



## **ORDINARY COUNCIL MEETING**

# **AGENDA**

**18 OCTOBER 2022**

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** on **Tuesday, 18 October 2022** commencing at **6.30PM**.

David Waddell

**CHIEF EXECUTIVE OFFICER**

For apologies please contact Administration on 6393 8106.

## 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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## **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 Traditional Custodians of the land on which we meet today, the people of the Wiradjuri Nation. I pay my respects to Elders past and present, and extend those respects to Aboriginal Peoples of Orange and surrounds, and Aboriginal people here with us today.

### **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

**COUNCIL MEETING ADJOURNS FOR THE CONDUCT OF THE OPEN FORUM**

**COUNCIL MEETING RESUMES**

### **3 CONFIRMATION OF MINUTES OF PREVIOUS MEETING**

#### **RECOMMENDATION**

That the Minutes of the Ordinary Meeting of Orange City Council held on 4 October 2022 (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 4 October 2022.

#### **ATTACHMENTS**

- 1 Minutes of the Ordinary Meeting of Orange City Council held on 4 October 2022

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# ORANGE CITY COUNCIL

## MINUTES OF THE ORDINARY COUNCIL MEETING

HELD IN COUNCIL CHAMBER, CIVIC CENTRE, BYNG STREET, ORANGE

ON 4 OCTOBER 2022

COMMENCING AT 6.30PM

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### 1 INTRODUCTION

#### ATTENDANCE

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Cr J Hamling (Mayor), Cr K Duffy (6.49pm), Cr J Evans, Cr G Floyd, Cr T Greenhalgh, Cr F Kinghorne, Cr D Mallard, Cr M McDonell (Zoom), Cr T Mileto, Cr S Peterson, Cr G Power (Deputy Mayor), Cr J Whitton

Acting Chief Executive Officer (Greenham), Director Corporate and Commercial Services, Director Development Services, Acting Director Community, Recreation and Cultural Services (Andrews), Manager Corporate Governance, Acting Executive Support Manager (Dally).

#### 1.1 APOLOGIES

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##### RESOLVED - 22/386

Cr J Whitton/Cr J Evans

That the apologies be accepted from Cr K Duffy for lateness for the Council Meeting of Orange City Council on 4 October 2022.

For: Cr J Hamling, Cr J Evans, Cr G Floyd, Cr T Greenhalgh, Cr F Kinghorne, Cr D Mallard, Cr M McDonell, Cr T Mileto, Cr S Peterson, Cr G Power, Cr J Whitton

Against: Nil

Absent: Cr K Duffy

##### RESOLVED - 22/387

Cr D Mallard/Cr G Power

That Cr M McDonell be permitted to attend the Council meeting of Orange City Council on 4 October 2022 via audio visual link (zoom).

For: Cr J Hamling, Cr J Evans, Cr G Floyd, Cr T Greenhalgh, Cr F Kinghorne, Cr D Mallard, Cr M McDonell, Cr T Mileto, Cr S Peterson, Cr G Power, Cr J Whitton

Against: Nil

Absent: Cr K Duffy

#### 1.2 LIVESTREAMING AND RECORDING

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

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**1.3 ACKNOWLEDGEMENT OF COUNTRY**

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The Mayor conducted an Acknowledgement of Country.

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

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Cr Kinghorne declared a Non-Significant Non-Pecuniary Interest in PDC Item 2.4 – Development Application DA516/2021(1) - 11 Carwoola Drive as she resides nearby.

Cr McDonell declared a Non-Significant Non-Pecuniary Interest in PDC Item 2.4 – Development Application DA516/2021(1) - 11 Carwoola Drive as she resides nearby.

Cr Evans declared a Significant Pecuniary Interest in PDC Item 2.2 – Development Application DA 25/2022(1) – 10 Leewood Drive as the applicant is a customer of his business.

Cr Evans declared a Significant Non-Pecuniary Interest in SRPC Item 2.1 – Minutes of the Sport and Recreation Community Committee Meeting of 7 September 2022 as he is a member of the Orange Tigers AFL club.

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**1.5 OPENING PRAYER**

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Reverend Bob Cameron from St Barnabas Anglican Church Orange East led the Council in Prayer.

**THERE WAS NO OPEN FORUM.**

**2 MAYORAL MINUTES**

Nil

**3 CONFIRMATION OF MINUTES OF PREVIOUS MEETING****RESOLVED - 22/388****Cr T Greenhalgh/Cr G Floyd**

That the Minutes of the Ordinary Meeting of Orange City Council held on 20 September 2022 (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 20 September 2022.

For: Cr J Hamling, Cr J Evans, Cr G Floyd, Cr T Greenhalgh, Cr F Kinghorne, Cr D Mallard, Cr M McDonell, Cr T Mileto, Cr S Peterson, Cr G Power, Cr J Whitton

Against: Nil

Absent: Cr K Duffy

**THE MAYOR DECLARED THE ORDINARY MEETING OF COUNCIL ADJOURNED FOR THE CONDUCT OF THE POLICY COMMITTEE MEETINGS AT 6.36PM**

**THE MAYOR DECLARED THE ORDINARY MEETING OF COUNCIL RESUMED AT 7.20PM**

## 4 NOTICES OF MOTION/NOTICES OF RESCISSION

### 4.1 NOTICE OF MOTION - HEART OF THE NATION SUPPORT

TRIM REFERENCE: 2022/1881

**RESOLVED - 22/417****Cr J Whitton/Cr J Hamling**

That Council resolves:

- 1 That Council support Heart of the Nation in their drive to have publicly available AED's in the community.
- 2 That Council staff provide a report to Council on strategies to broaden the awareness and installation of AED's in Orange.

For: Cr J Hamling, Cr K Duffy, Cr J Evans, Cr G Floyd, Cr T Greenhalgh, Cr F Kinghorne, Cr D Mallard, Cr M McDonell, Cr T Mileto, Cr S Peterson, Cr G Power, Cr J Whitton

Against: Nil

Absent: Nil

### 4.2 NOTICE OF MOTION - SNAKE AWARENESS AND PREPAREDNESS

TRIM REFERENCE: 2022/1893

**RESOLVED - 22/418****Cr G Floyd/Cr K Duffy**

That Council resolves, by use of Council website to:

- 1 Display information on common snakes found in Orange and surrounding areas. List the following - contact details of snake catchers and affiliated bodies in the Orange area, First Aid treatment for snake bite and Emergency contact details in case of snake bite, rules and regulations around snake handling and welfare.
- 2 Distribute similar snake information to the public in any other cost-effective manner possible and write to the Minister for Education requesting awareness programs be held in schools.

For: Cr J Hamling, Cr K Duffy, Cr J Evans, Cr G Floyd, Cr T Greenhalgh, Cr F Kinghorne, Cr D Mallard, Cr M McDonell, Cr T Mileto, Cr S Peterson, Cr G Power, Cr J Whitton

Against: Nil

Absent: Nil

## 5 GENERAL REPORTS

### 5.1 REGISTER OF DISCLOSURES - INTERESTS OF COUNCILLORS AND DESIGNATED PERSONS

TRIM REFERENCE: 2022/1632

**RESOLVED - 22/419****Cr K Duffy/Cr J Whitton**

That Council resolves:

- 1 That the Register of Returns for the period 1 July 2021 – 30 June 2022 disclosing interests of Councillors and Designated Persons be made available on Council's website with appropriate redaction.
- 2 That the Register of Returns for the period 1 July 2021 – 30 June 2022 disclosing interests of Councillors and Designated Persons, as tabled, be acknowledged.

For: Cr J Hamling, Cr K Duffy, Cr J Evans, Cr G Floyd, Cr T Greenhalgh, Cr F Kinghorne, Cr D Mallard, Cr M McDonell, Cr T Mileto, Cr S Peterson, Cr G Power, Cr J Whitton

Against: Nil

Absent: Nil

### 5.2 UPDATE ON OUTSTANDING AND COMPLETED RESOLUTIONS OF COUNCIL INCLUDING QUESTIONS TAKEN ON NOTICE, MATTERS ARISING AND NOTICES OF MOTION

TRIM REFERENCE: 2022/1316

**RESOLVED - 22/420****Cr D Mallard/Cr G Power**

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

For: Cr J Hamling, Cr K Duffy, Cr J Evans, Cr G Floyd, Cr T Greenhalgh, Cr F Kinghorne, Cr D Mallard, Cr M McDonell, Cr T Mileto, Cr S Peterson, Cr G Power, Cr J Whitton

Against: Nil

Absent: Nil

### 5.3 WELCOME TO SUMMER - ORANGE AQUATIC CENTRE

TRIM REFERENCE: 2022/1891

**RESOLVED - 22/421****Cr D Mallard/Cr T Greenhalgh**

That Council resolves to:

- 1 Grant free entry to the Aquatic Centre for the Start of Summer 3 December 2022 and;
- 2 Provide the use of inflatable equipment free of charge.

For: Cr J Hamling, Cr K Duffy, Cr J Evans, Cr G Floyd, Cr T Greenhalgh, Cr F Kinghorne, Cr D Mallard, Cr M McDonell, Cr T Mileto, Cr S Peterson, Cr G Power, Cr J 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 - 22/422****Cr D Mallard/Cr J Evans**

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 Submission Redactions 4 October 2022**

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 (e) information that would, if disclosed, prejudice the maintenance of law.

The Mayor declared the Ordinary Meeting of Council adjourned for the conduct of the Closed Meeting at 7.42pm.

The Mayor declared the Ordinary Meeting of Council resumed at 7.44pm.

## 7 RESOLUTIONS FROM CLOSED MEETING

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

**6.1 SUBMISSION REDACTIONS 4 OCTOBER 2022**

TRIM REFERENCE: 2022/1816

**RESOLVED - 22/423****Cr K Duffy/Cr J Whitton**

That the information in the report on Submission Redactions be acknowledged.

For: Cr J Hamling, Cr K Duffy, Cr J Evans, Cr G Floyd, Cr T Greenhalgh, Cr F Kinghorne, Cr D Mallard, Cr M McDonell, Cr T Mileto, Cr S Peterson, Cr G Power, Cr J Whitton

Against: Nil

Absent: Nil

**THE MEETING CLOSED AT 7.44PM**

This is Page Number 5 and the Final Page of the Minutes of the Ordinary Meeting of Orange City Council held on 4 October 2022.

**4 NOTICES OF MOTION/NOTICES OF RESCISSION**

Nil



## 5 GENERAL REPORTS

### 5.1 RECOMMENDATIONS AND RESOLUTIONS FROM POLICY COMMITTEES

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RECORD NUMBER: 2022/1313

AUTHOR: Janessa Constantine, Manager Corporate Governance

#### EXECUTIVE SUMMARY

Council's Policy Committees (Planning and Development Committee, Employment and Economic Development Policy Committee, Infrastructure Policy Committee, Sport and Recreation Policy Committee, Environmental Sustainability Policy Committee, Finance Policy Committee and Services Policy Committee) have delegation to determine matters before those Committees.

This report provides minutes of the Policy Committees held this month. Resolutions made by the Committees are presented for adoption or amendment by Council.

#### LINK TO DELIVERY/OPERATIONAL PLAN

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

#### FINANCIAL IMPLICATIONS

Nil

#### POLICY AND GOVERNANCE IMPLICATIONS

Nil

#### RECOMMENDATION

That Council resolves:

- 1 That the Minutes of the Planning & Development Policy Committee at its meeting held on 4 October 2022 be and are hereby confirmed as a true and accurate record of the proceedings.
- 2 That the Minutes of the Employment and Economic Development Policy Committee at its meeting held on 4 October 2022 be and are hereby confirmed as a true and accurate record of the proceedings.
- 3 That the Minutes of the Infrastructure Policy Committee at its meeting held on 4 October 2022 be and are hereby confirmed as a true and accurate record of the proceedings.
- 4 That the Minutes of the Sport and Recreation Policy Committee at its meeting held on 4 October 2022 be and are hereby confirmed as a true and accurate record of the proceedings.
- 5 That the Minutes of the Environmental Sustainability Policy Committee at its meeting held on 4 October 2022 be and are hereby confirmed as a true and accurate record of the proceedings.
- 6 That the Minutes of the Finance Policy Committee at its meeting held on 4 October 2022 be and are hereby confirmed as a true and accurate record of the proceedings.
- 7 That the Minutes of the Services Policy Committee at its meeting held on 4 October 2022 be and are hereby confirmed as a true and accurate record of the proceedings.

**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****Planning and Development Policy Committee**

At the Planning and Development Policy Committee meeting held on 4 October 2022, all resolutions were made under delegation, and the minutes are presented for adoption.

**Employment and Economic Development Policy Committee**

At the Employment and Economic Development Policy Committee meeting held on 4 October 2022, all resolutions were made under delegation, and the minutes are presented for adoption.

**Infrastructure Policy Committee**

At the Infrastructure Policy Committee meeting held on 4 October 2022, all resolutions were made under delegation, and the minutes are presented for adoption.

**Sport and Recreation Policy Committee**

At the Sport and Recreation Policy Committee meeting held on 4 October 2022, all resolutions were made under delegation, and the minutes are presented for adoption.

**Environmental Sustainability Policy Committee**

At the Environmental Sustainability Policy Committee meeting held on 4 October 2022, all resolutions were made under delegation, and the minutes are presented for adoption.

**Finance Policy Committee**

At the Finance Policy Committee meeting held on 4 October 2022, all resolutions were made under delegation, and the minutes are presented for adoption.

**Services Policy Committee**

At the Services Policy Committee meeting held on 4 October 2022, all resolutions were made under delegation, and the minutes are presented for adoption.

**ATTACHMENTS**

- 1 PDC 4 October 2022 Minutes, 2022/1996 [↓](#)
- 2 EEDPC 4 October 2022 Minutes, 2022/1997 [↓](#)
- 3 IPC 4 October 2022 Minutes, 2022/1998 [↓](#)
- 4 SRPC 4 October 2022 Minutes, 2022/1999 [↓](#)
- 5 ESPC 4 October 2022 Minutes, 2022/2000 [↓](#)
- 6 FPC 4 October 2022 Minutes, 2022/2001 [↓](#)
- 7 SPC 4 October 2022 Minutes, 2022/2002 [↓](#)

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## ORANGE CITY COUNCIL

### MINUTES OF THE

## PLANNING AND DEVELOPMENT COMMITTEE

HELD IN COUNCIL CHAMBER, CIVIC CENTRE, BYNG STREET, ORANGE

ON 4 OCTOBER 2022

COMMENCING AT 6.36PM

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### 1 INTRODUCTION

#### ATTENDANCE

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Cr J Whitton (Chairperson), Cr J Hamling (Mayor), Cr G Power (Deputy Mayor), Cr D Mallard, Cr M McDonell (*zoom*), Cr T Mileto, Cr G Floyd, Cr S Peterson, Cr T Greenhalgh, Cr F Kinghorne, Cr J Evans

Acting Chief Executive Officer (Greenham), Director Corporate and Commercial Services, Director Development Services, Acting Director Community, Recreation and Cultural Services (Andrews), Manager Corporate Governance, Acting Executive Support Manager (Dally).

#### APOLOGIES AND LEAVE OF ABSENCE

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**RESOLVED - 22/389****Cr J Whitton/Cr J Evans**

That the apologies be accepted from Cr K Duffy for the Planning and Development Committee of Orange City Council on 4 October 2022.

For: Cr J Hamling, Cr J Evans, Cr G Floyd, Cr T Greenhalgh, Cr F Kinghorne, Cr D Mallard, Cr M McDonell, Cr T Mileto, Cr S Peterson, Cr G Power, Cr J Whitton

Against: Nil

Absent: Cr K Duffy

**RESOLVED - 22/390****Cr D Mallard/Cr G Power**

That Cr M McDonell be permitted to attend the Planning and Development Committee meeting of Orange City Council on 4 October 2022 via audio visual link (*zoom*).

For: Cr J Hamling, Cr J Evans, Cr G Floyd, Cr T Greenhalgh, Cr F Kinghorne, Cr D Mallard, Cr M McDonell, Cr T Mileto, Cr S Peterson, Cr G Power, Cr J Whitton

Against: Nil

Absent: Cr K Duffy

**MINUTES OF PLANNING AND DEVELOPMENT COMMITTEE****4 OCTOBER 2022****1.1 DECLARATION OF PECUNIARY INTERESTS, SIGNIFICANT NON-PECUNIARY INTERESTS AND LESS THAN SIGNIFICANT NON-PECUNIARY INTERESTS**

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Cr Kinghorne declared a Non-Significant Non-Pecuniary Interest in PDC Item 2.4 – Development Application DA516/2021(1) - 11 Carwoola Drive as she resides nearby.

Cr McDonell declared a Non-Significant Non-Pecuniary Interest in PDC Item 2.4 – Development Application DA516/2021(1) - 11 Carwoola Drive as she resides nearby.

Cr Evans declared a Significant Pecuniary Interest in PDC Item 2.2 – Development Application DA 25/2022(1) – 10 Leewood Drive as the applicant is a customer of his business.

**2 GENERAL REPORTS****2.1 ITEMS APPROVED UNDER THE DELEGATED AUTHORITY OF COUNCIL**

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TRIM REFERENCE: 2022/1725

**RESOLVED - 22/391****Cr J Hamling/Cr G Power**

That Council resolves to acknowledge the information provided in the report by the Manager Development Assessments on Items Approved Under the Delegated Authority of Council.

For: Cr J Hamling, Cr J Evans, Cr G Floyd, Cr T Greenhalgh, Cr F Kinghorne, Cr D Mallard, Cr M McDonell, Cr T Mileto, Cr S Peterson, Cr G Power, Cr J Whitton

Against: Nil

Absent: Cr K Duffy

*\*Cr Evans left the chamber with the time being 6.37pm\**

**2.2 DEVELOPMENT APPLICATION DA 258/2022(1) - 10 LEEWOOD DRIVE**

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TRIM REFERENCE: 2022/1888

Cr Evans declared a Significant Pecuniary Interest in this item as the applicant is a customer of his business, left the chamber and did not participate in voting or discussion on this item.

**RESOLVED - 22/392****Cr D Mallard/Cr S Peterson**

That Council consents to development application DA 258/2022(1) for General Industry (alterations and additions) at Lot 53 DP 255071 - 10 Leewood Drive, Orange pursuant to the conditions of consent in the attached Notice of Approval.

For: Cr J Hamling, Cr G Floyd, Cr T Greenhalgh, Cr F Kinghorne, Cr D Mallard, Cr M McDonell, Cr T Mileto, Cr S Peterson, Cr G Power, Cr J Whitton

Against: Nil

Absent: Cr J Evans, Cr K Duffy

*\*Cr Evans returned to the chamber with the time being 6.38pm\**

**MINUTES OF PLANNING AND DEVELOPMENT COMMITTEE****4 OCTOBER 2022****2.3 DEVELOPMENT APPLICATION DA 182/2022(1) - 20 ASTILL DRIVE**

TRIM REFERENCE: 2022/1889

**RESOLVED - 22/393****Cr D Mallard/Cr S Peterson**

That Council consents to development application DA 182/2022(1) for General Industry (44 industrial units), Kiosk, Business Identification Signage and Subdivision (45 lot Strata) at Lot 114 DP 1173680, 20 Astill Drive, Orange pursuant to the conditions of consent in the attached Notice of Determination.

For: Cr J Hamling, Cr J Evans, Cr G Floyd, Cr T Greenhalgh, Cr F Kinghorne, Cr D Mallard, Cr M McDonell, Cr T Mileto, Cr S Peterson, Cr G Power, Cr J Whitton

Against: Nil

Absent: Cr K Duffy

**2.4 DEVELOPMENT APPLICATION DA 516/2021(1) - 11 CARWOOLA DRIVE**

TRIM REFERENCE: 2022/1948

Cr Kinghorne declared a Non-Significant Non-Pecuniary Interest in this item as she resides nearby.

Cr McDonell declared a Non-Significant Non-Pecuniary Interest in this item as she resides nearby.

**RESOLVED - 22/394****Cr J Hamling/Cr G Floyd**

That Council consents to development application DA 516/2021(1) for Demolition (existing dwelling and tree removal) and Subdivision (13 lot Torrens Title) at Lot 100 DP 1121143 - 11 Carwoola Drive, Orange pursuant to the conditions of consent in the attached Notice of Approval.

For: Cr J Hamling, Cr J Evans, Cr G Floyd, Cr T Greenhalgh, Cr F Kinghorne, Cr D Mallard, Cr M McDonell, Cr T Mileto, Cr S Peterson, Cr G Power, Cr J Whitton

Against: Nil

Absent: Cr K Duffy

Cr Mallard asked what provisions would be in a DA if it was lodged for a 2 storey dwelling.

*The Director Development Services stated that there were two courses that could be considered, one would be through the DA process where overshadowing would be considered and requirement for 4 hours sun to windows and 3 hours to open space. The other course could be through a complying development certificate where there are less controls through but managed through state legislation.*

**THE MEETING CLOSED AT 6.40PM.**

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## ORANGE CITY COUNCIL

### MINUTES OF THE EMPLOYMENT AND ECONOMIC DEVELOPMENT POLICY COMMITTEE

HELD IN COUNCIL CHAMBER, CIVIC CENTRE, BYNG STREET, ORANGE

ON 4 OCTOBER 2022

COMMENCING AT 6.40PM

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## 1 INTRODUCTION

### ATTENDANCE

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Cr T Mileto (Chairperson), Cr J Hamling (Mayor), Cr G Power (Deputy Mayor), Cr D Mallard, Cr J Evans, Cr M McDonell, Cr G Floyd, Cr T Greenhalgh, Cr S Peterson, Cr F Kinghorne, Cr J Whitton

Acting Chief Executive Officer (Greenham), Director Corporate and Commercial Services, Director Development Services, Acting Director Community, Recreation and Cultural Services (Andrews), Manager Corporate Governance, Acting Executive Support Manager (Dally).

### APOLOGIES AND LEAVE OF ABSENCE

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**RESOLVED - 22/395****Cr J Whitton/Cr J Evans**

That the apologies be accepted from Cr K Duffy for the Employment and Economic Development Policy Committee of Orange City Council on 4 October 2022.

For: Cr J Hamling, Cr J Evans, Cr G Floyd, Cr T Greenhalgh, Cr F Kinghorne, Cr D Mallard, Cr M McDonell, Cr T Mileto, Cr S Peterson, Cr G Power, Cr J Whitton

Against: Nil

Absent: Cr K Duffy

**RESOLVED - 22/396****Cr D Mallard/Cr G Power**

That Cr M McDonell be permitted to attend the Employment and Economic Development Committee meeting of Orange City Council on 4 October 2022 via audio visual link (zoom).

For: Cr J Hamling, Cr J Evans, Cr G Floyd, Cr T Greenhalgh, Cr F Kinghorne, Cr D Mallard, Cr M McDonell, Cr T Mileto, Cr S Peterson, Cr G Power, Cr J Whitton

Against: Nil

Absent: Cr K Duffy

**MINUTES OF EMPLOYMENT AND ECONOMIC DEVELOPMENT POLICY COMMITTEE 4  
OCTOBER 2022**

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**1.1 DECLARATION OF PECUNIARY INTERESTS, SIGNIFICANT NON-PECUNIARY INTERESTS  
AND LESS THAN SIGNIFICANT NON-PECUNIARY INTERESTS**

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Nil

**2 COMMITTEE MINUTES****2.1 MINUTES OF THE ECONOMIC DEVELOPMENT COMMUNITY COMMITTEE HELD 10  
AUGUST 2022**

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TRIM REFERENCE: 2022/1803

**RESOLVED - 22/397****Cr J Whitton/Cr T Greenhalgh**

- |   |   |
|---|---|
| 1 | That Council acknowledge the reports presented to the Economic Development Community Committee at its meeting held on 10 August 2022. |
| 2 | That the minutes of the Economic Development Community Committee at its meeting held on 10 August 2022 be adopted.                    |

For: Cr J Hamling, Cr J Evans, Cr G Floyd, Cr T Greenhalgh, Cr F Kinghorne, Cr D Mallard, Cr M McDonnell, Cr T Mileto, Cr S Peterson, Cr G Power, Cr J Whitton

Against: Nil

Absent: Cr K Duffy

**THE MEETING CLOSED AT 6.42PM.**

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## ORANGE CITY COUNCIL

### MINUTES OF THE

### INFRASTRUCTURE POLICY COMMITTEE

HELD IN COUNCIL CHAMBER, CIVIC CENTRE, BYNG STREET, ORANGE

ON 4 OCTOBER 2022

COMMENCING AT 6.43PM

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## 1 INTRODUCTION

### ATTENDANCE

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Cr J Evans (Chairperson), Cr J Hamling (Mayor), Cr G Power (Deputy Mayor), Cr D Mallard, Cr M McDonell, Cr T Mileto, Cr G Floyd, Cr S Peterson, Cr T Greenhalgh, Cr F Kinghorne, Cr J Whitton

Acting Chief Executive Officer (Greenham), Director Corporate and Commercial Services, Director Development Services, Acting Director Community, Recreation and Cultural Services (Andrews), Manager Corporate Governance, Acting Executive Support Manager (Dally).

### APOLOGIES AND LEAVE OF ABSENCE

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**RESOLVED - 22/398****Cr J Whitton/Cr J Evans**

That the apologies be accepted from Cr K Duffy for the Infrastructure Policy Committee of Orange City Council on 4 October 2022.

For: Cr J Hamling, Cr J Evans, Cr G Floyd, Cr T Greenhalgh, Cr F Kinghorne, Cr D Mallard, Cr M McDonell, Cr T Mileto, Cr S Peterson, Cr G Power, Cr J Whitton

Against: Nil

Absent: Cr K Duffy

**RESOLVED - 22/399****Cr D Mallard/Cr G Power**

That Cr M McDonell be permitted to attend the Infrastructure Policy Committee meeting of Orange City Council on 4 October 2022 via audio visual link (zoom).

For: Cr J Hamling, Cr J Evans, Cr G Floyd, Cr T Greenhalgh, Cr F Kinghorne, Cr D Mallard, Cr M McDonell, Cr T Mileto, Cr S Peterson, Cr G Power, Cr J Whitton

Against: Nil

Absent: Cr K Duffy

### 1.1 DECLARATION OF PECUNIARY INTERESTS, SIGNIFICANT NON-PECUNIARY INTERESTS AND LESS THAN SIGNIFICANT NON-PECUNIARY INTERESTS

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Nil.



**MINUTES OF INFRASTRUCTURE POLICY COMMITTEE****4 OCTOBER 2022****2 COMMITTEE MINUTES****2.1 MINUTES OF THE AIRPORT COMMUNITY COMMITTEE MEETING - 31 AUGUST 2022**

TRIM REFERENCE: 2022/1781

**RESOLVED - 22/400****Cr T Greenhalgh/Cr S Peterson**

- 1 That Council acknowledge the reports presented to the Airport Community Committee at its meeting held on 31 August 2022.
- 2 That Council determine recommendations 3.1, 4.1 and 4.2 from the minutes of the Airport Community Committee meeting of 31 August 2022.
  - 3.1 *Gate 2 – Airport Huntley Road – Recent Burn-Out Vandalism*  
*That the Manager Depot, Airport & Emergency Services speak to the Police at the next Local Emergency Management Committee Meeting.*
  - 4.1 *Orange Airport – Proposed Memorial for Jim Hazelton*  
*That the report be noted and that this item be referred to the next meeting of the Airport Community Committee.*
  - 4.2 *Airport Community Committee Action Plan*  
*That the Airport Community Committee Action Plan be reviewed and updated.*
- 3 That the remainder of the minutes of the Airport Community Committee at its meeting held on 31 August 2022 be adopted.

For: Cr J Hamling, Cr J Evans, Cr G Floyd, Cr T Greenhalgh, Cr F Kinghorne, Cr D Mallard, Cr M McDonnell, Cr T Mileto, Cr S Peterson, Cr G Power, Cr J Whitton

Against: Nil

Absent: Cr K Duffy

**3 GENERAL REPORTS****3.1 CURRENT WORKS**

TRIM REFERENCE: 2022/1896

**RESOLVED - 22/401****Cr G Floyd/Cr J Whitton**

That the information provided in the report on Current Works be acknowledged.

For: Cr J Hamling, Cr J Evans, Cr G Floyd, Cr T Greenhalgh, Cr F Kinghorne, Cr D Mallard, Cr M McDonnell, Cr T Mileto, Cr S Peterson, Cr G Power, Cr J Whitton

Against: Nil

Absent: Cr K Duffy

**QUESTION TAKEN ON NOTICE****Cr F Kinghorne**

Cr Kinghorne noted the current works report stated there were 10 burst water mains in a month and asked if that was a lot or average for a month.

**THE MEETING CLOSED AT 6.44PM.**

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## ORANGE CITY COUNCIL

### MINUTES OF THE

## SPORT AND RECREATION POLICY COMMITTEE

HELD IN COUNCIL CHAMBER, CIVIC CENTRE, BYNG STREET, ORANGE

ON 4 OCTOBER 2022

COMMENCING AT 6.45PM

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### 1 INTRODUCTION

#### ATTENDANCE

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Cr T Greenhalgh (Chairperson), Cr J Hamling (Mayor), Cr J Evans, Cr G Floyd, Cr F Kinghorne, Cr D Mallard, Cr M McDonell, Cr T Mileto, Cr S Peterson, Cr G Power (Deputy Mayor), Cr J Whitton

Acting Chief Executive Officer (Greenham), Director Corporate and Commercial Services, Director Development Services, Acting Director Community, Recreation and Cultural Services (Andrews), Manager Corporate Governance, Acting Executive Support Manager (Dally).

#### APOLOGIES AND LEAVE OF ABSENCE

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**RESOLVED - 22/402****Cr J Whitton/Cr J Evans**

That the apologies be accepted from Cr K Duffy for the Sport and Recreation Policy Committee of Orange City Council on 4 October 2022.

For: Cr J Hamling, Cr J Evans, Cr G Floyd, Cr T Greenhalgh, Cr F Kinghorne, Cr D Mallard, Cr M McDonell, Cr T Mileto, Cr S Peterson, Cr G Power, Cr J Whitton

Against: Nil

Absent: Cr K Duffy

**RESOLVED - 22/403****Cr D Mallard/Cr G Power**

That Cr M McDonell be permitted to attend the Sport and Recreation Policy Committee meeting of Orange City Council on 4 October 2022 via audio visual link (zoom).

For: Cr J Hamling, Cr J Evans, Cr G Floyd, Cr T Greenhalgh, Cr F Kinghorne, Cr D Mallard, Cr M McDonell, Cr T Mileto, Cr S Peterson, Cr G Power, Cr J Whitton

Against: Nil

Absent: Cr K Duffy

**MINUTES OF SPORT AND RECREATION POLICY COMMITTEE****4 OCTOBER 2022****1.1 DECLARATION OF PECUNIARY INTERESTS, SIGNIFICANT NON-PECUNIARY INTERESTS  
AND LESS THAN SIGNIFICANT NON-PECUNIARY INTERESTS**

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Cr Evans declared a Significant Non-Pecuniary Interest in Item 2.1 – Minutes of the Sport and Recreation Community Committee Meeting of 7 September 2022 as he is a member of the Orange Tigers AFL club.

*\*Cr Evans left the meeting with the time being 6.45pm\**

**2 COMMITTEE MINUTES****2.1 MINUTES OF THE SPORT AND RECREATION COMMUNITY COMMITTEE MEETING OF  
7 SEPTEMBER 2022**

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TRIM REFERENCE: 2022/1873

Cr Evans declared a Significant Non-Pecuniary Interest in this item as he is a member of the Orange Tigers AFL club, left the chamber and did not participate in discussion or voting on this item.

## MINUTES OF SPORT AND RECREATION POLICY COMMITTEE

4 OCTOBER 2022

**RESOLVED - 22/404****Cr J Whitton/Cr G Floyd**

- 1 That Council acknowledge the reports presented to the Sport and Recreation Community Committee at its meeting held on 7 September 2022.
- 2 That Council determine recommendations 3.1 and 4.1 from the minutes of the Sport and Recreation Community Committee meeting of 7 September 2022.
  - 3.1
    1. *That Council support the Western Region Academy of Sport in their submission to host the 2025-2027 Academy Games.*
    2. *That Council consider any funding/sponsorship requests from the Western Region Academy of Sport to assist in securing the 2025-2027 Academy Games.*
  - 4.1 *That the Sport and Recreation Community Committee recommend that Council allocate funds from the 2022/2023 Sports Facility Partnership Program as per the following table:*

Organisation	Project	Recommended Funding
Orange Cycle & Triathlon Club	Purchase of timing equipment, PA system and generator	\$9,500
Orange Equestrian Club	Upgraded water infrastructure at Towac Park Equestrian Reserve. Project includes the installation of a water tank, pump and increase the number of water outlets	\$3,000
Orange Equestrian Club	Resurface main riding area at Towac Park Equestrian Reserve.	\$12,000
Orange Tigers Australian Rules Football Club	Installation of drainage for AFL field at Waratah Sports Club.	\$11,800
Orange District Softball Association	Upgrade to Softball facilities at Sir Jack Brabham Park including additional spectator seating, safety netting for spectators and pitching plate rubbers	\$3,700
Orange City Rugby Club	Drainage and access improvements on western side of Pride Park (Waratah Sports Club). Project includes the installation of an ag line down the western side line boundary, synthetic grass to officials area and a concrete path at the entry and toilet areas.	\$10,000
	<b>TOTAL</b>	<b>\$50,000</b>

- 3 That the remainder of the minutes of the Sport and Recreation Community Committee at its meeting held on 7 September 2022 be adopted.

For: Cr J Hamling, Cr G Floyd, Cr T Greenhalgh, Cr F Kinghorne, Cr D Mallard, Cr M McDonnell, Cr T Mileto, Cr S Peterson, Cr G Power, Cr J Whitton

Against: Nil

Absent: Cr K Duffy, Cr J Evans

*\*Cr Evans returned to the meeting with the time being 6.47pm\**

**THE MEETING CLOSED AT 6.47PM**

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## ORANGE CITY COUNCIL

### MINUTES OF THE ENVIRONMENTAL SUSTAINABILITY POLICY COMMITTEE

HELD IN COUNCIL CHAMBER, CIVIC CENTRE, BYNG STREET, ORANGE

ON 4 OCTOBER 2022

COMMENCING AT 6.47PM

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## 1 INTRODUCTION

### ATTENDANCE

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Cr D Mallard (Chairperson), Cr J Hamling (Mayor), Cr G Power (Deputy Mayor), Cr K Duffy (6.49pm), Cr M McDonell, Cr J Evans, Cr T Mileto, Cr G Floyd, Cr S Peterson, Cr T Greenhalgh, Cr F Kinghorne, Cr J Whitton

Acting Chief Executive Officer (Greenham), Director Corporate and Commercial Services, Director Development Services, Acting Director Community, Recreation and Cultural Services (Andrews), Manager Corporate Governance, Executive Support Manager

### APOLOGIES AND LEAVE OF ABSENCE

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**RESOLVED - 22/405****Cr J Whitton/Cr J Evans**

That the apologies be accepted from Cr K Duffy for lateness for the Environmental Sustainability Policy Committee of Orange City Council on 4 October 2022.

For: Cr J Hamling, Cr J Evans, Cr G Floyd, Cr T Greenhalgh, Cr F Kinghorne, Cr D Mallard, Cr M McDonell, Cr T Mileto, Cr S Peterson, Cr G Power, Cr J Whitton

Against: Nil

Absent: Cr K Duffy

**RESOLVED - 22/406****Cr D Mallard/Cr G Power**

That Cr M McDonell be permitted to attend the Environmental Sustainability Policy Committee meeting of Orange City Council on 4 October 2022 via audio visual link (zoom).

For: Cr J Hamling, Cr J Evans, Cr G Floyd, Cr T Greenhalgh, Cr F Kinghorne, Cr D Mallard, Cr M McDonell, Cr T Mileto, Cr S Peterson, Cr G Power, Cr J Whitton

Against: Nil

Absent: Cr K Duffy

### 1.1 DECLARATION OF PECUNIARY INTERESTS, SIGNIFICANT NON-PECUNIARY INTERESTS AND LESS THAN SIGNIFICANT NON-PECUNIARY INTERESTS

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Nil.

**MINUTES OF ENVIRONMENTAL SUSTAINABILITY POLICY COMMITTEE 4 OCTOBER 2022**

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*\*Cr Duffy arrived at the meeting with the time being 6.49pm\**

**2 GENERAL REPORTS****2.1 NETWASTE REGIONAL TEMPLATE - CONTAMINATION OF KERB SIDE SERVICES ENGAGEMENT LETTERS**

TRIM REFERENCE: 2022/1807

**RESOLVED - 22/407****Cr J Hamling/Cr J Evans**

That Council confirms its acceptance of the shared document set of regional contamination letters, and that they be distributed within the current JR Richards collection system (issued from the JR Richards regional operations team and call centre).

