

Attachment B

**Summary of public exhibition submissions -
draft Delivery Program 2025-2029, Operational
Plan 2025/26 and Resourcing Strategy 2025**

Summary of Submissions and Responses: draft Delivery Program 2025-2029, Operational Plan 2025/26 and draft Resourcing Strategy 2025

21 submissions were received in total (including via email and through the Sydney Your Say survey) following the exhibition of the Draft Delivery Program 2025-2029, draft Operational Plan 2025/26 and Draft Resourcing Strategy 2025. A summary of the issues raised in the submissions and responses, and the recommendation following their assessment by staff are included in the table below.

No	Background	Response	Recommendation
1.	A submission was received from a member of the public who requested more information on: - the budget process - the calculation of rates - staffing levels, and - capital expenditure including Bicycle related works.	The City uses a number of different drivers to estimate revenues and costs over the 10 years of the Long Term Financial Plan (LTFP). Each revenue and expenditure element is underpinned by specific drivers that determine future year projections. These drivers are carefully considered in the modelling. CPI is a key factor impacting both our cost and revenue assumptions. Rates can only be increased by the rate peg approved by the Independent Pricing and Regulatory Tribunal, which was set at 4.1% for the City of Sydney 2025/26 year. This caps the total rates revenue the City can raise. Council pursues improvements, including through process enhancements and technology adoption, in order to efficiently meet increasing community service requirements. We have not anticipated any significant increases to employee numbers over the 10 years of the LTFP. Information Technology costs in the LTFP are reflective a carefully considered technology road map. More details are included in the draft Information and Technology Strategy 2025-2029 that forms part of the Resourcing Strategy, a key component of the IPR suite of documents. The proposed 10-year capital expenditure program is the subject of rigorous review by senior management and a detailed project delivery approval process. Over the next 2 years and beyond, capital expenditure on the City's cycleways is guided by the City's Cycling Strategy and Action Plan (2022). The recognition of this expenditure as delivering assets is consistent with Australian Accounting Standards and subject to external audit by the Audit Office of NSW. The operational budgets and estimates for land-based assets, including buildings and parks, are developed with reference to detailed facility and asset plans. The increase in property related expenditure in 2026/27 reflects a planned allocation above CPI to address accumulated maintenance needs. The subsequent decrease, in 2027/28, is reflective of the demolishing of number of properties as part of the Town Hall Square project and therefore not requiring future maintenance.	That the submission is noted with no change to the documents as exhibited.
2.	A submission was received from a member expressing support for the development of Town Hall Square.	Noted.	That the submission is noted with no change to the documents as exhibited.
3.	A submission was received from a member of the public requesting additional funding for separated cycleways.	The City of Sydney budget for cycleway infrastructure in 2025/26 is \$13.8 million. We have prioritised 10 cycleway projects which are either in design or under construction. In addition, Transport for NSW has programmed cycleway construction at King Steet (Central Sydney), Sydney Park Junction (St Peters), Bridge St (Glebe) and Oxford St East (Paddington).	That the submission is noted with no change to the documents as exhibited.
4.	A submission was received from Live Nation Australia objecting to Road Management fees.	This fee offsets costs to the City for staff time to assess and issue approvals and in relevant circumstances to offset lost on-street parking income for the temporary road closures associated with events.	That the submission is noted with no change to the documents as exhibited.

