regions grant program. An example of the facility is attached for information.

ATTACHMENTS

- 1 Perry Oval - Cook and Roe Structural Report, D20/43782 [↓](#)
- 2 Perry Oval - Lynar Consulting Structural Report, D20/43780 [↓](#)
- 3 Perry Oval - Yarra-3 Toilet Building, D20/51273 [↓](#)



STRUCTURAL INSPECTION



BUILDING MOVEMENT TO AMENITIES BLOCK Perry Oval, Orange

Our Ref: 37461-1

Date: 09 July 2020

LEVEL 1, 146-148 LORDS PL, ORANGE
PO BOX 1935, ORANGE NSW 2800
P 02 6360 2561 F 02 6360 2907
E OFFICE@COOKANDROE.COM.AU
CROE PTY LTD T/A COOK AND ROE
ABN 92 154 518 699 ACN 154 518 699
WWW.COOKANDROE.COM.AU



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Appendices

Appendix A Site Photographs

Revision	Description	Prepared	Verified	Issue Date
A	Issued for Approval	MDE	WGR	09.07.2020



1. INTRODUCTION

As requested, Mr. Wayne Roe, Senior Structural Engineer and Mr. Matthew Elliott, Structural Engineer from Cook and Roe carried out an inspection of the amenities block at Perry oval, Orange, NSW. This inspection was undertaken on the 6th of July 2020. Present at the time of our inspection was Ms. Lucy Gordan, a representative of Orange City Council.

The purpose of our site inspection was to investigate the cracking walls and other damages to the building, advise what we believe these damages are attributable to, and propose remedial works where appropriate to minimise future damages. Figure 1 below is an aerial image of the site inspected.



Figure 1: Perry Oval, Orange.



2. SITE INSPECTION

A number of photos were taken at the time of the inspection, some of which are included in this report. Photos referenced herein can be found in Appendix A. We note that the inspection undertaken was visual only; no destructive or invasive investigation techniques were adopted. Whilst every effort was made to inspect all surfaces, the inspection was limited by the presence of furnishings, floor and wall coverings and other items that could not be reasonably moved during the time of the inspection.

2.1 Building Description

The amenities block is of single storey, single skin, full masonry construction, supporting a metal sheet roof on hand cut timber construction. The building is approximately 14m x 6.5m and contains four internal rooms that provide lateral support to the external walls. The largest uninterrupted external wall span is approximately 7m. We believe the floor consists of concrete strip footing and infill construction and anticipate that the building was constructed around the 1970s.

2.2 Site Observations

The following information was noted at the time of our inspection:

- Generally, building movement was evident throughout the structure.
- Vertical cracking and movement of the masonry was typical throughout the western wall of the building, specifically around openings such as windows and doors. Crack widths varied from 1.5mm-10mm and showed instances of complete separation of the single skin brickwork. Refer to photos 1-8.
- No major cracking or movement was evident in the brickwork along the southern side of the building as shown by photos 9-11.
- The southern end of the eastern wall was covered by an awning that formed part of the main roof. The ceiling of the awning appeared to be constructed with asbestos material which was observed to be damaged. Refer to photo 12.
- Cracking and rotation of the masonry to the eastern wall was evident adjacent to openings. Additionally, rotation was observed adjacent to the perpendicular end wall at the northern end of the awning. Refer to photos 13-15.
- General cracking and movement were evident along the northern section of the eastern brick wall. Furthermore, the north east corner of the building appears to have dropped with horizontal cracking of the masonry appearing to propagate across to the northern face of the building (photos 16-20).
- The northern wall appeared in good condition with the only significant movement evident by the horizontal cracking propagating from the drop in the north-east corner (photos 21-22)
- The internal wall of the men's bathroom had only minor cracking evident in the rendered coat (all internal walls were rendered).
- Cracking, mirroring the external wall, was observed in the woman's bathroom adjacent to the window openings. Additionally, a large vertical crack and separation between the brickwork and roof were evident along the bathroom's eastern and southern internal walls, respectively. Refer to photos 23-25.
- The masonry walls in the north-eastern room had horizontal cracking from subsidence of the north-eastern corner and the same vertical crack observed in the woman's bathroom. Furthermore, a large vertical crack (4-5mm in width) was evident adjacent to the doorway to the southern changing



room. The crack aligned with the rotation observed at the wall that abutted the northern end of the verandah. Refer to photos 26-29

- Extensive cracking and movement was evident throughout the changing room on the southern side of the building. This included: cracking on the eastern and western walls adjacent to the window and door openings, separation of the eastern wall and roof, consistent horizontal cracking along the whole height of the eastern wall, and large vertical cracks adjoining the entrance from the northern room. Refer to photos 30-37
- The concrete slab had a number of cracks observed throughout the floor areas (photos 38-39).
- An asphalt pavement surrounded the northern, eastern, and western perimeters of the building, of which undulation and/or cracking was evident throughout (photo 40). The site was observed to be flat with the adjoining oval having a slight fall towards the building.
- Two large gum trees approximately 12-14m in height were observed in close proximity of the building (4.5m on the northern side and 9m from the southern side approximately). Refer to photo 41.
- Sheeting to the roof is in poor condition and did not have a guttering system as shown by photo 42.
- The hand cut roof was observed to consist of: 70mm x 35mm battens at 1200 centres, 95mm x 45mm rafters at 600mm centres, ridge board 150mm x 25mm, hanging beam 170mm x 45mm, and ceiling joists 95mm x 45mm at 600mm centres. No sarking or insulation was evident in the roof space. Refer to photos 43-44.
- A brick fence adjacent to the neighbouring property was observed to have experienced significant movement and rotation, with past repairs evident (photo 45).
- Council stormwater/sewer services observed in close proximity to the building. Refer to photos 45-46.

3. ASSUMPTIONS / ADDITIONAL INFORMATION

In addition to the information obtained from our site inspection, we note the following when carrying out our review:

- A structural inspection report had been completed by Lynar consulting structural engineers in 2013. The report recommended complete demolition due to the substantial work required to bring the building to suitable operating conditions.

4. CONCLUSION

Based on the information collected from our inspection and assumptions/additional information noted in Section 3 of this report, it is our opinion that the damages identified to the building are due to a combination of seasonal ground moisture changes, poor moisture control measures, drainage issues, shallow foundations, and abnormal moisture conditions caused by the gum trees, leading to building movement to occur as a result of shrinking and swelling of the clay soils in which the building is founded on. We have drawn this conclusion based on the following evidence:

- Cracking of mortar, brickwork, and render was evident throughout the internal and external walls of the building. The severity and occurrence of cracking was observed to increase on the western and eastern sides of the building. Additionally, it appeared that the north-eastern corner had dropped, with horizontal cracking suggesting increased subsidence at this location.



- The flat nature of the site has meant there are drainage issues for storm water to flow away from the building resulting in ponding water around the building. Furthermore, the lack of any gutter system increased moisture variation in the clay soils.
- The two large gum trees in close proximity to the building (in particular the northern side) are likely contributing to the cracking and movement observed in the masonry. This is due to increased drying of the moisture from the demand by the tree roots removing support from the footings by inducing shrinkage. We believe that this has greatly contributed to the rotation seen in the north-east corner of the building. Further evidence of the trees effect is highlighted by the rotation and movement observed in the neighbouring brick fence.

It is important to note that this building would have been constructed prior to the existence of the Australian Standard AS2870 "Residential slabs and footings" which was first released in 1986. Based on our experience inspecting buildings in the central west, we have generally found that buildings constructed prior to this standard typically have a footing that is wider but shallower in depth compared to the requirements of the standard noted above. Whilst these footings give good bearing due to their width, the stiffness of these footings is far less than that required in the current standard due to their shallow depth. This reduced stiffness leads to footings that can flex more with ground movement, hence resulting in more cracking in walls than what would be expected in newer buildings constructed on foundations that have been designed in accordance with AS 2870.

5. RECOMMENDATIONS

Based on the conclusions noted in Section 4 of this report, we believe the following work would be required to bring the building into an operational standard:

1. Implementation of moisture control measures, including:
 - a) The sheeting roof be fixed with a guttering system installed in conjunction to ensure any future rainwater is correctly drained away from the site. Water should not be encouraged to discharge near the foundations;
 - b) Grading of the site to ensure water does not pond near the building. Stormwater pits may need to be introduced and connected to the stormwater system to get the site to drain. This will need to be determined by surveying the site and a competent person engaged to achieve the desired outcome;
 - c) Removal of the gum tree adjacent to the north east corner of the building, which we suspect is creating abnormal moisture conditions around the foundations for the building and neighbouring property.
2. Given the movement that has occurred, we believe inspection of the stormwater and sewer lines to the building should be completed via the aid of a pipe camera by a qualified plumber to rule out any damages to plumbing under or adjacent to the building. If damages are found, rectification should be carried out;
3. Consideration should be given to rectification of the asphalt path around the northern, eastern, and western perimeters of the building, and continuing it around the perimeter of the building. The path should fall away from the wall of the building, with nominally 50mm of fall over 1m in length. This path will help to stabilise moisture conditions around the foundations of the building;



4. Repoint all cracks in the masonry walls. A bricklayer with experience in this type of construction should be engaged to complete this work;
5. Removal and replacement of the asbestos line ceiling by a qualified and competent contractor;
6. We have structural concerns with the roof supporting the relevant design loads associated with this site and as such, recommend replacement of the entire roof structure. Sarking and insulation should be included in a rebuilt roof to help prevent condensation in the ceiling.

Given the extensive rectification works outlined above and noting that a high level of ongoing maintenance will be required for the life of the structure, it is our opinion that complete demolition and replacement of the amenities block that is more appropriate for the site conditions is the most viable and efficient option. It should be noted that the relevant approvals are to be sought for any demolition and construction of a new building.

We trust that this information meets your requirements. Please do not hesitate to contact the undersigned should you require any further information.

Yours faithfully
COOK AND ROE

Wayne Roe
Senior Structural Engineer
BE MIEAust CPEng NER



APPENDIX A

Site Photographs



Photo 1

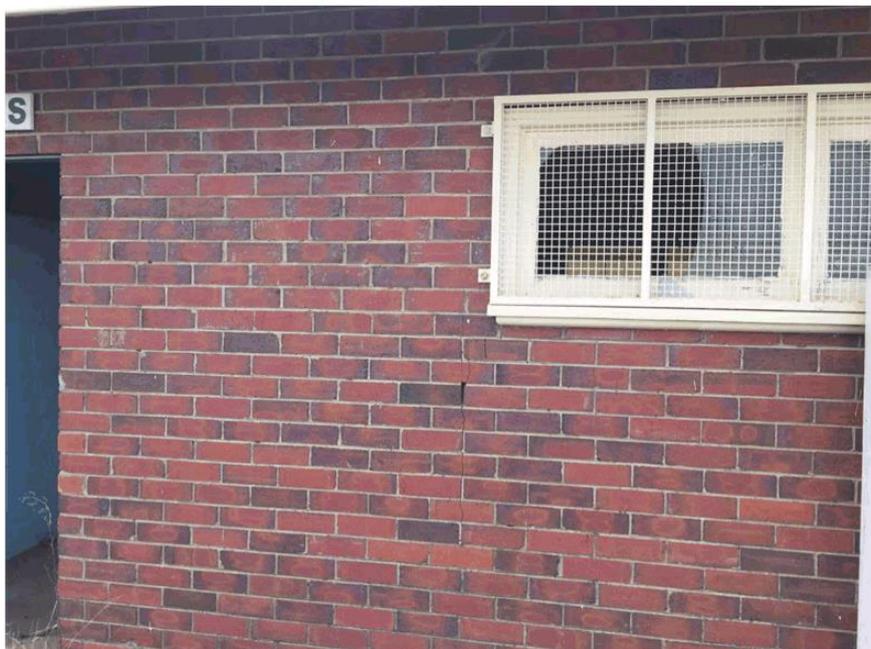


Photo 2



Photo 3



Photo 4



Photo 5



Photo 6

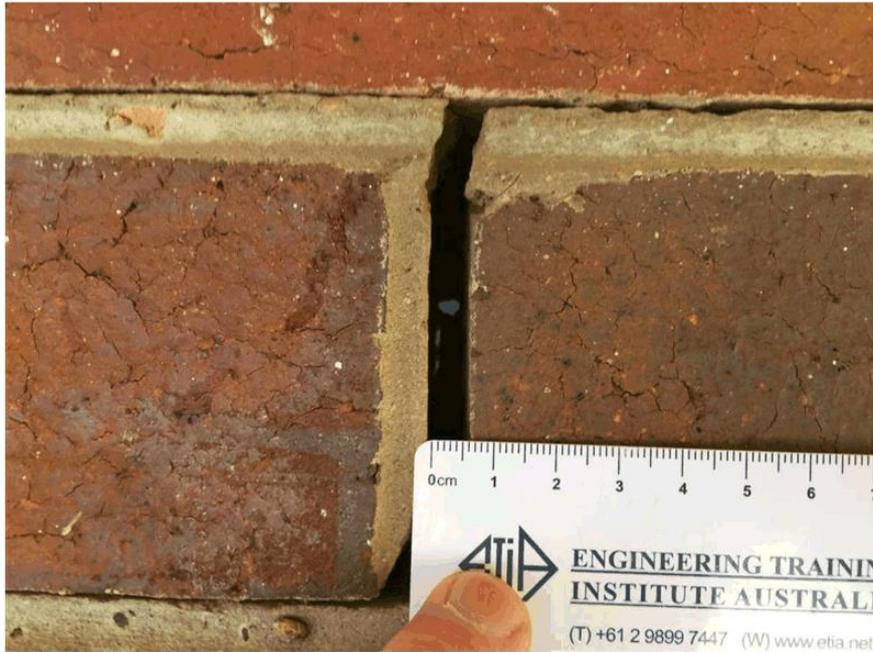


Photo 7

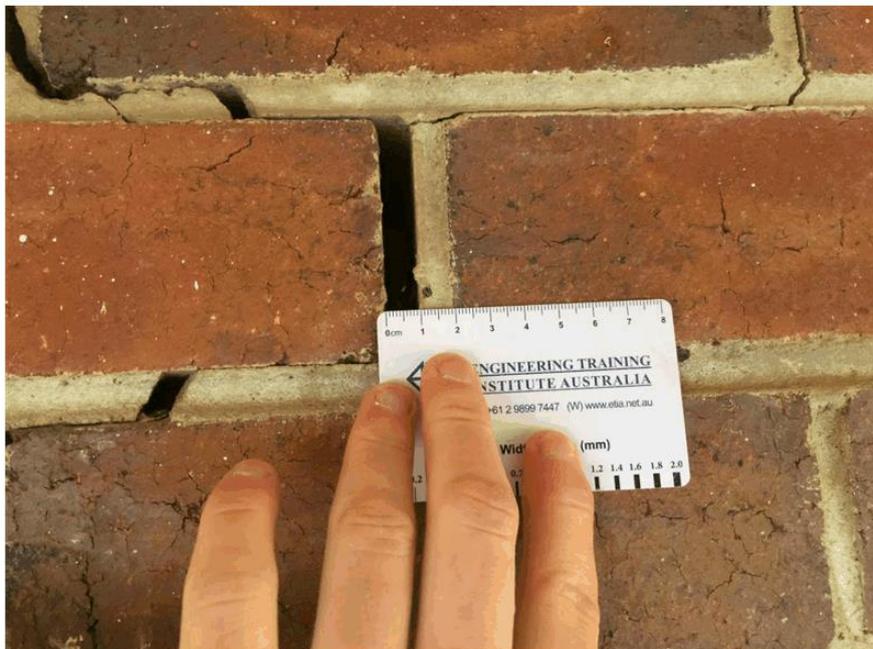


Photo 8

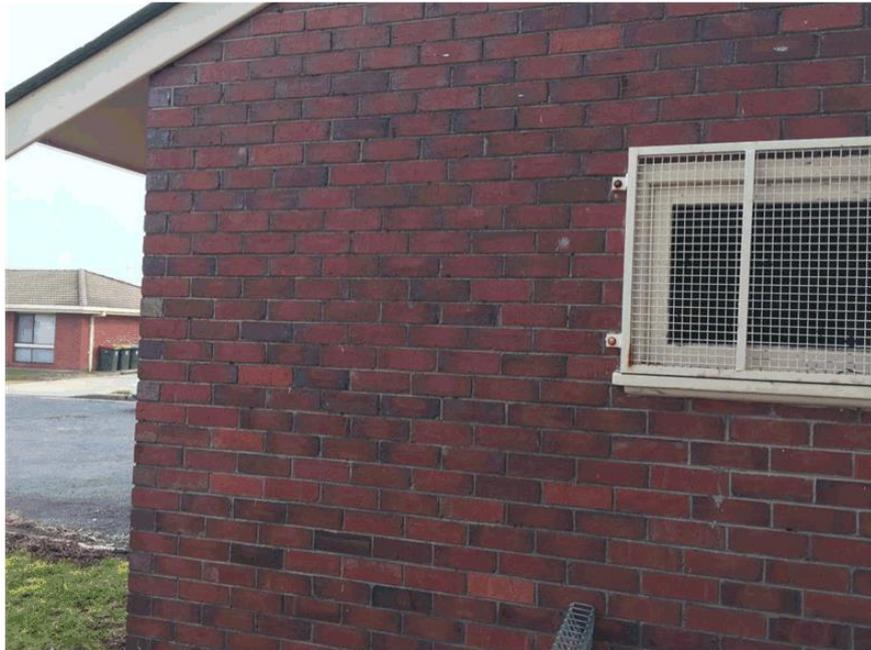


Photo 9

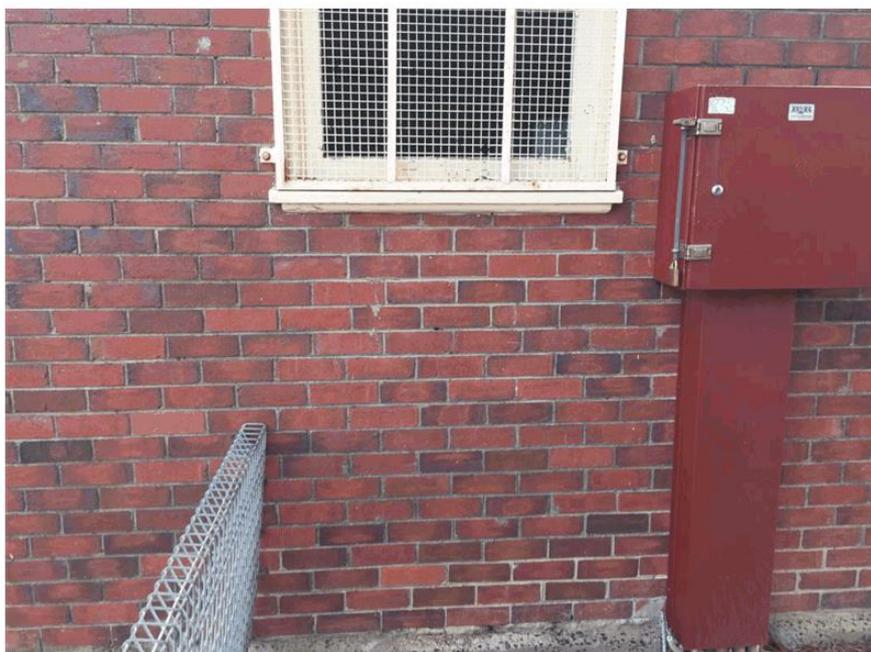


Photo 10



Photo 11



Photo 12



Photo 13

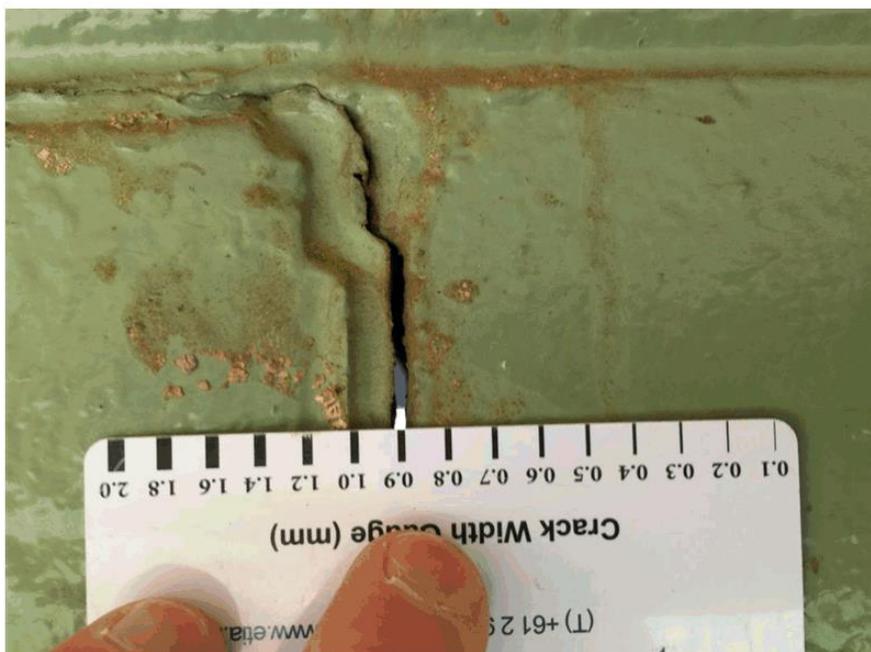


Photo 14



Photo 15



Photo 16



Photo 17



Photo 18



Photo 19

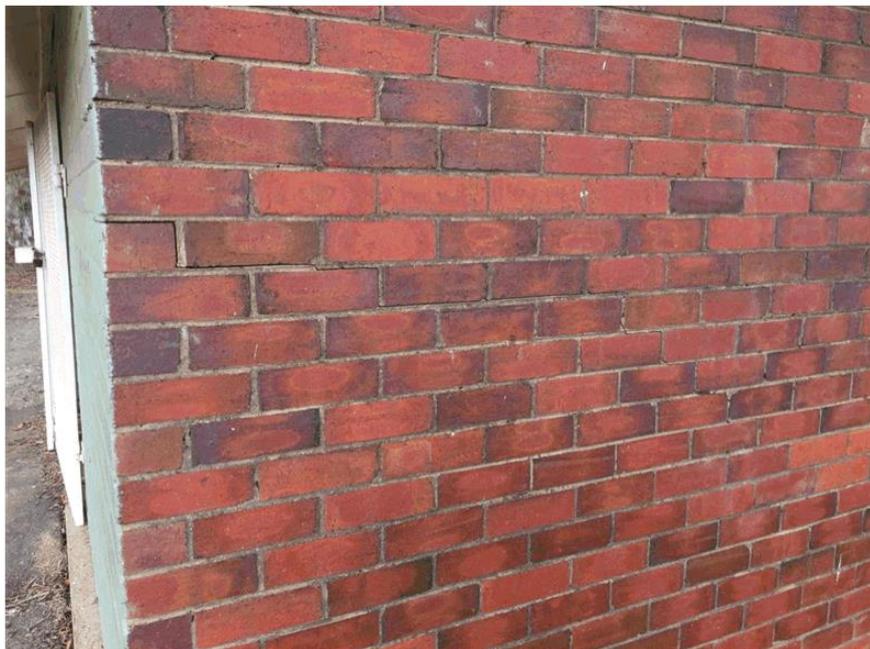


Photo 20



Photo 21

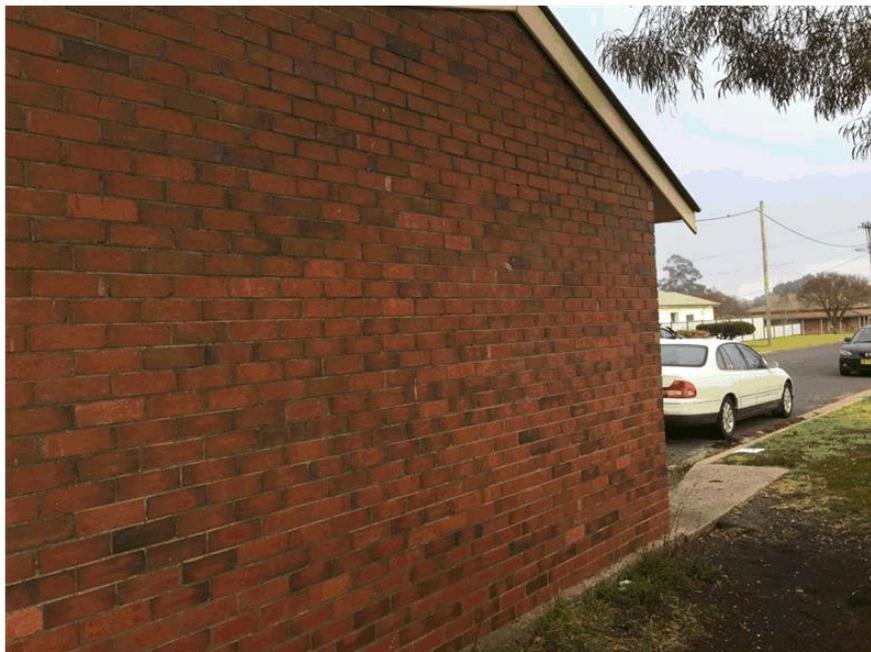


Photo 22



Photo 23



Photo 24



Photo 25



Photo 26



Photo 27



Photo 28



Photo 29



Photo 30



Photo 31



Photo 32



Photo 33



Photo 34



Photo 35



Photo 36



Photo 37



Photo 38

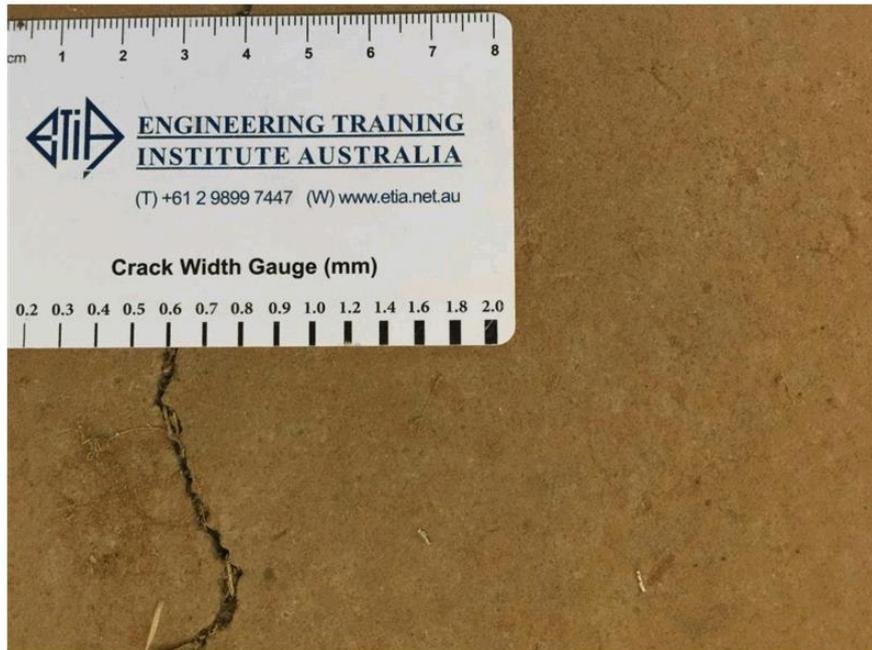


Photo 39



Photo 40



Photo 41



Photo 42



Photo 43



Photo 44



Photo 45



Photo 46



Lynar Consulting

Structural Engineers

15A Byng Street, Orange NSW 2800
Ph 02 6362 5551 Fx 02 6361 4185
Mob 0418 650 378

www.lynarconsulting.com.au

Ref: B3187
23 April 2013

Orange City Council

Att: Mr Chris Wright

Dear Sir

REPORT ON AMENITIES BUILDING AT PERRY OVAL, ORANGE NSW

My inspection of the Perry Oval amenities building revealed the following:

1. The concrete slabs are cracking and may be under-reinforced or perhaps without reinforcement. In my opinion it is unlikely that the concrete slab is in accordance with the Australian Standard AS2870 and suitable repairs would be difficult or impossible.
2. The brick walls are badly cracking with some cracks in excess of 20mm wide. This has resulted from slab movement/settlement and the absence of any vertical wall joints. In my opinion suitable repairs would be difficult or impossible.
3. The roof is hand-cut timber construction with corrugated steel cladding. There is no sarking or insulation under the roof sheeting. Hence there is probably condensation dripping onto the ceiling. The roof cladding is not properly aligned at sheet joints, hence small birds and vermin could enter. In my opinion placement of sarking would be difficult and may require removal of roof sheeting.
4. The ceiling is damaged and appears to be asbestos. In my opinion suitable repairs would be difficult or impossible. Ceiling replacement would be hazardous and expensive.
5. The ridge line appears to sag for the southern half. I suspect that the ridge beam is under-sized. In my opinion suitable roof strengthening would be difficult and may not be able to remove the sagged profile easily.
6. The eastern roof on the north side is also sagging, probably also due to under-sized underpurlin members. In my opinion suitable roof strengthening would be difficult and may not be able to remove the sagged profile easily.



PRINCIPAL - ANTON MORGAN LYNAR BE MIEAust CPEng(Reg)
LYNSNUG PTY LIMITED TRADING AS LYNAR CONSULTING A C N 057 407 235 A B N 58 861 353 481

Page 2
23 April 2013
Perry Oval amenities building

7. Externally, there are no gutters and the asphalt paving is cracking. Surface drainage is not clearly taking surface water away from the building. Also, the oval generally falls towards the building. In my opinion ground levels need to be adjusted on the south, east and north sides, and the drainage system for the oval should be assessed for effectiveness and improved if possible to minimise ground moisture variation under the building.

8. There is evidence of vandalism especially to the glass windows.

In my opinion the building requires substantial work to bring it into a suitable operating condition. This includes reconstruction of the concrete slab, walls and roof and would mean complete demolition with virtually none of the existing materials being suitable for recycling.

I recommend that the building remains locked until future demolition and removal.

Yours faithfully,

Anton Lynar
BE MIEAust CPEng(Reg)



Lynar Consulting

2

MODUS PROPOSAL MA5048



ORANGE CITY COUNCIL

Perry Oval

YARRA-3 TOILET BUILDING

modus
Australia
Restrooms & Toilet Buildings

CONTENTS

- 
- 3 THE MODUS DIFFERENCE**
How we make it easy
 - 4 INTRODUCTION**
Letter of introduction
 - 5 FLOOR PLAN**
Plan view of building
 - 6 SPECIFICATION**
Detailed specification of building elements
 - 7 FIXTURES**
Internal fixtures schedule and specification
 - 8 Colour + Material Options**
Standard materials and colours
 - 9 SCOPE**
Project scope and responsibilities
 - 10 INVESTMENT VALUE**
Clear pricing breakdown
 - 11 OPTIONAL EXTRAS**
Additional optional fixtures
 - 12 PROJECTS**
Small selection of previous project images
 - 13 TERMS + CONDITIONS**
Our terms and conditions of trade
 - 16 ACCEPTANCE**
Order Confirmation to proceed

THE MODUS DIFFERENCE

We make it easy for you to deliver great looking and functional public toilet buildings. Partnering with Modus ensures a hassle-free project from forward planning to cutting the ribbon.

Here's how we do it:



EXPERT ADVICE WHENEVER YOU NEED IT

It's not always easy to know what you need from your toilet building.

From the number of cubicles required, to best floorplan layout and building style for the open space, or even just what will fit your budget – there's plenty of things to consider. Our project consultants are there to help when you're planning your toilet building project.

When it comes to construction, we also have experts on hand to provide technical support and documentation to make this easy too.



PRE-FAB MODULAR FOR FASTEST INSTALL

We do the hard work off-site so your toilet project happens faster, better and at a lower cost.

With our unique pre-fabricated modular design, your building comes delivered in flat-pack panels, which are pre-clad both sides and doors pre-hung. This means construction is fast, accurate and no specialist installation team is required – you can engage a local carpenter to put it up.

Be wary of other systems sold as 'pre-fabricated kit-form' that arrive on site more or less as a bundle of individual materials.



PRE-DESIGNED, ENGINEERED AND COMPLIANT

No need for an endless number of external consultants to design, engineer and ensure compliance of your toilet building.

Our buildings come in a wide range of pre-designed, engineered and access compliant floorplans, available in a range of attractive styles to suit any location.

We can also customise our buildings with different colours, finishes and design enhancements so you can customise it to match the aesthetic of your open space.

INTRODUCTION

Date: 9/07/2020

Attn: Lucy Gorton
Orange City Council

Dear Lucy,

Thank you for your valued enquiry regarding our toilet and amenity solutions. Please see the below proposal for your consideration. We trust it meets with your satisfaction.

YARRA-3 TOILET BUILDING

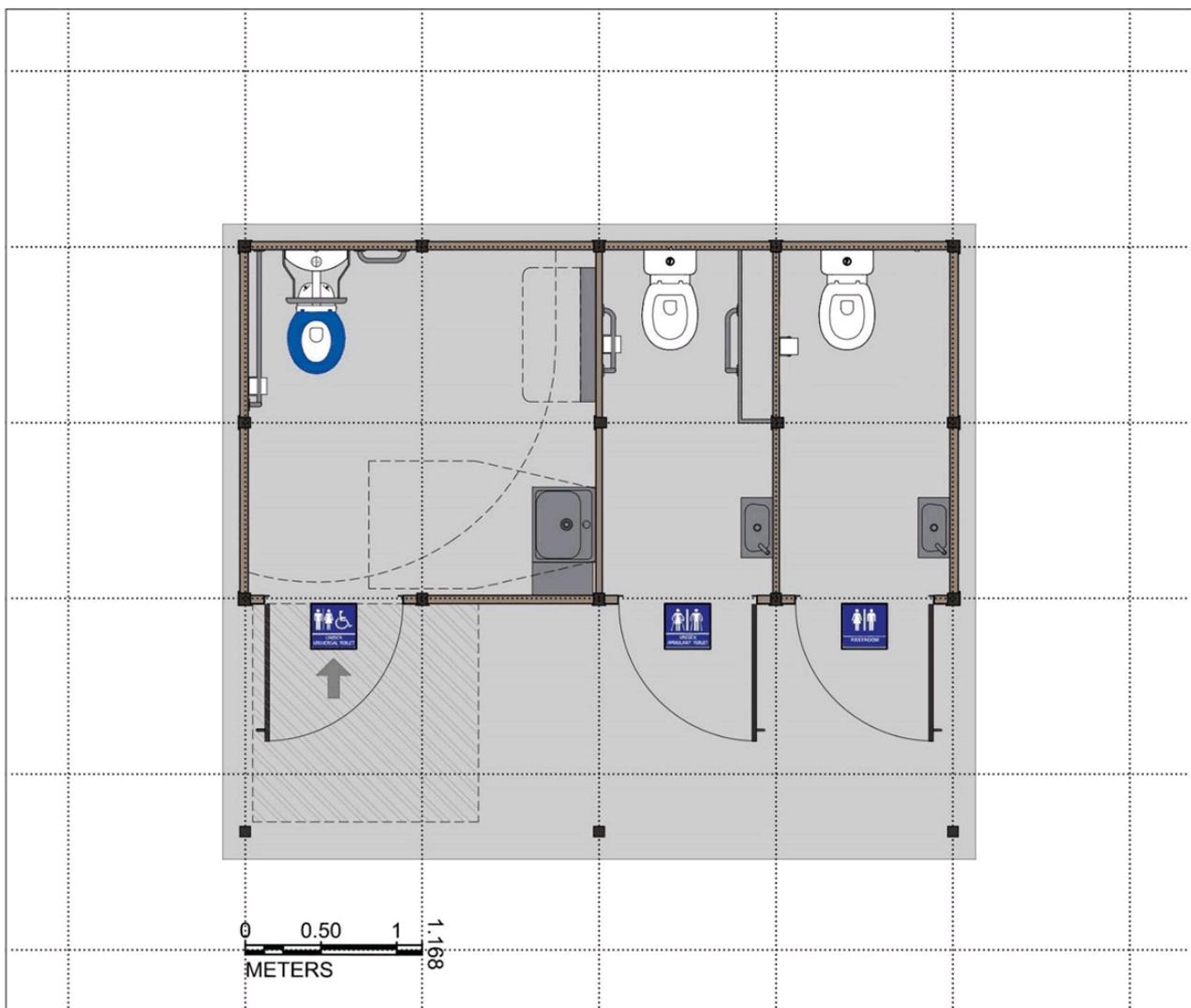
The Yarra Toilet Building distinguishes itself from a standard toilet building with a distinctive skillion style roof line, designed to integrate seamlessly into any environment whilst adding an architectural compliment to its surroundings.



Note 3D renders/photos may not reflect the exact building in this proposal, we can provide an accurate render upon confirmed order.

FLOOR PLAN

YARRA-3 TOILET BUILDING



Floor plan above may not contain all fixtures and modifications included in this proposal. For accuracy, refer to the Building Fixtures section. An accurate floor plan can be provided upon confirmed order.

SPECIFICATION

YARRA-3 TOILET BUILDING

ELEMENT	DETAILS
Wall Framing	Proprietary panel system, fully welded steel hot dip galvanized after fabrication
Proprietary Wall Panel System	Pre-clad panels (inside and out) Nutserts fitted to panel sides for bolt together construction on site
External Wall Cladding	Colorbond® Custom Orb sheeting to mid height and powdercoated aluminium fascia planking above Above Door: Powder coated Aluminium battens
Internal Wall Cladding	Mini-orb sheeting in Zinalume finish
Roof	Custom Orb Sheeting with portion light sheet over each cubicle
Door	Solid Core with Colorbond metal skin
Door Hardware	Heavy duty marine grade stainless steel hinges, indicator bolts, door closers (dead locks additional), internal and external pull handles
Door Signage	Tactile Braille blue/white (compliant with AS 1428.1)
Fasteners	Class 3 in painted finish to match building colours
Structural Fixings	Stainless Steel
Structural Engineering Rating	As specified by client
Exposed Steel	Galvanised and powdercoated finish

BUILDING FIXTURES

YARRA-3 TOILET BUILDING

ITEM	QUANTITY
Porcelain Toilet Pan & Cistern	3
Large Stainless Steel Wash Hand Basin with Knee Operated Time Flow Tap	1
Small Stainless Steel Wash Hand Basin with Time Flow Tap	2
Set of Stainless Steel Grab Rails	2
Single Stainless Steel Toilet Roll Dispenser	3
Stainless Steel Shelf for Universal Cubicle	1
Distribution Enclosure with Main Switch and MCB/RCD	1
LED Batten Light with day/night switch	5

COLOURS

LEGEND

☉ Also available in COLORBOND® Ultra steel for coastal and industrial environments. All other colours are available in COLORBOND® Ultra steel on request, please speak with your supplier.

☉ Also available in COLORBOND® Stainless steel for severe coastal and industrial environments. Please speak to your supplier for more information regarding availability.

For further details on the legend, please refer to the back page.

CLASSIC colour range¹



CLASSIC CREAM™
SA = 0.32. BCA = L



PAPERBARK®
SA = 0.42. BCA = M



PALE EUCALYPT®
SA = 0.60. BCA = M



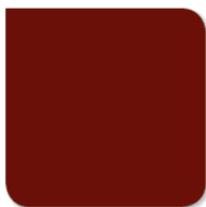
WOODLAND GREY® ☉
SA = 0.71. BCA = D



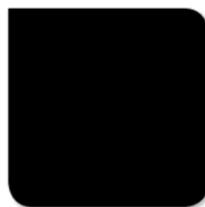
DEEP OCEAN® ☉
SA = 0.75. BCA = D



COTTAGE GREEN®
SA = 0.75. BCA = D



MANOR RED®
SA = 0.69. BCA = D



NIGHT SKY®
SA = 0.96. BCA = D

CONTEMPORARY colour range¹



SURFMIST® ☉☉
SA = 0.32. BCA = L



EVENING HAZE®
SA = 0.43. BCA = M



SHALE GREY™
SA = 0.43. BCA = M



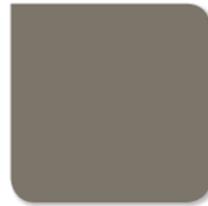
DUNE® ☉☉
SA = 0.47. BCA = M



COVE™
SA = 0.54. BCA = M



WINDSPRAY® ☉☉
SA = 0.58. BCA = M



GULLY™
SA = 0.63. BCA = D



MANGROVE™
SA = 0.64. BCA = D



WALLABY™ ☉
SA = 0.64. BCA = D



JASPER®
SA = 0.68. BCA = D



BASALT™
SA = 0.69. BCA = D



IRONSTONE®
SA = 0.74. BCA = D



TERRAIN®
SA = 0.69. BCA = D



MONUMENT® ☉
SA = 0.73. BCA = D

Note: Pricing allows for the above colours from the standard Classic and Contemporary Colorbond® ranges only, additional materials and finishes available upon request

SCOPE OF WORKS

YARRA-3 TOILET BUILDING

ITEM	BY MODUS	BY OTHERS	N/A
DESIGN + ENGINEERING			
Engineering Drawings	•		
Concrete Specification Plan	•		
Plumbing Pre-Lay Plan	•		
Structural Engineer Sign Off	•		
TOILET BUILDING SUPPLY			
Fabrication, Coating and Pre-assembly of Components	•		
Freight of Kit-Form Building to Site	•		
OTHER ITEMS			
Local Building Permits, Approvals and Fees	•		
Concrete Pad – based on clear, level pre-prepared site	•		
Plumbing – water and sewer connections within 5m of building line	•		
Electrical – connections within 5m of building line	•		
Erection & Fitout of Toilet Building	•		

5.5 OC FUTURE CITY

RECORD NUMBER: 2020/1614

AUTHOR: Nick Redmond, Acting Director Corporate and Commercial Services

EXECUTIVE SUMMARY

The last significant update of the CBD was undertaken in the 1990s. Since then there has been significant changes in the city and in the retail sector.

The OC Future City Framework aims to build on the existing strengths and pivot to support new opportunities.

SJB consultants were engaged by Council in late 2018 to undertake a review and master planning exercise for the Orange CBD. The scope was broad and ambitious covering a range of disciplines from urban design, traffic and transport planning, engineering, land use and a variety of community initiatives. Essentially to consider any and all means to enhance and upgrade the CBD recognising its role as foundational to Orange not just economically but also socially and culturally.

While the OC Future City Design Framework represents a long term strategy, the objective of this stage of the process is to detail community feedback and to prioritise works into three tranches. These tranches do not include all projects listed in the framework and the focus, particularly in the first two tranches is to activate the CBD by both undertaking the works and to stimulate the retail sector by encouraging visitation. It should be noted that numerous projects will be run across multiple years due to the scale of the work.

As well as hard infrastructure projects to be undertaken by Council there are also opportunities for projects that support business transition or fund private works.

There has been three strong themes:

- 1 Attract more people
- 2 Increase the number of people living and working in the City Centre
- 3 Make the City Centre more walkable - addressing the dominance of private vehicles in the City Centre, reducing reliance on the use of private vehicles as the primary mode of transport and making the City Centre more attractive, comfortable and safe to walk around.

While the adopted OC Future City Design Framework will be the overarching document to guide development over the longer term, as the project moves to the build stage it will be the CBD Upgrade Project.

While it will remain a whole of Council project this change in emphasis will also be reflected in how it is managed within Council as it moves from blueprint to delivery.

The OC Future City Project emerged from the Activate Orange Economic Strategy. The intent of the OC Future City Project is to identify and address how the City Centre will respond to the evolving needs of the region, local residents and businesses, workers and visitors to Orange.

The project provides an opportunity to support existing businesses and attract new investment. It is about encouraging people, both local and regional, to come into the CBD and spend more time there once they have arrived.

LINK TO DELIVERY/OPERATIONAL PLAN

The recommendation in this report relates to the Delivery/Operational Plan strategies:

- “9.1. Construct and maintain a road network meets the community’s transport and infrastructure needs”
- “9.2. Ensure that adequate car parking spaces are available to support growth”
- “12.1 Prosper - Attract and grow strategic investment”
- “9.4. Develop a vibrant civic and commercial precinct as a centre for the community”
- “11.1. Capitalise on the character and lifestyle of Orange to remain a destination of choice”
- “12.1. Attract and grow strategic investment”
- “12.4. Partner with key stakeholders to enhance opportunities for local business to grow and prosper”

FINANCIAL IMPLICATIONS

The CBD Upgrade project is a 2 year \$30 million plan. Council has committed \$5 million per year, for 2 years, to this project. Full implementation will be contingent on external funding sources however the intent is to get started on the project with Council funding.

Tranche 1: \$5 million Est

Tranche 2: \$5 million Est (excludes the March Street crossing which is proposed for grant funding)

Tranche 3: Further work required to establish costs but preliminary estimates are \$15.5 million.

The funds that Council has adopted is for capital works and the program elements which are operational will be part of a quarterly review.

POLICY AND GOVERNANCE IMPLICATIONS

Nil

RECOMMENDATION

That Council adopt Tranche 1 and 2 as per the detail of this report.

FURTHER CONSIDERATIONS

The recommendation of this report has been assessed against Council’s other key risk categories and the following comments are provided:

Service Delivery	The delivery of this project will rely on a whole of Council approach to ensure success. In the section above where the project is linked to the Delivery/Operational Plan multiple strategies have been identified. However the impact of the project has relevance to numerous objectives on the Community Strategic Plan.
Image and Reputation	While there are many benefits detailed in the report a significant challenge during the delivery phase will be, to where possible, limit impacts on CBD businesses.
Political	The total project relies heavily on State and Federal Funding of \$20M to deliver all projects detailed within the OC Future City Strategy. Were this Government funding is not forthcoming, the delivery of projects would be reduced to those funded by Council’s contribution.
Environmental	A key aspect of the project is to make the city more pedestrian (and alternative travel modes) friendly. This is considered a prerequisite for reducing car dependency, which in turn can help to reduce traffic, congestion and fossil fuel consumption.
Health and Safety	The relevant work, health and safety requirements will be complied with.
Employees	As mentioned above under service delivery the project requires a whole of Council approach. To that end small staff project teams have been established to focus on specific elements.
Stakeholders	While the disruptions created by COVID-19 will be long-lasting, the finalisation of this strategy and the implementation is an opportunity to form part of the recovery. Demonstrating the benefits and limiting the impact of implementation on key stakeholders will be an important engagement project. Such is the scope of the project stakeholders are community-wide.
Projects	In a COVID-19 climate there may be some reluctance to proceed with such a transformative and long term project. However there is also a need to make sure we continue to plan for the future.

SUPPORTING INFORMATION

COMMUNITY CONSULTATION

There has been a number of community consultations both online and face to face.

More than 100 ideas were developed and several precinct project areas identified.

SJB consultants were engaged by Council in late 2018 to undertake a review and master planning exercise for the Orange CBD. The scope was broad and ambitious covering a range of disciplines from urban design, traffic and transport planning, engineering, land use and a variety of community initiatives. Essentially to consider any and all means to enhance and upgrade the CBD recognising its role as foundational to Orange not just economically but also socially and culturally.

SJB, in conjunction with Council staff, undertook a range of community engagement initiatives including the formation of a Community Reference Group (CRG) of over 30 members from a wide cross section of Orange. The key role of the CRG was to review and comment on progress as each stage of the project was delivered.

Stage 1 was a familiarisation exercise where SJB came to Orange, explored our city, workshopped with staff, councillors and the community. This enabled them to better understand the local issues and context as well as see first-hand the existing structure and performance of the CBD.

Stage 2 was essentially a return brief where SJB confirmed to Council their understanding of the project and what was to be delivered.

Stage 3 entailed brainstorming and envisaging as wide a range of options as possible, obtaining feedback from staff and the CRG to refine these ideas. This saw the delivery of several component parts. An economic component, a heritage component, traffic and movement component.

Feedback on these elements was provided leading to the main Future City document. The main document comprises an overview of the above process as well as suggested projects and an implementation plan. The project list is extensive and comprises both general CBD-wide and more localised precinct specific suggestions.

During the exhibition period of the draft OC Future City Planning and Design Framework Strategy, Council received 5 written submissions. Those submissions and a response table are attached.

The draft OC FutureCity Planning and Design Framework/Strategy was also exhibited on the Orange your say site.

FUTURE CITY YOURSAY ORANGE ONLINE CONSULTATION REPORT

The sheer number and scale of the proposals in the Future City documents was an obstacle for the general community to engage with the details. It would be valuable to do more in-depth community engagement about specific proposals as they progress.

During the 6-week online consultation, there were 384 visits to the site.

There were 109 visits to the download section. Visitors made 201 downloads of relevant documents, and 132 participants visited multiple project pages.

The site offered three different ways to express a view about the Future City strategies:

- Leaving an online comment
- Completing a survey
- Posting an idea about one of ten zone-based Future city projects

18 participants responded to the survey. 2 left online comments. 6 people made 14 contributions to the zone-based discussion.

SURVEY RESPONSES:

There was overwhelming support (94%) for the Future City idea of attracting people to spend more time in the Orange CBD.

That support declined but was still solid (70%) when asked if respondents supported strategies to increase the number of people living in the CBD. 17% were undecided. 12% opposed the idea.

There was strong support (84%) for the Future City idea of making the CBD more 'walkable'.

INDIVIDUAL RESPONSES:

Suggestions and responses from individuals covered a breadth of topics.

General comments

The area to the immediate west of the DPI headquarters attracted attention with a number of suggestions to limit the amount of medium-density housing allowed on the site, and instead create green spaces for nearby employees and residents.

Commenters valued the number of children's playgrounds to be found throughout Orange, but pointed to the lack of a playground in the CBD, suggesting the Northcourt area should be considered.

A commenter pointed to the lack of a mention of the Occasional Care Child care centre in Kite St, wondering if this facility could be included in the multi-level car park or alongside an entrance.

A respondent pointed to the need for Orange to remain affordable to residents of all demographic sectors, not only 'affluent Sydneysiders'.

There was a suggestion for wheel-chair friendly green spaces in the CBD.

There was a suggestion to lock-in maximum building heights in an attempt to streamline future DA assessments and minimise uncertainty for investors.

There was a suggestion that Orange has less to offer for 'family shopping fun times' since the demise of key retail outlets.

Parking

There was a suggestion for more electric vehicle charging to be used by students and CBD staff through the day.

A respondent affirmed the idea of more multi-storey car parking, but suggested these facilities should be within the CBD not on the edges.

A commenter suggested new parking areas should come with cabling to allow for development of electric charging in future. Further development of public transport to and from the CBD would also reduce car traffic

Two lanes in Summer St

A respondent affirmed the proposal to reduce Summer St to two lanes if more trees and green spaces were added.

A respondent suggested that for the two-lane option in Summer St to work, there would need to be a new alternative route to remove almost all of the existing traffic (by adding of such as 'Local traffic only' signs at William St/Bathurst Rd intersection.)

Inner City Residential

A respondent affirmed the proposal for more inner-city living if housing was done tastefully with environmental value priorities. Others were concerned at high-rise, suggesting part of the appeal of Orange as a country town was the lack of high-rise building.

A respondent believed medium density two and three storey buildings would be attractive for people with a mix of 1 and 2 bedroom units.

Respondents suggested residential options would clutter the CBD, suggesting the CBD is for shopping and activities but not living there. The same respondent suggested reduced lanes in the Summer Street would be damaging for business.

Walkable Orange

A respondent suggested for Orange should be walkable *and* rideable. 'Walking is good once people are in the CBD, but rideable allows people to get there without a car. This would attract tourists.'

The design should have an emphasis on less use of private cars, so that the CBD would not be dominated by car parks.

A commenter suggested Orange's CBD was difficult to get around currently, especially Summer, Byng and roundabouts. They affirmed Summer St as a venue for outdoor dining, by positioning multi-storey car parking and small buildings on the edge of CBD with clear walking routes to connect to shopping areas.

A commenter saw the lack of large shopping malls as a problem, and people having to drive between existing malls and re-park in new locations in order to shop as a problem.

There should be more infrastructure for cyclists such as places to park/lock bikes, as well as borrow/hire cycles, and more dedicated cycling lanes.

There was a suggestion for council to build more footpaths from existing suburbs to the CBD.

The feedback in submissions and on the Your Say site was positive and the recommendations for the next stages align with those community views.

