

**Meeting Date:** Tuesday 10 November 2020  
**Location:** Online Audio Visual Meeting  
**Time:** 6.00pm

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

**NOTICE OF BUSINESS**

<b>Item</b>		<b>Page</b>
1	CONFIRMATION OF MINUTES - Works and Community Committee Meeting held on 13 October 2020 .....	1
2	ITEMS PUT WITHOUT DEBATE .....	8
3	ADOPTION OF THE PARKS AND GENERAL COMMUNITY USE AND SPORTSGROUNDS GENERIC PLANS OF MANAGEMENT.....	9
4	DRAFT CITY OF RYDE OPEN SPACE FUTURE PROVISION STRATEGY.....	30
5	SMALL GRANTS, ALLOCATION OF FUNDING ROUND 2, 2020.....	68
6	SMOKE FREE TRIAL - ROWE STREET EAST .....	72
7	TRAFFIC AND PARKING MATTERS APPROVED BY THE RYDE TRAFFIC COMMITTEE MEETING - SEPTEMBER MEETING.....	80

**1 CONFIRMATION OF MINUTES - Works and Community Committee Meeting held on 13 October 2020**

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**Report prepared by:** Civic Services Manager  
**File No.:** CLM/20/1/1/2 - BP20/1093

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**REPORT SUMMARY**

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

**RECOMMENDATION:**

That the Minutes of the Works and Community Committee Meeting 7/20, held on 13 October 2020, be confirmed.

**ATTACHMENTS**

- 1 MINUTES - Works and Community Committee Meeting - 13 October 2020

**ITEM 1 (continued)**

**ATTACHMENT 1**

**Works and Community Committee  
MINUTES OF MEETING NO. 7/20**

**Meeting Date:** Tuesday 13 October 2020  
**Location:** Online Audio Visual Meeting  
**Time:** 6.28pm

The General Manager opened the meeting at 6.28pm.

**Councillors Present:** The Mayor, Councillor Laxale and Councillors Clifton, Gordon, Pedersen, Purcell and Yedelian OAM.

**Apologies:** Councillor Kim.

**Absent:** Councillor Brown and Councillor Maggio.

**Staff Present:** General Manager, Director – Corporate Services, Director – Customer and Community Services, Director – City Planning and Environment, Director – City Works, Manager – Corporate Governance, Manager – Parks, Open Space Planner, Civic Services Manager and Executive Assistant to Mayor and Councillors.

**ADJOURNMENT**

Due to technical difficulties, the General Manager, in consultation with The Mayor, Councillor Laxale and the Committee members, adjourned the online audio visual Works and Community Committee Meeting, the time being 6.28pm. The Works and Community Committee Meeting was adjourned to:-

Tuesday, 20 October 2020 to reconvene at 6.00pm.

**Councillors Present:** The Mayor, Councillor Laxale and Councillors Clifton, Gordon, Pedersen, Purcell and Yedelian OAM.

**Apologies:** Councillor Kim.

**Absent:** Councillor Brown and Councillor Maggio.

**Staff Present:** General Manager, Director – Corporate Services, Director – Customer and Community Services, Director – City Planning and Environment, Director – City Works, Manager – Corporate Governance, Manager – Parks, Open Space Planner, Civic Services Manager and Executive Assistant to Mayor and Councillors.

**ITEM 1 (continued)**

**ATTACHMENT 1**

**MEETING RECONVENED**

The General Manager reconvened the online audio visual Works and Community Committee Meeting at 6.00pm on Tuesday, 20 October 2020.

**Councillors Present:** The Mayor, Councillor Laxale and Councillors Brown, Gordon, Maggio, Pedersen, Purcell and Yedelian OAM.

**Apologies:** Nil.

**Absent:** Councillors Clifton and Kim.

**Staff Present:** General Manager, Director – Corporate Services, Director – Customer and Community Services, Director – City Planning and Environment, Director – City Works, Manager – Parks, Open Space Planner, Civic Services Manager and Civic Support Officer.

**DISCLOSURES OF INTEREST**

There were no disclosures of interest.

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

There were no written submissions to the Committee.

**1 ELECTION OF CHAIRPERSON AND DEPUTY CHAIRPERSON**

The General Manager, as Returning Officer, gave an overview of the election process in relation to the election of the Chairperson and Deputy Chairperson.

**METHOD OF VOTING FOR CHAIRPERSON AND DEPUTY CHAIRPERSON**

The General Manager, as Returning Officer presented the options on the method of voting for Chairperson and Deputy Chairperson.

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

- (a) That the method of voting for the election of the Chairperson and Deputy Chairperson be open voting using the Zoom voting system.
- (b) That the General Manager, as Returning Officer, undertake the election of Chairperson and Deputy Chairperson for the ensuing twelve (12) months by announcing the nominations and then conducting the election.

**ITEM 1 (continued)**

**ATTACHMENT 1**

**Record of the Voting:**

For the Motion: Unanimous

**ADJOURNMENT**

The General Manager adjourned the online audio visual meeting for five (5) minutes to allow a Councillor who was having technical issues time to join the meeting, the time being 6.07pm. The Works and Community Committee Meeting was adjourned to:-

Tuesday, 20 October 2020 to reconvene at 6.12pm.

**Councillors Present:** The Mayor, Councillor Laxale and Councillors Brown, Gordon, Maggio, Pedersen, Purcell and Yedelian OAM.

**Apologies:** Nil.

**Absent:** Councillors Clifton and Kim.

**Staff Present:** General Manager, Director – Corporate Services, Director – Customer and Community Services, Director – City Planning and Environment, Director – City Works, Manager – Parks, Open Space Planner, Civic Services Manager and Civic Support Officer.

Note: Councillor Clifton joined the meeting at 6.11pm.

**MEETING RECONVENED**

The General Manager reconvened the online audio visual Works and Community Committee Meeting at 6.12pm on Tuesday, 20 October 2020.

**Councillors Present:** The Mayor, Councillor Laxale and Councillors Purcell (Chairperson), Brown, Clifton, Gordon, Maggio, Pedersen and Yedelian OAM.

**Apologies:** Nil.

**Absent:** Councillor Kim.

Note: The Mayor, Councillor Laxale left the meeting at 6.15pm and did not return. He was not present for consideration and voting on Items 2, 3 and 4.

**Staff Present:** General Manager, Director – Corporate Services, Director – Customer and Community Services, Director – City Planning and Environment, Director – City Works, Manager – Parks, Open Space Planner, Civic Services Manager and Civic Support Officer.

**ITEM 1 (continued)**

**ATTACHMENT 1**

**ELECTION OF CHAIRPERSON**

The General Manager, as Returning Officer advised that he had received one (1) nomination for the position of Chairperson of the Committee, namely Councillor Purcell.

The General Manager, as Returning Officer confirmed with Councillor Purcell that he accepted the nomination.

The General Manager, as Returning Officer called for any further nominations. The General Manager received one (1) further nomination for the position of Chairperson of the Committee, namely Councillor Maggio.

The General Manager, as Returning Officer confirmed with Councillor Maggio that he accepted the nomination.

The General Manager, as Returning Officer called for any further nominations. As there were none, nominations were closed.

The General Manager, as Returning Officer, advised that there were two ( 2) nominations for the position of Chairperson, namely Councillor Purcell and Councillor Maggio.

**THE ELECTION FOR POSITION OF CHAIRPERSON** was conducted by the General Manager, as Returning Officer, which resulted in the following voting:

**Councillor Purcell: 5 votes**

Voting in favour: The Mayor, Councillor Laxale and Councillors Clifton, Gordon, Pedersen and Purcell

**Councillor Maggio: 3 votes**

Voting in favour: Councillors Brown, Maggio and Yedelian OAM

As a result of the voting, **COUNCILLOR PURCELL WAS DULY ELECTED CHAIRPERSON FOR THE ENSUING YEAR.**

**ELECTION OF DEPUTY CHAIRPERSON**

The General Manager, as Returning Officer advised that he had received one (1) nomination for the position of Deputy Chairperson of the Committee, namely Councillor Pedersen.

The General Manager, as Returning Officer confirmed with Councillor Pedersen that she accepted the nomination.

**ITEM 1 (continued)**

**ATTACHMENT 1**

The General Manager, as Returning Officer called for any further nominations. The General Manager received one (1) further nomination for the position of Deputy Chairperson of the Committee, namely Councillor Brown.

The General Manager, as Returning Officer confirmed with Councillor Brown that he accepted the nomination.

The General Manager, as Returning Officer called for any further nominations. As there were none, nominations were closed.

The General Manager, as Returning Officer, advised that there were two ( 2) nominations for the position of Deputy Chairperson, namely Councillor Pedersen and Councillor Brown.

THE ELECTION FOR POSITION OF DEPUTY CHAIRPERSON was conducted by the General Manager, as Returning Officer, which resulted in the following voting:

**Councillor Pedersen: 5 Votes**

Voting in favour: The Mayor, Councillor Laxale and Councillors Clifton, Gordon, Pedersen and Purcell

**Councillor Brown: 3 Votes**

Voting in favour: Councillors Brown, Maggio and Yedelian OAM

As a result of the voting, COUNCILLOR PEDERSEN WAS DULY ELECTED DEPUTY CHAIRPERSON FOR THE ENSUING YEAR.

Note: The Chairperson, Councillor Purcell then assumed the Chair.

**2 CONFIRMATION OF MINUTES - Works and Community Committee Meeting held on 11 August 2020**

Note: The Mayor, Councillor Laxale left the meeting at 6.15pm and did not return. He was not present for consideration or voting on this Item.

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

That the Minutes of the Works and Community Committee Meeting 6/20, held on 11 August 2020, be confirmed.

**Record of Voting:**

For the Motion: Unanimous

Note: This is now a resolution of Council in accordance with the Committee's delegated powers.

**ITEM 1 (continued)**

**ATTACHMENT 1**

**3 ITEMS PUT WITHOUT DEBATE**

Note: The Mayor, Councillor Laxale was not present for consideration or voting on this Item.

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

That the Committee determine all Items on the Agenda.

**Record of Voting:**

For the Motion: Councillors Brown, Clifton, Gordon, Pedersen, Purcell and Yedelian  
OAM

Against the Motion: Councillor Maggio

**4 YOUTH INFRASTRUCTURE PLAN**

**RECOMMEDATION:** (Moved by Councillors Clifton and Gordon)

- (a) That the draft "Youth Infrastructure Plan" be placed on public exhibition inviting comment for a period of not less than twenty-eight (28) days.
- (b) That a further report be provided to Council should any objections be received during the consultation period.
- (c) That, should no objections be received, the Youth Infrastructure Plan is adopted and implemented in accordance with the priorities identified in this report.

**Record of Voting:**

For the Motion: Councillors Brown, Clifton, Gordon, Pedersen, Purcell and Yedelian  
OAM

Against the Motion: Councillor Maggio

Note: This matter will be dealt with at the Council Meeting to be held on **27 OCTOBER 2020** as dissenting votes were recorded.

The meeting closed at 6.28pm on 20 October 2020.

CONFIRMED THIS 10TH DAY OF NOVEMBER 2020.

Chairperson



**2 ITEMS PUT WITHOUT DEBATE**

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**Report prepared by:** Civic Services Manager**File No.:** CLM/20/1/2/2 - BP20/1094

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**REPORT SUMMARY**

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

**RECOMMENDATION:**

That the Committee determine the Items on the Agenda that will be adopted without any debate.

OR

That the Committee determine all Items on the Agenda.

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### 3 ADOPTION OF THE PARKS AND GENERAL COMMUNITY USE AND SPORTSGROUNDS GENERIC PLANS OF MANAGEMENT

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**Report prepared by:** Casual POM Officer

**File No.:** PRK/07/4/1/32 - BP20/1041

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#### REPORT SUMMARY

The purpose of this report is to seek approval from Council to adopt two draft Generic Plans of Management:

- Parks, General Community Use (GPoM P, GCU) and
- Sportsgrounds (GPoM Sp).

These two Generic Plans of Management apply to Community Land owned by Council and Crown land which Council has been granted Crown Land Manager status. It applies to land that has been categorised as Parks, General Community Use and Sportsground in accordance with the Local Government Act (1993). Should Council adopt these plans it will allow all this land, including that owned by the Crown, to be managed in accordance with the Local Government Act.

At the meeting held on 26 February 2019 Council resolved to seek permission from the Minister for Lands and Forestry to place the GPoM's on public exhibition. It also resolved to bring a report back to Council with the results of that exhibition period.

On 6 March 2019, Council forwarded a letter to the Minister, Lands and Forestry seeking approval to publicly exhibit the two Generic Plans of Management. On 9 January 2020, Council received correspondence from the Department of Planning, Industry and Environment – Crown Lands (the Department) on the GPoM Sp and on 13 January 2020 for the GPoM P, GCU confirming that the draft plans satisfied the requirements under Section 3.23 of the *Crown Land Management Act 2016*.

A copy of the letters from the Department of Planning, Industry and Environment – Crown Lands has been provided as **ATTACHMENTS 1 AND 2**.

The correspondence from the Department further informed Council that the initial categorisations for all the Crown Reserves proposed in the GPoMs have been accepted, with the exception of Crown Reserve (R500342 – Marsfield Park). The proposed categorisation of General Community Use for a small portion of the park, which was the former site of a now demolished amenities building in the southern section, was not approved and Council was directed by Crown Lands to re-categorise this area as Park. A Public Hearing was therefore required to be undertaken as per Section 40A of the *Local Government Act 1993* to enable this re-categorisation to occur.

**ITEM 3 (continued)**

Council was also directed by Crown Lands to undertake a Public Hearing in relation to assigning multiple land categorisations in ten (10) Crown land parks covered by the GPoMs. This was due to the fact when the land was initially devolved to Council, it was required to assign a categorisation which most closely aligned to the reserve purpose of Public Recreation. Only a single categorization was permitted, however these has been changed through the public hearing process so that the land categorization reflects the use of that land. As such s3.23(7)(d) of the *Crown Land Management Act 2016* (CLMA) applies.

The public hearing process was also used to correct a number of anomalies in relation to the manner in which seven (7) parks covered by GPoMs are currently categorised and maintained. The proposed re-categorisations will bring them in line with their respective Plan of Management and future use.

Due to the restrictions placed on public gatherings as a result of COVID-19, the public hearing was rescheduled as an audio-visual webcast held on Wednesday 22 July 2020. The hearing was chaired by Sandy Hoy (Parkland Planners). Six (6) individuals registered to attend the public hearing prior to the hearing, all six attended the public hearing and made verbal submissions and five (5) individuals made an online submission via the Have Your Say Page, e-mail or post.

The Public Hearing Report, which includes the proposed re-categorisations requiring Council adoption, has been provided as **ATTACHMENT 3 – CIRCULATED UNDER SEPARATE COVER.**

In accordance with legislative requirements set out in the correspondence from the Department, the draft GPoM P GCU and GPoM Sp were placed on public exhibition from 9 March until 19 April 2020. During the exhibition period, the local community and the users of these Parks were invited to review the draft Plans and provide written submissions.

Council received eight (8) submissions during the exhibition period. As the submissions received during the community consultation are already reflected within the GPoMs and other Council programs and strategies, or could be dealt with as part of future envisaged masterplanning processes, no changes have been made to the exhibited plans or their appendices provided as **ATTACHMENTS 4, 5, 7 AND 8 – CIRCULATED UNDER SEPARATE COVER.**

As these submissions were either of a minor nature and/or the GPoM P GCU and GPoM Sp had content that dealt with the issues raised or the matters could be dealt with as part of other relevant strategies or incorporated into the development of Master Plans for Park covered by these GPoMs, only one (1) alteration to the exhibited plans was required. This was a change to the wording in Section 1.6 Benefits and roles of parks in City of Ryde in the GPoM P GCU and GPoM Sp.

**ITEM 3 (continued)**

The following wording was inserted:

*Section 1.6.2 and 1.6.4 – Social, Community and economic benefits) – “Achieves integration and synergies between different land uses (such as recreation, residential and commercial uses), broadening the appeal for users, maximising community return on investment in these spaces and connecting residents, businesses and sportspeople*

A number of other points raised issues in relation to biodiversity improvement issues. While these points are covered in the GPoMs, they will also be covered more thoroughly in the Generic Plan of Management for Natural Areas which Council resolved to forward to the Minister seeking approval to place on public exhibition at their Ordinary Meeting on 22 September 2020.

A summary of the submissions received and Council’s response to the matters they raised has been provided as **ATTACHMENT 6**.

In accordance with the requirements of the CLMA (2016), Native Title advice on the areas of Crown Land covered by this PoM has been obtained and is outlined in the GPoM documents.

It is therefore recommended that the revised Generic Plan of Management for Parks, General Community Use and Generic Plan of Management for Sportsgrounds, and the proposed re-categorisations be adopted by Council.

**RECOMMENDATION:**

- (a) That Council adopt the Generic Plan of Management for Parks, General Community Use and the Generic Plan of Management for Sportsgrounds in accordance with Section 40 of *the Local Government Act 1993*.
- (b) That Council adopt the recategorisations as set out in the Public Hearing Report from Parkland Planners in accordance with Section 40A of the *Local Government Act 1993* and Section 3.23 of the *Crown Land Management Act 2016*.

**ITEM 3 (continued)****ATTACHMENTS**

- 1 Departmental Approval Letter Sportsgrounds January 2020
- 2 Departmental Approval Letter Parks GCU January 2020
- 3 Marsfield Park Glades Bay Park and Other Crown Land Recategorisations  
Public Hearing Report Final 19 August 2020 - CIRCULATED UNDER  
SEPARATE COVER
- 4 GPoM Parks & GCU 09-20 Final - CIRCULATED UNDER SEPARATE COVER
- 5 GPoM Sportsgrounds 09-20 - CIRCULATED UNDER SEPARATE COVER
- 6 Submission Table for Adoption Report Parks GCU and Sportsgrounds PoMs  
2020
- 7 PGCU GPoM - Appendix B- Land Information - Community and Crown Lands -  
CIRCULATED UNDER SEPARATE COVER
- 8 PGCU SpGPoM - Appendix C - Map Series of all land parcels, presented by  
sub-category - CIRCULATED UNDER SEPARATE COVER

Report Prepared By:

**Vince Cusumano**  
**Casual POM Officer**

Report Approved By:

**Simon James**  
**Manager - Parks**

**Wayne Rylands**  
**Director - City Works**

**ITEM 3 (continued)****Background**

At the Ordinary Council meeting held on 26 February 2019 Council resolved as follows:

- (a) *That the draft Generic Plan of Management for Parks, General Community Use and Generic Plan of Management for Sportsgrounds be forwarded to the Minister for Lands and Forestry seeking his approval to place them on public exhibition.*
- (b) *That once approval by the Minister for Lands and Forestry is received, the draft Generic Plan of Management for Parks, General Community Use and Generic Plan of Management for Sportsgrounds be placed on public exhibition in accordance with the NSW Government's Crown Land Community Engagement Strategy for a period of 28 days.*
- (c) *That submissions be accepted by Council for up to a further 14 days after the completion of the exhibition period.*
- (d) *That a subsequent report be brought back to Council with the results of the public exhibition.*

The two draft Generic Plans of Management, Parks, General Community Use (GPoM P, GCU) and Sportsgrounds (GPoM Sp) cover the majority of the parks and reserves in the City of Ryde ranging from large district parks, playgrounds, small areas of community parkland as well as district level sporting facilities. These are well used by the Ryde community as well as visitors from other areas.

These parks are a combination of Crown Land and Community Land and are dedicated, categorised and zoned specifically for public recreation.

The draft GPoM P GCU and GPoM Sp have been prepared under the requirements of the *Crown Land Management Act 2016 (CLMA)*, the *Crown Land Management Regulation 2018* and the *Local Government Act 1993 (LGA)* and accordingly, these draft Plans of Management will satisfy the requirements for the content and process in preparing Plans of Management under the applicable Acts.

The draft GPoM P GCU and GPoM Sp have been prepared to guide the future development and management of these parks in response to the needs and values of the local community and the users of these parks.

When adopted by Council, the GPoM P GCU and GPoM Sp will extinguish the current specific plans of management applicable to Eastwood Park and Ryde Park and references to those parks covered in the Generic Plan of Management for Sportsground, Parks, Natural Areas, and General Community Use 2001.

**ITEM 3 (continued)**

On 3 March 2020 a Councilor Information Bulletin was presented which provided an update on the Generic Plans of Management, including the GPoM P GCU and GPoM Sp and proposed changes to categorisations.

Information was provided on the directives from the Minister for Lands and Forestry (the Minister) whereby the Generic Plans of Management for Parks, General Community Use, Sportsgrounds and the Parramatta River Parklands Plan of Management were required to be placed on public exhibition.

The Department further informed Council that the initial categorisations for all the Crown Reserves proposed in the GPoMs have been accepted, with the exception of Crown Reserve (R500342 – Marsfield Park). The proposed categorisation of General Community Use for a small portion of the park, which was the former site of a now demolished amenities building to the south of the park was not approved and Council was directed to recategorise this area as Park. A Public Hearing was therefore required to be undertaken as per Section 40A of the *Local Government Act 1993* to enable this recategorisation.