No	Background	Response	Recommendation
		<i>In circumstances where NSW Police close applicable roads under their powers for the purposes of public safety and crowd control approval by the City is not required, the City's fees and charges are not applicable. Where this is not arranged, approval by the City is required to close streets and the proposed fees and charges would be payable.</i> <i>We revised the fee structure in the 2025/26 draft fees and charges to more closely align with service costs, relative scale of impact of the street closures, and recouping the offset parking income within a "per lane per hour" rate. This review has resulted in a substantial reduction in the value of the fees.</i> <i>The fee structure comprises of an Application Fee and a Road Closure Fee. The Application Fee is a single charge per application submission, regardless of the number of streets involved. If the application requires a full street closure (i.e. with traffic detours via other streets), the 'Full Road Closure' Application fee applies. For partial street closures (i.e. without detours), the 'Partial Road Closure' Application fee is charged. The Road Closure Fee, charged 'per lane per hour', is in addition to the Application Fee and is calculated from the total number of closed traffic and parking lanes in each street and the total duration in hours.</i>	
5.	<i>A submission was received from Event Services International objecting to Road Management fees.</i>	<i>The application form will be updated once Council adopts the new fees and this will provide clarity on the meaning of the fee and how costs are calculated.</i> <i>Also refer to submission 4 response.</i>	<i>That the submission is noted with no change to the documents as exhibited.</i>
6.	<i>A submission was received from ADX Productions objecting to Road Management fees.</i>	<i>Noted.</i> <i>Refer to the submission 4 response.</i>	<i>That the submission is noted with no change to the documents as exhibited.</i>
7.	<i>A submission was received from the Botanic Gardens of Sydney objecting to Road Management fees when hiring non council managed land like Domain and Centennial Parklands.</i>	<i>Noted.</i> <i>Refer to the submission 4 response.</i>	<i>That the submission is noted with no change to the documents as exhibited.</i>
8.	<i>A submission was received from the Greater Sydney Parklands objecting to Road Management fees when hiring non council managed land like Domain and Centennial Parklands.</i>	<i>Noted.</i> <i>Refer to the submission 4 response.</i>	<i>That the submission is noted with no change to the documents as exhibited.</i>
9.	<i>A submission was received from a member of the public requesting the City do more to increase housing.</i>	<i>The City's target is for 156,000 private dwellings by 2036, which is an increase of 34,275 from June 2021 baseline of 121,725. This target was approved by the NSW Government in 2020. The City has sufficient development capacity to meet the target and is further increasing capacity through rezonings in Pyrmont and incentives for build to rent in Central Sydney. As at June 2024 there were 12,113 private dwellings that were lodged, approved or under construction.</i>	<i>That the submission is noted with no change to the documents as exhibited.</i>
10.	<i>A submission was received from a member of the public about the City's budget focusing on financial, management, and investment risks.</i>	<i>The City takes its commitment to financial sustainability seriously. The Long Term Financial Plan (LTFP) that forms part of the Resourcing Strategy sets out in detail the financial and economic assumptions used when projecting its financial outcomes over the next 10 years. The LTFP includes capital program provisional amounts, in the later years of the plan, that may be utilised to meet unforeseen changes to project forecasts. In addition, scenarios that model the plan's 'sensitivity' to a significant adjustment to some key underlying assumptions are set out. These include a prolonged period inflation (ie high CPI) and changes to the property development cycle.</i>	<i>That the submission is noted with no change to the documents as exhibited.</i>

No	Background	Response	Recommendation
		As part of a rigorous planning process, the City aims to ensure in its financial planning projections that it will hold sufficient cash reserves to satisfy all of its legislative requirements (or external restrictions) as well as the internal restrictions (such as employee leave entitlements and funds assigned to specific strategic projects/purposes) that it has elected to set aside. These restrictions are detailed in the LTFP. The LTFP also aims to maintain prudent levels of funding to ensure the City's capacity to be able to meet any unforeseen emergency requirements while continuing to hold adequate working capital.	
11.	A submission was received from member of the public, on behalf of the Friends of Chippendale requesting additional funding for Chippendale, specifically public domain and infrastructure improvement projects, which are included in an attached Community Action Plan. The submitter would appreciate the opportunity to meet face to face to discuss further.	The City has allocated \$5 million to upgrade the Pine Street Creative Arts Centre with works planned to commence in 2029. Recent projects completed in Chippendale include: - Darlington Activity Centre renewal works – \$750k completed late 2024 - Peace Park, Chippendale upgrade – \$1m completed mid 2023. Pine Street Creative Arts Centre is a dedicated arts space offering workshops in ceramics, printmaking, jewellery, drawing and painting. Sessions are available for adults, young people and children. The centre was closed for 3 months for some essential building works but will reopen end of June 2025. Further information on the programs will soon be available here: https://whatson.cityofsydney.nsw.gov.au/programs/pine-street-creative-arts-centre Darlington Activity Centre is situated close to transport, Sydney University and the nearby Redfern Community Centre. It is suitable for a wide range of community events, activities and meetings. The indoor space for hire has access to an undercover outdoor area and garden area with fixed seating. A separate section of the outside area on the corner of Boundary and Ivy Streets is available for use by the community during opening hours without the need to arrange hire. The centre was reopened on Friday 14 December 2024 and is well used by the community for a range of activities through a venue for hire arrangement. These include the Darlington Stitch Society, music rehearsals, a therapy group, recreational hobby competition, board meetings, meetings and activities of the Friends of Darlington, folk singing, pranic healing sessions, community and gardening group meetings, a community parent play group, community potluck events and more. For more information see here: https://www.cityofsydney.nsw.gov.au/hireable-indoor-spaces/darlington-activity-centre City staff will meet with representatives from the Friends of Chippendale to further discuss their Community Action Plan.	That the submission is noted with no change to the documents as exhibited.
12.	Five submissions was received from members of the public supporting the submission by Friends of Chippendale.	Noted. Refer to the submission 11 response.	That the submission is noted with no change to the documents as exhibited.
13.	A submission was received from member of the public requesting: - reduction in speed limit to 20km/h in Chippendale - speed restrictions, bumps and traffic calming solutions to eliminate transit traffic 1 month (rather than unlimited) parking spaces, especially around Dangar Place - paving at key junctions such as Buckland-Daniel Street, similar to what is being done around Redfern, and - supporting the Friends of Chippendale submission.	- Transport for NSW are the authority responsible for setting speed limits. - The City will continue to work with the NSW Government to implement 30 km/hr speed limits in the city centre, high streets, residential streets and around childcare centres, schools and universities, and health establishments, and progress a maximum of 40 km/hr speed limits elsewhere. - There is no parking restriction available to limit parking to one month in a particular location. We manage parking in accordance with the City's Neighbourhood Parking Policy. Residents are encouraged to discuss the benefit of Timed Permit Parking with neighbours in the street. - and 5. City staff will meet with representatives from the Friends of Chippendale to further discuss their Community Action Plan and the items raised in this submission.	That the submission is noted with no change to the documents as exhibited.