Continued community engagement will be critical to the success of the project particularly around elements that are likely to cause business disruptions.

SUBMISSIONS

There were 6 long form submissions lodged during the exhibition period. There was general support for the project, however such is the scope of the work proposed, future engagement will be a critical element going forward to ensure the Orange community is

part of the journey. For example work with TfNSW will be required particularly around the Summer Street element of Tranche 3.

More recent commentary has been around the need to get work started.

IMPLEMENTATION PLAN

The FutureCity document sets out a series of visions, themes and objectives.

They are:

- Regional Destination
- Identity
- Liveability and Lifestyle
- Connected
- Ideas City
- A centre for work and study

Chapter 9 of the FutureCity document contains a Kit of Parts that has been divided into 2 main categories:

- 1 City wide projects and programmes
- 2 Precinct specific projects and projects

The Kit of Parts has 106 projects that have been compiled using ideas from the Visions of the document, the Community Reference Group, Project Steering Committee, Case Studies and staff. Some of the projects are very descriptive such as “Develop a Night Time Economy Policy” to very objective such as “Community Greening”.

In parallel to the finalisation of the FutureCity document Council has created 10 implementation groups containing various staff members who have workshopped the 106 projects in sympathy to the vision, themes and objectives. Not surprisingly the 10 groups have common interpretations of the FutureCity document. The common interpretations are currently being drafted into a 3D model of the city.

PROJECTS/ PRECINCTS

It should be noted that some of the projects in the City Wide Projects and Programmes list while not dealt with specifically in the tranches will form the basis of later work or will be used as the basis for how projects proceed. An example of this is the Water Sensitive Orange Strategy. Water sensitive design will be a consideration in the project roll out.

Additionally the precinct elements of the framework will also require additional work.

One of the important goals of the Institutional Precinct around Tafe and new DPIE was to create connections to the CBD. That has already commenced with the white way lighting project.

The Eastside Precinct including the current DPIE site and the commercial activities to its west also provide some opportunities. Separate to the OC Future City Framework, Council has developed a discrete precinct plan for this area that would support activation of the area post DPIE.

TRANCHE 1

Projects to June 2021

High Impact, short timeframe, achievable quickly

McNamara Street South Upgrade

The existing architecture, car parks, blank walls and footpaths can all be refreshed and upgraded to better support a lively city centre.

Improvements could include:

- New street trees
- Bud lights over the street and/or pedestrian lighting
- Repave footpaths
- Change road surface with graphics
- Planted gardens, pots, verges and new outdoor dining
- Public art
- Trellises, awnings and minor facade works

Est: \$500,000



Existing conditions



Artist Impression

McNamara Lane

Anson Street - Summer to Kite upgrade Stage 1

Enhance the experience of city centre, particularly for those on foot. Provide an active mobility gateway to the Retail Core from the north and south. Improve the safety of pedestrians crossing between the city centre Shopping Centre and the Woolworths car park. Transformative projects within the street corridor can include:

- outdoor dining
- new trees and shade
- innovative planting design
- water sensitive urban design measures
- rain gardens and storm water reuse
- street furniture and lighting
- innovative materials selection
- new technology such as smart meters
- solar power
- carbon reduction.

Est \$500,000



Existing conditions



Artist Impression

Anson Street

Byng Street (Lords to McNamara) and Lords Place (Byng to Summer) Stage 1

A deliberate strategy for better connecting the Civic Precinct to Robertson Park.

Robertson Park is celebrated as the social meeting place for the community. Investments are made to ensure the park is active, multifunctional and represents the diverse cultures and people of Orange.

This should explore a number of permanent and temporary projects including:

- Tactical urbanism projects that temporarily test different street configurations using inexpensive means (planters, paint and temporary barriers)
- The conversion of Byng Street in front of the Civic Precinct into a shared street through hard and soft landscaping and the rationalisation of car parking.

Temporary closures for special events to test the appetite of the community before structural/ permanent changes are made to close this section of the street. Install permanent removable bollards for special events along Byng Street between Lords Place and Peisley Street to restrict vehicular access at specific turns.

The transformation of Lords Place to Summer could include:

- new separated bicycle lanes on the eastern side
- new street trees and shade
- water sensitive urban design measures
- rain gardens and stormwater reuse
- outdoor dining areas
- innovative planting design
- additional street furniture and lighting
- innovative materials selection
- solar power
- relocated taxi rank
- rationalised car parking

Est: \$1.7 million



Byng Street



Lords Place

Community/ Council greening projects

Community facilitated projects that aim to green the City through community gardens, pavement gardens, vertical gardens, parklets, vines, trellises, etc.

Est: \$200,000

Orange Public Art Program

Council, together with key stakeholders, develop a public art strategy for the commissioning of public art in the form of murals / graffiti art on blank façades of public and private buildings, sculptures and installations in the public domain. A key consideration should be building the profile of local and indigenous artists.

Est: \$300,000

Lighting

Extend Summer Street festoon lights to Hill Street rather than stopping at Anson Street.

Council together with key property owners develop a strategy and programme for the lighting of specific buildings and external building façades after hours, throughout the year as well as for special events/ seasons.

Projects will include:

- White way
- Fairy lighting in trees
- Prominent building up-lighting
- Prominent tree up-lighting

Est: \$700,000

Scrambled crossings

Investigate scrambled crossings at Lords Place and Summer, Anson and Summer and Sales and Sumer intersections.

Est: \$100,000

Matthews Park

The park could be transformed to attract a broader cross section of the community and become a regional play destination, building on the existing transportation theme present in the form of the model train railway.

Matthews Park is a unique public park for the city and the region. One day a month the park is used for the running of model steam trains by a local volunteer club. Trains run on the substantial track system and two bridges that cross the creek using both the west and east sides of the park. The eastern side of the park also houses platforms and storage sheds.

The park and its use as a model train attraction is special and should be enhanced. The park should also be designed for more intensive uses for the days when the trains are not running. A new playground could be built around the rail and transport theme, providing a multidimensional experience and destination for local families and visitors.

Est: \$250,000

Programs

The first tier of the stimulus package is ensuring that businesses have a suitable digital presence. Working in conjunction with the Digital Advisor from BizHQ, Council will form a panel of web designers and a panel of content writers. It is proposed that the companies on the panel will be offered a flat fee for their work. This element will involve a \$100,000 program to support retail businesses transitioning to digital.

The second tier of the stimulus package is ensuring that appropriate and willing businesses have a suitable digital sales presence. Working in conjunction with the Digital Advisor from BizHQ, Council will negotiate with contractors from the panel to move into the digital sales space.

The CBD Shop front activation will be in the form of a vinyl sticker that covers most of the window. The design should be consistent with appropriate uses for the shop i.e. a fashion shop could have a sketch of people trying on dresses or similar. A former café could have a sketch of people sitting down to eat. Heritage images will also be used and council has already had discussions with land lords on this.

Council to provide technical guidance and financial assistance to property owners to reinstate and introduce awnings and verandahs along key public streets. It is proposed that council will provide seed funding for these works at high profile sites in the CBD.

Est: \$300,000

Wayfinding/Furniture/Painting upgrades

This element of the project will focus on areas in the CBD that can be upgraded now that might not be impinged as part of future works in the tranches.

Est: \$450,000

Parking/Transport Review

Review parking times and zones and develop a permit scheme to encourage CBD workers to park away from high turnover zones.

The transport review of this element of the project will include a transport modelling assessment. The transport modelling assessment is to understand the impacts to the local road network as a result of the proposed network changes, for example how changes in Summer Street might impact other parts of CBD. The modelling will also look at public transport and how the redevelopment of the CBD will respond to issues such as those raised by TfNSW and ORAG.

Pop-up/Start-up Support

The framework found that persistently high retail rents in certain sections of the city centre present difficulties for new businesses to enter the market.

There are two approaches possible. Council could subsidise rents in existing vacancies or create new space. The latter is proposed using converted shipping containers. The key advantages are the containers are affordable, adaptable and mobile.

Council would work with Biz HQ to develop a EOI process to identify retail focussed start-up or pop businesses that would benefit from rental assistance as they kick-off.

The criteria would be around that these businesses could not establish if required to meet the existing CBD rental market. The intention is that as these businesses become sustainable they could transition to the open rental market.

The pop-up would be in the form of fitted out shipping containers located on Council owned property.

Est: \$50,000



Shipping container pop-up

TRANCHE 2

Projects to June 2022

High Impact, medium timeframe, achievable with care and design

Lords Place upgrade

Transform Lords Place from Summer to Kite.

The transformation of Lords Place could include:

- bicycle lanes on the eastern side
- new street trees and shade
- water sensitive urban design measures
- rain gardens and stormwater reuse
- outdoor dining areas
- innovative planting design
- additional street furniture and lighting
- innovative materials selection
- solar power
- relocated taxi rank
- rationalised car parking

Est: \$1.5 million



Lords Place

Robertson Park and McNamara North (Summer to Byng)

The upgrade will include a new Plan of Management for Robertson Park that considers:

- An indigenous revelation project
- A new children's play space
- A new pavilion café
- The relocation of selected existing heritage items within the park
- Symbolically celebrating water in the park and the buried Blackmans Swamp Creek

The McNamara North project will include:

- Tactical urbanism projects that temporarily test different street configurations using inexpensive means (planters, paint and temporary barriers)
- Public domain improvements to McNamara Street and existing roundabouts to reduce traffic flow
- Temporary closures for special events to test the appetite of the community before structural/ permanent changes are made to close this section of the street.

Est million: \$1.4 million

Programs 2

The first tier of the stimulus package is ensuring that businesses have a suitable digital presence. Working in conjunction with the Digital Advisor from BizHQ, Council will form a panel of web designers and a panel of content writers. It is proposed that the companies on the panel will be offered a flat fee for their work (see separate report). This element will involve a \$100,000 program to support retail businesses transitioning to digital.

The second tier of the stimulus package is ensuring that appropriate and willing businesses have a suitable digital sales presence. Working in conjunction with the Digital Advisor from BizHQ, Council will negotiate with contractors from the panel to move into the digital sales space.

The CBD Shop front activation will be in the form of a vinyl sticker that covers most of the window. The design should be consistent with appropriate uses for the shop i.e. a fashion shop could have a sketch of people trying on dresses or similar. A former café could have a sketch of people sitting down to eat. Heritage images will also be used and council has already had discussions with land lords on this.

Council to provide technical guidance and financial assistance to property owners to reinstate and introduce awnings and verandahs along key public streets. It is proposed that council will provide seed funding for these works at high profile sites in the CBD.

Est: \$300,000

Community/ Council greening projects 2

Community facilitated projects that aim to green the City through community gardens, pavement gardens, vertical gardens, parklets, vines, trellises, etc.

Est: \$200,000

Orange Public Art Program 2

Council, together with key stakeholders, develop a public art strategy for the commissioning of public art in the form of murals / graffiti art on blank façades of public and private buildings, sculptures and installations in the public domain. A key consideration should be building the profile of local and indigenous artists.

Est: \$300,000

Wayfinding/Furniture/Painting upgrades 2

This element of the project will focus on areas in the CBD that can be upgraded now that might not be impinged as part of future works in the tranches.

\$450,000

March Street rail crossing

The CBD upgrade project includes changes to how traffic will move through the CBD with a focus on making the centre more walkable which was one of the key principles of the strategy.

This will impact on vehicular movements in the CBD which will in turn effect traffic volumes on the CBD periphery. The new crossing is part of the management of that impact.

Est: \$1.8 million (proposed to be funded through grants)

Anson Street upgrade Stage 2

Enhance the experience of city centre, particularly for those on foot. Provide an active mobility gateway to the Retail Core from the north and south. Improve the safety of pedestrians crossing between the city centre Shopping Centre and the Woolworths car park.

Byng Street (Lords to McNamara) and Lords (Byng to Summer) Stage 2

A deliberate strategy for better connecting the Civic Precinct to Robertson Park.

Robertson Park is celebrated as the social meeting place for the community. Investments are made to ensure the park is active, multifunctional and represents the diverse cultures and people of Orange.

TRANCHE 3

Projects to June 2023

High Impact, medium to long timeframe, achievable with care and design

Summer Street Public domain plan

Council to develop a plan for the entire length of Summer Street with TfNSW that sets out a long term vision for the street and clear programme for the renewal and transformation of the street over the short to medium term. This should include a variety of permanent and temporary measures to reinforce the character and identity of Orange.

Summer Street is a State highway and the extent of change will largely be determined by its required future movement function.

If only minor changes are undertaken, the role and nature of the street will essentially remain the same.

With the completion of the Northern and Southern Distributor, a major reconfiguration of Summer Street should be considered. Pending NSW Government approval and a downgrading of the street from State Highway, a redesign could greatly improve the retail high street as the heart of the city centre. The primary change would be a reduction in travel lanes from four to two and widening of the existing median.

Minor improvements could include:

- New smart poles to replace existing street lights
- New pedestrian lighting
- Additional street trees between parking bays and potentially within median
- Seasonal flower displays
- Improved bus shelters, seating and service information
- Relocation of taxi ranks to more appropriate locations
- Reinstatement of awnings where missing
- Reinstatement of verandahs and posts
- Review of street furniture locations
- Buffer planting between travel lanes and footpaths

Major changes would consider:

- Work with TfNSW to investigate the potential of reducing the carriageway from four travel lanes to two 3.5m lanes
- New footpath paving materials
- New street furniture suite
- Additional pedestrian and dining spaces (e.g. 50%)
- Substantial increases in public seating
- Relocation of bus stops to north—south side streets
- Additional trees to increase canopy cover (e.g. 40%)
- Planting of vines on trellises
- Improvements to shopfronts and signage
- Decorative building lighting
- Investigation of additional pedestrian crossings
- Permeable gardens and paving (min. 20%)
- Rain gardens and water retention

Lords South Kite to Moulder

The Lords South project would be an extension of the work carried out in Tranche 1 and 2.



Existing conditions



Artist Impression

Decked parking

Decked parking has been a community issue for some time. As the CBD upgrade will change the ways the centre of the city operates it is proposed that this be dealt with in the tranche 3 as a clearer picture of the parking demand will be known by that time.

Tranche 3 will also include consideration where necessary of extensions to:

- Programs
- Community/ Council greening projects
- Orange Public Art Program
- Wayfinding/Furniture/Painting upgrades

ATTACHMENTS

- 1 Chris Brown Submission, [D20/51783](#)
- 2 Nicholas Drage Submission, [D20/51784](#)
- 3 Put Orange Fist Submission, [IC20/15299](#)
- 4 ORAG Submission, [IC20/16054](#)
- 5 Orange Society of Model Engineers, [IC20/16053](#)
- 6 TfNSW Submission, [D20/52281](#)
- 7 OC Future City Planning and Design Framework, [D20/30043](#)

FutureCity Planning & Design Framework

Comments for Consideration

13 July 2020

chris brown



strategic planning
+ urban design

chris brown



strategic planning
+ urban design

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1. Explanation

This document provides comments on the Draft Planning and Design Framework for consideration by Orange City Council. As a starting point, SJB Architects and Orange City Council are to be congratulated on the preparation of an extremely well-put-together document. In general the plan provides an excellent basis for long-term strategic planning of the city centre and is clearly based on a high standard of urban analysis and design thinking. The comments provided below are intended only to assist Council and the consultant team in the future refinement of the planning framework and should be interpreted in this light.

While some comments refer to more fundamental concepts and aspects of the plan, others refer to relatively minor details or omissions that might otherwise be picked up in the normal course of review. For the sake of completeness, these are retained in the comments included below.

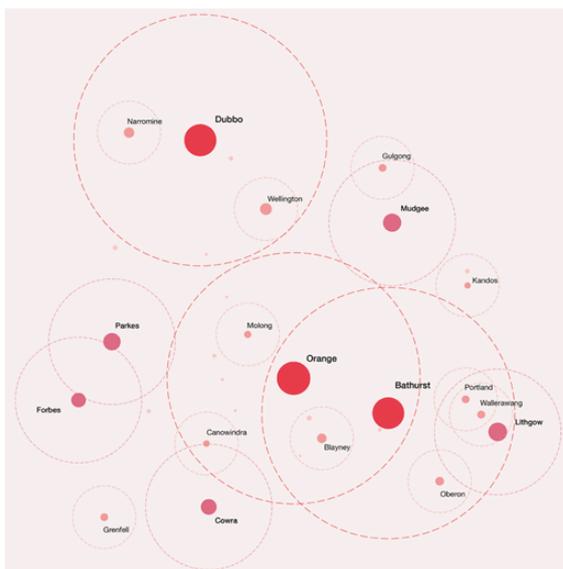


Figure 1 Regional urban space economy

2. Overall comments and observations

The following overall comments and observations are provided:

1. The draft planning framework does not articulate any overall growth assumptions or targets (eg, population, jobs), nor does it specify an intended planning horizon outside of those described in the economic analysis (Chapter 5). While this is not automatically problematic, it does lead to ambiguity when considering some of the more significant infrastructure outlays implied in later sections of the document (ie, whether these are required under current conditions or only once particular growth thresholds are reached). Some additional explanation of the framework's rationale and assumptions in this regard would be beneficial.
2. Relatively little analysis of the city centre's ecological and natural system qualities is provided in the identification of upfront challenges and opportunities. Key considerations in this regard include topography, biodiversity and hydrology. These may have been addressed in other reports, but it would help to more clearly establish the rationale for some of the later strategies and proposals if these aspects were to be more explicitly acknowledged as part of the upfront analysis in the current document.
3. Related to the above, there is a clear ecological systems approach implied within the planning framework's public realm strategies that is not explicitly articulated within the document itself, including within the proposed principles and themes. Despite the evident sophistication of both the vision and the planning framework more generally, this hinders its inability to articulate a more distinct and memorable "vision" for the city centre; at present, the relative absence of this ecological framing is an important gap within that vision.

4. As an adjunct, an important legacy of the city centre's morphological and functional evolution since European colonisation has been the systematic alienation of "nature" (as traditionally understood) as an object to be conquered, suppressed, exploited or consumed (as recreation, scenery, experience, and so on). Given the increasing strategic significance of ecological limitations for the city - via climate change, drought, habitat loss, water and resource scarcity, for example - there is an obvious opportunity to embrace a reunification of natural systems within the broader economic, architectural and social ecologies of the city centre, both as an important guiding policy in its own right and as a point of distinction as a memorable "place". As mentioned above, this is tacitly implied within many of the plan's public realm strategies but could be deployed in a much more obvious manner within the document's upfront themes and principles.
5. In general, public transit and cycling are given relatively little attention in comparison to pedestrian walkability, despite the clear synergies between these transport modes and their mutual dependency in bringing about multi-scaled and integrated movement network alternatives to car use. While the prioritisation given to pedestrian movement is understandable at the city centre scale, the fundamental role of the centre in enabling Orange as a whole to develop as a transit-oriented city also needs to be more directly acknowledged, particularly given the significant opportunities this entails for non-capital intensive yet high value-producing structural improvements for both the city centre and city form more widely.
6. Relatedly, transport aspects in general would benefit from additional articulation of key mode priorities and requirements, including those for regional transit (rail and coach) and service vehicle access. These tend not to be acknowledged at present despite having clear implications for the plan's more detailed proposals and strategies.

Where relevant, these general observations are addressed in more detail below.

3. Specific comments

Comments on specific aspects of the planning framework are included below.

Chapter 2: Setting the scene

This chapter effectively summarises the key strategic policies framing the city centre planning framework (Activate Orange and the Community Strategic Plan), but does not articulate how the planning framework is intended to function relative to these and other policies once finalised. It would be beneficial to at least describe this briefly (with a diagram) to reinforce the active policy role of the planning framework.

As a related issue, the planning framework eschews detailed analysis of the city centre's regional context (Figure 1) and wider urban structure context (Figures 2 and 3 opposite). This may have been a deliberate choice in order to minimise the size and focus of the document, however it means that important influences upon and effects for the city's wider urban structure risk being overlooked or downplayed. Key aspects in this regard include:

- / The long term requirements for the amplification of existing public transport (particularly bus) services, including the definition and bolstering of key spines within the city's emerging network of centres and economic agglomerations.
- / The role of emerging economic corridors in complementing long term economic development and land use within the city centre.
- / Significant city-wide biodiversity corridors (either existing or with potential to be augmented).
- / Strategic housing and social infrastructure needs.
- / Regional recreation and tourist facilities.

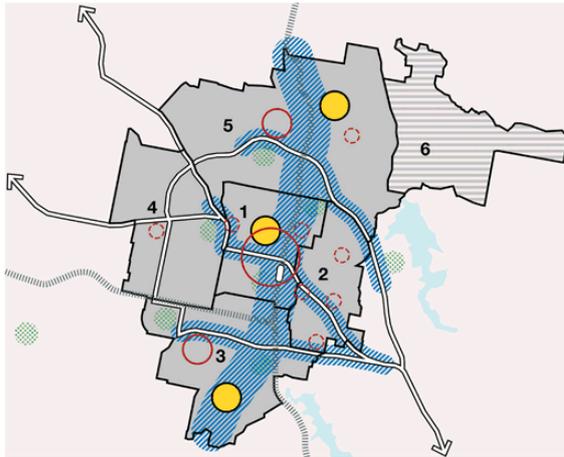


Figure 2 Emerging city structure

These aspects are reflected sporadically within the planning framework, however the plan may benefit by embracing a more systematic scaling of analysis (ie, from region or city-wide through to city centre) as part of the “setting the scene” for the various strategies and projects. While these all appear at face value to have merit in their own right, it is at the same time difficult at present to ascertain the relative extent to which they influence or help catalyse wider city-scaled transformations in urban form and structure. This in turn is (or at least should be) a key selling point for the plan and the capital investment programme that it implies.

2.4 Mapping the challenges (p. 18)

“1. Summer Street functions as both a highway and a high street which creates pedestrian conflict and an unpleasant pedestrian environment.”

Comment: Summer Street’s through-traffic function serves as an actual physical barrier to north-south pedestrian and cyclist movement, and not just a point of conflict.

“3. Pedestrian connections to Orange Train Station are poor and unsafe.”

Comment: Both pedestrian and cycling connections to Orange Train Station are poor and unsafe.

“4. Major anchors such as the new DPIE office, TAFE and the Cultural Precinct are located away from the city centre and will need improvements to streetscape and safety in order to create a pleasant pedestrian environment.”

Comment: Does this mean “. . . to create a pleasant pedestrian environment between these anchors and the CBD core”, or something else?

“Cultural Precinct” should be “Civic Precinct”.

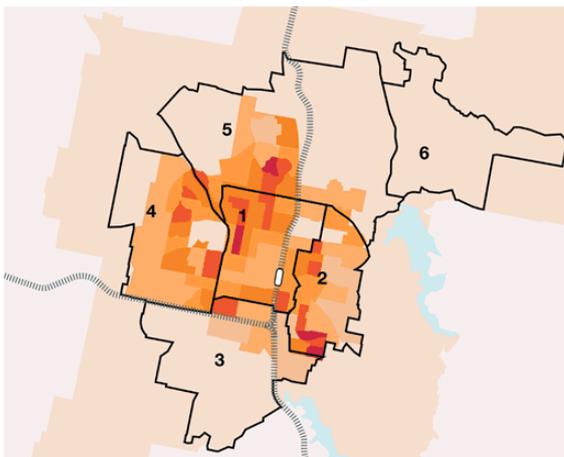


Figure 3 Residential population density, 2016

"5. Major retailers within the city centre are dispersed along the length of Summer Street and not clustered."

Comment: Many retail outlets are in fact clustered within or adjacent to the malls. The problems arise because of the absence of convenient pedestrian connections between these main clusters. Retaining a flexible range of non-mall locational opportunities for retailing will still be essential to the city centre's future economic viability.

"6. Entrances to off-street car parking create breaks in the street wall and the numerous vehicle access points compromises pedestrian safety."

Comment: Access and egress for the Summer Centre and Woolworths car parks should ideally be annotated on Figure 7 regarding this point.

Relatedly, there is an important issue regarding the relationship between the current functional street hierarchy and location of public car park access, as is later acknowledged in the framework's proposals to rationalise these. In this regard, Figure 7 might benefit from highlighting the major "connecting streets" in addition to Summer Street as a means of illustrating how this relationship currently operates spatially.

"7. Medical suites associated with the old Base Hospital may relocate in the future to the Life Sciences Precinct, reducing activity in such areas."

Comment: This is already underway, with practitioners in other locations (such as McNamara Street) having already relocated.

"8. The railway line separates the eastern and western sides of the city centre."

Comment: Strictly speaking, this is not quite accurate. The real spatial and functional impact of the rail line is to impede the otherwise "natural" distribution of movement flows within the city street grid by concentrating east-west connections into a limited number of locations (Dalton Street, Byng Street, Summer Street, Franklin Road plus the Peisley Street-Endsleigh Avenue footbridge).

"9. The majority of the city centre is within a Heritage Conservation Area and any redevelopment is required to adhere to development controls."

Comment: The document might benefit from indicating exactly why this is considered to be a "challenge" in this context. It is at the same time an "opportunity", if not a fundamental precondition for, the maintenance of the city centre's unique and historically defined built form character.

"10. Anti-social behaviour in certain parts of the city centre deter the community from using the space."

Comment: This comment could also benefit from additional explanation. There are different issues that have arisen at different times and with very different causes and solutions pertaining to them. It is important to note that these have historically worked to deter "the community" from using the space only at certain times and in certain circumstances. Spaces like Robertson Park are in general extremely well used and highly valued spaces.

Arguably a greater "challenge" in this regard is the mono-dimensional nature of the park's current form and facilities, which potentially acts as a much greater deterrent to wider community and cultural use than other issues.

Other issues

- / Truck and service vehicle access is problematic, particularly within the Woolworths car park. It would be useful to identify this as a significant issue upfront given the framework's intended strategy for this site as a Special Project (Chapter 10).
- / The key for Figure 7 (p. 18) needs to be corrected; "Proposed city centre boundary" actually refers to the existing heritage conservation zone.

2.5 Mapping the opportunities (p. 19)

1. Robertson Park is the civic and cultural heart of the city and its significance as a location of Indigenous heritage should be emphasised."

Comment: It is important to emphasise that the park's cultural role is alive and ongoing and not something locked away in the past.

Robertson Park also has the potential to play an important role as a location of natural heritage (as per Opportunity 7 below.

"3. Formalise pedestrian links through car parks to ensure pedestrian safety and utilise landscaping as a wayfinding tool. Introduce pedestrian crossings to allow for pedestrian priority."

Comment: Should ideally be "formalise and prioritise". Most car parks already have formalised walkways marked, but they tend to be inconveniently routed and ambiguous in their meaning. In general, current layouts and markings prioritise efficient vehicle movement over pedestrian convenience and safety.

The pedestrian link shown in Figure 8 between the Summer Centre site and Woolworths car park (across Sale Street) should probably be adjusted to reflect the actual alignment of this path. Even though this is only intended to be diagrammatic, it nevertheless implies a significant intervention that is not reflected in the document's subsequent strategies or projects.

"4. Relocation of DPIE offices will create more activation surrounding the TAFE and support further activation of the streetscape."

Comment: It would be helpful to articulate what kind of "activation" is meant here, as it could imply numerous interpretations.

"5. The former DPIE site is an opportunity site to provide additional housing or commercial floorspace in the city centre."

Comment: This site (and current building) also plays an important role as a visual landmark.

"7. Create a green pedestrian and cycle link, celebrating the significance of the Blackmans Swamp Creek."

Comment: The opportunity here isn't to simply celebrate the creek, but to also enable the creation of a functional recreation, biodiversity and active transport spine linking the city centre to other recreation, natural and community assets.

This is a key potential structuring element and along with Opportunity 1 (Robertson Park) would benefit from an explanation of the centre's topography and hydrology as a way of leading into this analysis. There is also an important narrative concerning the manner in which this corridor has evolved historically in line with the city's broader shifts in urban morphology that would be useful to illustrate or articulate as a way of making the need for this intervention more obvious (See Figure 4 on the following page).

A slight weakness in the planning framework at present is that this opportunity tends to disappear from view in the translation into specific strategies and projects. It may be worth having an additional map or diagram specifically to illustrate how this corridor may work as a standalone element of the plan (possibly in Chapter 4 - FutureCity Planning Framework).

"8. Explore the optimum use of Council owned sites."

Comment: It would be helpful to indicate what this is intended to mean. A more direct approach might be to add "including their potential role as catalysts for redevelopment or the provision of new land uses and public infrastructures" (or something similar).

"11. Develop Lords Place as a green connector between Wade Park, Roberson Park and the cultural precinct."

Comment: It would be helpful to explain what is meant by "green connector" in this context as it could be interpreted in numerous ways.

"Cultural Precinct" should be "Civic Precinct".

"13. Create a new connection across the railway at March Street to keep traffic to the periphery of the city centre allowing for the expansion of the Centre northwards and the creation of a more pedestrian oriented public domain within."

Comment: As with Opportunity 7 above, this is a key structuring element and enabler for many of the desired future movement network outcomes subsequently described in the document.

Figure 8 (p. 19) would benefit by more clearly differentiating the manner in which this element and the other "improved pedestrian crossings" are depicted. Similarly with Figure 7, highlighting the hierarchy of "connecting streets" resulting from this move might also help to make the benefits more obvious.

2.6 Soft spots and opportunity sites (p. 20)

The difference between "Council owned sites" and "Council enabled opportunity sites" (Figure 9) should be explained as this is not clear from the text or diagram.

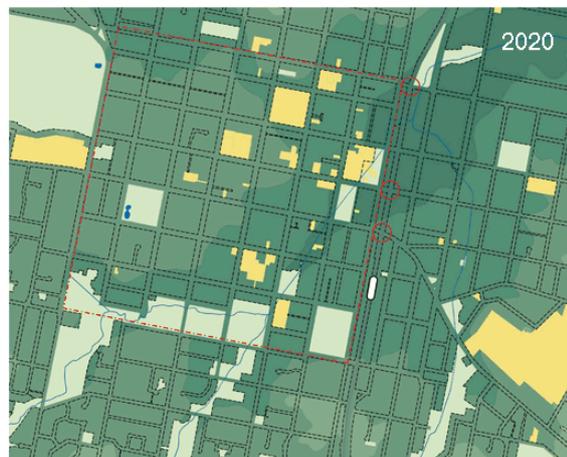


Figure 4 Historical evolution of city centre grid and public space structure

3. FutureCity vision, themes and objectives

3.1 OC FutureCity imperatives (p. 22)

As indicated above, a missing element within the upfront vision is the role of natural ecologies and systems in supporting the basic existence and survival of the city centre as a “place”. There is an opportunity to address that here as an additional “Imperative”. This would help to support interpretation of the document’s later proposals and strategies (particularly those related to public realm improvements). It would also offer a more holistic and balanced starting point for interpreting the both the subsequent themes and principles and specific strategies and projects. There is nothing wrong with the current three imperatives, but on their own they provide an insufficient basis for holistic planning of the city centre.

3.2 OC FutureCity vision and themes (p. 23)

In general the vision framework is notable for the absence of a more explicit articulation of the ecological dimensions of the city centre. Among other implications, this means that several potential indicators of the centre’s functionality are not identified within the framework. These might include indicators for:

- / Water and energy use
- / Stormwater harvesting and water quality
- / Biodiversity
- / Thermal comfort

Ideally the vision theme of “Connected” should identify the transit-oriented development principles as a key priority for discouraging car use. The realisation of a more robust public transit base for the city overall is a key missing element within Orange’s existing growth model and will ultimately be crucial to its long-term transition to a low-carbon urban form. Densification and activation within the city centre will play a key role in helping to catalyse this city-wide shift, while also benefiting from it.

4. FutureCity economy (p. 29)

While the proposed economic strategies and actions are generally wide in scope, they will ultimately require more detailed articulation in order to properly support (and be supported by) the proposed planning framework. Key considerations in this regard include:

- / It is important that the city centre is understood as a site for the production of capital and not simply as a destination for capital investment. To a certain extent this is implicit within the chapter’s discussion, however it may be helpful to more explicitly highlight this in order to discourage one-sided or simplistic interpretations.
- / Ensuring capacity to accommodate start-ups along with creative industries, including flexible low-rent spaces. This is touched upon within the document’s various vision elements and proposals but will ultimately require a much more precise level of articulation. A key risk is that a one-sided focus on uplifting the quality and value of employment floorspace will ultimately undermine the centre economy’s capacity to regenerate and reinvent itself over time.
- / The continued attraction of new residents to the city only makes economic sense where this can be achieved within ecological and economic limits. As outlined in the planning framework, densification of the city centre is likely to entail a number of strategic benefits in this regard, including for the city’s continued evolution as a less car-dependent and more transit-oriented city. However, housing provision within the city centre is unlikely to offset demand for low density growth on the city fringe. As an extension of the FutureCity strategy, and in order to properly leverage its potential urban form benefits for the city as a whole, attention will need to be given to better managing and planning urban growth on the city fringes, along with the sustainable infill of existing low density communities.

/ Specific attention needs to be given to housing affordability, which in general has declined significantly within Orange in recent years as asset values have risen ahead of wages and economic growth generally. Aside from a general rise in housing costs, the city's "inner ring" has seen a dramatic influx of outside investment and gentrification. While these trends can entail some positive effects for the city, they also have the potential to undermine the kinds of economic development strategies described in the planning framework. It is recommended that this at least be flagged within the planning framework as a means of highlighting the need for policies to ensure widespread housing affordability into the long term.

7. FutureCity movement

7.1 FutureCity movement strategy (p. 39)

While the principles and approach articulated in the movement strategy are generally sound, there are some important omissions that should ideally be incorporated into an integrated movement network strategy. These include:

- / Public transport - addressed in more detail below but in general the treatment of this could be more systematic and comprehensive. While addressing the role of public transport in general terms, the document nonetheless overlooks important implications of and for enhanced public transport use as a key enabler of the city centre vision.
- / Cycling - could use some clearer articulation of what additional infrastructure is being proposed versus what is currently in place.
- / Service vehicle access - this is a key problem within the Woolworths car park site and would be worth at least acknowledging at this point in the document as a prelude to the proposals described within the Special Projects (Chapter 10).

7.2 Proposed street hierarchy (pp. 40-42)

If MPF principles are to be used as a basis for determining the current street hierarchy (Figure 13), then ideally the key used should be updated to more accurately reflect the intent behind this policy (either as per Figure 5 opposite or a simplified version of this). This might also help to create a more obvious visual break between the classification logic employed in Figure 13 and the revised approach depicted in Figure 14.

In addition, it could be worth highlighting the proposed March Street rail crossing on Figure 14 as a way of reinforcing the critical role of this intervention in enabling the proposed street hierarchy.



Figure 5 MPF classifications

7.5 Improved pedestrian crossings (p. 45)

Figure 17 should be amended to include the existing traffic lights at the intersection of Prince Street and Anson Street.

The number of proposed traffic lights is very high. While the justification for some (eg, Summer Street-Hill Street) appear obvious, the requirement for others is less clear. It would be useful for the planning framework to describe the conditions under which these would be required (ie, are they justified under current traffic conditions or does this anticipate some growth in future traffic movements? If the latter, then what thresholds apply to trigger their implementation?). Equally, are there other options for these intersections (such as reducing the number of lanes at the existing roundabout intersections) that could be employed, either as an alternative or interim measure?

7.7 A responsive and flexible public transport system (p. 47)

In general, the consideration of the city centre's public transport dimensions could be considerably widened. Key considerations include:

- / The city already has a basic public bus transport network (both intra-city and inter-town) in place, which has potential to be significantly amplified. Key to this will be supporting the development of mixed use centres and employment agglomerations based on the city's emerging centres hierarchy. While the various "smart" transport options identified in the planning framework may have some role to play, they do not necessarily obviate the need for more conventional network planning aligned with a transit-oriented city structure. Ideally, it would be useful for the planning framework to illustrate existing bus routes and stops, along with any potential changes to these that might be opened up by the document's other strategies and proposals.
- / Regional transport also plays an important role within the city centre, with the train station serving as an interchange hub for regional rail and coach services. Articulating this more clearly in the planning framework would significantly help to support the proposed strategies for improving pedestrian connectivity to the station (as per the proposals for McNamara Street South Precinct 2).

7.8 Rethinking car parking (p. 48)

There is a clear strategy implied in the various Special Projects to rationalise and reorient vehicle access to/from the various major car parks. It would be useful for the planning framework to illustrate this as a standalone diagram, along with the various proposals for each car park (ie, retention, redevelopment, reconfiguration, adaptation for multiple use, etc).

chris brown



strategic planning
+ urban design

Subject: Top 10 things to improve CBD

Hi David,

Following our chat yesterday here is a list of the top things I believe can improve the CBD. The theme behind them all is to improve the aesthetic and the accessibility of the CBD:

1. Parking changes. Change Sale Street parking from all day to 3 hour and sign post Hill Street all day parking for CBD workers. Free parking for CBD workers in Ophir carpark.
2. Better Pedestrian Access. Change Lords place and Anson Street lights to cross diagonally and all pedestrians cross at once.
3. Footpath repairs. Fix up slope and loose bricks on sidewalk of Summer Street with a view to replace with larger bricks that are less likely to dislodge.
4. Repaint of building above awnings.
5. Work with landlords to repair under awnings as a number have peeling paint or holes
6. Mid Summer street crossing islands between Hill Street and Anson Street
7. LED lights all the way up to Hill Street rather than stopping at Anson Street
8. Having designated smoking areas in the CBD which have ashtrays provided and make the rest of the CBD smoke free
9. Increased signage for parking areas and more visible maps of summer street on corners rather than the wrap around ones on traffic lights.
10. Extend side street parking to 2h (Lords Place, Anson Street, Sale Street)

I tried to think of things that were not already happening. Happy to flesh these out further with you.

Cheers,
Nic

Put **ORANGE** First!

Submission to Orange City Council's Future City Proposals

Put Orange First is a group of local business people whose goal is to bring the major players in the advancement of Orange together so that more impact can be made through collaboration than all acting separately. We aim to build a stronger relationship between our local businesses and consumers by building a stronger sense of a connected community where people can see the benefits of keeping their money local.

Put Orange First welcomes the Future City proposal to re-vitalise Orange's central Business district and to encourage more people to come to Orange CBD and spend more time there, to build a CBD the people of Orange can be proud of.

It is a bold attempt and is so big that it is difficult to grasp. One of the elements on the website for discussion is a list of 106 projects. This makes it hard to visualise how all this will be implemented. Put Orange First suggests that there be a presentation to stakeholder groups and interested parties so that stakeholders can understand the vision for the future and the palette of ideas. This is scenario planning approach where the vision for the future is clear and then we plan backwards to achieve it, removing the barriers in front of us. Scenario planning also asks 'if we don't do this what will the future be like?' There is a danger that people may descend into the details and argue over those rather than gain momentum to achieve the vision, and we urge decision makers to look at the big picture.

It is important to gain the support of the property owners in the CBD so that they can play their part in improving the private domain when improvements to the public domain are happening.

Some of the proposed projects build on ideas put forward by organisations like Put Orange First, for example:

- Orange City Place Manager - Council to engage the services of a place manager who would be responsible for the organisation, curation and coordination of events and activities in the city centre.
- Orange city centre Business Incentive Policy to attract targeted sectors into the city centre (E.g. Coffs Harbour City Council Business Incentive Policy). This could include a waiver of DA fees, discounted rates or access to Council owned property.

The proposal to develop an Orange City Centre Public Domain Manual should be one of the first cabs off the rank to ensure consistent quality in the public domain to encourage owners of the private domain to match the quality and design to outline in detail Council's objective and strategies for public domain investments and provides technical specifications and performance requirements for:

- Paving
- Trees and understorey planting
- Furniture and fixtures (seats, bins, bollards, bike racks, drinking fountains, etc.)
- Water sensitive urban design systems and elements (WSUD)
- Street lighting and/or multifunction poles
- Public transport stops

putorangefirst@outlook.com

- Wayfinding
- Public art
- Temporary installations and treatments

Another project that has our support and is probably overdue is for the Council and key stakeholders to develop a Public Art Strategy and Programme for the commissioning of public art in the form of murals / graffiti art on blank façades of public and private buildings, sculptures and installations in the public domain.

Future City includes proposals for transport movements including improved public transport; pedestrian safety and smart parking initiatives.

We also support consideration of the changing shape of the Orange City Centre resulting from the building of the new Department of Primary Industries offices. We support the overall concept of Future City and look forward to continued involvement in proposals to revitalise Orange CBD to encourage more people to spend time there and make it a CBD to be proud of.

ORAG Orange Rail Action Group

c/- PO Box 5198
ORANGE, NSW 2800
orangerailaction@gmail.com

Mr D. Waddell
Chief Executive Officer
Orange City Council
Byng St
ORANGE NSW 2800

13 July, 2020

ORANGE FUTURE CITY PROJECT

Dear Mr Waddell.

The Orange Rail Action Group (ORAG) welcomes the opportunity to comment on the OC Future City Planning & Design Framework / Strategy.

ORAG applauds the recognition given to the role that improvements to public transport and pedestrian connectivity can play in a vibrant FutureCity, and the identification of the Orange Train Station as a place within the FutureCity Study Boundary given its strategic location between the East City Precinct and the Enterprise Corridor Precinct, and its close proximity to the Retail Core and the Sports and Recreation Precinct.

ORAG supports the proposals for more frequent public and innovative transport services from the CBD and the Orange Train Station to city wide destinations and in particular to the Institutional Precinct (new DPI Centre), Charles Sturt University, the Orange Health Service, and the proposed Bloomfield Health and Innovation Precinct, and Bloomfield Sporting Precinct.

ORAG suggests that the **Orange Train Station** should be more specifically recognised in the FutureCity Strategy as a **HUB and Transport Interchange** for local and regional transport services, covering not only train and local taxi and bus services, but also regional and intercity coach services. In particular, but not limited to;

- the current and future NSW TrainLink coaches to regional Central West cities
- the local and inter-town services by Orange BusLines.

With the introduction of the new Regional Train Fleet from 2024 and potentially more frequent train services, Orange will benefit from increased passenger numbers in the tourism and business sectors.

It is further suggested that the Station Precinct should be expanded through the acquisition of adjoining private and crown land to enable :

- improved pedestrian and vehicle access to the Station forecourt,
- more bus and coach parking bays,
- a safer and more efficient exit at the proposed Peisley and Moulder Streets roundabout,
- enhanced greenspace and landscaping in keeping with Orange's "Colour City" image.

The Orange Train Station will become a significant gateway to the FutureCity.

Yours sincerely,

Neil Jones
Chairman
Orange Rail Action Group.

ORAG is an Association of Community members working to improve Rail Services to Orange and the Central West.

Future City Submission - Orange Society of Model Engineers

- OSMEC thanks Council for their support and assistance over the years
- The Club are very pleased that the Future City document has a focus on Matthews Park and consideration of ways in which the future uses of the Park can support the continued operation of the Trains from that Park.

- Background:
 - The train track and buildings have been constructed under the development consent of Council
 - The club is very active in the community, having made \$23,086.00 of donations to charities over the past 22 years, including – Cerebral Palsy Alliance; Riding for the Disabled; Orange and District Early Education Program; Royal Far West Children’s Health; Ronald McDonald House; Camp Quality; Care Flight and Push for Palliative Care.
 - The Club has weekly working bees to assist Council in maintaining the Park
 - The Club also has one larger working bee each month (week before running days) mowing; cleaning; raking leaves etc. ensuring the Park is presented at a high standard. These voluntary work hours would amount to hundreds of man hours a year.
 - The Club also runs special running days for special groups
 - The Club is currently spending funds refurbishing the old/basic toilet block on the site that was moved by the Council to the Park.
 - The Club has a lease on the Park until 2025, with an option to 2035.

- SHORT TERM NEEDS OF MATTHEWS PARK:
 - More Bins - The Park is heavily used by people for train running days and also birthday parties and weekday lunches. There is only one bin near the ticket booth. This bin is normally overflowing every week. A second bin on the station side of the Park would be more that well utilised.
 - There is no bin on the western side of the Park. People often use the Park for lunch and parties from Anson Street and just leave rubbish on the ground. A bin on that side (halfway along the Anson St frontage) would be supported.
 - Additional tables and chairs – for the amount of use – more single chairs and also tables and chairs would support the existing uses – on both sides of the Park (there are not enough for the amount of people using the Park)

- MEDIUM TERM NEEEDS OF MATTHEWS PARK
 - Consideration of a shade/rotunda structure on the eastern side of the Park

- LONG TERM PROPOSAL OF FUTURE CITY COMMENTS
 - The proposal shows a very cluttered western side of the Park with a large playground
 - The beauty of this Park is its open nature and its proximity to the CBD that encourages workers to have their lunch there.
 - Care must be taken to maintain this amenity, not by filling it with structures.
 - There are technical/engineering problems with the north western corner of the Park (ground water)
 - There are pedestrian restrictions on the site due to the creek – installing an attractant like a playground to children on a side of the Park that has limited access

from the east (where the majority of public congregate), would cause a conflict between trains (over the bridges) and children during running days.

OSMEC is very keen to be involved in ongoing plans to maintain and improve this Park into the future.



Transport
for NSW

14 July 2020

Mr David Waddell
Orange City Council
PO Box 35, ORANGE NSW 2800

Dear Mr Waddell *David*

I am writing to provide Transport for New South Wales comments on the Orange Future City Planning and Design Framework recently on Public Exhibition. A review of all documents provided on the Orange City Council Your Say website was undertaken by all areas of TfNSW.

The following general comments are provided for your consideration:

- TfNSW would like to offer in-principle support for Orange City Councils OC Future City – Planning and Design Framework pending further assessment of the impacts of proposed projects, such as the Summer Street 'Special Project' and look forward to working collaboratively with Council on the identified initiatives. We strongly advise that TfNSW should be involved in any future decision making on state road network.
- We note it is mentioned in more than one location throughout the framework that Summer Street could/should be downgraded from a State Highway. What would council propose as an alternative state road route through Orange and what would council see Summer Street being reclassified to; Regional or Local?
- Any proposed road design and network changes will need to be further assessed to understand the impacts of these proposals. Transport network modelling would also be required to confirm the feasibility of network changes prior to being implemented.
- The Planning and Design Framework has very little, if any reference to the movement of goods and maintaining access for heavy vehicles, light or medium for deliveries into the Retail or Enterprise Precincts (how will goods be delivered to these strategic precincts in the future including parking spaces for these deliveries).
- TfNSW requests that council provide a briefing on the outcomes of the public exhibition consultation and in particular feedback relating to the Summer Street proposal before the Planning and Design Framework is finalised and released to the public.

The attached consolidated comment sheet provides further detail. We would be happy to discuss these further with council.

Should you have any further questions or wish to discuss any of the TfNSW review comments, please do not hesitate to contact Chantelle Elsley, Leader Regional Planning and Analysis at or phone on

—
A/Director West
Transport for NSW

Transport for NSW

Section / Paragraph	Page	Comment	Recommendation
General		Transport for NSW (TfNSW) would like to offer in-principle support for Orange City Councils OC Future City – Planning and Design Framework pending further assessment of the impacts of proposed projects, such as the Summer Street ‘Special Project’ and look forward to working collaboratively with Council on the identified initiatives. We strongly advise that TfNSW should be involved in any future decision making on state road network.	
General		TfNSW requests that council provide a briefing on the outcomes of the public exhibition consultation and in particular feedback relating to the Summer Street proposal before the Planning and Design Framework is finalised and released to the public.	
General		We note that the Movement and Place Framework developed by TfNSW has been used to determine a proposed street hierarchy for Orange. However, the GANSW and TfNSW have recently updated the Movement and Place Framework through the Practitioner’s Guide to Movement and Place. The categories and street functions are now Main Roads (previously Movement Corridors and Motorways), Main Streets (previously Vibrant Streets), Local Streets and Civic Spaces (previously Places for People). We recommend Council make adjustments to reflect the wording in the Practitioner’s Guide to Movement and Place and welcome Council working with TfNSW when determining the street hierarchy in Orange.	
General		The document has very little reference/recognition towards the needs relating to the movement of goods – the first reference I could find was on page 40. Strategic & network planning & design of projects would need to accommodate access and facilities for a variety of Heavy Vehicles. eg. the needs of businesses – especially in the retail precinct – deliveries and such. Need to ensure design of streets and associated infrastructure would not impede access for the type of vehicles identified requiring access - eg. larger vehicle deliveries to supermarkets such as Coles/Kmart – if design of road does not account for turning movements into/out of loading bays/docks/parking areas etc will be a safety issue. Also doesn’t mention other needs for access to businesses – where will delivery be accommodated for shops/businesses fronting streets with no rear access etc? Access and facilities such as parking needs include construction, removalist, delivery and waste vehicles for any area.	Add section to masterplan to demonstrate requirements to support movement of goods/HV access/freight access - ensure it includes identified routes for HPV access (main freight routes) through to general access & associated facilities required.
General		There is no mention of passenger rail or the rail line in any of the strategic planning initiatives in the whole report.	
Executive Summary	5	Who were the state government agencies and members on the PSC? TfNSW only attend one meeting at Stage 3 as far I’m aware which was with SIB to discuss the proposed projects and programmes	
2.1 Activate Orange	13	Mentions setting the scene in Activate Orange Strategy to continue with development of the Southern Feeder Road and the Southern Orange Industrial and Freight Activation Zone. There is no actions or objectives on how this will be delivered documented in the report	
2.2 Orange Community Strategic Plan 2018	14	Mentions setting the scene in the Orange Community Strategic Plan 2018, heading called Improve Roads and Transport in particular Connection of Orange to surrounding region – Community expressed concern at the condition of the northern bypass but these have since been addressed, Prioritise the completion of the southern feeder road and Improvements to the Bells Line and better rail access to Sydney. There is no actions or objectives on how this will be delivered in the report	
2.2 Orange Community Strategic Plan 2018 - Improve Roads and Transport	14	‘increase frequency of public transport services’	Could also reference increasing the hours of service. Suggest a more broad statement ‘improve public transport services and infrastructure’
2.3 Stakeholder Engagement	15	Again, TfNSW have only been involved in the workshop on 12 September 2019. Interested to know what other government agencies were involved in other workshops?	
Table 01: Movement - Key actions	16	Findings - ‘Opportunities for new technologies and modalities to improve the convenience, quality and frequency of movement around the city (i.e. autonomous buses)’ Headline Challenges - ‘Infrequent public transport services’	Key actions could consider improving existing public transport service and infrastructure to address the challenges and to provide a stepping stone towards the findings re new technology and modalities.