For: Cr J Hamling, Cr K Duffy, Cr J Evans, Cr G Floyd, Cr T Greenhalgh, Cr F Kinghorne, Cr D Mallard, Cr M McDonell, Cr T Mileto, Cr S Peterson, Cr G Power, Cr J Whitton

Against: Nil

Absent: Nil

**QUESTION TAKEN ON NOTICE****Cr F Kinghorne**

Cr Kinghorne noted that there is a need to educate the community on sorting of waste and asked what happens after the fourth letter is sent and people lose their service, how long until it is reinstated.

**2.2 ADDITIONAL WASTE AND RECYCLING SERVICES OVER CHRISTMAS AND NEW YEAR PERIOD**

TRIM REFERENCE: 2022/1868

**RESOLVED - 22/408****Cr G Floyd/Cr K Duffy**

That Council notes the report contents and further promotes to residents the free disposal opportunities for recyclable items at the Ophir Road Resource Recovery Centre and the availability to access additional waste, recycling and organics collections by utilisation of privately owned bins with use of the \$2 ticket service offered within the existing Domestic Waste and Recycling Contract.

For: Cr J Hamling, Cr K Duffy, Cr J Evans, Cr G Floyd, Cr T Greenhalgh, Cr F Kinghorne, Cr D Mallard, Cr M McDonell, Cr T Mileto, Cr S Peterson, Cr G Power, Cr J Whitton

Against: Nil

Absent: Nil

Cr Whitton asked if this was going on exhibition.

*The Director Technical Services stated that the recommendation was for noting the report and promotion of the additional \$2 waste services.*

Cr Mileto asked if hypothetically he wanted to allow someone to use his bin while he was not using it, would this be permitted.

*The Director Technical Services stated that hypothetically yes, if it was used at the residence it is registered for.*

**MINUTES OF ENVIRONMENTAL SUSTAINABILITY POLICY COMMITTEE 4 OCTOBER 2022**

Cr Greenhalgh asked if tickets could be bought individually or if they needed to be bought in a book of multiple tickets.

*The Director Technical Services stated that tickets can be purchased individually for \$2 or in a book of multiples.*

**2.3 BULKY WASTE SERVICE REVIEW**

TRIM REFERENCE: 2022/1906

**RECOMMENDATION**

**Cr J Evans/Cr J Hamling**

That Council resolves to:

- 1 Endorse provision of a "user-pay" Bulky Waste service in lieu of the scheduled service for February 2023 and make the necessary adjustment to the residential assessment rate base to remove the scheduled service charge.
- 2 Advertise the new "user-pay" opt in Bulky Waste Service at the rate of \$96.72 per collection including GST for commencement in the 2022/2023 financial year and monitor the participation use and resource recovery outcomes with the view to maintaining this form of access to Bulky Waste servicing for the duration of the domestic waste contract ending in April 2026.
- 3 Removal of the existing Bulky waste collection "User-Pay" ticket fee of \$220.25 including GST.

**AMENDMENT**

**Cr F Kinghorne/Cr J Evans**

That Council defers consideration of the Bulky Waste Service Review for the purpose of investigation of a further option for all ratepayers to be charged a fee for a bulky waste service and for this service to be on an 'at request' basis as it is required by residents.

For: Cr J Hamling, Cr K Duffy, Cr J Evans, Cr G Floyd, Cr T Greenhalgh, Cr F Kinghorne, Cr D Mallard, Cr M McDonell, Cr T Mileto, Cr S Peterson, Cr G Power, Cr J Whitton

Against: Nil

Absent: Nil

**THE AMENDMENT ON BEING PUT WAS CARRIED AND BECAME THE MOTION**

**THE MOTION ON BEING PUT WAS CARRIED**

**RESOLVED - 22/409**

**Cr F Kinghorne/Cr J Evans**

That Council defers consideration of the Bulky Waste Service Review for the purpose of investigation of a further option for all ratepayers to be charged a fee for a bulky waste service and for this service to be on an 'at request' basis as it is required by residents.

For: Cr J Hamling, Cr K Duffy, Cr J Evans, Cr G Floyd, Cr T Greenhalgh, Cr F Kinghorne, Cr D Mallard, Cr M McDonell, Cr T Mileto, Cr S Peterson, Cr G Power, Cr J Whitton

Against: Nil

Absent: Nil

**MATTER ARISING**

**Cr J Whitton**

Cr Whitton requested that rubbish be removed from the Pinnacle and consideration of bins being installed at this location to avoid littering.

**THE MEETING CLOSED AT 7.07PM.**

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## ORANGE CITY COUNCIL

### MINUTES OF THE

### FINANCE POLICY COMMITTEE

HELD IN COUNCIL CHAMBER, CIVIC CENTRE, BYNG STREET, ORANGE

ON 4 OCTOBER 2022

COMMENCING AT 7.08PM

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## 1 INTRODUCTION

### ATTENDANCE

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Cr K Duffy (Chairperson), Cr J Hamling (Mayor), Cr G Power (Deputy Mayor), Cr D Mallard, Cr M McDonell, Cr J Evans, Cr T Mileto, Cr G Floyd, Cr S Peterson, Cr T Greenhalgh, Cr F Kinghorne, Cr J Whitton

Acting Chief Executive Officer (Greenham), Director Corporate and Commercial Services, Director Development Services, Acting Director Community, Recreation and Cultural Services (Andrews), Manager Corporate Governance, Acting Executive Support Manager (Dally).

### APOLOGIES AND LEAVE OF ABSENCE

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Nil.

<b>RESOLVED - 22/410</b>	<b>Cr D Mallard/Cr G Power</b>
That Cr M McDonell be permitted to attend the Finance Policy Committee meeting of Orange City Council on 4 October 2022 via audio visual link (zoom).	

For: Cr J Hamling, Cr K Duffy, Cr J Evans, Cr G Floyd, Cr T Greenhalgh, Cr F Kinghorne, Cr D Mallard, Cr M McDonell, Cr T Mileto, Cr S Peterson, Cr G Power, Cr J Whitton

Against: Nil

Absent: Nil

### 1.1 DECLARATION OF PECUNIARY INTERESTS, SIGNIFICANT NON-PECUNIARY INTERESTS AND LESS THAN SIGNIFICANT NON-PECUNIARY INTERESTS

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Nil.



**MINUTES OF FINANCE POLICY COMMITTEE****4 OCTOBER 2022****2 GENERAL REPORTS****2.1 SMALL DONATIONS & GRANTS PROGRAM - APPLICATIONS FOR CONSIDERATION**

TRIM REFERENCE: 2022/1783

**RESOLVED - 22/411****Cr J Hamling/Cr J Whitton**

- 1 That Council determines funding of \$2,000 to the Wula Gurray Choir for 30 uniforms and participant trophies & a memory cd.
- 2 That Council determines funding of approx. \$800 of in-kind support to the Australian National Field Days for street sweeping works at the Field Days site.
- 3 That Council determines funding of \$2,500 to the Orange 8 Day Games for promotion of the event and administration support.

For: Cr J Hamling, Cr K Duffy, Cr J Evans, Cr G Floyd, Cr T Greenhalgh, Cr F Kinghorne, Cr D Mallard, Cr M McDonell, Cr T Mileto, Cr S Peterson, Cr G Power, Cr J Whitton

Against: Nil

Absent: Nil

**THE MEETING CLOSED AT 7.09PM.**

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## ORANGE CITY COUNCIL

### MINUTES OF THE

### SERVICES POLICY COMMITTEE

HELD IN COUNCIL CHAMBER, CIVIC CENTRE, BYNG STREET, ORANGE

ON 4 OCTOBER 2022

COMMENCING AT 7.09PM

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## 1 INTRODUCTION

### ATTENDANCE

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Cr M McDonell (Chairperson), Cr J Hamling (Mayor), Cr G Power (Deputy Mayor), Cr K Duffy, Cr D Mallard, Cr J Evans, Cr T Mileto, Cr G Floyd, Cr T Greenhalgh, Cr S Peterson, Cr F Kinghorne, Cr J Whitton

Acting Chief Executive Officer (Greenham), Director Corporate and Commercial Services, Director Development Services, Acting Director Community, Recreation and Cultural Services (Andrews), Manager Corporate Governance, Acting Executive Support Manager (Dally).

### APOLOGIES AND LEAVE OF ABSENCE

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Nil.

<b>RESOLVED - 22/412</b>	<b>Cr D Mallard/Cr G Power</b>
That Cr M McDonell be permitted to attend the Service Policy Committee meeting of Orange City Council on 4 October 2022 via audio visual link (zoom).	

For: Cr J Hamling, Cr K Duffy, Cr J Evans, Cr G Floyd, Cr T Greenhalgh, Cr F Kinghorne, Cr D Mallard, Cr M McDonell, Cr T Mileto, Cr S Peterson, Cr G Power, Cr J Whitton

Against: Nil

Absent: Nil

### 1.1 DECLARATION OF PECUNIARY INTERESTS, SIGNIFICANT NON-PECUNIARY INTERESTS AND LESS THAN SIGNIFICANT NON-PECUNIARY INTERESTS

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Nil.

## MINUTES OF SERVICES POLICY COMMITTEE

4 OCTOBER 2022

**2 COMMITTEE MINUTES****2.1 MINUTES OF THE AGEING AND ACCESS COMMUNITY COMMITTEE OF 9 AUGUST 2022**

TRIM REFERENCE: 2022/1714

**RESOLVED - 22/413****Cr G Floyd/Cr J Evans**

- 1 That Council acknowledge the reports presented to the Ageing and Access Community Committee at its meeting held on 9 August 2022.
- 2 That Council determine the following recommendations 3.1.1, 3.2.1, 3.3.1, 3.4.1, 3.5.1, 3.5.2, 4.1.1, 4.1.2 from the minutes of the Ageing and Access Community Committee meeting of 9 August 2022:
  - 3.1.1 *That an investigation be made by Council into the purchase of portable ramps.*
  - 3.2.1 *That Council investigate options for pedestrian crossings at the identified locations.*
  - 3.3.1 *That Council conduct an investigation into increasing lighting one day per month.*
  - 3.4.1 *That Council investigate changes to lighting in park toilets and high visibility painting of bollards.*
  - 3.5.1 *That Council investigate the best method to congratulate businesses that are providing 'best practice access' to their products.*
  - 3.5.2 *That Council engage an external educator to provide an 'access experience' for Council staff and Councillors.*
  - 4.1.1 *That Council investigate the installation of an accessible bathroom with an adult change table and hoist in the Central Business District.*
  - 4.1.2 *That Council investigate a sensory or safe place tent at large Council events*
- 3 That the remainder of the minutes of the Ageing and Access Community Committee at its meeting held on 9 August 2022 be adopted.

For: Cr J Hamling, Cr K Duffy, Cr J Evans, Cr G Floyd, Cr T Greenhalgh, Cr F Kinghorne, Cr D Mallard, Cr M McDonell, Cr T Mileto, Cr S Peterson, Cr G Power, Cr J Whitton

Against: Nil

Absent: Nil

**MINUTES OF SERVICES POLICY COMMITTEE****4 OCTOBER 2022****2.2 MINUTES OF THE COMMUNITY SAFETY AND CRIME PREVENTION COMMITTEE MEETING OF 22 AUGUST 2022**

TRIM REFERENCE: 2022/1765

**RESOLVED - 22/414****Cr T Mileto/Cr S Peterson**

- 1 That Council acknowledge the reports presented to the Community Safety & Crime Prevention Committee at its meeting held on 22 August 2022.
- 2 That the minutes of the Community Safety & Crime Prevention Committee at its meeting held on 22 August 2022 be adopted.

For: Cr J Hamling, Cr K Duffy, Cr J Evans, Cr G Floyd, Cr T Greenhalgh, Cr F Kinghorne, Cr D Mallard, Cr M McDonell, Cr T Mileto, Cr S Peterson, Cr G Power, Cr J Whitton

Against: Nil

Absent: Nil

**2.3 MINUTES OF THE NAIDOC WEEK COMMITTEE MEETING OF 1 SEPTEMBER 2022**

TRIM REFERENCE: 2022/1897

**RESOLVED - 22/415****Cr J Hamling/Cr J Whitton**

- 1 That Council acknowledge the reports presented to the NAIDOC Week Community Committee at its meeting held on 1 September 2022.
- 2 That the minutes of the NAIDOC Week Community Committee at its meeting held on 1 September 2022 be adopted.

For: Cr J Hamling, Cr K Duffy, Cr J Evans, Cr G Floyd, Cr T Greenhalgh, Cr F Kinghorne, Cr D Mallard, Cr M McDonell, Cr T Mileto, Cr S Peterson, Cr G Power, Cr J Whitton

Against: Nil

Absent: Nil

**3 GENERAL REPORTS****3.1 PROJECTED MAINTENANCE COSTS - ORANGE SPORTS PRECINCT**

TRIM REFERENCE: 2022/1933

**RESOLVED - 22/416****Cr J Hamling/Cr T Greenhalgh**

That Council notes the report of the Director Community, Recreation and Cultural Services on the Projected Maintenance Costs – Orange Sports Precinct.

For: Cr J Hamling, Cr K Duffy, Cr J Evans, Cr G Floyd, Cr T Greenhalgh, Cr F Kinghorne, Cr D Mallard, Cr M McDonell, Cr T Mileto, Cr S Peterson, Cr G Power, Cr J Whitton

Against: Nil

Absent: Nil

**MINUTES OF SERVICES POLICY COMMITTEE****4 OCTOBER 2022**

Cr Peterson noted some of the maintenance items are capital equipment and asked if they are allocated from the stadium building or can they be allocated from other funding.

*The Acting Director Community, Recreation and Cultural Services stated that some are funded, some are through projected costs and that any capital will come back to Council.*

**QUESTION TAKEN ON NOTICE****Cr T Greenhalgh**

Cr Greenhalgh noted that new infrastructure such as the Sports Precinct, Gallery and Planetarium have running costs, and asked if the stadium would be any different to running costs of the aquatic centre for example.

**QUESTION TAKEN ON NOTICE****Cr T Mileto**

Cr Mileto asked if there had been any consideration of a water super sopper and whether Council would consider purchasing one in order to drain the water on sports grounds.

**QUESTION TAKEN ON NOTICE****Cr K Duffy**

Cr Duffy noted that some parks and gardens were not being mowed early enough and asked if Council had the staff and equipment available to look after them.

*The Acting Director Community, Recreation and Cultural Services stated that the issue with the longer grass is a weather issue and not a personnel matter.*

**QUESTION TAKEN ON NOTICE****Cr T Mileto**

Cr Mileto noted that bindies have started to grow and asked what steps Council takes to control or prevent bindies in the main parks.

**THE MEETING CLOSED AT 7.20PM.**



## 5.2 STATEMENT OF INVESTMENTS - SEPTEMBER 2022

TRIM REFERENCE: 2022/1983

AUTHOR: Julie Murray, Financial Accountant

### EXECUTIVE SUMMARY

The purpose of this report is to provide a statement of Council's investments held as of 30 September 2022.

### LINK TO DELIVERY/OPERATIONAL PLAN

The recommendation in this report relates to the Delivery/Operational Plan strategy "17.2. Ensure financial stability and support efficient ongoing operation".

### FINANCIAL IMPLICATIONS

Nil

### POLICY AND GOVERNANCE IMPLICATIONS

Nil

### RECOMMENDATION

That Council resolves:

- 1 To note the Statement of Investments as of 30 September 2022.
- 2 To adopt the certification of the Responsible Accounting Officer.

### FURTHER CONSIDERATIONS

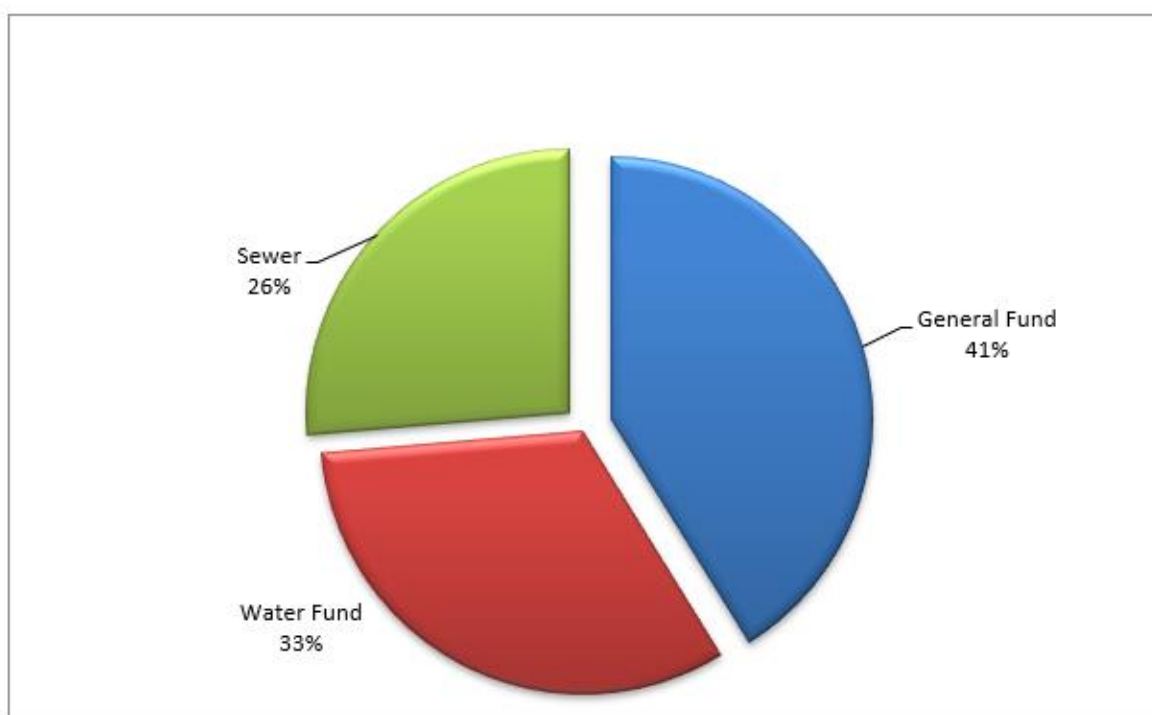
Consideration has been given to the recommendation's impact on Council's service delivery; image and reputation; political; environmental; health and safety; employees; stakeholders and project management; and no further implications or risks have been identified.

### SUPPORTING INFORMATION

Section 212(1) of the Local Government (General) Regulation 2005 requires that a written report be presented each month at an Ordinary Meeting of the Council detailing all money that Council has invested under Section 625 of the Local Government Act 1993.

As of 30 September 2022, the investments held by Council in each fund is shown below:

	30/09/2022	31/08/2022
General Fund	96,579,763.89	93,054,113.32
Water Fund	76,255,820.53	72,232,185.80
Sewer Fund	61,786,828.14	60,098,011.91
<b>Total Funds</b>	<b>\$234,622,412.56</b>	<b>\$225,384,311.03</b>



A reconciliation of Council's investment portfolio provides a summary of the purposes for which Council's investments are being held. The summary is as follows:

	30/09/2022	31/08/2022
<b>Externally Restricted</b>		
- General Fund	52,784,759.48	52,588,155.76
- Water Fund	76,255,820.53	72,115,655.08
- Sewer Fund	61,786,828.14	60,033,305.45
<b>Internally Restricted</b>	29,407,516.59	31,031,288.87
<b>Unrestricted</b>	14,387,487.82	7,516,748.34
<b>Total Funds</b>	<b>\$234,622,412.56</b>	<b>\$223,285,153.50</b>

Externally restricted funds are those funds that have been received for a specific purpose and may only be used for the purpose that they have been received, for example, the money received for Water access and usage charges by legislation are only available to be spent for the operation, maintenance, and expansion of the Water supply network.

Internally restricted funds are those that Council has earmarked for a particular purpose, but Council can have that purpose changed.

Unrestricted funds are those available for use to continue the day-to-day operations of Council, made up of General Fund investments and cash only.

The unrestricted cash position movements during the month are normal as projects commence and income is received. Movements may also arise following processing of

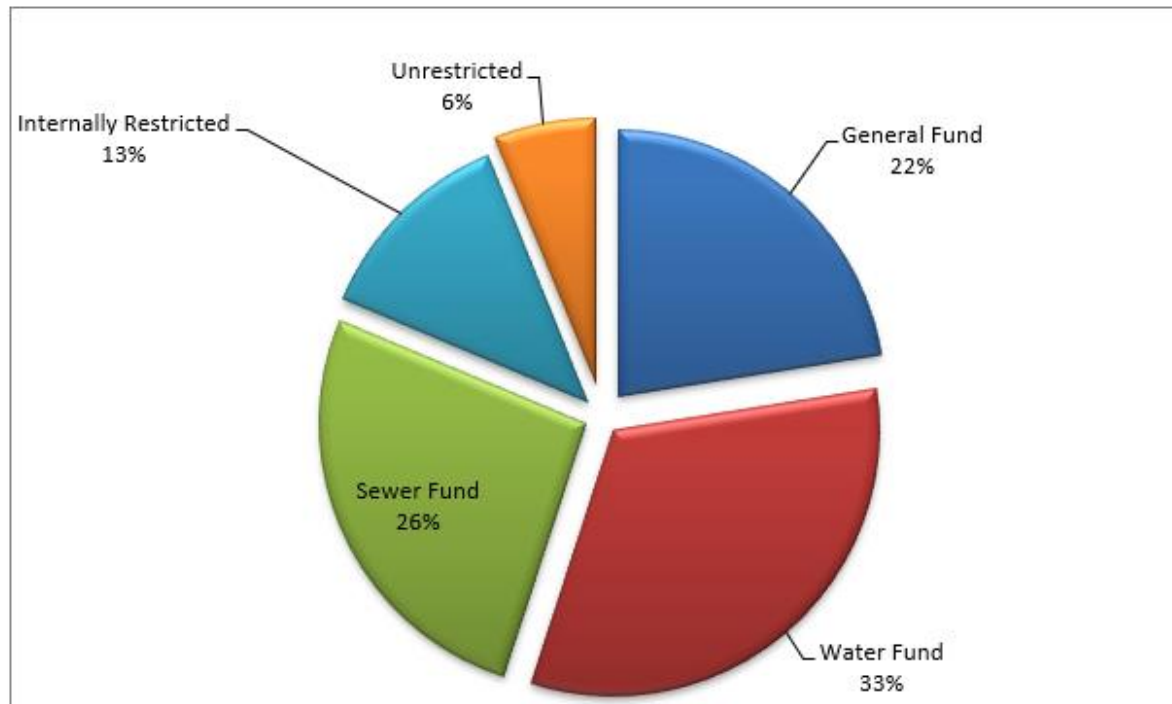


## 5.2 Statement of Investments - September 2022

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income received between funds or into restricted assets to appropriately allocate for the purposes Council has determined. Council's cash flow is monitored daily, and some investments may be redeemed rather than rolled over to support operational requirements.

The increase in unrestricted funds during August, is in part due to the payment of the rate instalment due on 30 September 2022.



### Portfolio Advice

Council utilises the services of an independent investment advisor in maintaining its portfolio of investments. Council's current investment advisor is Imperium Markets, an independent asset consultant that works with wholesale investors to develop, implement and manage their investment portfolio. Imperium Markets is a leading provider of independent investment consulting services to a broad range of institutional investors including government agencies, superannuation funds and not-for-profit organisations.

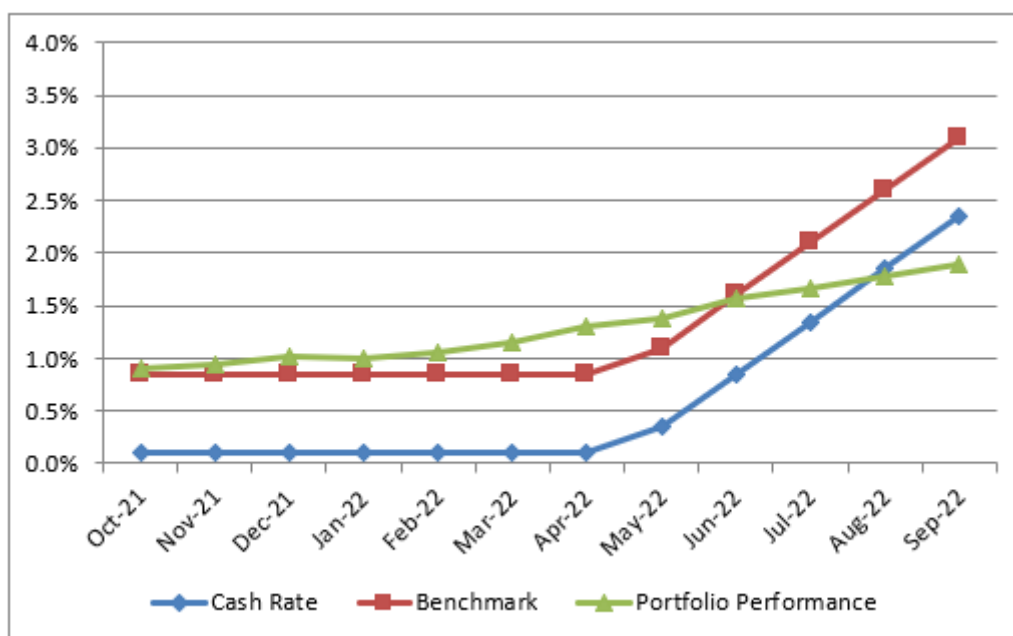
Imperium Markets major services provided to Council include:

- Quarterly portfolio summary reports
- Advice on investment opportunities, in particular Floating Rate Note products
- Advice on policy construction
- Year-end market values for Floating Rate Note products held by Council.

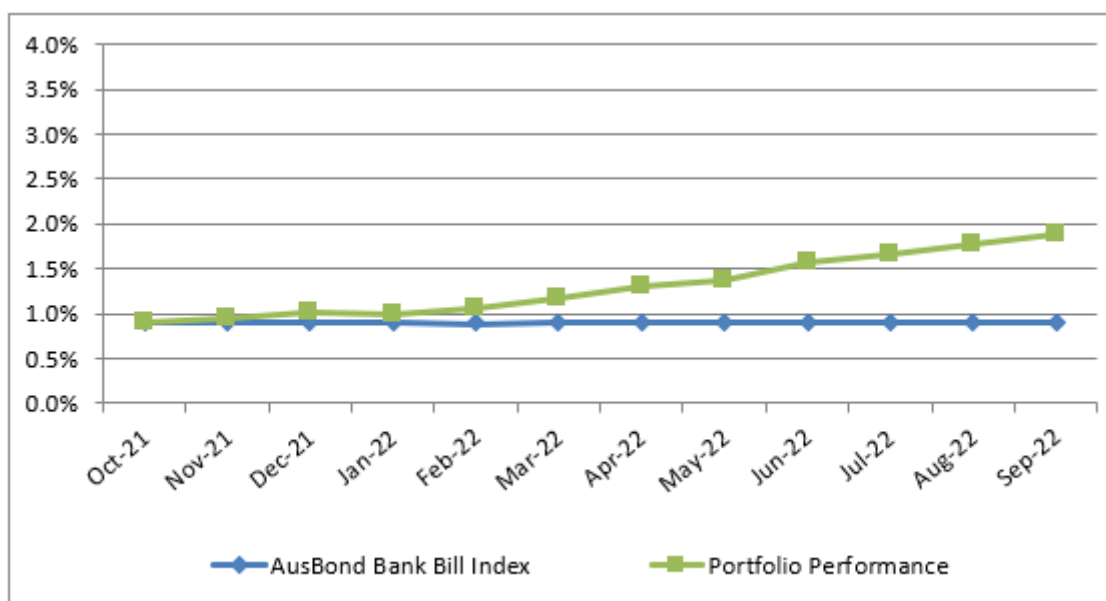
### Portfolio Performance

Council's current Long Term Financial Plan establishes the benchmark for Council's interest on investments at "75 basis points above the current cash rate". The cash rate as of 30 September 2022 has increased at 2.35 per cent. The weighted average interest rate of Council's investment portfolio at the same reporting date was 1.89 per cent which is below Council's benchmark i.e., the cash rate of 2.35 per cent plus 0.75 per cent (or 310 basis points). This is being monitored closely with retiring investments being reinvested to optimise their returns.

## 5.2 Statement of Investments - September 2022



Council has also utilised the AusBond Bank Bill Index to provide a further benchmark focused on long term investments. As of 30 September 2022, the AusBond rate was 0.91 per cent. The weighted average interest rate of Council's investment portfolio at the same reporting date was 1.89 per cent.



Council's Investment Policy establishes limits in relation to the maturity terms of Council's investments as well as the credit ratings of the institutions with whom Council can invest.

The following tables provide a dissection of Council's investment portfolio as required by the Policy. The Policy identifies the maximum amount that can be held in a variety of investment products or with institutions based on their respective credit ratings.

Table 1 shows the percentage held by Council (holdings) and the additional amount that Council could hold (capacity) for each term to maturity allocation in accordance with limits established by Council's Policy.

Table 1: Maturity – Term Limits

<b>Term to Maturity Allocation</b>	<b>Maximum</b>	<b>Holdings</b>	<b>Capacity</b>
0 - 3 Months	100.00%	19.70%	80.30%
3 - 12 Months	100.00%	31.54%	68.46%
1 - 2 Years	70.00%	19.59%	50.41%
2 - 5 Years	50.00%	29.17%	20.83%
5+ Years	25.00%	0.00%	25.00%

Table 2 shows the total amount held, and the weighted average interest rate (or return on investment), by credit rating. The credit rating is an independent opinion of the capability and willingness of a financial institution to repay its debts, or in other words, the providers' financial strength or creditworthiness. The rating is typically calculated as the likelihood of a failure occurring over a given period, with the higher rating (AAA) being superior due to having a lower chance of default. However, it is generally accepted that this lower risk will be accompanied by a lower return on investment.

The level of money held in the bank accounts has been added to the table to illustrate the ability of Council to cover the operational liabilities that typically occur (for example payroll, materials and contracts, utilities).

Table 2: Credit Rating Limits

<b>Credit Rating</b>	<b>Maximum</b>	<b>Holding</b>	<b>Remaining Capacity</b>	<b>Value</b>	<b>Return on investment</b>
Bank Accounts	100.00%	8.61%	91.39%	20,205,088.18	2.40%
AAA	100.00%	0.43%	99.57%	998,230.00	4.50%
AA	100.00%	60.71%	39.29%	142,437,732.00	1.82%
A	60.00%	14.02%	45.98%	32,896,094.45	2.56%
BBB & NR	40.00%	16.23%	23.77%	38,085,267.93	1.42%
Below BBB	0.00%	0.00%	0.00%	N/A	N/A

Certification by Responsible Accounting Officer

I, Veronica Webb, hereby certify that all investments have been made in accordance with Section 625 of the Local Government Act 1993, Clause 212 of the Local Government (General) Regulation 2005 and Council's Investment Policy.



### 5.3 PRELIMINARY INVESTIGATION INTO THE PROVISION OF PUBLIC WI-FI IN THE CBD OF ORANGE

RECORD NUMBER: 2022/1935

AUTHOR: Peter Beck, Manager Information and Technology

#### EXECUTIVE SUMMARY

On 28 June 2022 the Youth Action Committee (YAC) asked Council to provide free public Wi-Fi in the Orange CBD and subsequently addressed Council on the issue on 19 July 2022.

Further, at the Council Meeting of 2 August 2022, Council resolved:

**RESOLVED - 22/309**

**Cr S Peterson/Cr J Hamling**

*That Council be provided with a report as to costs and feasibility of free Wi-Fi being made available in the Orange CBD.*

This report outlines options and potential costs for the provision of publicly accessible free Wi-Fi along Summer Street in the CBD and answers the question of if free Wifi could be installed in the temporary dining structures that are part of the Lords Place South concept plan.

#### LINK TO DELIVERY/OPERATIONAL PLAN

The recommendation in this report relates to the Delivery/Operational Plan strategy “17.2. Ensure financial stability and support efficient ongoing operation”.

#### FINANCIAL IMPLICATIONS

Depending on the Option chosen by Council there will be varying financial impacts. All options are currently unfunded.

#### POLICY AND GOVERNANCE IMPLICATIONS

Nil

#### RECOMMENDATION

That Council:

- 1 Resolves to support Option 3 - Hybrid solution using Telstra free Wi-Fi, 3<sup>rd</sup> party Wi-fi and Council networks in that Option 3 provides the best value for money and meets the requirements of the scope for coverage of free public Wi-Fi and the requirements of security and simplicity.
- 2 Directs staff to bring forward a funding proposal to the next available quarterly review.

#### 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**

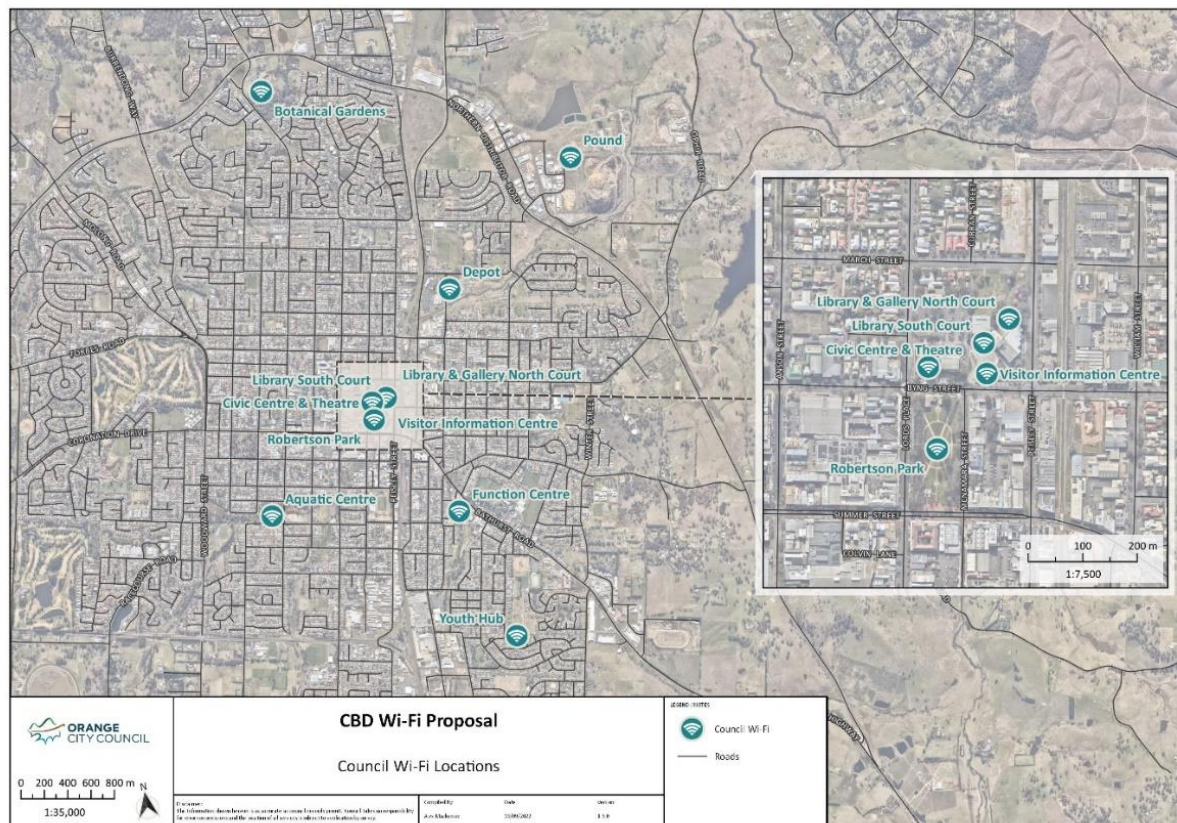
The provision of secure, fit for purpose Wi-Fi to public spaces presents several challenges to Council. Firstly, the system must be secure and must protect our internal and external customers from the many Cyber-related risks associated with publicly accessible Wi-Fi. The level of security needed to provide this cannot be achieved using “simple” standalone hardware.

The system must also adequately support the connection of large numbers of users, be reasonably easy to support technically, and cost effective to commission then maintain.

Council already provides free public Wi-Fi in/at the following buildings and locations around Orange, and there is an existing program of works in place that will expand this public Wi-Fi network to the outsides of these buildings. See the table and map below.