Council was also directed to undertake a Public Hearing in relation to the multiple categorisations of ten (10) Crown land parks covered by the GPoMs. This was due to the fact that while these parks have multiple categorisations which had existed since the adoption of the original Generic Plan of Management for Sportsground, Parks, Natural Areas, General Community Use 2001, our initial assignment of a categorisation to the Department, which most closely aligned to the reserve purpose of Public Recreation was only permissible as a single categorisation and such s3.23(7)(d) of the CLMA applies.

This states:

- (d) if the draft first plan of management alters the categories assigned as provided by this section, the council manager must:*
- (i) obtain the written consent of the Minister to adopt the plan if the re-categorisation would require an addition to the purposes for which the land is dedicated or reserved, and*
  - (ii) hold public hearings under section 40A of the Local Government Act 1993,*

Apart from the proposed recategorisations which are outlined in the Public Hearing Report, there has been no change in the assigned categorisations of these parks from the Generic Plan of Management for Sportsground, Parks, Natural Areas, General Community Use 2001.

**ITEM 3 (continued)**

The Public Hearing and background information, supplied on line to the community, conveyed the reasoning behind the recategorisation of the portion of Marsfield Park and the multiple categorisations of the following ten (10) Crown land parks contained in the GPoM P GCU and GPoM Sp:

- Cararra Reserve
- Brush Farm Park
- Westminister Park
- Monash Park
- Stewart Park
- Glen Street Reserve
- Ryde Park
- North Ryde Park
- Anzac Park
- Mulhall Park

The public hearing was also used to correct a number of anomalies in relation to the manner in which six (6) parks covered by GPoMs are currently categorised and maintained. The proposed recategorisations will bring them in line with their respective Plan of Management and future use. These parks are:

- Civic Gateway
- Hubert Hunt Reserve
- Glades Bay Park
- Burrows Park
- Denistone Park
- Pindari Park

**Consultation on the GPoM P GCU and GPoM Sp and Public Hearing**

The GPoM P GCU and GPoM Sp were exhibited in accordance with the requirements of LGA, the *Crown Land Management Regulation 2018* and the CLMA. The consultation process has been thorough and has informed both internal and external stakeholders as well as the local community. The Public Exhibition Period for the draft Plans of Management ran from 9 March until 19 April 2020.

In accordance with Council's Community Engagement Strategy, notices were placed in parks outlined in the GPoM P GCU and GPoM Sp. Copies of the draft GPoM P GCU and GPoM Sp were also provided at the Customer Service Centre and libraries as well as information explaining where further information could be obtained and how the community could make a submission.



**ITEM 3 (continued)**

Consultation was also undertaken for the Public Hearing which Council was directed to undertake for the proposed re-categorisation of Marsfield Park, the multiple categorisations of Crown land parks and the correction of anomalies of six other parks.

The required Public Hearing, initially scheduled to be held concurrently within with the public exhibition period at Marsfield Community Centre on Wednesday 1 April at 6:30pm. This was rescheduled due to the restrictions placed on public gatherings as a result of COVID-19 as an audio-visual webcast held on 22 July 2020.

The community was made aware of the rescheduled on-line meeting via the Have Your Say Page, notices erected in the parks and an eNewsletter to those on our previous distribution list as well as customers who had made a submission on the GPoM P GCU and GPoM Sp or who subscribed to the webpage.

The hearing was chaired by Sandy Hoy, a consultant with extensive experience in conducting these hearings. Six (6) customers registered to attend the public hearing prior to the hearing, six (6) customers attended the public hearing and made verbal submissions and five (5) customers made an online submission via the Have Your Say Page, e-mail or post.

A Public Hearing Report which outlines the proposed re-categorisation of the identified parks and the submissions received as a result, has been provided as **ATTACHMENT 3** to this report.

**Discussion**

During the public exhibition of the GPoM P GCU and GPoM Sp, Council received eight (8) submissions from the community.

Each of the submissions has been reviewed and a detailed commentary and analysis of each has been provided in **ATTACHMENT 6**.

A number of the submissions received were in support of the management strategies and actions in these Plans of Management and thanked Council for the opportunity to make comment.

Set out below in summary are the areas outlined in the GPoM P GCU and GPoM Sp that the community made comment on. These included:

**ITEM 3 (continued)**Playgrounds

There were two submissions in relation to the provision and siting of playgrounds. The GPoMs provides some direction regarding playgrounds, however Council's Children's Play Plan – 5 Year review is the principle Strategy. The GPoMs state:

- There is a need for equipment more accessible to a younger age groups i.e. toddlers and school age group children
- Playgrounds need separation between off leash areas
- Playground fencing to separate conflicting activities in parks is required

(GPoM P GCU – pages 13, 25, 33, 36, 40, 51, 54 & 66. GPoM Sp - pages 33 & 47).

Dog Facilities

There were three submissions that raised issues in relation to dogs in parks. A report on dog off leash areas was presented to Council in May 2020 and is the principle strategy. The GPoMs state:

- Provide more dog park facilities, especially in Macquarie Park
- The off-leash dog area in Darvall Park is not fenced, and has no time-restrictions
- Fence all unleashed dog exercise areas
- Object to the proposal to “increase access” to sportsground for dogs

(GPoM P GCU – pages 16, 33, 37, 40, 54, 55, 68, 74 & 84. GPoM Sp - pages 15, 30, 34, 37, 50, 61 & 68).

Biodiversity values

There were four submissions in relation to biodiversity values and wildlife corridors. Council adopted the Biodiversity Plan in 2016 which has been incorporated into the GPoMs. The main points and references to where these are dealt with in the GPoMs are set out below:

- Interest is in native vegetation and our bird-life
- Insect attack on many native plants already struggling to survive

**ITEM 3 (continued)**

- Lantana was one of the last refuges for many of our remaining small birds
- As stated in the Greater Sydney Green Grid there should be connections of creeklines and habitat / green corridors to the Lane Cove River
- A habitat/green corridor should be made either around or through Macquarie Shopping Centre
- Native vegetation in the parks and sportsgrounds is very important as a corridor for native birds migrating up and down the East Coast and habitat for resident birds
- Trees and shrubs should be enhanced by more infill planting, more ground storey plantings, more variety of structure and there should be succession plantings for the future to provide mature replacement trees
- Parks and sportsground are also managed to maximise biodiversity not just passive and active recreation

It is felt that the matters raised in the various submissions are also dealt with in the plans of management in the following manner:

- Referencing of the applicable legislation, strategies and plans within the (GPoM P GCU – pages 12-25. GPoM Sp – 13-22).
- Through the Values Visions and Core Objectives for Parks (GPoM P GCU – pages 39-44. GPoM Sp – 36-40).
- Included in the Action Plans for parks (GPoM P GCU – pages 58-63, 65 & 69. GPoM Sp – 45, 46, 48, 50, 51-53 & 56).

These matters will also be dealt with in the Generic Plan of Management for Natural Areas, which Council resolved to send to the Minister in September 2020.

These and other matters raised in submissions can also be dealt with as part of envisaged future masterplanning processes for individual parks.

**Native Title**

Under the CLMA, Councils are now required to engage a qualified 'native title manager' to oversee and approve dealings and actions that may affect native title. Native title managers must have training or qualifications that have been approved by the Minister.

**ITEM 3 (continued)**

Land managers (Council's) must obtain the written advice of at least one native title manager where it grants certain interests in the land, including leases, licences, easements, mortgages, covenants, permits, other estates and other restrictions on use.

Council engaged Lands Advisory Services Pty Ltd, who are a suitably qualified legal firm to provide Native Title advice on Councils Crown Land.

They have provided advice in relation to the GPoM P GCU and GPoM Sp and the required amendments to the PoMs have been included. This advice and amendments satisfy the requirements of the CLMA.

The advice received permits Council to issue leases and licenses and undertake public works on all of the areas of Crown land covered by the GPoMs with the exception of a small section of Carrara Reserve comprised of the following lots, Lot 1 DP 34765, Lot 1 DP 121411, Lot 2 DP 223488 and Lot B DP 392153.

Searches conducted by our Native Title Manager revealed that due to an oversight by the Crown when gazetting this park as Crown land, this reserve is not excluded land for the purposes of Part 8 of the CLMA. Excluded land is land where all native title rights and interests in relation to the land have been extinguished, or there are no native title rights and interests in relation to the land.

Council, through our Native Title Manager, will continue investigations and provide this information to the Crown seeking a Native Title Certificate for this park. As no works or leases/licenses are required for this park, there will be no effect on the GPoMs.

**Financial Implications**

There are a number of "H" High Priority items that have been identified in the GPoM P GCU and GPoM Sp. Funding to implement all prioritised actions will be considered either during Council's business planning cycle, incorporated into the future iteration of the Section 7.11 Plan, or identified for grant funding opportunities, and appropriate adjustments will be made to the Delivery Plan.

External grant funding opportunities will be investigated and may include NSW Government Community Building Partnership program, NSW Office of Sport, Metropolitan Greenspace grants, Australian Government Stronger Community grants, environment/water grants and potential grants/contributions from sporting user groups or special interest groups.

**ITEM 3 (continued)**

**ATTACHMENT 1**



**Planning,  
Industry &  
Environment**

Reference: LBN19/2265

Mr Vince Cusumano  
City of Ryde Council  
Locked Bag 2069  
North Ryde NSW 1670

Dear Mr Cusumano

**Subject:** City of Ryde draft Plan of Management – Sportsgrounds

Thank you for referring City of Ryde Council's draft Plan of Management for Sportsgrounds under section 39 of the Local Government Act 1993 (LG Act), and Council's request for consent to alter the initial assigned categorisation of the land under section 3.23(d)(i) of the Crown Land Management Act 2016.

I have reviewed of the draft plan of management and as a delegate for the Minister for Water, Property and Housing, I am pleased to confirm that the draft plan satisfies the requirements under section 3.23 of the Crown Land Management Act 2016.

I have also considered Council's request to alter the initial assigned categorisation for six Crown reserves included in the draft plan. As a delegate of the Minister for Water, Property and Housing, I grant consent to assign the category of Sportsground as per the Sportsgrounds Plan of Management for the land (see Attachment 1).

The other categories assigned to the reserves in the draft plan of management will be assessed on review of other draft plans of management that are relevant to those categories.

Council can now progress to give public notice of the draft plan of management which is required to include a public hearing as per section 40A of the Local Government Act 1993. If the council decides to amend the draft plan after public notice of the draft plan of management, Council is required to again refer the plan to the land owner.

If you have any further questions or need assistance, please contact me on 0422 005 533 or via email at [council.clm@crowland.nsw.gov.au](mailto:council.clm@crowland.nsw.gov.au).

Yours sincerely



9 January 2020

**Carl Malmberg**  
**Principal Policy & Project Manager**  
**Department of Planning, Industry and Environment – Crown Lands**

Encl.

**Attachment 1:** *Schedule of Crown reserves – consent to alter categorisation granted*

**ITEM 3 (continued)**

**ATTACHMENT 1**

**Attachment 1: Schedule of Crown reserves – consent to alter categorisation granted**

Reserve No.	Purpose(s)	Categorisation
R500164 (part)	Public Recreation	Sportsground <i>Bush Park Pt</i>
R500260 (part)	Public Recreation	Sportsground <i>Washburne</i>
R500307 (part)	Public Recreation	Sportsground <i>Marion Park</i>
R77264 (part)	Public Recreation Community Purposes (S121A)	Sportsground <i>Ryde Pt</i>
R44240 (part)	Public Recreation	Sportsground <i>Marion Park Pt</i>
R500342 (part)	Public Recreation	Sportsground <i>Marion Park Pt</i>

ITEM 3 (continued)

ATTACHMENT 1

Figure 1: R95771 – Purpose 'Public Recreation'



ITEM 3 (continued)

ATTACHMENT 2



Planning,  
Industry &  
Environment

Reference: LBN19/2263

Mr Vince Cusumano  
City of Ryde Council  
Locked Bag 2069  
North Ryde NSW 1670

Dear Mr Cusumano

**Subject:** City of Ryde draft Plan of Management – Parks and General Community Use

Thank you for referring City of Ryde Council's draft Plan of Management for Parks and General Community Use under section 39 of the *Local Government Act 1993*, and Council's request for consent to alter the initial assigned categorisation of the land under section 3.23(d)(i) of the *Crown Land Management Act 2016*.

I have reviewed of the draft plan of management and as a delegate for the Minister for Water, Property and Housing, I am pleased to confirm that the draft plan satisfies the requirements under section 3.23 of the *Crown Land Management Act 2016*.

I have also considered Council's request to alter the initial assigned categorisation for 12 Crown reserves included in the draft plan. As a delegate of the Minister for Water, Property and Housing, I grant consent to assign the categories of Park and General Community Use to eight Crown reserves as per the Parks and General Community Use Plan of Management for the land (see Attachment 1), with one amendment (R500342).


It is noted three Crown reserves Council has not altered the initial categorisation of Park. A further Crown reserve (R71349) has not been considered as the requested categorisation (Natural Area) places it outside of the parameters of this Plan of Management for Parks and General Community Use.

The other categories assigned to the reserves will be assessed on review of the draft plan of management relevant to the categorisation.

Council can now progress to give public notice of the draft plan of management which is required to include a public hearing as per section 40A of the *Local Government Act 1993*. If the council decides to amend the draft plan after public notice of the draft plan of management, Council is required to again refer the plan to the land owner.

If you have any further questions or need assistance, please contact me on 0422 005 533 or via email at [council.clm@crowland.nsw.gov.au](mailto:council.clm@crowland.nsw.gov.au).

Yours sincerely



13 January 2020

**Carl Malmberg**  
Principal Policy & Project Manager  
Department of Planning, Industry and Environment – Crown Lands

Encl.

**Attachment 1:** *Schedule of Crown reserves – consent to alter categorisation granted*

**Attachment 2:** *Schedule of Crown reserves – consent to alter not considered*

**Attachment 3:** *Schedule of Crown reserves – no alteration to categorisation required*

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ITEM 3 (continued)

ATTACHMENT 2

Attachment 1: Schedule of Crown reserves – consent to alter categorisation granted

Reserve No.	Purpose(s)	Categorisation approved by Plan of Management
R500164 (part)	Public Recreation	Park <i>Bush Farm Pt</i>
R500260 (part)	Public Recreation	Park General Community Use <i>Westminster Pt</i>
R500307 (part)	Public Recreation	Park <i>Marsfield Park</i>
R72358 (part)	Public Recreation	Park <i>Stewart Park</i>
R75180	Public Recreation	Park General Community Use <i>Gr St Res</i>
R77264 (part)	Public Recreation Community Purposes (S121A)	Park General Community Use <i>Ryde Park</i>
R500342 (part)	Public Recreation	Park General Community Use (not including area in Lot 652 DP752035) (see Figure 1) <i>Marsfield Pt</i>
R44240 (part)	Public Recreation	Park <i>North Ryde Park</i>

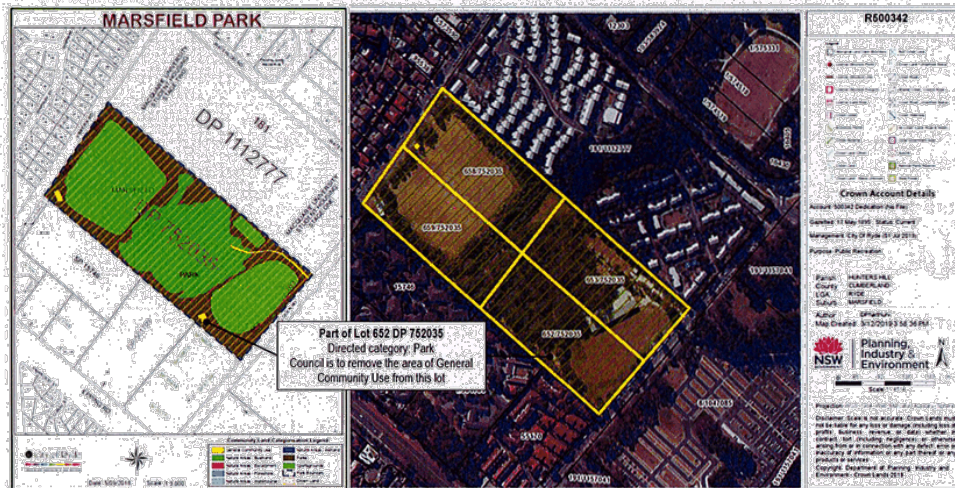
Attachment 2: Schedule of Crown reserves – consent to alter not considered

Reserve No.	Purpose(s)	Category requested
R71349	Public Recreation	Natural Area - Bushland <i>Stewart Park</i>

Attachment 3: Schedule of Crown reserves – no alteration to categorisation required

Reserve No.	Purpose(s)	Categorisation previously approved
R100215	Public Recreation	Park <i>Cascara Park</i>
R69923	Public Recreation	Park <i>Azzal Park</i>
R89785	Public Recreation	Park <i>Mulhall Park</i>

Figure 1: R500342 – Purpose 'Public Recreation'



**ITEM 3 (continued)**

**ATTACHMENT 6**

Analysis of the submissions received during the Public Exhibition Period for the  
**Parks General Community Use and Sportsgrounds Draft Plans of Management – 20 April 2020.**

SUBMISSION DETAIL	DISCUSSION	CHANGES TO PLAN OF MANAGEMENT
<b>Submission 1 – CM D20/43929</b>		
Eastwood Park: <ul style="list-style-type: none"> <li>There is a need for equipment more accessible to younger age groups ie. Toddlers and school age group children into greater consideration</li> </ul>	The issues raised will be considered as part of the masterplan process undertaken in the future.	No change to the plans of management.
<b>Submissions 2, CM D20/50673</b>		
Macquarie Park area: <ul style="list-style-type: none"> <li>Provide more dog park facilities, especially in Macquarie Park</li> </ul>	The issue raised will be considered as part of masterplan processes for parks in this area undertaken in the future.  Dog facilities are also dealt with through the recently endorsed Dog Recreation Needs Study	No change to the plans of management.
<b>Submissions 3, CM D20/50690</b>		
Darvall Park and Outlook Park: <ul style="list-style-type: none"> <li>Interest is native vegetation and our bird-life</li> <li>The proliferation of damaging insect and unimpeded insect attack on many native plants already struggling to survive</li> <li>Lantana was one of the last refuges for many of our remaining small birds—now almost all areas of safety has disappeared along with almost all of the local small birds</li> </ul>	The issue raised will be considered as part of masterplan processes for parks in this area undertaken in the future.  Respondent made aware of Natural Areas Generic Plan of Management currently being prepared	No change to the plans of management.

**ITEM 3 (continued)**

**ATTACHMENT 6**

SUBMISSION DETAIL	DISCUSSION	CHANGES TO PLAN OF MANAGEMENT
<b>Submissions 4, CM D20/50694</b>		
Darvall Park: <ul style="list-style-type: none"> <li>• Would like to know about Darvall Park in particular</li> </ul>	The issue raised will be considered as part of masterplan processes for parks in this area undertaken in the future.  Respondent made aware of Natural Areas Generic Plan of Management currently being prepared	No change to the plans of management
<b>Submission 5, CM D20/51547</b>		
General Document Comments: <ul style="list-style-type: none"> <li>• Thank you for the opportunity to comment on the City's draft Plan of Management for Sportsgrounds and Parks, which is obviously a very thoroughly prepared and well considered document. I congratulate Council, its staff and consultants on the draft document.</li> <li>• Suggests the draft Plan be amended slightly to incorporate each park needs to be integrated into the city as a whole and will help permit prioritisation of the planning and management of all parks.</li> <li>• Section 1.6.2 and 1.6.4 – Social, Community and economic benefits) – consider inserting the following additional benefit: "Achieves integration and synergies between different land uses (such as recreation, residential and commercial uses), broadening the appeal for users, maximising community return on investment in these spaces and connecting residents, businesses and sportspeople.</li> <li>• Sections 3.3 and 3.4 Core objectives for parks and aims and objectives for parks – consider inserting content which describes aims, objectives and actions which recognises the context of the park within the City of Ryde, the role it plays in that context at present and the new role it may play in the future.</li> <li>• 4.3 regarding "Provision and access actions" and seeks to achieve linkages beyond simply "connections with other parks" as described on p58 of the draft Plan.</li> <li>• This is consistent with the City's Community Strategic Plan, which seeks a "city of connections" and "a City of prosperity and liveable neighbourhoods", which is referred to in the exhibited in the draft PoM document.</li> </ul>	Core objectives and benefits contain wording that covers these issues  Sections 3.3 & 3.4 are wording from the Local Government Act 1993 and therefore cannot be amended  Section 4.3 covers connections to other land uses in the CoR	No other changes to the plan of management.