2.5 Mapping the Opportunities	19	Number 13 is to create a new connection across the railway at March Street. Under TfNSW's Construction of New Level Crossings Policy, TfNSW's position is that the building of new level crossings is to be avoided wherever possible given the inherent risk attached to any level crossing	
Liveability and Lifestyle	24	<ul style="list-style-type: none"> Reduce impact of cars on peoples experience of the city centre. Promote active and healthy lifestyles. Help address the negative impacts of climate change.	Promoting public transport improvements/usage could be referenced as it aligns with the other objectives.
Liveability and Lifestyle	24	Potential Indicators + Measures	Public transport usage
Connected	25	This talks about making the streets safe and inviting and promoting walking and cycling. To achieve this, there needs to be consideration of freight and servicing demands of the city centre. To enhance place outcomes and improve the amenity of the city centre, there must be sufficient off-street facilities to manage deliveries and services to help mitigate the impact of freight and servicing activity.	
4.1 Planning & Design Framework - Provide a new east-west connection across the railway line	27	See earlier comment on building of new level crossings.	
4.1 Planning & Design Framework - Provide a new east-west connection across the railway line	27	The addition of another railway level crossing on March Street needs to be assessed via traffic modelling to understand the positive and/or negative impacts of this on the Orange network.	
Figure 11	27	Part of the map content is covered by the legend and text	Suggest zooming out the map a bit so the full symbols listed in the legend can be seen. Street names etc should still be readable.
Table 02: Future role of higher density residential	29	Any higher density residential should avoid being located adjacent to freight corridors. For instance, it is suggested to increasing density in the B4 Mixed Use zone surrounding the City to encourage residential development. There are sections of B4 zoned land along the Main West rail line. The rail line needs to be protected from encroachment of incompatible and sensitive land uses such as high density residential.	Avoid residential intensification along strategic freight corridors.
6.6 Enterprise Corridor	36	Larger sites are redeveloped for a mix of uses including medium density residential development: Sections of the Enterprise Corridor runs either side of the Main West rail line. As commented on earlier, residential development should avoid being located adjacent to freight corridors such as the rail line.	
6.6 Enterprise Corridor	36	No mention of maintaining access for heavy vehicles, light or medium for deliveries into the Retail or Enterprise Planned Precincts (how will goods be delivered to these strategic precincts in the future)	
6.6 Enterprise Corridor	36	The planned improvements to the Enterprise Precinct for more high density tourist accommodation, does not mention how to maintain access for large coach/buses	
7.1 FutureCity Movement Strategy	39	This only recognises the movement of people, it ignores the movement of goods.	
General	41 and 43	From a public transport perspective, there is a need for a viable north-south route towards North Orange. Anson St is seen as the most suitable as there are several destinations, in particular the DPIE and TAFE three blocks to the north. (Noting that maintenance of flexibility in the routing of bus serviced is referenced on p47, and Anson St on p82.)	Public transport preferred access and egress corridors be indetified
7.3 A Connected Walkable Centre - Paragraph 3	43	What about improved off road shared path infrastructure, improved lighting to create a sense of safety when walking/cycling at night and end of trip facilities? The projects and programmes document includes a project for scooter and bike hire but this is not included here.	
7.4 Reducing Vehicle Speeds	44	TfNSW's concurrence/in principle support of this Masterplan does not replace the requirement to obtain a SZA to change a speed limit. A speed zone review and the relevant approval process will still need to be adhered to. Under the current guidelines state roads need final approval from the Chief Executive. Guidelines may also change. We cannot provide any firm pre approval based on a concept design. That aside, I believe the Orange CBD area as it currently stands could warrant consideration for a 40km/h HPAA speed limit and we would be receptive of such a request from council at any time (future plan or no future plan).	

7.5 Improved Pedestrian Crossings	45	Improved Pedestrian Crossings Strategy, the planned upgrade to install additional traffic lights along Byng and Kite Street, does not provide for efficient and flowing buses routes around the edge of the Retail Precinct. This will create higher emissions and larger congestion.	
7.5 Improved Pedestrian Crossings	45	Reference to 'black spots' indicates there is an existing crash history at these locations. Perhaps not the best wording to use.	Could remove and change to "key locations where interaction....."
7.5 Improved Pedestrian Crossings	45	The replacement of roundabouts with signals can often increase the severity of collisions. It is possible to create pedestrian crossing points at roundabouts with raised platforms.	
7.5 Improved Pedestrian Crossings - Figure 17	45	Figure 17 map includes many intersections that are proposed for TCS however there is no narrative around this to comment on why council is proposing these to be signals. The impact of converting these intersections to TCS would need to be assessed via traffic modelling to understand what impact this would have on the performance of the Orange road network.	
7.6 Accessible Streets	46	Footpaths: Consider changing this to shared paths as this would allow of pedestrians and cyclists. Making the city more attractive for cyclists also.	
7.6 Accessible Streets	46	Page 45, Figure 17 included the upgrade of multiple intersections to TCS and earlier it is mentioned that this would be to facilitate safer pedestrian access at intersections. However, traffic signals are not mentioned in this section. Perhaps not all intersections proposed in Figure 17 need to be signalised and some could be upgraded similar to Moulder and Sale Street intersection (as shown in images on page 46), at a much lower cost and with less impact on road vehicle movements/efficiency.	
7.6 Accessible Streets	46	Reduced intersection geometry: Freight movements to the city centre needs to be considered before changes are made to intersections that impede freight movements. Although the Northern Distributor and proposed Southern Feeder Road will remove most through freight from the city centre, there will still be some heavy vehicles requiring access to supermarkets, department stores, etc.	
7.7 A Responsive and Flexible Public Transport System	47	This section is very solution focused with a heavy emphasis on technology.	Focus on the benefits on public transport and how an increase in use supports the future Orange CBD - less on prescribing technologies.
7.7 A Responsive and Flexible Public Transport System	47	'However there is a need to provide public transport to members of the community who do not have access to a car or who are not able to drive and who want to access the city centre'	The future of public transport in Orange should be considered as a viable and competitive alternative, not only for people that are unable to drive.
7.7 A Responsive and Flexible Public Transport System	47	Strategies to safely accommodate for such systems into future DCP, LEP and how + who should fund such provisions particularly with any new development areas is key.	
7.8 Rethinking car parking	48	Future car parking solutions should acknowledge public transport. Investment in PT infrastructure and services reduce the demand for parking.	
7.8 Rethinking car parking	48	Consideration should be given to allocating some car parking spaces for use as loading zones, particularly to support businesses in older buildings that do not have off-street facilities	
7.8 Rethinking car parking	48	There is no mention to parking for the delivery of goods by heavy vehicles. This needs to be considered as some heavy vehicles with destinations within the FutureCity would still need to access businesses for deliveries.	

7.8 Rethinking car parking	48	<p>- Any changes to current parking assumptions or provisions need to be embedded in a Council's LSPS, LEP, DCP in order to embed it more easily into any future developments/land use planning. This is fundamentally linked to improving the relationship between car parking and land use. There are some fairly archaic beliefs held between building something and the subsequent parking requirements if there is to be any headway to changing to way of thinking it needs to have some strength behind how it is implemented into the planning function.</p> <p>- Further if car parking provisions are to change and subsequently reflected accordingly in a DCP for example what resulting requirements are to be placed on private developers in particular to adequately accommodate, plan and fund for such changed provisions? I.e. if you are reducing onsite parking requirements in lieu of fostering people walking, using public transport, what resulting requirements (if any) are to be placed on developers to adequately accommodate for this?</p> <p>- Any Environmental Improvements made to current parking areas need to be pursued with a clear view as to the subsequent on-going maintenance and possible impediment tree planting for e.g. may have on provision of safe sight distance to and from pedestrians and vehicles.</p>	
7.9 Agile Strategies	49	<p>- Road paint, street art, events (such as open streets days), temporary installations, bud lighting, planters and pots, additional street trees, street furniture – These would need to not create a hazard particularly if it is to be a shared zone i.e. cars/pedestrians, by placing these items in areas they in turn are going to be a safety hazard if hit? Need to ensure they do not create too much of a distraction to drivers.</p> <p>- These strategies may require some behavioural road safety education if there is going to be changes to road paint for example to ensure road users are clear about the function of the area</p>	
Paragraph 3	56	The additional railway crossing at March Street...	The additional proposed railway crossing on March Street would...
Chapter 10 - Special Projects	67 - 92	<p>For each of the special project/precincts: Consider also the pedestrian and cyclist links to and from each precinct.</p> <p>For example, from the Orange East - Car Dealership sites precinct to the retail core (Summer Street). Particularly if this site ends up being developed as residential and/or commercial.</p> <p>If people have good active transport links to their destinations than they be more inclined to shift their mode of transport.</p>	
General	69-70	It is noted that Anson St could become part of a north-south spine, linking the precinct to North Orange, CBD, rail station and the hospital.	
General	70	Noted that current main entrance to TAFE is in March St where the public transport provides current drop off and pickup, also Anson St to a lesser degree	
10.3 Summer Street Upgrade - Key Strategic moves	74	<p>Relocation of bus stops to north-south side streets</p> <p>No suggestion as to which side street. Acknowledged it is for consideration. Anson St would be the most convenient candidate due to central location. Would require investigation in terms of bus movement (repositioning), location, available kerb space, ingress and egress routes.</p>	Identify possible locations
10.3 Summer Street Upgrade	74	We note that this is mentioned in more than one location that Summer Street could/should be downgraded from a State Highway. What would council propose as an alternative state road route through Orange and what would council see Summer Street being reclassified to; Regional or Local?	
10.3 Summer Street Upgrade - Project Brief and Parameters	74	It should be noted here that further assessment of impacts is required of the proposed major changes on Summer Street (such as reducing the travel lane capacity and additional mid block crossings)	
10.4 Lords Place Transformative Street	77	Similarly to the Summer Street proposal, the impacts of reduced travel lane capacity on Lords Place is required to be assessed further. In particular how this impacts on the intersections of Summer Street and Byng Street.	
10.5 Anson Street/Woolworths Car Park	79	<p>Consider how this larger car parking area with additional car parking spaces could be a more attractive option for people who want to access the retail core (Summer Street) rather than people wanting to park on Summer Street which contributes to the additional traffic numbers/demand on Summer Street.</p> <p>This would include better pedestrian connections from the parking area to Summer Street via Sale Street and Anson Street.</p>	
11.2 Recommended Priority Projects	96	Removal of RMS Reference under March Street Crossing project	

11.2 Recommended Priority Projects - Quick, Light, Cheap Projects	96	Regularly close Summer Street to general traffic for 4 hours on a Sunday to offer the community an opportunity to come together and interact.	Work with TfNSW to consider a regular closure of Summer Street to general traffic for 4 hours on a Sunday to offer the community an opportunity to come together and interact.
Annexure 1: Theme - Movement	104	10. Orange city centre Pedestrian Safety Project - Consider adding in improvement to the delineation of pedestrian movements to safe Road crossing locations such as the installation of pedestrian fencing - undesirable? What makes this through traffic undesirable?	
12.4 Retail Precinct - Summer Street	119	75.7. Reduce the width of Summer Street to one traveling lane in each direction - Project Outline: should include something like "assess the impacts of reducing the width of the carriageway....." - Impact: Reducing the width of Summer Street from two lanes in each direction to one lane in each direction would have a high impact. Reduce lane capacity will have a high impact on traffic efficiency through Summer Street and will require behavioral changes from drivers to use alternative routes which may also have a high impact by increasing traffic numbers on the alternative routes.	
12.4 Retail Precinct - Summer Street	119	75.1. city centre public transport services review, bus stop and taxi station upgrades - With TfNSW and other stakeholders ,review city centre services the location and design of bus stops and taxi pick up points to promote more sustainable transport choice.	Perhaps a reference to adequacy of kerb space for bus stops to allow efficient operation and cater for growth. Segregation of taxi zones and bus zones.
12.4 Retail Precinct - Summer Street	121	83. Open Streets - Summer Street - Driver: This would definitely need support/approval from government as this is a state road. Would need to be assessed and detour routes put in place if this were to occur.	
		Additional crossings of the rail corridor such as the proposed level crossing at March Street would need to consider what is the most appropriate treatment, taking into account any potential growth in rail activity on the corridor and the traffic and safety implications.	
		Ensure that proposed initiatives take into account public transport routes (including school services) and relevant infrastructure to support these services.	

SJB Architects



OC FutureCity Planning & Design Framework

Prepared for



Issued
22 May 2020

We create amazing places

At SJB we believe that the future of the city is in generating a rich urban experience through the delivery of density and activity, facilitated by land uses, at various scales, designed for everyone.



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The projects, programmes and suggestions within Future City represent the position of the participants and Council. Many ideas will need close collaboration with various State government agencies, departments and other community stakeholders. Accordingly it should be anticipated that some elements of projects may be subject to change during their respective development

Issued

V01 First draft for review	31.01.2020
V02 Second draft	18.02.2020
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Executive Summary

The OC FutureCity Project identifies how the city centre will respond to the evolving needs of the region, local residents, workers and visitors to Orange, whilst embracing a fundamental change in how the city is organised. This will be achieved by supporting economic opportunities, improving connections, investing in public spaces and rethinking people and traffic movement, whilst respecting the characteristics that make Orange so unique.

The OC FutureCity Project was identified as part the *Activate Orange Economic Strategy* developed by Orange City Council (OCC) in 2018. The consultant team, led by SJB, was appointed to undertake the project in late 2018, and over the course of 2019 have undertaken a thorough exploration of the future potential of the city centre in close collaboration with Council, the state government and selected members of the community.

The broad objectives of the project include:

- Develop a vision for the city centre that is grounded in OCC's strategic plan and which supports economic development, galvanises the collective actions for stakeholders, and delivers meaningful change.
- Develop a spatial framework that builds on the unique and historic qualities and characteristics that make up Orange and provides clear direction for future development.
- Develop a catalogue of strategic projects that could be implemented by a range of stakeholders to fulfil the objectives of the vision of OC FutureCity.
- Provide OCC with public domain guideline, and identify future public domain upgrades that improve the appearance, performance and sustainability of the city centre, whilst enhancing the visitor experience, encourage walking and support greater economic activity.
- Assist OCC in developing, prioritising and seeking funding for projects, as they relate to strategic planning objectives, and the themes that underpin OC FutureCity.

The OC FutureCity project was led by SJB (Urban Design and Planning), in collaboration with Aspect Studios (Movement, Sustainability & Public Domain). Technical support was provided by AEC (Economics), Premise (Engineering) and OzArk (Heritage). The team's work has been captured in a suite of reports, culminating in the Stage 4 (final) report, which represents the synthesis of our design thinking, independent research, and extensive stakeholder engagement.

Over 12 months the team worked closely with Council, various state government agencies, land-owners and members of the community through a Project Steering Committee (PSC), comprising of key officials within OCC and a Community Reference Group (CRG) with nominated representatives from community and business groups. The engagement builds on the firm foundation established by OCC through the *Community Strategic Plan, Activate Orange* and a collection of other plans and strategies.

Early on in the project, three imperatives for the FutureCity were identified as being fundamental to the transformation of the city centre. The imperatives include;

Imperative 1: Attract
Attract more people to city centre to spend more time there by supporting a broader range of activities.

Imperative 2: Compact
Increase the number of people living and working in the city centre to provide more opportunities for people to live and work in a variety of ways within the city centre.

Imperative 3: Walk
Make the city centre more walkable addressing the dominance of private vehicles in the city centre, reducing reliance on the use of private vehicles as the primary mode of transport and making the city centre more attractive, comfortable and safe to walk around as an improved experience for residents and visitors to Orange.

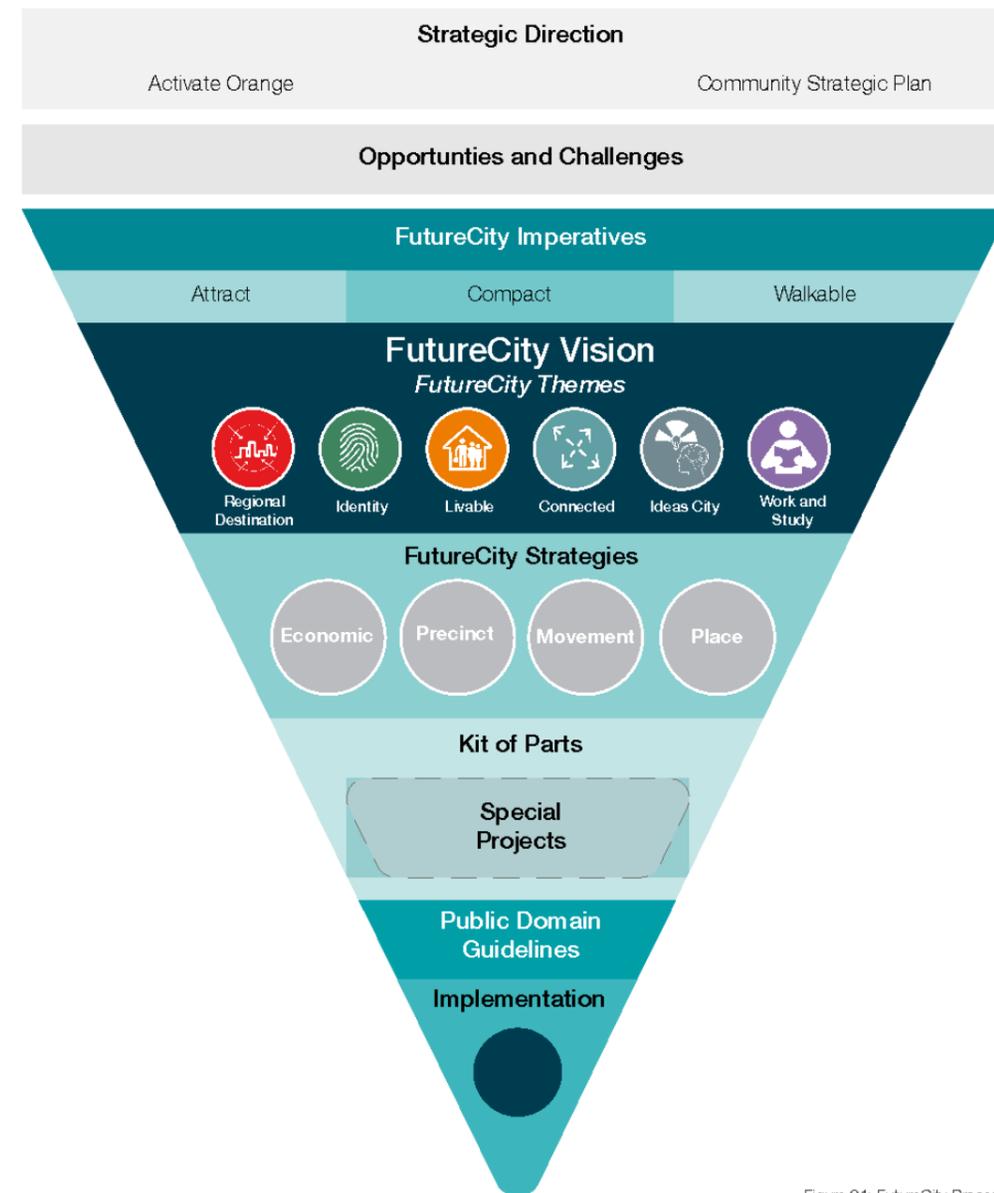


Figure 01: FutureCity Process Diagram

These imperatives were refined throughout the process with inputs from the PSC and CRG and helped to frame the FutureCity Vision around six themes. The six themes include: **Regional Destination, Identity, Liveable, Connected, Ideas City and Place to Work and Study.** The themes were then developed into strategies for the FutureCity Economy, FutureCity Precincts, FutureCity Movement and Future City Places. A comprehensive catalogue of Projects and Programmes were then developed and special projects were identified for future exploration.

The outcome of this project has been a strong overarching vision, a robust set of strategies for future planning and economic development and a catalogue of potential projects and programmes that Council and other stakeholders can progress and prioritise. It also includes a public domain guideline that will inform future public domain upgrades and investments in public space.

While the development of the Planning Framework was iterative and linear in nature, the implementation of the individual actions are expected to be expansive with the imperatives and FutureCity Vision themes remaining at the centre of development decisions.

Finally, the projects, programmes and suggestions within FutureCity represent the position of the participants and Council. Many ideas will need close collaboration with various State government agencies, departments and other community stakeholders. Accordingly it should be anticipated that some elements of projects may be subject to change during their respective development.

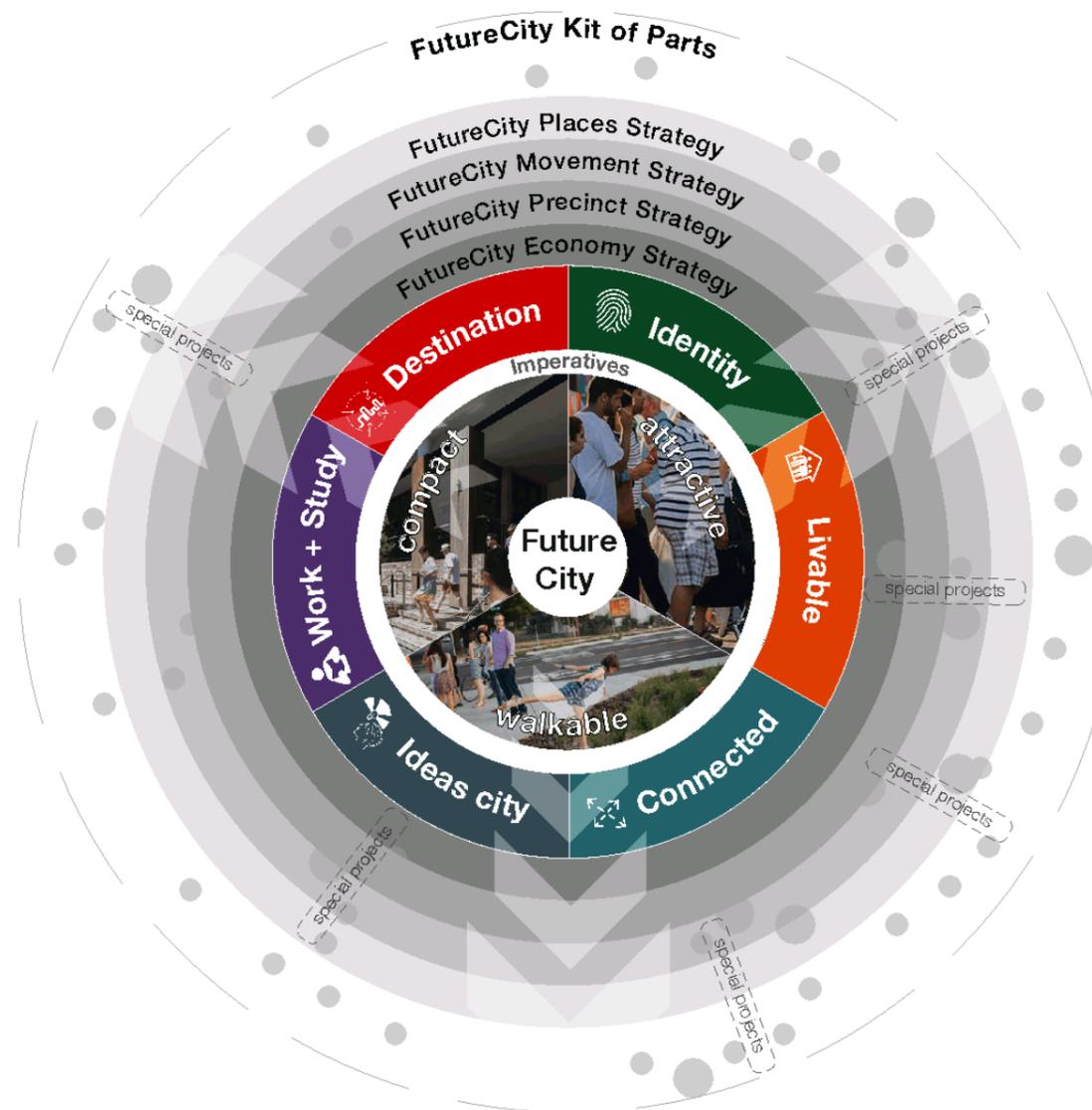


Figure 02: The adjacent diagram shows that the imperatives sit at the centre of the vision for the FutureCity, the Vision themes then become the lenses through which interventions are filtered and focussed.

The themes also drive the economic, precinct, movement and places strategies with special projects intersecting the boundaries and anchoring change. The myriad of projects and programmes outlined in the *Kit of Parts* can be implemented by any of the stakeholders and act across the themes and strategy areas.

Introduction

1

Introduction

1.1 Background and Purpose of this Report

The *OC FutureCity Project* was identified as part of the *Activate Orange Economic Strategy*, prepared by Orange City Council (OCC) in 2018. The intent of the *OC FutureCity* was to identify and address how the city centre will respond to the evolving needs of the region, local residents, workers and visitors to Orange, whilst embracing a fundamental change in how the city is organised. This must be achieved by supporting economic prosperity, improving the quality and function of public spaces, and rethinking people and traffic movement, all whilst maintaining the unique characteristics of Orange.

Project objectives

The broad objectives of the project include;

- Develop a vision for the city centre that is grounded in OCC's strategic plan and that supports economic development and galvanises the collective actions for stakeholders to deliver meaningful change.
- Develop a spatial framework that builds on the unique and historic qualities and characteristics that make up Orange and provide clear direction for future development.
- Develop a catalogue of strategic projects that could be implemented by a range of stakeholders to further the objectives of the vision.
- Provide OCC with technical guidelines, through a public domain guideline document, and for future public domain upgrades that will enhance visitors experience of the city centre, encouraging walking and other economic activity.
- Assist OCC in developing and prioritising proposals and in applying for funding.

In 2018, SJB (Urban Design and Planning) in collaboration with Aspect Studios (Movement, Public Domain & Sustainability), together with AEC (Economics), Premise (Engineering) and OzArk (Heritage) were appointed by OCC to prepare a *Planning and Design Framework* for the Orange city centre (city centre), which is identified as a *Economic Activation Precinct* as part of *Activate Orange*.

This final (Stage 4) report is the culmination of a four stage process that involved extensive stakeholder engagement through a Project Steering Committee (PSC), comprising of key officials within OCC and a Community Reference Group (CRG) with nominated representatives from community and business groups. It builds on the firm foundation established by Council through the *Community Strategic Plan*, *Activate Orange* and a collection of other plans and strategies.



Introduction

1.2 FutureCity Study Boundary

The Study Area for the OC FutureCity Project was defined early on in the project under the guidance of the PSC and CRG. The area incorporates the city centre, centred around Summer Street and extending from Hill Street in the west to Colvin Park to the east of the railway line, north to include the new DPIE site and TAFE campus on Prince Street, and south to Wade Park.

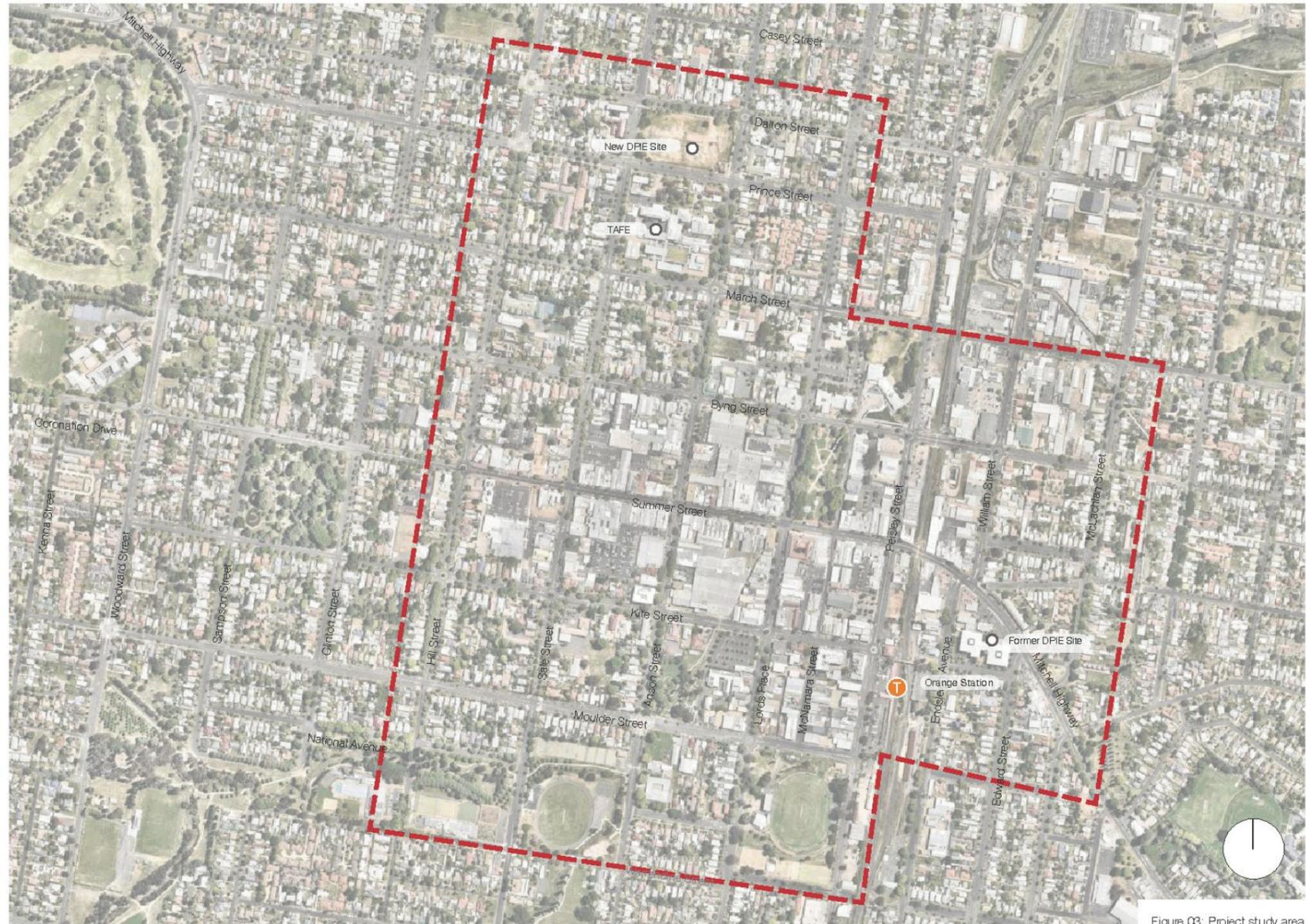


Figure 03: Project study area

Introduction

1.3 The Design Process

The design process adopted by the project team aligns with Council's brief for the project, and reflects the recommendations set-out by the NSW Government Architect in their document, *Better Placed*. The diagram below illustrates the alignment of stages, tasks, deliverables, engagement, testing and refinement undertaken through this project.

During Stage One an analysis of the city centre was undertaken, and with the assistance of the Community Reference Group and Project Steering Committee, a vision for OC FutureCity was developed based on a number of themes.

In Stage Two, three separate technical studies were undertaken, including an *Economic and Retail Capacity Study*, *Built Form and Character Assessment* and a *Movement and Place Study*. This work helped inform the 'Return Brief', which outlined the scope of project and formed the basis of a *Planning and Spatial Framework* - which will provide a direction for future planning decisions and actions.

In Stage Three, the net was cast wide again to identify a range of projects and programmes that could be implemented by different stakeholders in order to support OC FutureCity achieve its vision. These projects and programmes are presented in a catalogue and evaluated against a number of considerations, such as implementability, time frames, alignment with policy and potential impact/benefits.

These projects were the subject of a survey that was completed by the Community Reference Group and Steering Committee, with the view of getting local knowledge on which projects, ideas and programmes should be progressed in the next stage of the project. Following a workshop with the Community Reference Group and Project Steering Committee a number of amendments were made.

The Stage Four report is comprehensive and extensive. It presents a short synopsis of the key findings of the various technical studies that informed OC FutureCity, presents the vision and objectives of the framework, and reflects all comments and inputs from the CRG and PSC to ultimately arrive at a series of recommendations for future projects and initiatives.

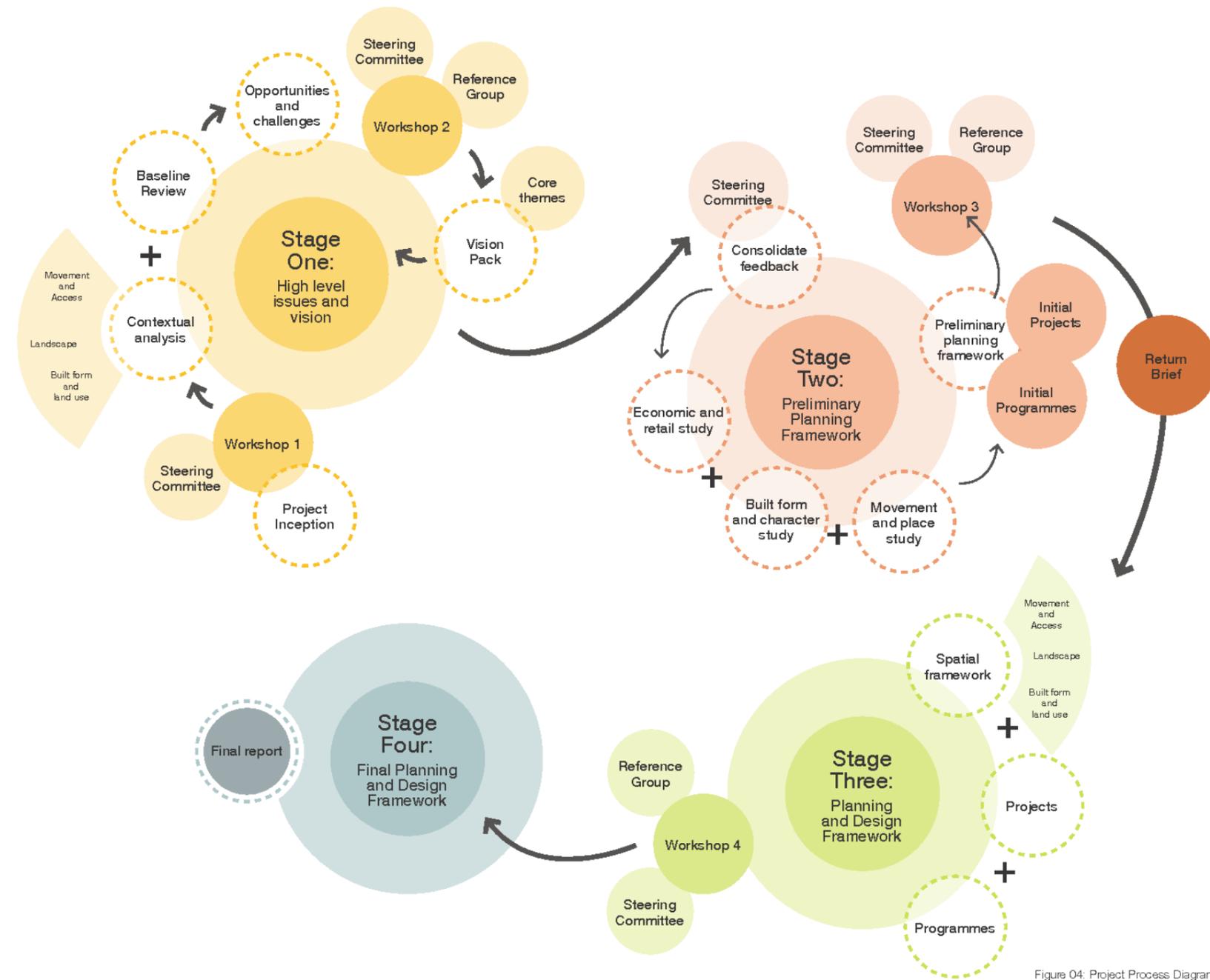


Figure 04: Project Process Diagram

Introduction

1.4 The Document Structure

This report is based on an extensive amount of research and investigation that took place in Stages 1 to 3 of the project. As far as possible this report seeks not to duplicate work that was completed during these phases and only salient information has been brought through into this report. Readers are encouraged to access these reports directly when more detailed information is sought. The report is structured into ten chapters and is supported by two extensive annexures.

Chapter 1

Introduction to the project.

Chapter 2

Summary of the key factors that have influenced the project.

Chapter 3

FutureCity Vision and Themes.

Chapter 4

FutureCity Planning Framework.

Chapter 5

FutureCity Economy, identifying opportunities for sectoral growth and development.

Chapter 6

Six FutureCity Precincts, outlining how each precinct could evolve over the medium/long term.

Chapter 7

Comprehensive Movement Strategy for the FutureCity.

Chapter 8

Place strategy of the FutureCity, including how to make the city more attractive, comfortable and convenient.

Chapter 9

Introduction to the FutureCity *Kit of Parts*, which is presented in-full in Annexure 1.

Chapter 10

Ten 'special projects', that reflect potential development and renewal outcomes to be pursued by OCC and other key stakeholders.

Chapter 11

Conclusion and recommendations from the design team for the process moving forward.

The report contains two important annexures:

Annexure 1

Extensive catalogue of projects and programmes that could be implemented by a range of stakeholders. These will help OC FutureCity move progressively towards the vision outlined in Chapter 3. A short description for each project is provided together with indicative costs and related policy documents to support grant applications.

Annexure 2

Public Domain Guidelines for OC Future City, including high-level guidance to OCC and future designers appointed for public domain upgrades. The final guidelines are still in the process of being finalised and reflect broader strategic intent, distilled into a selection of specific public domain elements, the selection of materials, their installation and performance requirements.



Setting the Scene

2

Setting the Scene

2.1 Activate Orange

The *Activate Orange Strategic Vision* is the economic strategy for the broader Local Government Area and provides strategic direction for the future development of local economy. It aligns with the NSW Government's Economic Vision and builds upon the strategies identified within the *Regional Economic Development Strategy*.

Activate Orange is consequently the genesis of the OC FutureCity project and it is important to have a broader appreciation of the other initiatives that OCC will be pursuing in parallel with this central project. The four major projects that emerged out of the *Activate Orange* vision include:

1. OC FutureCity

The vision for OC FutureCity is to create a vibrant smart city that will become an attractive location for the next generation and for emerging businesses. The FutureCity is envisaged as being a lively hub with a large array of services, open spaces, retail offer, cultural and recreational facilities, whilst celebrating the heritage character of Orange. It was recognised that more detailed work was needed to define and advance the notion of the FutureCity, which, after funding had been secured led to this project.

2. Life Sciences Precinct

Earmarked to be a Special Activation Zone, this precinct is focused around health services, education and research. This precinct will encompass the existing hospital site, the proposed private hospital and the medical school. This will be supported by multinational and high growth SMEs and associated businesses related to health, education and research.

3. Southern Orange Industrial and Freight Activation Zone

This precinct will expand the existing industrial and manufacturing land in order to increase the supply of employment land accessible to major highways and rail line.

4. Southern Feeder Road

The Southern Feeder Road is an infrastructure strategy to create an orbital road network around the city. The completion of this road is essential to the development and success of the three Employment Activation Precincts.

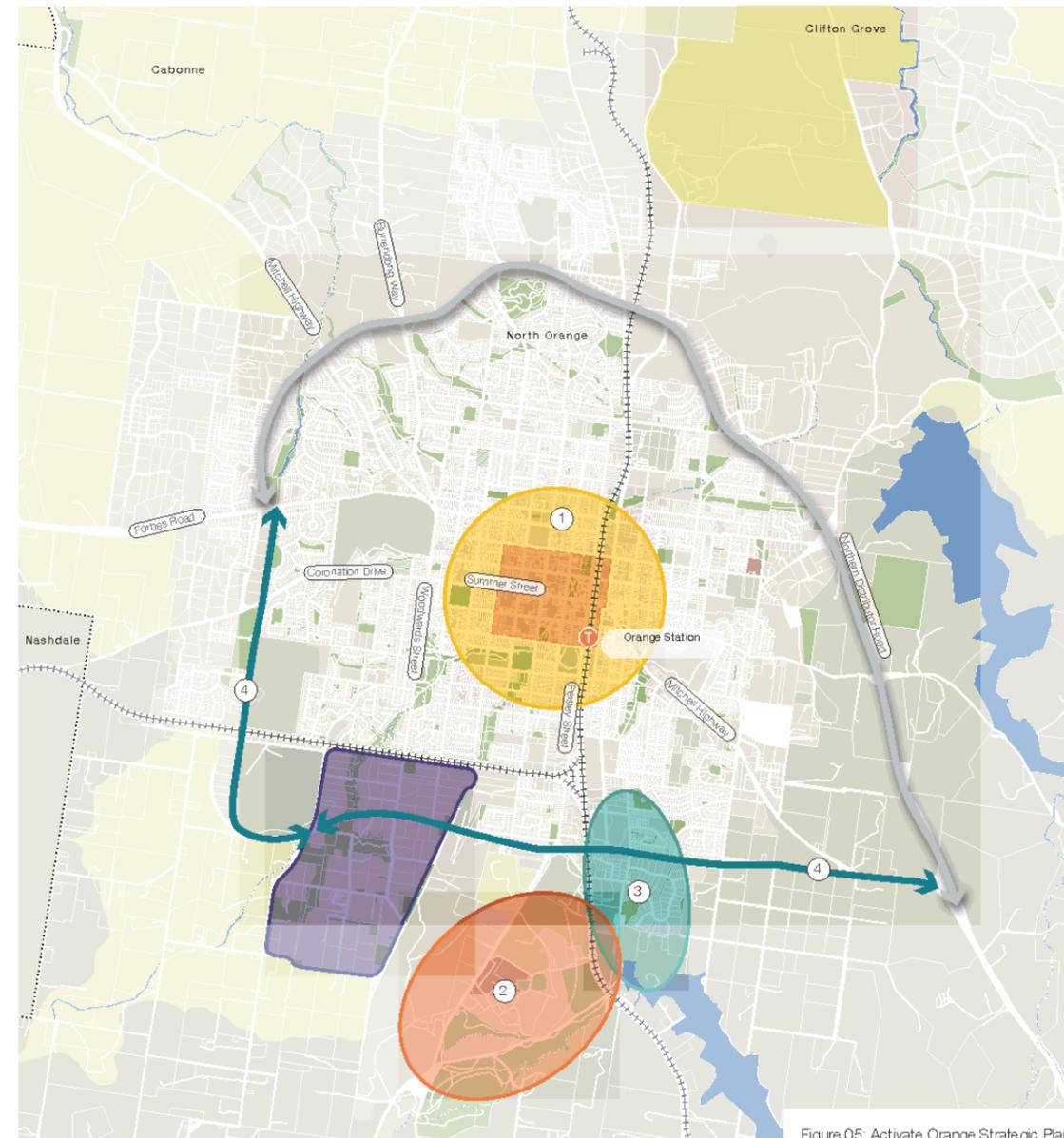
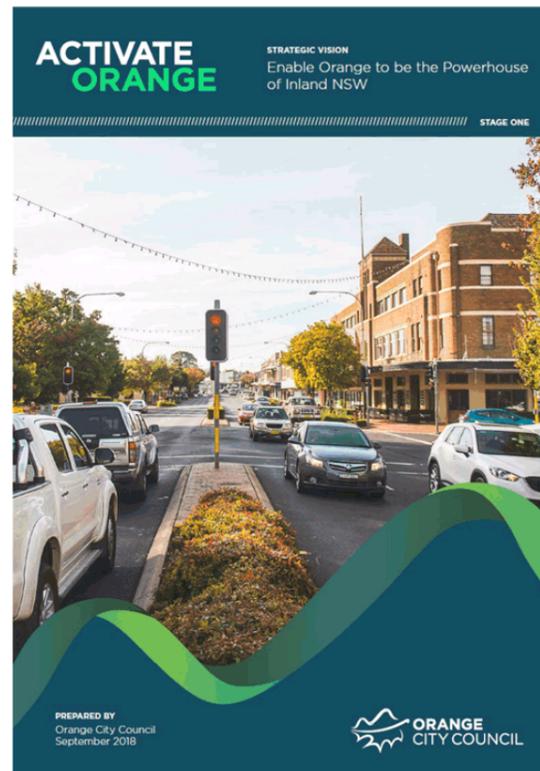


Figure 05: Activate Orange Strategic Plan

Setting the Scene

2.2 Orange Community Strategic Plan 2018

The *Community Strategic Plan* was developed through extensive consultation with the community of Orange and will provide a blueprint for long term growth, community development and infrastructure renewal for Orange. It seeks to support additional retail, address car parking, improve communications, manage waste more sustainably and improve the public domain and footpaths.

The key ideas that emerged from the community included:

Develop Sport and Recreation

- Attraction of regional and state carnivals and suitable facilities to host these events.
- Swimming pool is a valuable asset, some concessions can be made to entry fee to be more accessible to the community.
- Additional water based recreational activities and supporting infrastructure around the lake, dam and creeks.

Grow Community

- Better access and inclusion for people with a disability, aged care and youth.
- More support by Council for community organisations to help with management of projects.
- A welcoming committee developed for new residents.

Protect Environment

- Encourage greater social responsibility in respect of the environment and educating the community to be more environmentally aware.

Enhance Parks and Open Space

- Value of green space should be recognised and the street trees are a feature and should be preserved.

Improve Roads and Transport

- Transport within Orange – Increase frequency of public transport services and improvement to the quality of the roads.
- Connection of Orange to surrounding region – Community expressed concern at the condition of the northern bypass but these have since been addressed.
- Prioritise the completion of the southern feeder road.
- Improvements to the Bells Line and better rail access to Sydney.

Develop Employment, Education and Training

- Wider range of courses at Charles Sturt University, and a new school to support growing North Orange area.
- Provide transition programmes for school leavers and migrants settling.
- Council to advocate lower/subsidised rents to incentivise businesses moving to Orange.

The ideas were distilled into four overarching themes; Live, Preserve, Prosper and Collaborate. Under each theme is a series of objectives and actions developed to guide decision making over the next 10 years. The vision for the city centre speak directly to these themes.

Live

A healthy, safe, inclusive and vibrant community

1. A liveable city that is connected through open spaces.
2. A healthy and active community that is supported by sport and recreational infrastructure.
3. A friendly environment where people feel safe and included.
4. A creative community participating in arts and cultural activities.
5. Responsive programmes and services that support our community's lifestyle and social needs.
6. A community that values and protects domestic animals, and the role they play in residents' wellbeing, both physical, social and psychological.

Preserve

Balancing the natural and built environment

7. Sustainable growth and respectful planning that values the natural environment.
8. Managing our resources wisely.
9. Infrastructure for our growing community.
10. Celebrate our cultural, social, natural and built heritage assets.

Prosper

A smart, innovative and resilient economy

11. Sustainable tourism, events and visitor experiences.
12. A smart, innovative and resilient industry sector.
13. Transport services, connectivity and infrastructure that support community, tourism, business and industry.



Collaborate

Leadership and partnership

14. An informed community.
15. Leaders in our community.
16. Strong relationships.
17. Responsible governance.

Setting the Scene

2.3 Stakeholder Engagement

Four workshops with the Project Steering Committee (PSC), Community Reference Group (CRG) and Government Agencies (TiNSW) were held over the course of the project. A variety of engagement techniques including community mapping, co-design workshop, surveys and presentations were used. A record of the meetings included:

31 January 2019

- With the PSC, CRG and Councillors to start the project and listen to the community to understand the challenges and opportunities that they saw for the FutureCity.

22 February 2019

- With the PSC and CRG and Government Agencies to present the findings of analysis and Stage One and workshop the FutureCity Vision.

12 June 2019

- With the PSC and CRG presenting the findings of the Stage Two technical studies.

12 September 2019

- With the PSC, CRG and Government Agencies to share the Draft Planning and Design Framework and project and programmes catalogue.

18th February 2020

- Presentation of the Final (Stage 4) Report to the PSC, CRG and Councillors. Drawing the project to its conclusion.

The key findings from the early stakeholder engagement workshops, baseline review and analysis have been distilled and refined on the next page. The table summarises the main findings, Challenges and Actions under the headings of:

- **Economics and Vitality**
- **Land Use and Planning**
- **Movement**
- **Public Domain**
- **Community**
- **Heritage, and**
- **Built Form**

Further findings have been spatialised and presented as the key challenges and opportunities on the following pages.



Figure 06. Photos of various stakeholder engagement sessions

Setting the Scene

TABLE 01: SUMMARY OF CHALLENGES OPPORTUNITIES AND ACTIONS

	Economics and Vitality	Land Use and Planning	Movement	Public Space	Community	Heritage	Built Form
Findings	<ul style="list-style-type: none"> Strong regional position serving a significant catchment with the potential to harness and complement the offer of nearby towns A thriving economic base with scope for growth in the professional services (health and education), retail, smart industries services and visitor/ tourist sectors Potential to become a leading university town There is a need to grow the economy and attract talent and young families into the city Predominance of a car-centric culture, and a competing and fragmented economic landscape that is not people, pedestrian and/or place focussed 	<ul style="list-style-type: none"> New destinations outside of the city centre divert pedestrian footfall and economic activity from the city centre Detachment of the University and Life Sciences Precinct from the city centre Opportunities to redevelop and intensify land uses around the train station Need to develop a flexible planning framework to encourage and retain commercial land uses within the city centre Need to activate underutilised spaces across the city centre, including upper levels of shops and recreation spaces Encourage the right type, form and quality of development in the right locations 	<ul style="list-style-type: none"> Dependence on private vehicles and a focus on prioritising traffic movement and car parking is driving poor outcomes for pedestrians, particularly in terms of experience, convenience and safety Large and impermeable blocks make it difficult, inconvenient and at time uninteresting to move across city centre Improving the pedestrian and cycle experience will support behaviour change and support economic activity Opportunities for new technologies and modalities to improve the convenience, quality and frequency of movement around the city (i.e. autonomous buses) 	<ul style="list-style-type: none"> A strong backbone of existing open spaces including Summer Street and Robertson Park An abundance of street trees, but a lack of a strategy for greening the city centre Opportunity to enhance existing spaces, create more variety within the streets and for streets to perform more functions to support economic and social activity Celebrate the existing riparian corridors that permeate the city centre 	<ul style="list-style-type: none"> The city centre is an important social meeting and event space There is a shortage of spaces, activities and programmes that would bring the community together meaningfully There is a need to develop an understanding of the future educational, social and cultural composition of the future/ community Planning must anticipate growth in domestic and international students Need to support the aspirations and economic prosperity of the local Indigenous communities 	<ul style="list-style-type: none"> Strong European history and wealth of heritage assets Lack of visible Indigenous heritage with numerous opportunities to celebrate and enhance the cultural landscape Finding a better balance between heritage conservation and growth to increase social acceptance and change 	<ul style="list-style-type: none"> A valuable collection of heritage buildings that add to the character and identity of Orange Low to medium rise human scaled development with good solar access Some buildings in poor condition and underdeveloped sites detract from the quality of the place Scope for greater variation in built form with sensitive, well designed medium rise infill development to improve choice
Headline Challenges	<ol style="list-style-type: none"> Competition from other centres (Retail leakage) Changing retail environment - impact of online retailing Lack of development activity Lack of economic intensity High rents 	<ol style="list-style-type: none"> Unconstrained growth towards the periphery of the city Decentralisation of traditional city centre uses Lack of residential density in the city centre 	<ol style="list-style-type: none"> Heavy car dependence Long travel distances Absence of a walking/ cycle culture Poor pedestrian/ cycle experience Infrequent public transport services Extremes of climate (cold/hot) Discontinuous/incomplete cycle network Lack of permeability Safety - fast moving traffic and difficult crossings 	<ol style="list-style-type: none"> Climate change and impact on trees and soft landscaping Cars/traffic impact on experience Very traditional/formal open spaces No play spaces for kids of different ages Weak green network/ connectivity 	<ol style="list-style-type: none"> Lack of things for young people to do Some antisocial behaviour on experience Affordability/socio-economic fragmentation Lack of participation of indigenous communities 	<ol style="list-style-type: none"> Absence of indigenous history Balance heritage and growth 	<ol style="list-style-type: none"> Lack of variety in terms of: <ul style="list-style-type: none"> height density housing options Little appetite and lack of demand for more aspirational/ higher density development
Key Actions	<ol style="list-style-type: none"> Consolidate and intensify economic activity in the city centre Leverage the tourism sector Enhance visitor experience and prolong the day trip Support small and emerging businesses Capitalise on the build and hold sector (student housing / short stay/age care) 	<ol style="list-style-type: none"> Contain outward growth intensify land uses (specifically residential) in the city centre 	<ol style="list-style-type: none"> Create a clear hierarchy of streets and transform the streets through agile interventions and experiments Make the city centre more walkable Improve the relationship between city centre activities and car parking 	<ol style="list-style-type: none"> Improve the diversity and functionality of open spaces within the city centre Clarify the street hierarchy and celebrate the character and identity of each street Improve amenity and the multi-functionality of spaces 	<ol style="list-style-type: none"> Encourage activities for young people and explore opportunities for indoor and outdoor play Provide a foundation for more diverse cultural activities Encouraging lingering and ensure there are free things to do 	<ol style="list-style-type: none"> Discover and celebrate local indigenous culture 	<ol style="list-style-type: none"> Improve the relationship between big box retail, car parks and the traditional urban street condition Encourage aspirational development in strategic locations Protect, preserve, reinstate contributory architectural elements (such as awnings) and add new elements in innovative and contemporary ways

Setting the Scene

Projects & Programmes - Community Survey

During Stage Three, ideas and views were obtained via an online survey on the various projects and programmes, completed by 36 community members of the PSC or CRG, each of whom spent an average of 72 minutes completing the survey. The key comments are included below and many of the projects that scored highly (highlighted in blue) in the survey were translated into special projects by the team and are presented in Chapter 9 of this report. Project scopes were modified and now form part of the FutureCity *Kit of Parts*.