Location	Public Wi-Fi in place (internal)	Planned (external)
Orange City Library (CWL)	Yes	Yes (North and South Courts)
Civic Centre	Yes	No
Theatre	Yes	Yes (covered by Civic Ctr)
Museum	Yes	Yes (covered by Library)
Visitors Information Centre (VIC)	Yes	Yes
Function Centre	Yes	Yes
Youth Hub	Yes	Yes
Pound	Yes	Already in place
Depot	Yes	Already in place
Aquatic Centre	Yes	Yes
Botanic Gardens	Coming Soon	Yes
Robertson Park	NA	Yes

## 5.3 Preliminary Investigation into the Provision of Public Wi-Fi in the CBD of Orange

Current/Planned Council Wi-Fi Locations

However, this access does not cover the larger CBD areas referenced by the YAC or the spaces discussed by Council.

One of the simplest models for providing Council-owned Wi-Fi services to CBD public spaces is the one that Bathurst Council has adopted. They extended their existing public Wi-Fi network by deploying external Wi-Fi access points on their own buildings in the CBD, where existing staff internet and data services already existed, minimising the amount of civil works and in-ground infrastructure they had to build.

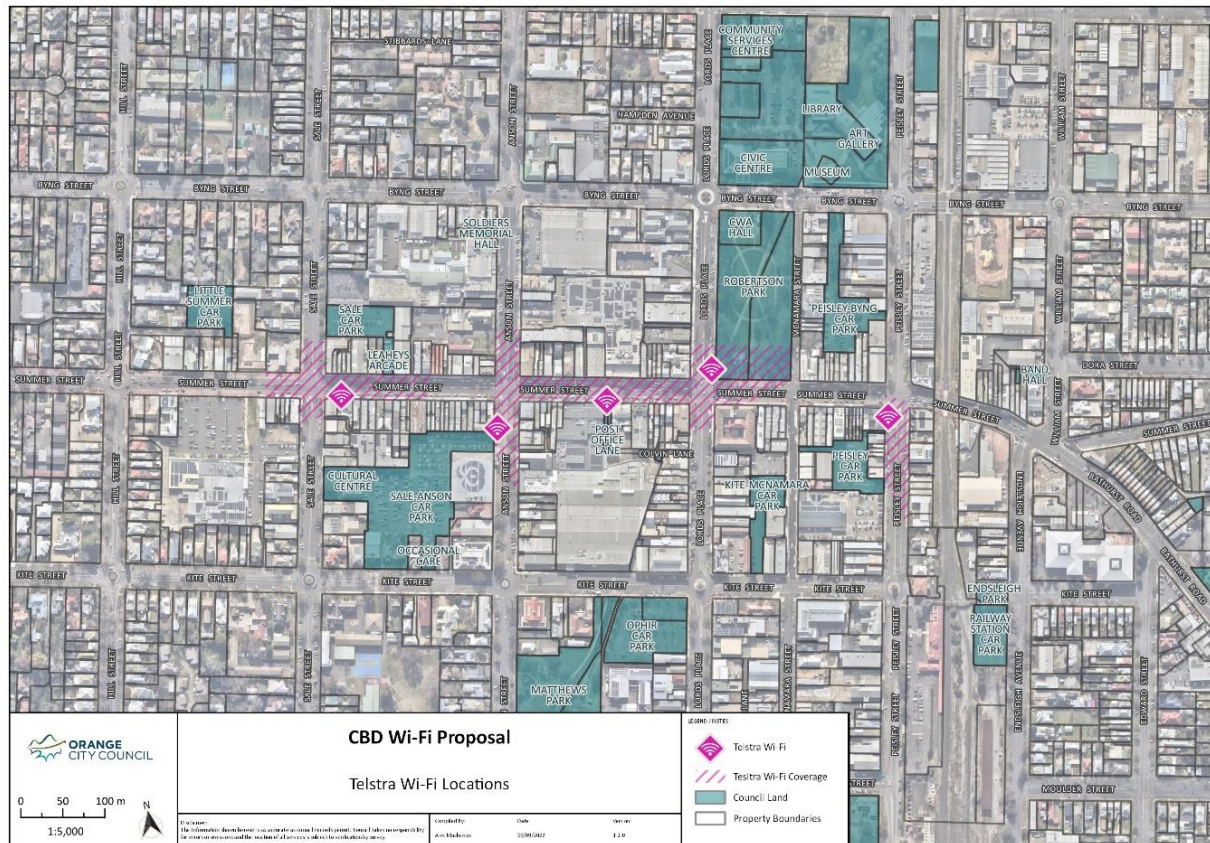
They also have an existing fibre network across their CBD that they can utilise for the coverage locations where they don't have buildings (for example, some parks). It should be noted here that despite having existing Council-owned infrastructure and internet services, their commissioning costs were still over \$130,000, when the service was installed.

Adopting this approach, as suggested by the YAC presents some significant challenges for Orange City Council. The primary one being that we have no Council buildings on Summer Street with any existing infrastructure or internet services. We do have some inground infrastructure that can be utilised, in part, to run the necessary cabling (see map below), and this does run up and down sections of Summer Street and Lords Place/Robertson Park. However connecting the pieces, mounting poles, and providing data and power would be a significant, costly and disruptive technology and civil project (see options below) and significantly more than the costs incurred by Bathurst.







Free Public Wi-Fi**Options**

There are a broad range of options available to Council that would meet the technical and business requirements of a public Wi-Fi project and it should be noted that not every option has been presented here. The primary focus has been to highlight the core potential solutions. Additionally, some of these options, if adopted, will require detailed design and costings that would have to be undertaken outside of this report due to the complexity of the works involved. For example, Option 1 will require significant civil infrastructure works necessitating a formal design then RFQ/Tender prior to adoption.

**Option 1 – Council-owned infrastructure and network****Coverage:**

- Summer Street (and other locations as needed) via Council-owned optical fibre
- Public spaces around existing Council buildings

**Solution:**

- Extend our existing Council network to the CBD along Summer Street et. al. using optical fibre.
- Use our own in-ground civil infrastructure where possible (conduiting for lighting and power) to run optical fibre from the Civic Centre along Lords Place (Robertson Park end) then up the north side of Summer Street. Noting that this existing infrastructure is cut at each block by roads (Anson and Sales Streets).

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5.3 Preliminary Investigation into the Provision of Public Wi-Fi in the CBD of Orange

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- Commission new links/conduit across cross streets to join this existing conduiting together into a seamless cable run.
- Commission new above ground junction and equipment boxes on footpaths.
- Install poles/mount points.
- Commission access points and network and equipment boxes.
- Continue the existing program of works that's extending Council's public Wi-Fi networks to incorporate public open spaces areas around Council buildings (as per the Background above).

## Pros:

- Having a Council-owned optical fibre network with supporting infrastructure could support future Smart City projects (cameras, sensors etc).
- Highly secure model. Connected Wi-Fi devices would be part of the larger existing Council network thus maintaining security standards.
- Simplified IT management model as all devices are centrally controlled and configured.
- Provides targeted coverage at any nominated location in the CBD within the bounds of the optical fibre.
- Wi-Fi services do not rely on 4G/5G coverage if mobile services experience outages.

## Cons:

- Extremely expensive (would require a detailed design)
- Disruptive civil works in CBD to under-bore roads and footpaths.
- Possible impacts and damage to new footpath works (boring, conduit access boxes etc)
- Significant challenges supporting the Lords Place South development as optical fibre runs would have to bypass the underground creek/channel.
- Significant cost to expand the network to more remote places off the CBD.

## Cost:

This option will require a detailed design and plan that's quoted via Tender/RFQ.

*Option 2 – Hybrid of 3<sup>rd</sup> Party Managed Wi-Fi Service supported by Council network*

## Coverage:

- Summer Street (and other locations as needed) via 3<sup>rd</sup> party managed Wi-Fi.
- Public spaces around existing Council buildings via existing Council public Wi-Fi program.

## Solution:

- Continue the existing program of works that's extending Council's public Wi-Fi networks to incorporate public open spaces areas around Council buildings (as per the Background above).



**5.3 Preliminary Investigation into the Provision of Public Wi-Fi in the CBD of Orange**

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- Engage 3<sup>rd</sup> party (Telstra/Optus/TPG etc) via RFQ to install and subsequently manage standalone Wi-Fi points at all the nominated locations including the Summer Street CBD. See picture below as an example of the types of solutions available.

**Pole 1 – Charging station****Pole 2 – Full Wi-Fi and CCTV option**

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5.3 Preliminary Investigation into the Provision of Public Wi-Fi in the CBD of Orange

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## Pros:

- Provides targeted coverage at any nominated location in the CBD.
- Good security (the 3<sup>rd</sup> party would be providing it).
- Council does not have to commission the services or build their own civil infrastructure (much easier project).
- Excellent range of options available if future-proofing and other features are needed.

## Cons:

- Costly with ongoing charges.
- Duplicates the coverage provided by Telstra free Wi-Fi
- Has some significant civil works involved regardless of supplier/solution chosen (albeit the workload will fall on the Telcos).
- Disruption to traffic and pedestrians.

## Cost (budgetary pending quotes):

- Install of \$20-40K per location (depending on configured options). Estimate 6 locations (\$240,000 worst case).
- Ongoing \$150 per month per location (\$10,800 per annum)

Option 3 – Hybrid solution using Telstra free Wi-Fi, 3<sup>rd</sup> party Wi-fi and Council network

## Coverage:

- Summer Street via Telstra Free Wi-Fi
- Other locations as needed via 3<sup>rd</sup> Party solutions such as Poles.
- Public spaces around existing Council buildings.

## Solution:

- Acknowledge that Telstra now provide free Wi-Fi at critical parts of the CBD on Summer Street (as per the coverage map above in Background). Communicate this to the community to let them know that this service is available.
- Use 3<sup>rd</sup> party (Telstra/Optus/TPG etc) via RFQ to install and subsequently manage standalone Wi-Fi points at Lords Place South and any other location where the Telstra Wi-Fi coverage does not reach. See pictures above as an example of the types of solutions available.
- Continue the existing program of works that's extending Council's public Wi-Fi networks to incorporate public open spaces areas around Council buildings (as per the Background above).

## Pro:

- Most cost-effective option by a large margin.
- Utilises existing Telstra infrastructure without disruptive civil works of our own.

**5.3 Preliminary Investigation into the Provision of Public Wi-Fi in the CBD of Orange**

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- Balanced security model with Telstra and other 3<sup>rd</sup> parties managing the services in our streets.
- Allows us to target areas outside the Telstra Free Wi-Fi with minimal Council owned infrastructure.
- Best option if other areas for coverage are required outside of this scope.
- Utilising Telstra Public Wi-Fi does not depend on 4G/5G services.
- Least disruptive and quickest solution to deploy.

**Cons:**

- Locations off the main Summer Street CBD area are still costly to deploy.

**Costs (budgetary pending quotes):**

- Install of \$20-40K per location (depending on configured options). 2 locations (\$80,000 worst case)
- Ongoing \$150 per month, per location (\$3,600 per annum)

Investigations were made into whether the temporary outdoor dining structures would be able to provide free WI-FI but unfortunately this cannot be accommodated because the cost of commissioning secure Wi-Fi infrastructure and the time frames required to do this would be prohibitive for a temporary fixture.



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**5.4 LORDS PLACE SOUTH CONCEPT PLAN**

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RECORD NUMBER: 2022/1904

AUTHOR: Nick Redmond, Manager Communications &amp; Engagement

**EXECUTIVE SUMMARY**

At the Council meeting on 6 September the following was resolved:

**RESOLVED - 22/363****Cr D Mallard/Cr M McDonell***That the Lords Place South concept design be exhibited for 21 days.*

For the purposes of this report Lords Place south refers to Lords Place between Summer and Kite streets.

Attached to this report are the report to Council from 6 September (D22/64012), the engagement report that detailed consultation with businesses in the precinct prior to 6 September (D22/48525), the draft concept plan (D22/47466), the GHD Parking Study (D22/54400), the YourSay engagement report covering the period the draft concept was on exhibition (D22/64110 and any long form submission provided either prior to or during exhibition D22/64241).

The Supporting Information section of this report provides detail of the engagement during the exhibition period.

The draft Lords Place south concept plan responds to the aspirations of the community that emerged during consultation across various elements of the Future City project. The design mirrors the goals of attracting more people to the CBD and making the streets safer and more appealing for pedestrians.

It shifts the focus from vehicles to people.

The Future City Project also had strong support during the Community Strategic Plan engagement earlier this year along a theme of keep it going.

The Lords Place south concept has been designed as a temporary project but can also transition to permanent or be amended to meet changing needs.

While there are strong views both for and against the project the majority of those engaged during the exhibition period support the concept plan proceeding.

This report seeks a resolution of Council to proceed with the Lords Place south project.

If adopted the work will commence this month. The project will be delivered in two stages; pre and post-Christmas.

Separate to the concept plan a water main replacement will also be undertaken.

Council will work with businesses in the street to, where possible, limit disruptions. Night work will be part of the project.

**LINK TO DELIVERY/OPERATIONAL PLAN**

The recommendation in this report relates to the Delivery/Operational Plan strategy “9.4. Develop a vibrant civic and commercial precinct as a centre for the community”.

**FINANCIAL IMPLICATIONS**

The upgrade to Lords Place between Summer and Kite Streets successfully received an NSW Government grant of \$500,000. Council has also committed funding of \$900,000 in its budget this year to the project.

**POLICY AND GOVERNANCE IMPLICATIONS**

Nil

**RECOMMENDATION**

**That Council resolves to:**

- 1 Adopt and Implement the Draft Lords Place South Concept Plan.**
- 2 Adopt and Implement the recommendations of the GHD Parking Study.**
- 3 Engage with Lords Place South businesses to minimise impacts where possible during the construction phase.**
- 4 Review the changes to the street after 18 months.**

**FURTHER CONSIDERATIONS**

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

Service/Project Delivery	The current difficulty around sourcing contractors and delivering value for money projects is a risk factor in the project.	
Reputation	As can be seen from the engagement to date there are varying views on how this project should proceed. Some of the feedback Council received was polar opposites. For example, there were some views that no car parking spaces should be lost and others supported an expansion of footpaths zones and outdoor eating areas.	

**SUPPORTING INFORMATION**

Aside from recent Future City works, the last significant upgrade of the CBD was in the 1990s.

The Future City project commenced in 2018. Lead consultant SJB was engaged and in turn they engaged, economists, urban planners and architects.

Council formed a community reference group to oversee the project. It had 30 members.



**5.4 Lords Place South Concept Plan**

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There was a range of consultation through 2019 including face to face, on-line and one on one. The key principles that came out of the engagement were:

- attract more people to the CBD and encourage these people to spend more time there
- make the CBD more walkable, make it safer for pedestrians and reduce the impact of vehicles
- Encourage more people to live and work in the CBD

In April 2020 the overall strategy was exhibited.

There was 94 per cent approval for attracting more people to the CBD, 84 per cent approval for making the CBD more walkable and 70 per cent for more people living and working in the CBD. There were 384 visits to the YourSay site.

It was understood at that time that there would need to be more engagement on the specific elements of the program as they were developed further.

The program was separated into three tranches which were adopted in August 2020. Lords Place south is in tranche 2.

Council undertook some preliminary engagement on Lords Place south in 2021 which involved community forums, on-line engagement and face to face sessions with businesses and the broader community. In the on-line element, outdoor dining came out as the favourite idea followed by decked parking, less roadway and wider footpaths and better street furniture.

Council then refined the concept and in August this year began to engage with the business and property owners in the street of which there are about 50.

Of the 50 there is about 20 per cent strongly opposed and a similar number in favour. In between those there is about 60 per cent which support the idea but need to understand the parking impacts and how they can be managed.

The draft concept plan was exhibited for 21 days from 7 September. Council undertook significant community engagement during the exhibition period.

This engagement and promotion included:

- A pop-up shop located in Lords Place
- On-line engagement
- A community forum
- Discussions with businesses in the street
- Social media campaigns
- Media Releases
- Advertising
- Podcast
- YouTube
- Traditional media

Council staff undertook a parking survey while the pop-up shop was operating.

**YourSay**

During the exhibition period there were 2700 visitors to the YourSay site, with the following results:

- 637 read articles, downloaded docs, looked at photos, became better informed
- 250 completed a survey:
  - 46.9 per cent say plans go too far
  - 38.9 per cent say plans are about right
  - 14.2 per cent say plans don't go far enough

In short that gives 53.1 per cent support to an upgrade of the street. The YourSay site requires people to sign in to undertake a survey so it's one vote per person for the 250 that have registered.

There was positive feedback for initiatives that support walkability and pedestrian safety and switching the focus from cars to people. The plans for new and additional trees were also popular and support for outdoor dining and street furniture exceeded opposition.

Improved lighting was also supported.

This support fell when parking space reductions were considered as a standalone question. However, when options to address the shortfall, such as shorter time limits, were put forward it was supported by more than 60 per cent of respondents.

**Social Media**

Lords Place social media posts reached 56,855 people (saw them at least once) and were engaged with 20,328 times (reacted, commented, shared, viewed or clicked).

There was approximately 80 comments lodged on the Council Facebook page and the majority of these were negative.

Of the 80 comments a significant number have commented more than once so it equates to around 30 individuals in total.

**Pop-up consultation**

The pop-up shop opened in Lords Place shortly after the exhibition period commenced and operated from 9.00am – 4.30pm during weekdays. The total period the shop operated was 13-days.

During that time, staff engaged with 72 community members.

There were approximately 16 per cent opposing the proposal. There were approximately 19 per cent in full support of the project with some not believing the proposal goes far enough. The remainder were in support of the beautification and walkability of the street but had concerns about parts of the project including parking, the need for a multi-level car park in Orange and to look at making the outdoor dining weatherproof.

It should be noted that when the parking report and recommendations were discussed some opinions towards parking changed to positive.

Other common themes included that Lords Place south is the most suitable street in Orange for this to occur. Respondents supported the proposed beautification and believe it is a

## 5.4 Lords Place South Concept Plan

benefit for locals and those visiting the area as Lords Place is the main walking route to Summer Street for a number of accommodation facilities such as Quest, Hotel Canobolas and the proposed new Hotel in Lords Place.

It was also supported as a way to revitalise the space and utilise it for events in the City going forward. It was also commented that Orange does need more walkable areas and would like to see the City to move forward to additional infrastructure to support the use of scooters and bikes within the CBD.

Opposition to the project related to parking and traffic.

**Community Forum Sept 21 Civic Theatre Forum**

16 members of the public attended the community forum.

There was a similar number of Councillors and staff in attendance.

There was support for making the CBD more walkable and there were some strong views against losing car spaces.

**Parking Count**

A carpark count on the hour during business hours was undertaken for an 8-day period.

It shows that while there are some tighter times, it is rare there is no available parking.

The below table shows average vacancy rates for weekdays. They have been rounded to the nearest whole number.

Time	Vacant spaces	Vacant Disabled
9.00am	6	2
10.00am	5	2
11.00am	13	2
12.00	9	1
1.00pm	5	1
2.00pm	18	2
3.00pm	19	2
4.00pm	22	2
5.00pm	20	2

**GHD recommendations**

The recommended regime is as follows:

- Short parking stay: introduce  $\frac{1}{4}$  and  $\frac{1}{2}$  parking zone within Lords Place South (Summer and Kite Street).
- Medium parking stay: increase efficiencies within the 1-to-2-hour parking zones with line marking and upgrading pedestrian crossings to increase safety. Reintroduce paid parking to Ophir Carpark.
- Long parking stay: promote unlimited all-day carparking within a 10-minute walk to CBD in streets surrounding the CBD and within the report study area.

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5.4 Lords Place South Concept Plan

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- Future option centre median parking: retain 2-hour parking limit and investigate the potential of a centre median in Lords Place South (between Kite and Moulder Street) to accommodate additional parking spaces.

This parking arrangement requires further survey, investigation and compliance with relevant traffic and Australian Standards.

It has been noted by some that the GHD study was based on earlier work from 2015. In its report GHD noted that the 2015 work was “still relevant to the current parking regimes”.

**Parking**

Under the concept plan the number of spaces in Lords Place between Summer and Kite streets will be reduced from 67 to 44 spaces.

Under the proposed concept plan a hierarchy of parking would be introduced to offset the changes.

The main change would be to time zones in the Lords Place south creating half hour and 15-minute spaces.

There are currently 3 disabled parking spots in Lords Place south and that number will be maintained in the upgrade.

When there is a 30-minute zone surrounding a disabled spot, a permitted vehicle can stay for up to 2 hours.

Under the current parking arrangements there are 603 parking opportunities across a 9-hour day in the block of Lords Place between Kite and Summer streets.

Under the proposed changes to introduce half-hour time limits for angle parking and 15 minutes for parallel parking, there will be 792 parking opportunities across a 9-hour day in Lords Place between Summer and Kite streets.

Other measures include line marking in nearby streets to create more efficient use of space, which will add 47 spaces. Paid parking will also return to the Ophir Car Park and 38 2-hour spaces will be introduced around the perimeter of the site.

The hierarchy created starts with high turnover parks, an increased number of 2-hour spaces, more efficient parking in nearby streets, a return to paid parking and more use of all-day parking on the CBD fringe.

As can be seen in some of the long form submissions attached to this report there are some concerns about the loss of spaces and the reduction in times in the Lords Place south as not being suitable for some business types. The addition of 38 2-hour spaces in the Ophir Car Park is designed to address this issue. Additionally, there are no changes proposed for the McNamara Street Car Park, which currently includes 1-hour, 2-hour and all day parking.

The key benefit for the reintroduction of paid parking in the Ophir Car park is a change in routine. Under free status the car park is generally well occupied. With fee paying it will encourage the usage of free on street all day parking further removed from Lords Place south.

In the past the usage of the Ophir Car park has been price sensitive.

The Ophir Car Park is priced in the fees and charges for 2022/23 at \$3 a day. Monthly, three-monthly and 6 monthly vouchers are available at \$44.50, \$133.50 and \$272.50 respectively, which are discounted rates to encourage usage.

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5.4 Lords Place South Concept Plan

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Compared to other jurisdictions the Orange rates are at the lower end. For example, parking in Sydney can be as high as \$80 a day. In a regional context, Tamworth, which is cited in the GHD report, has a rate of \$15.37 a day.

While the proposed changes will be new to this street the time zones are in use in other parts of the CBD. Half-hour zones are already in place in Summer Street, part of the Civic Centre Car Park and a portion of Sale Street. 15-minute spaces are also available in the Summer Centre Car Park, the Sale Street Car Park and in the “Woolies” Car Park near the Sale Street entrance.

A recurring theme in the community engagement was Lords Place south car spaces taken up by businesses’ vehicles and or their staff. While it is obviously convenient to park close to your business or where you work it does reduce the availability of spaces for people seeking to shop in the street. Some businesses that raised concerns about the reduction in parking also said it was inconvenient to have to move their vehicles every hour.

Council has had feedback on this issue for a number of years. While Council is aware it does happen there is no way of enforcing a change if the time restrictions are complied with. Given the concerns raised by businesses around parking it would be preferable that businesses chose to park elsewhere to support their neighbours and clientele.

A change to half hour and 15-minute parking should encourage businesses and staff to park in longer term options removed from Lords Place south.

It is interesting to note that even among those that oppose the concept plan, pedestrian safety was raised as a concern and the design does address that.

A number of people raised the Orange community’s reliance on cars and the propensity to want to park close to the destination. While the need to park out the front of your destination is seen as a common trait of Orange residents it has not been readily possible for some time in a growing regional city like Orange.

**Other factors**

Making city’s more walkable does reduce the reliance on cars. Public transport will also play a key role as the city grows. Work by Transport for NSW has added 200 more bus services a week in Orange which is a 30 per cent increase. It includes more bus stops and more frequent visits to the CBD. The timetable includes services every 30 minutes on weekdays and Saturdays and every hour on Sundays.

A report will come to Council in the coming months seeking a resolution to call for expressions of interest for the development of the Ophir Car Park site. If the project proceeds it will seek to deliver additional car spaces. However, as detailed in the GHD report the changes to parking proposed in Lords Place south redevelopment can be offset by the proposed changes.

**ATTACHMENTS**

- 1 Council Report of 6 September 2022, D22/64012 [↓](#)
- 2 Business Community Engagement Report Pre- Exhibition, D22/48525 [↓](#)
- 3 Plans - Lords Place South Concept, D22/47466 [↓](#)
- 4 Parking Study Report - Lords Place South - GHD, D22/54400 [↓](#)
- 5 Your Say Report - Lords Place South, D22/64110 [↓](#)
- 6 Submissions - Lords Place South - Redacted, D22/64241 [↓](#)

## COUNCIL MEETING

6 SEPTEMBER 2022

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**5.2 LORDS PLACE SOUTH DRAFT CONCEPT DESIGN**

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RECORD NUMBER: 2022/1700

AUTHOR: Nick Redmond, Manager Communications &amp; Engagement

**EXECUTIVE SUMMARY**

At the Council Meeting of 16 August 2022 the following was resolved:

**RESOLVED - 22/311****Cr D Mallard/Cr J Evans**

- 1 That the Lords Place South concept design project exhibition be deferred until such time as a specialist consultant be engaged to provide options to manage parking changes in the precinct including:
  - Possible changes to time limits in the Ophir Car Park.
  - Possible changes to time limits in the nearby streets.
  - Options for short stay parking of 5, 10 or 15 minutes.
  - Improved connections to existing car parks.
- 2 Council be provided with a report on future traffic flow in the CBD as part of the Lords Place design concept.

This report provides a background to the Future City program and principles and responds to the above resolution on what implications the proposed concept plan will have and what mitigation is available.

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

In late 2018 Orange City Council engaged urban designers and architects to develop a plan for upgrading the CBD. The development of the plan involved widespread community consultation, including the formation of a Community Reference Group with 30 members from a wide cross section of Orange.

In 2020 the draft Future City plan was released, exhibited for public comment, and adopted by Council as the way forward.

There were three strong themes:

1. Attract more people to the CBD
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.

When on exhibition there was overwhelming support (94%) for the Future City idea of attracting people to spend more time in the 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. There was strong support (84%) for the Future City idea of making the CBD more 'walkable'.

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Given the scale of the project the program was split into three tranches.

Tranche 1 included McNamara Lane between Summer and Kite streets, Lords Place between Summer and Byng streets and Byng Street between Lords Place and McNamara Street. This Tranche has been completed.

Included in Tranche 2 was an upgrade of Lords Place between Summer and Kite streets (Lords Place south).

The draft Lords Place south concept plan responds to the aspirations of the community that have emerged during consultation across various elements of the Future City project. It mirrors the goals of attracting more people to the CBD and making the streets safer and more appealing for pedestrians. It shifts the focus from vehicles to people.

It has been designed as a temporary project but can also transition to permanent or be amended to meet changing needs.

**LINK TO DELIVERY/OPERATIONAL PLAN**

The recommendation in this report relates to the Delivery/Operational Plan strategy “9.4. Develop a vibrant civic and commercial precinct as a centre for the community”.

**FINANCIAL IMPLICATIONS**

The upgrade to Lords Place between Summer and Kite Streets successfully received an NSW Government grant of \$500,000. Council has also committed funding of \$900,000 in its budget this year to the project.

**POLICY AND GOVERNANCE IMPLICATIONS**

Nil

**RECOMMENDATION**

**That the Lords Place South concept design be exhibited for 14 days.**

**FURTHER CONSIDERATIONS**

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

Service/Project Delivery	The current difficulty around sourcing contractors and delivering value for money projects is a risk factor in the project.	
Reputation	As can be seen from the engagement to date there are varying views on how this project should proceed. Some of the feedback Council received was polar opposites. For example, there were some views that no car parking spaces should be lost and others supported an expansion of footpaths zones and outdoor eating areas. While the stakeholders in the precinct have been given an opportunity to share their views, the exhibition period will be an opportunity for the wider community.	

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Climate Change	Additional trees will provide shade and reduce heat impacts.	
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**SUPPORTING INFORMATION**

The 2020 plan for Lords Place south included the following ideas:

- New street trees and shade
- Outdoor dining area
- Innovative planting design
- Additional street furniture and lighting
- Innovative materials selection
- Rationalised car parking

In 2021 Council sought more community feedback and started work to refine the design. The engagement included community forums and one-on-one consultation. It is noted that this consultation was limited by COVID-19.

The feedback included:

- Wider footpaths
- Revitalised street trees
- Improved lighting
- Accessible parking nearby
- Celebrating the street differently during the day versus the night
- Greenery
- Willingness to explore less on-street parking if a multi-level car park is nearby
- Safer pedestrian spaces “slow the street down” which would mean loss of parking in places
- More street furniture
- Outdoor dining

Since then, Council has been successful in securing a \$500,000 grant from the NSW Government’s Streets as Shared Spaces Program. The program is for trial projects that test permanent changes that strengthen the amenity, accessibility and economic vitality of a high street and surrounding area.

Following the success of the grant application, Council has developed a concept design to meet the original themes adopted in 2020, to respond to the feedback received to date and to align with the grant.

The concept plan includes:

- New street trees
- Footpath widening to create outdoor spaces
- A narrowing of the available drive lanes to improve pedestrian safety and to slow vehicle speeds
- Shade structures
- Seating.
- Lighting
- Parklets



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The concept plan responds to the above in the following:

**New street trees**

There are currently 16 trees in Lords Place south. The concept plan includes removal of 10 of these. Three trident maples near the Commonwealth Bank and three ornamental pears near Crema, The Canobolas Hotel and StarChem will be retained.

When the tree planting part of the project is completed there will 28 trees in Lords Place south. The new trees are advanced specimens of red ash and field maple and are approximately four-metres tall.

The new trees will be planted on an alignment similar to angled parking. This limits the loss of parking spaces and extends the tree line closer to the travel lanes. The trees will provide additional shade and reduce heat impacts. The trees to be removed are either in poor health, poorly positioned or were planted in such a way as to limit future growth or tree health.

Since the Future City program began, new trees have been planted in self-contained underground structures or cells, which are designed to stop the trees' roots spreading out to damage nearby roads and footpaths.

**Footpath widening to create outdoor spaces**

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.

Different mixes of footpaths and car parking can be used to:

- Slow traffic speeds
- Improve safety and sight distances
- Reduce the visual impact of cars in the street
- Decrease the number of cars in the street

The new spaces created in the street will be defined in a number of different ways including the placement of furniture planting and shade structures and pavement treatments such as painting.

**A narrowing of the available drive lanes to improve pedestrian safety and to slow vehicle speeds**

Lords Place south is currently one lane in each direction. However, due to the width of the street it can in practice be used beyond the two available travel lanes, which encourages speeds at the limit and makes crossing the street more difficult. In the concept design the interaction between vehicles and pedestrian changes.

By narrowing the vehicles travel paths through tree alignment, the addition of some parallel parking, wider footpaths and parklets it shifts the focus from vehicles to pedestrians. The narrowing of the travel lanes will slow vehicles speeds and a 40km speed limit will also be introduced.

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**Shade structures**

Aside from awnings there are currently no permanent shade structures in Lord Place south. In the concept design six have been included. This will encourage visitors to the street to spend more time in the precinct in varying weather conditions.

**Seating and dining**

Aside from the temporary eating area outside Crema there is currently no permanent street seating in Lord Place south. Included in the concept design are eight seating/dining areas and some incidental seating. In all approximately 120 seats have been added to the street. This will encourage visitors to the street to spend more time in the precinct to dine or take a break.

**Lighting**

Lighting upgrades in Lords Place south will include pedestrian lighting, outdoor dining lighting and festoon lighting in Post Office Lane.

**Parklets**

The parklets play an important role in greening the street, improving the amenity of the precinct and creating new public open space. They are also part of the traffic calming solution.

**In response to the resolution of Council on 16 August 2022 the following on traffic and parking is provided:****Parking**

GHD were engaged to assess parking options in the precinct.

The study, which is attached, provides several recommendations to offset parking changes.

The CBD currently supports approximately 600 unlimited carparking spaces within a five-minute walk within the CBD. Encouraging walkability within the CBD area is a key focus of the Lords Place South Upgrade concept and Council's commitment to community health and wellbeing.

It is considered the short-term impact of the suspension of the 23 car parks can be mitigated by modifying the parking regimes in Lords Place and nearby streets. The recommended changes are designed to establish a parking regime based on zones that complement the usage patterns of residents and visitors of Lords Place.

Supporting the reduction of parking limits in Lords Place South and formalising carparking within line marking to create efficiencies will create the additional carparking spaces and meet the shortfall of the trial loss of 23 parking spaces based on the Lords Place South Upgrade concept.

The recommended regime has been determined as follows:

- Short parking stay: introduce ¼ and ½ parking zone within Lords Place South (Summer and Kite Street).

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- Medium parking stay: increase efficiencies within the 1-to-2-hour parking zones with line marking and upgrading pedestrian crossings to increase safety. Reintroduce paid parking to Ophir Carpark.
- Long parking stay: promote unlimited all-day carparking within a 10-minute walk to CBD in streets surrounding the CBD and within the report study area.
- Future option centre median parking: retain 2-hour parking limit and investigate the potential of a centre median in Lords Place South (between Kite and Moulder Street) to accommodate additional parking spaces. This parking arrangement requires further survey, investigation and compliance with relevant traffic and Australian Standards.

**Traffic flows**

The proposals effect on traffic distribution and on speed has been assessed using Austroad Guide to Traffic Management. The proposals geometry (turning circles) has been assessed using Austroads Guide to Road design.

The Orange Strategic Traffic Model shows a slight increase of northbound traffic from 2018 to 2028 with minimal speed decrease.

The modelled southbound traffic increases by 710 vehicles per day from 2018 to 2028 possibly because of the inclusion of a roundabout at the intersection of Moulder Street and Peisley Street within the model.

The 85th percentile of vehicle speeds traveling in August 2022 was 43.6 Km/h. The narrowing will reduce average speeds slightly (approximately 1km/h). The narrowing will significantly reduce the number of vehicles exceeding the speed limit. The defined lanes and slower vehicles will make the road environment safer for pedestrians.

Pre and post construction traffic classifier data at various sites throughout the city show narrowing is effective in reducing the number of vehicles exceeding the speed limit.

For example, Lords Place north shows that changes can reduce the number of speeding drivers. The average speed of 85 per cent of drivers prior to the changes was 46.4 kilometres per hour. Post changes it is 42.5km. The key difference is that the number of drives exceeding the limit across a 3-week data collection period has fallen from 352 to 79.

**Community Engagement to date**

There are more than 50 business in Lords Place south between Kite and Summer streets. They include property owners and business owners. In some cases, the property owner also runs a business from the premises and there are those that are property owners only. There is a mix of hospitality (cafes etc.), services businesses (real estate agents etc.) and retailers (chemist etc.).

Commencing on Wednesday 3 August Council staff engaged with the above businesses to gauge first impressions of the draft concept plan. Council engaged with 40 stakeholders in Lords Place south through a mix of face to face, by phone and email.

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Overall, there is good support to upgrade the street. Amongst the engagement results to date there are approximately 8 stakeholders who do not support the draft concept in any way. There are approximately 30 businesses that generally support the principals of the concept but include caveats mostly around ways the parking losses can be managed.

The feedback to date is attached. It is qualitative in nature and does not represent a poll on the proposal.

The following provides a response to issues raised.

**Community Engagement Responses**

During the engagement process with stakeholders in the precinct the following themes and issues were raised:

- Parking
- Footpaths
- Safety
- Multi-deck parking
- Construction phase
- Traffic/transport
- Economic benefits/impacts
- Amenity/Design
- Climate
- Housing

**Parking****Issue**

Concerns around the loss of 23 spaces.

**Response**

*Parking was the most common theme during the engagement process with stakeholders in the precinct.*

*A number of those opposing the concept argued that the loss of the 23 spaces would equate to the "potential loss of 230 customers per day to businesses" across a 10-hour day. Part of the way of managing this change is the proposed introduction of short stay spaces, which was supported by several businesses in the street.*

*Using the same reasoning as above, under the current parking arrangements there are currently 670 parking opportunities across 10-hour day in Lords Place between Kite and Summer Street. Under the proposed changes to introduce short stay parking of half an hour for angle parking and 15 minutes for parallel parking there will be 880 parking opportunities across a 10-hour day in the Lords Place between Summer and Kite.*

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**Issue**

Parking enforcement of short stays spaces after hours.

**Response**

*Council will monitor the situation and has the ability to deploy Council staff outside business hours to ensure compliance.*

**Issues**

Capacity already reached at nearby car parks. Ophir car park should stay free. If paid parking returns, can we investigate "season tickets."

**Response**

*The Ophir Car Park currently has 210 spaces all day spaces.*

*The GHD report recommends returning the site to paid parking.*

*Unlimited parking doesn't provide alternatives to source parking outside of CBD area and within a walkable distance. Reintroduction of paid carparking will provide people with choice of parking limits- short and long term.*

*The Ophir Car Park is currently free as a response to COVID 19. However, it is priced in the fees and charges for 2022/23 at \$3 a day. Monthly and three-monthly vouchers are available at \$44.50 and \$133.50 respectively, which are discounted rates to encourage usage*

**Issue**

More all day or longer stay parks are required.