**ITEM 3 (continued)**

**ATTACHMENT 6**

SUBMISSION DETAIL	DISCUSSION	CHANGES TO PLAN OF MANAGEMENT
<b>Submission 6 – CM D20/55587</b>		
Sportsground, Parks and General Community Use - Plans of Management: <ul style="list-style-type: none"> <li>• These plans have been well thought through and are comprehensive.</li> <li>• Thank you for the inclusion of many points considering the maintenance and enhancement of biodiversity and of habitat corridors and connections through all areas and also with regards to connecting habitat corridors from one park or reserve to another where and when opportunities arise.</li> <li>• There is one concern and that relates to Shrimptons Creek and its connection to Lane Cove River. As stated in the Greater Sydney Green Grid there should be connections of creeklines and habitat / green corridors to the Lane Cove River.</li> <li>• Shrimptons Creek runs under Macquarie Shopping Centre. We believe it is important to the wellbeing of the entire Shrimptons Creek corridor that an above ground connection for a habitat/green corridor should be made either around or through Macquarie Shopping Centre.</li> </ul>	Corridor connections are captured in the two GPoMs.  This matter may be more pertinent to the Natural Ares Generic PoM which is presently being prepared	No change to the plan of management.
<b>Submission 7 – CM D20/58616</b>		
Sportsground, Parks and General Community Use - Plans of Management: <ul style="list-style-type: none"> <li>• I am concerned that the Plan of Management fully achieves its objective of enhancing the natural and ecological values of the City's parks and sportsgrounds.</li> <li>• Native vegetation in the parks and sportsgrounds is very important as a corridor for native birds migrating up and down the East Coast through the metropolitan area and links to the north to Lane Cove River National Park and further on and links south over Parramatta River through Sydney Olympic Park and other remnant vegetated areas.</li> <li>• Native vegetation in Parklands is important as habitat for resident birds.</li> <li>• Vegetation located in Ryde bushland in areas categorised as park, sports ground and as community use needs to be valued and protected. Increase plantings of native species for habitat and shade.</li> <li>• Areas categorised as park and as community use contain many large mature trees of great value as habitat, aesthetic value and shade.</li> <li>• Trees and shrubs should be enhanced by more infill planting, more ground storey plantings, more variety of structure and there should be succession plantings for the future to provide mature replacement trees when the current trees age and die or are damaged.</li> <li>• It is important to me that the parks and sportsground are also managed to maximise biodiversity not just passive and active recreation.</li> </ul>	Corridor connections are captured in the two GPoMs.  The issues raised will be considered as part of the masterplan process undertaken in the future.  These matters are dealt with in the Parramatta River Parklands Plan of Management.	No change to the plan of management.

**ITEM 3 (continued)**

**ATTACHMENT 6**

SUBMISSION DETAIL	DISCUSSION	CHANGES TO PLAN OF MANAGEMENT
<b>Submission 8 – CM D20/58568</b>		
<p>Darvall Park:</p> <ul style="list-style-type: none"> <li>The park contains a children’s playground. Adjacent to this is a large, grassy area which is sometimes used for organised sport. Whenever organised sport is not being played, the large, grassy area (which forms the majority of Darvall Park) is an off-leash dog area. The off-leash dog area is not fenced, and has no time-restrictions. There is no separation between the off-leash dog area and the playground; they are adjacent.</li> <li>I have young children. I would like to be able to take them to Darvall Park (to use both the playground and grassy area) – but the off-leash dog area means that this is not safe. My experience is that, at any time, an off-leash dog may appear and start behaving aggressively towards my children. My experience is that dog owners do not attempt to restrain their dogs – they allow them to run towards my children.</li> <li>It is unsatisfactory that there are no time-limits placed upon the off-leash dog arrangements at Darvall Park. It is unsatisfactory that, at Darvall Park, the recreational needs of dogs are effectively considered more important than the recreational needs of young children – children unable to defend themselves against, for example, a German Shepherd dog that comes running towards them at speed.</li> <li>This situation is unacceptable; it must change, urgently. At a minimum, there must be time-limits for when off-leash dogs are allowed at Darvall Park – such as the time limits currently in place at Meadowbank Park (6am to 8am, and 5pm to 7pm). If time limits are considered a reasonable imposition (on dog-owners) at one park, they can also be imposed at other parks.</li> <li>My strong preference is that a fenced off-leash dog area be constructed at Darvall Park. (Compared to the cost of, say, re-sealing a local road, it can’t be overly expensive to erect some fencing and a gate.) This could be done in the area adjacent to the bowling club, or in an area between the playground and the informal sportsground – to create an area about the size of the off-leash dog area at Ryde Park. This would leave the majority of the grassy area still available for organised sport, and informal recreation by citizens.</li> </ul> <p>Comments specifically on Parks &amp; General Community Use Draft Plan of Management</p> <ul style="list-style-type: none"> <li>Pages 36/37 of this document refer to the 2015 community engagement outcomes from the Sport and Recreation Strategy. It notes that, for people who were dissatisfied with the provision of sport and recreational facilities, amongst the things they most wanted, was “fenced dog-off leash areas...”. I also support fenced dog off-leash areas (as my preferred type of off-leash area) in the Ryde local government area.</li> </ul>	<p>The issues raised were referred and dealt with as part of the endorsed Dog Needs Study.</p> <p>The issues raised will be considered as part of the masterplan process undertaken in the future.</p>	<p>No change to the plan of management.</p>

**ITEM 3 (continued)**

**ATTACHMENT 6**

SUBMISSION DETAIL	DISCUSSION	CHANGES TO PLAN OF MANAGEMENT
<i>Submission 8</i> – CM D20/58568 (cont.)		
<ul style="list-style-type: none"> <li>I strongly support the content on page 54, which refers to the management issue, "Fencing" as a way to "Separate conflicting activities in parks such as children's playgrounds, natural areas, picnic/barbecue facilities and unleashed dog exercise areas." I note that one of the associated actions is to "Install fencing and gates to carparks and roads at designated unleashed dog exercise areas." I propose that this could be made less ambiguous by, instead, simply stating, "Fence all unleashed dog exercise areas." Comments specifically on Sportsgrounds Draft Plan of Management</li> <li>Pages 33/34 of this document also refer to the 2015 community engagement outcomes from the Sport and Recreation Strategy. It notes that, for people who were dissatisfied with the provision of sport and recreational facilities, amongst the things they most wanted, was "fenced dog-off leash areas...". I also support fenced dog offleash areas (as my preferred type of off-leash area) in the Ryde local government area.</li> <li>Page 50 refers to the management issue, "Dog exercise on sportsgrounds". The document proposes that the associated objectives/targets be, "Increase access to sportsgrounds for dog exercise while recognising the primary use of sportsgrounds for sport and active recreation...". I object to the proposal to "increase access" to sportsground for dogs. Furthermore, the wording should be amended to, "...while recognising the primary use of sportsgrounds for sport and active recreation, and informal recreation by citizens...".</li> <li>Any use of sportsgrounds (being either formal or informal sportsgrounds) by offleash dogs, should be subject to time-restrictions. However, my very strong preference is that off-leash dog areas in the Ryde local government area, only take the form of dedicated, fenced areas.</li> </ul>	<p>The issues raised were referred and dealt with as part of the endorsed Dog Needs Study.</p> <p>The issues raised will be considered as part of the masterplan process undertaken in the future.</p>	<p>No change to the plan of management.</p>

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## 4 DRAFT CITY OF RYDE OPEN SPACE FUTURE PROVISION STRATEGY

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Report prepared by: Open Space Planner

File No.: GRP/20/20 - BP20/1089

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### REPORT SUMMARY

This report provides Councillors with the draft *City of Ryde Open Space Future Provision Strategy Technical Report and Summary Report*, provided as **ATTACHMENTS 1 and 2 – CIRCULATED UNDER SEPARATE COVER**. Council endorsement is being sought to place the documents on Public Exhibition.

Current best practice in open space planning aims to ensure that open space and recreation facilities are both *accessible* and have the functional *capacity* to meet the diverse sport and recreation needs of those who seek to use them, both now and into the future.

This is a significant challenge for the Ryde Local Government Area due to the City's rapidly increasing and changing population, urban densification and the associated increasing demands for, and use, of open space.

Consistent with this challenge, this Strategy provides a framework and road map for enhancing both the *capacity* and *accessibility* of the City's open space, sufficient to meet open space, recreation and sports facility needs to 2036.

It first reviews the supply of, and demand, for open space and recreation/sports facilities and identifies the key service gaps – in capacity and accessibility. It then proposes a strategy for addressing the identified provision gaps, comprising of a vision, details objectives and outlines a range of planned and potential future projects. The planned and potential projects are necessary for addressing the gaps in open space provision expected to emerge, with the City's rapidly growing population, between now and out to 2036.

#### Capacity

The study found that the City's open space network (of 350 hectares or 28.9m<sup>2</sup> per person) has sufficient capacity to meet *current* needs and that most sports facilities (with the exception of indoor courts) also have sufficient capacity to meet the *current* needs of the community.

**ITEM 4 (continued)**

However, based on existing participation rates and population forecasts, there will be need, by 2036, for:

- An additional 135 hectares of open space to maintain per capita supply at current levels
- 13 additional full-size ovals (or equivalent)
- 12 additional indoor courts
- Nearly 700m<sup>2</sup> of swimming pool space

Accessibility

The study also assessed the *accessibility* of open space and sport and recreation facilities, both currently and to 2036. Accessibility was assessed according to the travel time and distance criteria and standards recommended in the NSW Government Architect Office's draft *Greener Places Design Guide* (2020).

Specifically, the Government Architect's draft *Guide* prescribes that the majority of residents should be within 400m of usable open space (i.e. open space of a minimum size of 1,500m<sup>2</sup>) in low and medium density areas and 200m within high density areas. This accessibility, or 'walkability', benchmark has been adopted in Council's Local Strategic Planning Statement (LSPS) and also provides the accessibility benchmark in this study.

The study included a geographic mapping analysis of open space accessibility, using the 200m and 400m walkability thresholds, respectively, for high and low/medium density precincts. This analysis found that all suburbs in the City have areas where there is poor access to open space and that these service gaps are most significant in parts of Eastwood, North Ryde, Top Ryde, Ryde (Santa Rosa) and West Ryde.

**Addressing the provision gaps: proposed strategic framework**

The study proposes a strategic framework for addressing the open space and sport and recreation facility provision gaps. The Strategy comprises:

- Vision and objectives
- Strategies
- Actions (i.e. projects)



**ITEM 4 (continued)**

The Strategy provides Council with a firm and transparent framework for:

- Addressing the specific *capacity* and *accessibility* service gaps identified in the study, and
- More generally guiding the planning of open space and sport/recreation facilities in the City of Ryde for the next 15-20 years.

The Strategy recognises that, due to constraints and the associated cost of doing so, it will not be possible to maintain the existing per capita quantum of open space (i.e. 2.89 ha/ 1,000 people) into the future.

However, strategic acquisitions along with alternate capacity-building solutions such as improved linkages and embellishments, which increase the capacity of spaces to accommodate higher levels/more diverse uses, have the potential to effectively address most of the identified future needs.

Planned projects

The Strategy includes 20 open space expansion projects which will, collectively, add around 28ha to the City's open space network. These projects are identified within Council's existing plans and they have been proposed to improve the capacity and/or the accessibility of the network via:

- The construction of new parks and civic spaces,
- The enlargement of existing parks, and
- Improved linkages/connections to existing parks and open spaces.

The planned projects also include a range of sport and recreation facility improvements, including:

- Increased capacity to an equivalent of 6 new full size and 7 junior sports fields
- 9 new indoor courts
- 5 new outdoor courts
- Sports field upgrades (synthetic surfaces and/or floodlighting)

Details of these projects are outlined within the body of this report.

The planned projects will also make a positive impact on open space *accessibility* with the percentage of City residences being within 400m of a minimum 1,500m<sup>2</sup> park increasing from 68% to 71%.

## ITEM 4 (continued)

### Potential future projects

A range of *potential future* open space and recreation facility projects and initiatives have been identified to address the service gaps remaining after delivery of the planned projects.

As with the *planned* projects, the *potential future* projects have been proposed to improve the capacity and/or the accessibility of the open space network via pen space acquisitions, landscaping to create/enhance foreshore links and other green and blue grid corridors, extended active transport routes and mid-block breaks, leveraging supply via collaboration/partnerships, and innovative solutions such as roof top gardens.

The potential future projects also include a range of sport and recreation facility improvements, including

- 7 new full size and 2 junior sports fields
- 3 new indoor courts
- 240m<sup>2</sup> of swimming pool space
- Sports field upgrades (synthetic surfaces and/or floodlighting)

The main purpose of these projects is to improve the *capacity* of the City's portfolio of sports facilities but where new facilities are proposed, accessibility will also be improved for some residential areas.

As with the 'planned' projects, the 'future potential' projects will improve open space capacity and accessibility. In broad terms, they will improve the quality and connectedness of the open space network and will eliminate the forecast 2036 facility shortfalls for outdoor field/ovals and indoor courts. Implementation of future potential projects would be subject to being prioritised utilising a multi criteria assessment framework, referred to below, and funding being identified through the annual Business Planning Process.

Remaining shortfalls, after delivery of both the 'planned' and 'future potential' projects, are one golf course and around 450m<sup>2</sup> of swimming pool space. With respect to golf, the study concluded that, while Council will not be able to provide a new golf course to meet the substantial additional demand by 2036, some of the demand would likely be met by facilities in other LGA's. With respect to swimming, the study concluded that, by 2036, the City will have a shortfall of 682m<sup>2</sup> of pool space, with the opportunity to address some of this shortfall through the Master Planning process currently underway for the RALC and consideration for a learn to swim/program pool.

**ITEM 4 (continued)**Project prioritization

A multi criteria assessment (MCA) framework was developed to priorities the 'planned' and 'potential future' open space and recreation facility projects. Projects were assessed against their potential to deliver the Strategy's vision and objectives. This assessment criteria is outlined in the document and detailed in the body of this report. Funding will also need to be identified for any project implementation.

It is recommended that this document be placed on public exhibition to provide the opportunity for the community to provide feedback. Following its adoption by Council, the Open Space Future Provision Strategy will provide the framework and direction for how Council will ensure that the next generation of City of Ryde residents will have an Open Space network that meets the active and passive recreational needs and is accessible.

**RECOMMENDATION:**

- (a) That Council endorse the '*planned*' and '*future potential*' project's identified with the draft '*City of Ryde Open Space Future Provision Strategy*' to be implemented following prioritisation and identification of funding through the development of future City of Ryde Delivery Plans.
- (b) That the draft "*City of Ryde Open Space Future Provision Strategy*" Technical and Summary Reports be placed on public exhibition inviting comment for a period of not less than twenty-eight (28) days.
- (c) That a further report be provided to Council should any objections be received during the consultation period.
- (d) That should no objections be received, the *City of Ryde Open Space Future Provision Strategy* be adopted and implemented in accordance with the priorities and recommendations outlined in the document.

**ATTACHMENTS**

- 1 Draft Open Space Future Provision Strategy - Summary Report - CIRCULATED UNDER SEPARATE COVER
- 2 Draft Open Space Future Provision Strategy - Technical Report - CIRCULATED UNDER SEPARATE COVER

**ITEM 4 (continued)**

Report Prepared By:

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

Report Approved By:

**Stephen Alderton**  
**Sportsground Liaison Officer, Sportsgrounds and Recreation**

**Simon James**  
**Manager - Parks**

**Wayne Rylands**  
**Director - City Works**

## ITEM 4 (continued)

### Background

The City of Ryde has a total of 640 Ha of open space, of which 141 Ha is parkland, 83 Ha is active sports space and 416 Ha is bushland/natural area open space. The active recreation area includes sports fields and ovals, outdoor tennis, netball and basketball courts, indoor sports courts, lawn bowls greens, croquet greens, golf courses and aquatic centres/pools.

Council owns and/or manages 350 Ha (or 55%) of the open space network. Of the other 287 Ha, 272 Ha is regional bushland open space controlled by NPWS and other State Government agencies and 15.6 Ha comprises private sports fields, variously controlled by Macquarie University, several schools and North Ryde RSL.

### Project Purpose

Current best practice in open space planning aims to ensure that open space and recreation facilities are both *accessible* and have the functional *capacity* to meet the diverse sport and recreation needs of those who seek to use them, both now and into the future.

This is a significant challenge for the City of Ryde due to the City's rapidly increasing and changing population and urban densification – and the associated increasing demands for, and use, of open space.

Consistent with this challenge, this Strategy provides a framework and road map for enhancing both the *capacity* and *accessibility* of the City's open space, sufficient to meet open space, recreation and sports facility needs to 2036.

### Methodology

The study method comprised the following components:-

- Assessment of open space supply (including capacity and accessibility),
- Review of open space needs, demands, participation trends and associated issues,
- Establishment of the open space and sports facility provision ratios required to ensure that capacity needs are met,
- Identifying the existing and forecast service gaps (in capacity and accessibility) and required improvements,
- Developing a framework (comprising a vision and objectives) for addressing the service gaps,
- Implementation via a pipeline of planned projects (included in Council's LEP, LSPS, adopted Plans of Management and Masterplans),

**ITEM 4 (continued)**

- Identification of service gaps remaining after implementation of planned projects and the identification of potential future projects to respond to these gaps, and
- A multi-criteria assessment and prioritization of the planned and future projects.

These elements of the methodology are discussed in more detail in the sub-sections below.

The open space supply and demand assessment:-

- Identified the location of existing open space and recreation/sports facilities within the City,
- Classified those open space and recreation/sports facilities according to function, hierarchy and main uses,
- Identified population structure and growth, and changing recreation and sports participation patterns,
- Estimated the City's broad demand for open space,
- Calculated specific demands for recreation and open space facilities, based on the population and participation analysis, and
- Identified the capacity of the open space network and recreation/sports facilities to accommodate the demands.

The findings of these assessments are detailed in Sections 2-7 of the Technical Report. The key findings with respect to open space capacity and accessibility are summarized in the sub-sections, below.

Do the City's open spaces and recreation facilities have sufficient capacity?

The following sub-sections summarise the findings on capacity, firstly for the overall open space network and secondly for indoor and outdoor sports facilities.

*Open space network*

The study found that the City's open space network (of 350 hectares or 28.9m<sup>2</sup> per person) has sufficient capacity to meet current needs but that, based on population forecasts, there will be need for an additional 135 hectares of open space by 2036 to maintain per capita supply at current levels.

Due to constraints of availability and cost, it is recognised that it will not be possible for this quantum of new open space to be delivered.

**ITEM 4 (continued)**

However, strategic acquisitions along with alternate capacity-building solutions such as improved linkages and embellishments, which increase the capacity of spaces to accommodate higher levels/more diverse uses, can effectively address the needs.

While ‘quantity’ is an important metric for open space, the quality and design/management of the available space is arguably and equally important consideration with well-designed/managed open space supporting higher levels of more adaptable and flexible use.

Options for enhancing open space quality and design are included in the ‘planned projects’ and ‘potential future projects’ discussed later in this report.

*Sports facilities*

Assessing the adequacy of sports facility supply requires comparison of the capacity of the facilities (in playable or usable hours) and the demands for those facilities (also in playable hours). It is a six-stage process as follows:

- Identify existing and future sports facility demand (in playable hours)
- Determine physical carrying capacity of facilities (also in playable hours)
- Compare capacities with current and forecast future demands to determine total facility requirements *per individual sport*
- Aggregate the facility requirements for individual sports to determine facility requirements *per sports facility type*
- Translate these facility requirements into population threshold provision ratios
- Compare provision ratios with actual provision to identify service gaps

These six stages are discussed in detail in Sections 6-8 of the Technical Report and explained briefly below.

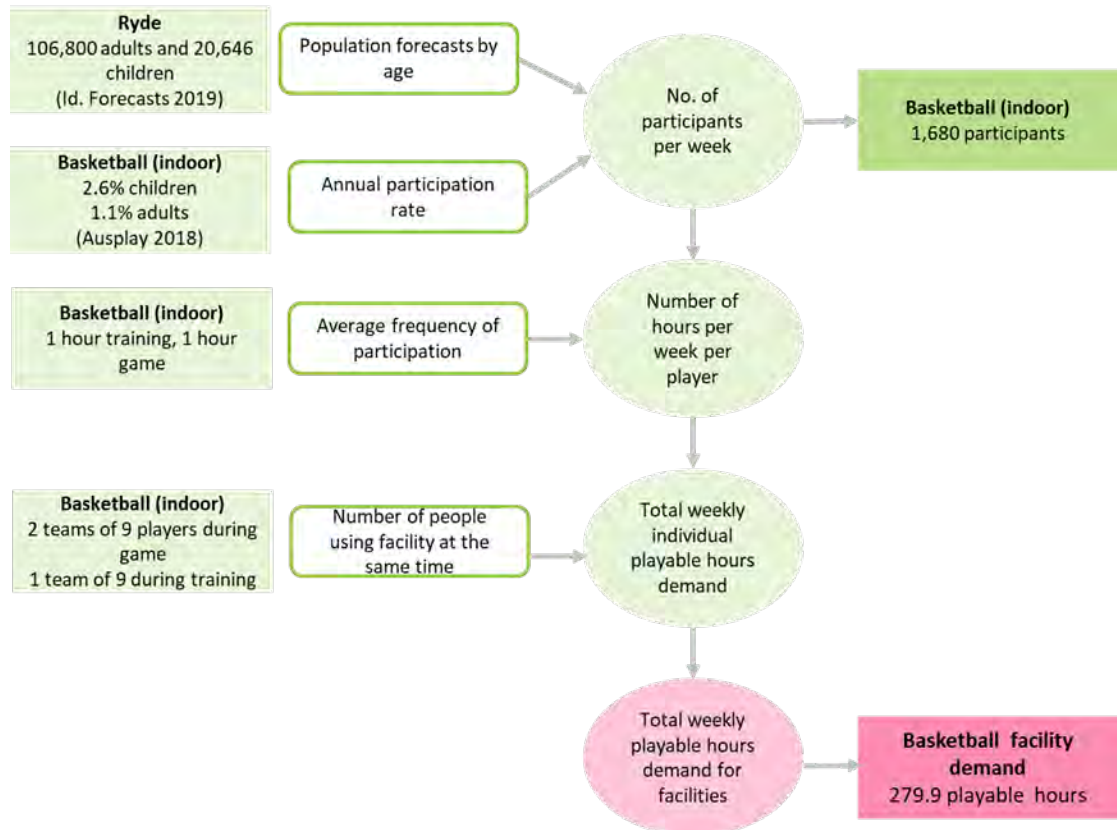
1. Identify existing and future sports facility demand (in playable hours)

An example of the demand calculation – for indoor basketball – is illustrated in Fig. 1.