Key takeaways and comments

- General support for all projects and programmes - most projects scoring between 3 and 4 (out of 5)
- Concerns around Council interference in the property market if it invests in property and subsidises particular industries that are not viable
- A frustration expressed around car parking - particularly around the fact that Council is receiving contributions for car parking but nothing appears to be happening
- Mixed views on the closure of some streets (Byng Street) but respondents seem open to test things out
- Strong support for upgrades to Summer Street and reducing the number of lanes to 1 lane in each direction
- Low levels of support for cycle related programmes
- Comments on the applicability of sustainable urban drainage given local soil conditions
- Support for more trees - more broadly across the centre - mixed responses to tree species
- Feeling the community green projects would place a burden on the community
- Mixed feeling on the changes to the roundabouts but general support for reducing speed
- Strong feelings for a need for tactile indicator systems throughout city centre and within the Public Domain Kit of Parts to make access more equitable and universal
- More support for smart energy initiatives
- Strong support for improved and faster internet access
- Orange 360 is doing a great job
- Concerns around drug abuse
- Free coffees should be extended beyond just coffee and include other beverage and ice cream
- Questions around why Anson Street can't be pedestrianised
- An opinion that the Sale Street Cultural Centre is a problem building
- Questions around further investment in Wade Park
- Concerns around an overemphasis on residential intensification in East Orange as opposed to other economic land uses.

Projects that scored above 4

- **Q9. 3. Orange city centre public domain kit of parts**
- Q10. 4. Water Sensitive Orange
- Q11. 5. Urban Tree Canopy Strategy
- Q13. 7. Orange city centre Pedestrian Safety Project
- **Q18. 11. Orange Street Transformation Programme**
- Q20. 13. Orange Active Mobility Strategy
- Q33. 25. High-speed optical fibre
- Q42. 33. Teen/young adult activity programme
- Q49. 39. Orange Indigenous community support and development programme
- Q53. 42. 10 Free Family Activities
- Q55. 44. Pop-up arts events and programmes
- Q58. 47. Outdoor cinema events and picnic concerts
- Q66. 54. Respect Orange
- Q72. 58. Orange Knowledge Economy Strategy
- Q78. 62.1 Tree pits in the street carriageway (Summer Street)
- **Q82. 62.5 Summer Street lane painting project**
- **Q83. 62.6. Reduce the width of the carriageway (Summer Street) to one lane in each direction**
- Q86. 62.9 Smart pole lighting installation and free wifi
- Q87. 62.10 Decorative lighting and displays
- **Q97. 71. Anson / Sale Street Car Park urban design master plan**
- Q110. 81.2 Masterplan vision for the west side adjacent to new DPIE site
- Q111. 82. Anson public domain and wayfinding programme
- **Q115. 85. Robertson Park Masterplan and Plan of Management Review**
- Q123. 85.8. New children's playground (Robertson Park)
- **Q125. 86. Civic Precinct Masterplan/design study**
- Q141. 91. McNamara Street North Masterplan
- Q146. 92.1 Lords Place public domain upgrade.

Project that scored below 3

- Q23. 16. E-Scooter and bike hire scheme
- Q26. 19. Smart pedestrian and cycle metres
- Q27. 20. Learn to ride programmes
- Q28. 21. Bike maintenance programmes
- Q44. 35. Golf course partnerships
- Q45. 36. Hospitality industry design and service award programme
- Q70. 57. Subsidised coffee in the city centre
- Q107. 80. E-scooter or bike hire station
- Q117. 85.2 Relocating the war memorial to southern precinct
- Q122. 85.7 Relocating the Sister City Garden into Robertson Park
- Q143. 91.2 Change McNamara Street to southbound.

Projects with greatest divergence of opinion

- Q14 8. Orange Public Art Programme
- Q23 16. E-Scooter and bike hire scheme
- Q26 19. Smart pedestrian and cycle metres
- Q28 21. Bike maintenance programmes
- Q44 35. Golf course partnerships
- Q98 72. Sale Street Cultural Centre renewal
- Q79 62.2 Summer Street parklets
- Q95 69. Internet shopping collection hubs
- Q107 80. E-scooter or bike hire station
- Q108 81. Benchmark infill housing projects
- Q116 85.1 Revelation of indigenous landscapes in Robertson Park
- Q117 85.2 Relocate war memorial to southern precinct
- Q119 85.4 CWA building Investigate opportunities to activate/renovate/demolish the CWA building into the park
- Q120 85.5 Recognition of waterways and buried creeks
- Q130 86.5 Directional change to McNamara Road
- Q135 87.4 Closure of Byng Street /one-way working
- Q143 91.2 Change McNamara Street to southbound
- Q153 97. Ideas hub - shared workspace
- Q162 100. Wade Park Masterplan update
- Q164 100.2 Wade Park short-term car parking.

Setting the Scene

2.4 Mapping the Challenges

The adjacent map seeks to spatially represent the challenges across the city centre. These include:

1. Summer Street functions as both a highway and a high street which creates pedestrian conflict and an unpleasant pedestrian environment.
2. Double lane roundabouts are unsafe and difficult for pedestrians of all ages and mobility to cross.
3. Pedestrian connections to Orange Train Station are poor and unsafe.
4. Major anchors such as the new DPIE office, TAFE and the Cultural Precinct are located away from the city centre and will need improvements to streetscape and safety in order to create a pleasant pedestrian environment.
5. Major retailers within the city centre are dispersed along the length of Summer Street and not clustered.
6. Entrances to off-street car parking create breaks in the street wall and the numerous vehicle access points compromises pedestrian safety.
7. Medical suites associated with the old Base Hospital may relocate in the future to the Life Sciences Precinct, reducing activity in such areas.
8. The railway line separates the eastern and western sides of the city centre.
9. The majority of the city centre is within a Heritage Conservation Area and any redevelopment is required to adhere to development controls.
10. Anti-social behaviour in certain parts of the city centre deter the community from using the space.



Figure 07: Constraints Plan

Setting the Scene

2.5 Mapping the Opportunities

The adjacent map seeks to spatially represent the opportunities across the city centre. These include:

1. Robertson Park is the civic and cultural heart of the city and its significance as a location of Indigenous heritage should be emphasised.
2. Enhance the experience of people visiting the city centre for commercial and shopping, particularly around Summer Street.
3. Formalise pedestrian links through car parks to ensure pedestrian safety and utilise landscaping as a wayfinding tool. Introduce pedestrian crossings to allow for pedestrian priority.
4. Relocation of DPIE offices will create more activation surrounding the TAFE and support further activation of the streetscape.
5. The former DPIE site is an opportunity site to provide additional housing or commercial floorspace in the city centre.
6. Streetscape upgrades to Sale Street and Anson Street to provide an attractive and safe pedestrian environment to the city centre and link to TAFE/DPIE.
7. Create a green pedestrian and cycle link, celebrating the significance of the Blackmans Swamp Creek.
8. Explore the optimum use of Council owned sites.
9. Improve pedestrian amenity and safety along Summer, Kite and Byng Streets.
10. Improve pedestrian amenity through the introduction of a signal or a crossing in order to provide safe access to Orange Train Station and pedestrian overpass.
11. Develop Lords Place as a green connector between Wade Park, Roberson Park and the cultural precinct.
12. Develop McNamara Street as a mixed market for artisan start-ups and small to medium enterprises (SME).
13. Create a new connection across the railway at March Street to keep traffic to the periphery of the city centre allowing for the expansion of the Centre northwards and the creation of a more pedestrian oriented public domain within.

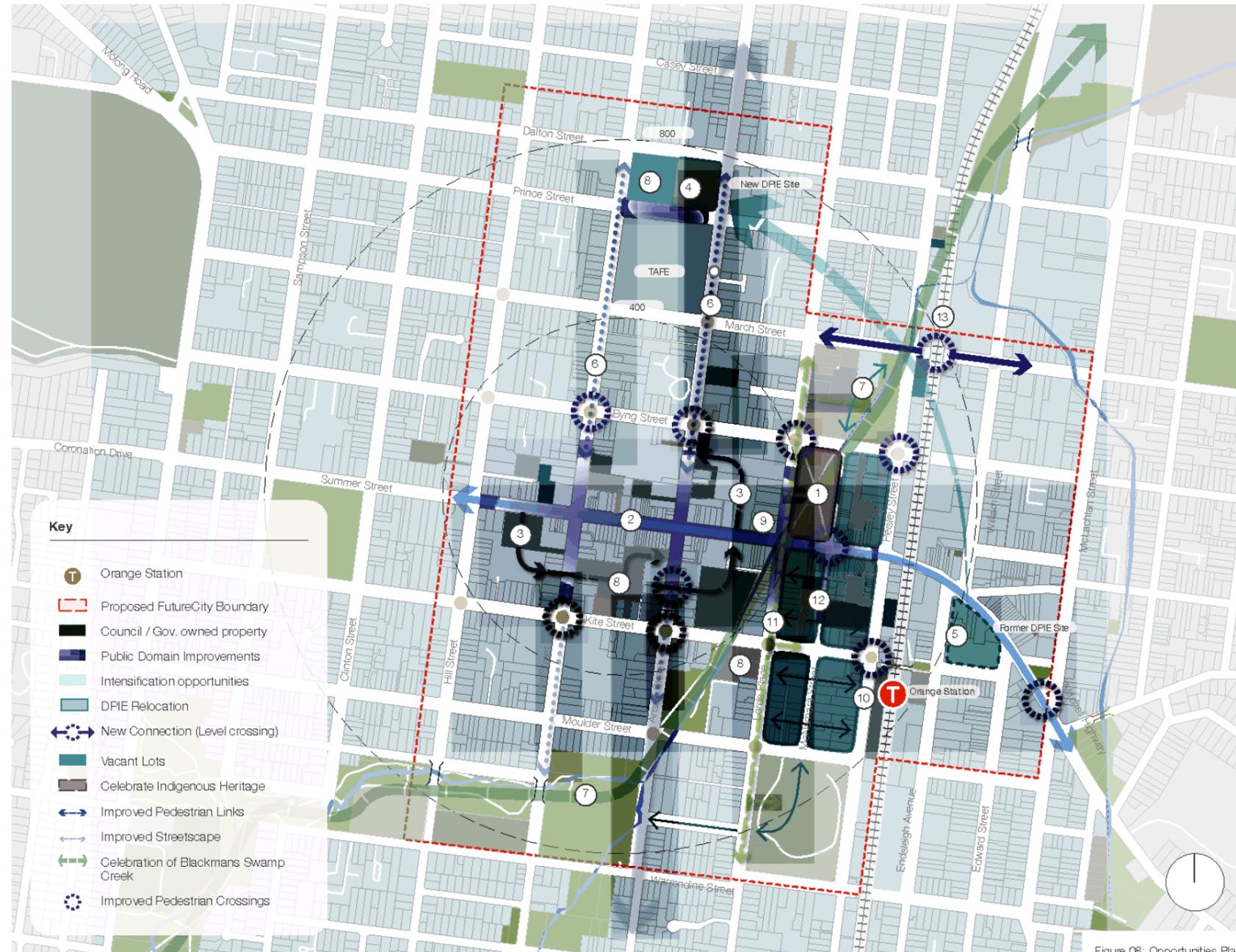


Figure 08: Opportunities Plan

2.6 Soft Spots and Opportunity Sites

During Stage Two further analysis was undertaken with the view of identifying a select number of implementable projects that could be delivered by stakeholders that have an interest or responsibility in the future of the city centre. The adjacent plan presents an overlay of mapping to identify areas of potential change. The categorisation of these sites is based on a combination of the following factors:

- Sites that are not encumbered by heritage constraints
- Council/public ownership
- Undeveloped or underdeveloped sites in private ownership
- Urban blocks that contain large lots that offer potential for redevelopment
- Lots that contain lower value buildings or buildings that have been categorised as detracting in the built form and character study
- Sites where car parking is provided, but which hold great potential for redevelopment.

What is clear from this map is that most of the opportunities for redevelopment and intensification are located between Lords Place and McNamara Street. It is also important to note that while some sites have been identified as opportunity sites, there may be a number of reasons why these sites can not be developed. A selection of these sites have been explored as special projects later on in this report.

Key

- Study Area
- Listed heritage assets
- ▨ Known development proposal
- Identified opportunity sites (soft spots)
- Council owned sites
- Council enabled opportunity sites

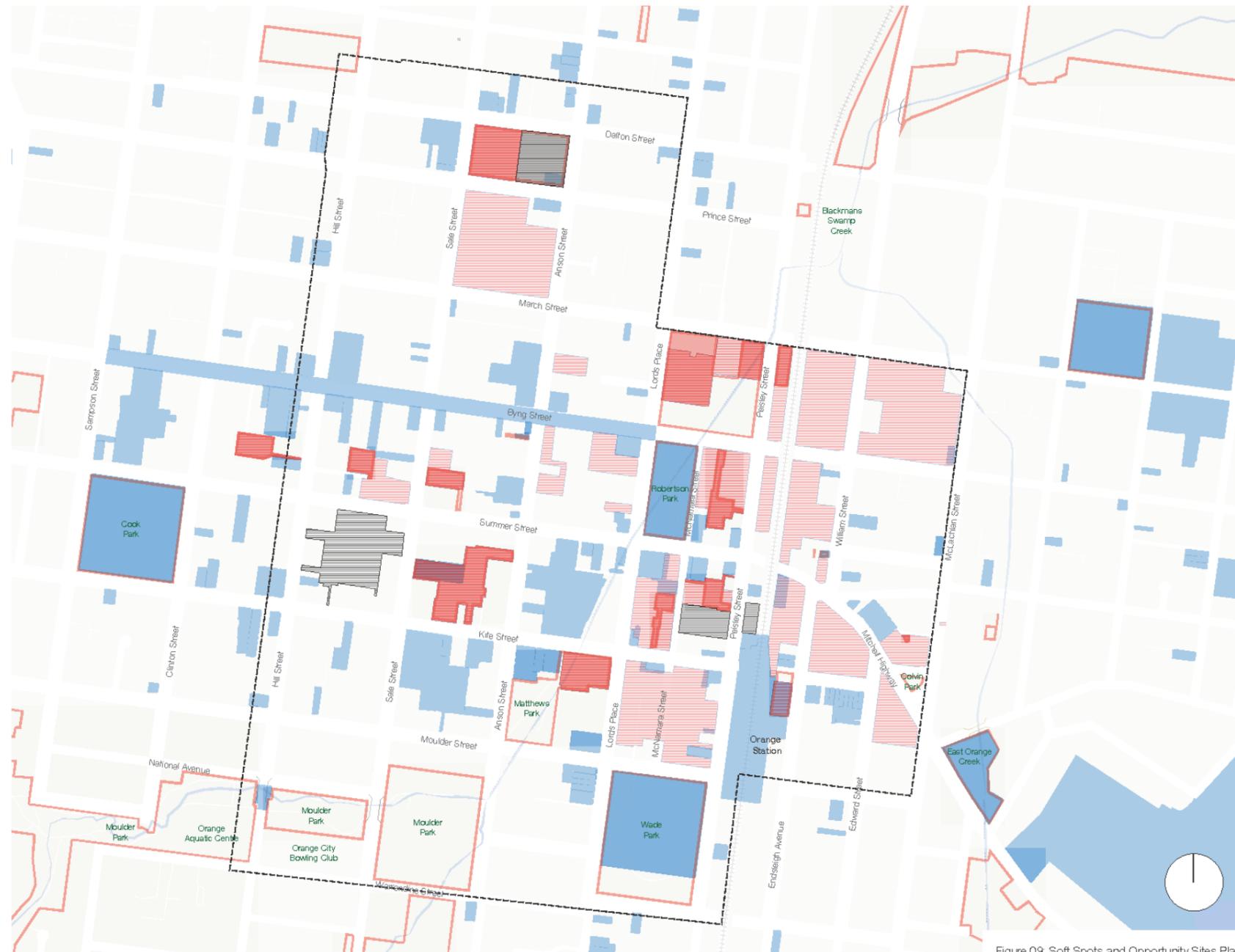


Figure 09. Soft Spots and Opportunity Sites Plan

FutureCity Vision, Themes and Objectives

3

FutureCity Vision, Themes and Objectives

3.1 OC FutureCity Imperatives

The analysis undertaken during Stages One and Two suggested that the Orange city centre is performing well (functionally, economically, socially), but that change and transformation is necessary for the city centre to meet the growing needs, aspirations and challenges of future generations.

The strategic themes and ideas put forward by the community in the *Community Strategic Plan*; Live, Preserve, Prosper and Collaborate, provide a firm foundation for establishing a vision for the city centre.

At the scale of the city centre, this study has identified three imperatives that will need to be addressed going forward. These are illustrated in the adjacent images and have been core to the generation of the vision, ideas, programmes and projects that follow.



Imperative 1 Attract more people

Attract people to city centre to spend more time there by supporting a broader range of activities.

Identified from AEC's *Economic/Competitive and Comparative Analysis*.



Imperative 2 Compact

Increase the number of people living and working in the city centre to provide more opportunities for people to live and work in a variety of ways within the city centre.

Identified in SJB's *Built Form and Character Study*.



Imperative 3 Make the city centre more walkable

Addressing the dominance of private vehicles in the city centre, reducing reliance on the use of private vehicles as the primary mode of transport and making the city centre more attractive, comfortable and safe to walk around as an improved experience for residents and visitors to Orange.

Identified in Aspect's *Movement and Place Study*.



Regional Destination

Broad theme objective

FutureCity is a regional economic hub that is dynamic and growing in response to regional and local needs and opportunities. Within the city core visitors and residents are able to access a wide range of first class goods, services within a safe, inclusive, attractive and vibrant environment.



Specific objectives

- Strengthen Orange city centre as a regional destination for business and services (especially medical, legal and professional services) by supporting commercial growth within the city centre and continuing to attract Government agencies.
- Reinforce Orange as a key regional retail destination by supporting the growth of local businesses, creating opportunities for niche markets and meeting a range of needs.
- Broaden the cultural offering of the city centre to attract visitors from around the region and beyond.
- Facilitate better linkages between the city centre and the regional fine foods and wine industry.
- Broaden the tourism offer by:
 - providing visitors with more reasons to visit the city centre through a programme of activities
 - filling gaps in the short-term accommodation and hospitality sector
 - Support a higher quantity of high end accommodation within the city centre.

Potential Indicators + Measures

- Value of Non-residential Building Investment. Potential Source: ABS
- Visitor Satisfaction Survey. Potential Source: Primary Research
- Visitation Indicators (e.g. no. of visitors, length of stay, expenditure, purpose leisure vs. business). Potential Source: ABS, TRA
- Vacancy Watch - Regular survey for quantum and location of vacancies across the centre
- Regular Shopper Survey (i.e. where from, purpose, expenditure). Source: Primary Research
- Decrease in leakage and increase in GDP/ m² retail
- Occupancy rate for hotels and growth in accommodation services (e.g. BandBs and Airbnb)
- Gallery visits and number of events
- Event participants (sporting and music events)
- Tree changers (numbers) from metro areas to Orange
- Number of events/conferences held annually in Orange



Identity

Broad theme objective

FutureCity embraces and celebrates its diverse natural, Indigenous and European heritage so as to be a place that locals and visitors love to come to and explore. It is an enabling environment for locals, minority groups, trailblazers, academics and entrepreneurs who embellish and enrich the economy.



Specific objectives

- Build on Orange's city centres unique ecological qualities including its diverse ecologies and natural landscape, the abundance of trees in the city centre and existing and hidden water landscapes.
- Celebrate and enhance Orange's strong European heritage.
- Explore and celebrate Orange's Indigenous culture.
- Express Orange's culture and creative arts.
- Ensure new development and activities contributes to the character and identity of Orange.
- Ensure that Orange's identity remains inclusive and broadens to include new families, students and an aging population.
- Ensure that Orange city centre is attractive for people accessing and exploring the city centre on foot.

Potential Indicators + Measures

- Number of new trees planted in Orange
- Number of projects and initiatives driven by the Indigenous communities and/or celebrating Indigenous culture
- Household surveys
- Number of new indigenous sites recorded and protected
- Number of heritage properties renovated / restored annually
- Number of new buildings listed with a heritage status



Liveability + Lifestyle

Broad theme objective

FutureCity is a place where people choose to live. The lifestyle and employment opportunities attract young families and a talented workforce through its unique amenity offering, gentle pace, diverse housing stock and community feel. It remains home for its older residents who are joined by others who appreciate what Orange has to offer and want to be part of this dynamic community.

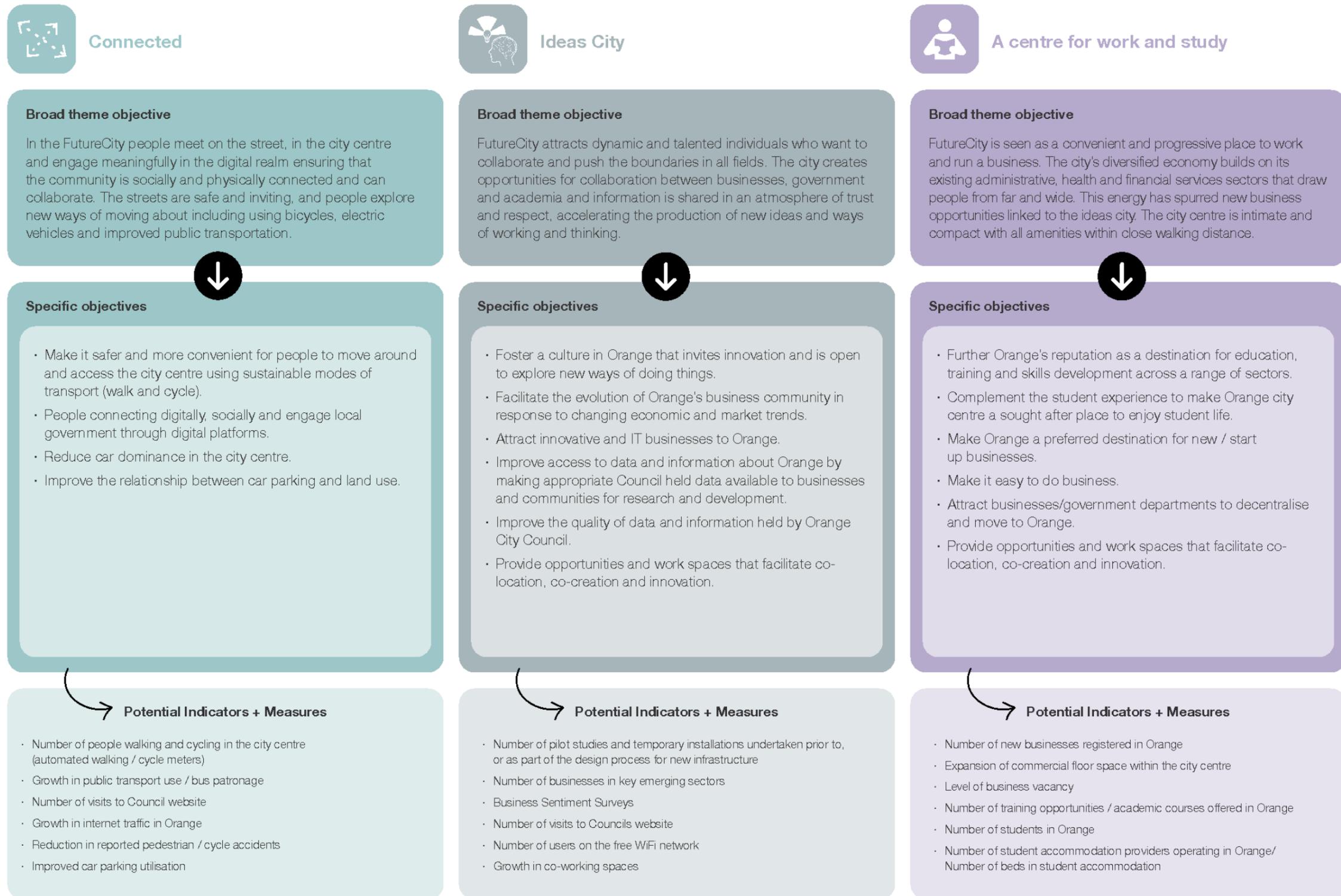


Specific objectives

- Build a stronger sense of community and deepen the social support network within the city.
- Getting more people living in city centre by broadening the residential offer.
- Reduce impact of cars on peoples experience of the city centre.
- Increase the number and diversity of things to do in city centre.
- Promote active and healthy lifestyles.
- Create a city centre that caters for the diverse range of users.
- Support inclusive and respectful behaviour.
- Help address the negative impacts of climate change.

Potential Indicators + Measures

- Value of Non-residential Building Investment. Source: ABS
- Visitor Satisfaction Survey. Source: Primary Research
- Visitation Indicators (e.g. no. of visitors, length of stay, expenditure, purpose leisure vs. business). Source: ABS, TRA
- Vacancy Watch - Regular survey for quantum and location of vacancies across the centre
- Regular Shopper Survey (i.e. where from, purpose, expenditure). Source: Primary Research
- Decrease in leakage and increase in GDP/ m² retail
- Occupancy rate for hotels and growth in accommodation services (e.g. BandBs and Airbnb)
- Gallery visits and number of events
- Event participants (sporting and music events)
- Tree changers (numbers) from metro areas to Orange
- Number of events/conferences/community events held annually in Orange



FutureCity Planning Framework

4

FutureCity Planning Framework

4.1 Planning & Design Framework

The Planning Framework was developed and refined with the input of the PSC, CRG and Government Agencies over the course of the project. It identifies the proposed key structuring elements of the FutureCity and the areas where land use change and development would be desirable. The Framework makes explicit reference to the FutureCity Precincts as structuring pieces that are outlined in more detail in Chapter 6.

The intent of the Framework Plan is to guide future development and public investment towards the vision. The key aspects of the plan include:

1. **Enhance Summer Street as the primary activity spine of the city centre.** This should entail public domain improvements, filling the gaps in Summer Street with new development, introducing shared working opportunities in vacant shops, and protecting, repairing and reinstating awnings along the high street. Stakeholders should look to support:
 - The clustering of similar types of retail.
 - Finer grain pedestrian links through the Centre to key destinations with improved wayfinding.
 - Creating new destinations through the transformation of the existing Council owned car parks to the west of the Woolworths building.
2. **Encourage intensification in the East City Precinct and Enterprise Corridor** between Lords Place and William Street through small scale amalgamation (including Council owned assets and car parks) and redevelopment. Construct a multi-storey car park on the Ophir car park site to service the precinct and reinforce Lords Place as a transformative street and refining the role of McNamara Street as a pedestrian oriented street. Higher density residential opportunities including new tourist accommodation (hotels, back packers) and affordable housing should be explored.
3. **Provide a new east-west connection across the railway line** with a potential new level crossing at March Street. This would help create a pedestrian-friendly city centre, allow for the partial/full closure of Byng Street and the expansion of the city centre core one block to the north.
4. **Improve north-south connectivity** through public domain upgrades to Lords Place, Anson Street and Sale Street.

5. **Reinforce the Civic Precinct and Robertson Park** as a cultural destination through the delivery of a regional cultural attractor (Conservatory and Observatory). Adapt existing Council buildings to be more outward looking (specifically towards Robertson Park and Lords Place) and repair gaps in the street frontage created by car parking.
6. **Contain non-residential land uses** within the Shoulder Precinct to the area bounded by Byng, Kite, Hill and Peisley Streets.
7. **Create a focus for the Institutional Precinct on Prince Street**, discourage the expansion of non-residential land uses along the side streets, encourage further investment into the TAFE site through selective demolition and new facilities, and explore opportunities for higher density residential accommodation around the DPIE site.



Figure 11: Proposed Planning and Design Framework

FutureCity Economy

5

FutureCity Economy

The economic and employment structure of the FutureCity should reflect its role as a regional commercial, civic and retail hub. Informed by the Stage 2 Orange city centre Competitive and Comparative Analysis Study, this section provides strategic direction on how the sectors of the economy should perform over the short to long term. A number of the ideas and strategies have directly informed the special projects and programs outlined in this report.

Commercial and retail uses

Research indicates the both the retail and commercial office market sectors are at low points in their respective property cycles. Additionally, persistently high retail rents in certain sections of the city centre present difficulties for new businesses to enter the market. Despite these challenges, the outlook for both sectors remains positive.

Ensuring the FutureCity is an appealing commercial and retail hub is important to attract capital investment to Orange, and concentrate this activity in the city centre. If Council has clear aspirations to attract the creative and smart technology industries into the city centre it will need to consider unconventionally intervening in the property market to offer below market rentals and special services to targeted businesses. This has been done to great affect by the City of Sydney in supporting the creative industries in certain parts of their Local Government Area. The upshot of business investment in the city centre is employment, attracting and growing the pool of workers, residents and shoppers.

The continued and future viability of the FutureCity as a retail centre will depend on its ability to expand the boundaries of its catchment, providing a diversity of retail destinations and improving the retail experience. This can be delivered through a combination of increasing the local population, local workforce and visitation from domestic and international tourists as well as from those living in rural areas.

Tourism

The tourism economy in Orange is no less important for the sustainability of the FutureCity. Leveraging an already growing sector to facilitate visitation that will benefit the FutureCity will assist with diversification of the visitor base beyond local residents and workers.

Residential

There is similar value to attracting new residents to Orange and growing the critical mass of residents. At present, population growth is focused outside the city centre in urban release areas to the north and south. Opportunities for city centre or fringe living will increase the pool of residents and expenditure to sustain the FutureCity. The residential gap analysis and high construction costs related with medium to high density accommodation suggests that the FutureCity could see a growth in institutional investment into age care, student accommodation and short stay accommodation. This could be supported with a range of interventions, such as precinct level car parking solutions provided by Council that could help lower the hurdles for development.

Healthcare

The city centre, with the hospital previously located within close proximity to the retail core, had a much stronger health focus. The relocation of many health services to the Life Sciences Precinct is expected to change the role of the city centre, however a number of medical services are likely to remain in the city centre. This could be further strengthened by improving integration between social assistance services, inner city age care facilities and retirement offerings and by improving linkages (physical as well as business linkages) to the Life Sciences Precinct.

Knowledge Industries

A high proportion of knowledge-intensive employment, particularly public administration and safety demonstrates the importance of the FutureCity as a regional headquarters for a range of government agencies and private corporates.

The following recommendations and strategies to support the growth and sustainability of the FutureCity have been separated into short, medium and long-term categories. These recommendations cover both the retail, commercial and tourism sectors which in unison are needed to ensure the economic resilience of the City.

TABLE 02: POTENTIAL ECONOMIC STRATEGIES AND ACTIONS

Strategy	Action(s)
Short-Term (1-3 Years)	
Communication platform between Council and retailers	<ul style="list-style-type: none"> Establish half-yearly workshops between Council and the retailing community to discuss the opportunities and risks underway in the retail sector. Organised by Council or by Orange business chambers; Council to provide meeting summary and distribute via email or via Council website. Establish publication of a yearly assessment of Orange City retail market and economy. Ensure all retail stakeholders have access to the latest economic statistics for the region; Retail and economic assessment to be distributed via email or via Council website.
City centre and Tourism Assets	<ul style="list-style-type: none"> Identify potential initiatives to link the City with the broader tourism economy. Engage with food and wine producers to bring the food and wine experience to the City. Continue to implement the strategies and actions of the draft Tourism Strategy 2016.
Leverage Council landholdings in city centre	<ul style="list-style-type: none"> Identify and prioritise economic and/or social/ cultural programs which could be delivered on Council sites. Undertake a strategic review of Council-owned land in the City to identify opportunities to deliver the previously identified initiatives. Identify sites best placed (benefitting from centrality of location) to focus pop-up activities and rolling programme of events for young and old. Seek interest from the market to redevelop any Council-owned sites identified as having capacity for redevelopment.
Medium-Term (3-5 Years)	
Encourage landlord reinvestment	<ul style="list-style-type: none"> Begin an education program for retail and commercial landlords to provide information and strategies on how to improve trading position and performance and the quality of retail/commercial floorspace. Introduce a retailer and office awards competition and combine with existing business awards to provide an incentive for retailers and landlords to improve the quality of retail and commercial office space.
Long-Term (5+ years)	
Consolidate development in the city centre	<ul style="list-style-type: none"> Maintain existing commercial land use zonings. Prohibit any significant future retail/commercial office provision outside of the City. Ensure that all future commercial development provides high grade office space. Council and state government offices to remain in the City.
Future role of higher-density residential	<ul style="list-style-type: none"> Review the demand for medium and high-density housing. Consider increasing density in the B4 Mixed Use zone surrounding the City to encourage residential development, noting take-up is unlikely to be an immediate proposition.

FutureCity Precincts

6

FutureCity Precincts

6.1 Proposed Future City Precincts

The FutureCity can be understood and experienced as a patchwork of dynamic and overlapping precincts, each with their own distinct character, function and identity. Six precincts have been identified based on the existing qualities of place and the potential roles that they will play in contributing towards to the OC FutureCity Vision. The precincts will change over time and to assist OCC and the community in managing this change the nature of change in each precinct has been categorised using the Department of Planning, Industry and Environment's (DPIE) Local Character Guidelines - Maintain, Enhance and Change.

In this short chapter and in the table that follows:

- Each precinct is identified and defined on the adjacent precinct plan. It is important to note that the precincts overlap or have fluid boundaries to accommodate the richness and complexity that exists in the FutureCity.
- Each precinct is then described with the view of identifying the existing qualities and characteristics that distinguish one precinct from the other.
- Those aspects that detract from the experience of the precinct or undermine its functionality are also identified.
- A future desired character for each precinct is articulated which further assists in understanding the role that the precinct will play in the future and the vision themes that are most closely associated to the precinct.
- Finally the table unidentified opportunities / interventions that could help each precinct achieve the FutureCity vision. These are further unpacked and explored in the Projects and Program Catalogue / Kit of Parts and through the special projects.

It should be noted that the development controls for Orange are very progressive, generous and accommodating and that no major changes to these controls are required for each precinct to fulfil its anticipated role. Where changes are required these are identified in the Special Projects section.

<p>The Retail Core</p> <p>Enhance</p> 	<p>The Civic Precinct</p> <p>Enhance</p> 
<p>The East End</p> <p>Change</p> 	<p>The Shoulder Precinct</p> <p>Maintain</p> 
<p>The Enterprise Corridor</p> <p>Change</p> 	<p>The Institutional Precinct</p> <p>Change</p> 

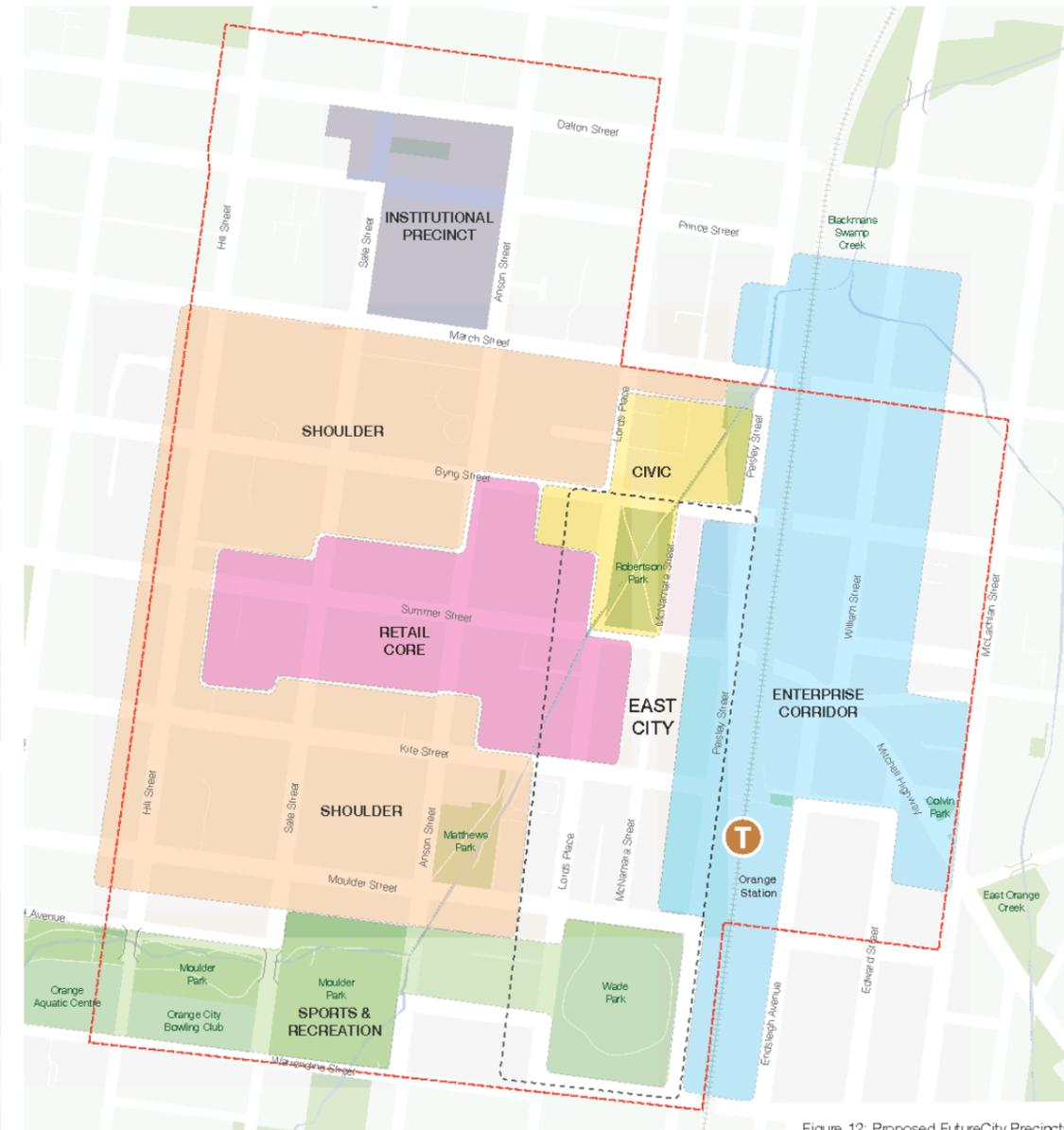


Figure 12: Proposed FutureCity Precincts

FutureCity Precincts

Precinct 6.2 Retail Core	Nature of Change	Theme Focus Areas
	Maintain Enhance Change	

<p>Existing Character</p> <p>Qualities</p> <p>Summer Street is the focus of this lively precinct where buildings with retail and commercial ground floor uses open directly onto the street. Larger internalised shopping centres feed off the high street providing accommodation for larger footprint retail anchors and small and medium size shops providing accommodation to a range of local and national chain stores. The mix of street front retail and enclosed shopping malls provide a diversity of retail experiences, and for the most part, pedestrians are protected from the weather through awnings and overhangs.</p> <p>Detractors</p> <ul style="list-style-type: none"> While the public domain in Summer Street is of a high standard and well maintained, some of the side streets and lanes are not maintained to a comparable standard or are dominated by angled street parking. Awnings are not continuous along the high street. Blank façades of shopping centres do not engage with the street, and access to structured parking and on site car parking creates breaks in the street wall. Heavy traffic along Summer Street and lengthy waits at signalised intersections compromise the retail experience.
<p>Desired future character</p> <ul style="list-style-type: none"> The retail core continues to be the economic driver of the Future City and is enhanced through environmental improvements to ensure that it remains a regional retail destination, an interesting place to explore and access local products and services. The retail core is consolidated between Lords Place and Hill Street and retail seepage to the periphery of the Orange and into the enterprise corridor is discouraged. The side streets are activated by businesses and foot traffic from people who park in city centre car parks and on Byng and Kite Streets and walk into town. Heritage buildings are retained, older buildings are refurbished with smaller commercial offices at first floor level providing affordable business spaces for start-ups and emerging businesses. Underdeveloped sites with opportunity are developed to a similar scale to what exists (3-4 storeys) with residential uses/ tourist or visitor accommodation/affordable office space above ground floor.
<p>Opportunities</p> <ul style="list-style-type: none"> Public domain improvements along Summer Street would significantly improve visitor experience and could lead to extended and more frequent visits. New forms of retail is supported by collection points and logistic hubs for on-line retail. Blank façades could be beautified with public art/murals. Gaps in the street wall could be completed visually in the short term through landscaping and street frontage. Awnings along the high street should be protected, extended and added. Smart poles and free wi-fi could be rolled out across the centre together with a public furniture strategy that would encourage people to linger in public space. The relocation of Woolworths within the city centre and the redevelopment of the Council car park offers opportunities for a greater intensification of land uses, improved through-site linkages and vastly better visitor experiences. Vacant shops could be activated by shared office space (WeWork) or other creative short term uses. Larger underutilised sites within the retail core could be redeveloped as hotels / tourist accommodation to bring life into the city centre after hours. It will be important to ensure that these buildings activate the street, provide quality short term accommodation and allow visitors to experience and participate in the life of the city. Parking within the city centre is reviewed to ensure that it does not diminish the visitor experience, is conveniently located and draws people through the town.

Existing character



Summer Street streetscape



Orange Central Square car park



Council car park behind Woolworths

Ideas and precedents



Crown Street, Surry Hills (NSW)



WeWork flexible office space for start-ups on upper levels/ in vacant shops



Potential small scale artisan focus around the Woolworths car park - Chelsea Village Somerset West

FutureCity Precincts

Precinct 6.3 Civic Precinct	Nature of Change		Theme Focus Areas
	Maintain	Enhance	     

Existing Character

Qualities
The city's civic buildings are concentrated around the northern end of Robertson Park which has historically been a meeting place for the community. Robertson Park is a multifunctional open space with a strong civic identity.

Detractors

- Robertson Park is underutilised and does not adequately reflect the diversity of people and cultures that exist in the Orange City community.
- The civic buildings are inward looking and relationship between the civic buildings and the streets could be improved
- Planned expansions to the north (The conservatorium and observatory) risk dissipating energy from Robertson Park and the retail core.
- Fast moving traffic along Byng Street as well as lower quality buildings at the northern end of Robertson Park prevent the civic buildings adjacent the park from engaging fully with the open space.

Desired future character

- The Civic Precinct is celebrated as the epicentre of cultural and civic life with new regional destinations drawing visitors in the civic heart.
- Local and indigenous culture finds expression in this precinct, both in Robertson Park as well as in the cluster of civic and cultural buildings located around the art gallery.
- Residents and visitors move freely between older, more historic institutional buildings and new contemporary institutional buildings and spaces for a variety of purposes.
- Robertson Park becomes the "spatial bridge" and connector between the civic quarter and the high street. Traffic has been calmed and more public space is reclaimed from car dominated streets and spaces for people to engage for cultural reasons.
- Adjoining streets are utilised as extension to Robertson Park for social activities, entertainment, and events.

Opportunities

- A new landscape plan for Robertson Park that reveals the hidden indigenous histories in Orange. The plan includes elements of water bringing to the surface symbolically the natural drainage system of Blackman's Swamp Creek that is currently buried under the park.
- Changes to the local traffic movement and public domain improvements (with selective demolition of buildings to the northern end of Robertson Park) could improve the interface between the park and the civic precinct.
- Alterations to the existing council offices could improve the interface onto Robertson Park and Lords Place
- The existing civic buildings (the library, theatre and gallery) are adapted and extended to more positively address the adjacent streets and public open spaces.
- Blank walls could be activated or beautified with murals or be converted into an outdoor climbing wall or outdoor cinema
- The surface car park to the north of Councils offices could be redeveloped to provide a positive interface onto Lords Place.
- Public domain improvements to Lords Place and McNamara Street to reduce traffic flow, improve relationships between adjoining built form and the park and increase pedestrian activity.

Existing character



Orange Civic Theatre back of house and car park



Orange Civic Centre forecourt



Opportunity site corner of Peisley & March Streets

Ideas and precedents



'Public living room' - Mudgee



Activated public plaza - Wollongong



Celebration of Indigenous heritage - Birrarung Wilam Walk, Melbourne

FutureCity Precincts

Precinct 6.4 East City	Nature of Change			Theme Focus Areas				
	Maintain	Enhance	Change					

Existing Character

Qualities
This is the most diverse of the city centre precincts and overlaps with some of the other precincts previously identified. The area enjoys high levels of exposure to the strategic mobility routes of Moulder Street, Peisley Street and Summer Street and is directly adjacent to the train station. The urban grain is finer than in other parts of the city with a smattering of heritage buildings and varied land ownership. The quality of buildings is mixed with some older heritage buildings and lower value large floor plate industrial sheds.

Detractors

- Many of the buildings in this precinct do not contribute positively to the character and identity of the city centre.
- The northern most block, to the east of Robertson Park is under developed for such a strategically located site.
- While all the prerequisite for regeneration from a planning perspective are in place, market conditions and the quality of the building stock has not precipitated significant private sector investment.

Desired future character

- The East City Precinct is seen as becoming a dynamic and aspirational precinct that supports innovation and experimentation. It attracts people and businesses looking for a more urban environment and to collocate with others who share this desire.
- The precinct evolves as an eclectic collection of old and new buildings with fine grain pedestrian lanes and courtyards creating a more intimate and distinct identity within the city centre.
- McNamara Street is the heart of the precinct and is transformed into a pedestrian priority shared surface street
- The precinct is book-ended by two open spaces, Wade Park to the south and Robertson Park to the north.
- The streets and public domain between these two spaces is urban and robust and offers a mix of uses including tourist accommodation close to the station and higher density accommodation for students, young professionals and families.

Opportunities

- The planning controls in the East City Precinct are generous and accommodating and consequently the area has the greatest potential for small scale change and transformation through the selective demolition of existing low quality buildings and the development of medium rise (3-6 storey) mixed use development.
- Smaller sites are amalgamated (without losing the fine grain character) and lower value buildings and underutilised car parks could be redeveloped with a mix of uses and spaces that cater for your start up businesses and business targeting the student market. A range of different housing types from contemporary terraces to low-medium rise residential flat buildings / shop-top housing should be explored The Wade Park Masterplan is revisited to ensure that the is more accessible and better able serve this precinct. The perimeter fence could be removed, short term car parking provided and play spaces installed to ensure that it is a more multi functional space.
- Lords Place could be reinforced as a Transformative Street, connecting Wade Park to Robertson Park with improved sidewalks, improved car parking, cyclist facilities, new street trees and improved wayfinding.
- McNamara Lane could transformed into a more urban street with quirky, low-key destinations supported by public art and temporary installations.
- Matthews Park could be transformed to attract a broader cross section of the community and become a regional play destination, building on the existing transportation theme present in the form of the model train railway.
- The underutilised sites in northern most block adjacent to Robertson Park are consolidated and redeveloped for civic / community uses. This site could also accommodate tourist accommodation (hotel) or higher density affordable housing that would bring life and passive surveillance onto the northern end of Robertson Park.

Existing character



Historic buildings without awnings



McNamara Street - organic/wholefoods eatery



McNamara Street - underutilised streets

Ideas and precedents



Student Housing - University of Sydney



Eat Streets - Spice Alley, Chippendale



Creative hub - 'Renew Newcastle'

FutureCity Precincts

Precinct 6.5 The Shoulders	Nature of Change			Theme Focus Areas				
	Maintain	Enhance	Change					

Existing Character
<p>Qualities</p> <p>This precinct plays a supportive role to the Retail Core and is a regional destination people seeking specialised services. There are a number of community and institutional buildings (schools and churches) within the precinct increasing the diversity of uses and stimulating activity throughout the day. Many of the heritage listed free standing houses have been transformed to accommodate service related industries (medical, professional and financial services). The buildings share a similar style (late 19th and early twentieth century late Victorian/Federation houses) and consequently the character of the precinct as a whole is one of low scale residential with churches and schools being local landmarks. The built form qualities are unlikely to change as the precinct falls within the heritage conservation area and property values are relatively high.</p> <p>Detractors</p> <ul style="list-style-type: none"> The transformation of dwellings into businesses over time has added economic vitality to the city centre, but at the same time creates a quiet zone around the city centre after business hours where there is limited activity. The seepage of commercial uses into the surrounding residential fabric has started to erode the centrality of the Retail Core. This has negative consequences for the viability of compact commercial development in the city centre as these uses could have been accommodated at first and second floor level within the Retail Core intensifying land use and activity in these. Non-residential uses are now spread across a larger area, diluting economic activity and driving down rents and property prices in the Retail Core, which would make commercial development more viable.
Desired future character
<ul style="list-style-type: none"> The Shoulder Precinct retains its existing character and role within the FutureCity continues to play a supportive role to the Retail Core with a mix of institutional, community, residential and commercial services. The streets are made more walk-able and safer for children to walk and cycle to school and the retail core. Professional services and small scale commercial activities are contained within the area bounded by Kite, Byng, Hill and Peisley Streets As smaller medical practices relocate to the Life Sciences Precinct these houses revert back to their residential purpose. Older heritage properties are renovated and some transformed to offer tourist accommodation close to the city centre.
Opportunities
<ul style="list-style-type: none"> The proposed new March Street level crossing and the potential closure of the section of Byng Street at the northern end of Robertson Park to general traffic would reduce traffic volumes along Byng Street and help create a quieter, safer and pedestrian friendly city centre. The reorganisation of car parking on Byng and Kite Streets would help transform these streets into more people friendly streets. This could include organising the existing parking to be more efficient, introducing more mid-block crossings, making existing intersections easier for pedestrian to cross through the narrowing of the double lane roundabouts to one lane or signalised crossings, and modest public domain upgrades. Additional on street car parking provided as a consequence of the narrowing of the street attracts more people into Byng and Kite Street who then walk down into Summer Street assisting activation of the side streets with commercial/retail uses.

Existing character



St Joseph's Catholic Church



Typical heritage street character



Wide residential streets

Ideas and precedents



Cycle path - Bourke Street, Sydney



Business uses within residential areas - Orange



Narrowing the streets - 21st Street, the City of Paso Robles, California

FutureCity Precincts

Precinct 6.6 Enterprise Corridor	Nature of Change		Theme Focus Areas
	Maintain	Enhance	

<p>Existing Character</p> <p>Qualities</p> <p>This is the gateway precinct to the city centre for those arriving by plane, train and car. This precinct provides accommodation for those space intensive uses that are not conventionally found in a city centre, but which service it and generally benefit from being in close proximity to it.</p> <p>Detractors</p> <ul style="list-style-type: none"> • This precinct does not present visitors with a positive first impression of the city centre. • The precinct contains a number of important city centre destinations (such as the gym and cinema), but the remote location of these uses from other land uses (restaurants, cafés etc.) means that their economic potential is not optimised. • There is a wide variety of buildings within this precinct including a number of notable heritage items. Most buildings however are utilitarian in nature and not aesthetically appealing. • Car parking and servicing generally takes place on the public street edge compromising the experience of the public environment. • The architecture for the newer buildings is of a varied quality, aesthetic considerations are limited, and in some cases dominated by signage. • In some cases older residential buildings have been transformed to accommodate commercial businesses with signage and advertisement overpowering the original domestic architectural elements. <p>Desired future character</p> <ul style="list-style-type: none"> • The Enterprise Corridor is anticipated to change significantly into the future and will make a greater contribution to the functioning and vitality of the FutureCity. Over time it is seen as transforming into more residential and mixed-use precinct as low value and land hungry uses relocate to the Southern Orange Industrial and Freight Activation Zone. • The Precinct will continue to support the economic functioning city centre by providing accommodation for those higher value, big floor plate uses that thrive from the areas close proximity to the city centre and transport infrastructure. • The Precinct could contain a wide range of residential accommodation including age care, affordable housing, short term accommodation/tourist/visitor accommodation and student housing. <p>Opportunities</p> <ul style="list-style-type: none"> • Non-compatible uses such as motor industry workshops and car showrooms are encouraged to relocate to the northern bypass and appropriate industrial zones to open up opportunities for more well located residential development • Larger sites are redeveloped for a mix of uses including medium density residential development (terraced housing and low-medium rise residential flat buildings). • A landscape strategy is implemented to create greater visual consistency within the public domain and improve connectivity to existing parks and open spaces. • A signage policy is developed to ensure a balance between well considered and visible signage and loud, over-scaled and overbearing commercial advertisement. • Opportunities for public domain improvements and connectivity to the railway station • Long vacant sites along the railway could be temporarily used as parking for camper vans with easy access to the city centre or alternatively be developed for student or short stay accommodation. • Large industrial sheds could be re-purposed to provide children's indoor play or indoor recreational facilities like climbing walls/skate parks for students and young adults.