**Response**

*There are no plans to increase the number of all-day parks.*

**Issue**

Council should not redistribute CBD parking to residential areas.

**Response**

*CBD fringe residential areas already play a role in providing parking for CBD activities, particularly for staff. This will continue.*

**Issue**

Business owners and staff should not park in Lords Place.

**Response**

*Council has had feedback on this issue for several years. While council is aware it does happen there is no way of enforcing a change if the time restrictions are complied with. Given the concerns raised by businesses around parking it would be preferable that businesses chose to park elsewhere to support their neighbours and clientele. Lords Place will continue to be part of routine patrols for parking rangers.*

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**Issue**

The local parking culture/expectation needs to change more toward a Sydney expectation. The days of parking out the front of your destination point is gone and conversely people in Orange want to drive and need to park close to destination business due to weather.

**Response**

*While the need to park out the front of your destination is seen as a common trait of Orange residents it has not been readily possible for some time in a growing regional city like Orange.*

*In the Lords Place context, for example, a hospitality venue that seats 40 people could generate the need for 20 car spaces. In a street that currently has 67 spaces catering for approximately 50 businesses it is highly unlikely that those 20 car spaces are delivered within the Lords Place south frontage.*

**Issue**

How can Council justify the Car Parking Development Contributions Plan 2015 which requires payment \$13,718 per deficient parking space for all developments that involve the creation of net additional gross floor area on the development site and \$6859 per deficient car parking space for all developments that involve a change of use.

**Response**

*The parking contributions plan does not relate to on-street parking. The funds collected through the plan are set aside to create new off-street parking. An example of this was the purchase of a car parking area in Endsleigh Avenue and the Ophir Car Park.*

**Issue**

Concerned about disabled access to Lords Place. Should review disabled parking - number and sites (one near old cinema is nearly always empty).

**Response**

*The concept design has a strong focus on improving walkability for pedestrians. This includes improvements to support people with a disability or with mobility issues. There are currently 3 disabled places in Lords Place south. There are no plans to reduce that number of disabled spaces.*

**Issue**

Can we look at using existing lanes to connect pedestrians to carparks under Big W and McNamara Street.

**Response**

*There are connections to the carparks at the northern end of the street. The lane at the rear of the Canobolas Hotel is hotel owned but does provide a connection to the McNamara Lane carpark. Colvin Lane opposite is under Council control and provides access to the Orange City Centre car park. There are other options to connect these car parks through driveways further south along the street. Part of the investigation of these options would be around pedestrian safety and landholder agreements.*

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**Safety****Issue**

Law, order & safety is an issue for everyone, especially the Police.

**Response**

*Lighting improvements are part of the concept plan. Activating the zone will increase the amount of people spending time in the street which will also have a positive impact deterring antisocial behaviour.*

**Issue**

Need improved lighting to remote parking for security. Should consider CCTV as well.

**Response**

*Lighting improvement are part of proposal. Lighting upgrades in Lords Place south will include pedestrian lighting, outdoor dining lighting and festoon lighting in Post Office Lane. An earlier tranche included lighting through Matthews Park which improves safety when people from Lords Place south are walking too all-day parking sites in Moulder Street. CCTV is not part of the project scope currently.*

**Issue**

Street not safe. It's like playing frogger trying to get across the street. Consider a mid-block pedestrian crossing, not a zebra but maybe a raised shared space platform.

**Response**

*Pedestrian safety was a concern for most of the stakeholders engaged to date irrespective of whether they supported the upgrade or not.*

*By better defining the travel lanes and narrowing the street through the additions of outdoor areas extending beyond the current kerb and gutter it will create multiple safer crossing areas for pedestrians.*

*A mid-block crossing may involve the loss of parking.*

*The street will be reduced to a 40km limit.*

*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.*

*Different mixes of footpaths and car parking can be used to:*

- *Slow traffic speeds*
- *Improve safety and sight distances*
- *Reduce the visual impact of cars in the street*
- *Decrease the number of cars in the street*

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*The new spaces created in the street will be defined in several different ways including the placement of furniture planting and shade structures and pavement treatments such as painting.*

**Issue**

Like the proposed tree alignment but we need to make sure it does not impede vision for motorist leaving car spaces.

**Response**

*The way the street has been designed is that in the areas where angle parking is located space has been included allowing vehicles to nose out of the park for approximately 3-metres before the travel lane is reached. This space also supports safe reverse angle parking.*

**Issue**

At the intersection with Kite Street, we would like to see a pedestrian crossing at the entry point to Lords Place with a raised traffic calming device.

**Response**

*The GHD report recommends the following:*

*Upgrade roundabout pedestrian refuges in the following locations:*

- *Lords Place South (between Kite and Moulder Street).*
- *Lords Place South (between Summer and Kites Street).*

*Upgrade pedestrian crossings from Ophir carpark across to Kite Street to improve safety and support paid parking options.*

*Reduce speed limits from 50km/hr in streets surrounding CBD to manage pedestrian safety.*

**Issue**

The decked parking at Ophir should be delivered ahead of any change to Lords Place south.

**Response**

*The decked parking option is beyond the scope of this project.*

*While it remains a longer-term priority the GHD analysis demonstrates that the proposed concept can be managed through changes to existing parking arrangements.*

**Issue**

Does (the parking loss) include the proposed car spaces to be lost, with the proposed former Australia Cinema Redevelopment & Valet Parking, to be provided in Lords Place.

**Response**

*On street valet parking is not part of the approval for the redevelopment.*



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**Construction phase****Issue**

How do we do it and not impact businesses during construction?

**Response**

*Council will seek to minimise impacts and where possible undertake works outside busy times. Council will involve stakeholders in identifying their needs and how to work with them to ensure disruptions are managed appropriately*

*It will be undertaken in two stages.*

*Stage one will focus on the trees and tree pits across October and November.*

*Stage 2, which is the balance of the concept plan, will commence in the new year.*

*At no time will a business be required to close during construction and Council will work with business to ensure impacts to access are minimised.*

**Traffic/transport/footpaths****Issue**

The current footpaths & walking tracks do create great walking spaces around the city. However, unlike the Capital Cities & Sydney Metropolitan area, Orange does not have a vast Public Transport network, which operates 24 hours a day, 7 days a week, therefore people have no choice, if they want to work in the CBD, or visit the City Centre, they have to provide their own private mode of transport & in providing their own private mode of transport, car parking spaces are & will be required. Wanting more walkable areas and less cars - Orange is a rural city and has a large outlying population and vehicles are our main mode of transport. Orange has not yet embraced public transport maybe in many years to come this may happen.

**Response**

*The popularity of new and improved footpaths and walking tracks around the city supporting walking and that is the case with the Lords Place south proposal.*

*As shown from the expanded footpath program, when Council delivers infrastructure improvements it receives widespread community support.*

*While Orange does not have a public transport system to rival metropolitan areas Council is working with Transport for NSW to improve bus services, including frequency and routes.*

**Issue**

Lords Place traffic flow is already restricted and congested and narrowing it will compound this problem. Most cars would already travel about 40km/h due to the congestion. You will stuff the "through Traffic" if you reduce the lane widths and Lords Place between Summer Street & Byng Street is a prime example.

**Response**

*Lords Place south is currently one lane in each direction. However due to the width of the street it can, in practice, be used beyond the two available travel lanes, which encourages speeds at the limit and makes crossing the street more difficult.*

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*In the concept design the interaction between vehicles and pedestrian changes. By narrowing the vehicles travel paths through tree alignment, the addition of some parallel parking, wider footpaths and parklets it shifts the focus from vehicles to pedestrians. The narrowing of the travel lanes will slow vehicles speeds.*

*Some of the respondents cited works in Lords Place north and the roundabout near the Civic Centre as reasons why the south project should not proceed. However, it should be noted that the aim of the northern works was to slow traffic and improve pedestrian safety and it has been successful.*

*Lords Place north shows that changes can reduce the number of speeding drivers. The average speed of 85 per cent of drivers prior to the changes was 46.4 kilometres per hour. Post changes it is 42.5km. The key difference is that the number of drives exceeding the limit across a 3-week data collection period has fallen from 352 to 79.*

**Issue**

Both loading bays in Post Office Lane & that behind the Hotel Canobolas are congested, have Council allowed for the large trucks to access these areas, as a narrowing of the street, will create issues.

**Response**

*The concept plan has been tested to allow for heavy vehicle deliveries.*

**Economic benefits/impacts****Issue**

We don't want people in Dubbo and Bathurst saying they won't come to Orange because you can't get a park.

**Response**

*Part of the attraction for people travelling to Orange from other areas is the variety of retail and service options here. The proposed concept plan will improve the shopping "experience" and encourage visitation.*

**Issue**

Yes, wider footpaths may be good for some businesses that operate a food outlet but not good for a retailer.

**Response**

*There is a need to get the balance right between beautification and commercial needs. There is also a need to get the balance right between vehicles and pedestrians and currently that favours vehicles.*

*Several studies around the world have found that making a city more pedestrian friendly can increase retail spend.*

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**Issue**

The charges for outdoor café space do not reflect a commercial rate (\$300-500/sqm pa) with nominal annual charges being applied.

**Response**

*The motivation for this proposal is to attract more people to the CBD and for those patrons to spend more time in the precinct. As it is a trial the current fee for outdoor dining is appropriate as businesses find new ways to benefit from the extra pedestrians.*

**Amenity/Design****Issue**

The community (plus visitors) will probably support the changes but concerns/views of business owners and building owners should take precedence.

**Response**

*The views of property and businesses owners in the street are very important and that is why Council discussed the proposal with those stakeholders first. However, the views of the broader community are equally important in how Council manages open space in the city and how Council spends community funds.*

**Issue**

The proposal involves the removal of 4 carparking spaces in front of our building and substituting this area with an open outdoor seating area. These tenants have been at this location for a significant period and are on long term lease arrangements. Both businesses benefit from carparking spaces directly in front of the building.

**Response**

*The Lords Place south concept is designed and will be constructed as a trial. This means that after a test period changes can be made when usage patterns are established. Council did receive feedback during the business engagement stage that non-hospitality felt they would benefit.*

**Issue**

We feel that Anson Street should be looked at first as it is mainly a retail shopping area. Whereas Lords place is predominantly commercial businesses area.

**Response**

*Anson Street is proposed for a later stage.*

**Issue**

Who will be responsible to clean these areas, will Council engage cleaning contractors on an ongoing basis, especially after the weekends.

**Response**

*It will be a shared responsibility. If a business secures an outdoor space through a licence, then keeping that area clean and tidy will be part of the arrangements. There will be a crossover of roles between the business and Council. Areas not covered by a licence will be the responsibility of Council as is the case in other parts of the CBD.*

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**Climate****Issue**

As we are all aware, Orange's Climatic Conditions does not allow, or favour, alfresco & outdoor style dining, all year round, day & night.

**Response**

*There are times when the weather makes outdoor dining unsuitable. The project is designed in such a way that it can respond to seasonal changes if necessary.*

**Housing****Issue**

(More people living in the CBD) can only occur, if Employment opportunities in the CBD are available & there is suitable Residential Accommodation available. Support the idea of more people living in the CBD (on first floors) but where will they park.

**Response**

*Increasing residential use in the CBD is part of the overall Future City strategy for the entire CBD.*

*It is noted that some of the first-floor opportunities in Lords Place south are already occupied by commercial. An increase in residential use remains a goal for the broader project.*

**Future community engagement**

The concept plan will be exhibited for community feedback from 7 September to 21 September. The Orange YourSay site will also be open for online engagement for this period.

A community forum will be held on Wednesday 14 September 6.00pm in the Civic Centre. Council is also investigating a shop space in the street to host face to face engagement from passing pedestrians and with any businesses that want to add their feedback.

**ATTACHMENTS**

- 1 Lords Place South - Community Engagement Report, D22/48525
- 2 Lords Place South - Draft Concept Plan, D22/47466
- 3 Car Park Study Report - Lords Place South, D22/54400



## Community Engagement Report – Pre-Exhibition

As mentioned in the covering report there has been community engagement on the broader Future City project and on some of the finer detail in Lords Place south. In early August Council was engaging with business owners and property owners in Lords Place south.

There are more than 50 business in Lords Place south. They include property owners and business owners. In some cases, the property owner also runs a business from the premises and there are those that are property owners only. There is a mix of hospitality (cafes etc.), services businesses (real estate agents etc.) and retailers (chemist etc.).

Commencing on Wednesday, 3 August Council staff engaged with the above businesses to gauge first impressions of the draft concept plan. Council engaged with 40 stakeholders in Lords Place south through a mix of face to face, by phone and email. The feedback to date and contained in this report is qualitative in nature and does not represent a poll on the proposal.

Overall, there is good support to upgrade the street. Amongst the engagement results to date there are approximately eight stakeholders who do not support the draft concept in any way. There are a similar number that strongly support the concept plan. There are approximately 30 businesses that generally support the principals of the concept but include caveats mostly around ways the parking losses can be managed.

### Feedback from those opposing the proposal includes:

- Changes to car parking will have negative impact for businesses.
- Businesses will lose customers if there is no car parking available.
- Nice to have but where are those 20 cars going.
- Council is strict on parking contributions but can just take away 20 odd spaces.
- Need to get the balance right between beautification and commercial needs.
- How do we do it and not impact businesses during construction?
- We don't want people in Dubbo and Bathurst saying they won't come to Orange because you can't get a park.
- How do you enforce short-term parking at 7 o'clock on a Friday night?
- Yes, wider footpaths may be good for some businesses that operate a food outlet but not good for a retailer.
- If you Change the "Parking Times "where are the workers going to park all day, multi-story car park.
- For the owners of ALL the premises in the area the business must generate profits so that they are able to pay rent/loans so that council is being paid RATES.
- The community (plus visitors) will probably support the changes but concerns/views of business owners and building owners should take precedence.



- Council needs to have more consultation with the owners / tenants in the effective area I believe before it goes on public display.
- Parking is a premium no matter where you go.
- You will stuff the “through Traffic “if you reduce the lane widths.
- The biggest issue that I have is that Council has already taken car parking spaces out of the area when they planted trees on both sides of the street between Summer and Kite.
- Lords Place north changes to roundabout are a “disaster” and more of the same here.
- People in Orange want to drive and need to park close to destination business due to weather.
- The decked parking at Ophir should be delivered ahead of any change to Lords Place south.
- Support the idea of more people living in the CBD (on first floors) but where will they park.
- People in Orange want to drive and need to park close to destination business due to weather.
- Current 1 hour limit not enough already for service type business in the street such as physio or gym.
- Big W and Ophir car parks are often at capacity.
- There are a lot of businesses in the street that are not food related.
- If people can’t find a spot, they keep driving.
- Need decked parking at Ophir before more places lost in Lords Place.
- There are a lot of businesses in the street that are not food related
- This is a reduction of approximately 30% of the parking on Lords Place during a time when there has been a migration of businesses to this area that have clients and customers who look to utilise the street parking.
- The proposal involves the removal of 4 carparking spaces in front of our building and substituting this area with an open outdoor seating area. These tenants have been at this location for a significant period of time and are on long term lease arrangements. Both businesses benefit from carparking spaces directly in front of the building.
- Given the long-term nature of the tenancies, there is no prospect in the medium to long term for a business to be located in our building that will have any interest in utilising the proposed outdoor area.
- We object to this proposal on the strongest possible terms.
- Increasing the number of people living in the City Centre – where do you propose they will live when there is virtually no residential accommodation in the CBD and also where will they be parking. Will this parking impact Lords Place?
- Wanting more walkable areas and less cars - Orange is a rural city and has a large outlying population and vehicles are our main mode of transport. Orange has not yet embraced public transport maybe in many years to come this may happen.



- Our climate particularly from April to September is very unpredictable and not always suitable for outdoor dining and walking. Driving will be the transport mode used.
- Rationalizing car parking- Loosing 23 car parks along Lords place is not acceptable as this is 23 park every hour. As an everyday person using this block for business and dining, we already struggle to get a park in this area.
- As an owner of a commercial property, we have the interest of our tenants and their clients. Our tenant needs close-by parking, their clients have injuries or require rehab, they also have Mums and Bubs classes, and close access is important.
- Shortening of parking times will disadvantage most of the business along this street. Personally, for our property, most of their appointments are from 1/2hr to 1 hour. Solicitors, Hair salons, Cafes, restaurants, Gym, Physiotherapy most of the time need over half hour with most requiring the hour.
- Removing car parks will lessen access to customers and this may have a long-term effect with businesses continuing their lease or leasing of properties in the future due to lack of parking.
- Will this force certain business to relocate to other areas where there is easy parking? This can then have on a flow-on effect to that area and cause parking problems there.
- If council was to proceed with the Lords Place Concept design a multi-level Car park must be in place before any work was to commence on the removal of car parks in Lord Place.
- Lords Place traffic flow is already restricted and congested and narrowing it will compound this problem. Most cars would already travel about 40km/h due to the congestion.
- We feel that Anson Street should be looked at first as it is mainly a retail shopping area. Whereas Lords place is predominantly commercial businesses area.
- At present, parking is at times hard to get, and we rely on people's ease of access, especially elderly people who may have to walk some distance if this goes ahead.
- I would have thought Council would prioritise business prosperity and therefore I am not sure what is trying to be achieved.
- There seems to be an assumption that all or most of the businesses located in Lords Place South are retail or hospitality. This is clearly not the case, with many businesses being professional services offices, whose clients and staff require accessible and longer duration parking. Indeed, many of the hospitality venues on ground floor in the precinct also support office space above.



- A large factor in our business moving to the Lords Place South precinct from our previous location in Sale Street was accessibility for our clients. Our previous premises were difficult for elderly or injured clients to navigate. Our current premises were designed specifically with our concerns regarding client accessibility in mind, including an elevator and wheelchair accessibility.
- Many of our employees, and other workers in the area, require all day parking. Currently, the closest all-day parking for staff is the Ophir carpark. The proposal to limit the duration of parking in the Ophir car park will have a significant flow on effect for the numerous workers in the area.
- Currently, the Ophir car park is full by early in the day (usually by 9:00am) and is not accessible to our clients. While there may be some change in this if the Ophir car park was time limited, it is likely it would still be utilised by local workers and therefore not available to our clients and other visitors to the precinct. Already when that carpark is full, the closest all-day parking is in nearby residential areas, impacting on residents. It is not satisfactory for Council to redistribute flow-off CBD parking into residential areas.
- The Ophir car park has been identified as a possible site; however, Council has no specific plans in that regard. We note this issue has been discussed by Council for many years with no proposal or implementation ever being developed.
- Largely rely on parking and feel that the reduction in parking would negatively impact the business.
- Clientele only relies on parking.
- Would like to see paid parking reintroduced to allow somewhere for works to park.
- Would like to see business owners who park in Lords Place to park in another location to allow clientele to park in Lords Place.
- By nature of the CBD & all the retail, services & infrastructure on offer, people will always be attracted to the Orange CBD. by attracting more people to the CBD, more infrastructure to cater for the increased number of people will be required, including car parking.
- (More people living in the CBD) can only occur, if Employment opportunities in the CBD are available & there is suitable Residential Accommodation available.
- Employment opportunities are available if Businesses continue to operate in the area & those Businesses have access to paying customers & those paying customers have easy access to the Businesses, including access to car parking.
- There are only a very limited number of Shop Top Housing style Residential Dwellings available for occupation in that part of Lords Place, as the majority of Buildings are Commercial single level, or Commercial ground floor & first floor & most of those buildings do not offer, off street on site car parking, again an emphasis will be placed on the availability of car parking in the street.
- The current footpaths & walking tracks do create great walking spaces around the city. However, unlike the Capital Cities & Sydney Metropolitan area, Orange does not have a vast Public Transport network, which operates 24 hours a day, 7 days a week, therefore people have no choice, if they want to work in the CBD, or visit the City Centre, they have to provide their own private mode of transport & in providing their own private mode of transport, car parking spaces are & will be required.





- Council can beautify the streetscape. Law, order & safety is an issue for everyone, especially the Police.
- The section of Lords Place under review, is a busy business street, in this section of the street, apart from the Ophir Carpark, there is no direct access from that section of Lords Place, from the street, to an Orange City Council owned carpark.
- We have a mixture of businesses located within the street, which occupy buildings & these buildings directly face the street, with the only direct access into the Building, from Lords Place.
- All these Businesses are totally reliant on paying customers.
- Customers will come to a street when they can access Business premises & parking is available.
- Parking in all Cities & Towns, will always be a premium & sought after, for all, including Customers, Tourists & Businesses.
- For your records, I favour a beautification of the streetscape, the CBD & its streets, this is great to see, to make the environment more inviting for all, however, not at the expense of the loss of on street carparking, which will be detrimental to all businesses located in that block of Lords Place, but also those businesses in the vicinity of Lords Place, including Summer Street.
- Whilst originally Lords Place, up until the late 1980's was the street for Finance, Insurance, Real Estate Agents & Restaurants, the Streetscape has certainly changed.
- The Lords Place South Draft Concept Plan would imply that the predominant Businesses in that part of the street, is food orientated & the Draft Plan appears to cater for this, when in-fact it is not all food.
- The proposed Concept Plan appears to give those food orientated businesses a benefit, being additional outdoor dining & eating areas at a minimal cost, to the detriment of other Businesses, located in the street.
- In the street, bound by Summer Street & Kite Street, Food covers 9 Businesses approximately, the remainder of the Lords Place Businesses being approximately 30, is made up of Office Accommodation, Retail Accommodation, Medical & Beauty.
- According to the Concept Plan, 23 car spaces will be lost. Does this include the proposed car spaces to be lost, with the proposed former Australia Cinema Redevelopment & Valet Parking, to be provided in Lords Place.
- Based on the hourly car parking time limits, if Lords Place operates from 8.30am to 6.30pm, based on this time frame, the loss of hourly cars spaces over a 10 hour day is 230 hours, that could be a potential loss of 230 customers per day to businesses, due to customers or potential customers not being able to access those business in the street, or 1,150 customers, on a 5 day a week basis.
- Where do these customers park to access Businesses in that part of the street once the parking spaces are lost.
- The Lords Place South Draft Concept Plan, indicates that the Ophir Carpark could become a multi storey carpark, I have not seen any Orange City Council proposal or commentary, that Council intends to definitely, or commit to building a multi storey carpark on that site. If there is commentary, a proposal, a draft Plan, or a commitment from Council, then this multi-level carpark should be built, prior to the loss of the car spaces in Lords Place.



- I believe that the cost of such a development, will outweigh Council committing to this development.
- Previous, Council Administrations have advised that the current Ophir Carpark Site, could possibly be for sale, for the right price. I am sure that if a Developer contacted Council with an open cheque book, that this Prime Development Site, would be sold.
- Under the Orange City Council- Orange Car Parking Development Contributions Plan 2015 – 1.2 Contribution Rates – the Rates are as follows - \$ 13,718-00 per deficient parking space for all developments that involve the creation of net additional gross floor area on the development site and \$ 6,859-00 per deficient car parking space for all developments that involve a change of use of the existing building and will not result in the creation of net additional gross floor area on the development site.
- How can Council justify charging a Developer the above amounts & then remove on street car spaces & then, in the draft Concept Plan - it is proposed that Council will charge a local food business an outdoor eating area licence at \$ 45.95 per year, for exclusive use during its opening hours, these figures do not add up. Local Developers could use this, to set a precedent, that Council believe that a car space is worth only \$ 45.95 per annum.
- As a local business owner, I would be prepared to pay Orange City Council \$ 49.95 per year & maintain a car space, for exclusive use, during opening hours.
- As a Real Estate Business, we do have several customers & tradespeople, who are required to attend our office, on an ongoing basis. We also have a policy that our staff are not to park their cars, in the street during business hours & take potential customers parking spaces.
- Has Orange City Council undertaken a traffic study, including statistics showing supply & demand for parking requirements, both during the day & of an evening.
- A number of the food outlets in-fact offer takeaway services & they require parking for customers to collect their food. That section of Lords Place is particularly busy of an afternoon & evening, when customers are collecting their takeaway food
- As we are all aware, Orange's Climatic Conditions does not allow, or favour, alfresco & outdoor style dining, all year round, day & night.
- The current outdoor seating arrangement at Crema is not used of an afternoon or an evening, when Crema is closed, apart from when the vandals removed & smashed the pot plants that were originally installed in those seating cubicles.
- The current outdoor seating areas located in McNamara Street, which were put in place, at a time when Guy Hampton who operated The Wholefood Eatery & Coffee Shop lobbied Council for alfresco seating. These seating areas are seldom used & in fact, that business operated by Guy Hampton no longer operates.
- Are Council going to remove car spaces on Lords Place, to create seating that is not fully utilised all year round & day & night, when in fact car spaces are utilised all the time.
- Who will be responsible to clean these areas, will Council engage cleaning contractors on an ongoing basis, especially after the weekends.
- Council did install push bike parking bays in both Lords Place & McNamara Street, these are also rarely utilised.
- With respect to trying to reduce traffic in the street, this will never happen, whilst ever people drive motor cars.



- Lords Place between Summer Street & Byng Street is a prime example. During extremely busy times, traffic heading north has been banked up from the Byng Street roundabout & over Summer Street. That roundabout should have two lanes on entering & exiting, one lane to turn left, the second lane to turn right, or proceed straight ahead, it is my opinion that the number of lanes in that roundabout, should have remained 2, not reduced to 1.
- The volume of cars parking & exiting the section of Lords Place south, is greater than those in Lords Place bound by Summer Street & Byng Street, Lords Place north. This larger volume of cars will potentially create greater traffic issues & congestion, than what we have seen in Lords Place north.
- Hopefully Council will retain the dual lanes in the Lords Place, Kite Street roundabout.
- Both loading bays in Post Office Lane & that behind the Hotel Canobolas are congested, have Council allowed for the large trucks to access these areas, as a narrowing of the street, will create issues.
- I feel that the Lords Place South Draft Concept Plan, may have originally been a wish list & the number of parties who commented & the widespread community consultation who provided information have not taken into consideration the impact that the changes to the street, could have on Landowners & Ratepayers, Businesses, Customers & the general public, who do utilise the street.
- Our main concerns are around parking. Parking spots will reduce from 67 to 44. We have already had increasing concerns for some time about the lack of parking in Lords Place and surrounding area. Since 2015 when The Pinnacle Physiotherapy Clinic first opened, parking has gradually but consistently declined in availability. It is now the case that there is no parking available even in the Ophir Carpark from 9am. The McNamara Lane carpark at the rear of our building has no all-day parking available from about 8.15am most mornings.
- Often from 9am there aren't even any 2-hour parking spots available.
- We are concerned that there may be a reduction in the timed allowances for parking in those 44 spots that do remain. Anything under a one-hour parking restriction would be disastrous for us, as it will effectively mean no parking at all on Lords Place for our clients (our minimum consult length is 30 minutes, so a client needs to allow 40 minutes to arrive, park, check in, await their appointment, have their consult, re-book, pay and return to their car). Many of our consults actually take 60-90 minutes, so even a one-hour restriction is not sufficient for these clients.
- As per the communication we received from our landlords, published by Orange City Council, there is no plan at present to expand current parking elsewhere (e.g., the Ophir carpark on the corner of Kite St and Lords Place) to accommodate the reduction in parking on Lords Place. This is concerning, as parking is grossly inadequate for the needs of the current businesses in operation in Lords Place. The Ophir carpark is currently full from 9am also.
- We are concerned about disabled access to Lords Place. We have a significant number of clients with mobility issues, as well as a fairly large caseload of NDIS clients, as well as mums with babies in prams. Further reducing the parking in Lords Place unfairly disadvantages these vulnerable people.



- After meeting with representatives from council this morning, we feel that our concerns re: parking were met with an attitude that Orange will just have to move with the times and become more 'Europe-like', meaning less reliance on cars in the CBD and a move to more pedestrian activity generally. To this we would comment that Orange is a regional Australian town, and not a metropolitan city with the appropriate infrastructure to support this. Many of our clients come to us from not only 'out of town' of Orange itself, but also from other towns including Cowra, Blayney, Millthorpe and as far as Mudgee, Narromine, Forbes, Parkes and Condobolin. We provide a specialised physiotherapy service and therefore attract clients from out of area as our services are not available in these towns. The infrastructure simply does not exist in NSW for these people to 'leave their cars at home'.
- While we do support the upgrade of the Orange CBD and the Future City concept, we do not feel that the current proposal for Lords Place South is appropriate and may be more suitable to another area of the CBD. It seems that the intention to encourage people to spend time in the area is in direct contradiction to the plan to decrease parking availability. Unless significant effort can be made to increase parking access, the significantly detrimental effect the proposed upgrade will have on the current professional businesses within Lords Place would be unacceptable.

**Support for the proposal included the following:**

- The local parking culture/expectation needs to change more toward a Sydney expectation. The days of parking out the front of your destination point is gone.
- Can some spaces become a waiting zone say 10 minutes near Orange Thai/Alfios/Golden Bowl after 5pm?
- In favour but have concerns regarding their business turnover and parking accessibility both during construction and long term.
- The charges for outdoor café space do not reflect a commercial rate (\$300-500/sqm pa) with nominal annual charges being applied.
- Like the idea but parking tight.
- Can we look at using existing lanes to connect pedestrians to carparks under Big W and McNamara Street.
- Outdoor dining and seating will attract people to the area that will help my business.
- Very supportive of the development however we note that we strongly believe that the expansion of the Ophir car park should also be planned and expediated asap.
- Very much in support of the project and the concept design.
- Creates a nice space.
- Timed parking would be beneficial.
- On street dining near Blowes could be too busy and noisy.
- Great assets for businesses in the area.
- Would like to see another access point from City Centre Carpark to Lords Place to assist with parking however does not believe reduced parking is a great issue. Just need to park around the corner or in Ophir Car Park.



- Likes the plan but needs parking loss offsets.
- Support changes/options to Ophir Car Park.
- Need improved lighting to remote parking for security.
- If paid parking returns, can we investigate "season tickets."
- Parking is busy in the morning but frees up in the afternoons
- Love it; the people need it.
- Street not safe. It's like playing frogger trying to get across the street. Consider a mid-block pedestrian crossing, not a zebra but maybe a raised shared space platform.
- Should review disabled parking - number and sites (one near old cinema is nearly always empty).
- Worried about how long the works will take and impacts on businesses.
- Like the overall look of the plan but loss of parking concern.
- Would like to see short term parking 10/15min to allow pickups and also allow courier to stop.
- Likes the idea of additional dining.
- Would like a trial of the outdoor dining area.
- Support the plan – "It's a great idea".
- Like the lighting plan for Colvin Lane to improve safer link to parking and should consider CCTV as well.
- Ophir car park should stay free.
- Consider mid-block pedestrian crossing.
- Plan is absolutely spectacular; would like it done ASAP.
- Likes slowing of the traffic and making the whole block more pedestrian friendly.
- No major issues: like where we are going.
- Decked parking first would have been better.
- Support for concept particularly if it can be finetuned after it is trialled.
- Orange is a growing city and change is expected.
- Short-term parking such as 5-, 10- or 15-minute spots for pickups would be great in light of parking losses which will be an issue.
- Improvements to pedestrian safety is a "great idea" especially for people trying to access the mobility buses across the road.
- Like the proposed tree alignment but we need to make sure it does not impede vision for motorist leaving car spaces.
- Supported the use of lighting in Colvin Lane to make a better and safer connection between Lords Place and the car park.
- Important access through Colvin Lane for delivery vehicles is maintained to the rear of shops on the Western side of Lords Place.
- Would like to see short term parking 10/15min to allow pickups and also allow courier to stop.

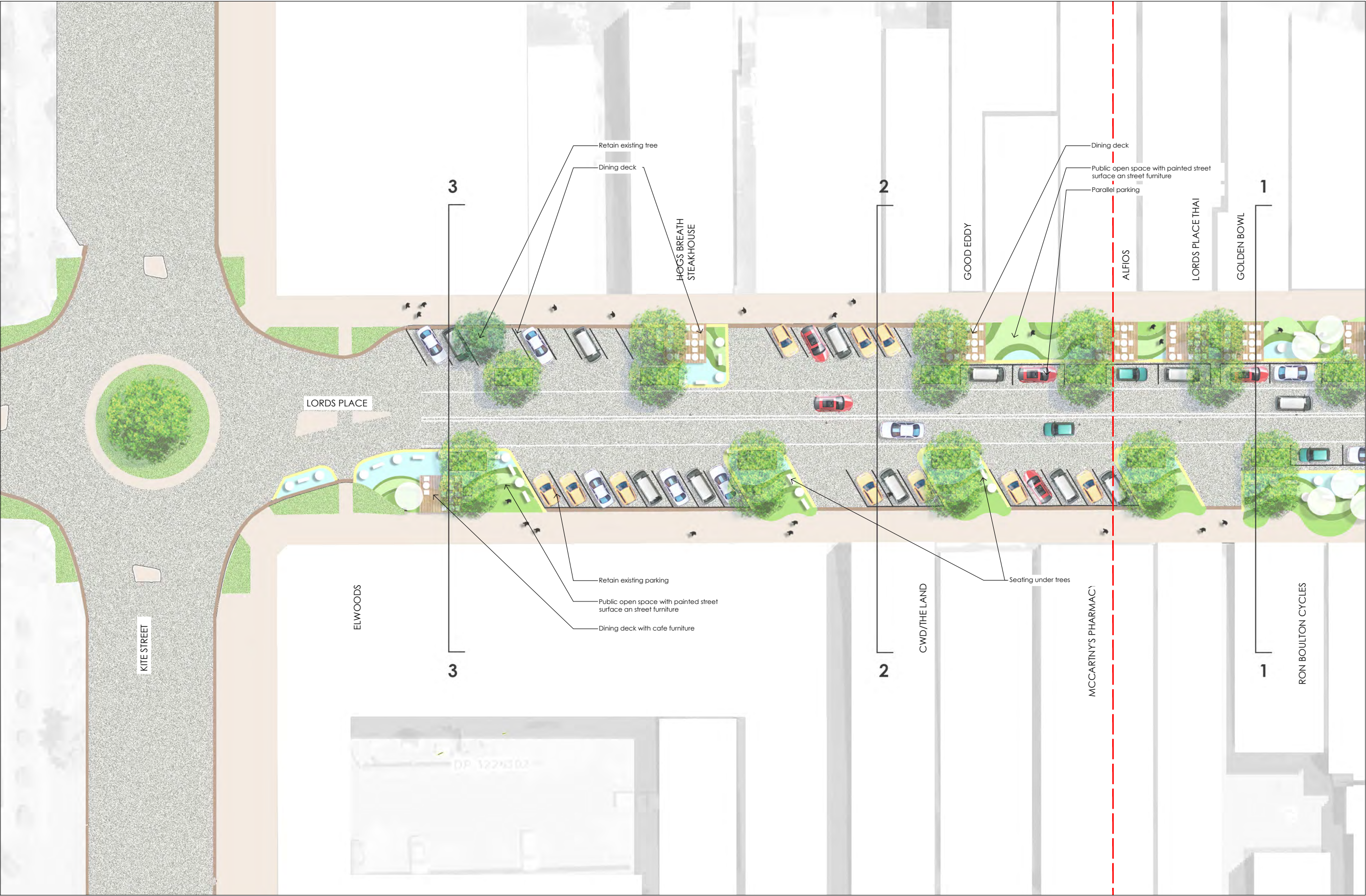


- Generally, we think they are excellent. There are a couple of points we would like to make.
- At the intersection with Kite Street, we would like to see a pedestrian crossing at the entry point to Lords Place with a raised traffic calming device. We have experience of these in the North Sydney LGA at roundabouts where the speed limit has been reduced. The issue with this intersection is that traffic enters it too quickly and it is a real issue for pedestrians. I have an image of one installed at a high-volume roundabout at Kirribilli if you are interested.
- Ideally, the same suggestion applies to Kite Street on the western side of the intersection to provide safe pedestrian access to the Council carpark. Currently, pedestrians have to negotiate two lanes of traffic in each direction.
- A pedestrian crossing at a mid-point of the block would also be desirable.
- There will be a net loss of street parking. We would like to see a proposal for the redevelopment of the Kite Street carpark to provide multi-level parking. This issue will become more acute particularly with the proposed redevelopment of the Australia Cinema site.
- The timeline for the construction works associated with the upgrade will be an issue for business which will require careful management to ensure that works which cause disruption are undertaken in the minimum timeframe and that good notice of commencement dates and the project timeline is provided to businesses. There are more affected businesses in this block than in the Summer/Byng Street stage.
- Like the plan but parking an issue. A lot of elderly like to park close to our business. Would like a disabled spot included out the front.
- Mostly in support but outdoor dining will not be utilised in front of his area – should be moved across the road where more restaurants are
- Concerned about vandalism
- Dining pods will not be utilised enough in the winter or for 9 months of the year
- Likes that traffic will be slowed down.
- Would like to see a pedestrian crossing or island – dangerous crossing
- Would like to see business owners park in another location than Lords Place. Are taking up what could be clients parking spaces.
- Very much in support
- Beneficial for businesses Like the depth and variety and brings life to the area
- Believes the traffic needs to be slowed and this will assist
- In support
- Likes that the concept slows the traffic as it is needed.
- Would like to see additional pedestrian crossing to provide more parking opportunities for clients. Presently unsafe to cross.
- Location for disabled parking does not currently work.
- We are supportive of the development however we note that we strongly believe that the expansion of the Ophir car park should also be planned and expediated.