The participation rates used in the modelling are based on the Australian Government’s 2018 *AusPlay* recreation participation data for Metropolitan Sydney.

**ITEM 4 (continued)**

**Fig1: Recreation demand model - basketball**



The same exercise, as illustrated above, was undertaken for the highest participation mainstream indoor and outdoor sports.

The full results of the modelling – showing the City’s total hours of estimated weekly demand in 2019 and 2036 - are included in the attached Technical Report.

Table 1 illustrates the model with four examples, including two outdoor field sports (cricket and soccer), one outdoor court sport (netball) and one indoor court sport (basketball).



**ITEM 4 (continued)**
**Table 1: Sports participation – Weekly demand in hrs, 2019 and 2036**

Sport	Season	Total hours of weekly demand 2019	Total hours of weekly demand 2036
Cricket (U13-Sen)	Summer	398	531
Soccer (U12 to Sen)	Winter	696	932
Netball	Winter	890	1,231
Basketball (indoor)	All year	280	382

**2. Determine physical carrying capacity of facilities**

The capacities of all sport facilities were calculated based on a detailed review of sports facility types, their size, their individual ‘carrying capacities’ (determined by playing surfaces, availability of lighting, number of participants that can be accommodated at any one time etc.) and seasonal factors.

The full results of the capacity modelling – showing weekly capacities for all types of sports facility - are included in the attached Technical Report.

Table 2 illustrates the modelling with the results for two types of sports facility:

**Table 2: Sports facility capacity (Hrs per week)**

Facility type	Capacity & demand unit	Avg. Hrs available per facility/week	Number of facilities	Total Current capacity (Hrs per week)
Full size outdoor field/oval – winter	Playable hours per week	27.7	38	1,055
Indoor court	Playable hours per week	50	6	300

For indoor courts, for example, the average peak-use capacity of courts is 50 hours per week. There are currently 6 publicly-accessible full size indoor courts in the City, implying a total weekly capacity of 300 hours per week.

**3. Determine total facility requirements x individual sport**

The study then compared these capacities against current and future needs and demands – as identified in the participation modelling discussed in the previous section.

**ITEM 4 (continued)**

Table 3 illustrates the model with four examples, including two outdoor field sports (cricket and soccer), one outdoor court sport (netball) and one indoor court sport (basketball)

**Table 3: Sports facility demand x sport, 2019 and 2036**

Sport	Season	Weekly capacity per facility (Hrs)	Weekly hrs of demand 2019	Weekly Hrs of demand 2036	Facilities required 2019	Facilities required 2036
Cricket (U13-Sen)	Summer	30	398	531	13.3	17.7
Soccer (U12 to Sen)	Winter	30	696	932	23.2	31.1
Netball	Winter	30	890	1,231	29.7	41
Basketball (indoor)	All year	50	280	382	5.6	7.6

Total hours of demand per week for the various sports, in 2019 and 2036, have been translated into number of required facilities in both those years (based on average facility capacity per week, as discussed above).

For example, for *netball*, the 890 weekly hours of demand in 2019 requires 29.7 courts, given the court capacity of 30 hours per week.

By 2036, an additional 11 courts are needed to meet the forecast additional 340 hours of weekly demand generated by the additional population.

4. Determine total facility requirements x *sports facility type*

The study then aggregated the facility requirements of individual sports into the facility types that accommodate those sports, as follows:

- Full size outdoor field/oval (summer)
- Full size outdoor field/oval (winter)
- Junior outdoor field/oval (summer)
- Junior outdoor field/oval (winter)
- Outdoor court
- Indoor court
- Bowls and croquet

**ITEM 4 (continued)**

- Golf course
- Swimming/aquatics

Full size *outdoor fields/ovals (winter)*, for example, accommodate several individual sports, including soccer, AFL, rugby union, rugby league, hockey and frisbee.

Similarly, *indoor courts* accommodate basketball, volleyball, badminton, futsal, indoor hockey and netball.

Table 4 illustrates the model with three facility type examples - full size outdoor field/oval (winter), outdoor court and indoor court.

**Table 4: Sports facility demand x facility type, 2019 and 2036**

Sport	Season	Weekly capacity per facility (Hrs)	Weekly hrs of demand 2019	Weekly Hrs of demand 2036	Facilities required 2019	Facilities required 2036
Full size outdoor field and oval	Winter	30	1,145	1,544	38	51
Outdoor court	All year	*41.5	2,937	4,030	71	97
Indoor court	All year	50	700	900	14	18

\* Average capacity based on tennis court capacity of 50 hrs and netball capacity of 30 hrs

Total hours of demand per week for the various *facility types*, in 2019 and 2036, have been translated into number of required facilities in both those years (based on average facility capacity per week).

For example, for *outdoor courts*, the 2,937 weekly hours of demand in 2019 requires 71 courts, given the court capacity of 30 hours per week.

However, by 2036, an additional 26 courts are needed to meet the forecast additional 1,093 hrs of weekly demand generated by the additional population.

5. Translate these requirements into facility *provision ratios*

Locally specific provision ratios for the City of Ryde have been developed for all the sports facility types listed in stage 3.

They are formulated by relating the facility requirements identified in stages 2 and 3 to the City's population. Further details on their formulation are included at Appendix 1.

#### ITEM 4 (continued)

The provision ratios have two significant purposes. One is to facilitate the identification of current and future service gaps or surpluses (as discussed in stage 5, below). The other is their assistance in determining trigger points and thresholds for the delivery of new and/or upgraded sport and recreation facility types as the population increases.

The provision ratios for all sports facility types are detailed in Table 5.

**Table 5: Provision ratio x sports facility type**

Recreation facility	Provision ratio	Unit
Full size fields and ovals	1 per 3,400 people	No. of full size fields and ovals
Junior/Mod fields and ovals	1 per 13,000 people	No. of junior/mod fields and ovals
Outdoor court	1 per 1,800 people	No. of outdoor courts
Indoor court	1 per 9,700 people	No. of indoor courts
Lawn bowls and Croquet	1 per 21,000 people	No. of lawn bowls/croquet facilities
Golf course	1 per 56,000 people	No. of 18-hole golf courses
Swimming pool	1,000m <sup>2</sup> of pool space per 38,000 people	M <sup>2</sup> of pool space

#### 6. Compare provision ratios with actual provision to identify service gaps

In the final stage of the process, actual provision is compared to the provision ratios to determine service gaps or surpluses.

The full results are detailed in Section 8.1 of the Technical Report. Table 6 summarises the results for the four facility types for which significant service gaps will emerge by 2036 in the absence of facility upgrades and/or new facilities.

**Table 6: Sports facility type x service gap, 2019 and 2036**

Sports facility	Provision ratio	Current facilities (No.)	2019*		2036*	
			Required	Gap or surplus	Required	Gap or surplus
Full size outdoor field/ oval – winter	1:3,400	38	38	0	51	- 13
Indoor court	1:9,500	6	14	- 8	18	- 12
Golf course	1:56,000	2	2	0	3	- 1
Swimming	1,000m <sup>2</sup> : 38,000	3,835 m <sup>2</sup>	3,365	+ 470m <sup>2</sup>	4,517 m <sup>2</sup>	- 682m <sup>2</sup>

\* Based on 2019 population of 127,870 and 2036 forecast population of 171,650

**ITEM 4 (continued)**

As detailed in Table 6, indoor courts are in significant undersupply now. By 2036, full size fields/ovals (in the winter season), golf courses and swimming pools will also experience service gaps.

All other facility types - full size fields/ovals (in the summer season), junior fields/ovals (all year), bowls and croquet and outdoor courts – are forecast to have sufficient capacity to accommodate increased demand at least to 2036.

Are the City's open spaces and sports facilities accessible?

While the *capacity* of the open space network and facilities is very important, it is not the whole story. The spaces and facilities also need to be *accessible*.

Accordingly, the study also assessed the *accessibility* of open space and sport and recreation facilities, both currently and to 2036.

The following sub-sections summarise the findings on accessibility, firstly for the overall open space network and secondly for indoor and outdoor sports facilities.

*Open space network*

Accessibility was assessed according to the travel time and distance criteria and standards recommended in the NSW Government Architect Office's draft *Greener Places Design Guide* (2020).

Specifically, the Government Architect's draft *Guide* prescribes that the majority of residents should be within 400m of usable open space (i.e. open space of a minimum size of 1,500m<sup>2</sup>) in low and medium density areas and 200m within high density areas.

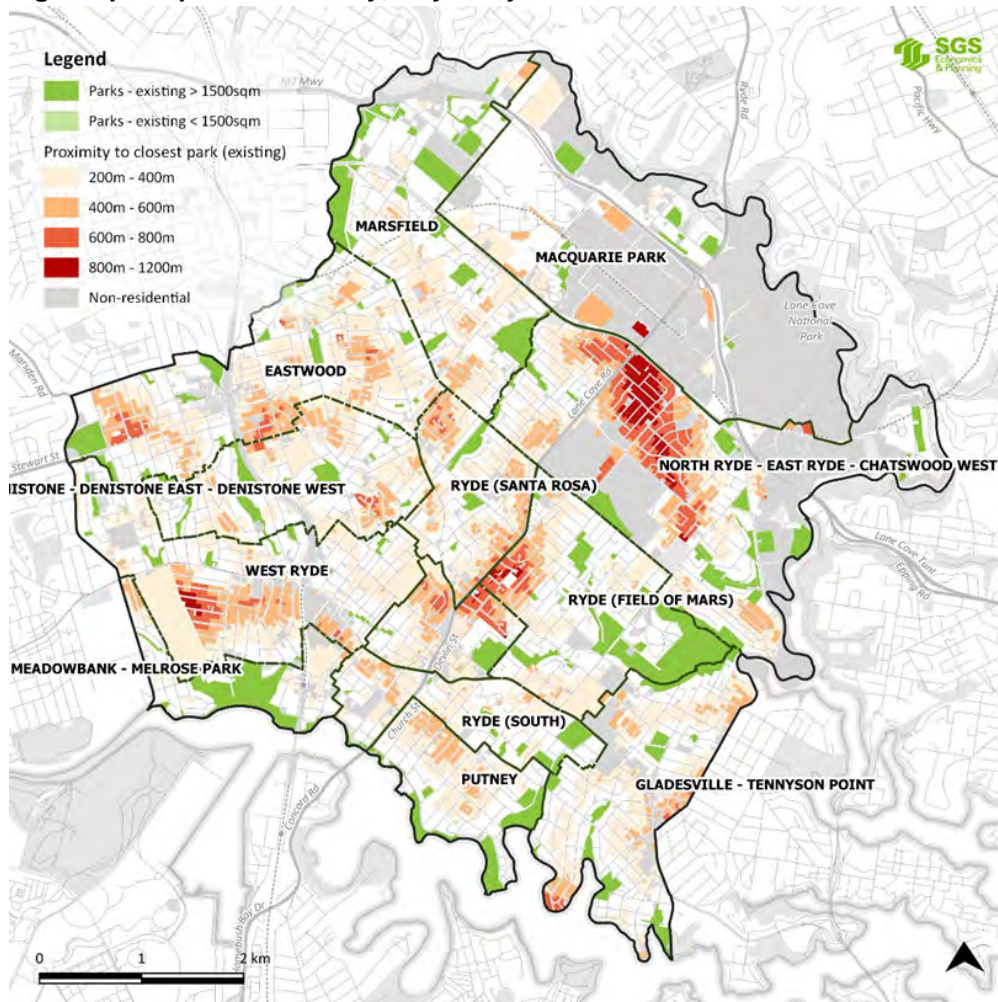
This accessibility, or 'walkability', benchmark has been adopted in Council's Local Strategic Planning Statement (LSPS) and also provides the accessibility benchmark in this study.

The study included a GIS mapping analysis of open space accessibility, using the 200m and 400m walkability thresholds, respectively, for high and low/medium density precincts.

Fig. 2 illustrates 400m walkability in low/medium density precincts – with light pink areas having good walkability and the darker areas having poor walkability, with some areas (e.g. North Ryde, Field of Mars and West Ryde) being more than 800m walk to at least one usable open space area.

**ITEM 4 (continued)**

**Fig 2: Open space walkability, City of Ryde**



*Sport & recreation facilities*

As with the overall open space network, the accessibility of specific sport and recreation facilities, in terms of reasonable walking, cycling and/or driving distances, is important for liveability and equity reasons.

The adopted travel thresholds to sports facilities are consistent with the guidelines included in the NSW Government’s draft *Greener Places Design Guide*. They vary for different sport and recreation facilities, as summarised in Table 7.

**ITEM 4 (continued)**

**Table 7: Sports facility catchment thresholds**

Facility type	Catchment
Full size outdoor field and oval	1.5km
Junior outdoor field and oval	1.5km
Outdoor court	1.5km
Indoor court	10km
Bowls and croquet	10km
Golf course	10km
Swimming	10km

Accessibility is modelled according to these travel thresholds and an *optimised allocation algorithm* which allocates demand for facilities at the small area level.

This method is relatively complex and is detailed in Section 8.2 of the Technical Report. The value of the method is that it facilitates identification of those areas of the City undersupplied with certain types of facility.

**Fig 3: indoor courts accessibility, City of Ryde, 2019 and 2036**

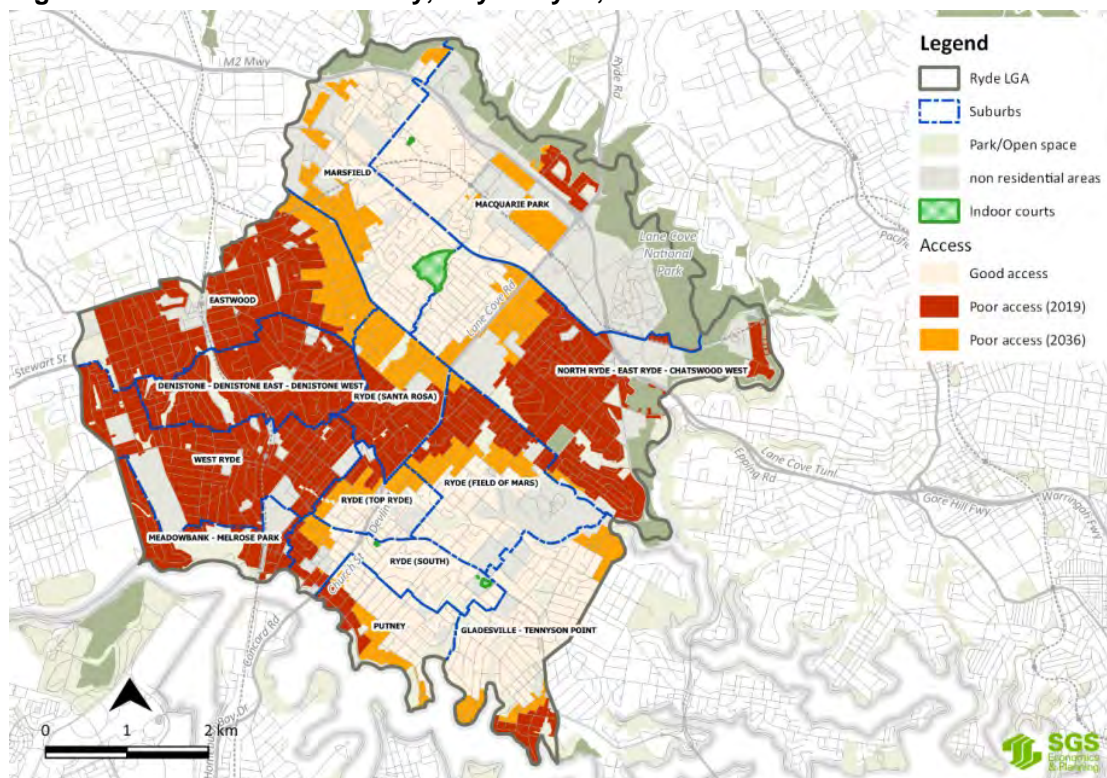


Fig. 3 illustrates the method for indoor sports courts. The map shows existing (2019) and forecast (2036) access to indoor courts based on existing supply, the 10km travel threshold and capacity use.

**ITEM 4 (continued)**

The map shows that the majority of existing (dark red) and future (orange) under-supply occurs in the areas to the west of Santa Rosa.

The poorer access for indoor courts in the western precincts of the City is due to lack of available capacity in those areas and/or capacity only being available beyond the 10 km travel distance threshold.

The accessibility findings for other sports facility types are detailed in Section 8.2 of the Technical Report. In brief, the findings included:

- Poorer access to full size outdoor fields in the western part of the City, primarily Denistone-Denistone East-Denistone-West, Eastwood, Santa Rosa and Top Ryde
- Poorer access to outdoor courts (tennis and netball) for residents in Santa Rosa, Denistone- Denistone East, Eastwood and Gladesville –Tennyson Point

**Summary of issues and key service gaps**

The study found that, while the current overall supply of open space in the City is quite adequate, being commensurate with the traditional commonly used benchmark of 2.83 ha/ 1,000 people, there are significant issues with its *distribution, accessibility and quality*.

As well, with the City's population forecast to increase significantly, the *quantity* of space will also come under increasing use pressure in the coming years.

The key service gaps identified in the study are detailed in Section 8 of the Technical Report and summarized below:

- The City's current supply of open space is adequate but many areas of the City, as discussed above, do not have 'walkable' access to the open space network
- If no additional open space is provided, the open space provision rate across the LGA will drop well below the traditional benchmark (to 2.06ha/1,000 by 2036), and the number of residents with poor access to open space – particularly those in high residential growth areas - will increase significantly,
- There are significant open space 'walkability' issues across the City, but particularly in parts of West Ryde, North Ryde, Top Ryde and Eastwood,
- Overall, the current supply of sport and recreation facilities is sufficient with the exception of *indoor courts*, as identified in the report to Council in June 2020, and
- By 2036, with significant population growth, *full size fields and ovals, golf courses and swimming /aquatic* facilities will also experience substantial undersupply, unless new or extended facilities are provided.



## ITEM 4 (continued)

### Strategic direction

The study proposes a strategy or strategic framework for addressing the open space and sport and recreation facility service gaps. The Strategy comprises:

- Vision and objectives
- Strategies
- Actions (i.e. projects)

The Strategy provides Council with a firm and transparent framework for:

- Addressing the specific *capacity* and *accessibility* service gaps identified in the study, and
- More generally guiding the planning of open space and sport/recreation facilities in the City of Ryde for the next 15-20 years.

The *vision* and the *objectives* are based on the core directions adopted with the 2012 *Integrated Open Space Plan*, as follows:

- Ample and accessible open space and recreation
- Shared and enjoyed by all
- Founded on a healthy natural environment
- Conserving our rich history, culture and local character
- Managed sustainably now and for future generations

A full description of the *vision* and the *objectives* – and the *strategies* under each of them - is included in Section 9 of the Technical Report.

### Strategy implementation

A range of *actions* or projects comprise the ‘engine house’ of the proposed Strategy.

The projects have been identified for the purpose of meeting current service gaps and facility shortfalls and to respond to future (to 2036) demands generated by population growth and changing sport and recreation participation patterns.

The projects include currently *planned* projects (as included in Council’s Local Strategic Planning Statement, LEP, masterplans and facility strategies) and *potential future* projects identified during the course of this study.

The projects are detailed in Sections 10-11 (planned projects) and Section 12 (potential future projects) of the attached Technical Report and are summarised in the following sub-sections.

## ITEM 4 (continued)

### Planned projects

Planned projects have been identified in Council plans and strategies (i.e. Local Strategic Planning Statement, LEP, masterplans and facility strategies).

The projects comprise the initial pipeline of projects to address the service gaps identified in this study and include open space network and sports/recreation facility projects, as summarized in the following sub-sections.

#### *Open space network*

The Strategy includes 20 open space expansion projects which will, collectively, add around 28ha to the City's open space network. They have been proposed to improve the capacity and/or the accessibility of the network via, variously:

- The construction of new parks and civic spaces,
- The enlargement of existing parks, and
- Improved linkages/connections to existing parks and open spaces.

The location and scope of the projects, and the issues or service gaps that they are addressed to, are summarised in Table 8, below.