Existing character



State heritage item adjacent to underutilised corner site



Underutilised car park sites with poor street frontage



Unactivated streets & blank walls along the railway line

Ideas and precedents



Retirement living



Medium rise apartments/affordable housing



Children's indoor play

FutureCity Precincts

Precinct 6.7 Institutional Precinct	Nature of Change			Theme Focus Areas				
	Maintain	Enhance	Change					

Existing Character

Qualities
This precinct is in a state of transformation and will shortly contain a number of important regional institutional destinations. It is already home to TAFE Orange, a regional educational destination and the new DPIE buildings which is due to open in 2020 will accommodate a large population of office workers and young people. The streets are wide with generous street planting and street parking is abundant.

Detractors

- There is no obvious gateway or heart to the Precinct - particularly the TAFE.
- The precinct is 600m from the Retail Core, which pushes it to the upper limit of what most people are willing to walk to access convenience services. This distance and low pedestrian numbers makes it challenging to achieve a meaningful urban connection that could be activated with non-residential uses for the entirety of the walk.
- There is no overarching or consistent architectural language or building typology within the Precinct.
- The existing buildings are in various state of repair.

Desired future character

- The Institutional Precinct is seen as the institutional and educational heart of the FutureCity and a dynamic place to work and study.
- Prince Street is transformed into the focus of the Precinct with both the DPIE and TAFE opening onto and activating the street.
- Investments are made within the TAFE campus, through the selective demolition and redevelopment to upgrade the existing campus into a cutting edge educational facility and trendy space for young people to hang out. The campus will be outward looking, permeable and accessible to the community. The additional facilities are open after hours and the public are invited into events and spaces where students and young people present their ideas and show off their newly acquired skills.
- The section of Sale Street between Prince and Dalton Street is closed to traffic and transformed into a local neighbourhood park.
- Public realm improvements along Anson Street with a dedicated cycle facility encourage walking and cycling in to the Retail Core throughout the day.
- Vacant sites adjacent to the DPIE site are developed with a denser form of residential accommodation (compact terraces and low rise residential flat buildings) to bring life and vitality into the precinct. These buildings take advantage of the new public open space on Sale Street which becomes a focus for the residential community.
- New developments are generously landscaped to nestle into the surrounding residential neighbourhoods sensitively.
- Non-residential uses are contained to ensure that the precinct is seen as a satellite destination and generator of activity whilst not disrupting the residential character of the surrounding neighbourhood.

Opportunities

- Sale Street Park (Between Dalton and Prince Street - see Special Project 1) could be implemented early on to become a focus for the community and add value to adjacent sites supporting their redevelopment for medium density accommodation.
- Vacant sites and former nurses home is redeveloped or refurbished to provide denser forms of residential accommodation including opportunities for aged care, affordable housing and student accommodation.

Existing character



The TAFE is an assemblage of buildings with different styles and characters



Unactivated streets & blank walls along the railway line



Old nurses home - potential for conversion for age care

Ideas and precedents



Rejuvenated TAFE Campus with spaces open to the public



Medium density housing options



Medium density age care facilities (Lend Lease)

FutureCity Movement

7

FutureCity Movement

7.1 FutureCity Movement Strategy

The FutureCity vision seeks a change in the way the city centre functions, influence travel behaviour and prioritises movement, leading to improvements in the pedestrian experience, utilisation of parking, and role of the 'street'. The Movement and Place Study undertaken in Stage 2 presents an extensive analysis of movement in Orange, which has been synthesised into a set of objective. These include:

- To improve the experience and convenience of accessing the city centre
- To make the city centre more walkable
- To improve the relationship between car parking and land use
- To promote more sustainable modes of transport.

User needs

The FutureCity Movement Strategy recognises the needs and requirements of the broader community, and the practical demands of a regional city. As part of the strategy users can be broadly grouped into the following categories:

- Residents who live within the city centre. This includes;
 - Mobile households who have access to a range of movement options, predominantly private vehicles
 - Children and the elderly who may have limited access to mobility options
 - Vulnerable users (those with mobility or physical impairments, as well as baby strollers)
 - Residents who do not own a car
- People who work in Orange and who live outside of the City boundary
- Residents of the rural areas and villages who use Orange as their primary service centre
- Tourists and visitors to Orange.

Transport and mobility solutions will need to carefully consider the diversity of people accessing the FutureCity; those travelling large distances, relatively low densities of existing suburbs, and an existing pattern of heavy car use. In this chapter the following strategies are outlined for the transformation of the existing movement network:

- Transforming the street hierarchy
- A connected walkable centre
- Flexible and adaptable public transport
- Reducing speeds
- Rethinking car parking
- Agile strategies.



FutureCity Movement

7.2 Proposed Street Hierarchy



As the most pervasive element of the public domain and as the primary conduit of movement, the streets of Orange offer an opportunity to frame and celebrate the vision and drive behaviour change. The design and arrangement of streets influences the use and behaviours of pedestrians, cyclists and drivers. The identity and use patterns of a street are defined by the size of the street and the functions along it.

The Stage 2 Movement and Place Study concluded that for many years vehicle users have been the highest priority. New visual cues and design elements that change the dynamics and qualities of the street towards a slower and more urbanised space can transform Orange to become a more accessible and liveable place. Due to the rigid and orthogonal grid network established, many of the streets in Orange are currently performing a similar function and have similar identities.

The Movement and Place Framework developed by TfNSW is intended to provide a new cohesive approach to:

- integration of the efficient movement of people and goods, and
- improved amenity and quality of place; to contribute to the attractiveness, sustainability and success of our cities and towns.

The categories of streets and places for the Movement and Place Framework include:

Movement Corridors
Movement corridors provide safe, reliable and efficient movement of people and goods between regions and strategic centres.

Vibrant Streets
Vibrant streets have a high demand for movement as well as place with a need to balance different demands within available road space.

Local Streets
Part of the fabric of the suburban neighbourhoods where we live our lives and facilitate local community access.

Places For People
Streets with high demand for activities and lower levels of vehicle movement. They create places people enjoy, attract visitors, and are places communities value.

While these typologies have been considered, currently they do not recognise multi-functions of streets within regional urban retail centres. Orange has a main street that performs multiple roles (Summer Street) as a highway movement corridor, a vibrant street and a local street.

The adjacent plan is based on TfNSW movement and Place Strategy and illustrates the existing categorisation of streets that the FutureCity Project aims to transform. Reviewing the role and function of each street is an important component of the FutureCity design framework. By providing nuance and opportunity for different types of streets to evolve will allow for new things to happen, and provide a variety of functions beyond vehicle movements and traffic flows.

Key

- Movement Corridor
- Vibrant streets
- Local streets
- Places for people

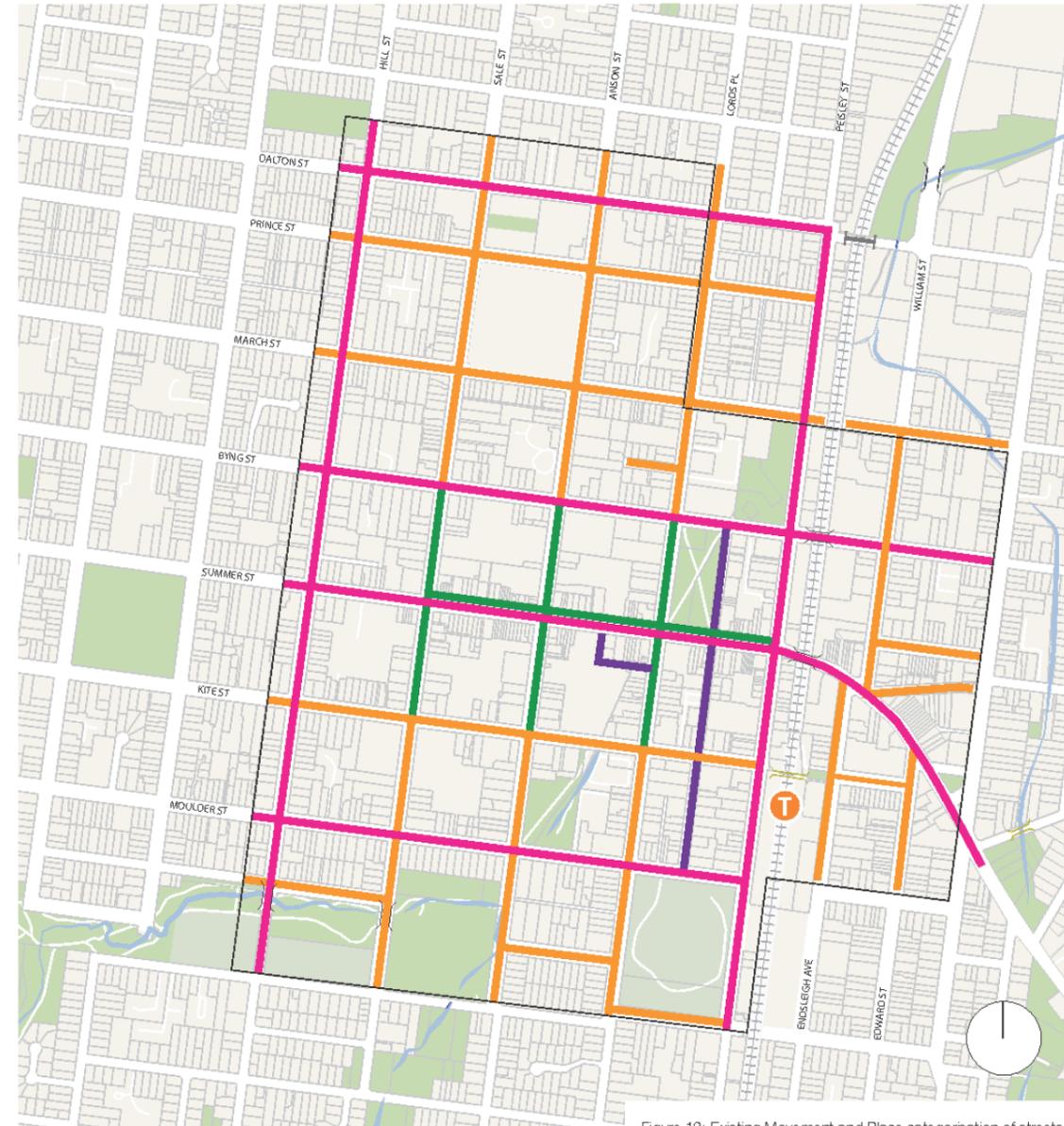


Figure 13: Existing Movement and Place categorisation of streets

FutureCity Movement

Five key new street types have been defined and are illustrated on the adjacent plan:

1. Main Street & Gateways (Summer Street)
2. Connecting Streets
3. Local Street
4. Transformative Streets
5. Shared Zones

Key changes in the street network include:

- The downgrading of the mobility function of Summer Street to create a more pedestrian oriented retail High Street
- New level crossing across the railway line at March Street. The benefits of this crossing include:
 - Divert traffic that is not destined for the city centre to the periphery of the city centre allowing streets between March, Moulder, Peisley and Hill Street to be more pedestrian focused
 - An additional crossing would take pressure off Byng Street and could allow the part closure of Byng Street to general traffic, improving the relationship between the Civic Precinct and Robertson Park
 - By shifting general traffic further north Byng Street would perform less of a mobility function, allowing it to become more pedestrian oriented and able to accommodate a range of other uses, effectively allowing the city centre to expand one block northwards
- Anson Street, being a key north-south integrating route that could accommodate cycle and pedestrian connections from North Orange, through the city centre to the Life Sciences Precinct to the south
- Lords Place and Sale Street as Transformative Streets, where bold and innovative interventions could be tested through new public domain and street upgrading projects.

The key factors that define street identity include: the scale/width of the street, traffic speed and volume, the number of traffic lanes, street trees and canopy, adjacent land uses and built form (enclosure), vehicle and cycle parking, footpaths, kerbs and gutters, crossings, planting and gardens.

Defining and implementing streetscape improvements is a long term process that requires more technical studies and needs engagement with both the community and a government agencies (TfNSW). Following the adoption of the FutureCity Strategy, it is recommended that OCC undertake a more detailed review of the street hierarchy based on the street hierarchy proposed and informed by the public domain guidelines in Annexure 2.

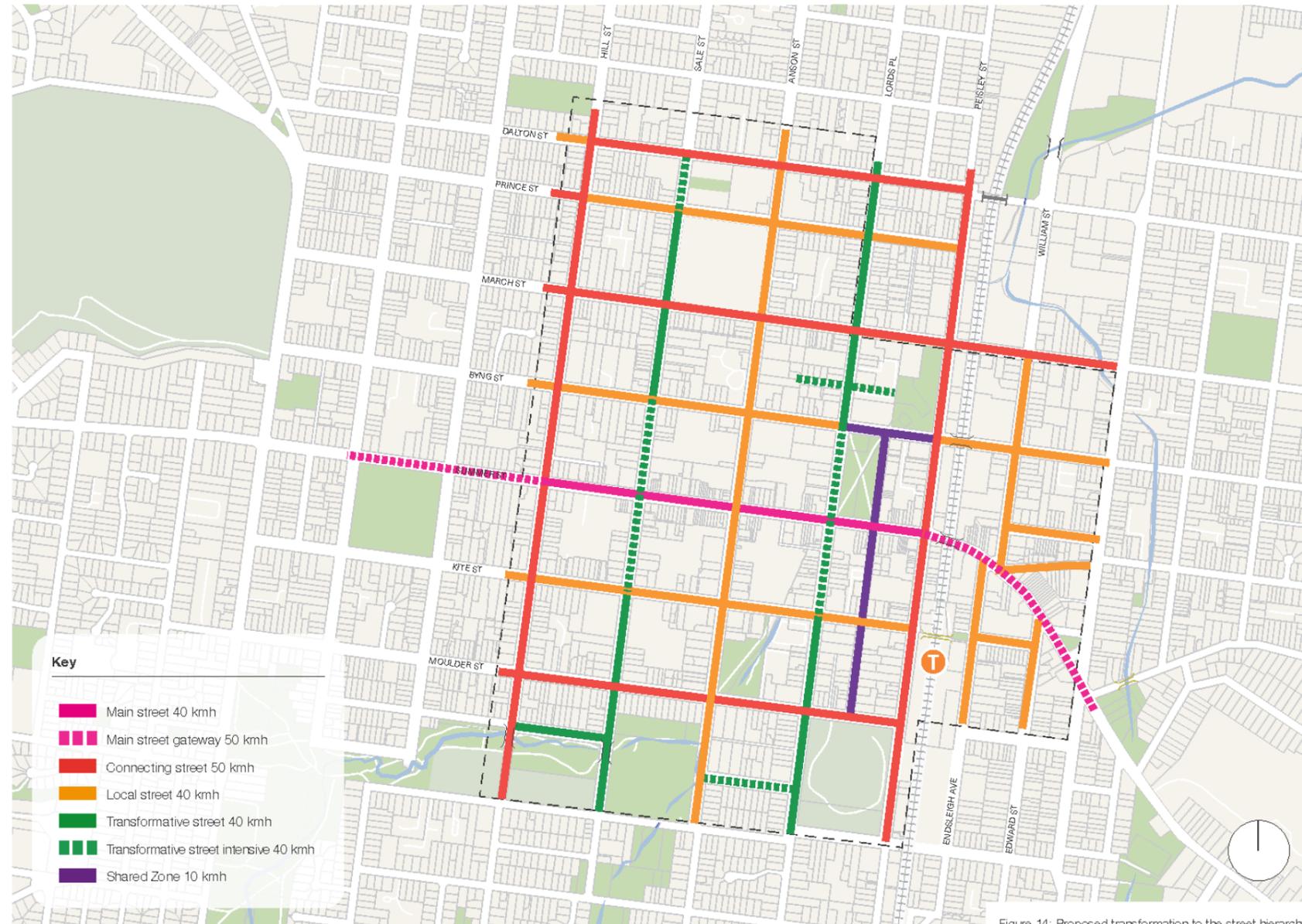


Figure 14: Proposed transformation to the street hierarchy

FutureCity Movement

Movement Corridors



Baylis Street - Wagga Wagga

Main Street

The east-west Summer Street is the primary retail and business street in Orange. The 30m wide street was upgraded in early 2000s with brick paved footpaths, street trees, planted verges and a planted central median. The street has an almost contiguous awning line between Anson Street and Peisley Street. Parking is located parallel to the kerb.

The construction by Orange City Council of the Northern Distributor Road has reduced the numbers of trucks and other heavy vehicles using Summer Street and light vehicles trips that do need to travel via the city centre. There is future potential, subject to NSW Government approval, to downgrade Summer Street's status from State Highway to Main Street, which would provide the ability to make future changes such as additional trees, new lighting and smartpoles and changes to travel lanes and parking arrangements. In general the street character and function is successful with a strong identity established by contiguous shop fronts, awnings, heritage buildings, garden beds and well defined corners.

Main Street Gateways

East and west of the central retail core of Summer Street the approaches have an identity that begins to articulate the visual cues of Orange city centre and the main street. These gateway areas may use lighting, street trees, public art and banners to better articulated.



Wilson Street - Redfern

Connecting Streets

Connecting streets recognise that there will remain a need for arterial functions on some streets — moving vehicles between places particularly those to the north and south of the city centre.

The north-south streets of Hill Street and Peisley Street are recommended to provide the main distribution functions for vehicles not visiting the city centre.

Moulder Street could also be an east-west connecting street although there are primary schools located on or near it.

The proposed level crossing at March Street would also function as a Connecting Street, taking pressure off Byng Street so that it could be transformed into a more pedestrian and activity oriented street with traffic maintained along the edges of the city centre.

Vibrant Streets



Crown Street, Surry Hills

Local Streets

Streets that generally maintain existing conditions with minor changes, slower speeds, additional crossings, an improved tree canopy and kerbside gardens.

Local streets will generally maintain a similar arrangement and function as they do now, providing connectivity and access to shops, businesses and services. Vibrant streets still have requirements for movement, but these need to be balanced with pedestrian and cycling needs and environmental performance, particularly heat, shade and stormwater.

Transformative Streets

This new typology will create new innovative streets and places that will reduce urban heat effects, capture storm water and provide additional space for planting, bike lanes, high quality footpaths, awnings and outdoor dining opportunities.

Intensive Transformative Streets may trial new technologies, quick and responsive innovations and provide opportunities for different ways to socialise and connect with community, rethink parking and help enhance Orange's 'City of Ideas' strategy. These streets may become new focuses for clustered food, wine and cafe businesses. These streets should be showcases for Orange as a 'City of Ideas', providing an image of a city prepared to take new approaches to the business as usual model.

Places for People



Kensington Street - Chippendale

Shared Zones

A narrower more intimate street with very slow speeds, reduced on street parking, extra outdoor dining, bicycle facilities, pedestrian scaled lighting, public art installations and a varied pavement treatment that indicates a change in use and occupation.

These streets should encourage clustering of particular activities, including evening traders, start ups and cafés. Festivals and other innovative operators may be keen to be located along this type of street.

FutureCity Movement

7.3 A Connected Walkable Centre

Theme Focus Areas

The 2015 Active Transport Strategy and the Orange City Bicycle Plan were both established to position the city as a cycle friendly place. A core objective of the FutureCity project is to encourage all residents who live within 5-8km of the city centre to use active mobility options to access the city centre. This is important work that still needs the support and commitment of Council and TfNSW to deliver a city and city centre that supports and encourages active transport.

Barriers that affect uptake of alternative transport modes, including cycling, walking, wheelchair and mobility scooters, were identified as:

- Roundabouts and crossings
- Traffic speeds and driver behaviour
- Perception of safety
- Climate, either too hot or too cold, or too wet
- Shopping loads and regularity of shopping trips
- Accessibility and ease.

In order to make the city centre more walkable the following strategies are proposed:

- Reduce traffic speeds
- Replace a number of existing roundabout intersections in the city centre with traffic lights, that can incorporate improved pedestrian crossings
- Introduce advanced stop lines (bike boxes) and cycle lights
- Introduce new mid-block crossings along key pedestrian desire lines.

Figure 13 illustrates the hierarchy of pedestrian routes through the FutureCity with more detail. The key aspects include:

- Summer Street as a pedestrian focused high street
- A fine network of pedestrian lanes, arcades and internalised retail connections
- Transformative Streets connecting key civic destinations
- Anson Street as a primary north-south connecting route
- Kite and Byng Streets as local east-west connectors
- McNamara Street - a dynamic shared space with pedestrian prioritisation.

Public domain investments along these streets should be informed by the Public Domain Guidelines included in Annexure 2 of this report.

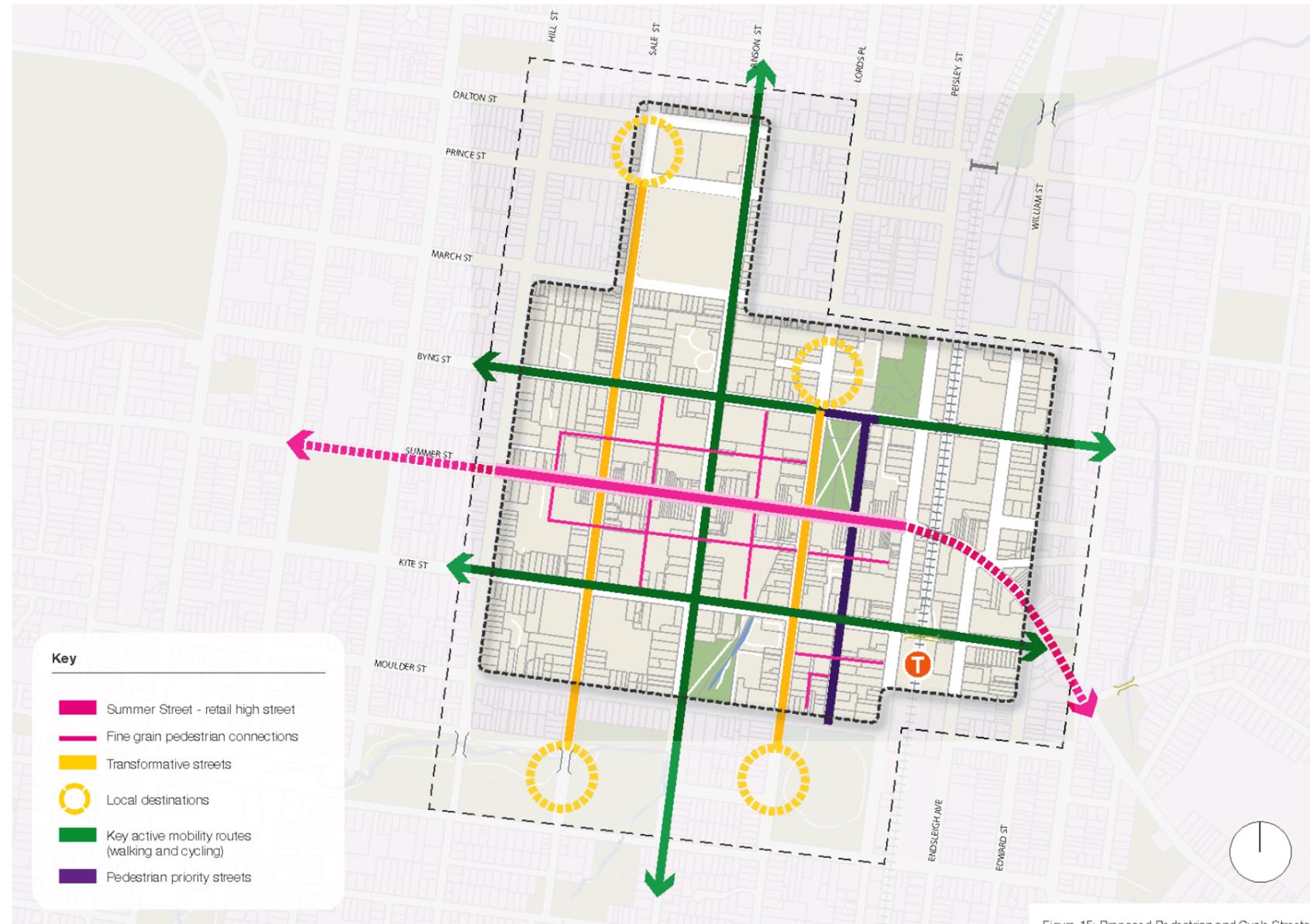


Figure 15: Proposed Pedestrian and Cycle Streets

FutureCity Movement

7.4 Reducing Vehicle Speeds



There is growing evidence that the reduction of speed limits within urban areas, and in particular retail and entertainment precincts, has a highly positive benefit on pedestrian safety, amenity and retail activities.

The current speed limits in Orange are consistent with the NSW standard for urban areas at 50km/h, with 40km/h school zones applied from 8am - 9.30am and 2.30pm - 4pm on school days, on streets adjacent schools (parts of Moulder, Kite, Hill and Anson Streets).

It is suggested that speed limits initially be lowered within the core to 40km/h as a 'High Pedestrian Activity' area, with potentially a long term ambition of lowering this maximum speed limit to 30km/h. Streets will require design changes and travel lanes narrowed to encourage behaviour change and create self-explaining street environments.

McNamara Street is to be investigated as an even slower, pedestrian shared zone of 10km/h. While retaining vehicle access in McNamara Street to maintain activity and visitation, such a speed limit could significantly change the character and perception of the street as a vibrant place to work and visit.

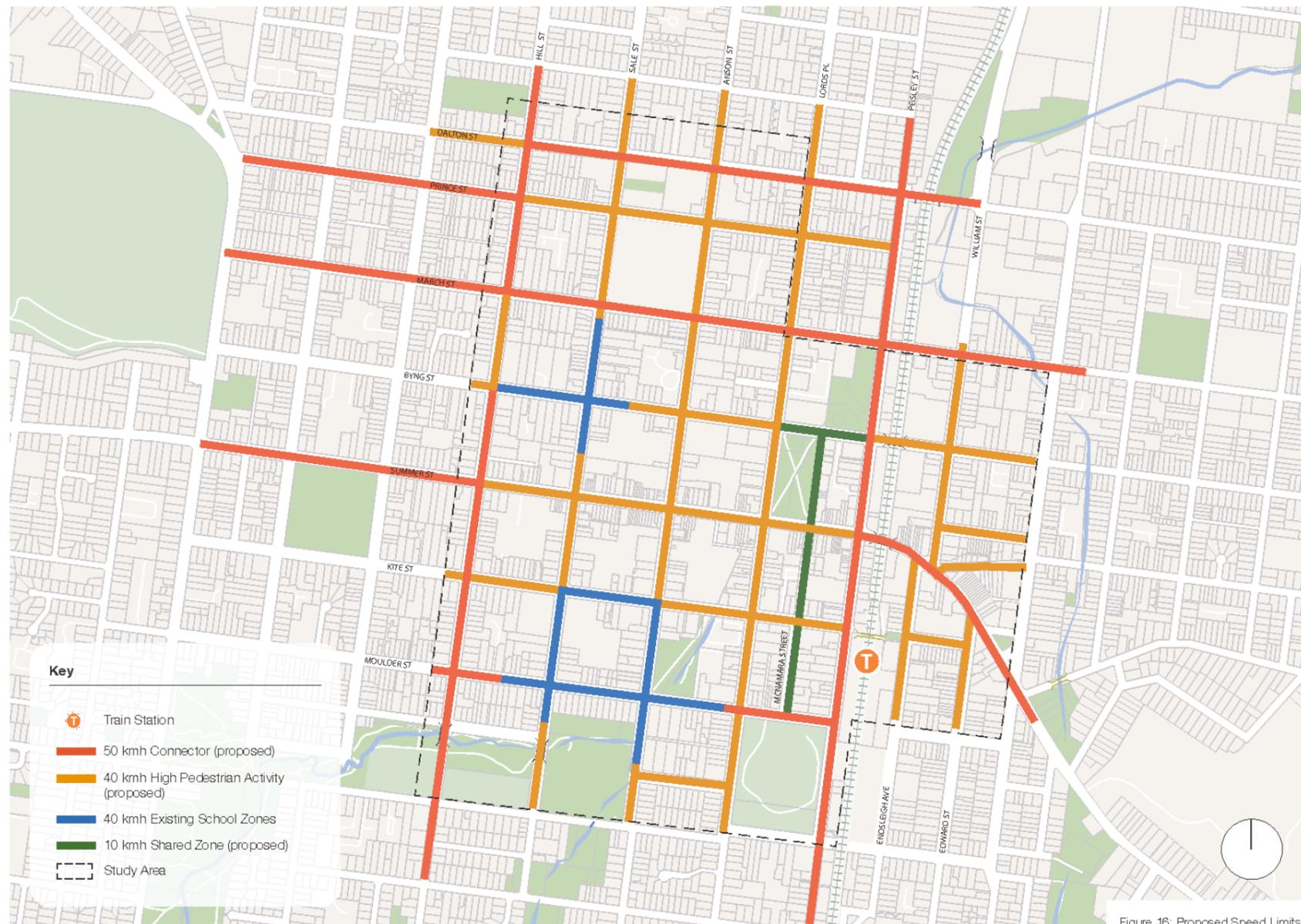


Figure 16: Proposed Speed Limits

FutureCity Movement

7.5 Improved Pedestrian Crossings

Priority should be given to key black spots where interaction between pedestrians and vehicles is highest and most critical — near parks, schools, shopping precincts and the Civic Precinct. Additional mid block crossings should also be planned to increase permeability and access between the existing crossings at the main intersections. The precise location and type of pedestrian crossing (signalised/zebra/median) must be informed by further analysis decided at the next stage of planning.

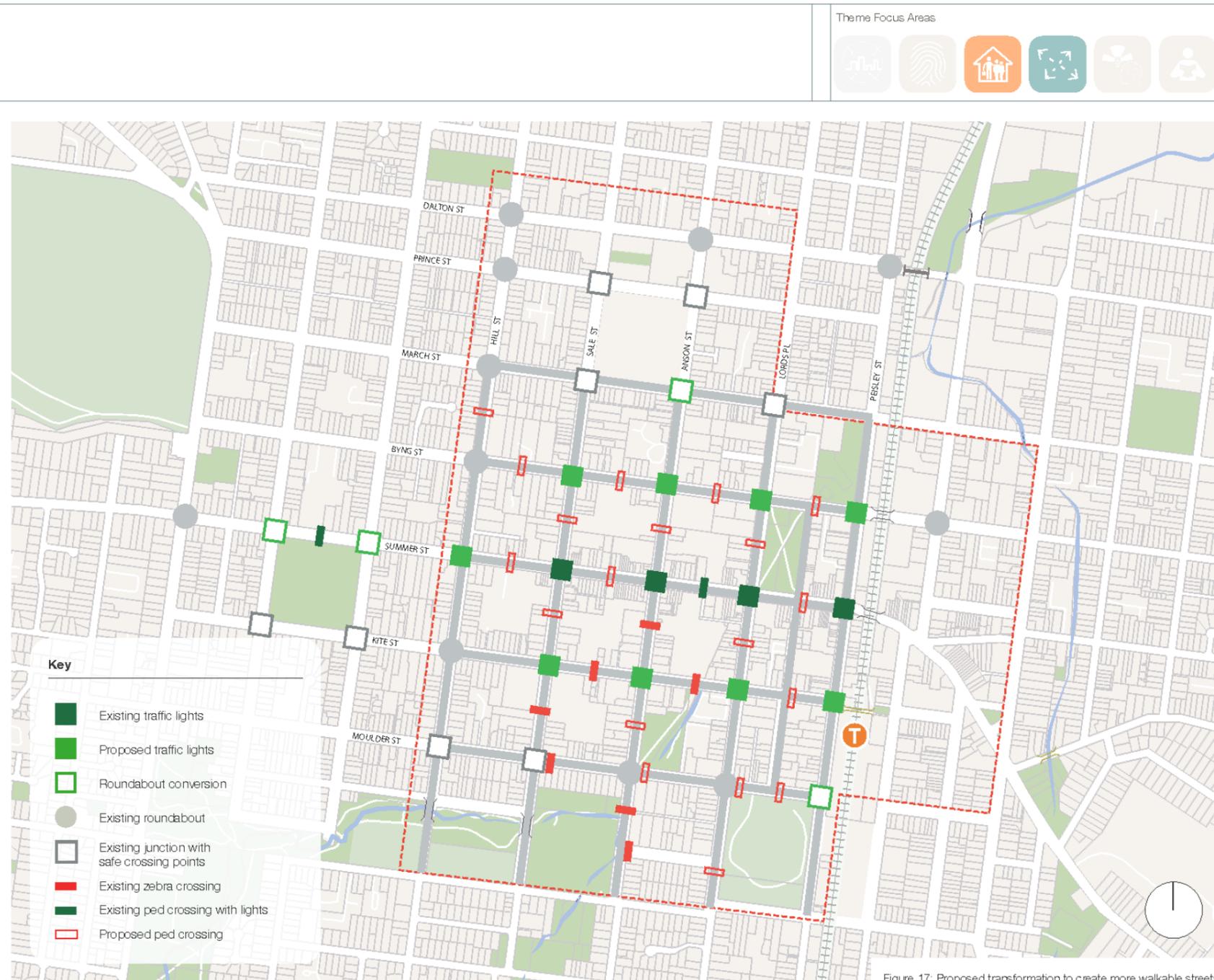


Figure 17: Proposed transformation to create more walkable streets

FutureCity Movement

7.6 Accessible streets

Theme Focus Areas

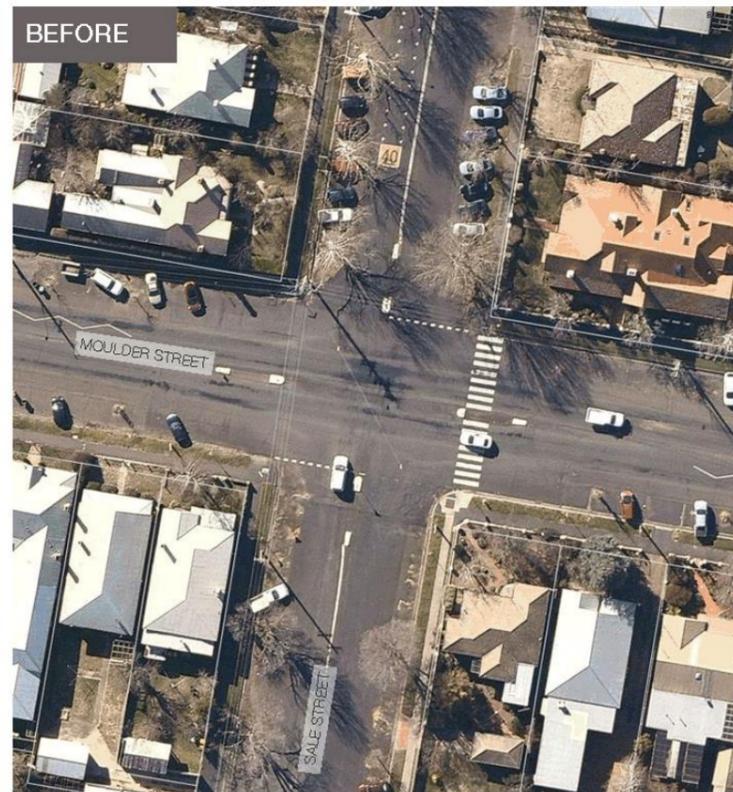
Universal accessibility through public space is a fundamental human right, and one that is particularly relevant to Orange's aging population.

Existing streets of Orange's city centre are generally difficult to navigate for vision and mobility impaired members of the community. Council should therefore explore measures to improve the accessibility of existing streets as a priority.

It should be noted that the provision of accessible infrastructure brings with it a number of complimentary benefits for the entire community. For example, the provision of footpaths on both sides of the street removes the need for inconvenient and unnecessary crossings for vulnerable street users, and provides measurable public health benefits.

Long term objectives for improving accessibility could include:

- **Footpaths** on both sides of every street
- **Kerb ramps** for crossings in all directions at intersections
- **Reduced intersection geometry** including reduced crossing distances, pedestrian crossings and kerb extensions.



The recently upgraded intersection of Moulder and Sale Streets (2015-2017) provides a good example of potential accessibility improvements.



FutureCity Movement

7.7 A Responsive and Flexible Public Transport System

Theme Focus Areas

The low density of the outer suburbs of Orange, coupled with the dispersed nature of destinations and relatively short distances into the centre, suggest that active transport (walking and cycling) should be promoted. However there is a need to provide public transport to members of the community who do not have access to a car or who are not able to drive and who want to access the city centre. There is also a gap around tourist and visitor travel which is set to grow with more potential around eco-sensitive tourism.

More collaboration between TfNSW and OCC is required to test alternative transport solutions. These could include digital platforms, improved wayfinding and real-time information, on-demand services and autonomous services.

Any future proposals for the city centre should ensure that flexibility in the routing of bus services is maintained, that services are financially viable and that the experience of public transport users using and waiting for services is improved. Other opportunities to integrate and pilot bike-share, bike / scooter / e-bike hire with public transport should be explored.

Opportunities also exist to better utilise buses in the off peak period to serve tourist destinations which is set to see growth in the as tourist look for eco-tourism and low-carbon travel options.



Electric Buses - on demand



Electric Bike Hire - fixed or roaming



Wayfinding on light poles

FutureCity Movement

7.8 Rethinking Car Parking



With a large amount of the city centre dedicated to on-street and off-street parking, efforts should be applied to improve the design, function, environmental outcomes and utility of existing and proposed vehicle parking areas and also support development.

Improving the relationship between car parking and land use

Orange will remain a regional service centre and the long distances and local weather conditions mean that private car use will continue to be the primary way in which people access the FutureCity. That said the relationship between car parking and land use must be improved to improve the experience of the city centre. Car parking facilities can be rethought and improved through simple measures such as:

- Strategically increasing parking in select locations and rationalising car parking in other areas to ensure convenience and to draw people through the streets and past local businesses
- Ensuring adequate provision for disabled parking
- Intentionally reducing the amount of free or publicly accessible parking (for local residents) to encourage more sustainable transport modes
- Increasing accessibility (equitable access), safety and walkability through redesign and environmental improvements
- Re-planning, re-organising and re-painting car parks.

Smart parking

Using new technology such as automated vacancy counters and directional information to reduce congestion and frustration.

A precinct approach to car parking

Structured on-site car parking provision is land hungry and expensive and a deterrent for medium density property development. On site car parking also impacts negatively on the ground plain and the experience of the public domain. It is recommended that Council consider a precinct approach to car parking where the parking requirements of a development are satisfied offsite or remotely in convenient and easily accessible locations. The transformation of the Ophir Car park into a multi-storey parking facility could support development in the East City Precinct and greatly improve the experience of the place.

Environmental improvements

The large areas of open surface car parking are contributing to additional urban heat within the city centre. Combined with existing black asphalt street pavements, the effects of greater absorbed heat is being amplified.

Measures to improve environmental performance of car parks should include:

- Increased trees and/or shade structures
- Increased areas of planting
- Stormwater retention and use on site
- Permeable paving
- Lighter coloured pavements

Car parks as adaptable spaces

The adaptable use of car parks for other events should also be encouraged for short term projects. Car parking spaces can become temporary town squares, festival and market spaces as well as places for events.

Rethinking on-street car parking

On-street car parking is a valuable resource for the community as well as for Council. The wide streets in Orange accommodate a large number of on street car parks, predominantly in the form of rear-to-kerb parking. Streetscape improvement projects offer the opportunity to consider other types of car parking and to allocate more space to other transport modes through widened footpaths and bicycle paths. Different form of car parking can be used to:

- Slow traffic speeds
- Improve safety and sight distances
- Reduce the visual impact of cars in the street
- Increase / decrease the number of cars in the street

Some of these options have been explored in this report as special projects for Summer Street, Lords Place and McNamara Street.



Environmental improvements and the greening of car parks



Redesign of existing car parks to improve amenity and efficiency



Multi-use of car parks for community events



Innovative multi-storey parking garages



Greening of car parks and improving canopy cover



Public space can be provided above car parking structures

FutureCity Movement

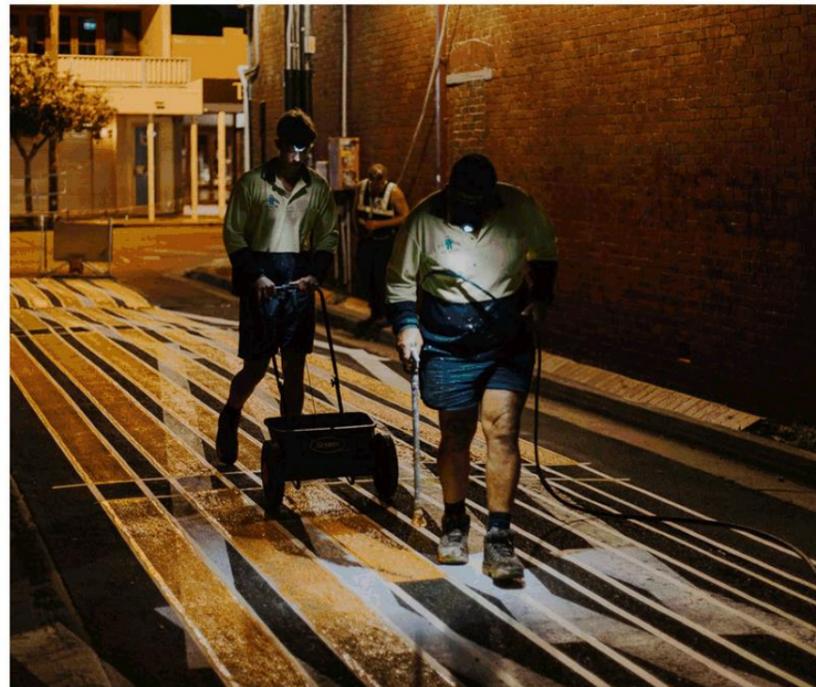
7.9 Agile Strategies



The FutureCity vision promotes experimentation and innovation. With this in mind, changes to the movement should be tested on a less permanent basis using cheap and light-tough interventions. This could be achieved through:

- road paint
- street art
- events (such as open streets days)
- temporary installations
- bud lighting
- planters and pots
- additional street trees
- street furniture

An agile approach to revitalisation allows the benefits of change to be delivered and realised more quickly, change can be seen by residents and businesses and can be easily undone if required.



Examples of tactical urbanism from Byron Bay, Vancouver and Santa Nocto

FutureCity Places

8

FutureCity Places

8.1 FutureCity Place Themes

The themes for FutureCity open space and public domain interventions are laid out in this chapter and summarised under the headings below.

Equity and access in public spaces

Focussing on:

- Improving access to existing public space assets
- Ensuring that existing spaces in the city centre are transformed to better serve a wider cross section of the community, specifically children and the elderly
- Reclaiming the public domain from car parking.

Recognition, peace & justice

Focussing on:

- Recognising and celebrating the indigenous cultural landscape and understandings of country
- Democratising and decolonising public space
- Creating opportunities for the expression of the communities cultures.

Finding space

Focussing on:

- Being more efficient with the underutilised and left over spaces in the city centre
- Reclaiming the public domain from cars
- Finding ways to improve access to privately owned space
- Improving the interface between buildings and the public domain to improve functionality.

New play spaces

Focussing on:

- Making the city centre more family focussed
- Creatively interpreting and building on the themes and characteristics of existing parks
- Creating exciting play destinations that are attractive to young people across age categories.

Greening the city

Focussing on:

- Increasing tree canopy
- Considering and integrating urban water cycles into street design
- Introducing planting and soft landscaping
- Greening buildings.

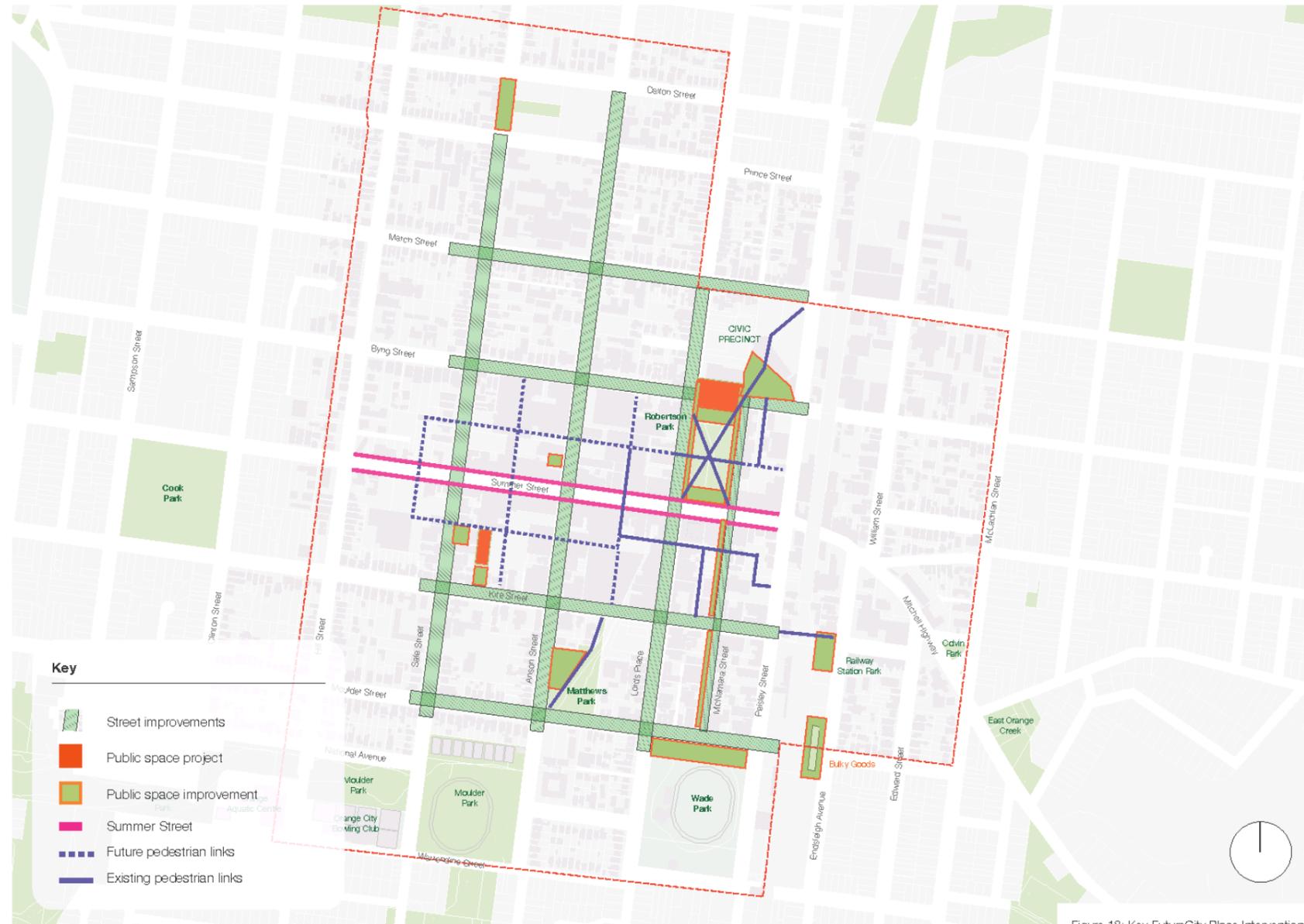


Figure 18: Key FutureCity Place Interventions

FutureCity Places

<p>Place Theme</p> <p>8.2 Equity and Access in Public Space</p>	<p>Theme Focus Areas</p>
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The FutureCity Vision looks to improve liveability for local residents and for those who visit and work in the city centre. This requires a variety of spaces that cater to all sorts of needs and desires, for people of all ages and all abilities - not just organised and casual sports, fitness and recreation.

There is an expectation for public spaces to provide a greater degree of flexibility, opportunity and informality. Public spaces are required for barbecues, picnics, coffee breaks, chess games, ping pong, birthday parties, water play and connecting with nature amongst many informal activities that should be encouraged in shared community assets. Orange is well served with open space, as noted in the area tables on this page. With spaces dedicated for a wide range of mainstream sporting activities and other pursuits, including skateboarding, model train park and smaller playgrounds.

Every effort needs to be made to improve and enhance the open spaces that currently exist. New and additional activities that should be considered with designs for with allocated spaces catering specifically to younger people (teenagers), who are under-represented in the provision of open space outside organised sport. These could include:

- Water play
- Adventure play
- Wild play
- Working outdoors
- Meeting tables
- Table tennis
- Half court basketball and netball
- Picnics and barbecues
- Kids bike tracks
- Outdoor cinema
- Pop up events and games
- Accessible play

Matthews Park presents a great opportunity to explore these ideas and transform the park into a regional destination for kids and enthusiasts based on the existing transport theme. This is explored in the next pages.

Inner City Open Space	
City Parks	7.5 ha
Inner Parklands	13.7 ha
Recreation	18.2 ha
Total	39.4 ha

City Parks	
Robertson Park	2 ha
Matthews Park	1.5 ha
Cook Park	4 ha

Adult	
City Parks	6 ha
Inner Parklands	12 ha
Recreation	18 ha
Racecourses	76 ha
Golf Courses	181 ha
Total	293 ha

Young/Teenage	
Aquatic Centre	1.7 ha
Skate Park	0.2 ha
Elephant Park	1.2 ha
Netball Moulder Park	1.2 ha
Matthews Park & Train	1.5 ha
Cook Park Swings	0.2 ha
Total	6.0 ha



A mix of passive recreational routes add interest for all ages



Temporary play spaces can target younger generations



Simple and robust play equipment requires minimal maintenance



Water features could be used to celebrate buried water courses and create opportunistic for informal play



Age appropriate facilities will attract a broader range of users to the FutureCity



Play features can add interest and vantage points for experiencing the city differently

FutureCity Places

<p>Place Theme</p> <p>Matthews Park- Leveraging the theme of Transport fun</p>	<p>Theme Focus Areas</p> 
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Matthews Park is a unique public park for the city and the region. One day a month the park is used for the running of model steam trains by a local volunteer club. Trains run on the substantial track system and two bridges that cross the creek using both the west and east sides of the park. The eastern side of the park also houses platforms and storage sheds.

The park and its use as model train attraction is special and should be enhanced. The park should also be designed for more intensive uses for the days when the trains are not running. A new playground could be built around the rail and transport theme, providing a multidimensional experience and destination for local families and visitors. Examples are shown on the following page.



FutureCity Places



Ideas under the transport theme

FutureCity Places

<p>Place Theme</p> <p>8.3 Recognition, Peace & Justice</p>	<p>Theme Focus Areas</p> 
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Robertson Park will remain the primary civic and community open space within the FutureCity and is a key destination for local and international visitors. It currently performs a number of roles as a green open space, a formal garden setting, a place for reflection, ceremony and recognition. The park includes the War Memorial Cenotaph, VC Memorial, Boer War Memorial, a band stand, fountain and CWA building. The park is a place for passive activity, with park benches and picnic tables located within it.

Despite the very important role that the park plays in memorialising the history of the city, important chapters of history are absent. Indigenous culture and representations of country as missing and should be recognised in the park. The heritage listing of the park, whilst an important contributor to the character and identity of Orange limits the ways in which future generations can engage with and make the park represent their lives.

Opportunities exist to refresh memorials and establish a new northern precinct connecting the park to the Civic Precinct that can include both indigenous and contemporary elements and link to the Sister Cities Gardens established with other world cities. This idea is further explored in Special Project 2.



FutureCity Places



The connection between Robertson Park and the Civic Precinct, which includes Council Offices, Civic Theatre, Library, Gallery and Regional Museum, should be improved and strengthened.

This could be achieved by introducing a shared zone where Byng Street adjoins the northern edge of Robertson Park, between Lords Place and McNamara Street. This would increase the pedestrian priority and permeability of the street in this key location, and improve connections between the park and civic institutions.

The additional railway crossing at March Street would further improve the interface between the Civic Precinct and Robertson Park, as the through-traffic along Byng Street could be shared between the two east-west corridors. However, before March Street crossing is pursued, there is an opportunity to test the closure and calming of Byng Street in this short section to facilitate a range of cultural and community events. Plans of a typical and event treatment of Byng Street is shown over page.