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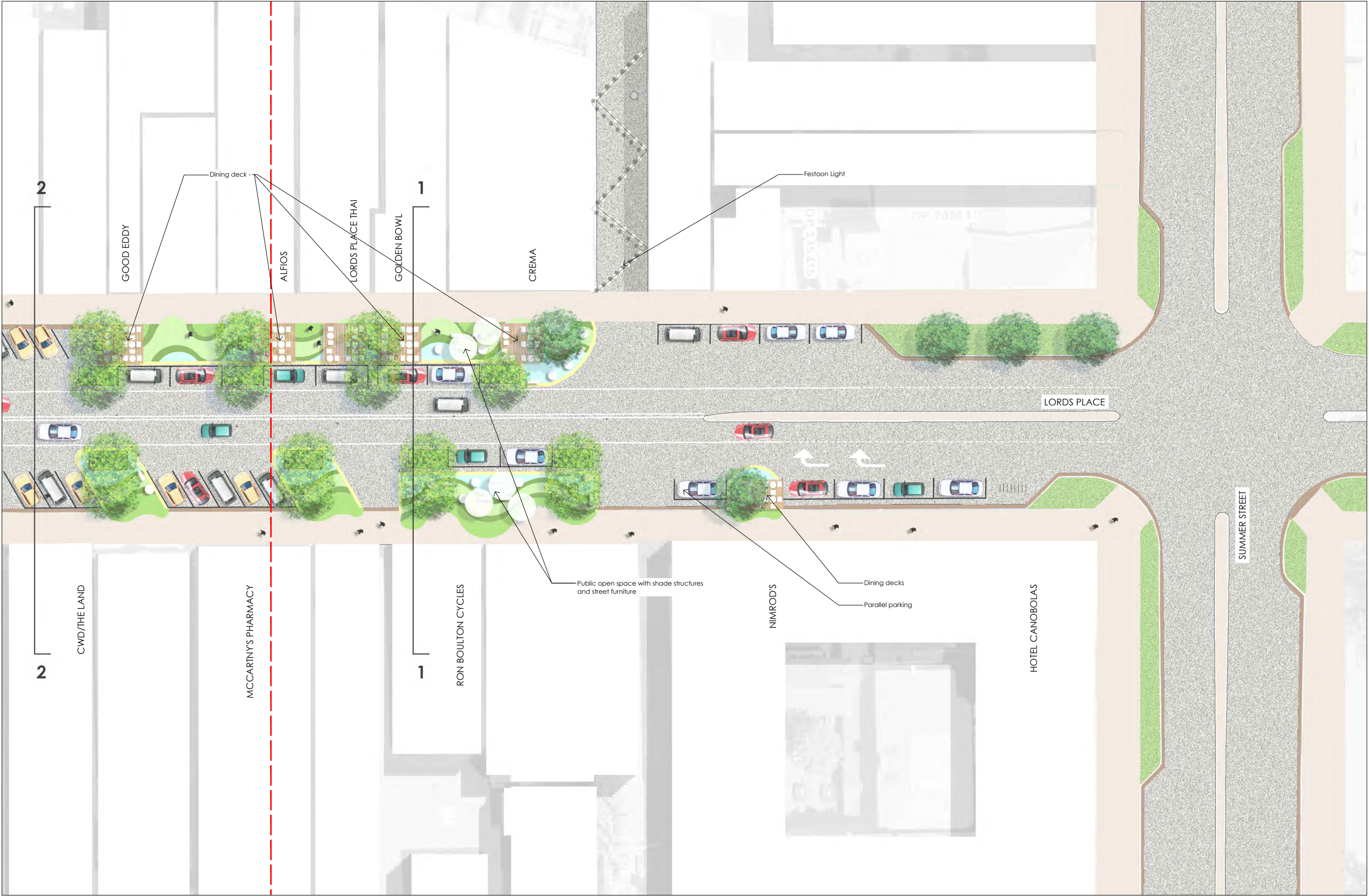


















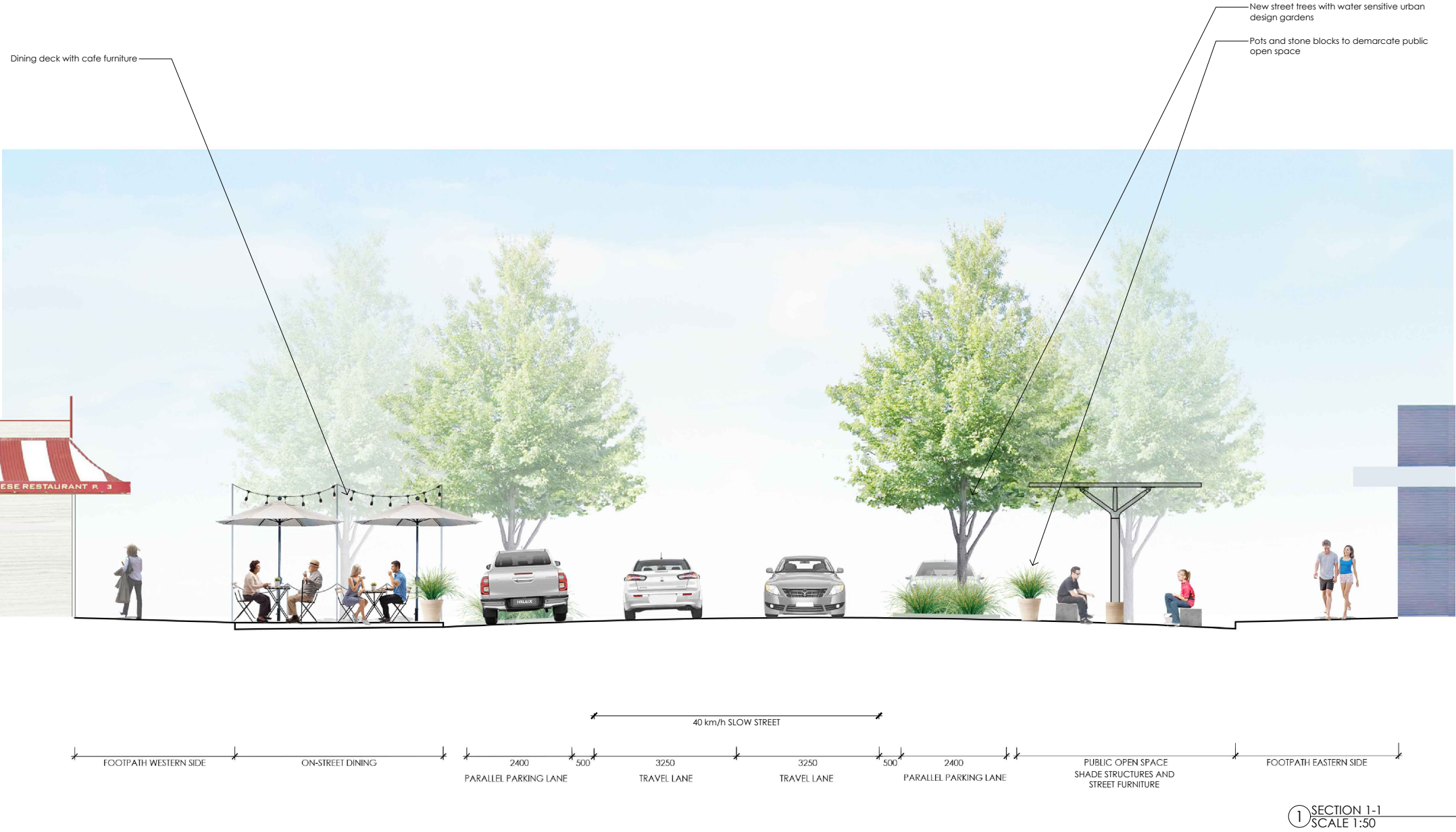




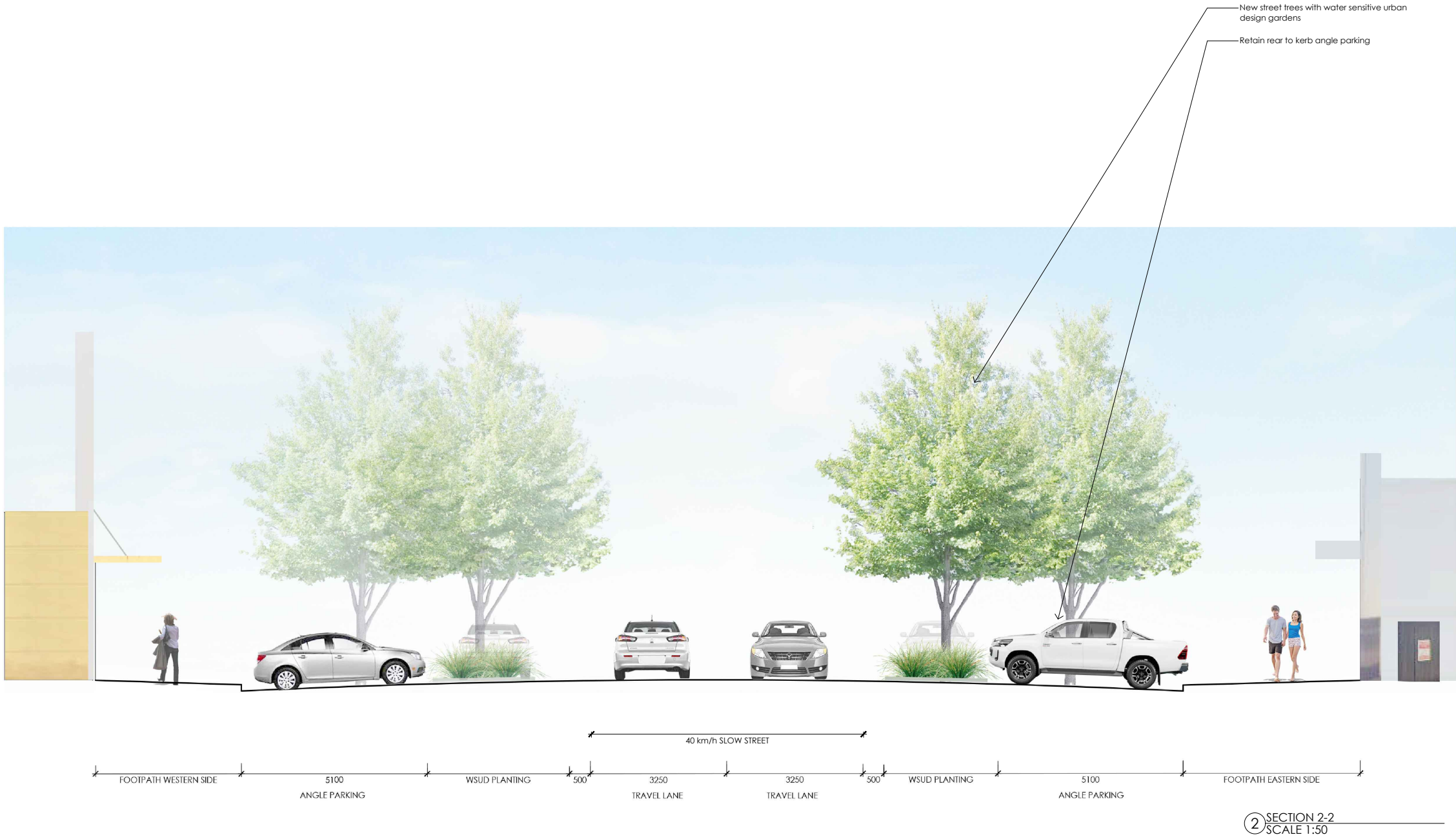






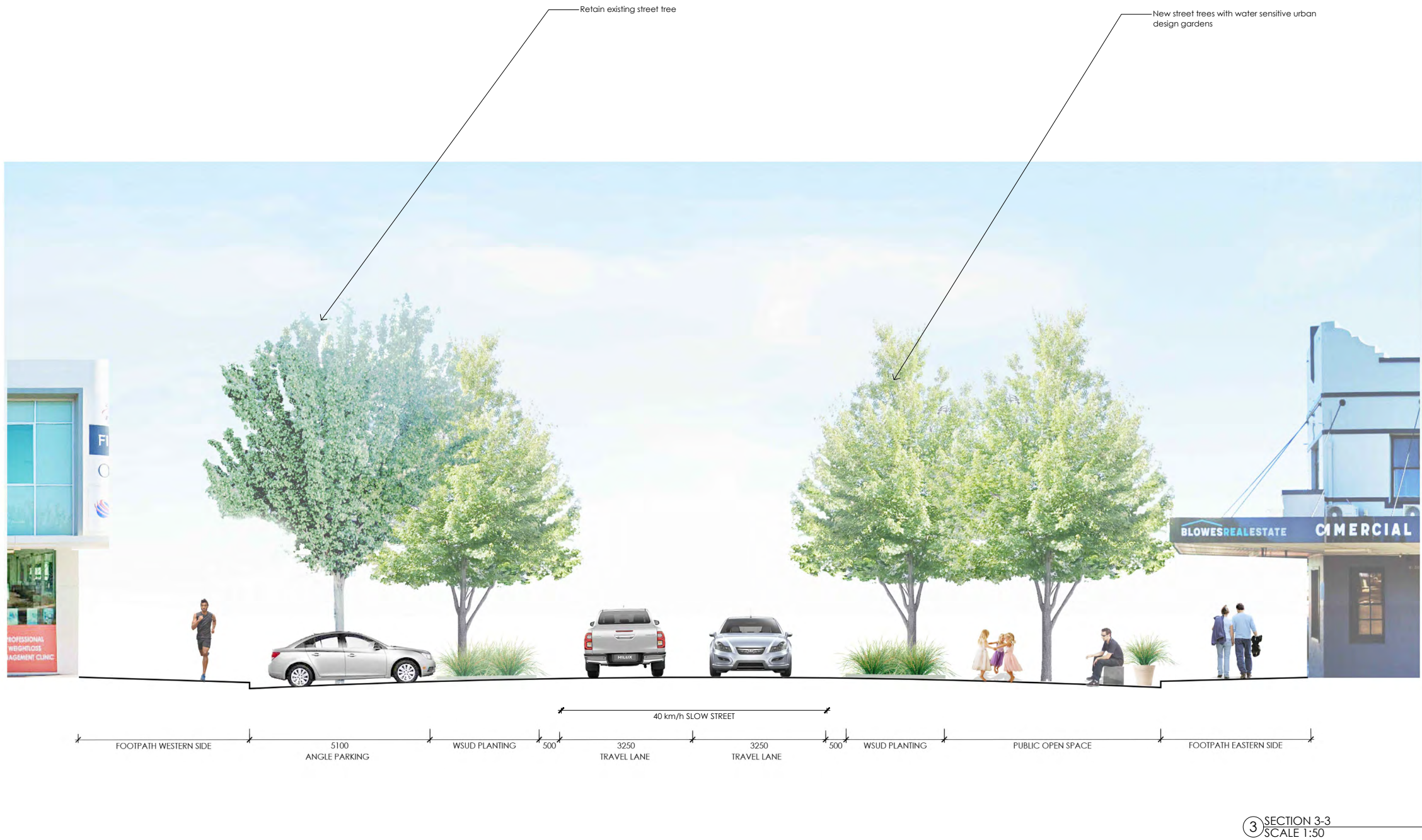


















QUADRUPLE BENCH SEAT  
120 DEGREE CORNER  
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2000 L X 500 W X 450 H



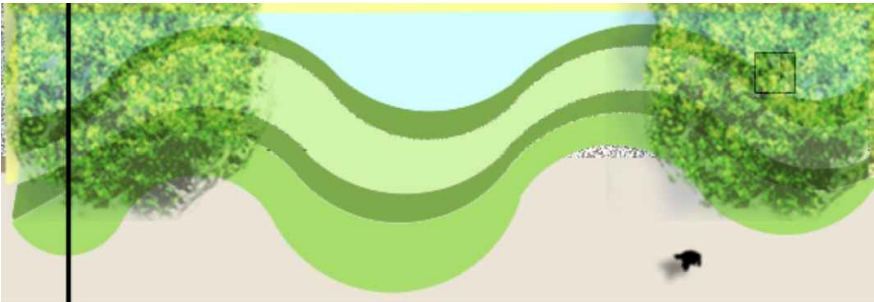
QUADRUPLE BENCH SEAT  
120 DEGREE CORNER - TIMBER TOP  
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2000 L X 500 W X 30 H



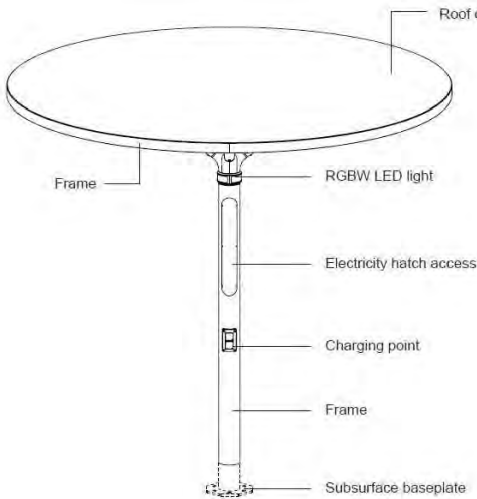
Feston Lights on dining platform



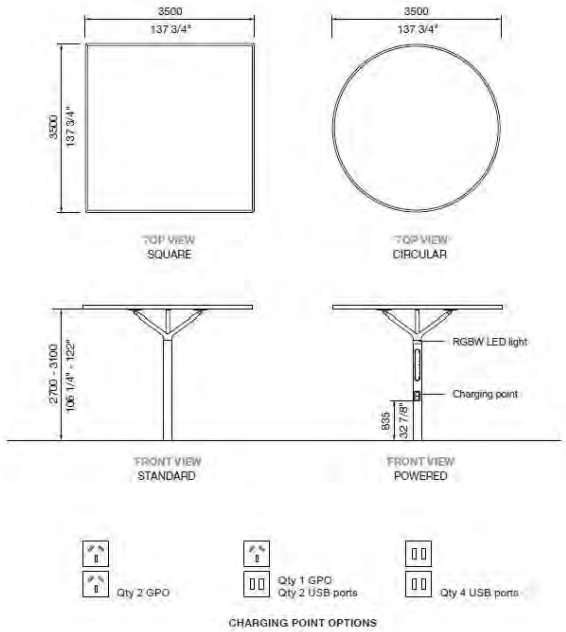
QUADRUPLE BENCH SEAT  
120 DEGREE CORNER  
- TIMBER TOP WITH BACK AND ARM  
8002.3.003.200.050  
2000 L X 500 W X 30 H



Painted Street Pavement with AstroTurf Edge



ISOMETRIC VIEW  
POWERED OPTION



FLOWER POT PLANTER  
7065.0.105.125.125  
1250 D X 1050 H  
241 KG

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# Car Parking Report

## Orange City Council Lords Place South Upgrade

Orange City Council

6 September 2022

➔ **The Power of Commitment**



<b>Project name</b>		Orange City Council Lords Place South Upgrade					
<b>Document title</b>		Car Parking Report   Orange City Council Lords Place South Upgrade					
<b>Project number</b>		12591795					
<b>File name</b>		12591795-RPT_Car Park Study Report - Lords Place, Orange Council Markup.docx					
Status Code	Revision	Author	Reviewer		Approved for issue		
			Name	Signature	Name	Signature	Date
S4	0	NV Borja M Purkiss	M Lucas		D Mees		06/09/22
S4	1	NV Borja M Purkiss	M Lucas		D Mees		06/09/22

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## Lords Place Parking Snapshot

Carparking Spaces in Orange  
CBD

**5,189**

\* 2015 Figures



Peak Period for Parking is  
**Friday 12-1PM**  
**Saturday 11AM - 12PM**

\* 2015 Figures



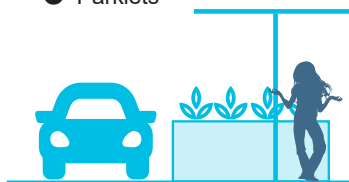
**20% - 40%** Parking Vacancy  
Within 400M of Lords Place



**+20** Bicycle Parks



**+3** Parklets



**+8** Outdoor Dining Areas



Safer Street for  
**Pedestrian** Movement



Street **Revitalization**  
and **Beautification**



More People **Lingering** Longer  
= More Business



Provide Simpler  
**Parking Zones** and **Mapping**



Improved **Health**  
&  
**Wellbeing**

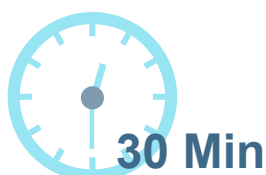


**5 Minutes** (400M) Time Walking to  
Lords Place from Long Stay Parking



Options

Trial 1/4 hr & 1/2 hr Short Stays



Options

**+25** Car Spaces in Lords Place



\* To be Confirmed

Options

Ophir Carpark 2 hr stays facing Kite  
Street and Lords Place - remainder  
**Paid Parking**



## Executive summary

Orange City Council has been a leader in Regional NSW in promoting pedestrian friendly shopping environments, with its main street redevelopment occurring thirty years ago. The Summer Street redevelopment reduced parking to allow for wider footpaths, street trees, and garden beds. The city streets have become a place where outdoor dining is a pleasure and many businesses have thrived.

The Lords Place 'Streets as Shared Spaces' project aims to trial the benefits of the Summer Street upgrades around the corner in Lords Place, to support great outcomes for residents and visitors to Orange. As Lords Place is not a major road, the opportunities for creating a truly pedestrian friendly environment are even greater.

This Car Parking Report was prepared as a response to the proposed suspension of 23 parking spaces from Lords Place between Summer and Kite Street to allow for a NSW Government funded 'Streets As Shared Spaces' temporary street activation project in Lords Place South. The purpose of the report is to demonstrate how the suspension of the carparks can be mitigated by changes to the existing parking arrangements in nearby car parks and on-street parking.

The temporary street activation project includes the installation of eight dining decks, planting more trees and increasing public open space by utilising the existing street pavement. These outcomes will be achieved by narrowing travel lanes to a standard width and replacing some parking with parallel spaces.

It is anticipated that the narrower crossing distance and provision of public street furniture for pedestrians will encourage greater use of the space, encouraging people to "Linger Longer". The temporary street activation will encourage improved economic outcomes for Orange. Increased activity will also have a moderating effect on traffic, achieving a safer environment.

The case study of Peel and Fitzroy Streets in Tamworth is an example of the benefits of pedestrian improvements and walkability, activation, and beautification in promoting healthy, sustainable businesses within the CBD. Parking losses were managed through a strategic approach focussing on behavioural change and managed expectations regarding short stay and longer stay parking. As a result, the CBD is more dynamic and vibrant, with economic stimulation for surrounding businesses.

The Orange CBD currently supports approximately 600 unlimited carparking spaces within a five minute walk of the CBD. Encouraging walkability within the CBD area is a key focus of the Lords Place South Upgrade concept and Council's commitment to community health and wellbeing.

It is considered the short-term impact of the suspension of the 23 car parks can be mitigated by modifying the parking regimes in Lords Place and nearby streets. The recommended changes are designed to establish a parking regime based on zones that complement the usage patterns of both residents and visitors of Lords Place.

The recommended parking regimes have been defined as follows:

- **Short parking stay:** introduce ¼ and ½ parking zone within Lords Place South (Summer and Kite Street).
- **Medium parking stay:** increase efficiencies within the 1-2 hour parking zones with line marking and upgrading pedestrian crossings increase safety. Introduce 2 hour parking in the bays within the Ophir Car Park with direct frontage to Kite Street and Lords Place (38 spaces including two spaces for the mobility impaired).
- **Long parking stay:** promote unlimited all-day carparking within a 10 minute walk to CBD in streets surrounding the CBD and within the report study area. Reintroduce paid all day parking to the remaining spaces in the Ophir Car Park (179 spaces).
- **Future option centre median parking:** retain 2 hour parking limit and investigate the potential of a centre median in Lords Place South (between Kite and Moulder Street) to accommodate additional parking spaces. This parking arrangement requires further survey, investigation and compliance with relevant traffic and Australian Standards.

It is considered there is sufficient capacity to accommodate the suspension of 23 parking spaces, based on current patterns of utilisation and parking supply. An additional 43 parking spaces could be accommodated in the study area by introducing line marking. There are approximately 600 parking spaces located within 5 minutes walking distance of the CBD. They include a range of limited and unlimited parking and will contribute toward the trial suspension of 23 parking spaces. Mitigating the impact of the temporary suspension of 23 parking spaces on Lords Place can be achieved based on the finding in this report.

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# 1. Introduction

GHD has been engaged by Orange City Council (Council) to undertake a Car Park Study Report to assess the proposed Orange City Council Lords Place South Upgrade.

The report will provide additional information to the Orange Councillors, prior to placing the Lords Place South Upgrade concept on public exhibition.

## 1.1 Background

A concept design has been prepared by Sala4D Urban Designers, Orange, in collaboration with Council for the trial street activation of Lords Place South between Summer Street and Kite Street to revitalise the street and create a shared pedestrian and vehicle environment.

The project will create a vibrant cultural environment incorporating new dining areas to support local hospitality and the installation of new lighting as well as festoon lights to add an element of celebration to the street. The design of Lords Place South is based on the Future City framework adopted by Council and the NSW Government's 'Streets as Shared Spaces' program.

Walkability, making the CBD more attractive so more people spend more time there, and exploring ways to increase the number of people living and working in the CBD are key Future City themes.

The concept plan includes:

- New plantings of advanced trees which will almost double the number of trees in the block.
- New traffic arrangements designed to transform the area into a pedestrian-friendly precinct.
- Outdoor-dining zones in selected areas along the block.
- Improved pedestrian lighting.
- Expanded gardens with street furniture.

As a result of the new street design, there will be a suspension of 23 on-street parking spaces along Lords Place between Summer Street and Kite Street.

## 1.2 Purpose

The purpose of the report is to:

- Demonstrate how the potential impact of the suspension of 23 parking spaces in Lords Place South can be mitigated by changes to the existing parking arrangements in nearby car parks and on-street parking.
- Review the capacity of nearby streets to accommodate the proposed suspension of parking spaces.
- Consider the suspension of car parks within the broader context of the Future City program and demonstrate the broader potential benefits of the proposed changes.
- Provide best practice NSW regional examples.
- Provide a series of recommendations to support changes to parking within the CBD.

## 1.3 Scope and limitations

This report: has been prepared by GHD for Orange City Council and may only be used and relied on by Orange City Council for the purpose agreed between GHD and Orange City Council as set out in this report.

GHD otherwise disclaims responsibility to any person other than Orange City Council arising in connection with this report. GHD also excludes implied warranties and conditions, to the extent legally permissible.

The services undertaken by GHD in connection with preparing this report were limited to those specifically detailed in the report and are subject to the scope limitations set out in the report.



The opinions, conclusions and any recommendations in this report are based on conditions encountered and information reviewed at the date of preparation of the report. GHD has no responsibility or obligation to update this report to account for events or changes occurring subsequent to the date that the report was prepared.

The opinions, conclusions and any recommendations in this report are based on assumptions made by GHD described in this report. GHD disclaims liability arising from any of the assumptions being incorrect.

## 1.4     Assumptions

This report was prepared with several limitations and assumptions that included:

- GHD considered the results of the Orange CBD Car Parking Study prepared in 2015 which are still relevant to the current parking regimes.
- The inventory of the on-street carparking undertaken by GHD in April 2015 was applied, and determined the number of car spaces for the angle parking without the guidance of line markings.

Carparking assumptions have been based on the following references:

- Orange CBD Car Parking Study prepared by GHD, 10 April 2015
- Tamworth CBD Parking Strategy 2020-2030

## 2. Study area

The study area is located within the Orange City Council Local Government Area (LGA) and includes:

- Lords Place
- Kite Street
- Summer Street
- Anson Street
- Moulder Street

The study area contains mixed land uses including hotels, offices, gyms, restaurants, commercial premises and cafes. The study area location and surrounding environs are shown in Figure 2.1.



*Figure 2.1 Subject study area*  
(Source: MetroMap modified by GHD)

## 3. Discussion

### 3.1 Current parking conditions

Car parking within the vicinity of Lords Place South offers a range of free, paid and time restricted parking. Council has indicated there is 5,189 public car parking spaces within the Orange CBD consisting of:

- Off-street Council-owned car parking spaces
- Off-street privately-owned car parking spaces in undercover shopping centres
- On-street parking spaces comprised of parallel and angle parking

Car parking surveys were conducted during the preparation of the 2015 car parking report to determine car parking demand within Orange CBD. The surveys covered occupancy and duration of utilisation of car parking spaces. Surveys were undertaken on a weekend and weekday on Friday 31 May 2013, and Saturday 1 June 2013.

Parking areas and time-limited parking zones are provided by the Council to ensure Orange's retail and business areas are accessible and available to everyone in the community.

Figure 3.1 shows the location of timed parking zones in the Orange CBD, and parking spaces for drivers with a disability.

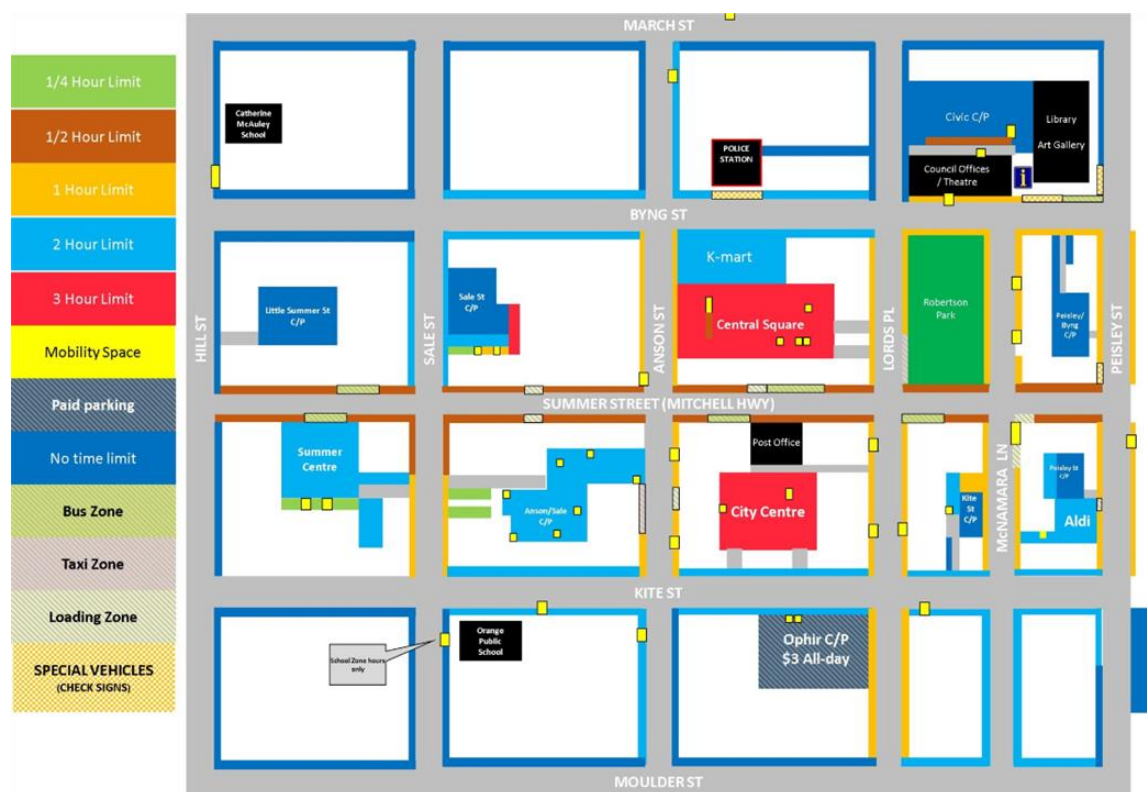


Figure 3.1 Timed parking zones within the Orange CBD

(Source: Orange City Council)

### 3.1.1 Off-street parking

There are three Council owned off-street car parks within the study area offering a range of limits as listed in Table 3.1.

Table 3.1 Off-street car parking matrix

Car park	Access	Parking limitation/hr	Spaces	Utilisation
Ophir Car Park	Kite Street	Unlimited	217	High
Kite Street	McNamara and Kite Street	1P + 2P + unlimited	66 spaces (no limit) 27 spaces (2 hours)	High
Peisley/Byng Street	Peisley and Byng Street	Unlimited	106	High

(Source: GHD Orange CBD Carparking Study 2015)

Ophir Car Park formerly provided paid parking, however it is now currently free with unlimited parking. This change was a response to the COVID 19 crisis to reduce health risks and operation of the parking ticket machines. Ophir Car Park is easily located for users in the Orange City Centre shopping centre and offices within walking distance to Lords Place.

Council has also identified the Ophir Car Park as a possible site for a multi-storey car park. Council will continue to evaluate the potential of this proposal, but it is not within the scope of this project.

### 3.1.2 On-street parking

Streets within the study area offer a range of parallel and angle parking with a range of time restrictions.

Table 3.2 provides an overview of the parking controls within the study area, including an indication of usage and capacity.

The data in Table 3.2 indicates that:

- The streets within the study area provide 452 on street parking spaces.
- There is a total of 324 occupied on-street spaces and 128 available on-street parking spaces.
- Utilisation ranges from 63 percent to 84 percent.
- On average there is an overall utilisation rate of 72 percent.