**Table 8: Open space network - planned projects**

Project	LEP/ LSPS	Description	Capacity added (m <sup>2</sup> )	Issue addressing
Macquarie Park – Catherine Hamlin Park - <i>completed</i>	LEP	New park	7,000 m <sup>2</sup>	Poor supply of and access to open space in Macquarie Park
Blenheim Park - <i>completed</i>	LEP	New connection into park	1,984m <sup>2</sup>	Poor access to open space in North Ryde – East Ryde – Chatswood West
Lachlan's Line - <i>completed</i>	LEP	New park	16,267m <sup>2</sup> including 1,930m <sup>2</sup> for passive recreation	Poor supply of and access to open space in Macquarie Park
Ryde Park	LEP	Park expansion	524m <sup>2</sup>	Poor supply of and access to open space in Ryde (Top Ryde)
Parramatta River foreshore in Melrose Park	LEP	Public access expansion (parts of several lots)	4,466m <sup>2</sup>	Poor access to open space in Meadowbank – Melrose Park

**ITEM 4 (continued)**

Project	LEP/ LSPS	Description	Capacity added (m <sup>2</sup> )	Issue addressing
County Road Corridor	LEP	Acquisition of road corridor	45,977m <sup>2</sup>	Poor supply of and access to open space in Eastwood
Terry's Creek	LEP	Acquisition – parts of 2 lots	1,332m <sup>2</sup>	Poor supply of and access to open space in Eastwood Local Biodiversity Corridor (See City of Ryde Biodiversity Plan)
Ryde Park Expansion	LSPS	Park expansion	8,030m <sup>2</sup>	Poor supply of and access to open space in Ryde (Top Ryde)
Expansion of Charity Creek Cascades	LSPS	Park expansion	990m <sup>2</sup> + 1,703m <sup>2</sup>	Poor supply of and access to open space in West Ryde
Eastwood Town Centre	LSPS	Expand civic space	400m <sup>2</sup>	Poor supply of and access to open space in Eastwood
Glen Reserve expansion	LSPS	Park expansion	1,612m <sup>2</sup>	Poor supply of and access to open space in Eastwood
Rowe St East Eastwood	LEP	Expand civic space	763m <sup>2</sup>	Poor supply of and access to open space in Eastwood
Gladesville town centre	LSPS	New civic space	1,170m <sup>2</sup>	Poor supply of and access to open space in Gladesville – Tennyson Point
Westminster Park	LSPS	New connection into park	616m <sup>2</sup>	Poor supply of and access to open space in Gladesville – Tennyson Point
Meadowbank Primary school site	LSPS	New park	11, 970m <sup>2</sup>	Poor access to open space in Meadowbank – Melrose Park
West Ryde new open space	LSPS	New park	7,227m <sup>2</sup>	Poor supply of and access to open space in West Ryde
Expansion of Lions Park	LSPS	Park expansion	1,929m <sup>2</sup>	Poor supply of and access to open space in West Ryde
Expansion of Carrara Reserve	LSPS	Park expansion	2,038m <sup>2</sup>	Poor supply of and access to open space in West Ryde
New connection into Blenheim Park	LSPS	New connection into park	613m <sup>2</sup>	Poor access to open space in North Ryde – East Ryde – Chatswood West
North Ryde Hospital	LSPS	New park	10,000m <sup>2</sup>	Poor supply of and access to open space in North Ryde – East Ryde – Chatswood West

## ITEM 4 (continued)

### *Sport & recreation facilities*

The Strategy also includes a range of planned sport and recreation facility improvement projects. Their main purpose is to improve the *capacity* of the City's portfolio of sports facilities but, where new facilities are proposed, *accessibility* will also be improved for some residential areas.

The projects comprise the following:

- New full size and junior sports fields
- New indoor courts
- New outdoor courts
- Sports field upgrades (synthetic surfaces and/or floodlighting)

The location and brief descriptions of the projects, and the issues or service gaps that they are addressed to, are summarised in Table 9, below.

**Table 9: Sport & recreation facilities – planned projects**

Project	Description	Capacity increase		Issue addressing
		Sports space	Playable Hrs.	
Gannan Park	Reorientation of existing fields	1 x full size field/ oval  1 x junior/mod field/oval	30 hrs  30 hrs	Responds to gap in full size field and oval
Meadowbank Park	Reorientation of existing fields and 28 outdoor courts transferred to Marsden High School	3 x full size field or oval Upgrade LH Waud Oval to synthetic  3 x junior/mod fields/ovals  1 x outdoor court	110 hrs  30 hrs  50 hrs	Responds to gap in full size field and oval  Responds to regional demand for junior/mod fields/ovals  Responds to existing and forecast gap in indoor courts
ELS Hall Park	Expansion of existing 2-court facility	2 x indoor courts	100 hrs	Responds to existing and forecast gap in indoor courts
Marsden High School	New indoor courts and 28 outdoor courts transferred from Meadowbank Park	4 x indoor courts	200 hrs	Responds to existing and forecast gap in indoor courts

**ITEM 4 (continued)**

Project	Description	Capacity increase		Issue addressing
Meadowbank Education and Employment Precinct	New court	1 x indoor court	50 hrs	Responds to existing and forecast gap in indoor courts
RALC	Expansion of existing 2-court facility	2 x indoor courts	100 hrs	Responds to existing and forecast gap in indoor courts
Christie Park	New courts and field	4 x outdoor futsal courts	200 hrs	Responds to gap in full size field and oval
		1 x full size field or oval (synthetic)	50 hrs	
Pidding Park	Reorientation of existing fields	1 x full size field/ oval	30 hrs	Responds to gap in full size field and oval
		3 x junior/mod field/oval	90 hrs	Responds to regional demand for junior/mod fields/ovals
Smalls Road Upper (school)	Conversion to synthetic + lighting	Nil	32 hrs	Responds to gap in full size field and oval
Lighting upgrades	Upgrade full size field/ovals so that all facilities have lighting	Nil	156 hrs	Responds to gap in full size field and oval
	Upgrade junior field/ovals so that all facilities have lighting	Nil	168 hrs	Responds to regional demand for junior fields/ovals

Summary impact of planned projects

As discussed in the above sections, the planned projects will improve both open space capacity and accessibility. Capacity improvements are summarized in Table 10 and detailed in Sections 10.2 and 10.3 of the Technical Report.

**ITEM 4 (continued)**
**Table 10: Impact of planned projects, 2019 and 2036**

Facility type	Existing	2019 shortfall (-) or surplus (+)	Planned projects	Required 2036	2036 shortfall (-) or surplus (+)
Parks and open space network	350Ha	n/a	28Ha	475Ha	-107Ha
Full size outdoor field and ovals	38	0	6	51	-7
Junior/mod outdoor field and ovals	19	+14	7	13	+13
Outdoor courts	108	+37	5	97	+16
Indoor courts	6	-9	9	18	-3
Bowls and croquet	13	+7	0	8	+5
Golf courses	2	0	0	3	-1
Swimming <sup>1</sup>	3,835m <sup>2</sup>	+470m <sup>2</sup>	0	4,517m <sup>2</sup>	-682m <sup>2</sup>

As shown in Table 10, the planned open space projects will provide an additional 28 hectares of *capacity* to the City's open space network but this falls short of the 135Ha that would be required to maintain current per capita supply levels.

The shortfall will mainly be addressed via improving the quality and connectedness of the open space network, as described in the following section.

The planned projects will also add a range of sport and recreation facilities, including 6 full size fields, 7 junior fields, 5 outdoor courts and 9 indoor courts.

However, some sport and recreation facility shortfalls will remain after delivery of the planned projects, including 7 full size sports fields, 3 indoor courts, one golf course and nearly 700m<sup>2</sup> of swimming pool space.

The planned projects will also make a positive impact on open space *accessibility* with the percentage of City residences being within 400m of a minimum 1,500m<sup>2</sup> park increasing from 68% to 71%.

Above-average access improvements include Ryde South (up from 80% to 91%, West Ryde (70 to 77%) and North Ryde – East Ryde – Chatswood West (60 to 66%).

<sup>1</sup> Comprises 3,835m<sup>2</sup> of swimming space

## ITEM 4 (continued)

### Potential future projects

A range of *potential future* open space and recreation facility projects and initiatives have been identified to address the service gaps remaining after delivery of the planned projects.

The projects include open space network and sports/recreation facility projects, as summarized in the following sub-sections.

#### *Open space network*

As with the *planned* projects, the *potential future* projects have been proposed to improve the capacity and/or the accessibility of the network via, variously:

- Open space acquisitions,
- Landscaping to create/enhance foreshore links and other green and blue grid corridors,
- Extended active transport routes and mid-block breaks to improve access to parks >1,500 m<sup>2</sup>,
- Leveraging supply via collaboration/partnerships (e.g. community use of schools and shared use of passive open space around schools), and
- Roof top gardens.

The location and scope of the projects, and the issues or service gaps that they are addressed to, are summarised in Table 11, below.

**Table 11: Open space network – potential future projects**

Project	Description	Issue addressed
<b>Green corridors/link options</b>		
Acquisitions and/or landscaping to create/enhance foreshore links	Between Putney Park and Kissing Point Park	Improve links with natural assets and connectivity along Parramatta river foreshore
	Create foreshore link between Bennelong Park and Settlers Park	
	Between Meadowbank Park and Wharf Rd (NSW Govt. initiative)	Enhance regional open space network connectivity
	Improve access to foreshores and waterways Prioritise green and blue grid projects (Greener Places) Lane Cove National Park Parramatta River	Realise green grid (Greener Places)
Acquisitions and/or landscaping to	Connect Shrimptons Creek Green Corridor with Denistone Green corridor	Connecting existing green corridors (identified)

**ITEM 4 (continued)**

Project	Description	Issue addressed
create/enhance other green corridors		connectivity opportunity in City of Ryde Biodiversity Plan)
	Improve connections between Shrimptons Creek Corridor and West Ryde Centre	Connecting existing active and green corridors (identified connectivity opportunity in City of Ryde Biodiversity Plan)
	Create east-west connection across Ryde through Abuklea Road reserve and Twins Rd to connect Dence Park Pool in City of Parramatta with Pittwater Road	Create regional east-west biodiversity connection (See City of Ryde Biodiversity Plan)
	Create new green corridor connecting Top Ryde to Parramatta River	Provide access to Parramatta River open space corridor for residents in Top Ryde who have poor access and supply of open space
	Create Green connection between ANZAC Park, West Ryde train station and shopping precinct at west	Responds to poor access to and supply of open space in West Ryde
	Create links from Macquarie Park with Lane Cove National Park	To create connection between Macquarie Park and valued natural asset
Other corridor linkages	Create new corridors from North Ryde to Macquarie Park	To implement local active and biodiversity corridors along existing cycleway and improve access to open space for residents of North Ryde
Improvement works to enhance foreshore links and green corridors	Increased tree canopy cover (parks and streets) Integrated stormwater treatment for riverside parks	Realise green grid (Greener Places)
<b>Improving access to open space</b>		
Extended active transport routes	Providing mid-block breaks to improve access to parks >1,500 m <sup>2</sup>	Increases access to open space by improving pedestrian network. Responds to poor access to open space in North Ryde, Ryde (Top Ryde), Ryde (Field of Mars) and Meadowbank
<b>Open space acquisitions</b>		
Acquire land for parks/open space	Pursue opportunities to increase open space in Top Ryde.	Responds to poor access to and supply of open space in Ryde (Top Ryde)
	Acquire new land for open space or expand existing small reserves to >1,500 m <sup>2</sup> in areas of Eastwood, West Ryde, Putney, Gladesville/ Tennyson Point,	Responds to poor access to and supply of open space in those areas



**ITEM 4 (continued)**

Project	Description	Issue addressed
	Ryde (Santa Rosa) and North Ryde-East Ryde-Chatswood West with poor access	
	New >1,500 m <sup>2</sup> open space excised from golf course while retaining 18-hole golf course. Location to be determined during design process	Responds to poor access to and supply of open space in West Ryde
	Develop masterplan for Eastwood Park to maximise its potential	Responds to poor access to and supply of open space in Eastwood
	Repurposing of Council assets e.g. carpark	
	Extend Rowe Street pedestrian mall	
	Reinforce recommendations from Eastwood structure plan	
	Improve access to Brush Farm Park	
	Improve connectivity to Terry's creek	
	Opportunistic acquisitions of land when residential properties come up for sale	Responds to poor access to and supply of open space in under-serviced areas
	Land acquisitions next to small parks to increase size to greater than 1,500 square metres	Responds to poor access to and supply of open space in under-serviced areas
Funding of acquisitions	Specify where development contributions should provide new facilities and or open space, or be provided as cash in lieu	To support funding of additional open space and facilities.
	In some cases, divestment of parks <1,500 m <sup>2</sup> could generate funds which could be used to expand other parks to >1,500 m <sup>2</sup> . This should only occur in suburbs with oversupply, and where there are committed plans to deliver open space improvements which would improve access to open space	
<b>Park/open space enhancement options</b>		
Park lighting	Lighting, visibility, programming to enable night time use of parks	To expand capacity of open space
Streetscape upgrades	To provide quasi open spaces	To expand open space network in areas where providing 1,500m <sup>2</sup> is challenging
<b>Leveraging supply via collaboration/partnerships</b>		
Community use of schools	Shared use of passive open space around schools	To expand open space network in areas where providing 1,500m <sup>2</sup> is

**ITEM 4 (continued)**

Project	Description	Issue addressed
Roof top open space	Investigate opportunities for publicly accessible roof top open spaces within new developments	challenging To expand open space network in areas where providing 1,500m <sup>2</sup> is challenging

*Open space network: accessibility improvement case study*

As detailed in Section 13.3 of the Technical Report, five (5) precincts within the City – West Ryde, Top Ryde, North Ryde, South Eastwood and West Eastwood – have poorer ‘walkable’ access to open space than other areas of the City.

The Strategy recommends a method for improving open space provision in these five priority areas. It comprises a focused approach with three components - issue identification, response framework and next steps.

The method is detailed in Section 13 of the Technical Report for all 5 priority locations. It is briefly illustrated below, for one of these areas (Top Ryde).

**Fig. 4: Top Ryde – open space access**

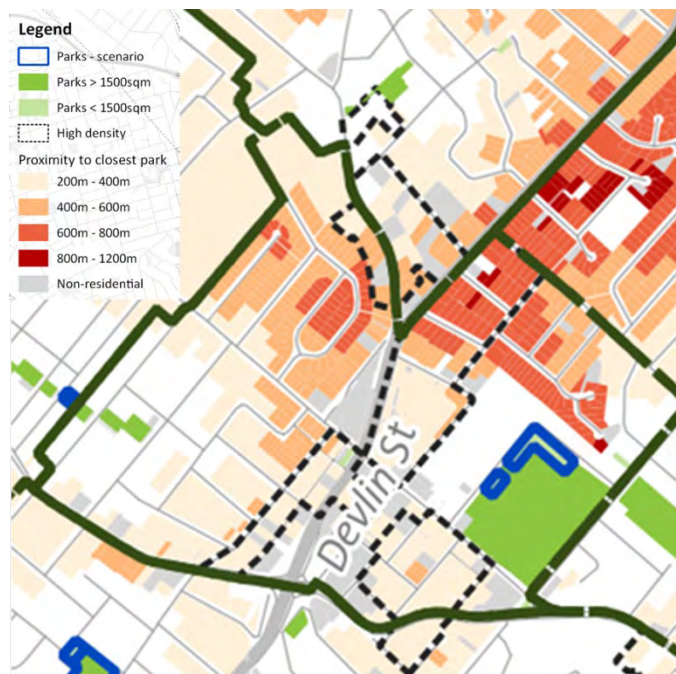


Fig. 4 shows those precincts (i.e. the red and dark pink shaded areas) that will still have poor access (i.e. > 400m) to open space after delivery of the planned projects.

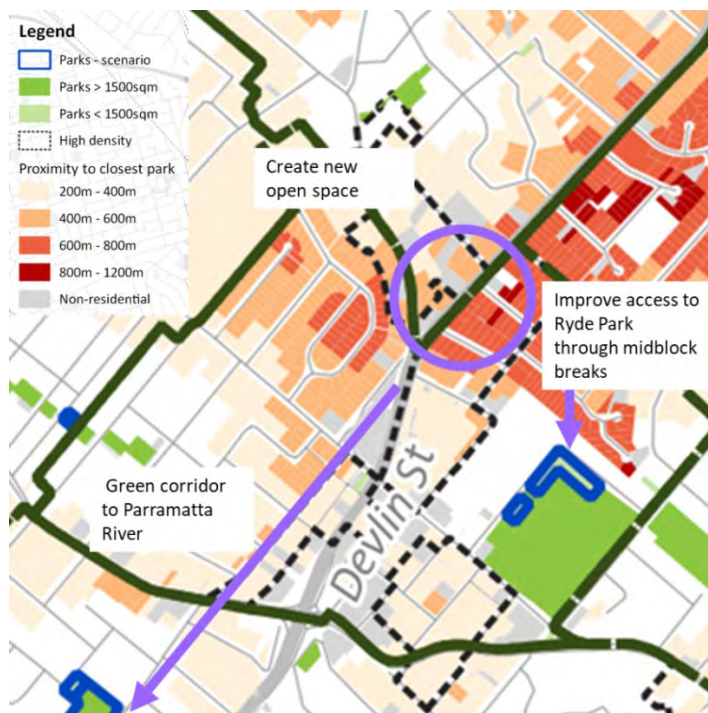
## ITEM 4 (continued)

Some of the proposed responses to these *accessibility* service gaps include:

- Creating a new green corridor connecting Top Ryde to Parramatta River,
- Creating new mid-block breaks and small connections to Ryde Park,
- Creation or expansion of parks through strategic acquisition of residential properties, conversion Council-owned land, and/or Special Infrastructure Contributions or Voluntary Planning Agreements, and
- Streetscape upgrades to provide quasi open spaces (e.g. street plantings, conversion of parking spots into permanent or pop up picnic spaces).

These potential initiatives are illustrated in Fig. 5, below.

**Fig. 5: Top Ryde – options for improving access**



## ITEM 4 (continued)

### *Sport & recreation facilities*

Potential future sport and recreation facility improvement projects comprise the following:

- New full size and junior sports fields
- New indoor courts
- New outdoor courts
- Sports field upgrades (synthetic surfaces and/or floodlighting)

The main purpose of these projects is to improve the *capacity* of the City's portfolio of sports facilities but where new facilities are proposed, accessibility will also be improved for some residential areas.

The location and brief descriptions of the projects, and the issues or service gaps that they are addressed to, are summarised in Table 12, below.

**Table 12: Sport & recreation facilities – potential future projects**

Facility type	Description	Source
Full size outdoor field/oval	<p><b>Gannan Park</b> 1 additional full size field/oval (and loss of 1 junior/mod field/oval)</p> <p><b>Waterloo Park</b> 1 additional full size field/oval</p> <p><b>Darvall Park:</b> 1 additional full size (and loss of 1 Junior/mod field/oval)</p> <p><b>Synthetic conversions:</b> Upgrade of 5 outdoor full size fields and ovals to synthetic to address gap in remaining gap in full size fields and ovals provision (Note: the number of synthetic field upgrades can be reduced if government land opportunities are realised)</p> <p><b>Government land opportunities:</b> Epping Boys High: 2 full size field/oval Land east of Christie Park: 1 full size field/oval CSIRO Marsfield – 2 full size field/oval</p> <p><b>Private land opportunities:</b> TG Millner Fields: 2 full size fields</p>	Identified during course of this project

**ITEM 4 (continued)**

Facility type	Description	Source
Indoor courts	ELS Hall Park (a further 1 court beyond Planned Projects) and Marsden High School site (a further 2 courts beyond Planned Projects) if Macquarie University 3 court expansion does not occur	Indoor Sports Facilities Review   Otium
Swimming/aquatic	RALC Masterplan delivery: 240m <sup>2</sup> program/learn to swim pool	Ryde Olympic Park Strategic Plan and Masterplan   Background Report

*Impact of planned and potential future projects*

As with the 'planned' projects, the 'future potential' projects will improve open space capacity and accessibility.

However, because most of the projects are only conceptual at this point in time, without detailed scoping or siting, it is not possible to be definitive about the impacts of many of the projects.

But, in broad terms, they will improve the quality and connectedness of the open space network and they will eliminate the forecast 2036 facility shortfalls for outdoor field/ovals and indoor courts and reduce the swimming pool shortfall, as illustrated in Table 13.

**Table 13: Impact of planned and future projects x facility type, 2036**

Facility type	Existing & planned	Potential future projects	Existing, planned & future potential projects	Required 2036	2036 shortfall (-) or surplus (+)
Full size outdoor field/oval	44	7	51	51	0
Junior/mod outdoor field/oval	26	-2	24	13	+11
Outdoor courts	113	0	113	97	+16
Indoor courts	15	3	18	18	0
Bowls and croquet	13	0	13	8	+5
Golf courses	2	0	2	3	-1
Swimming <sup>2</sup>	3,835m <sup>2</sup>	240m <sup>2</sup>	4,075m <sup>2</sup>	4,532m <sup>2</sup>	-457m <sup>2</sup>

As also illustrated in Table 13, the capacity of bowls and croquet facilities, golf courses and outdoor courts will remain unchanged as there are no additional enhancement projects planned for these facilities at this point of time.

<sup>2</sup> Comprises 3,835m<sup>2</sup> of swimming space

## ITEM 4 (continued)

The only remaining shortfalls, for the main indoor and outdoor sport and recreation facilities, after delivery of both the 'planned' and 'future potential' projects, are one golf course and around 460m<sup>2</sup> of swimming pool space.

With respect to golf, the study concluded that, while Council will not be able to provide a new golf course to meet the substantial additional demand by 2036, some of the demand would likely be met by facilities in other LGA's. Additionally, the likely shortfall of facilities makes it imperative that the existing 18-hole courses be protected to ensure their on-going viability.