Existing Byng Street street environment - wide and car dominated

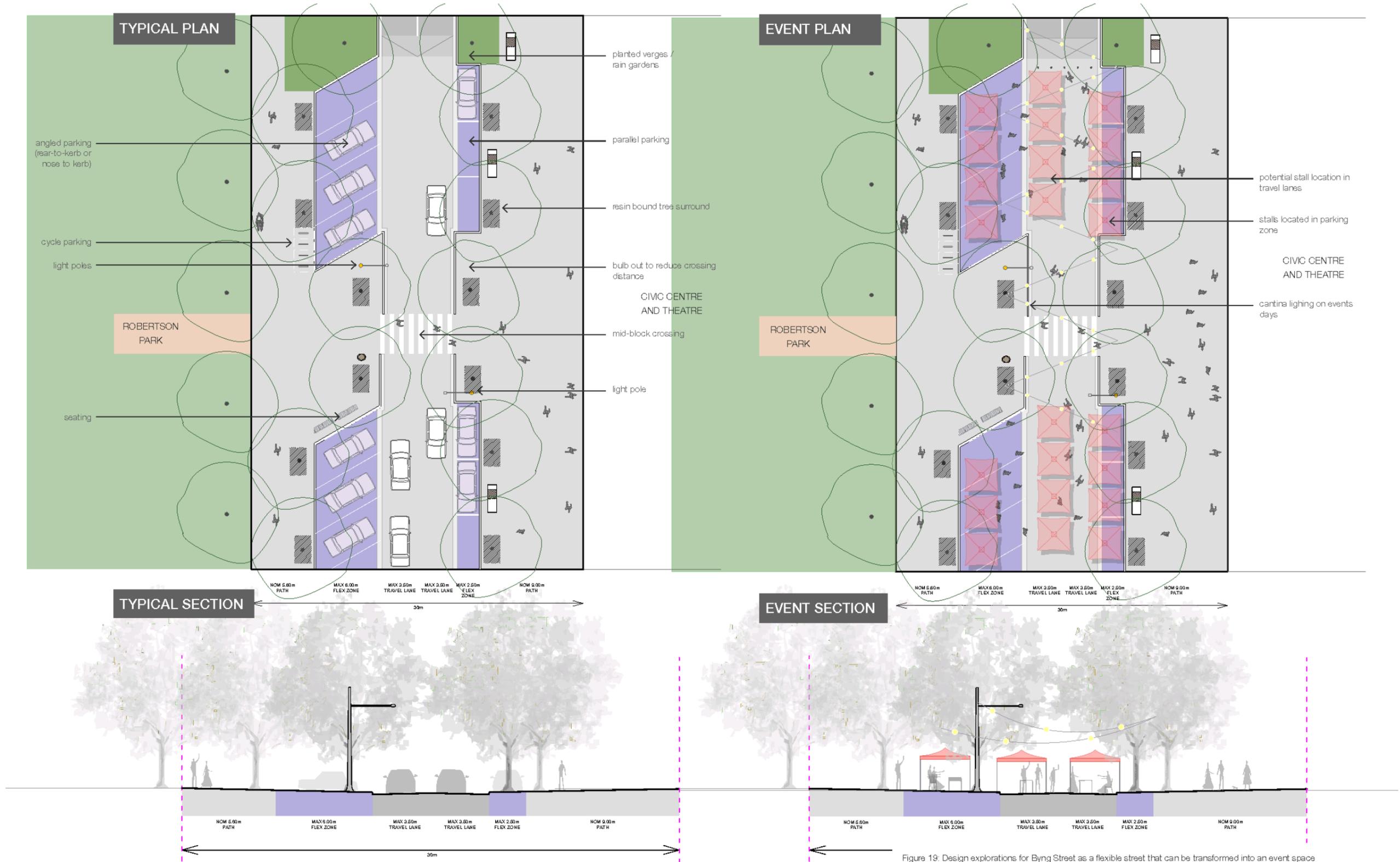


Figure 19: Design explorations for Byng Street as a flexible street that can be transformed into an event space

FutureCity Places

Place Theme 8.4 New Community Spaces	Theme Focus Areas 
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Existing Council assets should be restored, upgraded and valued as important community places for gathering, working and creating. Simple but assured changes and additions to an existing public area can create a new generous public domain that provides a new model of public space in Orange.

The Cultural Centre on Sale Street is currently surrounded by car parking and driveways. There is great potential to reconsider and redesign the street facing entrances and activities to provide a small scaled public plaza area that can be used for visitors, residents and users of the cultural centre. The existing large trees can be used as the focus for the space, with new trees, rain gardens and paving on the footpath. A small amount of parking is to be removed, with the space gains to be reallocated to public space, pedestrian and cyclists. Bollards and planting will be used to articulate and calm vehicle movements in and out of the car park behind.



Figure 20. Before and After of the Sale Street community building and streetscape

FutureCity Places

<p>Place Theme</p> <p>8.5 New Play Spaces</p>	<p>Theme Focus Areas</p> 
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It is important to build an inclusive and equitable city with spaces for all ages and all abilities. There are opportunities to upgrade existing public spaces not currently contributing as fully as they could to public life.

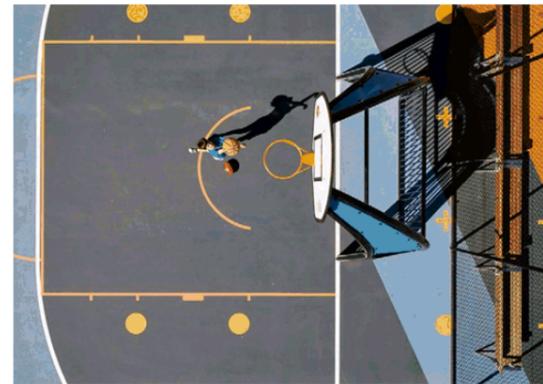
There are a number of spaces in the city centre that are privately-owned which contribute to the character and identity of Orange. Council is encouraged to support and partner with local stakeholders and landowners to deliver open space amenities that enhance the offer and aesthetics of the city centre. For example, the small grassed area on Anson Street in front of the existing child care centre and immediately south of the Uniting Church has the potential to provide a renewed public park and playground, with planting of additional trees, garden beds, seating and play equipment.



Figure 21: Before and After, Wesley Uniting Church, Anson Street

FutureCity Places

<p>Place Theme</p> <p>8.6 Urban Play & Hang Out Spaces</p>	<p>Theme Focus Areas</p> 
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Public basketball court, Pigalle, Paris

Providing interesting spaces for young adults and children to hang out is a key goal to provide equity and new activity in the city for different demographic groups.

There is a lack of space in the city centre that is inviting for people that are not shopping or working there. For a relatively low investment, new well-designed spaces could provide energy and a focus for younger residents who have limited opportunities for gathering and activity. These spaces could be supported by council staff, possibly closing by a certain time, and have multiple uses on the same site, such as parking until 5pm, then sports in the evening, and available all weekend when parking demand is lower.

FutureCity Places

<p>Place Theme</p> <p>8.7 Greening the City</p>	<p>Theme Focus Areas</p> 
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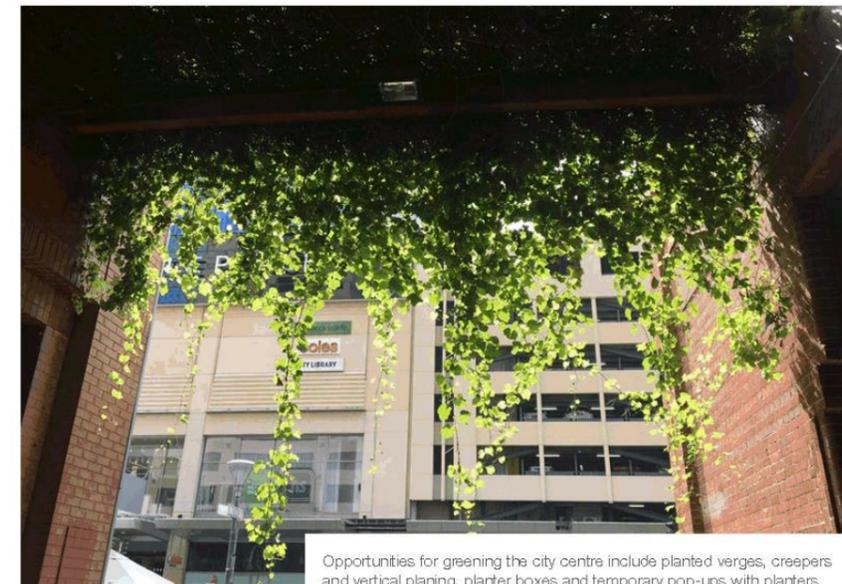
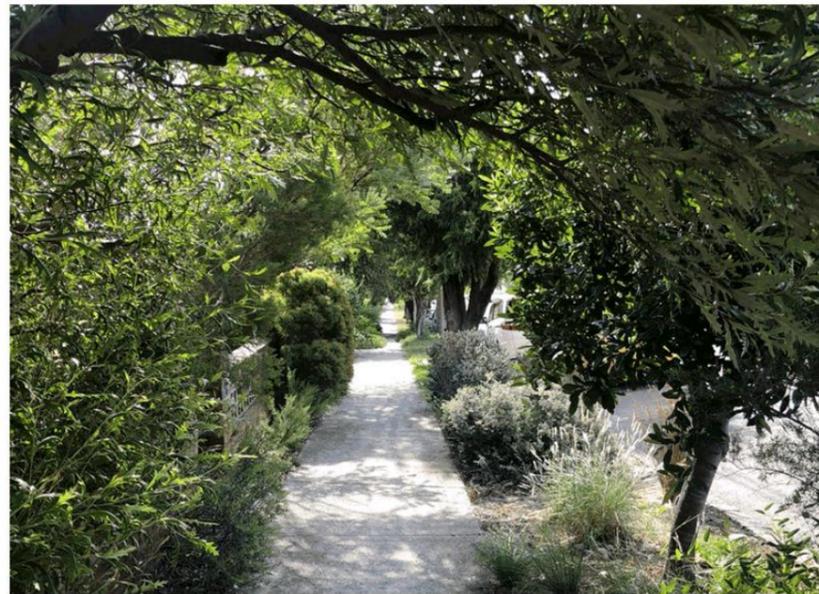
Orange has a very strong spatial identity formed by its parks, street trees and private gardens. These qualities should be harnessed and extended wherever possible.

Council should take the lead in encouraging a stronger botanic and garden theme in all public spaces, streets, lanes, car parks and squares.

Increased levels of planting, greenery and plant variety will increase biodiversity and visual amenity, creating a renewed sense of delight and wonder. Plants can help address the impacts of climate change by reducing urban heat effects and create a more pleasant environment for the whole community to enjoy.

Potential projects and installations:

- Improved nature strips
- Planted gardens
- Arbours
- Trellis and lightweight structures
- Vines on balconies
- Vines on verandahs
- Vines on walls
- Floral displays
- Temporary planters
- Climbers on fences.



Opportunities for greening the city centre include planted verges, creepers and vertical planing, planter boxes and temporary pop-ups with planters

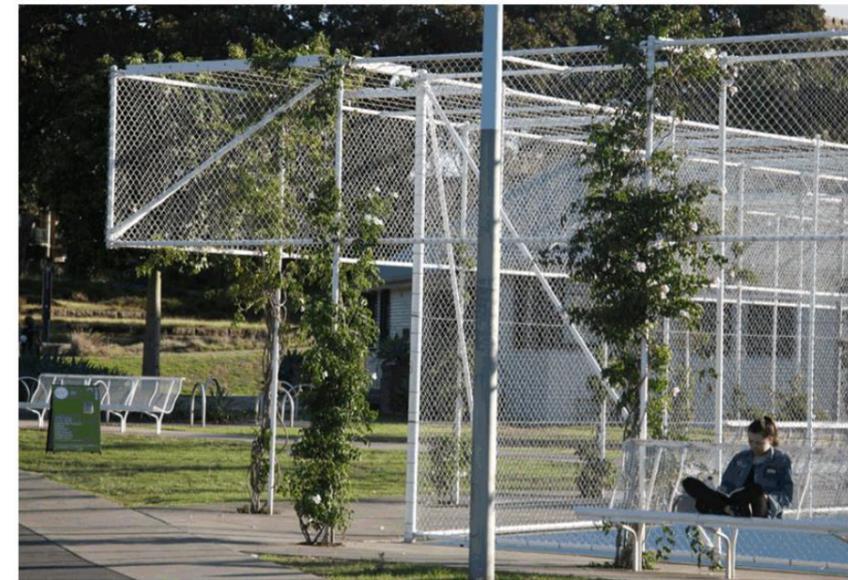
FutureCity Places

The verandah and awning network in Orange should be supplemented with trellises, arbours and other special structures that enhance the botanic values of the city.

Vines should be encouraged to grow over existing verandahs where possible, establishing a green network of streets and public places.

Plant displays that respond to the seasons and the climate of Orange should be considered. An increased interest in seasonal plant related events such as *Floriade* in Canberra and the *Jacaranda Festival* in Grafton should be used in establishing similar seasonal events around particular species or varieties of plant.

While an increased investment in maintenance will be required, the benefits could be measured in both economic measures but also community wellness and happiness.



Orange has a strong tradition of trellises and vertical planting in Cooks Park. These elements could be repeated and reinterpreted within the city centre

FutureCity Places

<p>Place Theme</p> <p>8.8 Integrated Water Quality and Stormwater Management</p>	<p>Theme Focus Areas</p> 
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Orange has an average annual rainfall of 900mm with around 6-8 rain days per month, and around 60-80mm of regular rainfall every month. The consistency of rainfall and cooler temperature allows for a relatively green and picturesque city centre. With warmer summers predicted and water conservation measures frequently required, the more efficient and intelligent local reuse of water will be key to future resilience and urban amenity.

There is an opportunity to incorporate Water Sensitive Urban Design (WSUD) in critical parts of the Orange water catchment to improve storm water management outcomes, improve streetscapes and retain existing trees, and integrate with other movement and transport initiatives. The following strategies are proposed:

- Pedestrian crossings with raised thresholds should have water flow into the kerb blister sections
- Street trees, existing and proposed, should be able to accept overland flows directly
- Transformative streets to feature passive irrigation and water storage in the landscaped area
- Car parks regraded to direct water to vegetated permeable zones for water collection and treatment before discharge.



FutureCity Kit of Parts

9

FutureCity Kit of Parts

Preparing the Kit of Parts

The transformation of the city centre and the realisation of the FutureCity vision will be a long term project involving an enormous number of stakeholders, who will also change and evolve over time. A project that's relevant today, won't be in the future, and vice versa.

As part of this project a 'Kit of Parts' was developed as catalogue of projects and programmes to help guide and direct actions of stakeholders. The projects are diverse, as they reflect the needs and changing requirements of a city and its community. The projects are tied back to the vision and themes or the FutureCity, to ensure the justification for the project can be easily understood.

The project and programmes have been divided into two broad categories:

- 1. City wide projects and programmes
- 2. Precinct specific projects and programmes

The following pages provide a brief explanation of the Kit of Parts or catalogue with more extensive information included in Annexure 1. A number of projects have been grouped together and are presented as special projects in the next chapter.

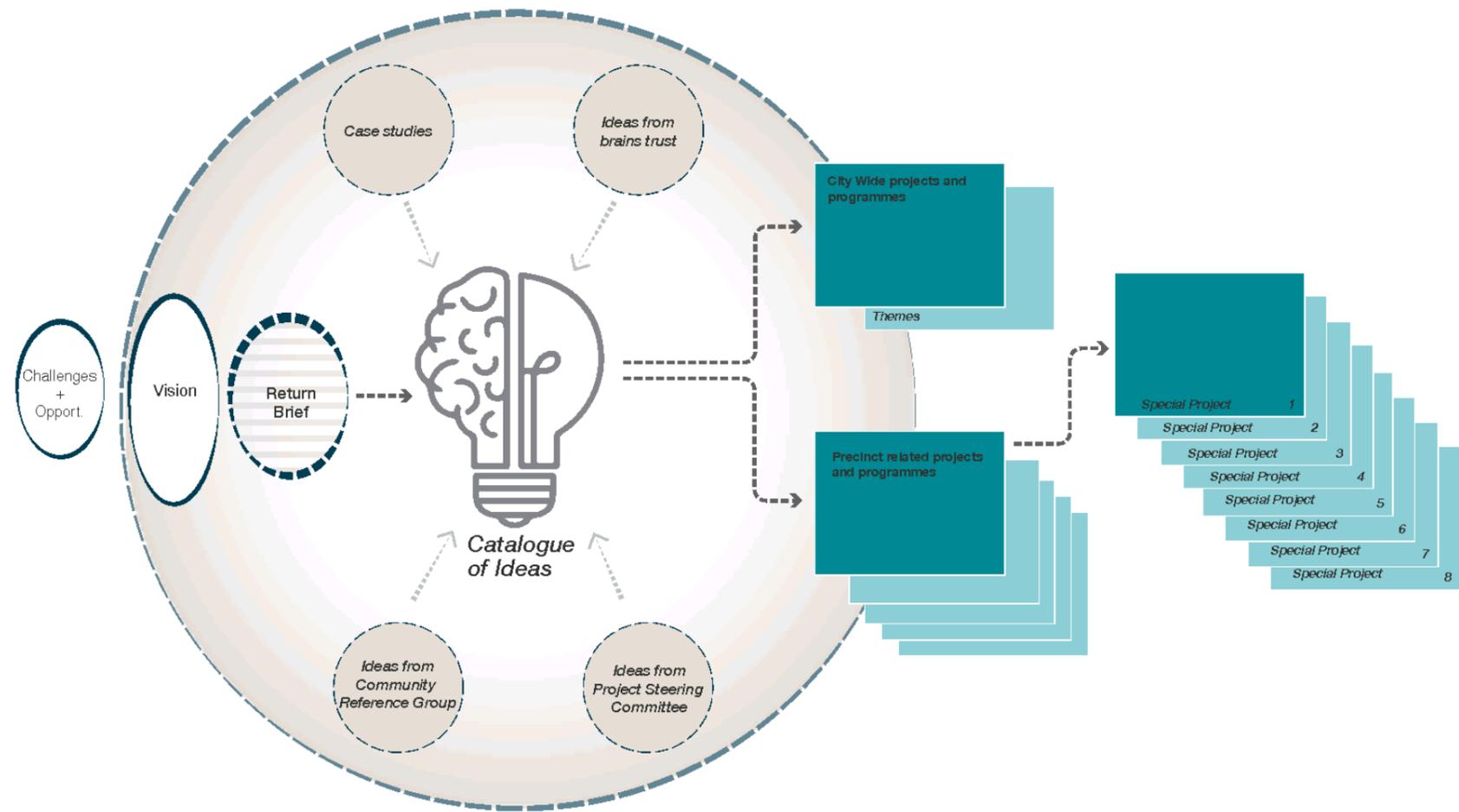


Figure 22: Developing the Kit of Parts and project catalogue

FutureCity Kit of Parts

The catalogue explained

In the catalogue that follows each project is allocated a unique project reference number and a description is provided outlining the project intent and the aspects or components that the project should consider. The catalogue goes on to identify which stakeholder group (Council, other Government agencies, community groups or the private sector) is best placed to drive the project and who should be playing a supporting role.

Then, as far as has been possible within the scope of the project a cost estimate is provided for each project to give stakeholders an indication of the scale of the project. This should assist decision makers in weighing up the costs and benefits of the projects in relation to their potential impact. It is worth noting that some projects are plans and strategies and are relatively low cost, but implementing the projects that are planned could be very significant, long term investments.

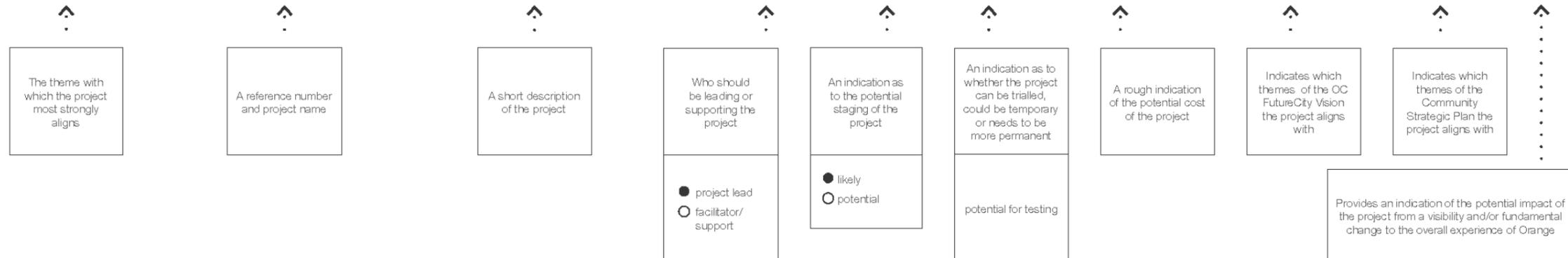
Each project is then categorised into a particular time frame (short, medium or long term). It is worth noting that many of the projects and programmes could be implemented in different time-frames depending on a projects cost or priority. Many could also be tested or trialled on a temporary basis before being implemented as more permanent and expensive projects. Others are smaller scale alternatives to other bolder and more expensive options and other projects could also be undertaken by various stakeholders. This overlapping builds resilience into the framework and course of action.

The catalogue goes on to indicate which of the vision themes and Community Strategic Plan themes the project is aligned with. This should assist stakeholders in motivating their project when applying for grant funding.

Finally, the catalogue provides an indication of the potential impact that any potential project may have on the way the city centre functions and how it brings the current reality closer to the FutureCity vision. Impact is determined across a number of consideration including visual impact and exposure, its ability to change perceptions and its potential to affect behaviours change over the medium to long term. Many of the projects have low to medium impact because Orange city centre already performs relatively well and the projects and programmes contribute to, and complement what is already a well functioning and attractive town. The cumulative impact of many small and interrelated projects undertaken by a range of potential stakeholders has the potential to make a significant impact on how the city centre performs economically and how it is experienced by residents.

It should also be noted that many of the plans and strategies have a low impact rating. This is because while they are important and useful in their own right, they only have an impact if they are implemented and result in action and development.

Theme	Project Name/Staging	Project outline	Driver				Time frame				Permanence				Cost				Themes						CSP 2018-2028				Impact		
			Council	Government	Community	Private	Short	Medium	Long	Test	Temporary	Permanent	> \$100,000	\$1 million	\$10 million	\$50 million +	Regional Destination	Identity	Livability & Lifestyle	Connected	Ideas City	A Centre for Work & Study	Live	Preserve	Prosper	Collaborate	Low	Medium	High		
Identity and branding	1. Project name	The project	●		○	○	●		○		●	[Progress bar]				R	I	L	C	IC	W	✓			✓		●				



Special Projects

10

Special Projects

As previously outlined, an extensive number and breadth of projects have been identified in the catalogue. However, these projects don't exist in isolation. There are many shared attributes that can lead to projects being grouped together and explored in greater detail - these are referred to as 'Special Projects'.

All of the special projects were identified as Priority Development Areas in the Stage Two Return Brief and have been further refined through workshops with the Project Steering Committee and Community Reference Group. The projects were selected on the basis of their potential to impact positively on the functioning of the city centre, include Government ownership/have the ability for Government to invest in a particular project, or the require private sector investment through development of existing properties.

For each Special Project a vision and set of objectives is articulated and a more detailed outline of what the project would entail is provided. This is complemented with precedent images that illustrate what these initiatives could look like, based on projects that have been built within similar development, environmental or social contexts.

If pursued, each special project should be the subject of further design and development feasibility, engagement and interrogation by Council and stakeholders.

- 1 The Institutional Precinct
- 2 Robertson Park Precinct
- 3 Lords Place Upgrade
- 4 Summer Street Upgrade
- 5 Anson Street / Woolworths Car Park
- 6 Anson Street Upgrade
- 7 McNamara South Precinct 1
- 8 McNamara South Precinct 2
- 9 McNamara Road
- 10 Orange East - Car dealership sites

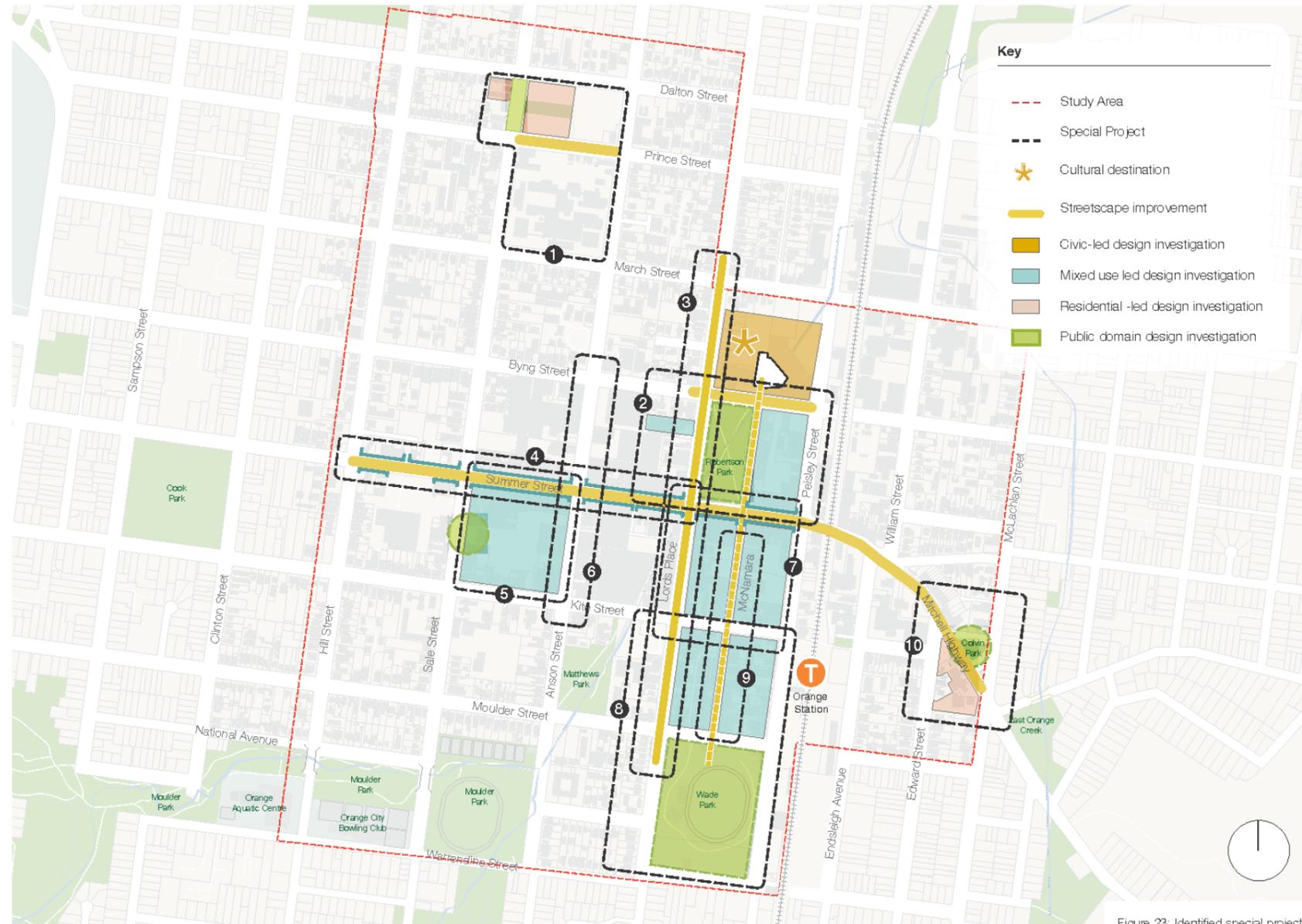


Figure 23. Identified special projects

Special Projects

<p>Special Project</p> <p>10.1 The Institutional Precinct</p>	<p>Theme Focus Areas</p>
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Vision

Prince Street becomes the heart of the Institutional Precinct and the interface between the new DPIE site and future investments into the TAFE campus. The section of Sale Street between Dalton and Prince Street is transformed into a new public open space that adds value to the adjacent opportunity sites that are developed as high-medium density residential accommodation that supports the emergence of a vibrant multi-generational residential community.

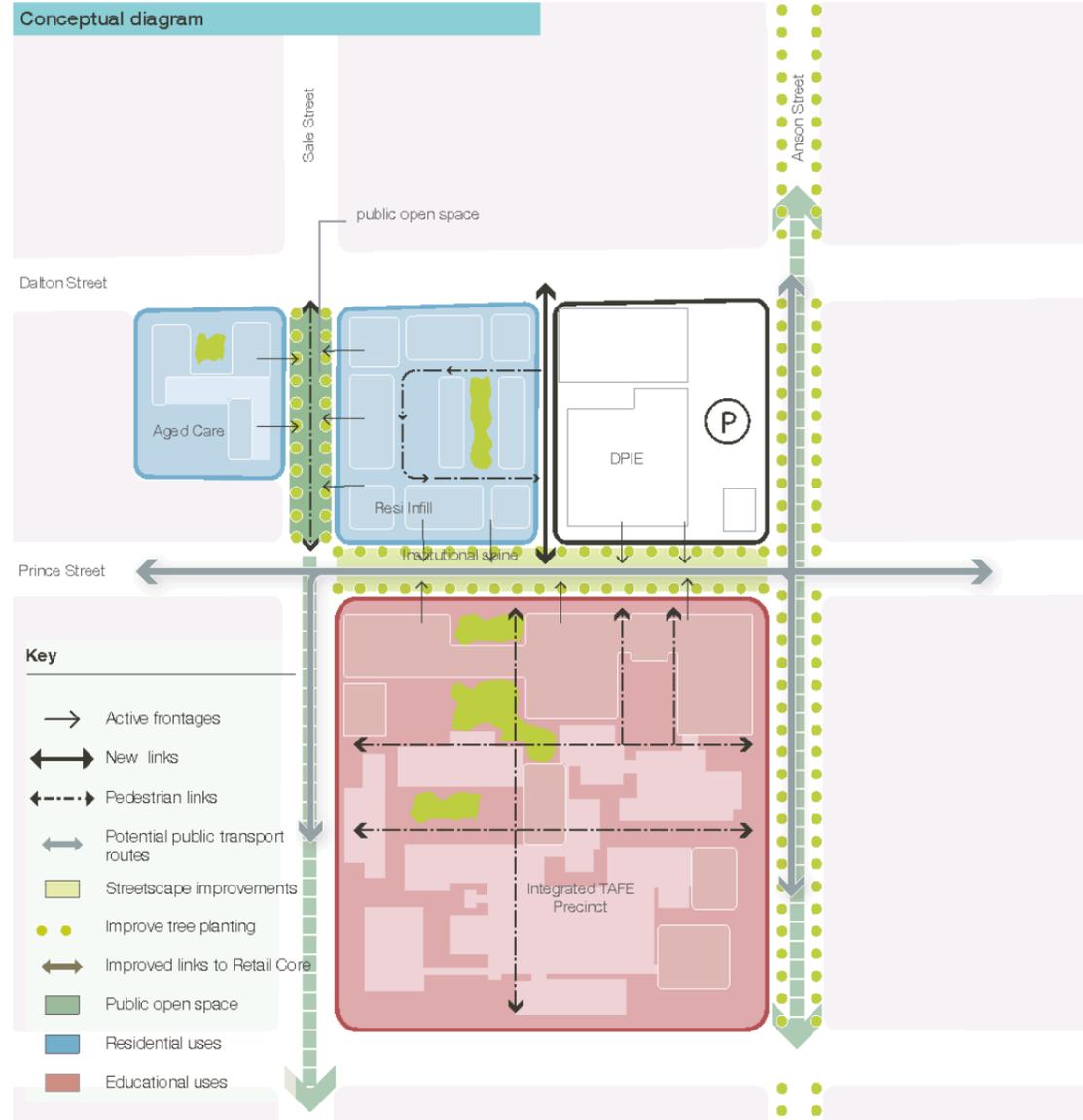
- Project Objectives**
- Create a focus for the Institutional Precinct with public domain improvements
 - Cement TAFE's position in the city centre through new investment
 - Open up the campus to the community
 - Create value and amenity to support medium density residential development within the city centre
 - Increase the residential offer in the city centre

- Project brief and parameters**
- Public domain investments into Prince Street with hard and soft landscaping, seating lighting, public art and a potential E-scooter / E-bike hire hub or bus stop to help beautify and activate the street.
 - Investments into new buildings and courses within the TAFE Campus bring more students into the precinct. The new buildings are contemporary and attractive with visually transparent ground floors allowing passers-by to see the activities taking place on campus. The public are invited into the interior courtyards to experience what is on offer.
 - The section of Sale Street between Prince and Dalton Street is closed to traffic and turned into a new public open space and becomes a local meeting point for the community.
 - The redevelopment of the council owned land to the west of the DPIE site for medium density housing (attached housing / apartments) - this could provide affordable housing for families or down-sizers looking to move closer to the city centre.
 - The heritage listed buildings on 129 Sale Street are retained and adapted and new buildings added to provide additional residential accommodation around north facing



- Project brief and parameters cont.**
- communal courts. The final use could be age-care / retirement living.
 - Limited parking is provided on site.
 - Public domain improvements to Anson Street encouraging walking and access into the Retail Core / Summer Street.

- Implications for Planning**
- Consideration of heritage item - "Cadwell House"
 - Community Health Centre
 - Review application of R3 & RE1 zoning across DPIE site
 - Closure of Sale Street between Dalton and Prince Streets



Special Projects



Illustrative Sketch



Overall Summary

Residential GFA 19,480m²
 Approximately 100-145 units
 or 125 beds for aged care



Medium density residential development

Residential GFA 15,680m²
 Approximately 70-100 units



Section of Sale Street transformed into a local park



Renovation of the Old Health Services Building into aged care / retirement living

Residential GFA 3,800m²
 Approximately 30-45 units / 125 beds

Precedent Images



Potential new academic buildings and public courts as part of TAFE investments



Medium density residential infill opportunities with a street address



Medium density residential infill opportunities with integrated car parking

Special Projects

<p>Special Project</p> <p>10.2 Robertson Park Precinct</p>	<p>Theme Focus Areas</p>
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Vision

Robertson Park is celebrated as the social meeting place for the community. Investments are made to ensure the park is active, multifunctional and represents the diverse cultures and people of Orange.

- Project Objectives**
- Celebrate and enhance the existing heritage qualities of Robertson Park
 - Introduce new elements into the park to attract more people to use it and make it more inclusive and representative of the diverse community of Orange
 - Encourage development and investment around the park
 - Improve the relationship between Robertson Park and the Civic Precinct
 - Provide an intimate street edge to McNamara Street, integrated with ground floor commercial uses

- Project brief and parameters**
- A new Plan of Management for Robertson Park that considers:
 - A indigenous revelation and democratisation project
 - The potential demolition of the existing CWA building
 - A new children's play space
 - A new pavilion cafe and amenity block
 - The relocation of selected existing heritage items within the park
 - Symbolically celebrating water in the park and the buried Blackmans Swamp Creek
 - The conversion of Byng Street in front of the Civic Precinct into a shared street through hard and soft landscaping and the rationalisation of car parking.
 - The redevelopment of the northern portion of the block bounded by Byng, Peisley and McNamara Street including the amalgamation and rationalisation of the existing council lanes and car parks in the centre of the site. This is envisaged as a mixed-use development with commercial/retail at ground level and a hotel or shop-top housing above.
 - The redevelopment of the Mid City Motor Lodge as a multi storey hotel/tourist accommodation with a positive relationship to Robertson Park.
 - The relocation of the taxi rank.

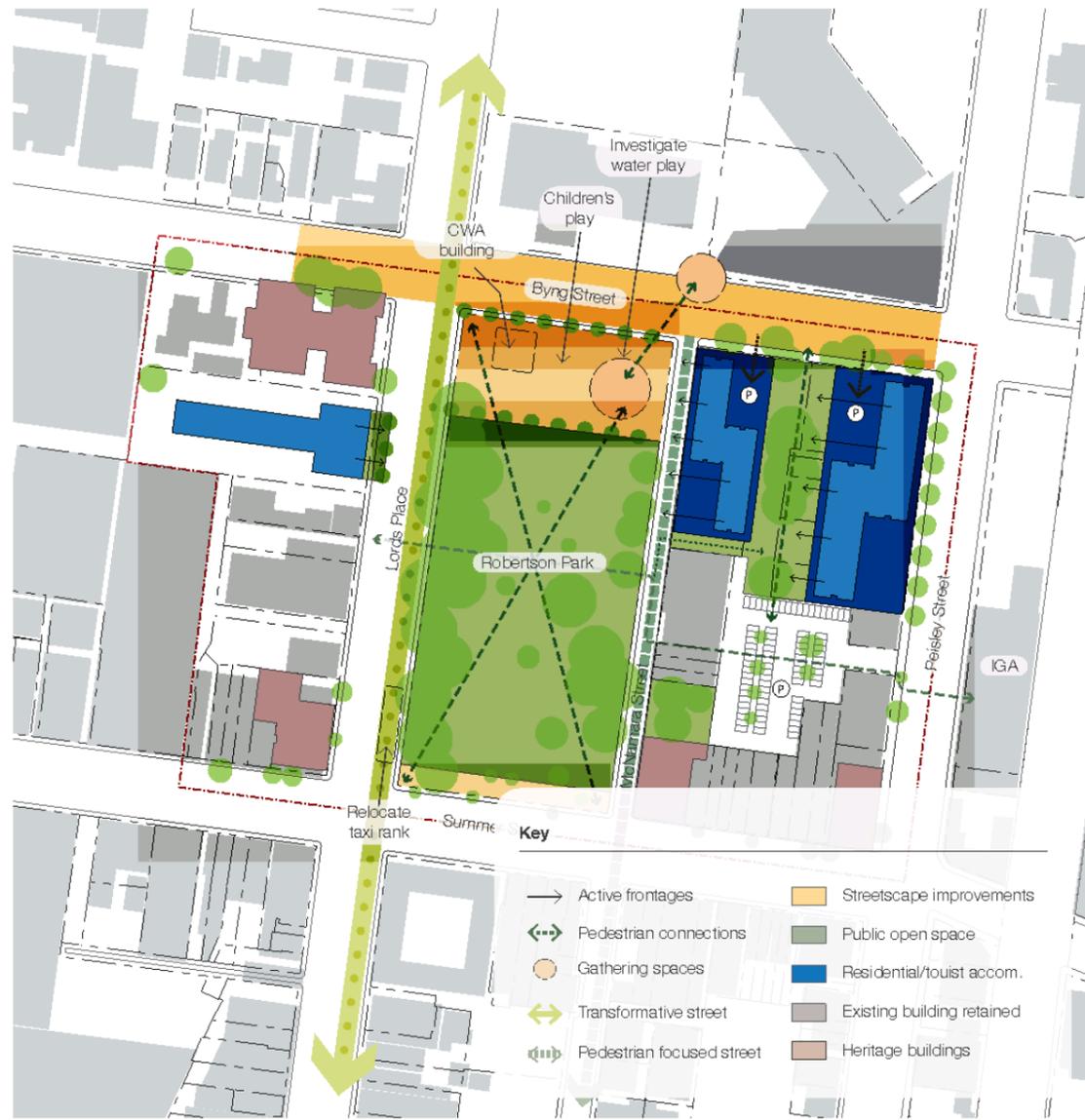
Existing context



- Assumptions**
- Privately owned properties to the north of the block bounded by Peisley, Byng and McNamara Street (64-76 McNamara Lane, 160 Byng Street and 223-225 Peisley Street) are acquired by the private sector, amalgamated and redeveloped.
 - Council make the existing laneway that runs to the centre of the block available to developers to create larger and more viable sites for redevelopment.

- Implications for Planning**
- Consideration of existing heritage items and conservation area.
 - 12m maximum height of building along Lords Place may need to be reconsidered through a design excellence process.

Key Strategic Moves



Special Projects



Upgrade Byng Street



Improve interface with the civic centre



Consolidated mixed use development / hotel

Utilising existing council land
 Residential GFA 7,000m²
 Commercial GFA 6,000m²



McNamara Street Upgrade

Illustrative Sketch



Overall Summary

Residential GFA 6,000m²
 Approximately 80 apartments
 Commercial/Hotel GFA 13,200m²



New Hotel
 7,200sqm



Lords Place Transformative Street Upgrade



Robertson Park Upgrade

Precedent Images



Active public gathering spaces and water play could be incorporated into the northern end of the park (Darling Quarter)



Residential interface with open space (Bondi)



Greening laneways for intimate public spaces (Melbourne)

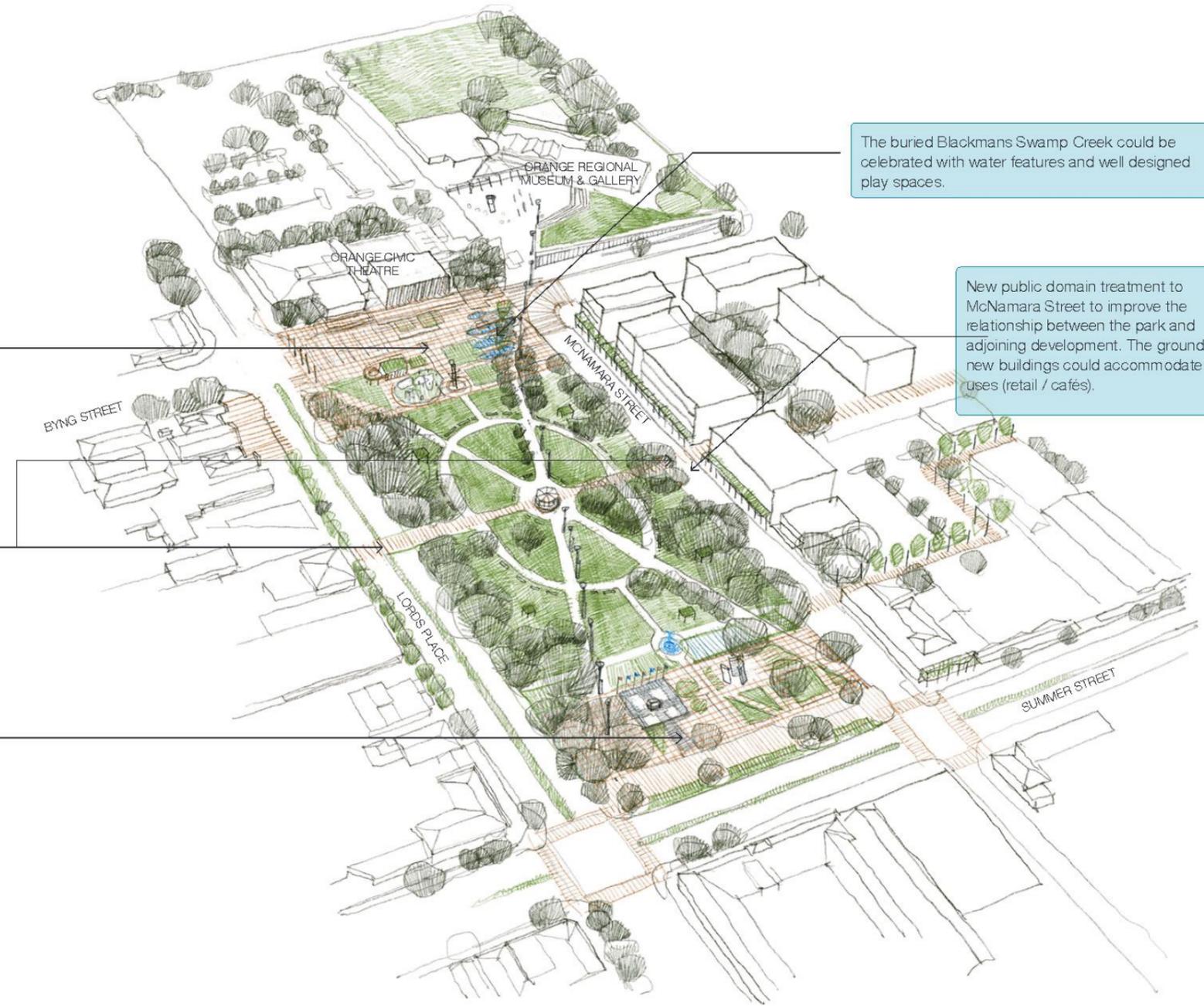
Special Projects

Illustrative Sketch

The connection between Robertson Park and the Civic Precinct — which includes Council Offices, Civic Theatre, Library, Gallery and Regional Museum — should be improved and strengthened through the transformation/ part pedestrianisation of Byng Street for events purposes. The northern end of the park and Byng Street could be used to present a contemporary face to the park, potentially opening up Council and the Civic Theatre to Byng Street.

Improving the permeability of adjoining streets can make better use of the park's strong axial path arrangement, and maximise connectivity to adjoining existing and future precincts.

There is an opportunity to co-locate the European memorials in the southern portion of the park within a refreshed heritage character fronting Summer Street. This opens up the northern end of the park for a more contemporary interpretations of modern society and Aboriginal culture.



The buried Blackmans Swamp Creek could be celebrated with water features and well designed play spaces.

New public domain treatment to McNamara Street to improve the relationship between the park and adjoining development. The ground floor of new buildings could accommodate active uses (retail / cafés).

Special Projects

<p>Special Project</p> <p>10.3 Summer Street Upgrade</p>	<p>Theme Focus Areas</p> 
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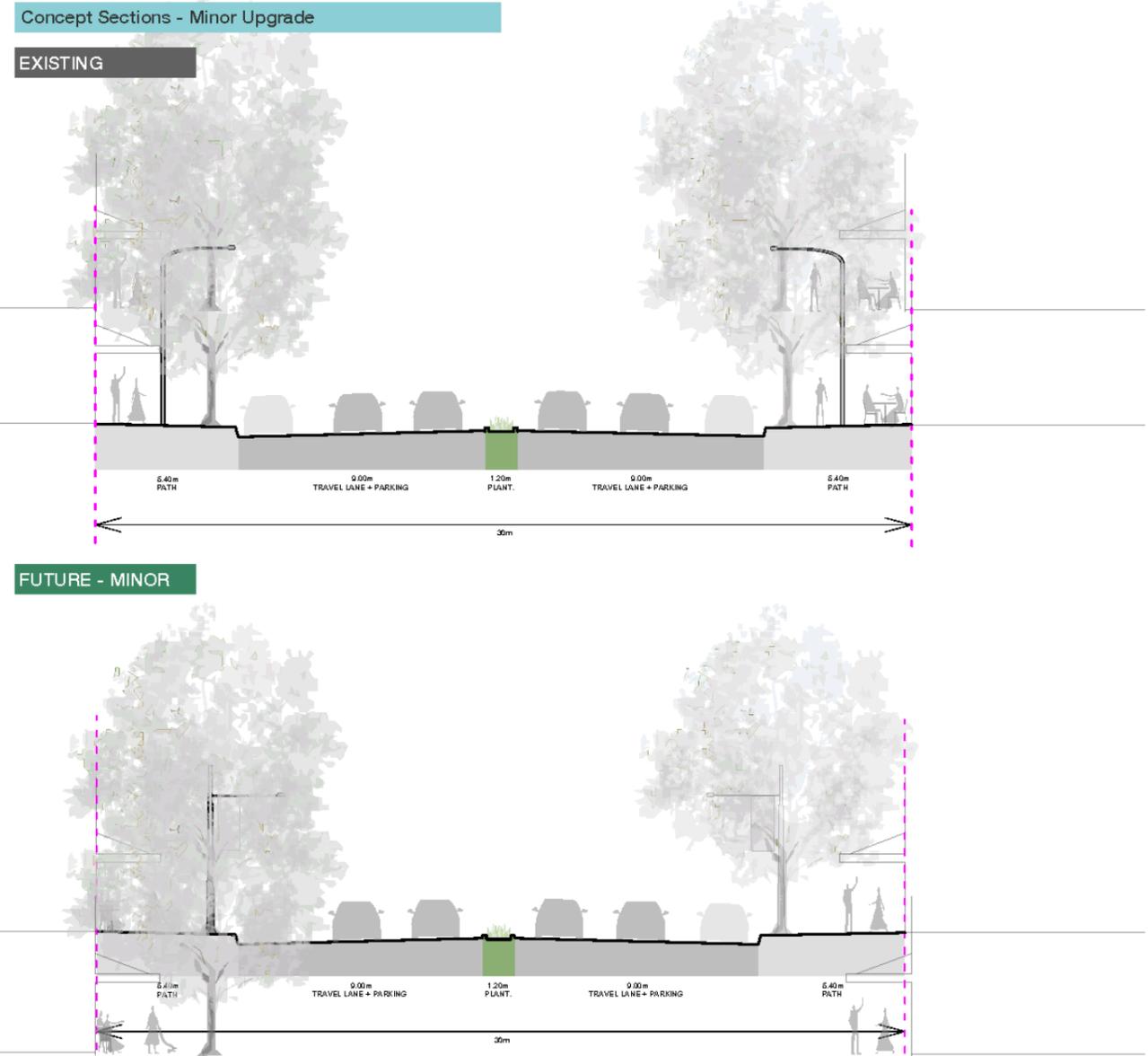
Vision
Summer Street is rejuvenated and remains the retail heart of the FutureCity. Traffic is calmed and Summer Street becomes a more pedestrian friendly environment.

- Project Objectives**
- Improve the amenity, comfort and retail experience of the street for pedestrians.
 - Promote lingering and dwelling in the street.
 - Increase opportunities for outdoor dining/activation.
 - Green and cool the street and improve its environmental performance.
 - Make it easier and safer for people to cross the street at intersections and mid-block locations.
 - Provide a consistent palette of materials that is easy and cost-effective to install and maintain.

- Project Brief and Parameters**
- Summer Street is a State highway and the extent of change will largely be determined by its required future movement function.
 - If only minor changes are undertaken, the role and nature of the street will essentially remain the same. As part of the prior street upgrade, footpaths were widened but the street lighting was left close to the awning line and original kerb line. New street lighting changes can occur using the same pole locations along the street, however these should be relocated nearer to the kerb (e.g. 600mm nominal set back from face of kerb). This shift would move the lighting poles away from the awning line. Lighting performance and technical specification is to be reviewed by a lighting engineer.
 - With the completion of the Northern and Southern Distributor, a major reconfiguration of Summer Street should be considered. Pending NSW Government approval and a downgrading of the street from State Highway, a redesign could greatly improve the retail high street as the heart of the city centre. The primary change would be a reduction in travel lanes from four to two and removal of the existing median.