Table 3.2 On street parking matrix

Section	Streets	Street side	Configuration	Parking limit / hr	Existing parking spaces	Utilisation Percentage	No. of spaces utilised	No. of spaces available
1	Summer Street (Lords Place to McNamara)	South	Parallel parking	½ P	3	84%	3	0
2	Lords Place South (Summer Street to Kite Street)	East	Angle parking	1P	37	81%	30	7
		West	Angle parking	1P	32	84%	27	5
3	Lords Place South (Kite Street to Moulder Street)	East	Angle parking	1P	36	63%	23	13
		West	Angle parking	1P	28	65%	19	9
4	Kite Street (Anson Street to Lords Place)	North	Angle parking	2P	14	81%	12	2
		South	Angle parking	2P	25	65%	17	8
5	Kite Street (Lords Place to McNamara Street)	North	Angle parking	2P	10	84%	9	1
		South	Angle parking	2P	12	63%	8	4
6	Anson Street (Kite Street to Moulder Street)	East	Angle parking	No limit	38	65%	25	13
		West	Angle parking	2P	38	65%	25	13
7	Moulder Street (Anson Street to Lords Place)	North	Angle parking	No limit	32	65%	21	11
		South	Angle parking	No limit	32	65%	21	11
8	Moulder Street (Lords Place to McNamara Street)	North	Angle parking	2P	11	63%	7	4
		South	Angle parking	No limit	11	63%	7	4
9	McNamara Street (Summer to Kite Street)	East	Parallel parking	1P	23	84%	20	3
		West	Parallel parking	1P	26	81%	21	5
9	McNamara Street (Kite Street to Moulder Street)	East	Parallel parking	2P	23	63%	15	8
		West	Parallel parking	2P	21	65%	14	7

(Source: Orange CBD Carparking Study 2015)



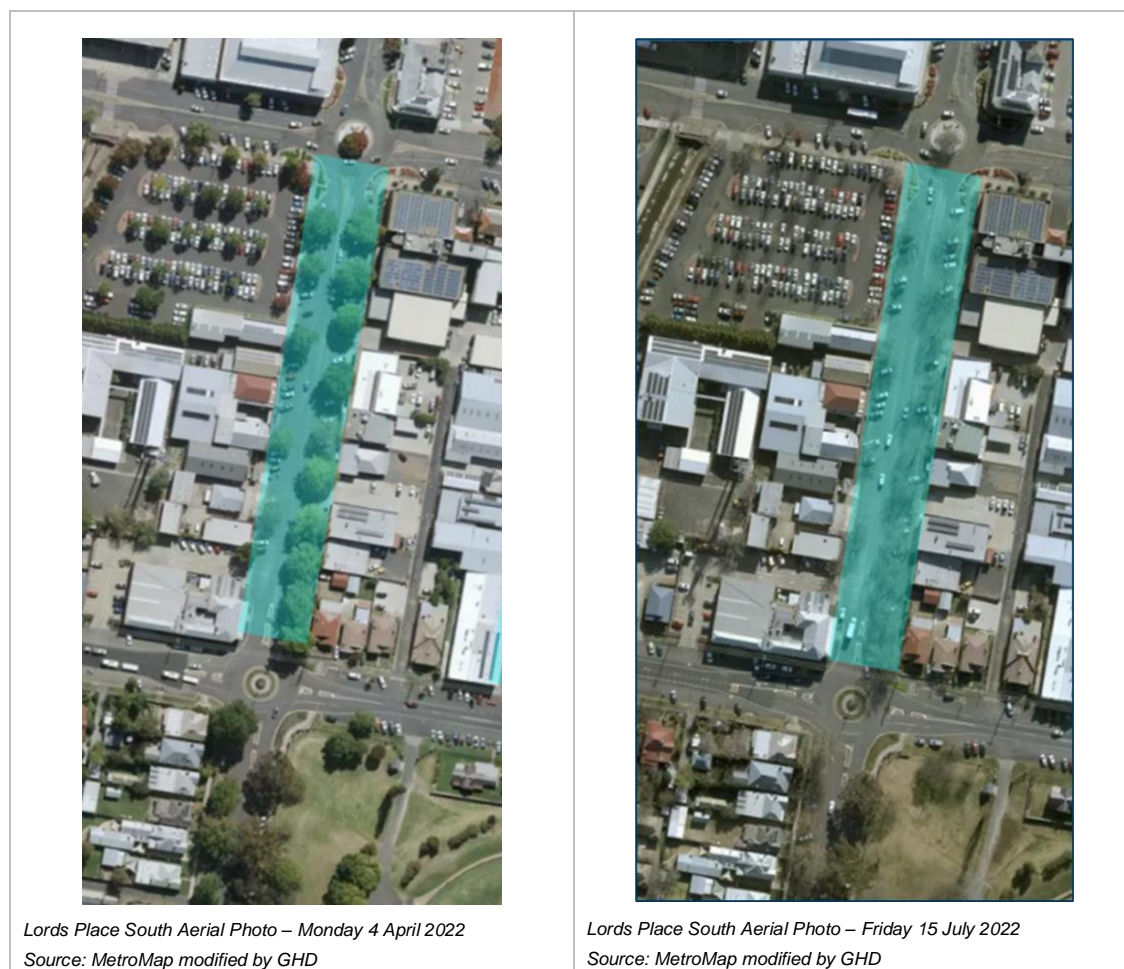
It should be noted the data in Table 3.2 is based on the Orange CBD Carparking Study 2015 and Friday Peak car parking occupancy rates. GHD recognise parking conditions may have changed to the current date. The data in Table 3.2 provides a guide to identify potential parking opportunities. Further analysis based on current (2022) survey data may be required at a later time.

The matrix indicates there are parking opportunities in the following streets in close proximity to the CBD.

- Lords Place (Kite Street to Moulder Street).
- McNamara Street (Kite Street to Moulder Street).
- Anson Street (Kite Street to Moulder Street).
- Moulder Street (Lords Place to McNamara Street).
- Kite Street (Anson Street to McNamara Street).

Figure 3.2 provides an aerial overview of Lords Place South (Kite and Moulder Street), indicating the angled parking usage in both April and July of 2022.

The images indicate the street provides an opportunity to potentially accommodate additional vehicle demand to mitigate the trial suspension of the 23 parking spaces associated with the Lords Place South Upgrade Design.



**Figure 3.2** Lords Place South Street – Aerial photo comparisons of parking opportunities

## 3.2 Current pedestrian movement

### 3.2.1 Walkability

A number of pedestrian footpaths and crossings are located throughout the study area. There are currently connectivity gaps that require addressing for safety purposes within the 400 m radius walkable distance.

The 400 m radius “walkable distance” equates a 5-minute walk from Lords Place, as shown in Figure 3.3.



Figure 3.3 400 m Radius - Walkable Distance from Lords Place South (between Summer and Kite Street)  
Source: MetroMap modified by GHD

The indicative walking distance comparative to time is as follows:

- 100 m (1-minute walk)
- 200 m (3-minute walk)
- 300 m (4-minute walk)
- 400 m (5-minute walk)

### 3.2.2 Pedestrian links

Gaps in connectivity and pedestrian links within the study area include:

- The roundabout refuge at the intersection of Kite Street and Lords Place (refer to Figure 3.4) is not consistent with Austroads Design Guidelines and provides inadequate pedestrian infrastructure.
- The roundabout refuge at the intersection of Lord Street South and Moulder Street also presents a safety risk due to the current design and requires upgrading.
- Pedestrian crossings on street corners require definition and direction to ensure alignment with pedestrian refuges at roundabouts.



Figure 3.4 Pedestrian refuge at the intersection of Lords Place and Kite Street

## 3.3 Proposed street upgrade

The design to upgrade Lords Place South has been funded by the Department of Planning 'Streets as Shared Spaces Program' and prepared by Sala4D Urban Designers.

Changes that will result from the Lords Place South Upgrade will impact the current street configuration and parking arrangements between Summer and Kite Street, as indicated in the concept designs shown in Figure 3.5 and Figure 3.6. The concept design proposes the following:

- Combination of both parallel and angle parking spaces (45 spaces)
- 3 parklets with established trees
- 8 outdoor dining spaces
- 20 bicycle parking bays

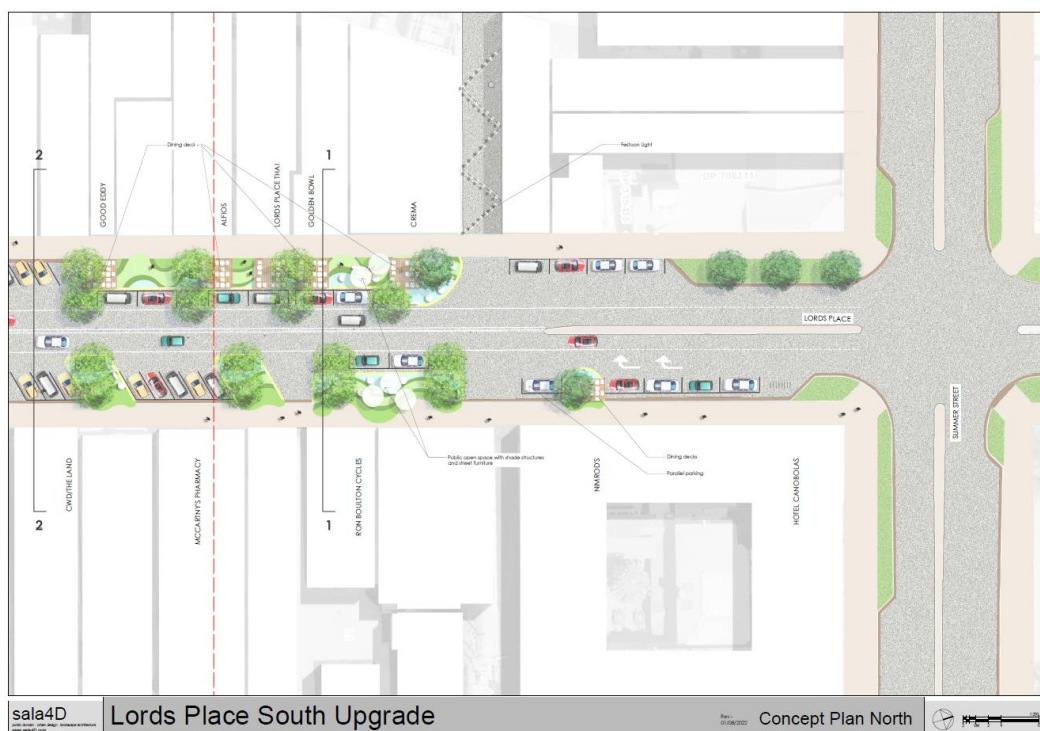
The inclusion of the above street elements will result in the suspension of 23 parking spaces. There are several measures that can be implemented to support this reduction and parking availability. They include:

- Lengthening or shortening of permissible parking times.
- Changes from all day to limited parking in the Ophir Car Park and/or nearby streets.
- Shorter timeframes to support drop off/pick up zones for relevant businesses.
- Identification of alternative short and long-term parking alternatives and options.
- Create safer streets and intersections to encourage changed parking behaviour and walkability to the CBD.
- Community education and information to encourage behaviour and routine change.





**Figure 3.5**    *Lords Place South Upgrade Design Concept – Kite Street section*  
(Source sala4D Urban Designers)



**Figure 3.6**    *Lords Place South Upgrade Design Concept – Summer Street section*  
(Source sala4D Urban Designers)

### 3.4 Street upgrade impacts

The upgrade of Lords Place South will result in the following changes:

- Trial suspension 23 parking spaces.
- Change in hourly parking limit.
- Longer walking distance for short and long-term parking.
- Increased activity with Lords Place South, including pedestrians, bicycles and commercial activation.
- Community behaviour and routine will need to occur to adapt to the new parking regime.
- Alternative parking options will need to be communicated to the community.

Pedestrian safety within the study area when accessing parking is currently compromised by the following:

- Pedestrian refuge located on the roundabout at the intersection of Lords Place and Kite Street provides an insufficient area for pedestrians to stop and cross.
- Streets with the Orange CBD support a 50/hr speed limit.
- Pedestrian street lighting is insufficient in certain streets surrounding the CBD.

### 3.5 Parking alternatives

A number of options have been recommended to complement the community and visitor shopping trends and offer a temporary parking regime. They include:

- **Short parking stay:** parking to cater for food and drink takeaway, client business premises visits, pharmacy deliveries and pickups.
- **Medium parking stay:** 1 hour stays for longer retail experiences such as multi retail stops or business appointments, 2 hour longer stays appointments such as medical or multi retail experiences.
- **Long parking stay:** all day parking for employees working within the CBD. There are currently 5,189 parking spaces with the Orange CBD. The 2015 carparking study identified approximately 600 unlimited carparking spaces outside of the study area within 5 minute walking distance of the CBD.
- **Future parking option:** centre median in Lords Place South (Kite and Moulder Street).

The details of these options are listed in Table 3.3 and have been based on the Orange CBD Carparking Report 2015 (carparking report). GHD consider the information contained within the 2015 carparking report is relevant to this analysis and calculations in Table 3.3.

Table 3.3 Parking alternative offset details

Parking alternative	Justification	No. of parks
Short parking stay: ¼ and ½ parking zone (3 minute / 200 metre walk to CBD)		
Lords Place South (Summer and Kite Streets)	<p>Cater for short term, high turnover parking based on Lords Place South Upgrade concept design.</p> <p><u>Current parking arrangement</u></p> <ul style="list-style-type: none"> <li>– Currently 1 hour limit</li> </ul> <p><u>Proposed parking arrangement</u></p> <ul style="list-style-type: none"> <li>– ¼ for parallel parking</li> <li>– ½ for angle parking</li> <li>– Weekly parking hours 8:00 am – 5:00 pm (9 hours)</li> </ul> <p><u>Potential turnover</u></p> <ul style="list-style-type: none"> <li>– Upgrade concept suggests 44 parking spaces (accounting for the suspension of 23 parking spaces)</li> <li>– 44 spaces x 9 hours/0.30 minute parking = maximum 792 vehicles per 9 hours</li> </ul>	Maximum 792 vehicles per 9 hours (based on 30 minute parking)

Parking alternative	Justification	No. of parks
Medium parking stay: 1-2 hour parking (5 minute /400 metre walk to CBD)		
Lords Place South (Kite and Moulder Streets east and west)	<p><u>Current parking arrangement</u></p> <ul style="list-style-type: none"> <li>Currently 1 hour parking limit</li> <li>2015 carparking report suggested 64 existing parking spaces</li> <li>Weekly parking hours 8:00 am – 5:00 pm (9 hours)</li> </ul> <p><u>Current turnover</u></p> <ul style="list-style-type: none"> <li>64 spaces x 9 hours/1 hour = maximum 576 vehicles per 9 hours</li> </ul> <p><u>Potential yield</u></p> <ul style="list-style-type: none"> <li>Increase yield by 20% with line marking on both sides of Lord Street = 13 additional spaces</li> <li>Total 64 + 13 = 77 spaces</li> <li>77 spaces x 9 hours/1 hour = maximum 693 vehicles per 9 hours</li> </ul>	<p>Maximum 576 vehicles per 9 hours (current layout).</p> <p>Potential for 13 additional spaces associated with line marking</p> <p>Total 77 spaces</p> <p>Maximum 693 vehicles per 9 hours</p>
Ophir Car Park	<ul style="list-style-type: none"> <li>Ophir Car Park is currently an unlimited car park with 217 spaces.</li> <li>Car parking is fully utilised.</li> <li>Unlimited parking doesn't provide alternatives to source parking outside of CBD area and within a walkable distance.</li> <li>Introduce two hour time restricted parking in the bays with direct frontage to Kite Street and Lords Place (38 spaces including two spaces for the mobility impaired).</li> <li>Reintroduce paid parking to the remaining spaces in the car park (179 spaces).</li> <li>Reintroduction of paid car parking will provide people with choice of parking limits- short and long term.</li> </ul>	Reintroduce time restricted paid parking to offer choice and options
Surrounding streets within study area	<p><u>Current parking arrangement</u></p> <p>The GHD 2015 report suggest the following availability.</p> <p>1 hour limit</p> <p>Weekly parking hours 8:00 am – 5:00 pm (9 hours)</p> <ul style="list-style-type: none"> <li>McNamara Street (Summer Street to Kite Street on both sides) – 49 spaces total and 8 available parking spaces.</li> </ul>	441 vehicles per 9 hours.
	<p><u>Current parking arrangement</u></p> <p>2 hour limit.</p> <p>Weekly parking hours 8:00 am – 5:00 pm (9 hours)</p> <ul style="list-style-type: none"> <li>McNamara Street (Kite Street and Moulder Street on both sides) – 44 spaces total and 15 available parking spaces.</li> <li>Kite Street (Anson Street and Lords Place north and south) – 39 spaces total and 10 available parking spaces.</li> <li>Kite Street (Anson Street and McNamara Street north and south) – 22 spaces total and 5 available parking spaces.</li> <li>Anson Street (Kite Street and Moulder Street west) – 38 spaces total and 13 available parking spaces.</li> <li>Moulder Street (Lords Place and McNamara Street north) – 11 spaces total 4 available parking spaces.</li> <li>Total = 154 spaces total and 47 available parking spaces.</li> </ul> <p><u>Potential yield</u></p> <ul style="list-style-type: none"> <li>Existing parking spaces based on 2015 Carparking report = 154 spaces.</li> <li>Increase yield by (approximately) 20% with line marking on streets with 2 hour parking identified above, results in 30 additional parking spaces.</li> </ul>	<p>616 vehicles per 9 hours.</p> <p>47 available parking spaces sufficient to accommodate proposed suspension of 23 parking spaces</p> <p>Potential for an additional 30 parking spaces with introduction of line marking</p>

Parking alternative	Justification	No. of parks
Long parking Stay: Unlimited all-day parking (within 10 minute walk of CBD)		
Existing unlimited zones	<p>The following streets have unlimited parking within 10 minutes of the CBD:</p> <ul style="list-style-type: none"> <li>– Moulder Street (between Anson and Lord Street)</li> <li>– Anson Street (Kite and Moulder Street west side)</li> <li>– Available spaces outside of study area</li> </ul>	Approximately 600 unlimited parking spaces outside of report study area
Future parking option: Centre median Lords Place South		
Lords Place South (Kite and Moulder Street)	<ul style="list-style-type: none"> <li>– Centre median of Lords Place South (between Kite and Moulder Street) has potential to accommodate additional parking spaces.</li> <li>– This parking arrangement requires further survey, investigation and compliance with relevant traffic and Australian Standards.</li> <li>– The provision of ninety degree angle parking in the middle of a wide street is relatively common in small towns and could provide long term parking opportunity.</li> </ul>	Based on Figure 3.7 approximately 40 spaces

The information presented in Table 3.3 indicates:

- Sufficient capacity to accommodate the suspension of 23 parking spaces, based on current patterns of utilization and parking supply.
- An additional 43 parking spaces could be accommodated in the study area by introducing line marking.

There are approximately 600 parking spaces located within 5 minutes walking distance of the CBD. They include a range of limited and unlimited parking and will contribute toward the trail suspension of 23 parking spaces.



*Figure 3.7 Proposed Lords Place South parking arrangement between Kite and Moulder Street*  
(Source: sala4D Urban Designers)

## 3.6 Street upgrade benefits

### 3.6.1 Improved user safety

Improving safety when pedestrians are transitioning from parking locations to the CBD will encourage an increase in walkability and parking choice. The following actions will improve user safety:

- Upgrade pedestrian refuge at the intersection of Lords Place (south) and Kite Street.
- Reducing speed limits in streets surrounding the CBD will provide a safer environment for pedestrians and bicycle riders.
- Improvement to pedestrian links will encourage active movement into the CBD.

### 3.6.2 Improved health and wellbeing

People make choices about parking for convenience, time pressure, habit, behaviour and routine. Understanding alternatives and options for parking is key to changing routine while improving health and wellbeing. Parking in the following streets will provide health and wellbeing benefits:

- Parking in Moulder Street offers shade during summer months and an opportunity to walk through Mathews Park.
- Lords Place (between Kite and Moulder Street) offers shade on the eastern footpath to enhance walkability.
- Established trees offer shade for vehicles when parking in Moulder Street and Lord Street (between Kite Street and Moulder Street).
- Wade Park adjacent to Moulder Street provides natural amenity and recreational opportunities.

### 3.6.3 Economic vibrancy

Providing alternatives to parking in streets surrounding the CBD will encourage people to 'Linger Longer' in the CBD. Parking alternatives will potentially:

- Encourage commercial activity along Lords Street South (between Kite and Moulder Street) and Summer Street.
- Revitalise the CBD and increase economic stimulation and spending.
- Re-engage the community with local place and space.
- Re-activate the CBD through community engagement.



## 4. Recommendations

It has been established there is sufficient capacity to accommodate the suspension of 23 parking spaces, based on current patterns of utilisation and parking supply. An additional 43 parking spaces could be accommodated in the study area by introducing line marking and promoting the 600 parking spaces located within 5 minutes walking distance of the CBD.

Based on the report analysis, the following changes are recommended to mitigate the trail suspension of carparking in the Lords Place South Upgrade.

Theme	Recommendations
Lords Place South concept design	<ul style="list-style-type: none"> <li>Implement changes to the parking regime based on the 'Streets as Shared Spaces' concept design.</li> </ul>
Changes to existing parking regimes	<p><i>Implement short-term parking zone:</i></p> <ul style="list-style-type: none"> <li>Introduce ¼ limit for parallel parking and ½ limit for angle parking based on Lords Place South Upgrade concept plan to manage short stay movements within the CBD.</li> </ul> <p><i>Lords Place South (Kite Street and Moulder Street):</i></p> <ul style="list-style-type: none"> <li>Introduce line marking to increase efficiencies by 20% and retain 2 hour parking limit.</li> </ul> <p><i>Other streets</i></p> <ul style="list-style-type: none"> <li>Introduce line marking to increase efficiencies by 20% and retain 2 hour parking limit on Kite Street, Anson Street and Moulder Street.</li> </ul> <p><i>Parking arrangement for Ophir Car Park:</i></p> <ul style="list-style-type: none"> <li>Introduce two hour time restricted parking in the bays with direct frontage to Kite Street and Lords Place (38 spaces including two spaces for the mobility impaired).</li> <li>Reintroduce paid parking to the remaining spaces in the car park (179 spaces) to cater to community activities, needs and encourage walkability to unlimited parking within streets surrounding the CBD.</li> </ul> <p><i>Unlimited parking in surrounding streets:</i></p> <ul style="list-style-type: none"> <li>Promote use of unlimited parking in streets surrounding the CBD to encourage walkability.</li> </ul> <p><i>Centre Median parking:</i></p> <ul style="list-style-type: none"> <li>Investigate parking potential in the centre median of Lords Place (Kite and Moulder Street). This arrangement is a common arrangement in regional towns.</li> <li>The layout shown in Figure 3.7 requires further assessment and review in accordance with road requirements, Australian Standards AS2890 and other relevant standards.</li> </ul>
Pedestrian connectivity improvement, safety	<ul style="list-style-type: none"> <li>Upgrade roundabout pedestrian refuges in the following locations: <ul style="list-style-type: none"> <li>Lords Place South (Kite and Moulder Street).</li> <li>Lords Place South (Summer and Kite Street).</li> </ul> </li> <li>Upgrade pedestrian crossings from Ophir Car Park across to Kite Street to improve safety and support paid parking options.</li> <li>Reduce speed limits from 50 km/hr in streets surrounding CBD to manage pedestrian safety.</li> </ul>
Street treatments	<ul style="list-style-type: none"> <li>Install bollards around trees for on-street parking to assist motorists to reverse park more safely and efficient, while reducing the risk of property damage to vehicles and trees.</li> <li>Repair and maintain footpaths along Lords Place South to improve pedestrian safety.</li> </ul>
Information and education	<ul style="list-style-type: none"> <li>Develop a parking information and collateral including brochures, website or information hub that provides location and availability of public car parking spaces in Orange CBD. This will assist in finding car parking zones and reduce traffic circulation when looking parking.</li> </ul>

## 5. Case Study – Tamworth NSW

Tamworth Regional Council has prepared a Tamworth CBD Parking Strategy 2020-2030 which relates to other Council policy and was triggered by a number of events and changes within the strategic planning for parking in the Tamworth CBD.

The beautification and revitalisation of both Peel Street and Fitzroy Street (south) in Tamworth were stages of the CBD beautification program to enhance the commercial core and create a sustainable city.

This case study aims to demonstrate the approach taken to provide alternative parking options to meet community needs. Changes included the following:

- Reduction of parking spaces in both Peel and Fitzroy Street (south).
- Introduces 1 hour limit for both parallel and angled parking within Peel Street as indicated in Figure 5.1.
- Reduced speed limit to 40 km/hr throughout CBD area.
- Pedestrian safety treatments to encourage walkability.
- Shared zone for pedestrians and cars, with one-way traffic movement and space for some angled on-street parking in Fitzroy Street.

Tamworth Regional Council (Council) has been proactive in their approach to integrating 'movement and place' and revitalising the CBD. This approach aligns with the Tamworth Blueprint 100 Strategy:

- To cater for the suspension of parking spaces in Peel Street and Fitzroy Street (south), a strategic approach was taken, aligning with the CBD upgrades to address parking options. This approach aimed to encourage behavioural change and manage the communities' expectations in relation to parking.
- It was recognised premium parking offered within the commercial core should be high turnover parking, offset along with longer stay parking located within a short walking distance to the city centre.

### 5.1 Project opportunities and challenges

Prior to the commencing upgrade works of both Peel Street and Fitzroy Street (south), Council:

- Conducted extensive community and stakeholder consultation to outline disruption during construction including permanent traffic and parking changes.
- Identified and upgraded alternative parking areas that offered parking in locations within walkable distance of the CBD.



**Figure 5.1** 1 hour parking arrangement in Peel Street  
(Source: GHD Image Library)



- Introduction of a range of paid parking alternatives in locations within proximity to the CBD.
- Unlimited all-day parking within a 10 minute walk of the CBD.
- Applied the NSW 'Movement and Place' framework and principles to promote a walkable city.

Post construction, Council was proactive and implemented the following:

- 1 hour limited parking within Peel Street.
- Managed planning provisions to encourage on-street dining to revitalise and activate the street.
- Implemented a street activation strategy to attract events and promote use of the place and space during day and night-time economy.
- Promotion of 'Linger Longer' concept within the cities CBD to stimulate the local spending.
- Promoted and supported local events held with the street (i.e. Country Music Festival, Fiesta La Peel - Multicultural Food Street Festival).
- Provision of parking options to support commercial investment within the CBD.
- Managed pedestrian and vehicle integration into Fitzroy Street from both Peel Street and Kable Avenue.



Figure 5.2 Aerial imagery of Fitzroy Street pre and post construction and displacement of parking spaces

## 5.2 Value and benefits

Tamworth's CBD now has almost 4000 car parking spaces, 2,315 on-street spaces and 1,429 off-street (car park) spaces along with 53 disabled car parking spaces.

There is a mixture of free and paid parking spaces available, with spaces signposted to indicate if payment is required. In the CBD, time restrictions on free parking spaces range from ¼ hour, ½ hour, 1 hour, 2-hour, 4 hour and all day.

The changes to Peel Street and Fitzroy Street (south) have revitalised the CBD and:

- Improved public realm
- Increased promotion of movement and place
- Integration of trees into the street design
- Activation of place and space
- Engaging community with the public realm
- Improved connectivity and pedestrian walkability
- Management of communities parking expectations
- Economic stimulation of local business
- Street dynamic and vibrancy



Figure 5.3 Seating and living umbrellas in Fitzroy Street South  
(Source: GHD Image Library)

## 5.3 Supporting evidence

The beautification and conversion of car-dominated CBD streets to shared spaces is a worldwide trend. The following evidence articulates the economic and social benefits that can accrue as a result of projects similar to the proposed Lords Place South Upgrade project.

### 5.3.1 Pedestrian walkability – Australian Heart Foundation

The Heart Foundation (SA) commissioned a discussion paper by Dr Rodney Tolley in 2011 to bring together the evidence around the financial benefits to retailers and residents in making commercial streets more walking and cycling friendly.

The Heart Foundation (SA) commissioned this discussion paper to bring together the evidence around the financial benefits to retailers and residents in making commercial streets more walking and cycling friendly.

Walking and cycling to local shops are good for business and good for the local economy and are essential to the success of revitalisation strategies.

Streetscape enhancements add value to an area and are associated with higher rents and the attraction of new business. In addition, there is good evidence to show that improving walking and cycling environments raises private property values by significant amounts.

The report has shown that:

- Space allocated to bicycle parking can produce much higher levels of retail spend than the same space devoted to car parking.
- Many car-borne shoppers are “drive-through” shoppers, stopping to pick up one item on the way to their eventual destination, rather than people for whom shopping is their main purpose for visiting the area.
- It is difficult to estimate the value of non-drive-in spending on main streets. However, it is always bigger than we think.
- Retail vitality would be best served by traffic restraint, public transport improvements, and a range of measures to improve the walking and cycling environment.

# Project Report

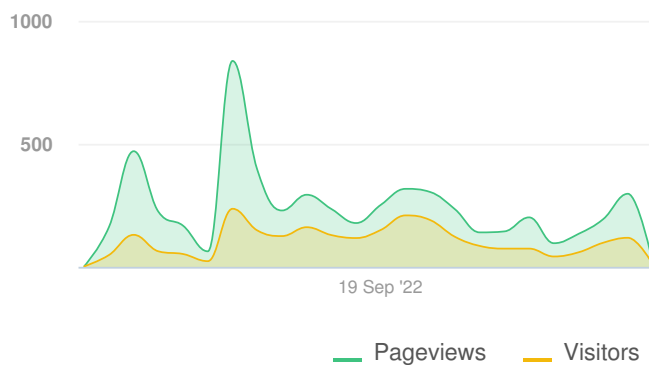
06 September 2022 - 29 September 2022

## Your Say Orange

### Big plans for Lords Place



### Visitors Summary



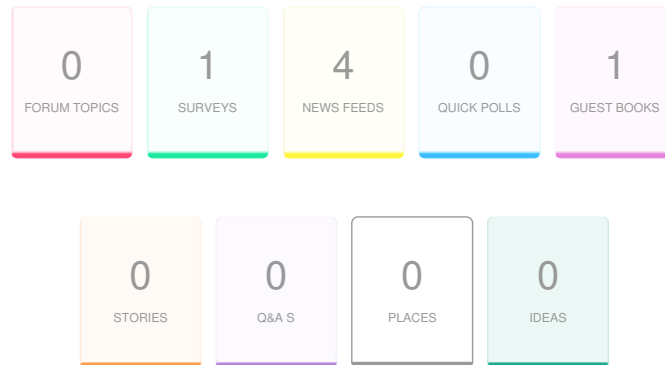
### Highlights

TOTAL VISITS	2.7 k	MAX VISITORS PER DAY	236
NEW REGISTRATIONS	92		
ENGAGED VISITORS	253	INFORMED VISITORS	637
		AWARE VISITORS	1.9 k

Aware Participants	1,919	Engaged Participants253			
Aware Actions Performed	Participants	Engaged Actions Performed	Registered	Unverified	Anonymous
Visited a Project or Tool Page	1,919				
Informed Participants	637	Contributed on Forums	0	0	0
Informed Actions Performed	Participants	Participated in Surveys	250	0	0
Viewed a video	0	Contributed to Newsfeeds	0	0	0
Viewed a photo	131	Participated in Quick Polls	0	0	0
Downloaded a document	71	Posted on Guestbooks	21	0	0
Visited the Key Dates page	0	Contributed to Stories	0	0	0
Visited an FAQ list Page	0	Asked Questions	0	0	0
Visited Instagram Page	0	Placed Pins on Places	0	0	0
Visited Multiple Project Pages	370	Contributed to Ideas	0	0	0
Contributed to a tool (engaged)	253				

Your Say Orange : Summary Report for 06 September 2022 to 29 September 2022

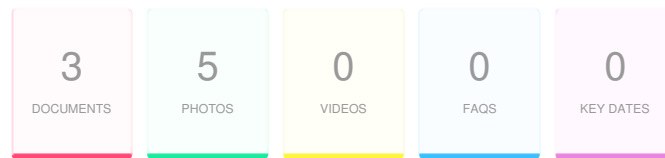
## ENGAGEMENT TOOLS SUMMARY



Tool Type	Engagement Tool Name	Tool Status	Visitors	Contributors		
				Registered	Unverified	Anonymous
Newsfeed	New FutureCity plan to revitalise Lords Place unveiled	Published	6	0	0	0
Newsfeed	More places to meet, less cars	Published	6	0	0	0
Newsfeed	More trees for Lords Place	Published	4	0	0	0
Newsfeed	The story so far	Published	3	0	0	0
Guest Book	Leave a comment about Lords Place South	Published	87	21	0	0
Survey Tool	Have your say	Published	869	250	0	0

Your Say Orange : Summary Report for 06 September 2022 to 29 September 2022

## INFORMATION WIDGET SUMMARY



Widget Type	Engagement Tool Name	Visitors	Views/Downloads
Photo	Lords Place South design 1	118	128
Photo	Lords Place South Design 2	77	81
Photo	Lords Place south cross-section 2	52	54
Photo	Lords Place south image southern view	43	44
Photo	Lords Place south image northern view	38	39
Document	Car Park Study Report - Lords Place - GHD	38	41
Document	Lords Place South : More Information & FAQs	35	42
Document	Lords Place South Draft Concept Plan Report to Council 6 September	24	26

Your Say Orange : Summary Report for 06 September 2022 to 29 September 2022

## GUEST BOOK

## Leave a comment about Lords Place South

Visitors 87			Contributors 21	CONTRIBUTIONS 23
07 September 22			<p>I don't see any reference to any sort of bicycle lane in this section of road. Given that the Lords Place roundabout at Byng Street is already problematic for cyclists, there need to be bicycle lanes included in the plans for any narrowed road. Where are they??</p>	
AGREES	DISAGREES	REPLIES		
0	0	0		
07 September 22			<p>This looks like another poorly designed bottle neck for our CBD. We live in a country regional town where the majority of our citizens drive or ride bikes into town. We don't have a metro or underground or sophisticated public transport network where people can easily get off at our "Lords Place" or "Anson Street" piazza stations! Deliberately reducing car parks and pushing people out to non-existent or full car parks, is only going to backfire on CBD businesses. We want the CBD to be easily accessible for all, particularly for businesses who have clients who need to park close to their service providers - this proposal is doing the opposite. And it is beyond me - why more trees are not already being planted on Lords Place. More trees, more car parks, more spaces for families and kids to hang out and support local businesses. Simple.</p>	
AGREES	DISAGREES	REPLIES		
0	0	0		
08 September 22			<p>This is fantastic. I'm really looking forward to a more walkable city.</p>	
AGREES	DISAGREES	REPLIES		
0	0	0		
08 September 22			<p>I've visited many country towns and cities and most have implemented similar schemes, hey make it a pleasure to visit and experience their town.</p>	
AGREES	DISAGREES	REPLIES		
0	0	0		
08 September 22			<p>I believe it would be a mistake to make the Lords Place/Kite St Roundabout one lane when approaching from Lords Place. That is what was done at Lords Place/Byng St Roundabout. It holds up the flow of traffic through the roundabout causing it to back up at times</p>	
AGREES	DISAGREES	REPLIES		
0	0	0		

Your Say Orange : Summary Report for 06 September 2022 to 29 September 2022

## GUEST BOOK

## Leave a comment about Lords Place South

08 September 22			A much simpler (and cheaper) way of planning for a FutureCity and improving pedestrian experience in the CBD is to get the heavy transports (semitrailers) out of Summer Street. It's time to encourage heavy transports to use the Distributor Road.
AGREES 0	DISAGREES 0	REPLIES 0	
09 September 22			I cannot understand why Lords Place would be chosen as an "eat street" at the moment there are more commercial businesses there than eateries. There are a few coffee shops, a Thai, Chinese and Alfio's I fail to see what would be enjoyable, sitting in a mostly shaded cold street that only gets a limited number of direct sunlight hours due to the surrounding infrastructure. I don't reject the idea of beautifying the street I just don't feel Lords Place a north south street is the correct choice. Yes, heaters can be erected but that then exposes what a silly and non-green idea it is.
AGREES 0	DISAGREES 0	REPLIES 0	
09 September 22			As Orange continues to extend North/South, how will our emergency services get from North Orange to the hospital if the roads are bottlenecked with nowhere for cars to pull over to. Keep our beautiful wide streets and just implement pedestrian links in the middle of the road such as Byng Street (but no median strip). As people have said, Orange is car dependent and if we can't drive, then the CBD will end up dead as I would NOT like to eat outside in the middle of winter when outdoor heaters do not warm you up
AGREES 0	DISAGREES 0	REPLIES 0	
10 September 22			we are losing car spaces and causing traffic problems in other streets Paisley St and Anson St
AGREES 0	DISAGREES 0	REPLIES 0	
10 September 22			We live in a country regional town where the majority of our citizens drive or ride bikes into town. Council seems all too happy to encourage development on the fringes of town but now proposes that more people walk to town? Deliberately reducing carparks and pushing people out to non-existent or full carparks, is only going to backfire on CBD businesses. This will be particularly the case for those professional services firms on Lords Place. It's all too convenient to suggest that Lords Place is an eat street. These businesses see elderly and vulnerable members of the community. Suggesting they walk a "short 400 metres" just isn't good enough. Shifting the failed proposal from Anson Street to Lords Place isn't the solution.
AGREES 0	DISAGREES 0	REPLIES 0	
12 September 22			There is no need to upgrade anything until all roads have been fixed otherwise you will see more accidents happen. There are a lot of people dodging potholes. Potholes do damage cars when holes are too deep. Fix roads first is the main priority for this town. Not upgrading certain streets to make our town look nice. We are not Sydney
AGREES 0	DISAGREES 0	REPLIES 0	

Your Say Orange : Summary Report for 06 September 2022 to 29 September 2022

## GUEST BOOK

## Leave a comment about Lords Place South

13 September 22			Don't agree with this. Orange is too cold for too long to eat outside - and we are already well catered for, for that style of relaxation. There aren't many shopping businesses in that block. We need more car spaces NOT LESS. This is a main thoroughfare, don't - please keep it that way.
AGREES	DISAGREES	REPLIES	
0	0	0	
13 September 22			My survey submitted half way through without me completing it and now won't let me change it. I want to have my survey reset so I can complete it properly. The residents of orange deserve to be heard in full
AGREES	DISAGREES	REPLIES	
0	0	0	
17 September 22			Updating Loofds is good in concept however Orange is already short of parking spaces. Council need to compliment the spaces taken by providing additional spaces in the CBD
AGREES	DISAGREES	REPLIES	
0	0	0	
18 September 22			I like it. Limiting parking times in Lords Place will help takeaway businesses. Sometimes you just need to pick up and drop off. More kerbside drop off / pick up spaces around the CBD could prevent a lot of unsafe double parking. Bring it on.
AGREES	DISAGREES	REPLIES	
0	0	0	
18 September 22			there is no cycling lanes in there
AGREES	DISAGREES	REPLIES	
0	0	0	
21 September 22			Is there really any point in voicing out opinion. You're going to vote on this regardless of what we say & you're going to waste ratepayers money on this.
AGREES	DISAGREES	REPLIES	
0	0	0	
23 September 22			There are an increasing number of vehicles of increasing size in the CBD. If left without management we'll soon be knocking down buildings to make way for cars, not the other way around. The plan is a good start, and probably doesn't go far enough, but it's a start. Getting the large supermarkets and building supply businesses and car workshops out of the inner CBD probably also makes sense. Everything is a balance, and tuning the businesses in the targeted areas to suit the overall strategy also will help. The probability is that autonomous services will arrive in 5 - 10 years. Planning for a reduced need for close-by parking and more walking clearly makes sense (given that the plan will likely be setting the picture for the next 20 years). Making more walkable is good for the businesses in the area and will also attract businesses who will benefit from this. Overall it's a good start.
AGREES	DISAGREES	REPLIES	
0	0	0	