With respect to swimming, the study concluded that, by 2036, the City will have a shortfall of 697m<sup>2</sup> of pool space, with some of this shortfall (i.e. 240m<sup>2</sup>) being addressed in the RALC Masterplan's proposal for a learn to swim/program pool.

The study also concluded that, given the complexities and cost of indoor aquatic centres, this service shortfall should be addressed via a dedicated Aquatic/Swimming Strategy and that this planning exercise should commence around 2025, before the shortfall begins to constrain programming.

### Project prioritization

A multi criteria assessment (MCA) framework was developed to prioritise the 'planned' and 'potential future' open space and recreation facility projects. Projects were assessed against their potential to deliver the desired outcomes, outlined above. The priority ratings are detailed in Sections 11 (for 'planned' projects) and 12.11 (for 'potential future' projects) of the attached Technical Report.

The highest scoring priorities are summarized in Table 14.

**Table 14: Project prioritisation – planned and future projects**

Project	Description	Project Status	Score
West Ryde new open space	7,227m <sup>2</sup>	Planned	3.0
County Road Corridor	Activation of 4.5km <sup>2</sup> of road reserve open space	Planned	2.8
North Ryde Hospital	10,000m <sup>2</sup>	Planned	2.8
Marsden High School site	4 indoor courts 28 outdoor courts transferred from Meadowbank Park	Planned	2.8
Macquarie Park – Catherine Hamlin Park	7,000m <sup>2</sup>	Planned	2.7
RALC	Double indoor courts from 2 to 4	Planned	2.7

**ITEM 4 (continued)**

Project	Description	Project Status	Score
Lachlan's Line	16,267m <sup>2</sup> including 1,930m <sup>2</sup> for passive recreation	Planned	2.5
ELS Hall Park	Double indoor courts from 2 to 4	Planned	2.5
Indoor courts - Marsden High and ELS Hall	ELS Hall Park (1) and Marsden HS site (2) (if Macquarie University 3 court expansion does not occur)	Potential Future	2.5
Ryde Park Expansion	8,030m <sup>2</sup>	Planned	2.4
Meadowbank Primary school site	11,970m <sup>2</sup>	Planned	2.4
Parramatta River foreshore in Melrose Park	4,466m <sup>2</sup>	Planned	2.3

**TG Millner Fields**

As discussed above (in the section on potential future projects), acquisition of or continued community access to TG Millner fields was identified as one of several options for addressing the remaining full-size field shortfall (of 7 fields) after delivery of all 'planned' projects.

This option requires consideration in the context of a previous Council resolutions on the TG Millner fields:

At its meeting on 25 Aug 2020, Council resolved:-

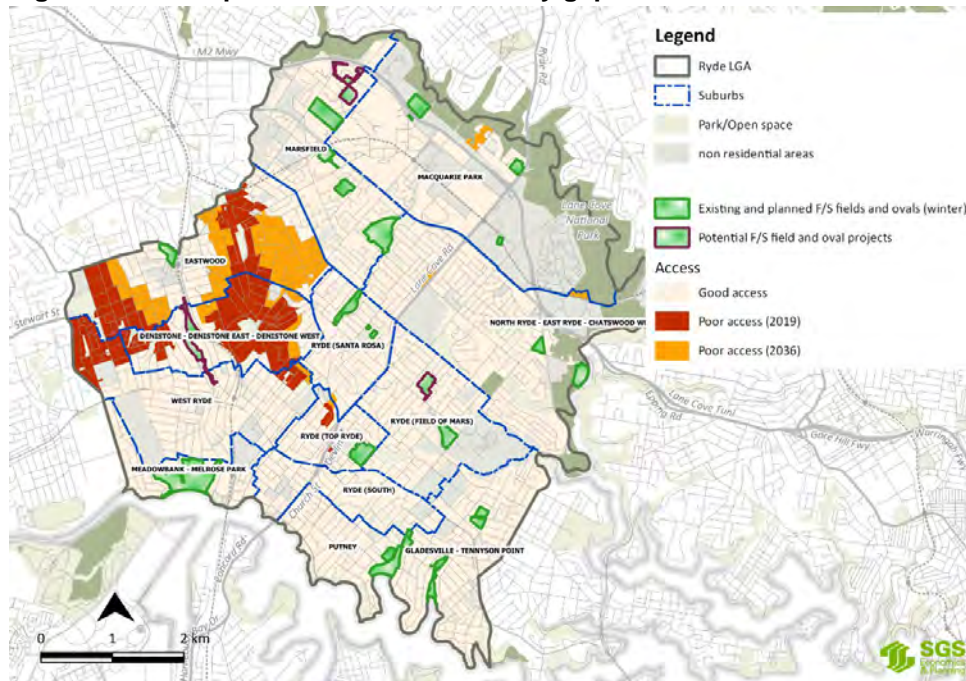
- (a) *That Council does not proceed with heritage listing T.G. Millner Field.*
- (b) *That a further report be provided to Council as soon as is practicable, including consideration of the strategic land use planning actions required to ensure the ongoing provision of open space and recreation opportunities to the community, and the role of land currently zoned for private recreation.*

Without pre-empting the outcomes of the report requested to address part (b) of Council's 25 August 2020 resolution, it is noted that the findings of the current study are relevant to the requirement to consider '*planning actions required to ensure the ongoing provision of open space and recreation opportunities to the community*'.

That is, and as detailed in Section 12 of the Technical Report, while implementation of the potential future projects will provide an overall balance in the forecast supply-demand of full size sports fields across the City to 2036, some accessibility gaps will remain to the west of the City, as illustrated in Fig. 6.

## ITEM 4 (continued)

**Fig. 6: Full size sports fields – accessibility gaps**



Accordingly, access to the TG Millner fields for community sport would directly address the sports fields accessibility gap in the west of the City and, in doing so, would provide *ongoing provision of open space and recreation opportunities to the community.*

Further consideration of this matter will need to be the subject of a detailed analysis and the preparation of a separate report to Council on the matter. This report would consider the potential benefits, costs and feasibility of proceeding with the project.

## Recommendations

The key report recommendations are based on the prioritization assessment and the service gaps before and remaining after delivery of the planned projects.

They include:

- **Implementation of the ‘planned’ project priorities**

- Open space

- West Ryde new open space
- Macquarie Park – Catherine Hamlin Park (land identified)
- County Road Corridor
- North Ryde Hospital
- Lachlan’s Line



**ITEM 4 (continued)**Recreation

- Full size fields and ovals
    - o Park optimisation to create new full size fields;
      - Gannan Park (masterplan, 1 additional field), Meadowbank Park (masterplan, 3 new fields), Pidding Park (future masterplan, 1 additional field)
    - o Install sportsfield lighting at all full size fields;
      - Bill Mitchell Park, Bremner Park, Dunbar Park, Gannan Park, Meadowbank Park (all fields), Morrison Bay Park (3 & 6), Peel Park, Pioneer Park, Santa Rosa Park, Smalls Road School (Upper), Tuckwell Park (completed).
    - o Synthetic Field Conversions;
      - Meadowbank Park – LH Waud, Smalls Rd Public school – Upper field, Christie Park - Field 3
  - Junior/modified fields and ovals;
    - o Park optimisation to create new junior/modified fields;
      - Gannan Park (masterplan, 1 additional field), Pidding Park (future masterplan, 3 additional fields)
    - o Install sportsfield lighting at junior/modified fields;
      - Bill Mitchell Park, Cleves Park, Darvall Park, Fontenoy Park, Gannan Park, Meadowbank Park, Morrison Bay Park, Pidding Park, Santa Rosa Park, Tyagarah Park, and Smalls Road public school. Note, not all of these projects are required by 2036.
    - o Synthetic Field Conversions;
      - Meadowbank Park (masterplan, 2 adjacent to LH Waud), Christie Park (masterplan, 4 futsal courts)
  - Indoor Sports Courts;
    - o Refer to June 2020 Works and Community Committee report.
- **Implementation of the other ‘planned’ projects**
    - As detailed in Sections 10 and 11 of the Technical Report
  - **Implementation of ‘potential future’ projects**
    - The Plan identifies a list of high level project options (detailed in Sections 12 and 13 of the Technical Report) with the potential to address remaining service gaps – with specific project combinations to be determined via exploration of collaborations with the NSW Government, project business case planning and site masterplanning
    - The recommended focus is on Macquarie Park (because of its particularly high growth scenario) and five other neighbourhoods (i.e. Top Ryde, West Ryde, North Ryde, Eastwood and West Eastwood) where significant service gaps will remain after implementation of the ‘planned’ projects.

## ITEM 4 (continued)

### Community and Stakeholder Engagement

It is recommended that the draft *Future Open Space Plan* be placed on public exhibition for 28 days with a further 14 days allowed for public submissions. The draft will also be distributed to relevant internal and external stakeholders for their input and comment.

Following the public exhibition a further report will be provided to Council outlining the results of the consultation and seek adoption of the Future Facility Direction.

### Financial Implications

The financial implications of the recommended Strategy are summarized in the following table – for both ‘planned’ projects and ‘potential future’ projects.

Project/initiative	Details	Funding method
New parks/open space	LEP or LSPS identified 20 new parks or park expansions, 3 of which have been completed, totalling 28.06Ha	Ensure dedication as part of the development process
Full Size fields	5 new turf fields; 3x Meadowbank Park masterplan, Gannan Park (additional full size field to the adopted masterplan), Pidding Park (additional full size field).	Meadowbank Park (3) and Gannan Park (1) – Identified in Section 7.11 Plan Pidding Park (1) unfunded (\$1.5m)
	1 new synthetic field at Christie Park	Christie Park – Identified in Section 7.11 Plan
	Floodlighting x 12 fields Synthetics x 2 fields	LH Waud & Smalls Rd – Identified in Section 7.11 Plan
Junior fields	7 new fields	Part funded.
	Floodlighting x 14 fields	Not required at this time due to an oversupply of junior fields both now and in 2036
Indoor courts	9 new courts (Council x 4; State Govt. x 5)	ELS Hall Park (2) and RALC (2) – Masterplan QS estimates
New parks/	Strategic acquisitions and improvements to	<ul style="list-style-type: none"> <li>• Advocacy - State Govt. land</li> <li>• LEP precinct reviews</li> </ul>

**ITEM 4 (continued)**

Project/initiative	Details	Funding method
open space	open space linkages in under-serviced areas	<ul style="list-style-type: none"> <li>• Planning proposals</li> <li>• Opportunistic acquisitions</li> </ul>
Full Size fields	3 new fields	Gannan Park - Identified in Section 7.11 Plan Darvall and Waterloo Park reconfigs. x \$1.5M each
	Synthetics x 5 fields (or 3 new fields from access to/acquisition of State Government or private land (e.g. CSIRO land)	Strategy to identify potential options, sites and feasibilities
Aquatics	RALC program pool (240m <sup>2</sup> )	Identified in draft RALC Masterplan
	Aquatic strategy	Undertake completion of strategy in mid-2020's
Indoor courts	3 new courts (3 x Macquarie University OR in event that the University does not proceed, Council x 1; State Govt. x 2)	Monitoring brief on Macquarie University strategy

**Conclusion**

The adoption of the recommendations for this report will ensure that Council has a firm direction for the future provision of open space and associated recreation facilities that respond effectively to the demonstrated need for open space for a rapidly growing population.

Council officers have worked closely with the consultant team throughout the project to ensure consistency with Council's broader open space and recreation planning directions and endorse the recommended pathway forward.

**Appendix 1 – Identifying facility provision ratios**

Facility provision ratios have been determined according to the following formula:

$PRX = P/(WD/WC)$ , where:

PRX is the provision ratio for facility X; P is the City population; WD is the population's weekly demand for facility X in playable hours (as per the example for basketball in Fig 1); and WC is the weekly capacity of facility X in playable hours.

**ITEM 4 (continued)**

For example the provision ratio for *full-size outdoor fields/ovals (winter)* in 2019 is:

$PR/FSF = 127,870 / (1,145 / 30)$ , where:

PR/FSF is the provision ratio for *full-size outdoor fields/ovals (winter)*; 127,870 is the City of Ryde population in 2019; 1,145 is the 2019 population's weekly winter season demand for full size fields/ovals (from Table ?); and 30 is the weekly capacity of full size fields/ovals in playable hours (also from Table ?).

Therefore,  $PR/FSF = 1$  field/oval per 3,400 population

## 5 SMALL GRANTS, ALLOCATION OF FUNDING ROUND 2, 2020

**Report prepared by:** Team Leader - Community Services  
**File No.:** GRP/20/237 - BP20/1116

### REPORT SUMMARY

City of Ryde's Community Grants Program is a strategic tool aimed at building community capacity and supporting innovation in line with the Community Strategic Plan 2028.

The Small Grants are part of Council's Community Grants Program and are designed to respond to the changing circumstances and emerging needs between the larger grant rounds. Round 2 of the 2020 Small Grants opened on 1 September 2020 and closed on 2 October 2020.

A total of 9 applications were received, totaling \$17,850 in funding requests. \$15,000 has been allocated for this round of small grants.

### RECOMMENDATION:

- (a) That Council endorse funding to the following organisations in Round 2 of the 2020 Small Grants:

Ref	Organisation	Project Title	Funding Requested	Funding Granted	Project Description	Other Comments
SM02	Ample Abilities Inc.	Dine Out Fun- A project to assist people with a disability to order a meal	\$2,000	\$2,000	An educational project to build the independence of people with a disability.	
SM03	Ryde Salvation Army	Ryde Salvos Xmas- 2020	\$2,000	\$2,000	Hampers and toys for disadvantaged members of the community.	
SM06	Cerebral Palsy Alliance	Assessment resources for children with a disability	\$2,000	\$2,000	Clinical assessment tool for children with a disability to appropriately assess language and link them with suitable therapeutic options.	

**ITEM 5 (continued)**

SM07	Side by Side Advocacy	Enhancing connections for people with an intellectual disability	\$2,000	\$2,000	Training of citizen advocates (volunteers) to support and advocate for people with a disability.	
SM09	Catholic Healthcare	Enjoying Autumn Entrances	\$1,850	\$1,300	Social day trip for 30-40 seniors from a Korean speaking background	Funding for staffing costs and total cost of refreshments is not eligible under the Grant Program.
SM11	Voices of Women Inc.	Voices of South Asian Women in Ryde	\$2,000	\$2,000	A story-telling project/ workshop to empower and connect women from South Asian communities	
<b>Total</b>			<b>\$11,850</b>	<b>\$11,300</b>		

- (b) That funding is available from within the Community Grants Program budget to fund the recommended applications totalling \$11,300.
- (c) That Council does not endorse the following applications:

Ref	Organisation	Project Title	Funding Requested	Funding Granted	Project Description	Other Comments
Sm01	Riding for the Disabled- The Ryde Centre (Riding for the Disabled- NSW)	Vet care and feed for horses	\$2,000	\$0	Application for vet care and feed costs for horses.	Operational costs not eligible under the Grants Program.
Sm08	Australian Indian Sports Educational and Cultural Society Inc. (AISECS)	Community Cricket Match	\$2,000	\$0	Cricket match hosted by AISECS that aims to provide an opportunity for networking between attendees and local dignitaries	Not eligible as no information provided on how the project is inclusive to all community members, as cricket match is by invitation.
SM13	Falun Dafa Association of Australia	Free Falun Dafa Meditation class	\$2,000	\$0	Provides two free Falun Dafa meditation classes to improve participants physical and mental health.	Prohibitive advertising and promotional costs for an existing program.
<b>Total</b>			<b>\$6,000</b>	<b>\$0</b>		

**ITEM 5 (continued)**

**ATTACHMENTS**

There are no attachments for this report.

Report Prepared By:

**Tania Gamble**  
**Team Leader - Community Services**

Report Approved By:

**Sue Verhoek**  
**Senior Coordinator - Social Development & Capacity Building**

**Lindsay Godfrey**  
**Manager - Community and Ranger Services**

**Angela Jones-Blayney**  
**Director - Customer and Community Services**

**ITEM 5 (continued)****Discussion**

The Small Grants were advertised via social media, Council's website and through Council's existing mailing lists. Applications were submitted via SmartyGrants, an online grant management system. Assistance was available for groups that were unable to access the internet or that required language support assistance.

All applications were assessed in line with the City of Ryde Community Grants Policy 2018 and the Community Grant Guidelines 2020. Each grant application was reviewed by a minimum of two Council officers.

**Financial Implications**

A total of nine applications were received totaling \$17,850 in funding requests. A total pool of \$15,000 funding was allocated to this grant round. Six applications were recommended for funding totaling \$11,300.

It is recommended the variance of \$3,700 remain in the Community Grants budget to support the next 2020/21 grant round.



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**6 SMOKE FREE TRIAL - ROWE STREET EAST**

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**Report prepared by:** Senior Coordinator - City Activation  
**File No.:** URB/08/1/39 - BP20/971

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**REPORT SUMMARY**

Council resolved at its meeting of 24 November 2019 to undertake a further smoke free trial in Rowe St East, Eastwood. The six-month trial was undertaken from 1 March 2020 to 31 August 2020. The Have Your Say remained open for a further week, closing on 6 September 2020.

To increase awareness of the trial, Council undertook a number of actions, including:

- 8x No Smoking signs were displayed within the trial area;
- 8x Information signs were displayed (translated in Korean and Chinese) to explain the trial;
- 8 Decals were featured on the footpath to alert pedestrians they were entering or leaving the Smoke Free Zone;
- Existing butt bins were removed from trial area to support its 'smoke free' status;
- Existing rubbish bins within the trial area had their butt out facilities sealed;
- Council Rangers distributed 'business information cards' raising awareness of the trial and directing smokers to either move out of the smoke free zone or to 'butt out' as required;
- 'Have Your Say' page was established on Council's web site to enable the community to provide feedback and to learn more about the smoke free initiative.

Council promoted the trial through the Mayoral Column and on the website through the 'Have Your Say' page. Council Rangers monitored the trial zone as part of their day to day activities.

During the trial period, Council received 22 formal responses; majority supporting Rowe Street East being designated a smoke free zone. The low number of submissions and the minimal (2) objections received indicated the trial has broad community support.

Given the support for the initiative, and the positive health benefits, it is recommended that the Smoke Free Zone be implemented. There was support from the local Korean Community of Commerce (Chamber) to extend the zone further up the street so more businesses could benefit from this initiative. The Chamber also proposed the zone on the western end (near the Eastwood Hotel) be extended to the pedestrian crossing, to deter smokers congregating around the pedestrian crossing.

**ITEM 6 (continued)**

Should Council endorse the recommendation to make Rowe Street East a Smoke Free Zone (24/7), the following actions would be undertaken to progress this resolution:

- 'Trial' stickers will be removed and the 'No Smoking' Regulatory signs be maintained on an ongoing basis.
- Permanent No Smoking Signs would be installed.
- The local Chambers, local businesses, and the individuals who made submissions during the trial would be advised of Council's decision.

**RECOMMENDATION:**

- (a) That Council endorse a Smoke Free Zone within Rowe Street East, from the boundary at Blaxland Road (eastern end) + to the pedestrian crossing at the Eastwood Hotel (western end).
- (b) That the local Chambers, local businesses, and the individuals who made submissions during the trial be advised of Council's decision.
- (c) That the Smoke Free Zone is promoted through Council's regular media channels.

**ATTACHMENTS**

- 1 Rowe Street East Smoke Free Zone Trial Report - September 2020

Report Prepared By:

**John Brown**  
**Senior Coordinator - City Activation**

Report Approved By:

**Dyalan Govender**  
**Manager - Urban Strategy**

**Liz Coad**  
**Director - City Planning and Environment**

**ITEM 6 (continued)****Discussion****Background**

Council resolved at its meeting of 24 November 2019 to undertake a further smoke free trial in Rowe St East, Eastwood as noted below:-

- (a) *That a six-month smoke free zone trial be undertaken in Rowe Street East, Eastwood, between the corner of Rowe Street East / East Parade and the Council carpark on Rowe Street East.*
- (b) *That the six-month trial commences as soon as practicable.*
- (c) *That signage and information regarding the trial be produced in English, Korean and Chinese.*
- (d) *That following the completion of the trial, a report be prepared for the Works and Community Committee regarding the results of the trial.*
- (e) *That as a separate report, staff give consideration to other locations which would be appropriate to extend the smoke free initiative.*
- (f) *That \$15,000 be allocated from General Revenue to cover the cost of signage, education materials, newspaper advertising and other communication collateral.*

The six-month trial was undertaken from 1 March 2020 to 31 August 2020, with the 'Have Your Say' remaining open for a further week, closing on 6 September 2020.

To increase awareness of the trial, Council undertook a number of actions, including:-

- 8x No Smoking signs were displayed within the trial area;
- 8x Information signs were displayed (translated in Korean and Chinese);
- 8 Decals were featured on the footpath to alert pedestrians they were entering or leaving the Smoke Free Zone;
- Existing butt bins were removed from the trial area;
- Existing rubbish bins within the trail area had their butt out facilities sealed;
- Council Rangers distributed 'business information cards' raising awareness of the trial and directing smokers to either move out of the smoke free zone or to 'butt out' as required; and
- 'Have Your Say' page was established on Council's web site to enable the community to provide feedback and to learn more about the smoke free initiative.