- Key Strategic Moves**
- Minor improvements could include:**
- New smart poles to replace existing street lights
 - New pedestrian lighting
 - Additional street trees between parking bays and potentially within median
 - Seasonal flower displays
 - Improved bus shelters, seating and service information
 - Relocation of taxi ranks to more appropriate locations
 - Reinstatement of awnings where missing
 - Reinstatement of verandahs and posts
 - Review of street furniture locations
 - Buffer planting between travel lanes and footpaths
- Major changes would consider:**
- Work with TfNSW to investigate the potential of reducing the carriageway from four travel lanes to two 3.5m lanes
 - New footpath paving materials
 - New street furniture suite
 - Additional pedestrian and dining spaces (e.g. 50%)
 - Substantial increases in public seating
 - Relocation of bus stops to north-south side streets
 - Additional trees to increase canopy cover (e.g. 40%)
 - Planting of vines on trellises
 - Improvements to shopfronts and signage
 - Decorative building lighting
 - Investigation of additional pedestrian crossings
 - Permeable gardens and paving (min. 20%)
 - Rain gardens and water retention

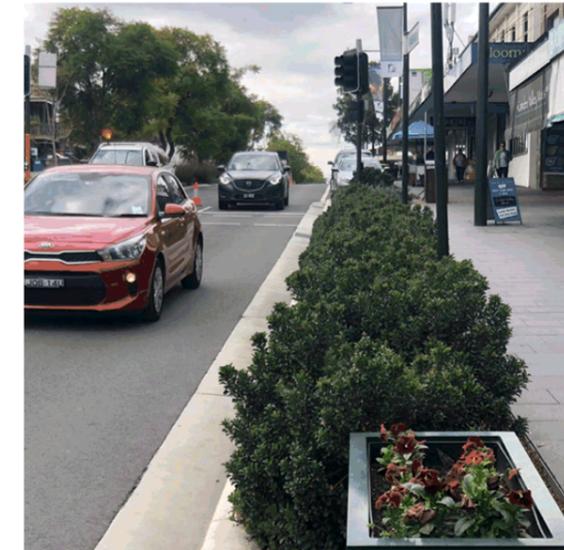


Special Projects

Indicative Concept Plan of a mid-block crossing - Major Upgrade



Precedent Images



Argyle Street Camden provides examples for how Summer Street could be made more attractive with ascent paving and new tree planting within the parking zone

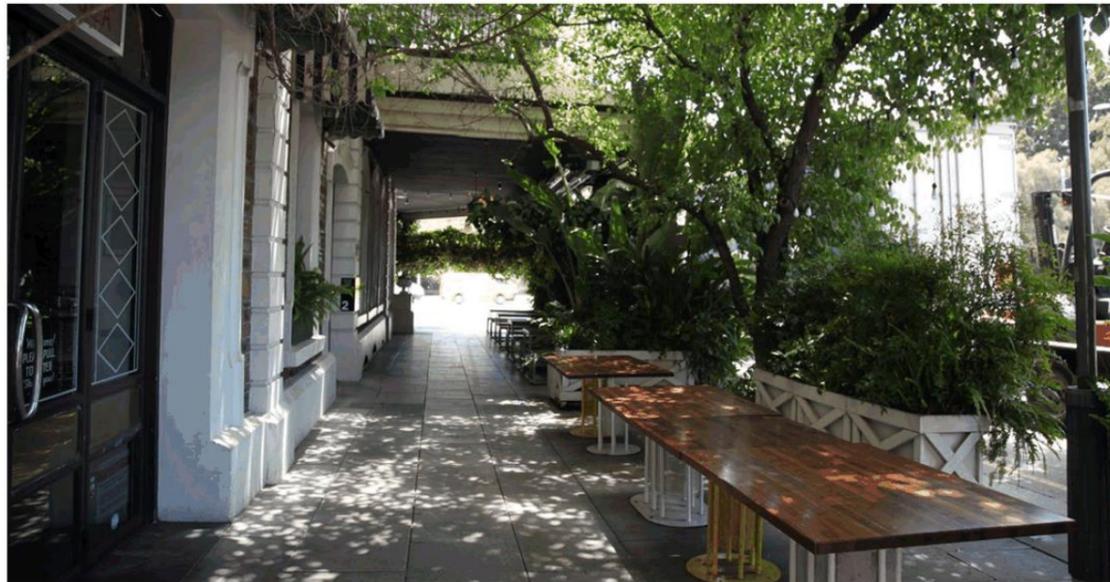
Planted buffers can frame outdoor dining areas can help make Summer Street more green, cool and pleasant

SJB

75

Special Projects

Precedent Images



SJB

76



Special Projects

Special Project 10.4 Lords Place Transformative Street		Theme Focus Areas
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Vision
 Transform Lords Place to support Orange's ambition to become a regional 'ideas city' and connect the Civic Precinct to Wade Park.

- Project Objectives**
- Connect the Civic Precinct to Summer Street and Wade Park.
 - Change peoples perceptions about streets and their contribution to the character and identity of Orange.
 - Better manage water and urban heat by reducing areas of asphalt and greening the street.
 - Support and encourage active transport in the city centre (walking and cycling).

Project brief and parameters
 It is proposed to redefine the function and design of Lords Place through transformative design and intervention, supporting Orange's ambition to become a regional 'ideas city'.

The new design of Lords Place should allow new things to happen, provide different experiences and encourage visitation, occupation and habitation.

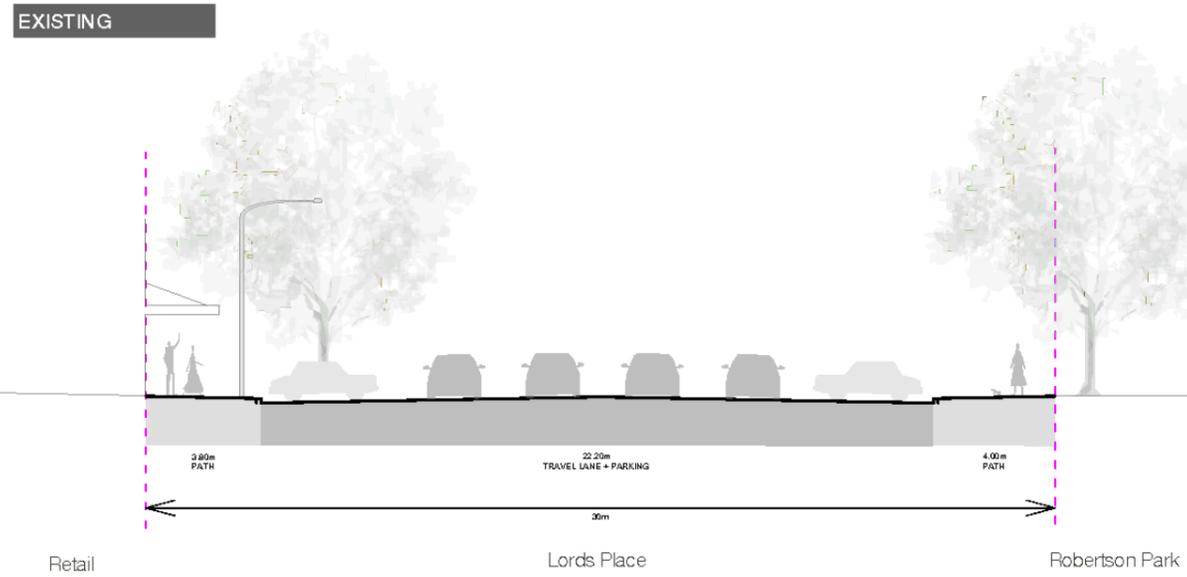
The existing 30m wide street should reallocate asphalt road space (currently 14.5m wide) to a variety of alternate street uses and functions, improving the social and environmental performance of the street.

- The transformation of Lords Place could include:
- new separated bicycle lanes on the eastern side
 - new street trees and shade
 - water sensitive urban design measures
 - rain gardens and stormwater reuse
 - outdoor dining areas
 - innovative planting design
 - additional street furniture and lighting
 - innovative materials selection
 - solar power
 - relocated taxi rank
 - rationalised car parking

Existing context



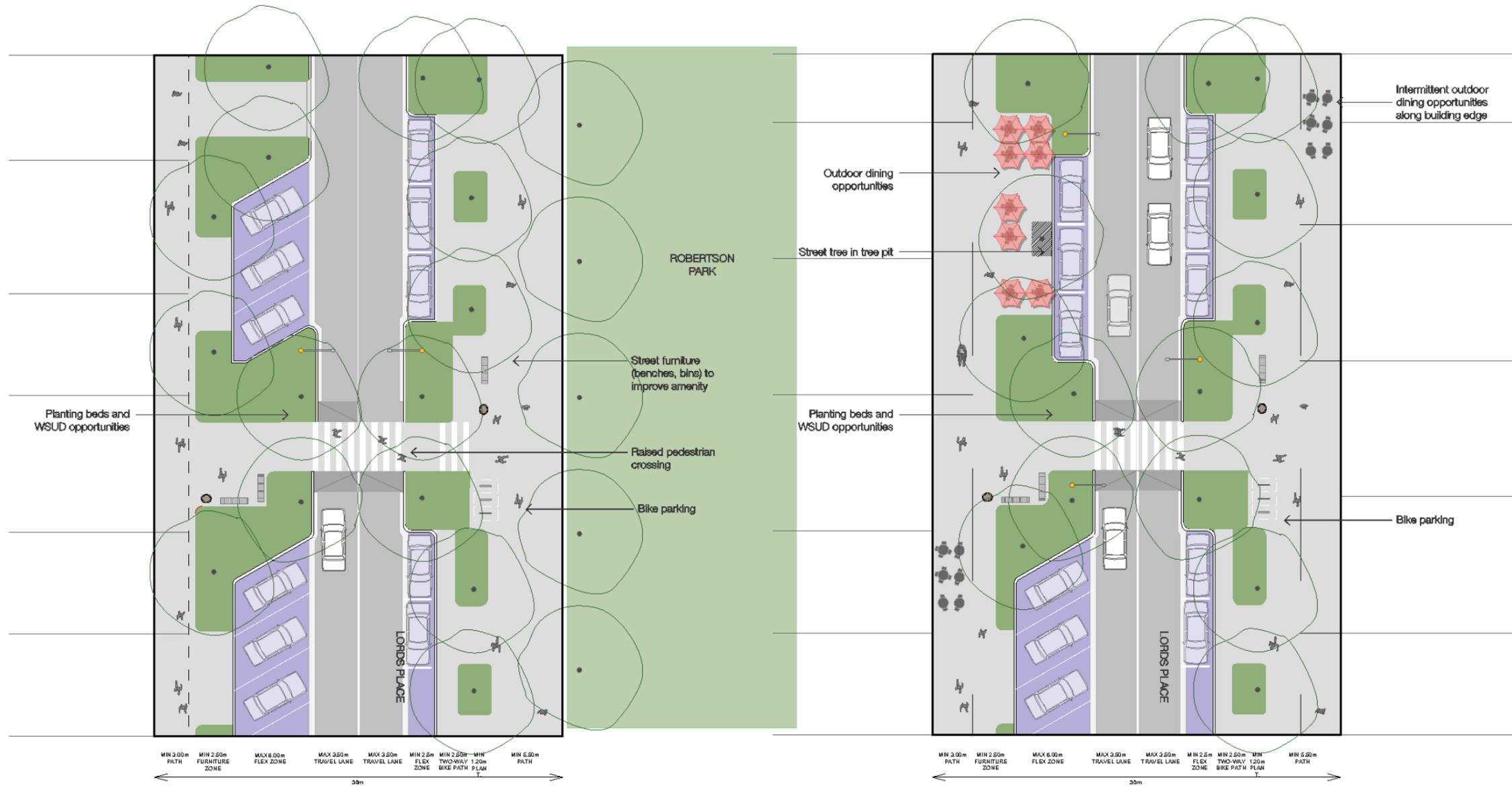
Key Strategic Moves



Special Projects

Indicative Concept Plan - Park Edge

Indicative Concept Plan - Retail Edge (South of Summer Street)



Special Projects

<p>Special Project</p> <p>10.5 Anson Streets / Woolworths Car Park</p>		<p>Theme Focus Areas</p> 
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Vision

Create a retail and cultural destination within the heart of the retail core resulting in an improved pedestrian environment, the redevelopment of the Council car park, the expansion of a major food anchor, more retail floorspace and additional car parking.

- Project Objectives**
- Improve the retail experience at ground level through the introduction of new lanes and pedestrian connections through the block.
 - Harness the development potential of the car park and provide opportunities for the growth, expansion and investment in the retail sector.
 - Remove car parking from the ground plane and improve access to parking and provide additional parking spaces in a central location to bring people into the city centre.
 - Celebrate and activate the Sale Street Arts Centre.

- Project brief and parameters**
- Invest in and enhance the Sale Street Arts Centre as a heritage asset and important cultural / community facility. This involves the renovation of the building, opening it up to the street and create a new public space on Sale Street.
 - Provide new pedestrian oriented through-block links to activate and structure the interior of the block.
 - Unlock the innate development potential of the car park and Council owned assets by creating an opportunity for a major anchor (Woolworths) to relocate whilst remaining operations, grow and expand within the block.
 - The relocation of Woolworths creates an opportunity for a new retail / mixed use development on the Woolworths site with improved through site connections to Orange City Centre mall.
 - Opportunities to incorporate residential accommodation above the proposed new retail should be explored.
 - Servicing is rationalised and internalised to minimise the impact on the public domain.
 - Vehicular access is rationalised and additional car parking is provided on the roof, freeing up the ground plain for retail uses.
 - Alternative access locations to structured car parking off Kite and Anson Streets should be explored.



- Assumptions**
- Council is willing to enter into a negotiations with Woolworths and change existing ownership patterns
 - Adjacent properties will also be acquired to make the redevelopment of the block possible

- Implications for Planning**
- Zoned B3 Commercial Core
 - 2:1 on car park site / 0.75:1 on Kite Street properties
 - 9m max. HOB / 12m along Anson Street frontage
 - Existing heritage item - "Orange Infants School"



Public domain upgrades on Sales Street by Aspect Studios



Woolworths retail facade (Double Bay)



Multi-storey sleeved car park with activated ground level (Crows Nest)



Interesting boutique stores (West Village, New York)

Special Projects

Key Strategic Moves



Enhancements of Sale Street Arts Centre

- Renovate the Sale Street Arts Centre opening it onto the street and public spaces.
- Improvement of public realm and expansion of open space to the front and rear of the centre.
- Limit public vehicular access to existing surface car park from Sale Street and resolve servicing arrangements
- Private sector to acquire sites for the wider redevelopment outlined in red.



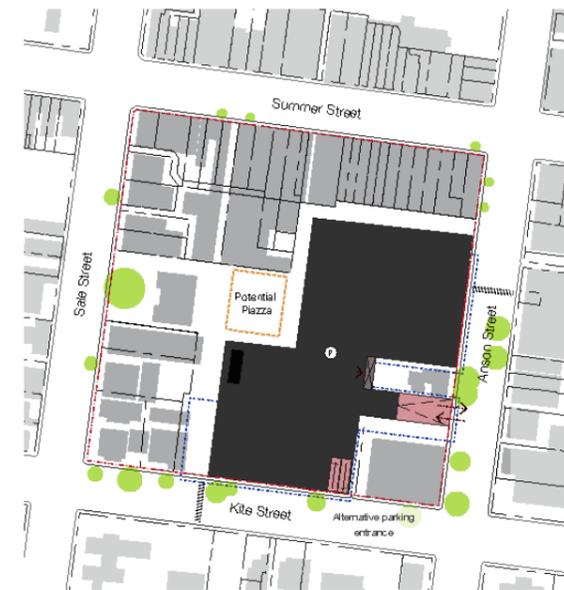
Relocation of Woolworths Supermarket

- Unlock the innate development potential of the car park and Council owned assets by creating an opportunity for Woolworths to relocate, grow and expand within the block whilst remaining operational.
- Active frontage provided on the northern and eastern edges of the supermarket.
- New pedestrian-oriented through-block links from Kite to Summer Streets and from Anson to Sale Street to activate and structure the interior of the block.
- Kite Street facade sleeved with additional commercial / retail units at ground floor.
- Supermarket servicing achieved with a dedicated access laneway from Kite Street to Anson Street.



Creation of Additional Retail / Commercial Space

- The relocation of Woolworths opens up opportunities for wider retail redevelopment within the site with frontage onto Anson Street and a potential to link through to the Orange city centre Shopping Centre.
- Servicing is internal or servicing vehicles are permitted to utilise the laneways during limited serving hours.
- Harris Farm is serviced via a dedicated access route / shared surface and also provides emergency vehicle access.



Relocation and Increase Car Parking

- Vehicular access is rationalised with the primary access to structured parking off Anson Street or Kite Street subject to further studies.
- Additional car parking (430 bays) is provided on the roof,
- A central core provides vertical circulation (lift and stair access) to street level.

Key

	Active frontage		Retail redevelopment
	Pedestrian connections		Public open space
	Active frontage and links		Rooftop car park
	Heritage item		Existing building retained
	Potential amalgamated sites		Buildings proposed to be demolished
	New Woolworths		Existing trees

Special Projects



Overall Summary
Commercial GFA 8,440 m²
Total net gain of retail GFA = 7,000 m²
Residential GFA 8,535 m²
Approx. 95 apartments
Car park: 325-430 spaces



Special Projects

<p>Special Project</p> <p>10.6 Anson Street Upgrade</p>	<p>Theme Focus Areas</p> 
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Vision

Enhance Anson Street as the primary north-south active mobility route through the city centre.

- Project Objectives**
- Enhance the experience of city centre, particularly for those on foot
 - Provide an active mobility gateway to the Retail Core from the north and south
 - To improve the safety of pedestrians crossing between the city centre Shopping Centre and the Woolworths car park.

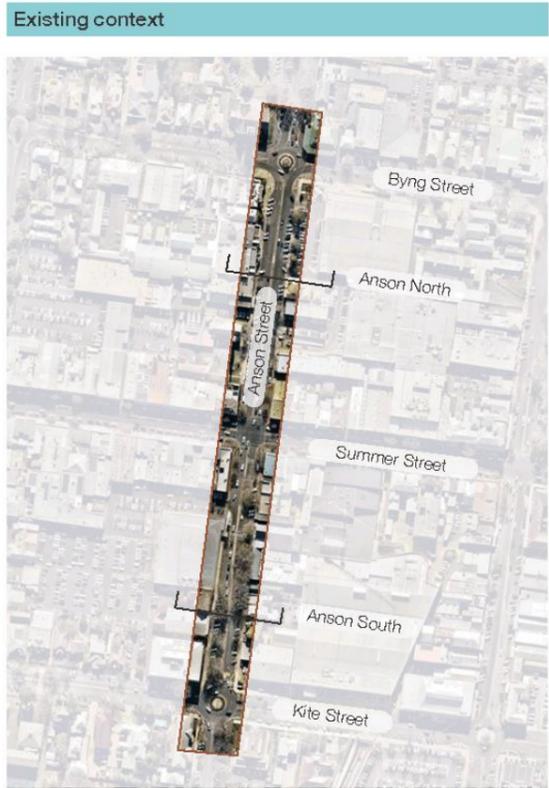
Project brief and parameters

Anson Street is a primary north-south street through the city centre, bordered by a number of different urban conditions. These range from active shop fronts and large format retail to institutions such as the Town Hall, Memorial Hall, and the Holy Trinity Anglican Church.

Anson Street is a very wide 30 metre street with a single travel lane in each direction, and continuous kerbside parking that is predominantly rear-to-kerb angled parking.

Transformative projects within the street corridor can include:

- outdoor dining
- new trees and shade
- innovative planting design
- water sensitive urban design measures
- rain gardens and storm water reuse
- street furniture and lighting
- innovative materials selection
- new technology such as smart meters
- solar power
- carbon reduction.



Special Projects

Concept Plan - Anson Street North



TYPICAL SECTION



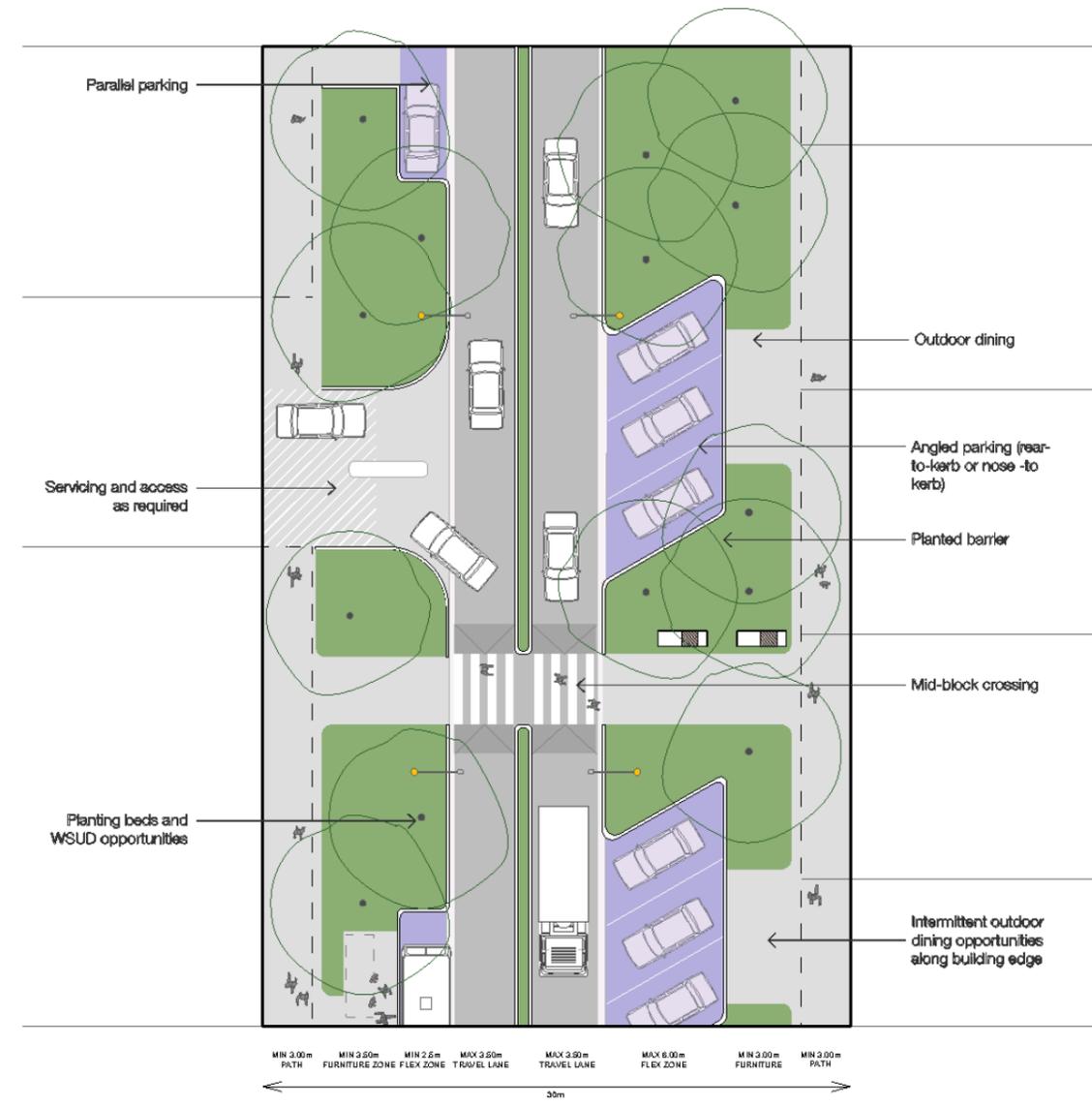
TYPICAL PLAN

Special Projects

Concept Plan - Anson Street South



TYPICAL SECTION



TYPICAL PLAN

Special Projects

<p>Special Project</p> <p>10.7 McNamara Street North</p>	<p>Theme Focus Areas</p>
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Vision

To stimulate investment and redevelopment within the East City Precinct and support its emergence as a trendy and dynamic urban quarter accommodating a range of uses, with a clear focus on McNamara Street.

- Project Objectives**
- Transform McNamara Street into a pedestrian priority environment.
 - Promote fine grain, mixed use infill development
 - Activate the ground level with commercial / retail uses accommodating the emerging creative, artisan and IT industries.
 - Create pedestrian friendly east-west mid-block connections.
 - To bring life to the precinct 24/7 by introducing urban residential typologies above ground floor (student housing, short stay accommodation and affordable housing).

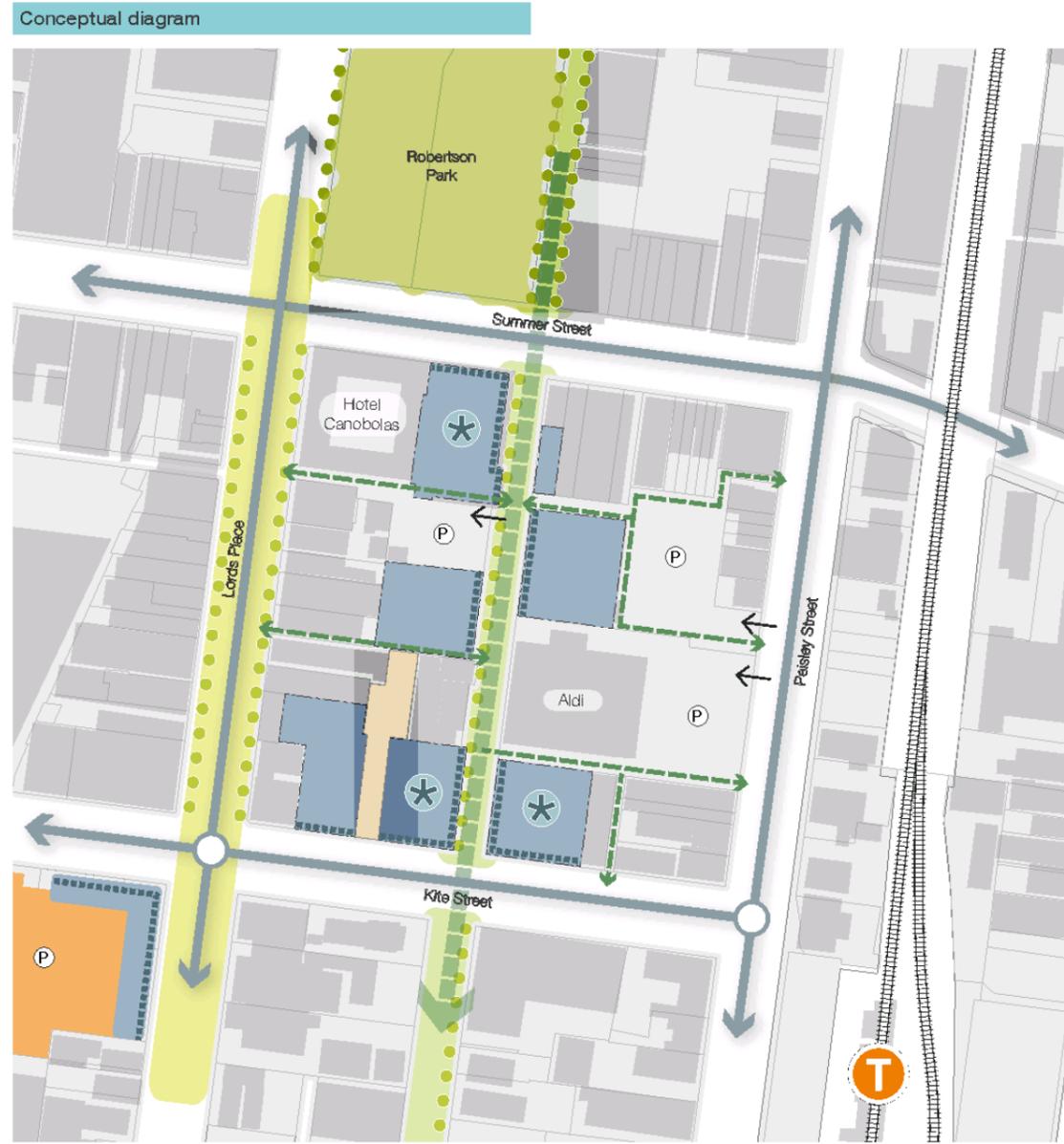
- Project brief and parameters**
- McNamara Street is upgraded and transformed into a pedestrian priority street connecting Robertson Park to Wade Park.
 - Explore opportunities for pop-up businesses in the public domain or in vacant buildings.
 - Lords Place is upgraded as a Transformative street linking the Civic Precinct to Wade Park.
 - Small to medium scale amalgamations (up to 1,200m²) are supported to encourage the redevelopment of existing properties into more fine grain, medium rise (3-4 storey) mixed-use development infill with commercial/retail uses at ground floor and residential uses above.
 - Fine grain pedestrian links (lanes and arcades) are secured between Lords Place, McNamara Street and Peisley Street through amalgamations.
 - A precinct approach to car parking is adopted that sees limited on-site car parking and the conversion of the Ophir car park into a multi storey facility to fulfil residential / commercial car parking requirements of the precinct.



- Implications for Planning**
- Consideration of heritage items and conservation area.
 - Small lot pattern and amalgamation requirements.
 - All zoned B3 Commercial Core, review for permissible zoning to allow for 3 levels of residential above commercial.
 - Procedural matters around the off-site provision of parking and contribution plans for the construction of the Ophir Street car park to be resolved.

Key

	Pedestrian links		Streetscape improvements
	Main vehicular routes		Courtyards / lanes
	Street improvements		Potential amalgamated properties
	Primary active frontage		Existing building retained
	Max heights and corner sites		Sleeved car parking



Special Projects



Overall Summary
 Residential GFA 15,700m²
 Approximately 185 apartments
 Commercial/Retail GFA 5,300m²

Precedent Images



Mixed use precinct at Assembly Row (Somerville, Massachusetts)



Activated fine grain at Chophouse Row (Seattle, Washington)



As a temporary measure public art could change the look and feel of McNamara Street

Special Projects

<p>Special Project</p> <p>10.8 McNamara Street South Precinct 2</p>	<p>Theme Focus Areas</p>
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Vision

A vibrant and dynamic sub-precinct that is a gateway to the FutureCity from the railway station and links East City Precinct better to Wade Park. This sub-precinct retains an eclectic collection of heritage buildings, old converted warehouse buildings and provides accommodation for creative/artisan-type industries and new residents.

- Project Objectives**
- Improve the arrival experience from the station and create pedestrian friendly east-west mid block connections into the city centre.
 - Integrate the East City Precinct meaningfully with Wade Park.
 - Integrate existing warehouses and heritage assets into new development proposals to retain an authentic character and identity within the Precinct and active uses at ground floor.
 - Introduce urban residential typologies above ground floor (student housing, short stay accommodation and affordable housing).

- Project brief and parameters**
- The Station forecourt is upgraded with new pedestrian crossings into the Precinct.
 - Wade Park is upgraded, opening it up to the north with a new pedestrian entrance, children's play area to serve the Precinct and short stay parking that is shared and open to the public.
 - McNamara Street is upgraded and converted into one way working (south bound) and transformed into a pedestrian priority street.
 - Small to medium scale amalgamations (up to 1,200m²) are supported to encourage the redevelopment of existing properties and the retention and integration of heritage buildings into more fine grain, medium rise (3-4 storey) mixed use infill development with commercial/retail uses at ground floor and residential uses above.
 - Fine grain pedestrian links (lanes and arcades) are secured between Lords Place, McNamara Street, Peisley Street and the station through amalgamations.
 - A precinct approach to car parking is adopted that sees limited on-site car parking and the conversion of the Ophir car park into a multi-storey facility to residential / commercial car parking requirements.

Existing context

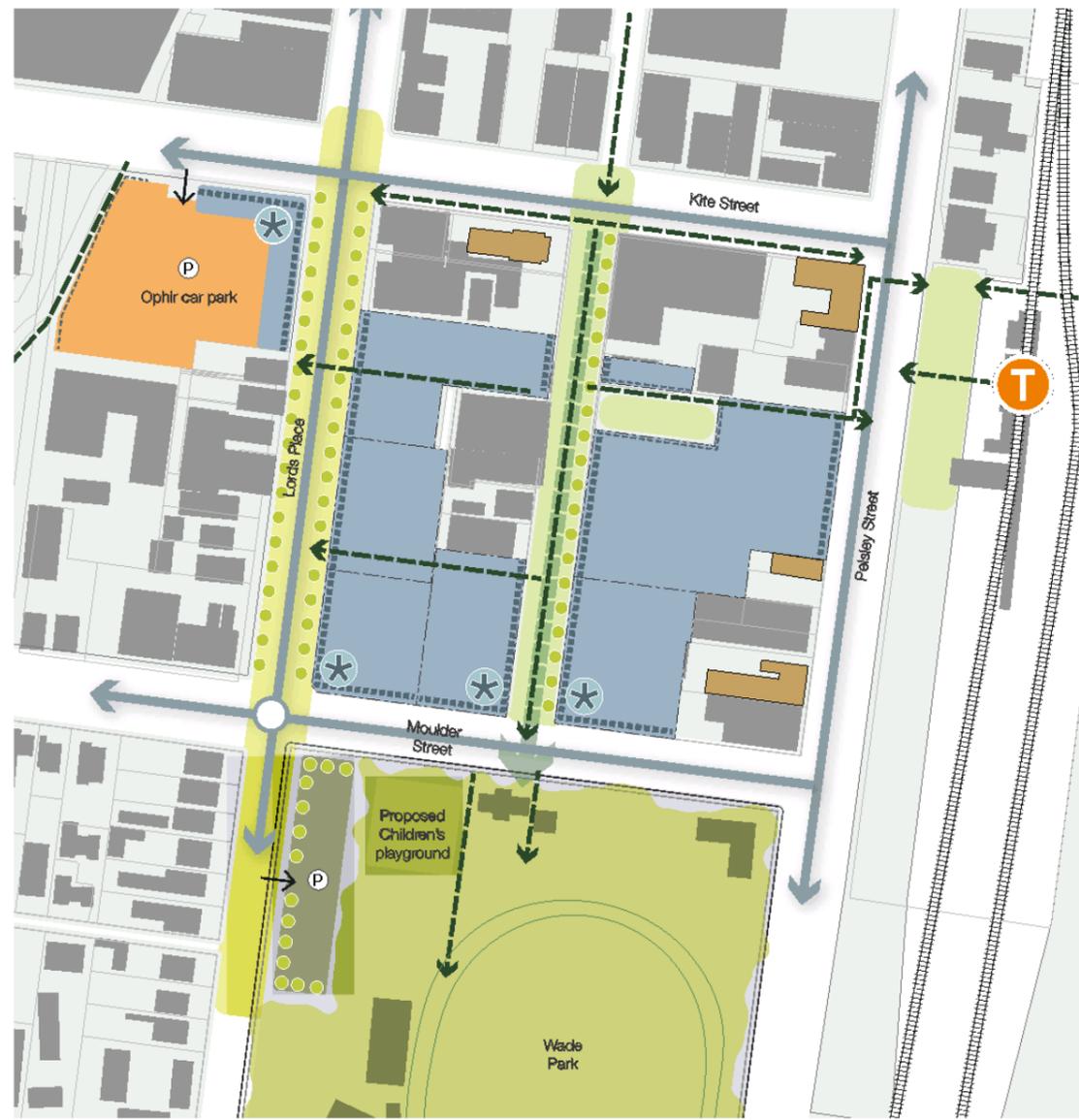


- Implications for Planning**
- Consideration of heritage items.
 - Small lot pattern and amalgamation requirements
 - All zoned B3 Commercial Core.
 - 16-20m height and 2:1-2.25:1 FSR.
 - Procedural matters around the off-site provision of parking and contribution plans for the construction of the Ophir Street car park to be resolved.

Key

	Pedestrian Links		Potential landmark opportunities
	Main vehicular links		Potential amalgamated properties
	Street improvements		Existing building retained
	Primary active frontage		Heritage items
	Secondary active frontage		Sleeved car parking
	Local landmark opportunities		Streetscape improvements

Conceptual diagram



Special Projects



Illustrative Sketch



Overall Summary

Residential GFA 18,600m²
 Approximately 220 apartments
 Commercial/Retail GFA 9,640m²
 Car park: 570 spaces



Precedent Images



Warehouse conversion with housing above (England, UK)



Foodie Market (The Rocks)



Multi-storey sleeved car park with activated ground level (University of Leeds, UK)

Special Projects

<p>Special Project</p> <p>10.9 McNamara Street Upgrade</p>		<p>Theme Focus Areas</p> 
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Vision

A people friendly, pedestrian-oriented street that introduces an intimate scale of public domain into the city centre, providing a counterpoint to the high street retail activities on Summer Street and an important spatial link between the Civic Centre and Wade Park, as a north-south spine to the future East End Precinct.

- Project Objectives**
- Create a laneway 'small street' atmosphere that encourages new types of retail and public domain experiences within the city centre
 - Maximise attractive public domain to encourage activation of, and dwelling within, the street
 - Increase greening and tree canopy and reduce urban heat
 - Upgrade car parking that fronts street
 - Slow vehicle movement
 - Provide safe cycling infrastructure

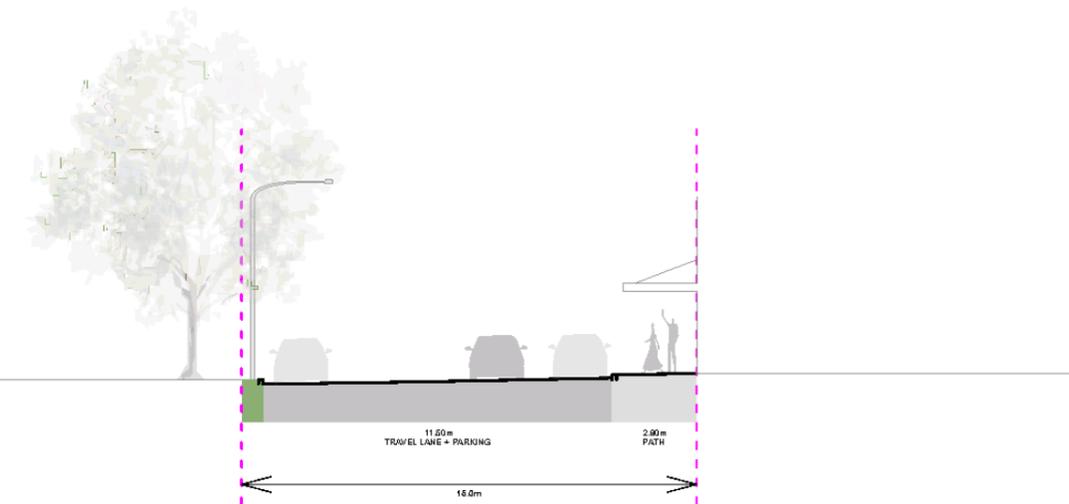
- Project brief and parameters**
- The public domain and built form of McNamara Street between Byng and Moulder Streets should be upgraded as the centrepiece for a new future of the 'East End Precinct', connecting the Civic Precinct to the Sports Precinct at Wade Park. McNamara Street should provide an alternative street environment for different types of retailers, operators, events and activities — for a range of diverse visitors, local residents and age groups.
 - The cluster of pubs around McNamara Street—including the Hotel Orange, Parkview Hotel, Canobolas Hotel and the Royal Hotel—could form a hub for the night economy of Orange in the eastern end of Summer Street.
 - The existing architecture, car parks, blank walls and footpaths can all be refreshed and upgraded to better support a lively city centre.
 - Possible improvements could include:
 - New street trees
 - Undergrounding of power lines
 - Bud lights over the street and/or pedestrian lighting
 - Repave footpaths
 - Change road surface with graphics
 - Planted gardens, pots, verges and new outdoor dining
 - Public art
 - Trellises, awnings and minor facade works
 - New awnings and verandahs
 - New crossings at Summer and Kite Street

Existing context



Key Strategic Moves

EXISTING



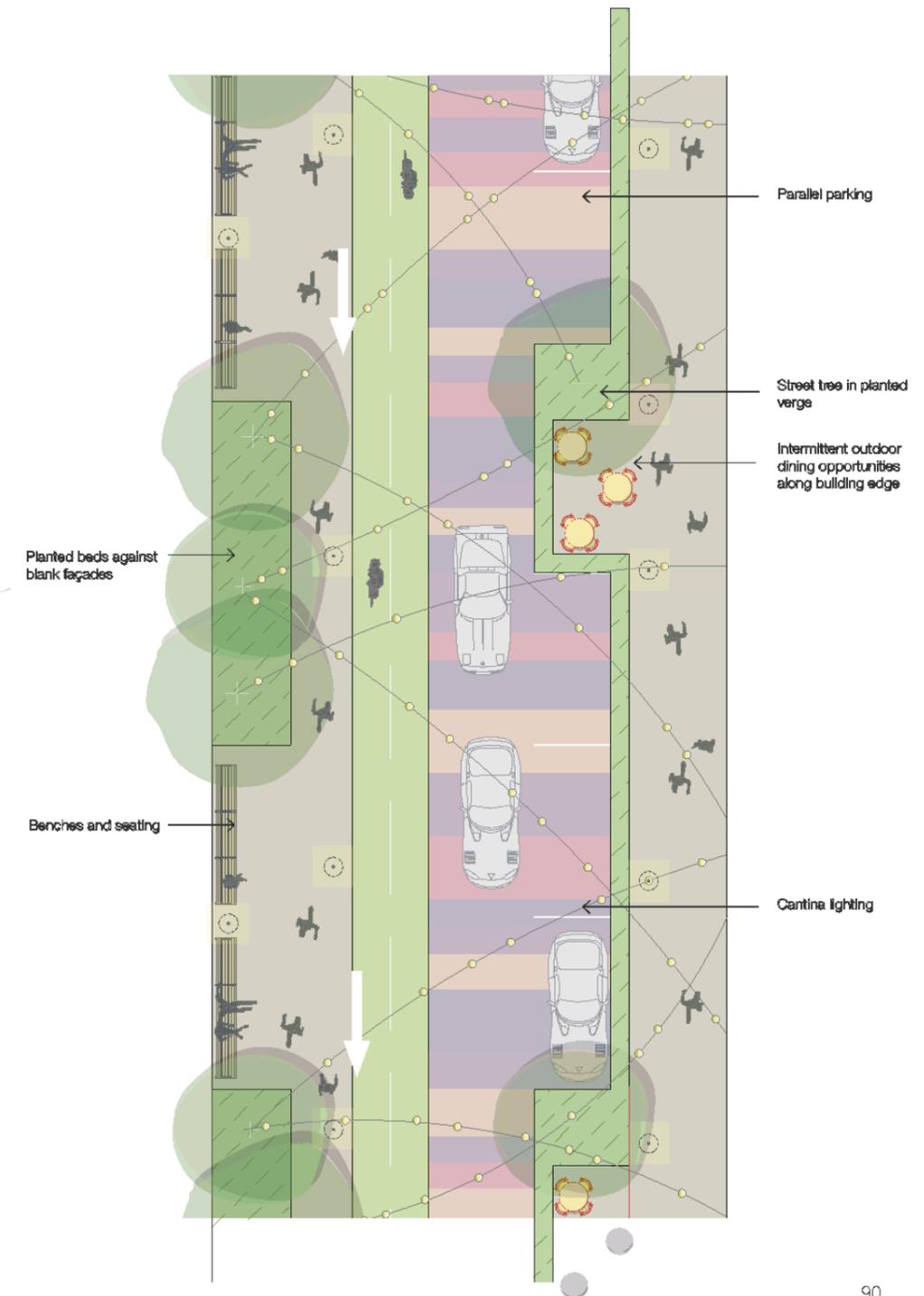
FUTURE (INDICATIVE)



Special Projects

Illustrative Sketch

Indicative concept plan of McNamara Street, reduced to a single one way southbound direction with parallel parking, outdoor dining, new trees, gardens and a bike lane.



Special Projects

<p>Special Project</p> <p>10.10 Orange East - Car dealership sites</p>	<p>Theme Focus Areas</p>
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Vision

Celebrate the eastern gateway into the FutureCity with new aspirational development and public domain upgrades.

- Project Objectives**
- Improve the arrival experience to Orange from the east
 - Provide great examples of medium density, city centre residential / mixed use typologies.
 - Signal the transition from fast moving rural streets to pedestrian oriented activity focussed streets and spaces.

- Project brief and parameters**
- The upgrading of Colvin Park and adjacent streets with new pedestrian crossings improving access to public open space.
 - The amalgamation of 24 and 30 Bathurst Road with 174 Edward Street to form one consolidated development site. The amalgamated site could be developed for affordable housing for key workers, students or retirement living. Commercial / retail uses should be explored at ground floor level if appropriate.
 - The amalgamation of 36-38 Bathurst Road and 89 McLachlan Street (John Davis Motors) and its redevelopment as a residential led proposal as outlined above.

- Implications for Planning**
- All land-uses permitted and compliant.
 - An increase in maximum Height of Building from 12m to 14-15m should be considered to allow for commercial Land uses at ground floor and 3 levels of residential above.

Existing context



Key Strategic Moves



Potential Amalgamation Plan

- Key**
- Amalgamated property
 - Property to be acquired
 - Sites under consideration
 - Existing building to be demolished

Design Principles



Design Principles

- Positive frontage onto Bathurst Road
- Green connections cross Bathurst Road to open space
- Vehicular access from Edward Street
- Internalised car parking and communal open space

- Key**
- Pedestrian links
 - Vehicular access
 - Positive frontage
 - Street improvements
 - Primary active frontage
 - Local landmark opportunities
 - Public domain focus
 - Opportunities for soft landscaping
 - Potential amalgamated properties
 - Potential building footprint
 - Existing building retained

Special Projects



Overall Summary
 Residential GFA 6,724m²
 Approximately 78 apartments



Medium density residential development
 Residential GFA 2,400m²
 Approximately 28 units



Medium density residential development
 Residential GFA 4,324m²
 Approximately 50 units

Precedent Images



'Grow Community' intergenerational housing (Bainbridge Island, WA)



Aged care accommodation



Mixed use density with shop top housing

Conclusion and Recommendations

11

Conclusion and Recommendations

The **FutureCity Planning and Design Framework** builds upon the foundation established by Council through their various policies and strategies, specifically the Community Strategic Plan, which highlights the communities aspirations for Orange at a high-level. The Activate Orange Economic Strategy provides further detail around the a roadmap for future economic development, and is supported by a range of other policies such as the *Orange Active Travel Plan*, *Smart City* and *Heritage Plan*. The FutureCity Planning & Design Framework seeks to bring together these documents by spatialising, prioritising and outlining how they can be realised.

The FutureCity project is aspirational and focused, establishing a clear direction for the city centre through its vision and themes that are represented by a range of projects. This is supporting by the Precinct, Movement and Place Strategies.

The "Kit of Parts" has been prepared to reflect the many and diverse opportunities and challenges that need to be addressed across the city centre, with input from the Council, government stakeholders, land-owners and the community. The long list of projects and programs were refined and catalogued to ensure their purposes aligns with the overarching vision and themes of FutureCity. A number of these projects were advanced as special projects to test initial ideas, stimulate the imagination and scope out future projects for future testing. Further detail has also been provided in relation to the public domain, which is captured in a Guideline that outlines a coordinated approach to the streets and spaces throughout the city centre.

The FutureCity project has evolved over 12-months into the Planning & Design Framework and its associated documents. Its a comprehensive document that reflects the complexities of the city, respects the work that precedes it, and will continue to change and evolve through future engagement, and most importantly, implementation.

Conclusion and Recommendations

11.1 Prioritisation considerations

In the context of limited resources and competing priorities, both Council and community members, will need prioritise its investments and actions. For publicly led projects, a long term implementation strategy needs to be developed by OCC with input from the community, other agencies and partners. In prioritising projects further consideration should be given to the following:



Build on Orange's Core Strengths

Leverage Orange's reputation as a place with natural beauty, rich heritage, bespoke industries, and a fine food and beverage offer.



Make a Visual difference

Ensure the projects are in the public eye and leveraging marketing potential. Consider the profile, visibility and audience of each project.



Depth and Reach

As large investments often absorb significant resources with long term gains, ensure that there is a balance between deep, long term transformation whilst ensuring a spread of investment to deliver the greatest cumulative impact.



Invest in Community

Meet local community needs, creating opportunities for interaction and improving everyday life for the community.



Generate Momentum

If there is a desire to achieve a specific objective Council must consider bold interventions into the property market to achieve a specific outcome, create a point of difference, generate interest, stimulate demand and shift trends.



Partner and Spatially Target

Partner with multiple stakeholders to invest in the same geographical area to achieve a greater impact, competition and innovation.



Lighter, Cheaper, Quicker

Being open to experiment, pilot and explore ideas in advance of more permanent investment through smaller, low cost, short term interventions and installations.



Bite-Size Chunks

Breaking down larger projects into smaller implementable units to minimise disruption and free up resources for other projects.

Conclusion and Recommendations

11.2 Recommended priority projects

Based on these priorities and the catalogue of projects developed in Stage Three it is recommended that OCC consider the prioritisation of following projects:



Strategic property acquisition or divestment

- The acquisition of properties in the East City Precinct, adjacent to existing Council controlled assets in order to amalgamate and redevelop, targeting specific forms of development, sectors and enterprises that align with the FutureCity visions.
- Divest underutilised assets on the proviso that any future redevelopment is in a form, use and function that aligns with the FutureCity Vision and contributes positively to the city centre.



Larger Scale, High Impact, Medium-Long Term Projects

Robertson Park Masterplan

- Review of the design and layout of the park, its role and function.

Civic Precinct Masterplan Review

- A rapid review of existing proposals with the objective of opening the Precinct onto the surrounding streets, addressing Robertson Park and consolidating car parking.

Prince Street Upgrade and Sale Street Park

- Public domain improvements in advance of the release of land for housing development and the upgrading of TAFE.

Lords Place Transformative Street

- The incremental upgrading of Lords Place from the Civic Precinct to Wade Park.

Ophir Street Multi Storey Car Park

- The development of a multi-storey car park on the flood affected site to stimulate development within the East City Precinct.

March Street Crossing

- Work with the rail authorities, TfNSW and RMS to consider the opportunity for a new crossing on March Street, in addition to or as an alternative to Byng Street.

Anson Street Car Park/Woolworths

- Working with partners to transform the existing car park into a retail hub within the city centre.



Urban Maintenance and Upgrading Projects

Summer Street upgrades

- Modest upgrades to Summer Street including the relocation of street lights, mid-block crossings and awning replacement and reinstatement projects.

Sale Street Community Arts Centre and square

- The upgrading of the Community Arts Centre and delivery of a new public open space on Sale Street.

Colvin Park upgrades

- Upgrades undertaken at the eastern gateway to the city centre associated with the former DPIE site and car dealership redevelopments.



Quick, Light, Cheap Projects

McNamara Street tactical urbanism

- Temporary installations in McNamara Lane and Street to change the image of the street and character of the East City Precinct.

Byng Street temporary closures

- Initiate a series of events that trial the temporary closure of Byng Street and its incorporation into the Robertson Park Masterplan.

Roundabout choking

- Narrowing the existing roundabouts through road markings and light touch installations of planters.

Open Streets Summer Street

- Regularly close Summer Street to general traffic for 4 hours on a Sunday to offer the community an opportunity to come together and interact.

Conclusion and Recommendations

11.3 Next steps

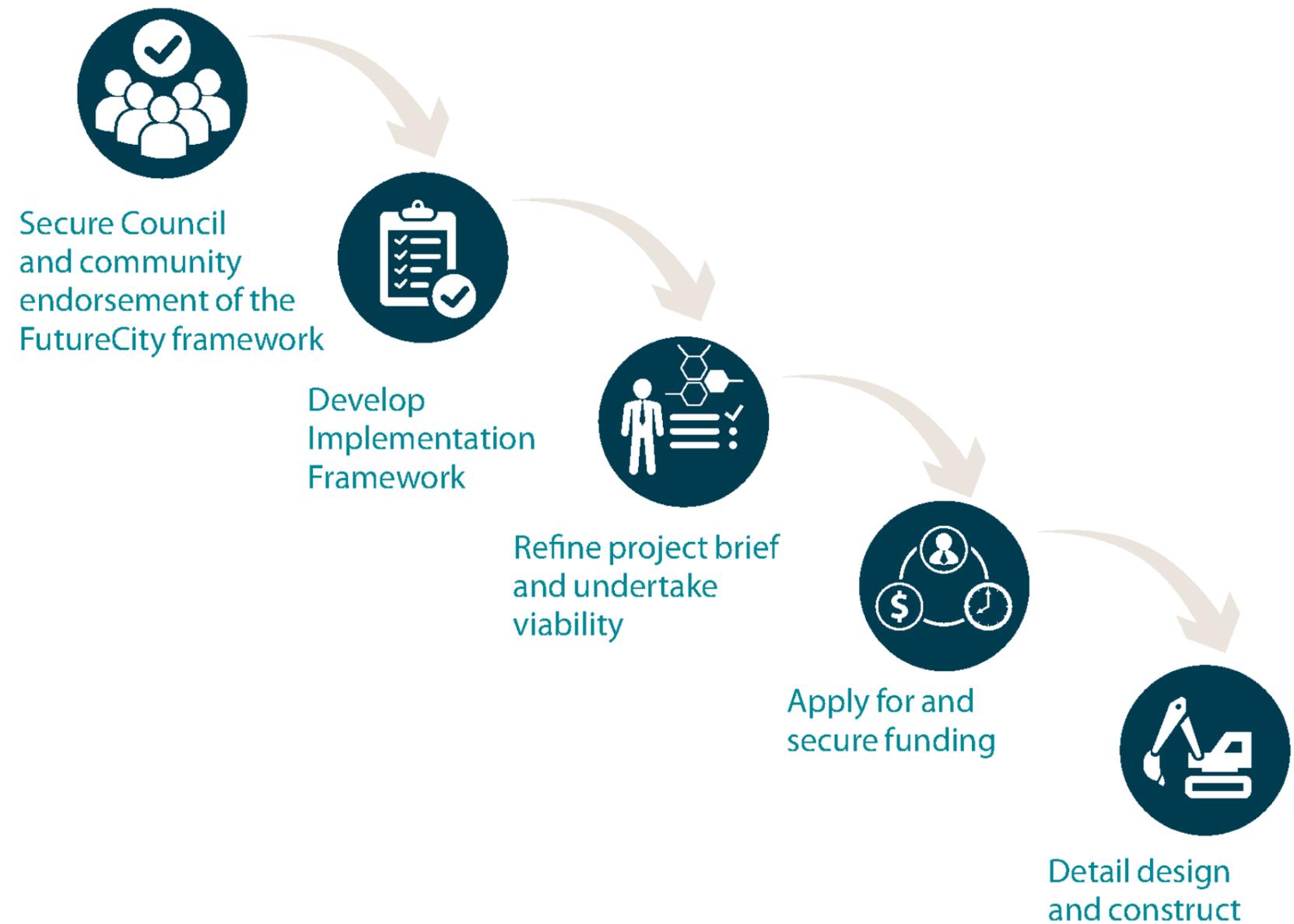
In order to realise the goals and aspirations of the FutureCity vision, the various projects need to move from being good ideas on paper to being real projects. An action plan needs to be developed holistically, and for each project, informed by more detailed studies before projects are implemented. The adjacent diagram illustrates an approach to the next steps.