## Your Say Orange : Summary Report for 06 September 2022 to 29 September 2022

## GUEST BOOK

## Leave a comment about Lords Place South

24 September 22			I would rather see our rates spent on fixing roads, footpaths, and our very old water and drainage systems, to make Orange a better place overall, than on things like this. We have footpaths that are major trip hazards that have not been tending other than paint on hazards for at least 10 years. Our roads have already been narrowed such that we are experiencing traffic jams at times. Those of us who are aging and less mobile need better access, not reduced and distant parking. What percent of Orange residents would patronise outdoor dining? And for how much of the year - given our climate?
AGREES	DISAGREES	REPLIES	
0	0	0	
26 September 22			Parking is the issue. I tried to park in the Kite St carpark at about 10 today (first day of the school holidays) and there were no spaces! Take out more from Lords Place and it will be worse. And if, as reported today, there are plans to build a multistorey carpark, the existing one will be out of action for a couple of years making parking in the area impossible. Perhaps the carpark under the city centre could have a walkway opened into Lords Place?
AGREES	DISAGREES	REPLIES	
0	0	0	
27 September 22			I'll have another go. Submit before I finish!!!! I agree with _____ - council will do whatever they want. Any council who puts in gold balls over upkeep of our terrible roads needs to be looked at seriously. I don't remember being asked about gold ball installation. This is MY RATES. I've tried to complete a survey - but submitted before I got through a sentence. Good one - how to eliminate negative or any response. WE NEED MORE CAR PARKING NOT LESS - NOT ROCKET SCIENCE.
AGREES	DISAGREES	REPLIES	
0	0	0	
28 September 22			_____ is encouraged to see Council embracing a vision for the future of our CBD with a more people friendly streetscape, more walkable, more visually attractive and appealing, and not dominated by motor vehicles. First and foremost, _____ supports the increased number of large shade trees, which are essential in increasing urban tree canopy and mitigating heat impacts. The implementation of this precinct plan is an integral component of the creation of a green streetscape canopy, ultimately from Byng St through to Moulder St. _____ would like to have seen a more innovative street design with a central median strip with shade trees, particularly towards Summer St, all-weather overhead footpath protection, and use of appropriately located evergreen trees and shrubs for wind protection. _____ hopes the proposed changes to Lords Place South will result in covered parking solutions being developed within easy and protected walking distance of this precinct, which will benefit the whole CBD and contribute to the sustainability of CBD businesses.
AGREES	DISAGREES	REPLIES	
0	0	0	
28 September 22			I was completing the survey when I pressed the Enter button by accident. I hadn't completed the survey and was up to the question about street lighting. Overall, I'm very supportive of the changes proposed. Anything we can do to get people out of cars and walking around the CBD is going to be good for people's health, the environment and local businesses. If anything, the proposed changes don't go far enough, but they're a great start.
AGREES	DISAGREES	REPLIES	
0	0	0	

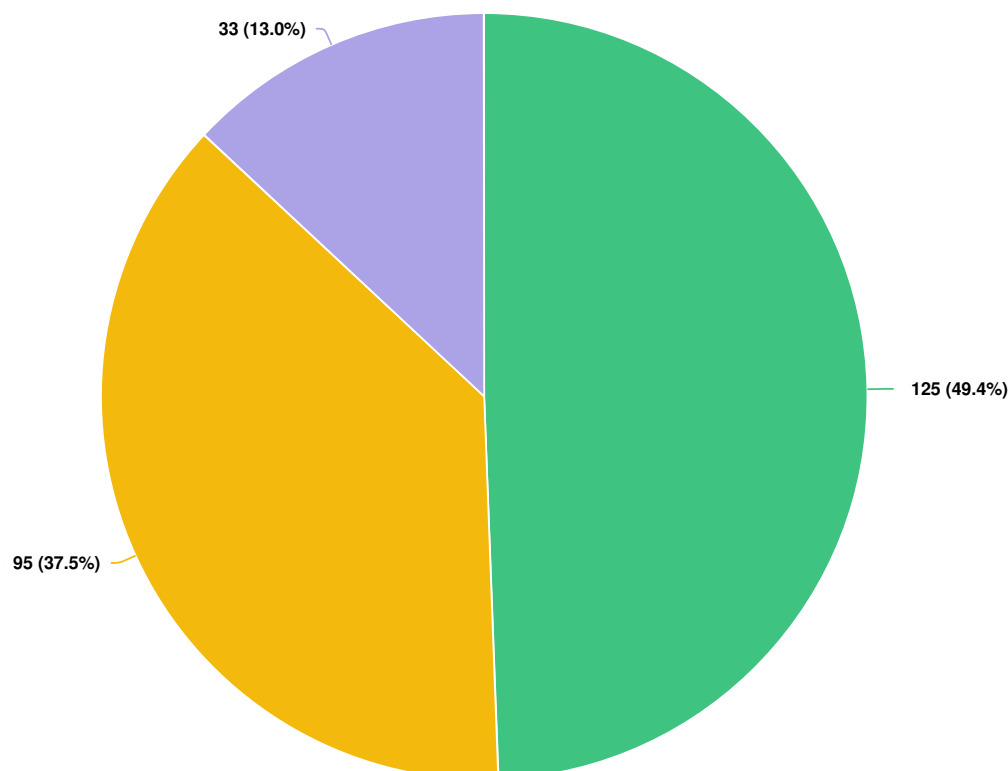
Your Say Orange : Summary Report for 06 September 2022 to 29 September 2022

## ENGAGEMENT TOOL: SURVEY TOOL

### Have your say

Visitors	869	Contributors	250	CONTRIBUTIONS	253
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The designs for Lords Place South, are aimed at creating a space that is: attractive and will bring more people to spend more time in our CBD more pedestrian-friendly, switching the focus from cars to walkability. Before we look at the details, do you support these aims for the upgrade of Lords Place South?



#### Question options

Yes No Unsure

Optional question (253 response(s), 0 skipped)

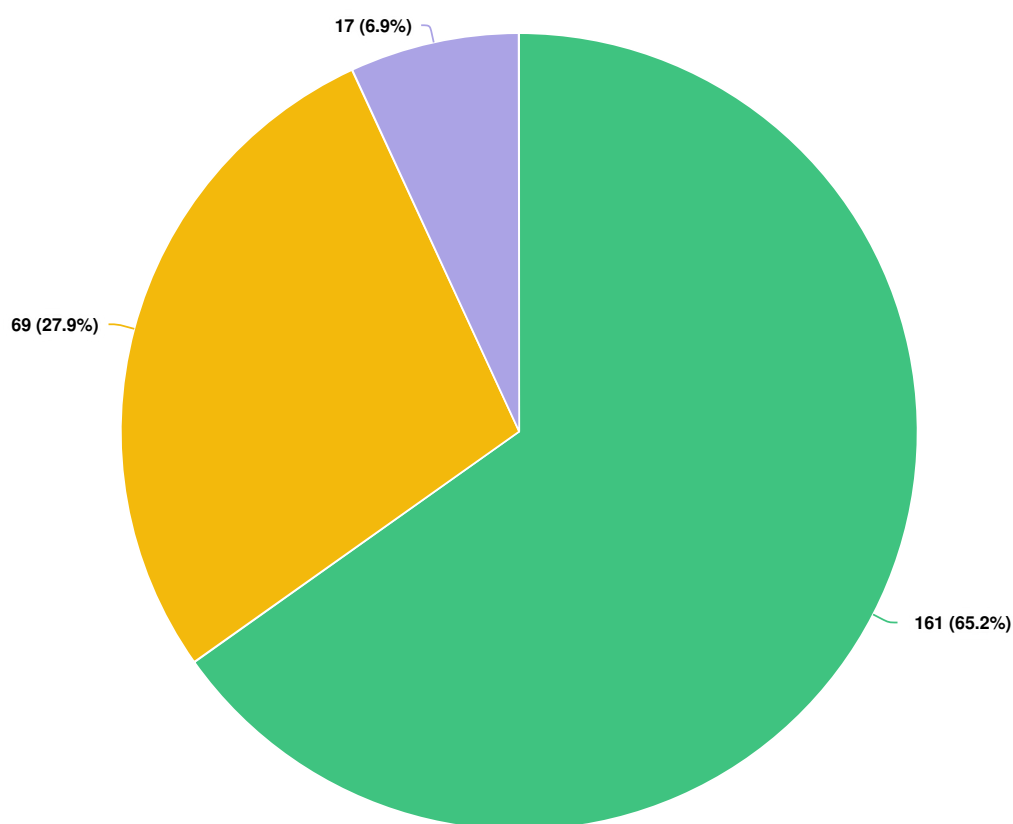
Question type: Radio Button Question

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**Your Say Orange** : Summary Report for 06 September 2022 to 29 September 2022

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Trees. The design for Lords Place South includes plans for new plantings of advanced trees which will almost double the number of trees in the block. The new trees will be planted in underground tree cells, delivering plants that will thrive better in an inner city area, without damaging footpaths. Do you support planting more trees in Lords Place South?

**Question options**

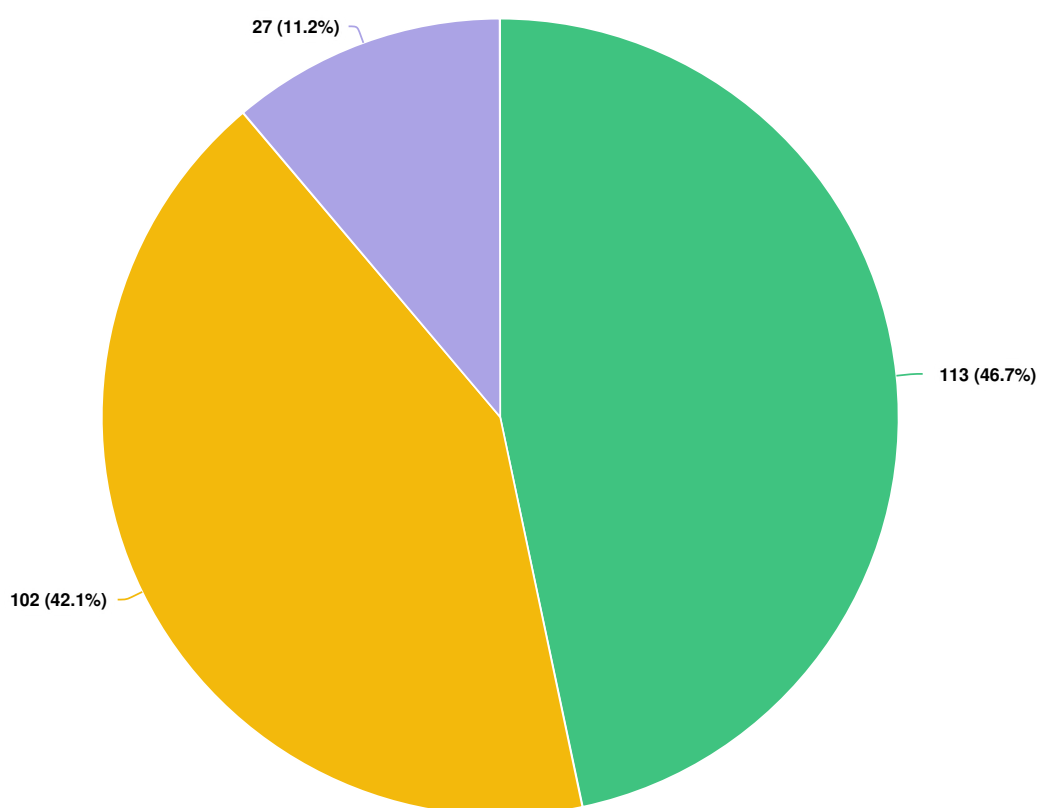
● Yes ● No ● Unsure

*Optional question (247 response(s), 6 skipped)*

*Question type: Radio Button Question*

**Your Say Orange** : Summary Report for 06 September 2022 to 29 September 2022

Places to meet. The design for Lords Place South includes eight raised platforms, spaced along the block, near current eateries. The platforms would be alongside the footpaths creating spaces for café tables and chairs. As well as the dining areas, there are another nine 'open space' areas along the block. Another opportunity for meeting up, these areas will also feature outdoor furniture under new trees and six shade structures. The changes will deliver space for around 50 dining tables with around 120 seats, as well as park benches. Do you support the installation of platforms and open spaces in Lords Place South?

**Question options**

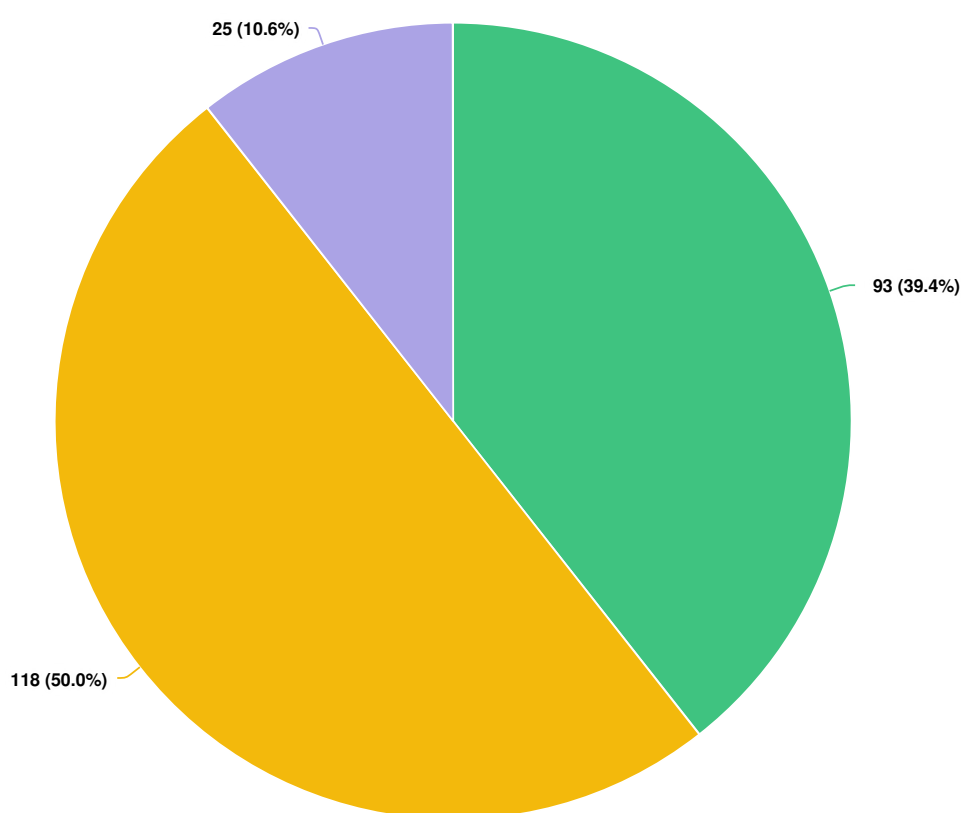
☒ Yes ☐ No ☐ Unsure

Optional question (242 response(s), 11 skipped)

Question type: Radio Button Question

**Your Say Orange** : Summary Report for 06 September 2022 to 29 September 2022

Traffic and parking. The design for Lords Place South includes new traffic arrangements designed to switch the focus away from cars, transforming the area into a pedestrian-friendly precinct. Open spaces alongside footpaths provide room for people to walk around comfortably. Traffic would be kept within two lanes in the centre of the roadway, with no median strip and a reduced speed of 40km/h. The aim is to encourage people to park in one of a number of nearby car parks and then walk to the street. There are currently 67 parking spaces in this block. the concept plan sees the number of parking spaces reduced to 44. Do you support these changes?

**Question options**

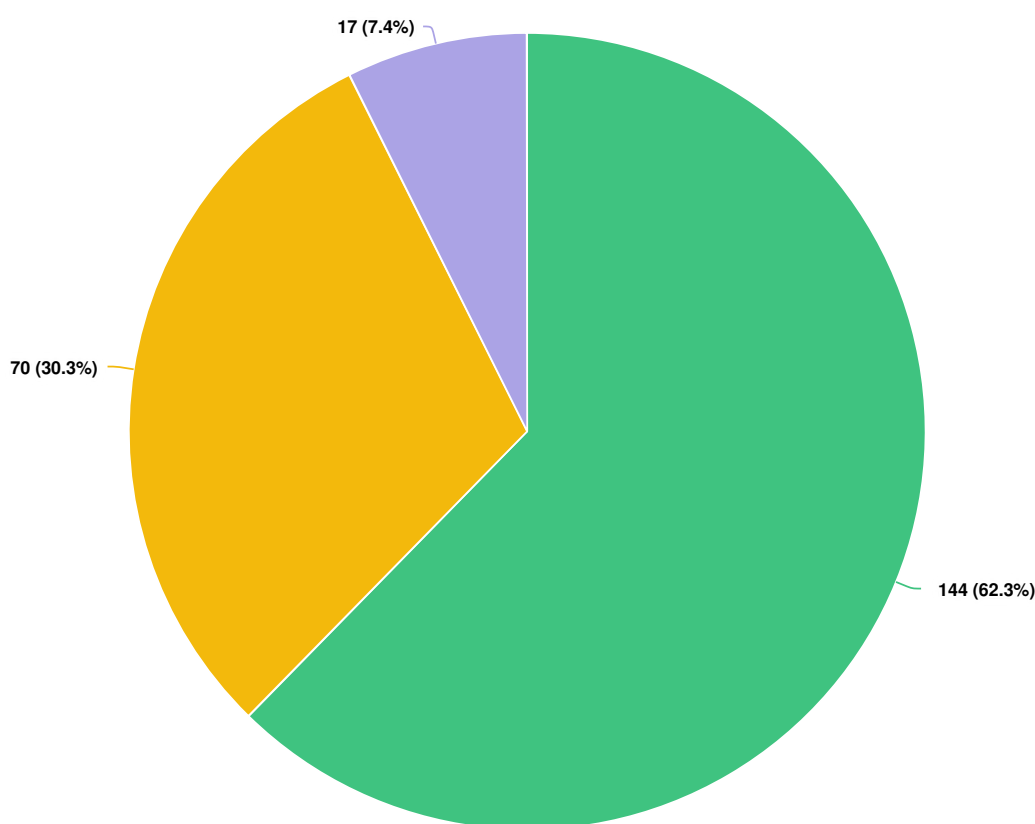
● Yes ● No ● Unsure

Optional question (236 response(s), 17 skipped)

Question type: Radio Button Question

**Your Say Orange** : Summary Report for 06 September 2022 to 29 September 2022

Future changes to parking. Orange City Council is looking at a number of options to reduce the impact of projected loss of parking spaces. These options include: creating better connections for pedestrians between Lords Place and nearby car parks, shortening of parking zone time limits to enable more turnover, creation of drop-off/pick-up parking zones at peak demand times. The Council is also looking at the Ophir Car Park as the site for a possible multi-storey car park. this development is not within the current scope of the Lords Place South project. Do you support the Council exploring new options to make better use of available parking in Lords Place South?

**Question options**

☒ Yes ☐ No ☐ Unsure

Optional question (231 response(s), 22 skipped)

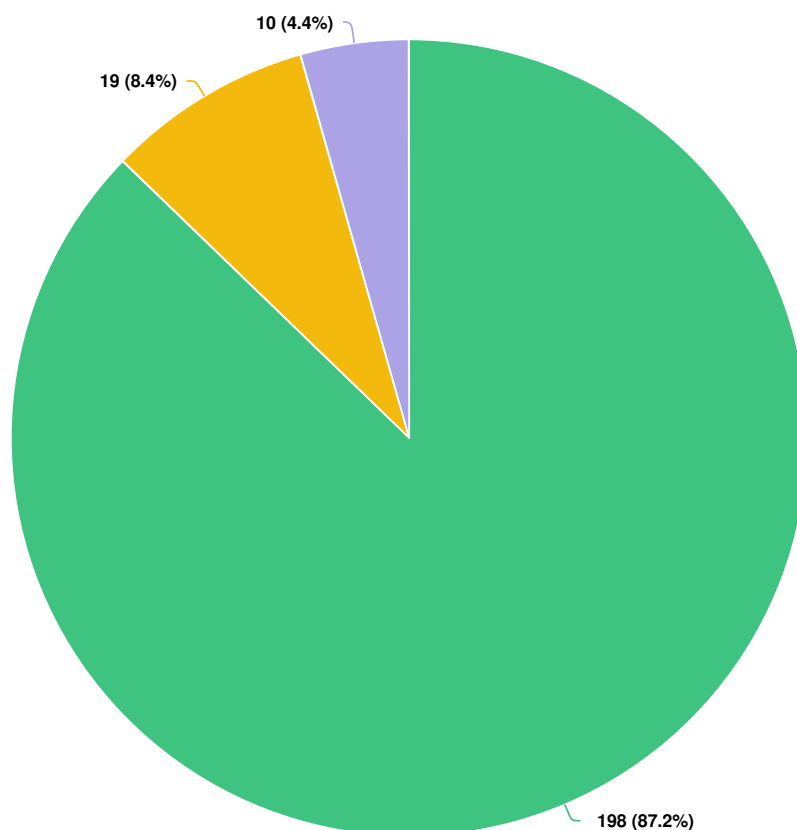
Question type: Radio Button Question

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**Your Say Orange** : Summary Report for 06 September 2022 to 29 September 2022

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Street lighting. Improvements to street lighting, as part of the FutureCity CBD upgrade, are already making a major difference along Summer Street. A key aim of FutureCity is to boost the precinct's 'night-time economy' by making our CBD an attractive place at night. Better footpath lighting can already be seen along Summer Street. Improved lighting will be a key element of the Lords Place upgrade. Do you support improvements to street lighting in Lords Place South?

**Question options**

☒ Yes ☐ No ☐ Unsure

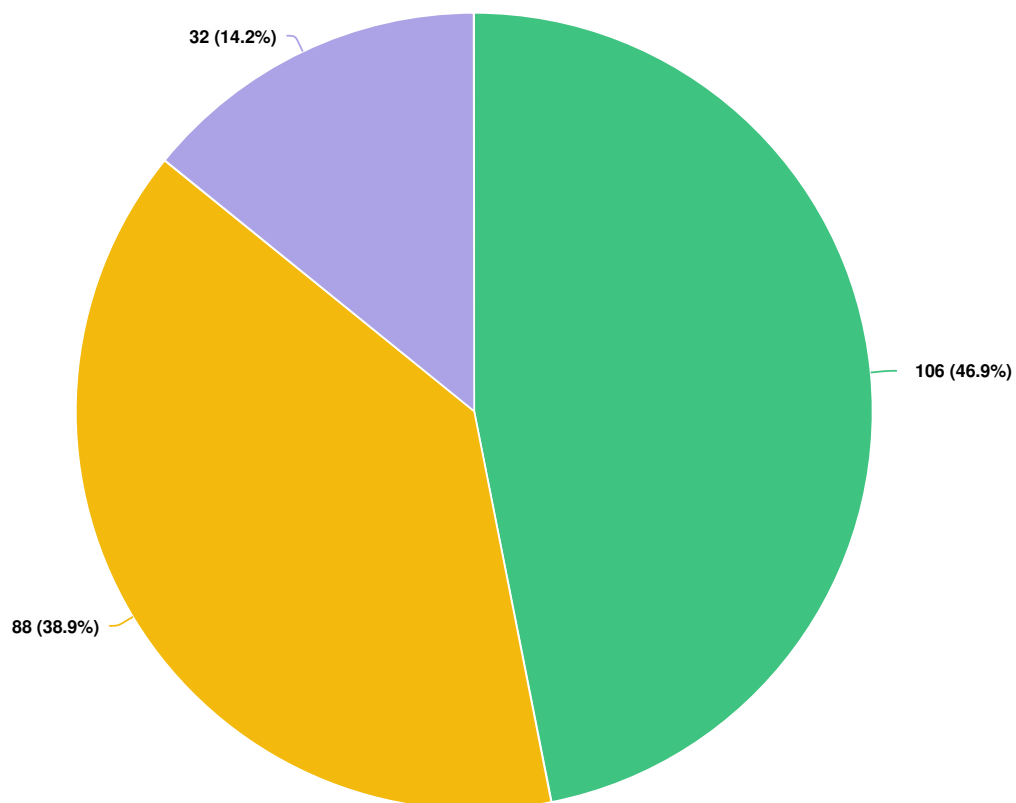
Optional question (227 response(s), 26 skipped)

Question type: Radio Button Question

Your Say Orange : Summary Report for 06 September 2022 to 29 September 2022

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Overall, when considering the amount of change proposed in these concept plans for Lords Place South, do you believe these plans:



**Question options**

● Go too far ● Are about right ● Don't go far enough

*Optional question (226 response(s), 27 skipped)*

*Question type: Radio Button Question*



**Submission 1**

9 August 2022

#

REF#

**BY EMAIL ONLY**

The Manager  
Orange City Council  
135 Byng Street  
Orange NSW 2800

Dear Sir/Madam

**Lords Place South Upgrade – Preliminary Objections**

We refer to the Future City – Lords Place South Upgrade. We understand the concept plans will be exhibited for community feedback from 17 August 2022.

Our business has recently opened in Lords Place South and will be directly impacted by the proposed upgrade. While we welcome many of the changes proposed, we wish to make the following preliminary comments on the concept plan prior to its exhibition for public comment:

1. The Briefing Document expresses a desire to encourage visitors to the street to spend more time in the precinct, however this conflicts with the proposal to reduce the total number of car spaces and reduce the time limit for car parking in the area.
2. We understand there is a proposal to limit the parking in Lords Place South to 30 minutes.
3. It is proposed to off-set the loss in total car spaces in the precinct by way of reducing the Ophir car park and nearby streets from all day parking to limited time parking.
4. There seems to be an assumption that all or most of the businesses located in Lords Place South are retail or hospitality. This is clearly not the case, with many businesses being professional services offices, whose clients and staff require accessible and longer duration parking. Indeed, many of the hospitality venues on ground floor in the precinct also support office space above.

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REF#

5. Our and other non-hospitality or retail businesses in the precinct have appointments generally longer than 30-minute duration. Our clients require a minimum of 1 hour parking, which is readily accessible. Our business use also provides a valuable service to many elderly clients who require ready access to our building, without a lengthy walk due to unavailability of appropriate parking.
6. In fact, a large factor in our business moving to the Lords Place South precinct from our previous location in Sale Street was accessibility for our clients. Our previous premises were difficult for elderly or injured clients to navigate. Our current premises were designed specifically with our concerns regarding client accessibility in mind, including an elevator and wheelchair accessibility.
7. We note the recent decision to approve our current premises for office space was made by Council with knowledge it intended to reduce the amount and duration of available parking. No comment in relation to this matter was made to us when granting an approval.
8. Many of our employees, and other workers in the area, require all day parking. Currently, the closest all day parking for staff is the Ophir carpark. The proposal to limit the duration of parking in the Ophir car park will have a significant flow on effect for the numerous workers in the area.
9. Currently, the Ophir car park is full by early in the day (usually by 9:00am) and is not accessible to our clients. While there may be some change in this if the Ophir car park was time limited, it is likely it would still be utilised by local workers and therefore not available to our clients and other visitors to the precinct. Already when that carpark is full, the closest all day parking is in nearby residential areas, impacting on residents. It is not satisfactory for Council to redistribute flow-off CBD parking into residential areas.
10. We note the 2021 community feedback to the 2020 plans included a "willingness to explore less on-street parking if a multi-level car park is nearby." There is currently no multi-level car park nearby. The Ophir car park has been identified as a possible site, however Council has no specific plans in that regard. We note this issue has been discussed by Council for many years with no proposal or implementation ever being developed.
11. Any future upgrade of the Ophir car park to multi storey will further compound the issue all day parking during the period of construction, which would be lengthy.

We would be pleased if you would take these comments into consideration prior to exhibiting the Lords Place South concept plan for community comment.

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We intend to submit further objections to the concept plan once it is exhibited later this month.

Yours faithfully,

Director

#  
REF#

## Submission 2

27 September 2022

#  
REF#

BY EMAIL ONLY

David Waddell  
Chief Executive Officer  
Orange City Council  
135 Byng Street  
Orange NSW 2800

Dear Mr Waddell

### Lords Place South Draft Concept Design – Objection

We refer to our previous submission made to Council on 9 August 2022 (**enclosed**), and we repeat our objections raised in that submission.

By way of introduction however, is a long-established within Orange.  
We provide a range of

Our clients within the community include the elderly as well as those who may be injured or have impaired mobility.

We employ 15 staff and provide valuable opportunities for members of our local community to pursue .

We recently

We wholly oppose the proposed concept design for Lords Place South currently on exhibition (**Concept Design**) which will have a significant and damaging impact on our business, our clients and employees, together with other businesses within the area.

Our objection to the Concept Design primarily relates to the changes to on street parking, in particular:

1. the reduction in on-street parking spaces for the public from 67 parking spaces to 44 along Lords Place South (between Kite Street and Summer Street); and
2. the reduction in time for parking along Lords Place South.

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In this regard, we are very concerned that the justification for the changes to the on-street parking are on the assumption that most of the businesses along Lords Place South are retail or hospitality. This is not the case, and the proposed changes to on-street parking will have significant and damaging impacts upon the professional service businesses that have established themselves in this section of Lords Place South to meet the needs of the community, and which provide essential local employment opportunities to the residents of Orange.

The Concept Design is inappropriate for the existing land uses, and it does not appropriately respond to the mix of land uses within the B3 Zone. The Concept Design would be more appropriate for Anson Street, for example, given the current predominant retail and hospitality land uses along that street.

We outline these objections in more detail below.

### **Issues with the Car Parking Report**

Council has said that despite reducing the number of parking spaces by 23 spaces, it has increased the number of “parking opportunities” from 603 to 792 across a 9 hour day because of the introduction of time limited parking to ¼ hour and ½ hour along Lords Place South.

This is based upon a number of erroneous assumptions contained within the Orange City Council Lords Place South Upgrade Car Parking Report prepared on 6 September 2022 (**Car Parking Report**). In particular:

1. The Orange CBD Car Parking Study referred to in the Car Parking Report was prepared on 10 April 2015, and is considerably out of date. We also note that this 2015 study was based upon 2 days’ worth of surveys taken in 2013, and not on business days. In the 2016 Census there were 38,097 people living in Orange.<sup>1</sup> In the 2021 Census there were 43,512 people living in Orange.<sup>2</sup>
2. That more “parking opportunities” represents the actual parking needs of businesses and the public that use those businesses along Lords Place South. By following this logic, you could increase the “parking opportunities” exponentially to 4,752 new “parking opportunities” by reducing to 5 minutes all 44 proposed parking along this section of Lords Place South across a 9 hour day. This misrepresents the actual needs and nature of the existing businesses located along this section of Lords Place South.
3. The Car Parking Report does not undertake any analysis of the actual parking needs of the businesses located within the study area. Instead, it has been prepared with the aim to promote “pedestrian friendly shopping environments”. It has no regard to the

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<sup>1</sup> Australian Bureau of Statistics, 2016 Census All persons Quick Stats

<sup>2</sup> Australian Bureau of Statistics, 2021 Census All persons Quick Stats

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REF#

fact that many businesses along Lords Place South are professional services offices, whose clients and staff require accessible and longer duration parking.

4. There has been no survey undertaken of users of the parking spaces along Lords Place South as to why they are parking there and what they are doing in the area.
5. The Car Parking Report refers to a case study from Tamworth which bears little relationship to what is proposed in Council's proposed upgrade of Lord Place South. The Tamworth Case Study referred to in the Car Parking Report identified and upgraded alternative parking areas that offered parking in locations within walkable distance of the CBD. There is no additional parking proposed in the circumstances of this case.
6. There is no consideration or mention of providing parking for people with a disability along Lords Place South. In fact, the Car Parking Report glosses over this important point instead focussing on "walkability" – this is a glaring oversight.
7. The "supporting evidence" for the value and benefits of reducing the number of parking spaces along Lords Place South is based upon an assumption that the primary use of business space along Lords Place South is retail and hospitality, and refers to vague health benefits for the community by increasing "pedestrian walkability". The Australian Heart Foundation study referred to in the report focussed on benefits to retail and suggests that while it is difficult to estimate the value of non-drive-in spending on main streets – it is always bigger than we think.

### Inconsistency with zoning

All of the area identified within the Concept Design is zoned B3 Commercial Core under the *Orange Local Environmental Plan 2011 (LEP 2011)*.

The objectives of the B3 Zone in the LEP 2011 are (our emphasis added):

- To provide a **wide range of retail, business, office**, entertainment, community and other suitable land uses **that serve the needs of the local and wider community**.
- **To encourage appropriate employment opportunities in accessible locations.**
- To maximise public transport patronage and encourage walking and cycling.
- To promote development that contributes to the role of the Orange CBD as the primary retail and business centre in the City and region.

It is therefore clear from the objectives of the zone that the intent is to provide a wide range of retail, business and offices uses that serve the need of the local and wider community.

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Contrary to these objectives, the Concept Design focusses too heavily on retail land uses, and ignores the other objectives of the zone.

The Commercial Core in the Orange CBD is small and compact, and this proposal will have a deleterious impact upon land uses other than retail.

It is also relevant to note that Lords Place South has been identified as being subject to flooding and so we query the appropriateness of the Concept Design being located within a flood affected area.

### **Impacts on other land uses other than retail**

As mentioned in our previous submission, we recently had our development application approved for the fitout of our office premises . Our fit out was completed on 17 June 2022, and we have invested over \$250,000 in the refurbishment of and relocating our office .

We chose to locate our business on Lords Place due to the provision of 1 hour parking which provides close parking for our clients, who are often elderly, or may have reduced mobility due to injury. The purported availability of all-day carparking at the Ophir Carpark (corner of Kite Street and Lords Place) was also at the forefront of our decision making for our investment. However, we have since found this carpark is generally full by 9:00am.

There is no additional parking proposed elsewhere to offset the proposed loss of parking spaces on Lords Place South. There are also no viable public transport options. The Concept Design appears to be seeking to push parking further away from businesses which rely upon those parking spaces, and make customers and clients walk further "because it is good for their health". This is at odds with the nature of the businesses within the area and the actual needs of their customers and clients.

Should the Concept Design proceed, it will have a major impact on us, our employees and our clients.

In this regard, we note that the businesses surrounding our own business include real estate agents, physiotherapy clinic, a mobility aids store, accountants, insurance brokers, the *Central Western Daily* and *The Land*, an Australian government supported employment service, and the NSW Business Chamber. All of these businesses and their customers and clients rely on the available on street parking and are not the types of businesses or services that people can necessarily walk to. All of these businesses who service the needs to the community as well as provide valuable employment opportunities to our local community will be unfairly and significantly impacted by the Concept Design.



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### **Conclusion**

In summary therefore, we strongly object to the Concept Design and consider that the Car Parking Report fails to provide any basis or justification for the proposal. While we are generally supportive of the concept proposed within the Orange CBD, Lords Place South is a wholly unacceptable location. In considering any proposal, Council should be looking at:

- Impacts upon existing land uses.
- Having a greater mix of parking times, include some 2 hour parking spaces.
- Considering other streets which would be more appropriate to “pedestrianise” such as Anson Street, which has a higher number of retail and food venues which would benefit from such a proposal.

Thank you for the opportunity to outline our objections which we hope that Council seriously consider and determine not to proceed with the Concept Design on Lords Place South. We would be happy to answer any questions you may have or provide you with additional information.

Yours faithfully,

Director

Director

Director

**Submission 3**

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ATTENTION MR. NICK REDMOND. RE LORDS PLACE SOUTH

We would like to object to the Lords Place South development  
We are the owners of businesses.  
With the proposed changes our car parking for businesses will be  
impacted negatively.

If people cannot get into the business/shop they want with reasonable  
ease, they will go somewhere else.  
With the health aids shop, who is going to leave Granny while you go  
somewhere to park!