No	Background	Response	Recommendation
14.	A submission was received from a member of the public, 1. supporting the Friends of Chippendale submission, and 2. requesting increased expenditure in Chippendale and Darlington be funded from developer contributions.	1. Noted. See response to Submission #10 2. Issues related to development contribution payments and expenditure go beyond the scope of the exhibited material. The City of Sydney Development Contributions Plan 2015 (the Plan) applies to the area in question. The Plan defines the geographic area where a development contribution is required, what type of development it applies to and how contributions are calculated. Contributions are levied on new development in accordance with the Plan, and the Plan clearly sets out the types of developments that can be excluded from the need to pay a contribution. This approach means that contributions are levied on a fair and consistent basis. The Plan also contains a Schedule of Works (See Appendix F) which sets out all the infrastructure that the Council will provide for, using contributions collected under the Plan. Development contributions can only be spent on infrastructure listed in the Schedule of Works, as this is the infrastructure that the Council prioritised for delivery at the time the plan was prepared and approved by Council and the NSW Government. Being a plan prepared under s7.11 of the Environmental Planning and Assessment Act 1979, the Plan must demonstrate that there is a relationship between anticipated development and the demand for local infrastructure. The Plan demonstrates this relationship on a Precinct wide basis. It is not the case that contributions paid by specific developments are always spent in the immediate locality of that development. The contributions collected are spent on infrastructure that is listed within the Schedule of Works and is within the Precinct that the development is in. Also, contributions can be “pooled” to enable the efficient delivery of works within the Plan, rather than having multiple pots of contributions allocated to individual projects and needing to wait until there are sufficient funds available to proceed with delivering works. The City’s Development contributions register contains information on monetary development contributions levied and paid over the past 7 years. The City’s annual reports also contain information on contributions expenditure over the course a financial year, including project descriptions and the contributions expended. Information on contributions expenditure in the 2023/24 financial year can be found in the Statutory Returns document of the City’s Annual Report 2023/24.	That the submission is noted with no change to the documents as exhibited.
15.	A submission was received from member of the public: 1. supporting the Friends of Chippendale submission 2. requesting swales/footpath widening to prevent ride-shares from parking and idling in driveways 3. requesting expansion of Peace Park to enable complete or partial closure of the Buckland Street – Myrtle Street intersection 4. introduction of parking restrictions in East Chippendale 5. designated special Uber/ride-share/rental car parking/idling zones (outside commercial not residential properties) 6. installation of noise cameras in Buckland, Myrtle, Pine and Shepherd streets 7. restriction of heavy vehicle from entering West Chippendale between 9pm and 9am - including garbage trucks and street-cleaning vehicles. 8. improved storm water drains in Buckland and adjoining streets 9. making West Chippendale a calm-light zone e.g. reducing height of street lights to first floor level. 10. Requesting a bicycle path in Buckland Street, and 11. Installation of traffic lights on the intersection of Myrtle Street and City Road.	City staff will meet with representatives from the Friends of Chippendale to further discuss their Community Action Plan and the items raised in this submission.	That the submission is noted with no change to the documents as exhibited.

No	Background	Response	Recommendation
16.	<i>A submission was received from member of the public requesting:</i> <i>1. beautification of Shepherd Street near Broadway</i> <i>2. footpath repair in Rose Street</i> <i>3. cyclist dismount sign at Broadway and Shepherd Street</i> <i>4. more plantings, preferably in pots</i> <i>5. a reduction in illegal dumping in Chippendale</i> <i>6. more plantings, preferably in pots, and</i> <i>supporting the Friends of Chippendale submission.</i>	<i>City staff will meet with representatives from the Friends of Chippendale to further discuss their Community Action Plan and the items raised in this submission.</i>	<i>That the submission is noted with no change to the documents as exhibited.</i>
17.	<i>A submission was received from the Red Cross requesting clarification about security bonds for the hire of the Marconi Room.</i>	<i>The security bond fee increased from \$2,500 to \$3,000 in 2024/25 fees and charges. There will be no change in this fee in 2025/26.</i> <i>The submitter was contacted and clarified their enquiry was in relation to Marconi Room screens and staffing rather than about the fees for this service.</i>	<i>That the submission is noted with no change to the documents as exhibited.</i>