11.4 Monitoring and Evaluation

In order to ensure the progressive realisation of the vision its suggested that a select number of performance measures are selected and that these are used to track improvement over the medium to long term. A number of potential performance measures were identified in Chapter Three.

This study suggests that Council allocate resources to collecting and comparing data over the next 5 years:

1. City centre spend analysis sourcing banking data to get a handle on increase/decrease spending in the city centre and the geographical location/residential address of visitors
2. A FutureCity Community Survey undertaken on an annual basis targeting qualitative information form users of the city centre
3. Pedestrian and cycle counts at key locations on Summer Street using automatic counters
4. Student enrolment numbers at TAFE and Charles Sturt University



Annexure 1: FutureCity Kit of Parts - Projects and Programmes Catalogue

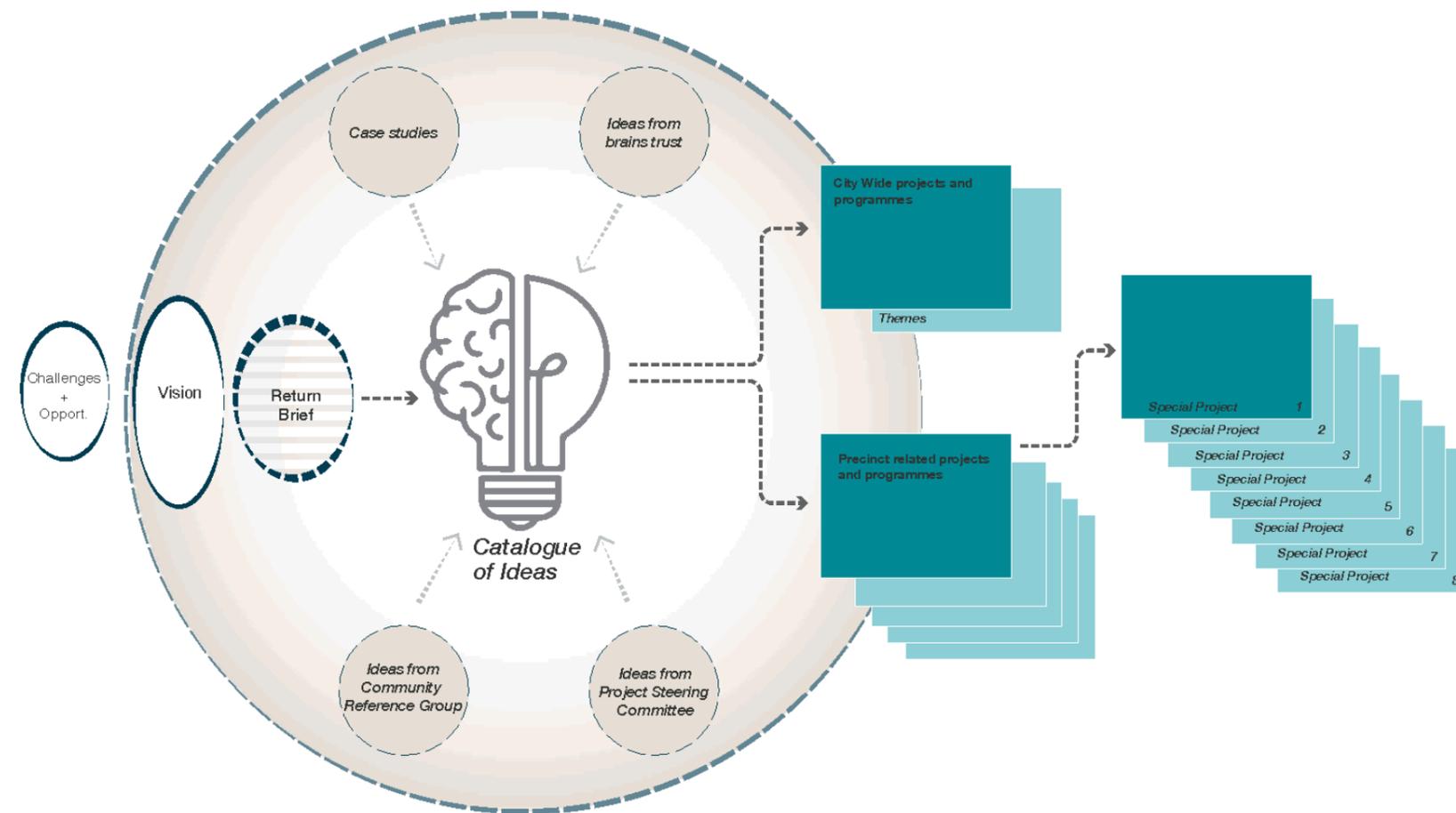
12

The catalogue of projects and programmes presented in this Annexure are a Kit of Parts emerged through ideas provided to the team by the Steering Committee and Community Reference Group, as well as through internal design workshops, case studies and 'Brains Trust' sessions held with industry leaders. They are fundamentally rooted in the vision developed in Stage One and informed by the Return Brief and specialist studies undertaken as part of Stage Two.

The project and programmes have been divided into two broad categories:

1. City-wide projects and programmes
2. Precinct-specific projects and programmes

The precinct specific projects relate to the precincts and character areas identified in the Built Form and Character Study that formed part of Stage Two.



City Wide Projects and Programmes

Annexure 1: FutureCity Kit of Parts - Projects and Programmes Catalogue

Theme	Project Name/Staging	Project outline	Driver				Timeframe			Permanence				Cost				Themes						CSP 2018-2028				Impact		
			Council	Government	Community	Private	Short	Medium	Long	Test	Temporary	Permanent	>\$ 100,000	\$1 million	\$10 million	\$50 million +	Regional Destination	Identity	Usability & Lifestyle	Connected	Best City	A Centre for Work & Study	Live	Preserve	Reopen	Collaborate	Low	Medium	High	
	5. Community greening projects	Community facilitated projects that aim to green the City through community gardens, pavement gardens, vertical gardens, parklets, vines, trellises, etc.	○	●					○	●												✓	✓		✓			●		
	6. Orange Public Art Programme	Council, together with key stakeholders, develop a public art strategy for the commissioning of public art in the form of murals / graffiti art on blank façades of public and private buildings, sculptures and installations in the public domain. A key consideration should be building the profile of local and indigenous artists.	●	○					●	●	●											✓			✓			●		
	7. Orange city centre External Building Lighting Programme	Council together with key property owners develop a strategy and programme for the lighting of specific buildings and external building façades after hours, throughout they year as well as for special events/ seasons.	●	●	●				●	●	●											✓	✓		✓			●		
	8. Orange city centre Awning and Verandahs Project	Council to provide technical guidance and financial assistance to property owners to reinstate and introduce awnings and verandahs along key public streets.	●		●						●											✓	✓		✓			● ●		
Movement	9. Orange Street Transformation Programme	Working with key stakeholders such as TfNSW, develop a long term strategy, plan and implementation framework for the physical transformation of the streets in Orange. This study should take the lead from The Orange FutureCity Movement and Place Study and consider: <ul style="list-style-type: none"> · A review of the road network plan · Directional signage to divert undesirable through-traffic away from the city centre · New crossings over the railway line (March Street) · Improved wayfinding, including to public transport services · Improved public transport facilities (shelters, stop amenity, etc.) · A review of speed limits · New intersection designs to improve safety for pedestrians, including the removal of roundabouts and the installation of traffic signals · Mid-block pedestrian crossings · Pedestrian and cycle bridges of the railway line · Cycle and walking infrastructure · WSUD within the road reserve 	●	○	○				○	●	●											✓	✓	✓	✓			●		

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	10. Orange city centre Pedestrian Safety Project	<p>This project is aimed at making the city centre safer for pedestrian through improvements to the street design including:</p> <ul style="list-style-type: none"> improving the navigability of the city for those with a disability or mobility impairments new mid-block crossings conversion of selected roundabouts to single lane roundabouts / signalised crossings reducing speed limits generally on specific streets using directional signage to direct undesirable regional through-traffic away from the centre 	●	●			●	●		●	●	●											✓	✓			●	●		
	11. Public Transport Investments	<p>Work with Transport for New South Wales (TfNSW) and operators to explore a range of measures that look to improve public transport services making them more attractive and responsive to community needs. A bus service within the city centre that connects to the Life Science precinct and other key employment destinations should be promoted. Automated and on-demand services could be piloted. Other services that cater specifically to the needs and destinations of tourists should also be considered.</p>	●	●			●			●													✓	✓			●			
	12. Orange Smart Parking Project	<p>This strategy must consider the long term future of car parking within the city centre. It should form with the view of improving the relationship between car parking and land uses, ensuring convenience, improving pedestrian amenity, and improving the experience of arriving and visiting the city centre. This project should consider:</p> <ul style="list-style-type: none"> The hierarchy and role of different car parking facilities The impacts of car parking on pedestrian flow and amenity The rationalisation of car parks that are not core to the City's future vision Disabled parking Different forms of on-street car parking (parallel, rear-to-kerb and nose-to-kerb parking) The beautification and greening of car parks The installation of smart parking sensors A city centre car parking app, communicating vacant spaces, and providing cardless and cashless payment Precinct car parking approaches where remote/off-site structured car parking fulfils the car parking requirements within a precinct through a system of contributions and legal instruments Impacts on traffic flow 	●	●			●	●		●	●	●											✓	✓			●			

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	13. Orange Active Travel Plan Implementation Plan	The Orange Active Travel Plan is useful in setting out the principles and objectives for creating an enabling environment that supports more sustainable travel behaviour and makes it easy to access the city centre without using a car. However, it is weak on implementation and makes little reference to those who experience challenges in accessing the city (those with mobility or physical impairments). As the key destination within Orange, and where conflict between parking, pedestrian movement and vehicular movement is highest, an implementation plan should be developed for the city centre that is informed by the Movement and Place Study that forms part of this project and/or the Streets Transformation Plan proposed above. The action plan should include a list of hard infrastructure projects and softer programmes to support behaviour change. A key consideration should be a cycle link from the city centre to the Life Sciences Precinct and Institutional Precinct, walking circuits within the city centre and improvements to north-south connections.	●	●	●	●	●			●	●	●					R	I	L	C	IC	W	✓		✓	✓	●			
	14. Orange Pilot Cycle Lanes	Some elements of the Active Mobility Strategy (such as painted bike lanes) could be tested on a temporary basis using low cost interventions before more costly/permanent solutions are implemented.	●	●			●			●	●						R	I	L	C	IC	W	✓		✓	✓	●			
	15. Scooters and bike hire schemes	Work with service providers to implement scooter and bicycle hire programme (electric or self powered) in the city centre with collection stations at key points in the city centre and other locations (DPIE and Life Sciences Centre).	●		●		●	●		●	●	●					R	I	L	C	IC	W	✓	✓		✓	●			
	16. Orange city centre cycling, jogging and exercise circuits	Design and implement fitness circuits through and around the city centre with clear signage to encourage visitors and residents to explore and discover the city as part of their regular / holiday fitness regimen.	●	●			●			●	●						R	I	L	C	IC	W	✓				●			
	17. Smart pedestrian and cycle metres	Linked to the Active Mobility Strategy the installation of real time cycle and walking metres at strategic locations to collect data on walking and cycling to support strategies and communicate changes in behaviour to residents.	●	●	●		●										R	I	L	C	IC	W	✓		✓		●			
	18. Learn to ride programmes	Develop a programme to teach people to cycle or use electric bikes/scooters/segways and introduce it into schools, retirement villages and age care facilities where it can improve health outcomes and mobility options (electric cycles).	●				●				●						R	I	L	C	IC	W	✓			✓	●			

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	27. Expand the Tourism Offer Development Programme	This project builds on the DMP above and entails: · Working with food and wine producers to develop a rolling programme for showcasing the produce of the region · Working with tourism agencies to note the programme of events in the calendar for visitors · Growing the tourism economy and uses in the city centre that leverage from the existing heritage character	●	●	●	●				●					R	I	L	C	IC	W	✓	✓	✓	✓	●				
	28. city centre Cellar Doors	Build on the food/wine tourism already in place through more events, better accessibility to winemakers and cellar doors within the city centre that host local winemakers. Subsidised rents could be provided in Council owned buildings.	●	●	●	●				●					R	I	L	C	IC	W	✓	✓	✓	✓	●				
	29. Regular local shopper programme	Council to work with the local business forum to promote frequent visits into the city centre to local shops, rather than weekly / monthly shopping at national supermarket chains.			●	●	●	●	●	●					R	I	L	C	IC	W	✓	✓	✓	✓	●				
	30. Golf course partnerships	Seek out and strengthen formal relationships between local, regional and international golf courses to promote golf tourism with linkages into the city centre.	●	●	●	●		●	●	●					R	I	L	C	IC	W	✓	✓	✓	✓	●				
	31. Hospitality industry design and service award programme	Initiate an award system for tourist accommodation that rewards good design and user experience within Orange.	●			●		●							R	I	L	C	IC	W	✓	✓	✓	✓	●				
	32. Strengthen links into the backpackers trail	Broaden the tourist offer in Orange by promoting the City as part of a journey through the central west of NSW. Other links to seasonal work should be explored.	●		●	●				●					R	I	L	C	IC	W	✓	✓	✓	✓	●				
	33. Orange 360	Continue to support Orange 360 in promoting and enhancing a range of different local events.	●	●	●	●				●					R	I	L	C	IC	W	✓	✓	✓	✓	●				
Culture	34. Orange Reconciliation Action Plan	Build upon Orange Council's Statement of Commitment (2005) and the Orange Aboriginal Development Strategy and develop a Reconciliation Action Plan that outlines key actions towards improving relationships between non-Indigenous Australians and our Aboriginal and Torres Strait Islander communities and growing the representation of Aboriginal community in social, political and economic life. (e.g. City of Sydney - Eora Journey).	●	●		●	●			●					R	I	L	C	IC	W	✓	✓	✓	✓	●				

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	44. Temporary youth events	Such as temporary courts, skate parks, obstacle / ninja warrior courses, and street sports (BMX, street cricket/ football/parkour) competitions in public spaces.	●	●	●	●	●	●	●	●	■	■	■	■	R	I	L	C	IC	W	✓		✓	●						
	45. Teen / young adult programme	Develop a programme of fun, social and non-alcoholic activities for young people to draw visitation into the city centre from local schools, TAFE, the university and the Life Sciences Precinct.	●	●	●	●	●	●	●	●	■	■	■	■	R	I	L	C	IC	W	✓		✓	●						
	46. Orange "Healthy and Fit"	Support local sport sporting clubs in holding regular training events and competition that start and end in the city centre. This will help build social networks and promote healthy lifestyle.	●		●	●	●	●	●	●	■	■	■	■	R	I	L	C	IC	W	✓			●						
	47. Start and End in Orange	Encourage regional sporting events (such as cycle and running races) to start and end their events in the city centre (Wade Park/ Robertson Park/ Summer Street).	●	○	●	●	●	●	●	●	■	■	■	■	R	I	L	C	IC	W	✓			●						
	48. Subsidized local beverage / coffee / ice cream in the city centre	Entice visitors and locals to spend more time in the city centre at different times of the day by providing fees/ subsidized beverages. This could be done in partnership with local sports and recreational clubs that could offer a subsidized or free local beverage/coffee/ ice cream after or before their exercise when the event starts and finishes in the city centre. It could also be linked to bike parking/ bike use (parking outside the shop or take the form of a pop-up shops at specific locations within the centre linked to specific events/programmes.	●		●	●	●	●	●	●	■	■	■	■	R	I	L	C	IC	W	✓			●						
Heritage	49. Review and renew heritage trails and information signage	Enhancing visitor experiences and increase visitation to the city centre by renewing heritage and updating heritage trails and information material. This should be complemented with virtual/digital guides that could be streamed/downloaded.	●	●	●	●	●	●	●	●	■	■	■	■	R	I	L	C	IC	W	✓	✓	✓	●						
	50. Heritage tours	Support heritage tours (either guided or self-guided) within the city centre and beyond to surrounding villages e.g. Lucknow and Ophir following the gold mining and agriculture theme. Tours should seek to be inclusive and offer visitors insights into indigenous history and culture.	●	●	●	●	●	●	●	●	■	■	■	■	R	I	L	C	IC	W	✓	✓	✓	●						
	51. Heritage buildings maintenance and support programme	Continue and extend Council's involvement in the existing programme to provide technical and financial support property to restore, maintain and enhance heritage assets.	●	●	●	●	●	●	●	●	■	■	■	■	R	I	L	C	IC	W	✓			●						

Precinct Specific Projects and Programmes

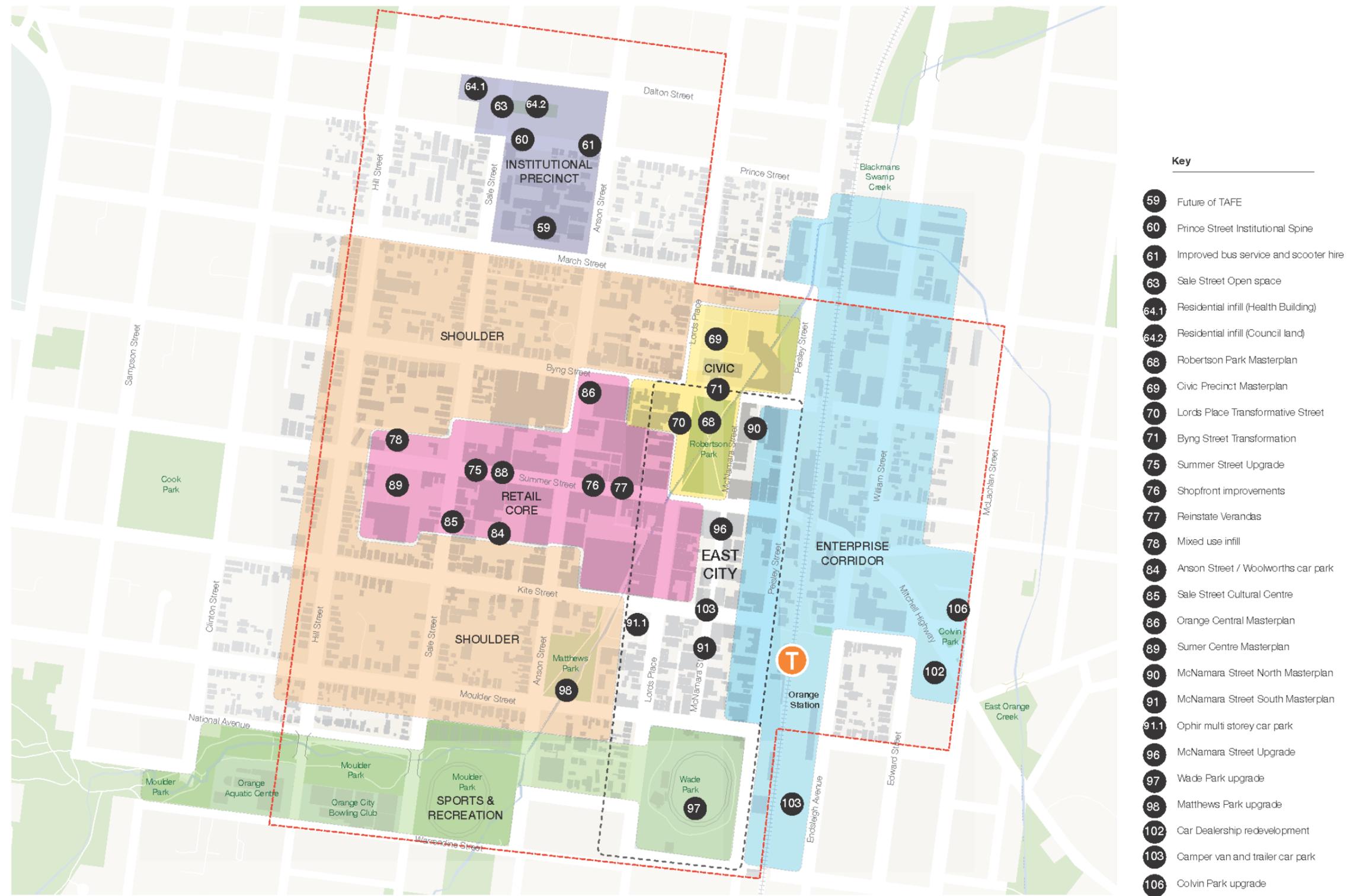


Figure 24: Orange city centre Project Location Plan

- Key**
- 59 Future of TAFE
 - 60 Prince Street Institutional Spine
 - 61 Improved bus service and scooter hire
 - 63 Sale Street Open space
 - 64.1 Residential infill (Health Building)
 - 64.2 Residential infill (Council land)
 - 68 Robertson Park Masterplan
 - 69 Civic Precinct Masterplan
 - 70 Lords Place Transformative Street
 - 71 Byng Street Transformation
 - 75 Summer Street Upgrade
 - 76 Shopfront improvements
 - 77 Reinstate Verandas
 - 78 Mixed use infill
 - 84 Anson Street / Woolworths car park
 - 85 Sale Street Cultural Centre
 - 86 Orange Central Masterplan
 - 89 Sumer Centre Masterplan
 - 90 McNamara Street North Masterplan
 - 91 McNamara Street South Masterplan
 - 91.1 Ophir multi storey car park
 - 96 McNamara Street Upgrade
 - 97 Wade Park upgrade
 - 98 Matthews Park upgrade
 - 102 Car Dealership redevelopment
 - 103 Camper van and trailer car park
 - 106 Colvin Park upgrade

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See Special Project 10.1	63.1	Masterplan vision for the former Health Service Facility (129 Sale Street)	●		○	●				●												✓	✓				●			
	63.2	Masterplan vision for the Council owned to the west of the new DPIE building	●		○	●				●												✓	✓				●			
	64.	Anson public domain and wayfinding programme	●				●				●											✓	✓				●			
	65.	Median street tree planting and WSUD	●				●				●											✓	✓				●			
	66.	Improved public lighting	●				●				●											✓					●			

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12.3 Civic Precinct

Precinct	Project Name/Staging	Project outline	Driver				Timeframe			Permanence			Cost				Themes						CSP 2018-2028				Impact		
			Council	Government	Community	Private	Short	Medium	Long	Test	Temporary	Permanent	>\$ 100,000	\$1 million	\$10 million	\$50 million +	Regional Destination	Identity	Usability & Lifestyle	Connected	Ideas City	A Centre for Work & Study	Live	Preserve	Reopen	Collaborate	Low	Medium	High
Robertson Park <i>See Special Project 10.2</i>	67. Robertson Park Masterplan and Plan of Management Review	Review the plan of management for Robertson Park to ensure that Robertson Park remains the cultural and social meeting place of the community. This involves retaining the European story, character and identity of the park and the hidden indigenous histories around the Park. The plan could include bringing water to the surface symbolically revealing Blackman's Swamp Creek that is currently buried underground. Changes to the local traffic movement and public domain improvements (with selective demolition of buildings to the northern end of Robertson Park) could improve the interface between the park and the Civic Precinct. Masterplanning a vision that incorporates multi-generational uses and activities being complimented with the sensitive design and recognition of history, Indigenous culture and heritage and the importance of water to the community.	●	○			●	○		○	○	●											✓	✓	✓	●			
	67.1 Revelation of indigenous landscapes in Robertson Park	With the indigenous community explore, unearth and celebrate unrecognised cultural landscapes such as the "Springs" in Robertson Park.	●	○			●	○			●												✓	✓		●			
	67.2 Relocate war memorial to southern precinct	Co-locate memorials from similar eras within the park to create opportunities and spaces for other histories, experiences and uses.	●					●			●												✓		✓	●			
	67.3 Activate and improve the landscaping around the existing Country Women's Association (CWA) building	As a short / medium term measure, improve the landscaping around the CWA building and look for ways to activate the building façades to ensure that it better integrates with the park.	●	●			○	●			●	●											✓	✓	✓	●			
	67.4 Consider the demolition the CWA building and the inclusion of this space into the park	As an alternative to the integration of the CWA building into the park, consider the opportunity for the relocation of CWA functions to another location within the city centre (Anson Street Arts Centre) and the demolition of the existing building to allow for a more extensive re-imagining of the northern end of Robertson Park.	●	●				●			●												✓		✓	●			
	67.5 Recognition of waterways and buried creeks	Make visible buried waterways through the introduction of water features within the park and the installation of water-play features for children.	●				●	○		○	●												✓	✓		●			
	67.6 Public art masterplan within Robertson Park	Develop a clear policy around the introduction of new public art within the park.	●				●				●												✓	✓	✓	✓	●		
	67.7 Relocate Sister City Garden into Robertson Park	Consider relocating the Sister City garden into Robertson Park to open up opportunities for additions to the theatre / civic centre to better address the park.	●				●	●			●												✓		✓	●			

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	67.8 New children's playground	Introduce a new play spaces within the park to increase the offer to a greater cross section of the community.	●	○			●			●							R	I	L	C	IC	V	✓		✓			●		
	67.9 Tree planting and replacement	Replace existing sick and aging trees within the park with appropriate species.	●				●	●		●							R	I	L	C	IC	V	✓	✓				●		
Civic Precinct	68. Civic Precinct Masterplan / design study	<p>A long term vision, strategy and masterplan for the Civic Precinct that considers:</p> <ul style="list-style-type: none"> · An extension to the existing Civic Centre towards Byng Street to create a new public address and frontage onto Roberson Park · Investigations into alternative designs and locations of the a new regional cultural attraction (such as the proposed Conservatorium/Planetarium) within the precinct. This could include: <ul style="list-style-type: none"> · on the currently proposed Conservatorium site (North Court Area), or · on the existing car park site to the north of the Civic Centre · The potential replacement of the existing surface car park as part of the basement car park / multi-storey car park to the north of the regional cultural buildings north western corner of the precinct. · An addition or modification of the existing theatre so that it better engages with the new library forecourt. A climbing wall, outdoor cinema screen, mural or activation on the eastern elevation of the theatre. <p>The masterplan could be implemented as a single project or as a series of independent projects directed towards a long term vision. These projects are listed below:</p>	●				●			●						R	I	L	C	IC	V	✓	✓	✓	✓		●			
	68.1 Improvements to existing public plaza: Upgrade forecourt to Council and Concert Hall	Improve the public domain and linkages between the different civic buildings.	●				●	●	○	○	●						R	I	L	C	IC	V	✓	✓				●		
	68.2 Adapt existing buildings to be more outward looking (specifically towards Robertson Park)	Undertake renovations to the existing Theatre and Civic building to create additional space for administrative purposes/community uses.	●				○	●		●							R	I	L	C	IC	V		✓			●			
	68.3 Activation of the blank façades	Activation of the blank façades of the Civic Theatre (e.g. rock-climbing wall, artwork murals, light installation and outdoor cinema).	●				●	○	○	●							R	I	L	C	IC	V	✓	✓			●			

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	68.4 A public art masterplan of Civic Precinct	New public art within the precinct and on existing blank façades.	●					○	●													✓	✓	✓	✓			●	
Lords Place Transformative Street See Special Project 10.3	69. Lords Place upgrade	Transform Lords Place from the Civic Precinct to Wade Park to support Orange's ambition to become a regional 'ideas city'. The objectives of the project are to: · Connect Civic Precinct to Summer Street and Wade Park · Change peoples perceptions about streets and their contribution to the character and identity of Orange City · Better manage water and urban heat by reducing areas of asphalt and greening the street · Support and encourage active transport in the city centre (walking and cycling)	●						●	●	●											✓	✓	✓			●	●	
McNamara Street upgrade	70. McNamara Street north upgrade	Consider changes to McNamara Road, including directional change to accommodate traffic movements should Byng Street be closed to traffic (see below), changes to car parking and new hard and soft landscaping to make the street feel more part of Robertson Park.	●						●	●	●											✓	✓	✓			●		
Byng Street	71. Byng Street public domain upgrade	A deliberate strategy for better connecting the Civic Precinct to Robertson Park. This should explore a number of permanent and temporary projects including: · Tactical urbanism projects that temporarily test different street configurations using inexpensive means (planters, paint and temporary barriers) · Public domain improvements to Lords Place, McNamara Street and existing roundabouts to reduce traffic flow · Temporary closures for special events to test the appetite of the community before structural/ permanent changes are made to close this section of the street.	●					●	○		○	○	●									✓	✓			●	●		
	71.1 Pop- up events and the temporary closure of Byng Street	Test options for the long term closure of Byng Street to vehicular traffic through short term events.	●	○	○			●		●	●											✓	✓	✓			●		
	71.2 Byng Street removable bollards	Install permanent removable bollards for special events along Byng Street between Lords Place and Peisley Street to restrict vehicular access at specific turns.	●					●	○		●	●	●									✓					●		
	71.3 Byng Street paving project	Change the material treatment of Byng Street between Lords Place and Peisley Street to change the experience of using the street and shift perceptions of this street being part of Robertson Park, creating a more pedestrian oriented environment and lower vehicle speeds.	●	○				●	●		●	●										✓	✓				●		

Annexure 1: FutureCity Kit of Parts - Projects and Programmes Catalogue

Precinct	Project Name/Staging	Project outline	Driver				Timeframe			Permanence			Cost				Themes						CSP 2018-2028				Impact		
			Council	Government	Community	Private	Short	Medium	Long	Test	Temporary	Permanent	>\$ 100,000	\$1 million	\$10 million	\$50 million +	Regional Destination	Identity	Usability & Lifestyle	Connected	Local City	A Centre for Work & Study	Live	Reserve	Reopen	Collaborate	Low	Medium	High
	71.4 Closure of Byng Street / one way working	Based on tests, studies and engagements with stakeholders, consider the permanent closure of Byng Street between Lords Place and Peisley Street to traffic and its conversion to a public plaza/square. A less extreme option may be its conversion to one-way working.	●				○	●	●	●	■	■	■	■	R	I	L	C	C	W	✓	✓				●			
	71.5 Improvements to landscaping and lighting	As part of the Robertson Park Plan of Management, consider changes to lighting and hard and soft landscaping.	●				●	●	●	●	■	■	■	■	R	I	L	C	C	W	✓	✓				●			
	72. Orange City Council Green Travel Plan	Council to develop a package of incentives and rewards that encourage staff to use more sustainable modes of transport to get to work.	●				●		●		■	■	■	■	R	I	L	C	C	W	✓	✓				●			
	73. Marketing the Civic Precinct	Targeted marketing should promote visitation to the precinct rather than the individual destinations within the precinct.	●				●	●		●	■	■	■	■	R	I	L	C	C	W			✓	✓		●			
	74. Green / attractive street wall to Lords Place	As a short term measure, repair gaps in the street frontage along Lords Place created by the car park with public art, new tree planting / trellises and vertical gardens.	●				●	○		●	■	■	■	■	R	I	L	C	C	W	✓					●			

Annexure 1: FutureCity Kit of Parts - Projects and Programmes Catalogue

12.4 Retail Precinct

Precinct	Project Name/Staging	Project outline	Driver				Timeframe			Permanence			Cost				Themes						CSP 2018-2028				Impact		
			Council	Government	Community	Private	Short	Medium	Long	Test	Temporary	Permanent	>\$100,000	\$1 million	\$10 million	\$50 million +	Regional Destination	Identity	Liveability & Lifestyle	Connected	Best City	A Centre for Work & Study	Live	Reserve	Reopen	Collaborate	Low	Medium	High
Summer Street <i>See Special Project 10.4</i>	75. Summer Street Public domain plan	Council to develop a plan for the entire length of Summer Street with TfNSW that sets out a long term vision for the street and clear programme for the renewal and transformation of the street over the short to medium term. This should include a variety of permanent and temporary measures to reinforce the character and identity of Orange and may include any or all of the elements listed below:	●	●			●	●	●		●											✓			✓		●		
	75.1 city centre public transport services review, bus stop and taxi station upgrades	With TfNSW and other stakeholders ,review city centre services the location and design of bus stops and taxi pick up points to promote more sustainable transport choice.	●	●			●	●			●											✓	✓		✓		●		
	75.2 Tree pits in the street carriageway	Remove every 5th car park space along Summer Street to allow for generous tree planting and for pop-up/temporary pocket parks/parklets and activities.	●	●			●	●			●											✓	✓		✓		●		
	75.3 Summer Street parklets	As a temporary measure, and as a way to activate Summer Street, Council could work with tenants and property owners to consider the transformation of car parking spaces along Summer Street into activated public spaces through activation and place making activities.	●		●	●	●	●		●	●											✓			✓		●		
	75.4 Mid-block pedestrian crossings	Increase safe pedestrian mid-block crossings along the retail core of Summer Street.	●	●			●			●	●	●										✓					●		
	75.5 Summer Street median island widening and tree planting	Investigate the widening of the central median, the introduction of median street trees and WSUD within Summer Street, integrated with pedestrian crossings.	●	●			●				●											✓	✓				●		
	75.6 Summer Street lane painting project	Use lane painting to test bike lanes and sidewalk widening along Summer Street between Peisley and Hill Street to narrow the perceived width of the carriageway to slow traffic, create a more pedestrianised and permeable retail core and a street for people.	●	●			●			●												✓					●		
	75.7 Reduce the width of Summer Street to one traveling lane in each direction	Council to work with TfNSW to consider the reduction of the width of the carriageway to one lane in each direction to improve pedestrian amenity and achieve more positive place outcomes.	●	●			●	●		●	●	●										✓			✓		●		
	75.8 Bicycle parking	Introduce additional bicycle parking at key locations along Summer Street.	●	●			●			●		●										✓		✓	✓		●		
	75.9 New paving / materials	Select and implement a new palette of materials that are easy to source and maintain across the length of Summer Street.	●	●			●				●											✓		✓	✓		●		

Annexure 1: FutureCity Kit of Parts - Projects and Programmes Catalogue

Precinct	Project Name/Staging	Project outline	Driver				Timeframe			Permanence			Cost				Themes						CSP 2018-2028				Impact		
			Council	Government	Community	Private	Short	Medium	Long	Test	Temporary	Permanent	>\$ 100,000	\$1 million	\$10 million	\$50 million +	Regional Destination	Identity	Liveability & Lifestyle	Connected	Beats City	A Centre for Work & Study	Live	Preserve	Reopen	Collaborate	Low	Medium	High
Orange Central Square and Kmart	86. Site specific urban design master plan	Council to work with landowners to develop a long-term vision and masterplan for this site within the city centre.	○		●		●	●			●											✓		✓				●	
	87. Blank facade beautification	Commission public art (mural/graffiti art) or build/vertical gardens on blank façades of Kmart onto Byng Street.	○		●		●				●	●										✓			✓			●	
	88. Anson Street car park entrance and service yard	Improve the street interface and complete the street wall along Anson Street with soft landscaping and trellises. Special attention needs to be given to carriageway crossings and existing access points where there is conflict between pedestrians, servicing vehicles and car parking entrances.	○		●		●				●											✓						●	
Summer Centre	89. Site specific urban design master plan required	Planning Proposal lodged by landowner. Council to work with landowner for better outcomes, especially around car parking provision, street activation and improved through-site connectivity.			●		●				●											✓		✓				●	

Annexure 1: FutureCity Kit of Parts - Projects and Programmes Catalogue

12.5 East City Precinct

Precinct	Project Name/Staging	Project outline	Driver				Timeframe			Permanence				Cost				Themes						CSP 2018-2028				Impact		
			Council	Government	Community	Private	Short	Medium	Long	Test	Temporary	Permanent	>\$ 100,000	\$1 million	\$10 million	\$50 million +	Regional Destination	Identity	Usability & Lifestyle	Connected	Best City	A Centre for Work & Study	Live	Reserve	Reopen	Collaborate	Low	Medium	High	
McNamara Street North <i>See Special Project 10.8</i>	90. McNamara Street North Masterplan	A Council facilitated process that looks to bring landowners and key stakeholders together to imagine a new future for this prominent and strategically located sub-precinct. The study area should consider the entire block bounded by Peisley Street, Byng Street and McNamara Street that is directly adjacent to Robertson Park. The masterplan should consider the following projects:	●	○	○	●				●												✓	✓	✓	✓	●				
	90.1 Lords Place public domain upgrade	Lords Place is reinforced as a key public connection from Wade Park to Robertson Park with improved sidewalks, WSUD, cycle lanes, footpaths, defined parking and new street trees.	●		○	○	●		○	○	●											✓	✓		✓		●			
	90.2 McNamara Street upgrade	Undertake streetscape improvements to improve the interface with Robertson Park. Also consider changing of movement from north to south bound together with the rationalisation of on street car parking to create a more pedestrian prioritised space.	●			○	●		○	○	●											✓					●			
	90.3 Conference centre viability study	Leverage on the proximity to the Civic Precinct and Robertson Park investigate the development of conferencing facilities on the northern most block bounded by Byng, Peisley and McNamara Street, where Council could strategically acquire properties to amalgamate with existing land holding (car parks)	●		●	●																		✓			●			
	90.4 McNamara Land North amalgamation and redevelopment opportunities	The underutilised / under developed properties in northern most block adjacent to Robertson Park are acquired, consolidated and redeveloped. This site could also accommodate tourist accommodation (hotel) or higher density, affordable housing that would bring life and passive surveillance onto the northern end of Robertson Park.	●		○	●					●											✓	✓	✓	✓	●				

Annexure 1: FutureCity Kit of Parts - Projects and Programmes Catalogue

Precinct	Project Name/Staging	Project outline	Driver				Timeframe			Permanence			Cost				Themes						CSP 2018-2028				Impact		
			Council	Government	Community	Private	Short	Medium	Long	Test	Temporary	Permanent	>\$ 100,000	\$1 million	\$10 million	\$50 million +	Regional Destination	Identity	Usability & Lifestyle	Connected	East City	A Centre for Work & Study	Live	Preserve	Reopen	Collaborate	Low	Medium	High
Wade Park	97. Wade Park Masterplan update	The role of this facility within the Future City needs to be clarified with OCC and local stakeholder, particularly given the prominence of the Showground as the premier sports destination within Orange. Wade Park could be upgraded to broadcast big sporting events (e.g. BBL, NRL etc.) as well as support activities such as cinema, theatre, live music, markets, cellar doors and cycling within the Park to transform Wade Park into a multifunctional events precinct. Once this is clarified, the plan of management should be reviewed to improve the integration of this facility with the East City Precinct. This could involve the removal of existing fence and opening up the park to the community through new facilities and amenities.	●	○			●	○			●						R	I	L	C	W	Y	✓	✓	✓	●			
	97.1 Remove perimeter fence	The removal of the existing fence around the park would open up the park to the community for use during the week.	●				●				●						R	I	L	C	W	Y	✓			●			
	97.2 Wade Park short term car parking	Once opened up, parking facilities within Wade park could support commercial and leisure uses in the East City Precinct during regular business hours.	●		●		○	●			●						R	I	L	C	W	Y	✓	✓		●	○		
	97.3 Install play spaces to ensure that Wade Park is a more multifunctional/gathering space	Installing play equipment within the park would help it attract a wider range of users and support residential development within the East City Precinct.	●	○			●				●						R	I	L	C	W	Y	✓			●			
Matthews Park	98. Matthews Park Masterplan	Working with existing stakeholders such as the Orange Model Engineers Society and Orange Scout Troop develop a masterplan for Matthews Park that builds on the existing transport theme and introduces other uses and activities for a broader range of age groups. This part has the potential to become a regional play destination.	●	○			●				●						R	I	L	C	W	Y	✓	✓	✓	●			

Annexure 1: FutureCity Kit of Parts - Projects and Programmes Catalogue

12.6 Enterprise Corridor Precinct

Precinct	Project Name/Staging	Project outline	Driver				Timeframe			Permanence				Cost				Themes						CSP 2018-2028				Impact		
			Council	Government	Community	Private	Short	Medium	Long	Test	Temporary	Permanent	>\$ 100,000	\$1 million	\$10 million	\$50 million +	Regional Destination	Identity	Liveability & Lifestyle	Connected	Best City	A Centre for Work & Study	Live	Preserve	Reopen	Collaborate	Low	Medium	High	
	99. Land use transition strategy	Council to lead a study to facilitate the gradual transformation of the precinct into a compact, mixed-use, medium density residential neighbourhood in line with the Built Form Character study that formed part of this study. This should supporting the relocation of businesses that would prefer to be located in the city centre core to suitable premises there, through negotiations with landlords or making space available in Council owned properties. Non-compatible uses, such as motor industry workshops, should be encouraged to relocate to the South Orange Economic Development Corridor.	●	○	○	●			●						R	I	L	C	IC	W	✓	✓	✓		●					
	100. Improved railway crossings	Public domain and infrastructure improvements at existing crossing points across the railway line to improve connectivity from the Enterprise Corridor to the Retail Core.	●			●			●						R	I	L	C	IC	W	✓					●				
	101. Regional indoor recreational destination	Work with stakeholders and potential operators to deliver an indoor regional attractor such as an indoor adventure playground, indoor climbing gyms, parkour, trampolining facilities etc.	●	○	○	●			●						R	I	L	C	IC	W	✓	✓	✓		●					
Car Dealership sites <i>See Special Project 3.11</i>	102. Car showrooms redevelopment study (corner of Bathurst Rd and Edward St)	A site specific study testing the potential redevelopment of the existing dealership site into medium density residential development.	○		●	●			●						R	I	L	C	IC	W	✓	✓	✓		●					
	103. Camper van and large vehicle parking along the railway line	As a short term measure, provide safe short term parking for camper vans and caravans on vacant sites along the railway line to afford easy access to the city centre for those visitors choosing more affordable forms of tourism.	○		●	●			●						R	I	L	C	IC	W		✓			●					
Infill	104. Residential infill study	Investigate infill opportunities within the precinct that may be possible through the amalgamation of underutilised sites for the development of medium density accommodation or mixed use development. Development should seek to tap into the affordable housing/ student housing/ short stay and retirement living market segment.	●		●	●	●		●						R	I	L	C	IC	W	✓		✓		●					
	105. Station and railway crossing upgrades	Public domain upgrades to improve connectivity to the station and across the railway line at Peisley Street, Summer Street and Kite Street.	●	●		●		●	●	●					R	I	L	C	IC	W	✓				●					
Colvin Park	106. Colvin Park Masterplan	This masterplan should seek to upgrade the park in response to its gateway location into the city centre and provide amenity for the envisaged incoming residential community.	●	○		●	○								R	I	L	C	IC	W	✓	✓			●					

Annexure 2: Public Domain Guidelines

13

The Public Domain Guidelines are in the process of being finalised through engagement with Orange City Council officials and representatives of TfNSW.

They include more technical detail and will be subject to targeted engagements with key stakeholders, including local business, community groups, suppliers and the construction industry.

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5.6 EXTERNAL AGENCIES - COUNCILLOR MEMBERS

RECORD NUMBER: 2020/1616

AUTHOR: David Waddell, Chief Executive Officer

EXECUTIVE SUMMARY

In November 2017 Council resolved its Community Committee structure, Chairpersons and Councillor members as well as Council's external agency Councillor members for the November 2017 – September 2020 term of Council.

At the Council Meeting of 18 August 2020, Council resolved Councillor Members of Community Committees where changes were required. The remainder of community committees will continue without alteration until September 2021 in line with the next Local Government Elections.

This report seeks the nomination for replacement Councillors to the external agencies from which Cr McRae has withdrawn.

LINK TO DELIVERY/OPERATIONAL PLAN

The recommendation in this report relates to the Delivery/Operational Plan strategy "14.3 Collaborate - Provide opportunities for widespread and quality engagement, and where appropriate, shared decision-making."

FINANCIAL IMPLICATIONS

Nil

POLICY AND GOVERNANCE IMPLICATIONS

Under the Local Government (General) Regulation 2005, Council may establish those Committees it deems appropriate. Council resolved its current Committee structure in November 2017 for the period to September 2020. With Local Government elections being postponed until September 2021 it would be reasonable to retain the current Committee structure until a new Council is elected.

RECOMMENDATION

- 1 That Council determines a replacement Councillor on the following external agencies:**
 - a. Director on the Board of Orange360**
 - b. Representative on the Members Assembly of Civic Risk Mutual**

FURTHER CONSIDERATIONS

Consideration has been given to the recommendation's impact on Council's service delivery; image and reputation; political; environmental; health and safety; employees; stakeholders and project management; and no further implications or risks have been identified.

SUPPORTING INFORMATION

In November 2017, Council resolved the following:

RESOLVED - 17/001 Cr J Whitton/Cr K Duffy

- 1 *That Council establish the Community Committee framework for the 2017/2020 term of Council.*
- 2 *That Council confirm the Chairperson and Councillor members identified for each Community Committee established (with exception to those that Council determine will have a community member as the Chairperson).*
- 3 *That Council seek expressions of interest from community members and relevant agencies/organisations to join a Community Committee, based on the draft Charter for each Committee.*
- 4 *That Council confirm representation on the following external bodies*
 - a *City of Orange Traffic Committee - Cr Turner Chairperson and Cr Mileto alternate*
 - b *Orange Rail Action Group - Cr McRae*
 - c *Joint Regional Planning Panel - Cr Kidd, Cr Mileto, Cr Whitton*
 - d *Business Enterprise Centre - Cr McRae*
 - e *Association of Mining Related Councils – Membership to be confirmed*
 - f *Orange Business Chamber - Cr Munro*
 - g *TDO Limited - Cr Kidd, Cr Whitton, Cr Hamling, Garry Styles*
 - h *CENTROC - Cr Kidd, Cr McRae*
 - i *Central West Libraries - Cr McRae*
 - j *Orange Regional Arts Foundation - Cr Nugent*
 - k *Ronald McDonald House Board - Cr Hamling*
 - l *Orange Push for Palliative Care - Cr Kidd, Cr Hamling*
 - m *Orange Domestic and Family Violence Roundtable - Cr Hamling, Cr Mileto*

Please note that due to changing circumstances of Councillors over the past 3 years, representation on some of the above agencies has changed.

The current membership on external agencies is as follows:

- a City of Orange Traffic Committee - Cr Turner Chairperson, Cr Mileto (alternate)
- b Orange Rail Action Group - Cr Munro
- c Joint Regional Planning Panel - Cr Kidd, Cr Turner
- d Business Enterprise Centre (now BizHQ) – Cr Mileto
- e Association of Mining Related Councils – Cr Kidd, Cr McRae, Cr Duffy
- f Orange Business Chamber - Cr Munro
- g TDO Limited (Orange 360) - Cr Kidd, CEO, Cr McRae
- h CNSWJO (CENTROC) - Cr Kidd, Cr Romano (alternate as Deputy Mayor)
- i ~~Central West Libraries – Cr McRae~~ - no longer operating
- j Orange Regional Arts Foundation - Cr Nugent

5.6 External Agencies - Councillor Members

- k Ronald McDonald House Board - Cr Hamling
- l Orange Push for Palliative Care - Cr Kidd, Cr Hamling
- m Orange Domestic and Family Violence Roundtable - Cr Hamling, Cr Mileto
- n Civic Risk Mutual Members Assembly – Cr McRae, Cr Whitton (Alternate), Director Corporate & Commercial Services, Manager Financial Services (Alternate).

Cr McRae has resigned from her positions with Civic Risk Mutual Members Assembly as well as TDO Limited (Orange 360), a replacement Councillor is now required for each.

6 CLOSED MEETING - SEE CLOSED AGENDA

The Chief Executive Officer will advise the Council if any written submissions have been received relating to any item advertised for consideration by a closed meeting of Orange City Council.

The Mayor will extend an invitation to any member of the public present at the meeting to make a representation to Council as to whether the meeting should be closed for a particular item. In accordance with the Local Government Act 1993, and the Local Government (General) Regulation 2005, in the opinion of the General Manager, the following business is of a kind as referred to in Section 10A(2) of the Act, and should be dealt with in a Confidential Session of the Council meeting closed to the press and public.

RECOMMENDATION

That Council adjourn into a Closed Meeting and members of the press and public be excluded from the Closed Meeting, and access to the correspondence and reports relating to the items considered during the course of the Closed Meeting be withheld unless declassified by separate resolution. This action is taken in accordance with Section 10A(2) of the Local Government Act, 1993 as the items listed come within the following provisions:

6.1 Tender for Construction of Concrete Footpaths

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

6.2 NetWaste Tender For Collection and Disposal Of Used Motor Oil

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

6.3 Land Portfolio Review

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

6.4 2019/2020 Fourth Quarter Water/Sewerage Charges - 174 Woodward Street, Orange

This item is classified CONFIDENTIAL under the provisions of Section 10A(2) of the Local Government Act 1993, which permits the meeting to be closed to the public for business relating to (b) the personal hardship of any resident or ratepayer.

6.5 Sale 16 Elwin Drive Orange

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

6.6 Tender for the Design and Construction of Park and Footpath Lighting

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

6.7 BMX Track Demolition

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

6.1 TENDER FOR CONSTRUCTION OF CONCRETE FOOTPATHS

RECORD NUMBER: 2020/1452

AUTHOR: Mark Frecklington, Assistant Works Manager

REASON FOR CONFIDENTIALITY

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

6.2 NETWASTE TENDER FOR COLLECTION AND DISPOSAL OF USED MOTOR OIL

RECORD NUMBER: 2020/1427

AUTHOR: Wayne Davis, Manager Waste Services and Technical Support

REASON FOR CONFIDENTIALITY

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

6.3 LAND PORTFOLIO REVIEW

RECORD NUMBER: 2020/1489

AUTHOR: Nick Redmond, Acting Director Corporate and Commercial Services

REASON FOR CONFIDENTIALITY

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

6.4 2019/2020 FOURTH QUARTER WATER/SEWERAGE CHARGES - 174 WOODWARD STREET, ORANGE

RECORD NUMBER: 2020/1508

AUTHOR: Matt Dean, Clerical Assistant - Water Billing

REASON FOR CONFIDENTIALITY

This item is classified CONFIDENTIAL under the provisions of Section 10A(2) of the Local Government Act 1993, which permits the meeting to be closed to the public for business relating to (b) the personal hardship of any resident or ratepayer.

6.5 SALE 16 ELWIN DRIVE ORANGE

RECORD NUMBER: 2020/1510

AUTHOR: Shirley Hyde, Legal and Property Officer

REASON FOR CONFIDENTIALITY

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

6.6 TENDER FOR THE DESIGN AND CONSTRUCTION OF PARK AND FOOTPATH LIGHTING

RECORD NUMBER: 2020/1516

AUTHOR: Lucy Gorton, Project Officer

REASON FOR CONFIDENTIALITY

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

6.7 BMX TRACK DEMOLITION

RECORD NUMBER: 2020/1574

AUTHOR: Scott Maunder, Director Community, Recreation and Cultural Services

REASON FOR CONFIDENTIALITY

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

7 RESOLUTIONS FROM CLOSED MEETING