Why employ out of town people to draw all this up.... they do not how  
our town operates or the traffic in Lords Place? We have some clever  
people of our own here. With the 12 months of alterations, businesses will  
be disadvantaged doubly so.

If you want the 40k an hour speed limit, bring it in now, as that is all u  
do down Lords Place now anyway.

With the Orange climate, u would only able to sit along there a few  
months of the year anyway. All our businesses run 12 months of the year.  
Other towns have these types of things, but out of the way of businesses  
and parking.

Our local businesses are important to all and they need to be able to  
operate and function at top efficiency

Robertson Park is in close proximity to the main street.

Yours sincerely.

## Submission 4

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**Subject:** FW: Council Contact "Lords place"

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**From:**  
**Sent:** Tuesday, 9 August 2022 5:16 PM  
**To:** Orange City Council <[council@orange.nsw.gov.au](mailto:council@orange.nsw.gov.au)>  
**Subject:** Council Contact "Lords place"

From:  
Subject: Lords place

Message Body:

What the hell are you trying to do to the business in lords place, taking away parking will only close more business. If you go ahead with this plan, where will the customers of the business that are there now find parking. Are you going to build more parking areas somewhere else & say that they can park their. The placement of more GOLD BALL for people to fall over is nothing but a waste of money and time. Give the people of Orange a proper say on which part of our city should be changed. ( Like Anson Street between Summer & Kite street) as this part of town the road is a mess.

--

This e-mail was sent from a contact form on My Blog (<https://www.orange.nsw.gov.au>)

**Submission 5**

Our Ref:

26 September 2022

Orange City Council  
PO Box 35  
ORANGE NSW 2800

**Attention:**

Dear

**SUBMISSION – LORDS PLACE SOUTH**

We act for \_\_\_\_\_ who is the owner of

On behalf of the land owner, we submit a conceptual streetscape scheme (prepared by the landowner's architect) and offer the following comments for consideration of the Lords Place South project.

1. The preference is for rear to kerb parking to be retain as many on-street parking spaces as possible.
2. It is submitted that pedestrian amenity and the eat-street experience can be achieved by the following:
  - a) Widening the footpath along each side of Lords Place by approximately 1.2 metres to provide sufficient room for on-street dining/seating but also allowing passage by pedestrians.
  - b) Widen the area around existing tree beds to allow seating.
  - c) Establish a landscaped central median.
3. The following measures may improve the function of the street for other purposes as follows:
  - a) Identify a loading zone, centrally within this segment of Lords Place. This would allow service/delivery vehicles to park without obstructing traffic flow. Deliveries could be walked or trolleyed from the loading zone to the respective business. The loading zone could be subject to a timed period (say 2 hours in the morning non-peak period) and 1 hour in the afternoon non-peak period). At all other times during the day it could be used for parking.

Submission – Lords Place South

Page 2

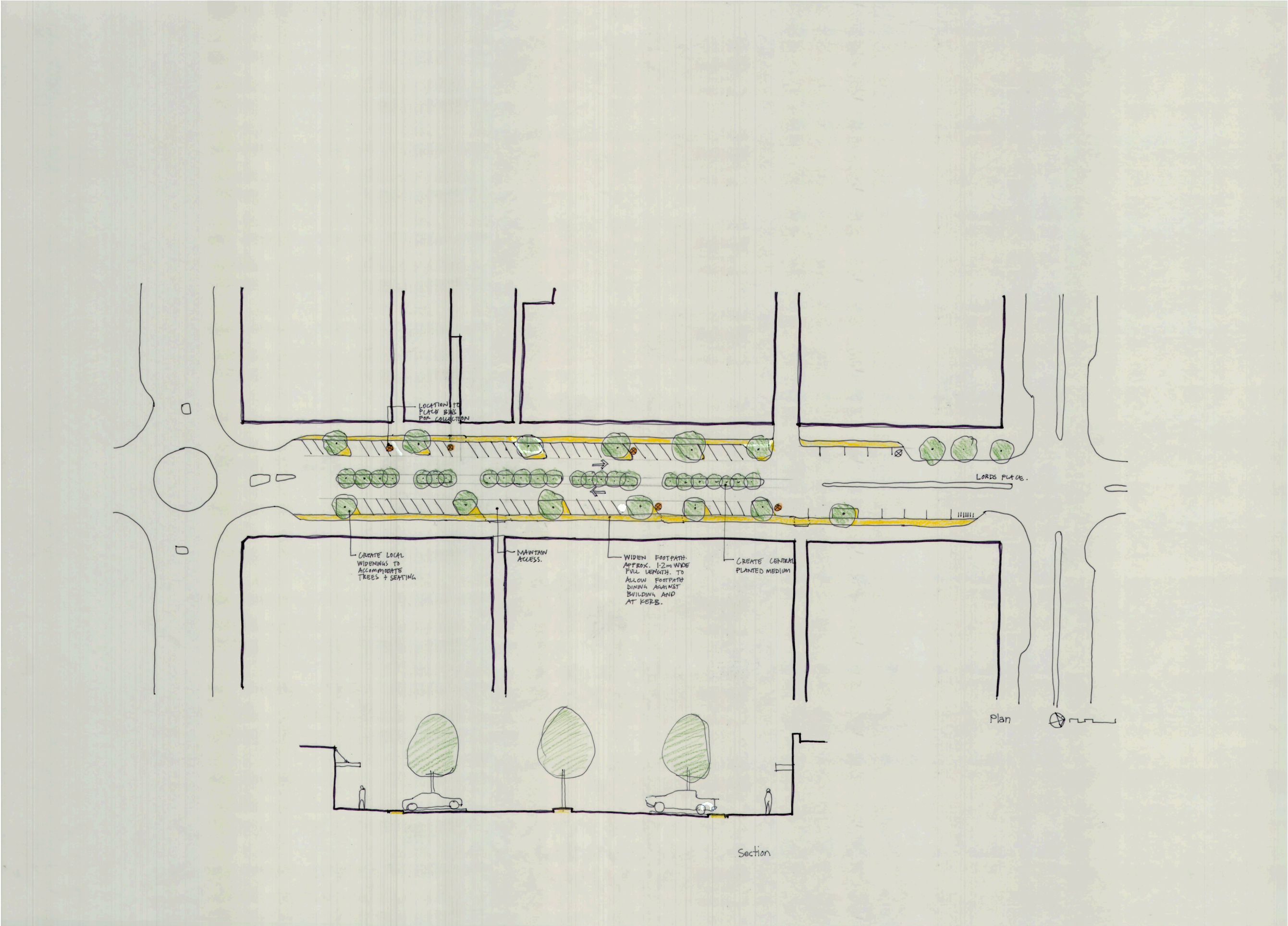
- b) Establish 2 to 3 waste collection bays at sensible intervals along each side of the street. These would enable business operators to wheel their bins to a specified area on collection days. The bays would limit the proliferation of bins along the street and assist to improve pedestrian and on-street dining amenity.
4. Our client's property has the benefit *for Mixed Use Development (Hotel or Motel Accommodation) and Retail Premises (shop); and Demolition.*

It is acknowledged that this parking arrangement, or indeed any other, will need the approval of Council's Traffic Committee.

We trust that this submission will be given reasonable consideration by Council and we would be pleased to meet and discuss any aspect further if required.

Yours faithfully

Enc: Architect's preliminary concept for Lords Place South



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**Submission 6**

27<sup>th</sup> September 2022

The Manager  
Orange City Council  
135 Byng Street  
Orange NSW 2800

Dear Sir/ Madam,

Re: Lords Place South – Future City proposal

As owners of Lords Place, Orange, we submitted an objection to the proposed Lords Place South upgrade on 9<sup>th</sup> August 2022. Unfortunately, after community consultation, a revised plan has been released regarding the upgrade which has caused even further concern to our business than the original proposal. We strongly oppose the proposed Lords Place South upgrade for the reasons outlined below:

- Our main concerns are still around parking. Parking spots will reduce from 67 to 44. We have already had increasing concerns for some time about the lack of parking in Lords Place and surrounding area. Since 2015 when parking has gradually but consistently declined in availability. It is now the case that there is no parking available even in the Ophir Carpark from 9am. The McNamara Lane carpark at the rear of our building has no all-day parking available from about 8.15am most mornings. Often from 9am there aren't even any 2-hour parking spots available. We strongly oppose the loss of 23 car spaces in an area that already has issues with parking demand and availability.
- As suspected, the revised proposal has confirmed our worst fear that there will be a reduction in the timed allowances for parking in those 44 spots that do remain, from one hour to between 15-30 minutes. Anything under a one-hour parking restriction would be disastrous for us, as it will effectively mean no parking at all on Lords Place for our clients
- We would like to request that Council uses current/updated data in its analysis of the parking demands in the area. The parking report is based on data that was collected in 2015. Council claims that this data has been "calibrated" to reflect current parking demands

however if this is the case can Council please explain how the figures were calibrated and present clear data regarding this. We feel that current data is essential in proper planning as parking demands in the area have changed significantly from 2015 to 2022.

Parking is grossly inadequate for the needs of the current businesses in operation in Lords Place. This was not the case when we opened in 2015, when the data for the parking report was collected.

- We would like Council to consider keeping the one-hour parking spaces on Lords Place to allow clients to attend appointments with professional services in the street such as ourselves, solicitors and financial services. The 15-30 minute parking restrictions proposed for Lords Place between Summer and Kite streets would not allow customers to attend appointments which are often 30 minutes at a minimum. Whilst we support the concept of increased walkability in the area, reduced parking availability does place people with mobility issues at a disadvantage.

Reducing the parking in Lords Place unfairly disadvantages these vulnerable people.

- After meeting with representatives from council last month, we feel that our concerns re: parking were met with an attitude that Orange will just have to move with the times and become more 'Europe-like', meaning less reliance on cars in the CBD and a move to more pedestrian activity generally. To this we would comment that Orange is a regional Australian town, and not a metropolitan city with the appropriate infrastructure to support this. Many of our clients come to us from not only 'out of town' of Orange itself, but also from other towns including Cowra, Blayney, Millthorpe and as far as Mudgee, Narrromine, Forbes, Parkes and Condobolin. attract clients from out of area as our services are not available in these towns. The infrastructure simply does not exist in NSW for these people to 'leave their cars at home'.

While we do support the upgrade of the Orange CBD and the Future City concept, we do not feel that the current proposal for Lords Place South is appropriate and may be more suitable to another area of the CBD, such as Anson Street. It seems that the intention to encourage people to spend time in the area is in direct contradiction to the plan to decrease parking availability. Unless significant effort can be made to increase parking access, the significantly detrimental effect the proposed upgrade will have on the current professional businesses within Lords Place would be unacceptable.

Kind regards,

## Submission 7

Orange City Council  
Scanned

- 4 OCT 2022

CONTAINER No.

F3844-5

The Chief Executive Officer  
Orange City Council  
P O Box 35  
Orange  
NSW 2800

Dear Sir

I wish to object to the proposed upgrade of Lords Place as exhibited by council, for the following reasons.

The climate of Orange is not favorable to outdoor eating all year round. The window of opportunity to sit outdoors is limited to approximately 6 months at the most divide this into the cost of providing the structure for the eating outdoors makes the cost excessive and not warranted.

The cost of maintaining the eating areas during the long period of nonuse is not warranted.

Every DA for a commercial venture in the CBD must have the required parking for the use or pay a very heavy fee. Council has put up a proposal to delete parking and provide no extra parking, this is not Logic.

Parking is at a premium in Lords Place the business houses cannot afford to lose any places. The businesses that are not food outlets would suffer losses in clientele to the gain of food outlets would they be awarded rate decreases.

Most businesses have paid very high parking fees when they were approved by council, now council wants to take that paid for parking away.

15 to 30-minute parking for patrons using the outdoor eating areas is not acceptable where are they going to park there is no long-term parking in the area now and council wants to reduce parking and create the need for more parking by increasing the volume of clients in each eatery by giving them more area to serve customers.

Traffic will be chaotic, council proposes to narrow the road width, with cars backing in every 15 minutes, holding up traffic it would-be chaotic and extremely dangerous to the extra patrons to the eating houses trying to cross the road.

I believe this is a grant to experiment the changes if council is unsure why waste the money and disruption to the businesses in Lords Place.

Give the grant back it has cost council thousands already. They did it to the grant for the Railway bridge in Peisley Street, and apply for a grant for a Multi-Story Carpark on the Corner of Lords Place & Kite Street, then consider the Upgrade,

Yours Sincerely

## Submission 8

Orange City Council  
Scanned

Submission on Lords Place South

- 4 OCT 2022

Reference is made to Council's invitation for submissions in relation to the subject CONTAINER No.  
matter. F3844-5

As Council is aware the parking spaces in Lords Place between Summer and Kite Streets are currently line marked, including the 45 degree rear to kerb spaces (being the majority of those spaces).

Council adopted the proposal as a trial for a period of 12 month,

Friday and Saturday nights before the line marking was actually carried out by Council. This was at the time that the Australia Cinema and the Occidental Hotel were operating and parking in this area on those nights were at a premium due to the patronage of those 2 businesses as well as the patronage of the Canobolas Hotel and the 4 restaurants that operated (and still do) in that precinct.

reduction of 14 spaces. This was due to people parking closer together with the absence of any line marking. The other major issue difficulty of drivers of vehicles to park correctly within the line marked spaces.

variety of vehicle types to assess the ability to correctly park.

extremely difficult to park correctly within those spaces in one movement due to not being able to see the line marking while reversing and essentially, exit the vehicle to observe whether parked correctly.

written objections to the line marking from business owners in the area.

I would personally recommend that Council remove the current rear to kerb line marking if it decides not to proceed with works shown on the concept plans and if it does proceed that no line marking of individual spaces be carried out in rear to kerb parking. I do support the need to line mark the parallel spaces.

Whilst there are occasions that without line marking some people sometimes park at a wider distance than if there were line marking

at peak times people do tend to park closer together. This in my view will result in an increase in parking spaces, although this will be less effective where the width of the parking areas between street tree, blisters etc, are not that wide.

I note in the Parking Study by GHD on Council's web-site and its reference to the Parking reviews carried out by Tamworth Council. It can be seen on Google Earth

and Street View that much of the Tamworth CBD has line marking on their rear to kerb spaces. On observation of Google earth it clear to see that a number of vehicles are parked over those lines.

The other matter that I would like to raise is the option to provide shorter term parking. I would question the rational in doing this mainly due to the question as to whether Council can effectively patrol and enforce this. What would happen in practice is that Council Parking Attendants would patrol on a random basis and catch the person that knows this and is prepared to take the risk, but this leaves people frustrated as many other people get away with it and Council will undoubtedly receive criticism from local business owners when people do park for longer periods when Council is unable to patrol those areas as their expectations are that Council will patrol all the time.

My observation of providing areas for the delivery and collection of goods etc are best managed by the provision of loading zones that operate during their peak times such as applies in Summer Street and elsewhere in the City. The expectation that having 15-30m parking that would also provide for delivery opportunities can only lead to frustration of delivery drivers if those spaces are occupied as they would prefer greater certainty that loading zones will be available.

I see little objection to the loss (described as "suspension"- say it as it is) of 23 parking spaces as both Parking Studies carried out by Council do show a surplus of parking within the CBD. The proposal to provide 2hour parking within parts of the Ophir car park is a good idea.

I also question the wisdom of providing centre car parking spaces in the street between Kite and Moulder Streets, due to the affect that this will have on the flow of traffic and the affect on the ability to access adjoining properties.

With respect to the concept plan I have mixed views in relation to this proposal. Whilst I fully support concepts for pedestrian friendly precincts, streets as shared spaces and walkable cities, these are difficult to plan for in established areas without impacts being created in some areas. It is interesting to see other comments in relation to this concept plan as there are a diverse range of views without any predominant consistent theme.

I have a number of concerns in relation to this proposal. Firstly I think that Council should be addressing a whole of Centre approach to achieving the objectives ie walkable places, pedestrian friendly areas etc stated in the concept documents rather than focussing on one particular area or at least show how this will be eventually a part of an integrated approach in relation to these matters. The other is the connection or relationship of what is being proposed to be provided to the environment around it from a physical and land use point of view. The area in question can be regarded to be the main office precinct of the City with a small number of secondary retailing businesses and around 8 eating establishments. The area does not appear to have a high level of pedestrian activity.

The proposal to widen the footpath and provide for outdoor dining/seating near the café and 3 existing restaurants is sound. However, I question whether those areas

(with the exception of the café) will be used. The owners of those businesses have not applied for outdoor dining in the past and one wonders if they would apply to make use of these area in the future due to the operation of their businesses ie the ability to service those areas, the floor area that they currently enjoy and the like.

Whilst Council does receive requests to provide footpath seating for pedestrians to use I do question how often they would be used due to limited periods in which they would be attractive for use due to the cooler climate and north/south orientation of the street where access to direct sunlight would be limited because of the presence of adjoining buildings in the morning and afternoon periods. As indicated above a number of the landscaped/seating areas do not relate to the immediate development around them leading one to question the likely use of those areas.

The proposed concept plan will have an impact on the flow of traffic from North to South as it would be expected that some drivers will seek alternative routes. This will impact on other North/South traffic routes and it is suggested that Council should carry out a traffic study to identify those impacts and to plan for them accordingly.

I appreciate the opportunity to provide comment on this proposal.

Regards



**Submission 9**

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**From:**  
**Sent:** Friday, 7 October 2022 2:42 PM  
**To:**  
**Cc:**  
**Subject:** Lords Place South Draft Concept Plan - Response

As per our various telephone conversations, please see my response to the Lords Place South – Draft Concept Plan, below.

**OBJECTION TO THE LOSS OF ON STREET CAR PARKING SPACES IN LORDS PLACE SOUTH & THE POTENTIAL TRAFFIC CONGESTION**

Lords Place South – Made For Meeting & the 3 strong themes in that Draft Concept are noted being:

**Attract more people to the CBD**

By nature of the CBD & all the retail, eateries, services & infrastructure on offer in the CBD, people will always be attracted to the Orange CBD.

By attracting more people to the CBD, more infrastructure to cater for the increased number of people will be required, including additional car parking.

**Increase the number of people living & working in the City Centre**

This can only occur, if Employment opportunities in the CBD are available & there is suitable Residential Accommodation available.

Employment opportunities are available if Businesses continue to operate in the area & those Businesses have access to paying customers & those paying customers have easy access to the Businesses, including access to car parking.

There are only a very limited number of Shop Top Housing Style Residential Dwellings available for occupation in the CBD & in that part of Lords Place south, as the majority of Buildings are Commercial single level, or Commercial ground floor & first floor & most of those buildings do not offer, off-street on-site car parking, again an emphasis will be placed on the availability of car parking in the street.

Whilst State Government Reports may favour inner City living in the Capital Cities, Orange, whilst a Regional City, is in fact also perceived as a rural orientated, lifestyle City & this is evident by the number of residents who reside on, residential allotments & lifestyle properties.

Unlike the major Capital Cities, where distance & the time taken to get from the outer suburbs into the inner City, does become an issue & encourages inner City high rise living, most people can travel from one side of Orange to the other side, in less than 10 minutes & from the outer City boundaries to the inner City & CBD, in less than 7 minutes.

Also, most residents & home owners, want their own “patch of grass”, therefore inner City living in the CBD, will not be as sought after in Orange, as opposed to the Capital Cities.

**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 & making the City Centre more attractive, comfortable & safe to walk around.**

The current footpaths & walking tracks do create great walking spaces around the City. However, unlike the Capital Cities & Sydney Metropolitan area, Orange does not have a vast & extensive Public Transport Network, which operates 24 hours a day, 7 days a week, therefore people have no choice, if they want to work in the CBD, or visit the CBD & the inner-City facilities, they have to provide their own private mode of transport & in providing their own private mode of transport, car parking spaces are & will be required.

I agree with the policy that Council should implement a beautification of all streetscapes.

Law, order & safety is, & always will be an issue for everyone, including the Police.

Loss of carparking spaces will be an issue for all parties, who utilise all the streets & the CBD, including those people who frequent the restaurants & eateries.

The section of Lords Place under review, is a busy business street, in this section of the street, apart from the Ophir Carpark, which is located in the block to the south of Lords Place south, there is no direct motor vehicle access into a Council Owner Public carpark, from that section of Lords Place covered under the concept plan.

There is a mixture of businesses located within the street, which occupy buildings & these buildings directly face the street, with the only direct foot access into those Buildings & Businesses, direct from Lords Place.

All these Businesses, like all Businesses are totally reliant on paying customers, in one form or another.

Customers will come to a street & support those Businesses located in the street, when they can readily access those Business premises & parking is readily available.

Parking in all Cities & Towns, will always be a premium & is always highly sought-after, by all.

Australia comprises an ageing population & as such, as we all get older, we are not as mobile, therefore with an ageing population comes access & mobility issues, not everyone can walk to their destination.

For your records, I favour a beautification of the streetscape, the CBD & the streets of Orange, this is a must for all Cities & Towns, to make the environment more inviting for all.

However, not at the expense of the loss of on street carparking spaces, which will be detrimental to all businesses & their customers, especially with the proposed loss of car spaces, in that block of Lords Place, but also those businesses in the vicinity of Lords Place, including Summer Street.

A number of people park in Lords Place South & access the businesses located in Summer Street, including the Banks, Retail Outlets & the Post Office, as they cannot find available parking in Summer Street.

Whilst originally Lords Place, up until the late 1980's was the street comprising, Finance Companies, Insurance Companies, Real Estate Agents & to a lesser extent Restaurants, the Streetscape has certainly changed.

The Lords Place South Draft Concept Plan would imply that the predominant Businesses in that part of the street, is now food orientated & the Draft Plan appears to cater for this, when in-fact the streetscape it is not all food.

The current streetscape in Lords Place south, from Summer Street to Kite Street comprises a breakdown in usage of sites, as follows:

Office Accommodation	25
Retail Sites	8

Restaurants	5
Hairdressing/Beautician	3
Coffee Shops	3
Vacant Sites	3
Medical Orientated	1
Bank	1
Hotel & Guest Accommodation	1
Short Term Guest Accommodation	1
Residential Shop Top	1

The proposed Concept Plan appears to give food orientated businesses a benefit, being additional outdoor dining & eating areas at a minimal cost, to the detriment of all the other Businesses, located in the street, being a loss of parking spaces for customers of those businesses.

With respect to the Lords Place South – Draft Concept Plan, I do have the following concerns.

The Concept Plan has been based on a Car Parking Report, based & compiled on 2015 Statistics & Figures.

These Figures are now deemed historic & not accurate, they are more than 7 years old, as that Report was compiled in April, 2015, these Figures are not up-to date.

The population numbers within the City of Orange have changed in this 7 year period & increased dramatically & with the increased population have come more motor vehicles & so to have the number of motor vehicle movements, within the City of Orange, its CBD & Lords Place south.

The Concept Plan has also been based on a Tamworth CBD Parking Strategy 2020-2030 & Outdoor Dining Report, with the promotion of “Linger Longer”.

Orange & Tamworth are 2 totally different Cities, with totally different population numbers, Business & Employment opportunities & elevation, Orange is located approximately 860 metres above sea level, Tamworth approximately 383 metres above sea level.

Our climatic conditions are totally different. The medium temperatures in Tamworth, is approximately 6 to 10 degrees celcius warmer than Orange, on most days.

Therefore, Tamworth does lend itself to alfresco, outdoor dining, whereas the climatic conditions in Orange does not allow for all year round outdoor alfresco dining, day & night.

If Orange City Council is serious about looking at all aspects of the Lords Place South Concept Plan & the impact that this Plan will have on all businesses in the street, then Council should have commissioned an up to-date Orange CBD Car Parking Report & an Orange Outdoor Strategy, where people can meet, including an Outdoor Dining Strategy.

These Reports would include actual current usage, proposed usage & both actual & proposed numbers, not just percentages.

Percentages can be made to look good, however it is the actual numbers, that count.

The loss of on street, carparking spaces & the potential reduction of two lanes into one lane, leading into the Kite Street, Lords Place roundabout from Lords Place heading south, is a major concern, with this also creating traffic congestion in the street .

#### **Loss Of Car Spaces**

According to the Concept Plan, 23 car spaces will be lost.

Does this include any proposed car spaces to be lost, with the proposed former Australia Cinema Re-development, as a previous Development Application for that site, with respect to access, provided for Valet Parking, at the front of that Development, in Lords Place & further loss of car parking in the street.

Based on the hourly car parking time limits, if Lords Place operates from 8.30am to 6.30pm, based on this time frame, the loss of hourly cars spaces over a 10 hour day is 230 hours, that could be a potential loss of 230 customers per day, to businesses in that part of the street, due to customers or potential customers not being able to access those business in the street, or, 1,150 customers, on a 5 day a week basis.

Where do these customers park to access Businesses in that part of the street, once the parking spaces are lost.

If customers can not find parking spaces, will they simply find another similar business in another part of the CBD, where Council is providing more accessible & numbers of available on street parking facilities, or much easier direct access off the street, to Public Carparks.

The Lords Place South Draft Concept Plan, indicates that the Ophir Carpark could eventually be developed into a multi storey carpark, however it is not proposed under this Plan.

Until recently & only after the recent Community Forum, I had not seen any Orange City Council proposal or commentary, that Council intends to definitely, commit to building a multi storey carpark, on that site.

If there is commentary, a proposal, a draft Plan, or a commitment from Council, then this multi-level carpark should be built, prior to the loss of any car spaces in both Lords Place & the CBD.

Council is now indicating that this site & the proposed multi-level carpark could be marketed under an Expression of Interest Campaign.

Will this be like the Anson Street, Sale Street Carpark, whereby a multilevel carpark, with retail on the ground floor & apartments on the upper levels, was put to an Expression of Interest Campaign, under a previous Council Administration.

What was the outcome of that Campaign, were the Ratepayers of the City, ever advised?

As this Development has not commenced, it would appear that this was due to either a lack of interest, it being cost prohibitive, or not a viable business proposition.

The cost of such a development on the Ophir Carpark Site & the potential to make a profit, will be the focus of either, Council or a Private Developer, committing to this development, unless there is the potential for a Developer to earn additional income from the site, which may include additional lettable Retail & Commercial Sites & if this is to occur, will the number of car spaces provided be increased, to provide for that additional building footprint & additional customers utilising those facilities & with more customers, comes more cars.

Previous Council Administrations have previously advised, that the current Ophir Carpark Site, could possibly be for sale, for the "right price".

Whilst that site is not on the Market at the moment, I am sure that if a Developer contacted Council with an open cheque book, that this Prime Development Site, would be sold.

The short-term accommodation located both on the corner of Summer Street & Lords Place & Kite Street & Lords Place, do have customers who stay overnight, with motor vehicles. Whilst these facilities do provide some limited off-street parking, some of these guest's motor vehicles are also parked on the street on Lords Place of an evening, hence the need for on street car parking spaces.

Council & its staff are only too well aware of the importance of car parking & any lack of parking facilities, being both on street parking & off-street public car parking, for customers & staff. Hence the Civic Centre Carpark & the fact that this Carpark is located adjoining those Council facilities located within the precinct, but also the fact that these

car spaces have reserved parking for Council Vehicles, but also the fact that there is timed parking & all day parking, in this facility.

**Potential Cost to Council, For Loss of Carparking Contributions:**

Under the Orange City Council- Orange Car Parking Development Contributions Plan 2015 – 1.2 Contribution Rates – the Rates are as follows - \$ 13,718-00 per deficient parking space for all developments that involve the creation of net additional gross floor area on the development site and

\$ 6,859-00 per deficient car parking space for all developments that involve a change of use of the existing building and will not result in the creation of net additional gross floor area on the development site.

I would suggest that the above figures have changed & been indexed to CPI or some other form of measure, so in fact these figures may now be greater.

Can Council justify charging a Developer the above amounts & then remove on street car spaces.

In the draft Concept Plan - it is proposed that Council will charge a local food business an outdoor eating area licence at \$ 45.95 per year, for exclusive use during its opening hours, these figures do not add up & are not sound Financial Management.

Local Developers could utilise this, to set a precedent, that Council believe that a car space is worth only \$ 45.95 per annum. Could this amount being the proposed net worth of a car parking space potentially end up in the Land & Environment Court.

If given the opportunity, a number of local Businesses & Residents would be prepared to pay Orange City Council \$ 49.95 per year, to maintain a car space in Lords Place, or any part of the CBD, for exclusive use by them, during business hours.

What is Council going to provide to all the Businesses located in the street, for an amount of \$ 49.95 per annum, perhaps a reserved & designated car space, in the Ophir Carpark, or yet to be built Multi Storey Ophir Carpark.

As a Business, located in Lords Place south, we do have a number of customers & tradespeople, who are required to attend our office, on an ongoing basis.

We also have a policy that our staff are not to park their cars in the street, during business hours & take parking spaces away from potential clients of all businesses, located in the street.

Has Orange City Council undertaken a traffic study, including statistics showing supply & demand for car parking requirements, both during the day & of an evening.

A number of the food outlets & restaurants in fact offer takeaway services & they require parking for their customers, to collect their meals.

This section of Lords Place is particularly busy all day & of an afternoon & evening, especially when those customers are collecting their take away food.

Have the owners of these Businesses been consulted, especially when it comes to the loss of car parking spaces & will all these businesses utilise the proposed outdoor dining facilities & will they pay Council, for the use of these facilities.

As we are all aware, Orange's Climatic Conditions does not allow, or favour, alfresco & outdoor style dining, all year round, day & night.

In fact, most of the Restaurants & Coffee Shops that are located in the street are not open all day & all night, these all operate within their own specific times & at times that suit their business operations & client base, therefore, the proposed outdoor dining areas will not be utilised all hours of the day & night.

However, most of the remaining Businesses that occupy Lords Place South, do keep normal business hours, during the week & are open for business, from approximately 8.30 am to 5.30 pm or later.

Therefore, due to the diversity of the street, including all Business houses & the local Hotels located within the vicinity, car spaces are utilised all day & most hours of the night.

The current outdoor seating booth located in Lords Place south, is not utilised all hours of the day & night. In fact, it is under-utilised from approximately 3.00 pm of an afternoon & all evening.

If the 3 lost car spaces were reinstated, where that booth now sits, I am sure that these car spaces would be well utilised, both during the day & of an evening.

The booth is occasionally utilised later of an afternoon, by youth loitering in the street & we often see Police in that part of the street, checking the ID of those youth in that vicinity.

Does Council have any figures, indicating the usage rates of this booth, both day & night, in an effort to calculate exact figures, to justify removing additional car parking spaces in the street.

The current outdoor seating areas located in McNamara Street, between Summer Street & Kite Street were put in place, at a time when there was an eatery & coffee shop in that part of McNamara Street.

That business no longer operates in McNamara Street & these seating areas, are now seldom used.

The two small retail booths in McNamara Street, adjoining the Council Car Park, now also appear vacant.

Orange City Council did install push bike parking bays in both Lords Place & McNamara Street, with the removal of a car space in Lords Place.

The McNamara Street push bike parking bay has since been removed & the push bike parking bay outside the Hotel Canobolas in Lords Place, is also rarely utilised.

Could Council have designed a pushbike bay that sits on the footpath & not reduce the number of car parking spaces.

Business houses have always had an opportunity to Lease footpath space from Council, especially for alfresco style dining, I note from the current take up of this in the street, the numbers are limited & there only appears to be 2 businesses, that utilise this facility.

Is this an indication of how many businesses will actually commit to utilising these outdoor dining facilities.

Have Council considered alternate options for those business houses that require outdoor dining spaces, without reducing the number of on street car spaces, located in the street.

Are Council going to remove car spaces that are in use, most days of the week, on Lords Place, to create seating & dining facilities that based on the above, may not be fully utilised, all year round, day & night.

Also, if the proposal proceeds, who will be responsible to clean these areas, will Council engage cleaning contractors on an ongoing basis, especially of a weekend & after the weekends, to remove rubbish & clean up the cigarette butts, beer bottles & beer & wine glasses & any food residue, which are often left in the street & found the next morning, usually after the weekend, or after a big night out, for some.

**Traffic Congestion:**

With respect to trying to reduce traffic in the street, this will never happen, whilst ever people drive motor vehicles.

Lords Place between Summer Street & Byng Street is a prime example. During extremely busy times, traffic heading north along Lords Place, from Summer Street has been banked up from the Byng Street roundabout & over the Summer Street intersection.

If Council did utilise the 2015 Traffic Report, for that part of the Street, this is showing how the numbers & traffic movements in that Report are incorrect.

The roundabout on the corner of Byng Street & Lords Place is now one lane, when it should have two lanes on entering & exiting, being one lane to turn left, the second lane to turn right, or proceed straight ahead, that roundabout should not have been reduced, to one single lane.

As this roundabout is located directly outside the Civic Centre & Council Chambers, I am sure that Council Staff & Councilors would be aware of the traffic congestion, that the changes made to this roundabout, have now created.

The volume of cars parking & exiting the section of Lords Place south, is greater than those in Lords Place bound by Summer Street & Byng Street, known as Lords Place north. This larger volume of cars will potentially create greater traffic issues & congestion, than what we have seen on Lords Place north.

Due to the traffic congestion on the Byng Street, Lords Place roundabout, hopefully Council will retain the dual lanes in the Lords Place, Kite Street roundabout.

The Concept Plan makes mention of shifting the focus from vehicles to pedestrians, this may be fine in a closed off mall. However, people cannot just expect to walk across the street, when & where they like, they have to show caution, when crossing streets, the streets are for motor vehicles & the footpaths are for pedestrians.

Lords Place South also provides access to two loading bays, these loading bays are located in Colvin Lane/Post Office Lane & that narrow private laneway behind the Hotel Canobolas. Both these laneways are often congested, with large trucks trying to turn into & exit both.

Have Council allowed for the large trucks to access these areas, as a narrowing of the street, will create additional traffic congestion issues.

I feel that the Lords Place South Draft Concept Plan, may have originally been an idea & the number of parties who commented & the community consultation who provided information, may have not taken into consideration the impact that the changes to the street, could & will have on Landowners/Ratepayers, Businesses, Customers & the general public, who do utilise the street.

As the number of people who attended the recent Community Forum held in the foyer of the Civic Centre was not great, with most people who spoke at that forum, speaking against the reduced car spaces, the narrowing of the street & the traffic congestion that is likely to occur, I would suggest that Council need to address all these matters as a priority & prior to the commencement of any works, as it appears that minor works may have already commenced & be in the process of being implemented.

Accurate & current Statistics & Reports are required, have Council calculated how many people are required to utilise the proposed facilities on an ongoing basis, to make the concept viable.

As part of this proposal, what will be the Commercial Rental Rate charged per square metre, to those businesses who do utilise any of the proposed outdoor dining areas, are these Businesses aware that they will have to pay, or is it proposed that these facilities will be offered free of charge & what will be the ongoing costs to Council, in maintaining & cleaning these areas, but also the prevention of vandalism, as it is proposed that a number of these areas will be located outside Businesses, that will not necessarily use them.



What are the effects both financial & health wise, that the reduction in, on street parking spaces could have on all the Businesses & their owners, that are located in the street.

What are the potential affects that changes made to the street, could impact on Land Owners & their ability to secure Occupants for their premises & pay their Council Rates, should sites become vacant.

Is this concept plan viable for all Businesses, that are located in the street.

As mentioned, Lords Place south is a diverse Business Street, within the City of Orange, it is not just the eat street, of the City.

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**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 Construction of Tree Pits - Lords Place South**

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 Proposed Sale 94 Woodward Street**

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 Tender - Lake Canobolas Water and Sewer Pipelines Construction**

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 Head Design Consultancy - Orange Sports Precinct**

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.

**6.5 Submission Redactions 18 October 2022**

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 (e) information that would, if disclosed, prejudice the maintenance of law.



**6.1 CONSTRUCTION OF TREE PITS - LORDS PLACE SOUTH**

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RECORD NUMBER: 2022/1905

AUTHOR: John Boyd, Operations 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 PROPOSED SALE 94 WOODWARD STREET**

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RECORD NUMBER: 2022/2008

AUTHOR: Rachelle Robb, Director Corporate & 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.





**6.3 TENDER - LAKE CANOBOLAS WATER AND SEWER PIPELINES CONSTRUCTION**

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RECORD NUMBER: 2022/2024

AUTHOR: Samuel Rooney, Water & Sewer Engineer

**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 HEAD DESIGN CONSULTANCY - ORANGE SPORTS PRECINCT**

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RECORD NUMBER: 2022/2036

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.



**6.5 SUBMISSION REDACTIONS 18 OCTOBER 2022**

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RECORD NUMBER: 2022/2025

AUTHOR: Janessa Constantine, Manager Corporate Governance

**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 (e) information that would, if disclosed, prejudice the maintenance of law.

**7 RESOLUTIONS FROM CLOSED MEETING**