**ITEM 6 (continued)**

**Information Signs to Promote the Smoke Free Zone Trial**



Council has endorsed a 6 month trial for part of Rowe Street East to be a smoke free zone. The 6 month trial will commence 1 March 2020.

For more information or to provide your comments on the trial, visit our website [www.ryde.nsw.gov.au/SmokeFreeRoweSt](http://www.ryde.nsw.gov.au/SmokeFreeRoweSt)

Thank you for not smoking in Rowe Street East.

Have your **SAY**



## ITEM 6 (continued)

### Business Cards Distributed by Rangers



Council has endorsed a 6 month trial for part of Rowe Street East to be a smoke free zone. A 6 month trial will commence 1 March 2020.



For more information or to provide your comments on the trial visit our website [www.ryde.nsw.gov.au/SmokeFreeRoweSt](http://www.ryde.nsw.gov.au/SmokeFreeRoweSt)

Thank you for not smoking in Rowe Street East.

### No Smoking Signs



### Footpath Decals



Council Rangers monitored the trial zone as part of their day to day activities; initially two patrols per week, however once COVID distancing was applied, patrols were undertaken weekly. Smokers were referred to the public notice signs and asked to either 'butt out' or move out of the Smoke Free Zone. During the trial no official warnings or fines were issued as it is important to give the community time to understand and comply with the No Smoking Zone; smokers were generally compliant with the Rangers' requests.

**ITEM 6 (continued)****Consultation**

The trial generated media interest with the local newspaper running a story to promote the trial. Council also promoted the trial through the Mayoral Column and on the website through 'Have Your Say'. Signs in the Street invited feedback through Council's website. Council received 22 formal responses; majority supporting a smoke free zone within Rowe Street East; two (2) objected to the proposal to designate a smoke free zone within Rowe Street East Town Centre.

The Community Consultation Report which summarises community feedback is noted at 'Attachment 1' for your consideration: 'Rowe Street East Smoke Free Zone Trial' (D20/155377).

The local Korean Community of Commerce Chamber provided a letter of support to a smoke free zone being introduced in Rowe Street East, Eastwood. The Chamber suggested the zone could be extended further up the street so more businesses could benefit from this initiative. The Chamber also suggested the zone on the western end (near the Eastwood Hotel) be extended to the pedestrian crossing, to deter smokers congregating around the pedestrian crossing.

The low number of submissions during the trial and the receipt of just two objections indicate the trial has been broadly supported by the community with minimal negative impact or sentiment.

**Smoke Free Zone Boundary Options**

Given the comments above, and particularly those provided by the Korean Community of Commerce (Chamber), it is proposed that the zone be extended in accordance with the Chamber's request.

**ITEM 6 (continued)**



**Option 1 (Extension)** Eastwood Hotel to Blaxland Rd.

This option extends the smoke free zone further along Rowe Street East to the boundary of the residential quarter and the Business Precinct (eastern end) + extends the smoke free zone to the pedestrian crossing (western end).

**Option 2 (As trialled)** Eastwood Hotel to the Council Car Park

This option provides a designated smoking space in a section of the street, as per the trial.

**Financial Implications**

The signs, business cards and decals cost approximately \$1500, including installation. Should Council continue the operation of the smoke free zone the 'Trial' stickers will be removed and permanent 'No Smoking' signs will be installed at a cost of approximately \$1000.

Patrolling of Rowe Street East will form part of the on-going work undertaken by Council's Regulatory Unit.

Adoption of the recommendation will have no financial impact.

ITEM 6 (continued)

ATTACHMENT 1



Following the successful smoke free trials at Eastwood and West Ryde Plaza, Council resolved to undertake a 6 month smoke free trial in part of Rowe Street East, Eastwood. The smoke free trial commenced on 1 March 2020.

The Have Your Say period occurred during the trial from 1 March to 6 September 2020 where the community could provide feedback via an online submission form on the Have Your Say webpages. The website and form was available in English, Chinese Simplified and Korean. The consultation was promoted through City of Ryde’s Have Your Say website, signage in the street, Facebook, local newspapers and information cards distributed by Council Rangers. Signage and information cards were also translated in Chinese Simplified and Korean with QR codes that linked to the relevant translated webpage.



**21**  
**ONLINE**  
**SUBMISSIONS**



**1**  
**EMAIL**  
**SUBMISSION**

**FEEDBACK THEMES**

(n=22)

The majority of respondents expressed support for the Rowe Street No Smoking Zone Trial and for the no smoking zone to be extended, to improve the air quality and reduce the impact on other users of the area.

**Extend the smoke free zone**, such as to Eastwood Cleaning Supplies/Plumbing Supplies, the pedestrian crossing and both sides of the street (n=7)



**Supportive Sentiment**  
(n=18)



To improve the **air quality and environment** in the area (n=4)

Less **impact on other users** of the area and their health (n=4)

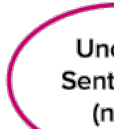


Some people are not obeying **signage/need to monitor** (n=3)

Those who did not support the trial noted that it may **deter people** from the area and that Council should not take away **people’s rights**.



**Unsupportive Sentiment**  
(n=2)



**Unclear Sentiment**  
(n=2)

The comments noted either an association to the area or their interest in applying



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**7 TRAFFIC AND PARKING MATTERS APPROVED BY THE RYDE TRAFFIC COMMITTEE MEETING - SEPTEMBER MEETING**

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**Report prepared by:** Senior Coordinator - Transport Services  
**File No.:** GRP/09/3 - BP20/1108

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**REPORT SUMMARY**

Due to the current pandemic, Council ceased all face to face Traffic Committee meetings. As a result of the cessation of face to face meetings, Council now sends all traffic committee members the latest Council initiated traffic and parking related proposals for their approval and commentary. Members of the committee are listed below.

City of Ryde (Chair) ..... Senior Coordinator Transport Services (for Mgr. Transport)  
Transport for New South Wales (TfNSW) ..... North West Precinct  
NSW Police Force ..... Ryde Local Area Command  
Member for Ryde (12 items) ..... The Hon. V Dominello MP  
Member for Lane Cove (1 item) ..... The Hon. A Roberts MP

The September traffic committee agenda consisted of thirteen (13) proposals of traffic and parking matters. All traffic committee members approved the proposals and no objecting comments or disclosures of interest were received. Sydney Buses (Western Region) were also advised of the proposals and did not raise objection.

The proposed traffic and parking matters now require the approval of Council. For ease of review, details of the proposals identified in the recommendations below are provided as **ATTACHMENT 1**.

**RECOMMENDATION:**

That Council endorses the following Ryde Traffic Committee recommendations:

**(A) 2 RHODES STREET, MEADOWBANK – TEMPORARY ALTERATIONS TO PARKING RESTRICTIONS**

The following changes be made to on-street parking controls in Rhodes Street, Meadowbank:

- a) The temporary 'No Stopping' parking restrictions within Hermitage Road, Rhodes Street and Mellor Street reflected in the attached signage plan be endorsed, with all costs associated with the implementation of the above works borne by the builder.

**ITEM 7 (continued)**

- b) The builder is also required to ensure the measures outlined within the approved signage plan are to be implemented, prior to the commencement of any construction activity associated with the main works.

**(B) 39 DEVLIN STREET, RYDE - PARKING RESTRICTIONS**

The following changes be made to on-street parking controls in Devlin Street, Ryde:

- a) Three on-street 1P - 8:30AM-3PM MON-FRI & 8:30AM-2:30PM SAT parking spaces be converted to No Stopping outside 39 Devlin Street, Ryde.

**(C) PENNANT AVENUE, DENISTONE - PARKING RESTRICTIONS**

The following changes be made to the parking controls in Pennant Avenue, Denistone:

- a) 15 metres No Stopping zone be installed along the southern side, outside 42 Pennant Avenue, Denistone; and
- b) 5 metres No Stopping zone be installed along the face of the median island.

**(D) PELLISIER ROAD, PUTNEY - INTERSECTION TREATMENT**

The following changes be made to the parking controls in Pellisier Road, Putney:

- a) Statutory 10 metre No Stopping be installed at the intersections of Putney Parade and McGowan Street at Pellisier Road;
- b) Give Way signs and associated delineation be installed in Putney Parade and McGowan Street at Pellisier Road;
- c) 5 metre double barrier lines be installed in Putney Parade and McGowan Street at Pellisier Road;

**(E) POPE STREET, RYDE, 'P DISABILITY ONLY' ZONE**

The following changes be made to the parking controls in Pope Street, Ryde:

- a) A single 'TAXI ONLY' rank be converted to a 'P-DISABILITY ONLY' zone outside Top Ryde Centre in Pope Street, Ryde

**(F) TALAVERA ROAD, MACQUARIE PARK - INSTALLATION OF MEDIAN**

The following changes be made to the road infrastructure in Talavera Road, Macquarie Park:

- a) That 26.2m section of central median be installed on Talavera Road across the driveway access of 112 Talavera Road in accordance with the attached drawing 16-428-SKC024

**ITEM 7 (continued)**

- b) That the design and construction of the median be undertaken by and at full cost to the developer.

**(G) FONTENOY ROAD, MACQUARIE PARK - DO NOT QUEUE ACROSS INTERSECTION**

The following changes be made in Fontenoy Road, Macquarie Park:

- a) “Do Not Queue Across Intersection” signage be installed at the access and egress driveways serving the Tuckwell Park car park, Macquarie Park.

**(H) KENT ROAD, RYDE - PARKING RESTRICTIONS**

The following changes be made to the parking restrictions in Kent Road, Macquarie Park:

- a) *Motorcycle Parking Only* zones be installed along the frontages of:
- 93 Kent Road (1 Motorcycle space)
  - 96 Kent Road (1 Motorcycle space)
  - 104 Kent Road (3 Motorcycle spaces)

**(I) VARIOUS STREETS, CITY OF RYDE - FIXED CAR SHARE**

The following changes be made to the parking restrictions in various streets of City of Ryde:

1. The following locations be authorised for single use fixed car share parking:
  - Location 1 - 14 Constitution Road Ryde
  - Location 2 - 45 Meadowbank Crescent, West Ryde
  - Location 4 - 1-3 Lee Avenue, Ryde
  - Location 6 - 20 Herbert St West Ryde
  - Location 12 - Opp 1-3 Bank Street, Meadowbank
  - Location 14 - Meadow Crescent E side outside 21-22 Bank St, Meadowbank
  - Location 15 - 90 Belmore Street (E side), Ryde
  - Location 16 - 9 Rothesay Avenue, Ryde
  - Location 17 – Constitution Road cnr Belmore St, Ryde
  - Location 18 - 12 Isabel St, Ryde
  - Location 19 - Hamilton Crescent W, cnr Constitution Rd, Ryde
  - Location 21 - Opp 31 Wattle Street, West Ryde

**ITEM 7 (continued)**

- Location 22 - 30-32 Forster Street, West Ryde
  - Location 23 - 4 Bay Drive, Meadowbank.
2. All approved fixed car share locations be delineated in accordance with Council's *Fixed Space Car Share Guidelines (Jan 2020)*, with the required payment of the applicable setup and annual fees and charges by the car share operators to Council, upon which Council will also issue a Car Share Vehicle Parking Authority to each of the approved locations.

**(J) NELSON STREET, GLADESVILLE - RESIDENT PARKING SCHEME**

The following change be made to the parking restrictions in Nelson Street, Gladesville (a) and communication to occur as per (b) below:

- a) The western side of Nelson Street that is currently signed posted as 2P 7am-5pm Mon – Fri be incorporated into the Zone 9 resident parking scheme and will operate as 2P 8am – 6pm Mon-Fri Authorised Permit Holders Excepted.
- b) All residents of Nelson Street be advised of Council's decision.

**(K) WEST PARADE / CHATHAM ROAD / CLANALPINE STREET INTERSECTION UPGRADE**

The following approval be provided with respect to the road infrastructure at the intersection of West Parade/ Chatham Road/ Clanalpine Street, West Ryde and communication occur as per (b) below:

- a) Approval in principle be given for a roundabout to be installed at the intersection of West Parade/Chatham Road/Clanalpine Street.
- b) Residents be consulted during the detailed design phase of the project.

**(L) CHATHAM ROAD / BUENA VISTA AVENUE - INTERSECTION UPGRADE**

The following approval be provided with respect to the road infrastructure at the intersection of Chatham Road/ Buena Vista Avenue and communication occur as per (b) below:

- a) Approval in principle be given for a roundabout to be installed at the intersection of Chatham Road/Buena Vista Avenue/Burmah Road.
- b) Residents be consulted during the detailed design phase of the project.

**ITEM 7 (continued)****(M) STONE STREET AND ANGUS STREET, MEADOWBANK - PARKING RESTRICTIONS**

The following changes be made to the parking restrictions in Stone Street and Angus Street, Meadowbank:

- a) Installation of “*1/4P 8am-9.30am & 2.30pm-4pm School Days*” on the south-west side of Stone Street, between See Street and Bowden Street;
- b) Relocation of the existing 2P Resident Parking Scheme (RPS) on the south-west side of Stone Street between See Street and Bowden Street to the north-east side of Stone Street;
- c) Installation of “*1/4P 7am-9.30am & 2.30pm-6pm School Days*” in the 90-degree indented angle parking area of Angus Street as an interim.
- d) Installation of a footpath and associated kerb improvements along the Angus Street school frontage. Following the installation of a footpath, the 90-degree parking area be converted to a “Kiss & Ride” zone and parallel parking with the installation of “*No Parking 8am-9.30am & 2.30pm-4pm School Days*”.

**ATTACHMENTS****1 Ryde Traffic Committee Report**

Report Prepared By:

**John Begley**  
**Senior Coordinator - Transport Services**

Report Approved By:

**Michael Dixon**  
**Transport Manager**

**Wayne Rylands**  
**Director - City Works**

**ITEM 7 (continued)****ATTACHMENT 1**

Ryde Traffic Committee

<b>ITEM (A)</b>	<b>2 RHODES STREET, MEADOWBANK</b>
<b>SUBJECT:</b>	<b>TEMPORARY ALTERATIONS TO PARKING RESTRICTIONS</b>
ELECTORATE:	RYDE
WARD:	CENTRAL
POLICE LAC:	RYDE
ROAD CLASS:	NON-CLASSIFIED
REFERENCE:	<b>SSD-9343</b>
OFFICER:	A ZHU

**INTRODUCTION**

Consent was issued by the State Government on 21 May 2020 for the Meadowbank Education and Employment Schools Project (SSD-9343), within land located at 2 Rhodes Street Meadowbank. The approved development is to provide new learning and administration facilities, a 60 space car park for staff and outdoor recreation, play and sporting areas, which is intended to accommodate a maximum future population of 1,000 primary school students and 1,620 high school students.

GTA Consultants on behalf of the engaged builder (Robert Pizzarotti) has prepared a Construction Traffic and Pedestrian Management Plan (CTPMP) for the *main works* to address Condition B13 of SSD-9343. The duration of the construction activity corresponding to the *main works* is understood to be approximately 20 months.

The CTPMP indicates that the largest vehicles to be used during the construction process are 18.1m long truck and dog combination vehicles and 19m long semi-trailers. The local roads forming the construction vehicle transit route comprise Hermitage Road, Rhodes Street and Mellor Street.

A swept path analysis has been undertaken by GTA Consultants with respect an 18.1m long truck and dog combination vehicle and a 19m long semi-trailer within the local road network forming the transit route. This assessment indicates that such vehicles encroach over the centreline where the road curves at Hermitage Road/Rhodes Street and Rhodes Street/Mellor Street, which represents a safety risk due to the restricted sight line to opposing traffic at these locations.

The builder has therefore proposed the temporary deletion of a number of existing on-street parking spaces in the vicinity of Hermitage Road/Rhodes Street and Rhodes Street/Mellor Street in conjunction with the use of traffic controllers to assist with mitigating the risk to other road users associated with the largest construction vehicles travelling to/from the site. The extent of the proposed temporary 'No Stopping' restrictions is illustrated within signage plan prepared by GTA Consultants, which is presented at the end of this report.

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Agenda of the Ryde Traffic Committee

ITEM 7 (continued)

ATTACHMENT 1



Ryde Traffic Committee

**PROPOSAL**

The following locations are proposed to be temporarily converted to 'No Stopping' zones to assist with minimising the impact to other road users and parked vehicles associated with the manoeuvring of an 18.1m long truck and dog combination vehicle and a 19m long semi-trailer within Hermitage Road, Rhodes Street and Mellor Street:

- One (1) unrestricted parking space along the northern side of Rhodes Street to the immediate west of Mellor St;
- Two (2) unrestricted parking spaces and a loading zone along the southern side of Rhodes Street to the immediate west of Tafe campus driveway;
- One (1) unrestricted parking space along the western side of Mellor Street to the immediate north of Rhodes St;
- Two (2) unrestricted parking spaces along the southern side of Rhodes Street to the immediate east of Hermitage Road; and
- Three (3) unrestricted parking spaces along the eastern side of Hermitage Road to the immediate north of Rhodes Street.

Figure A1 depicts the proposed temporary 'No Stopping' locations below, whilst a signage plan prepared by GTA consultants demonstrating how these temporary measures are to be facilitated is provided at the end of this report:



Figure 1: Proposed Temporary No Stopping Zones

**ITEM 7 (continued)**

**ATTACHMENT 1**



Ryde Traffic Committee

**DISCUSSION**

The proposed temporary 'No Stopping' restrictions are considered to be necessary to address the following safety concerns identified by Council throughout the duration of the construction works following review of the swept paths provided in the CTPMP (Main works) and recent site inspections:

- Restricted sight distance where the road curves at Hermitage Road/Rhodes Street and Rhodes Street/Mellor Street to enable a 18.1m long truck and dog combination vehicle or a 19m long semi-trailer to pass an opposing vehicle at these locations;
- The width of the carriageway at Hermitage Road/Rhodes Street and Rhodes Street/Mellor Street does not enable a 19m long semi-trailer to pass an opposing vehicle at these locations; and
- Minimise the risk of accidents with vehicles parked in the vicinity of Hermitage Road/Rhodes Street and Rhodes Street/Mellor Street.

The proposed temporary 'No Stopping' measures will result in a loss of nine (9) unrestricted public parking spaces and one (1) loading zone space within Hermitage Road, Rhodes Street and Mellor Street. Based on surveys of existing (pre-covid) parking conditions within these roads reflected in the traffic study prepared by GTA Consultants associated with the school development approved by the State Government, the following is noted:

- Rhodes Street, Hermitage Road and Mellor Street combine to provide a total of 135 parking spaces comprising 127 unrestricted parking spaces, five (5) 2P parking spaces (within Mellor Street to the north of Mulvihill Street) and three (3) spaces signposted as 'No Stopping 3:30pm to 6:30pm, Monday to Friday' (along the western side of Hermitage Road approximately 40m to the south of Victoria Road);
- The peak parking demand generally occurs between 9:00am – 2:00pm; and
- The maximum combined on-street parking demand within Rhodes Street, Hermitage Road and Mellor Street is surveyed to be 128 spaces or 95%. In this regard, up to eight (8) public parking space vacancies were identified within these local roads during peak parking periods.

It is noted that the proposed temporary parking restrictions are to be lifted (with any loss in on-street parking to be reinstated) following the completion of the construction works.

All residents who will be impacted by the above proposal have been notified by letter drop and a 'Have Your Say' page was provided on Council's website for feedback from the general community. No responses have been received on the proposal.



**ITEM 7 (continued)**

**ATTACHMENT 1**



Ryde Traffic Committee

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**RECOMMENDATION**

The Ryde Traffic Committee recommends that:

- a) The temporary 'No Stopping' parking restrictions within Hermitage Road, Rhodes Street and Mellor Street reflected in the attached signage plan be endorsed, with all costs associated with the implementation of the above works borne by the builder.
- b) The builder is also required to ensure the measures outlined within the approved signage plan are to be implemented, prior to the commencement of any construction activity associated with the main works.

**ITEM 7 (continued)**

**ATTACHMENT 1**

**ITEM (B):** 39 DEVLIN STREET, RYDE  
**SUBJECT:** PARKING RESTRICTIONS

**ELECTORATE:** RYDE  
**WARD:** CENTRAL  
**ROAD CLASS:** NON-CLASSIFIED  
**REFERENCE:** T2020-00373

Traffic Committee Members are required to advise whether they have any pecuniary interest with regard to the item discussed below.

**DISCUSSION:**

Council has received a request from the Station Commander of the Ryde Fire Station to investigate improving the accessibility of the emergency fire appliances to the buildings fire boosters located on the corner of south-eastern elevation of The Stellar Apartments (39 Devlin Street, Ryde).

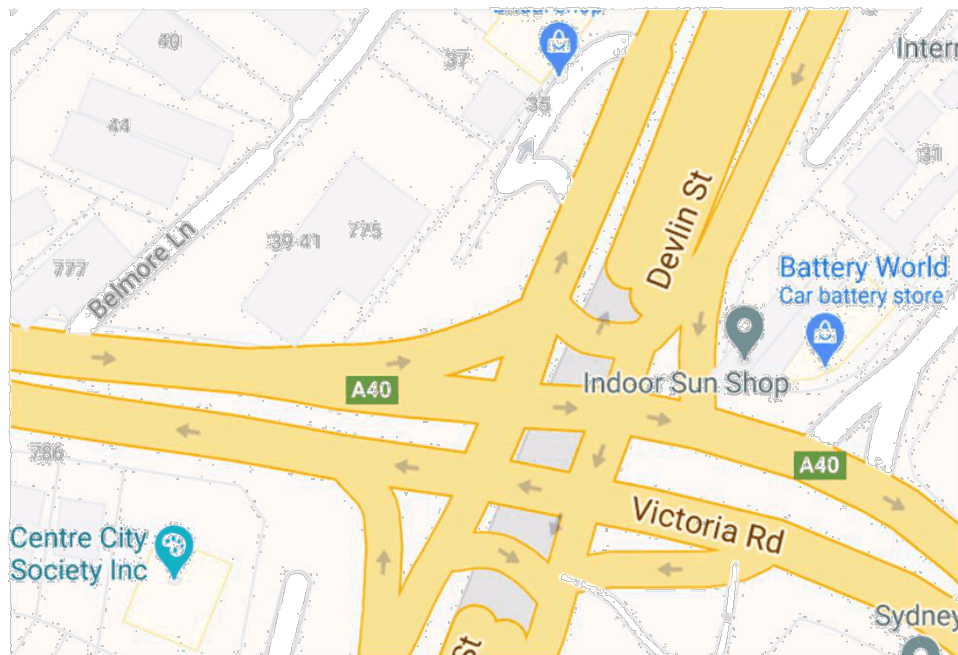


Figure 1: Location Plan

**ITEM 7 (continued)**

**ATTACHMENT 1**

In response to this request, a site investigation was undertaken where it was observed that when vehicles are parked at this location, they significantly restrict the accessibility of fire engine and associated emergency appliances during a fire call.

To eliminate this risk, it is proposed that the following changes be undertaken outside 39 Devlin Street, Ryde (see sketch plan attached):

- Conversion of three on-street 1P - 8:30AM-3PM MON-FRI & 8:30AM-2:30PM SAT parking spaces to No Stopping outside 39 Devlin, Ryde



*Figure 2 Proposed Restrictions*

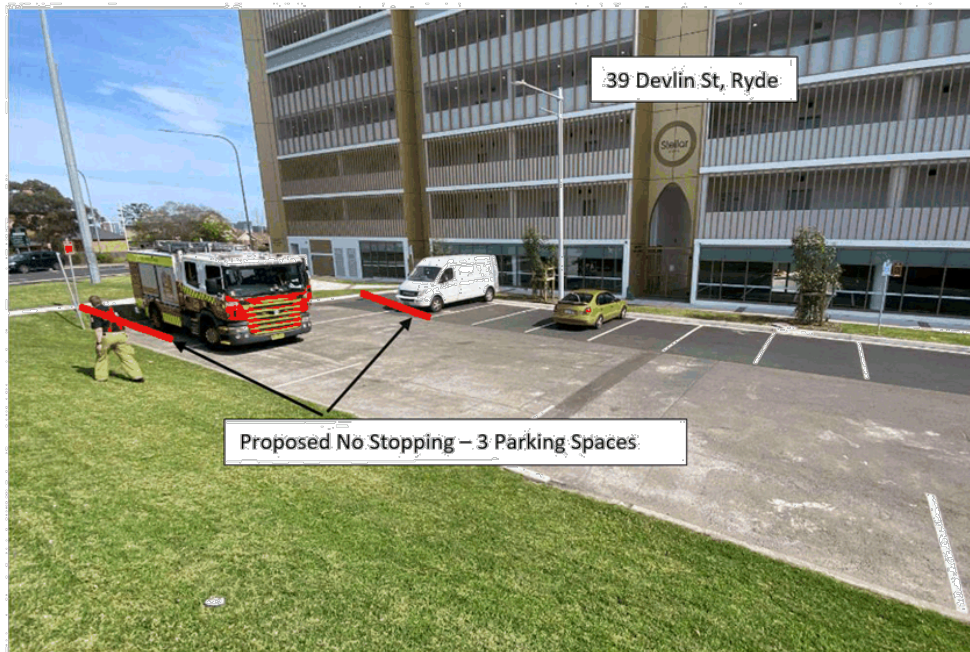
**Recommendation:**

The Ryde Traffic Committee recommends that the following changes be made:

- a) Three on-street 1P - 8:30AM-3PM MON-FRI & 8:30AM-2:30PM SAT parking spaces be converted to No Stopping outside 39 Devlin Street, Ryde.

**ITEM 7 (continued)**

**ATTACHMENT 1**



**Figure 3: Proposed Restrictions:**

**ITEM 7 (continued)**

**ATTACHMENT 1**



Ryde Traffic Committee

**ITEM (C):** PENNANT AVENUE, DENISTONE  
**SUBJECT:** PARKING RESTRICTIONS

**ELECTORATE:** RYDE  
**WARD:** CENTRAL  
**ROAD CLASS:** NON-CLASSIFIED  
**REFERENCE:** T2020-00384

Traffic Committee Members are required to advise whether they have any pecuniary interest with regard to the item discussed below.

**DISCUSSION:**

Council has received several requests from local residents to investigate improving the accessibility of the community services buses and the emergency vehicles to the properties located on the southern side of the one-way section of Pennant Avenue, Denistone.



**Figure 3: Location Plan**

In response to this request, a site investigation was carried out where it was observed that when vehicles are parked where Pennant Avenue splits into a one-way section, they restrict the accessibility of westbound community services buses and emergency vehicles wanting to take a U-turn into the southern side of Pennant Avenue.

Agenda of the Ryde Traffic Committee

**ITEM 7 (continued)**

**ATTACHMENT 1**

To eliminate this safety risk and improve the accessibility of vehicles taking a U-turn at this location, it is proposed that the following parking restrictions be implemented (see sketch plan attached):

- Installation of 15 metres No Stopping zone along the southern side, outside No. 42 Pennant Avenue, Denistone;
- Installation of 5 metres No Stopping along the face of the median island.



*Figure 4 Proposed Restrictions*

**Recommendation:**

The Ryde Traffic Committee recommends that the following changes be made:

- b) 15 metres No Stopping zone be installed along the southern side, outside No. 42 Pennant Avenue, Denistone; and
- c) 5 metres No Stopping zone be installed along the face of the median island.

**ITEM 7 (continued)**

**ATTACHMENT 1**



**Figure 3: Proposed Restrictions:**

**ITEM 7 (continued)**

**ATTACHMENT 1**



Ryde Traffic Committee

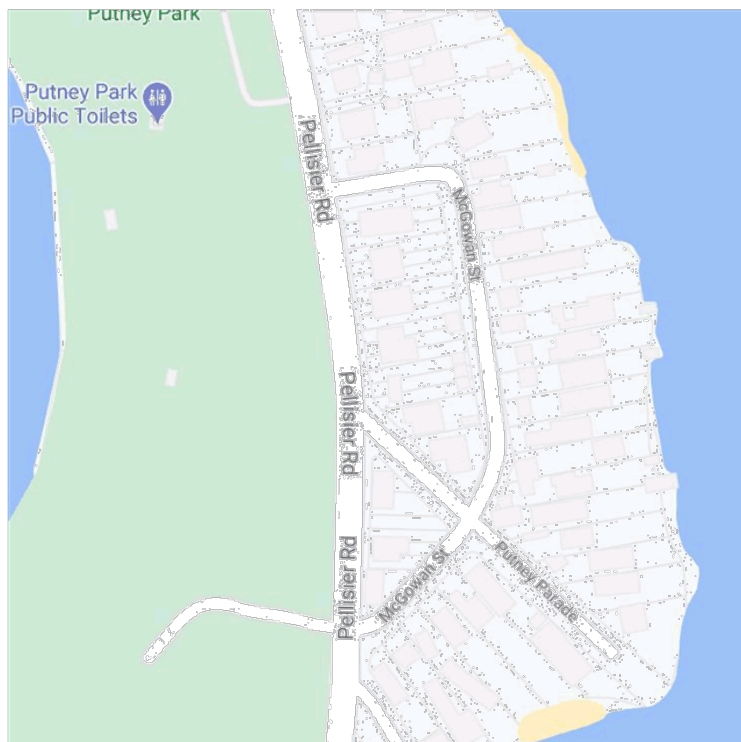
**ADVISORY ITEM (D): PELLISIER ROAD, PUTNEY**  
**SUBJECT: INTERSECTION TREATMENT**

ELECTORATE: RYDE  
WARD: CENTRAL  
ROAD CLASS: NON-CLASSIFIED  
REFERENCE: T2020-00738

Traffic Committee Members are required to advise whether they have any pecuniary interest with regard to the item discussed below.

**DISCUSSION:**

Council has received a request from a local resident to investigate the opportunities for improvement of road safety in Pellisier Road at its intersections with Putney Parade and McGowan Street, Putney.



**Figure 5: Location Plan**

In response to this request, a site investigation was undertaken where it was observed that the driver sightlines were restricted by parked vehicles within 10 metre of the intersections.

Agenda of the Ryde Traffic Committee



**ITEM 7 (continued)**

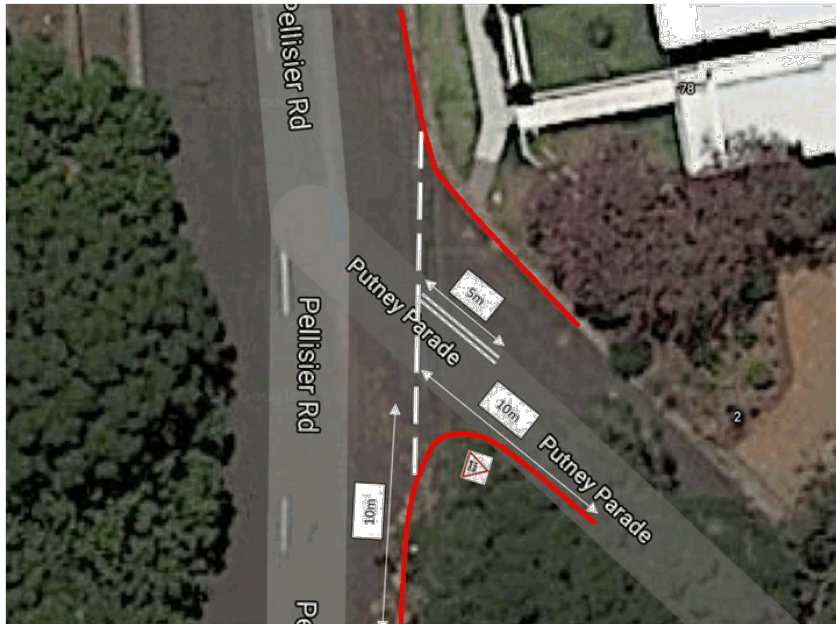
**ATTACHMENT 1**



The approaching vehicles at these intersections were also not giving way to vehicles in Pellisier Road.

To improve the road safety and further enhance the implementation of Give Way at the intersections of Putney Parade and McGowan Street at Pellisier Road, it is proposed that the following changes be made (see sketch plan attached):

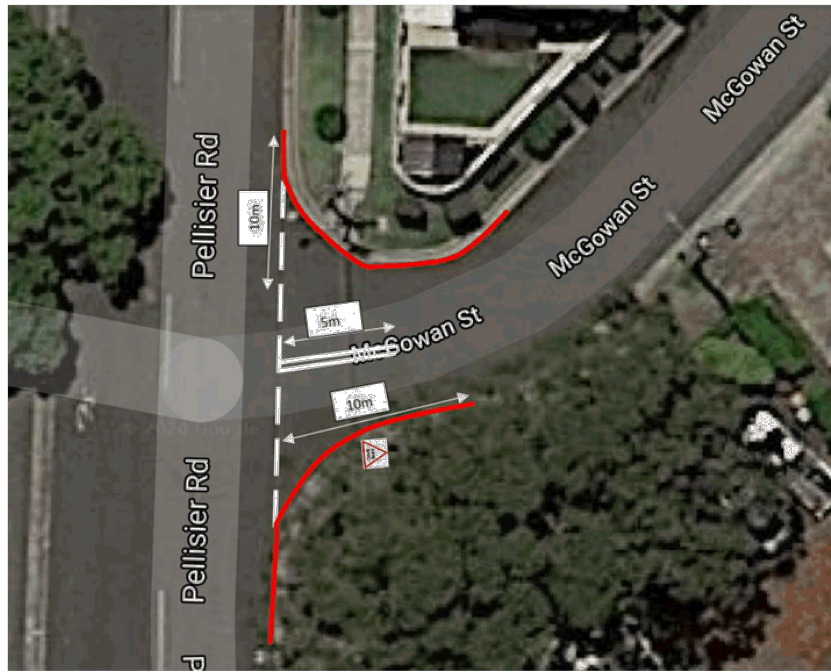
- Installation of statutory 10 metre No Stopping at the intersections of Putney Parade and McGowan Street with Pellisier Road;
- Installation of Give Way signs and associated delineation in Putney Parade and McGowan Street at Pellisier Road;
- Installation of 5 metre double barrier lines in Putney Parade and McGowan Street at Pellisier Road;



*Figure 2: Proposed Restrictions:*

**ITEM 7 (continued)**

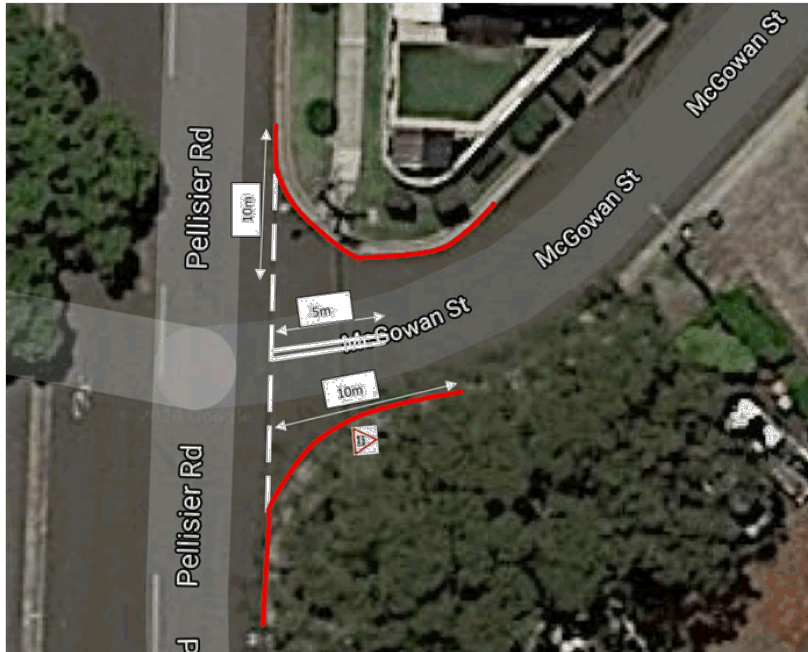
**ATTACHMENT 1**



**Figure 3: Proposed Restrictions:**

**ITEM 7 (continued)**

**ATTACHMENT 1**



*Figure 4: Proposed Restrictions:*

**Recommendation:**

The Ryde Traffic Committee recommends that the following changes be made:

- d) Statutory 10 metre No Stopping be installed at the intersections of Putney Parade and McGowan Street at Pellisier Road;
- e) Give Way signs and associated delineation be installed in Putney Parade and McGowan Street at Pellisier Road;
- f) 5 metre double barrier lines be installed in Putney Parade and McGowan Street at Pellisier Road;

**ITEM 7 (continued)**

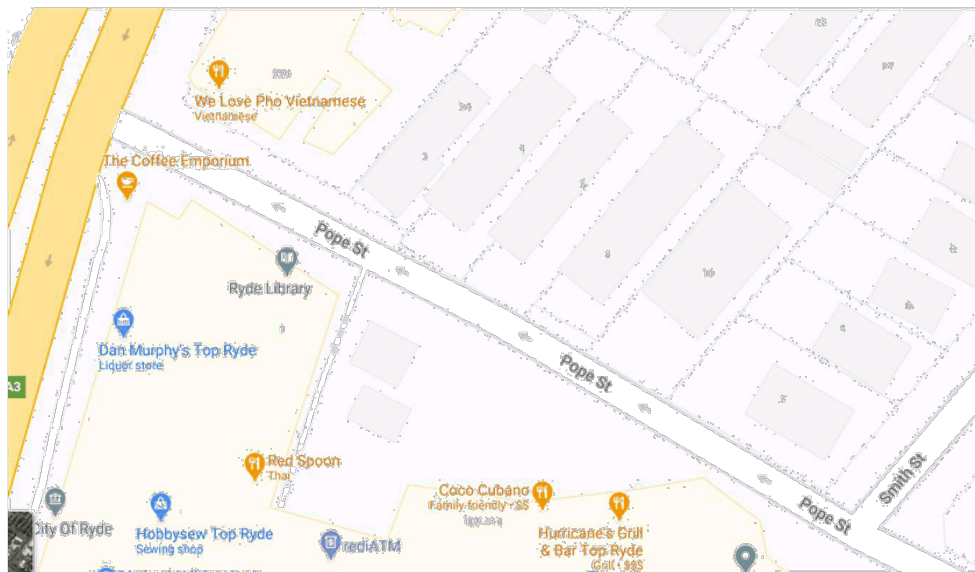
**ATTACHMENT 1**

**ITEM (E):** POPE STREET, RYDE  
**SUBJECT:** 'P DISABILITY ONLY' ZONE  
**ELECTORATE:** RYDE  
**WARD:** CENTRAL  
**ROAD CLASS:** NON-CLASSIFIED  
**REFERENCE:** T2020-00791

Traffic Committee Members are required to advise whether they have any pecuniary interest with regard to the item discussed below.

**DISCUSSION:**

Council was contacted by a resident who has requested a disabled parking space be provided outside Top Ryde Centre in Pope Street. Previously Council had installed an accessible taxi rank at the same location by converting a 'P-DISABILITY ONLY' parking space.



**Figure 6: Location Plan**

In response to this request, a site investigation was undertaken, and it was observed that there are 5 taxi ranks at this location that are not always fully occupied. Converting one of the taxi rank spaces into a 'P-Disability only' zone will improve parking availability for residents a disability.

**ITEM 7 (continued)**

**ATTACHMENT 1**

NSW Taxi Council was notified and has raised no objection to the proposed changes.

To address this issue, it is proposed that the following changes be undertaken outside Top Ryde Centre in Pope Street, Ryde (see sketch plan attached):

- Conversion of a single 'TAXI ONLY' rank to a 'P-DISABILITY ONLY' zone outside Top Ryde Centre in Pope Street, Ryde

At its meeting held on 26 June 2018, the Council delegated Authority to Council staff to approve the installation of 'P DISABILITY ONLY' zones in Town Centres, Small Centres and Neighbourhood Centres. Should the proposed disabled parking space be supported by Ryde Traffic Committee, the matter will be considered approved for installation.



*Figure 7 Proposed Restrictions*

**Recommendation:**

The Ryde Traffic Committee recommends that the following changes be made:

- a) A single 'TAXI ONLY' rank be converted to a 'P-DISABILITY ONLY' zone outside Top Ryde Centre in Pope Street, Ryde

**ITEM 7 (continued)**

**ATTACHMENT 1**

**ITEM (H): TALAVERA ROAD, MACQUARIE PARK**  
**SUBJECT: INSTALLATION OF MEDIAN**

ELECTORATE: RYDE  
WARD: WEST  
ROAD CLASS: NON-CLASSIFIED  
REFERENCE: LDA2018/0269

Traffic Committee Members are required to advise whether they have any pecuniary interest with regard to the item discussed below.

An approved development at 112 Talavera Road, Macquarie Park for a 27 storey and a 6 storey building consisting of 221 residential units, 261m<sup>2</sup> of retail space, a childcare centre and an underground carpark is nearing completion

This site has a proposed access off Talavera Road shown below.



*Figure 8: Driveway access to 112 Talavera Road.*

A condition placed on this development by Roads and Maritime Services in 2018 (SYD18/01105/03) is that the driveway off Talavera Road be restricted to left in/ left out only. The main concern at this location is the disruption of the right turn bay for the signals at Talavera Road and Christie Road 130m to the west of the driveway access.

Alteration to the driveway access to incorporate a splay with a central island was considered as an option, however as this driveway must accommodate Council's waste collection vehicles it would still be possible to make a right turn into, and out of the site in smaller passenger vehicles.

**ITEM 7 (continued)**

**ATTACHMENT 1**

A limitation to the movement by signage control is not considered to be an effective solution due primarily to the potential location of signage, and requirement of enforcement to ensure compliance.

After reviewing the location and operation of the site it is considered the only viable solution to ensure this left in left out arrangement is the installation of a median to physically prevent the movement of vehicles.

An identical treatment to the one proposed is installed in the vicinity and it is intended to replicate this arrangement on the same alignment. The existing median terminates 50m to the west of the driveway access.



*Figure 2: Existing median on Talavera Road*

The median is intended solely as a vehicle control measure and is too narrow to allow the installation of signage, or to accommodate pedestrian movements. The median is to be formed by back to back SF kerb profile constructed in 40MPa concrete.

As this work is part of the development approval it will be paid for in full by the developer.

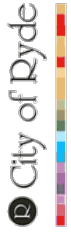
**Recommendation:**

The Ryde Traffic Committee recommends that the following changes be made:

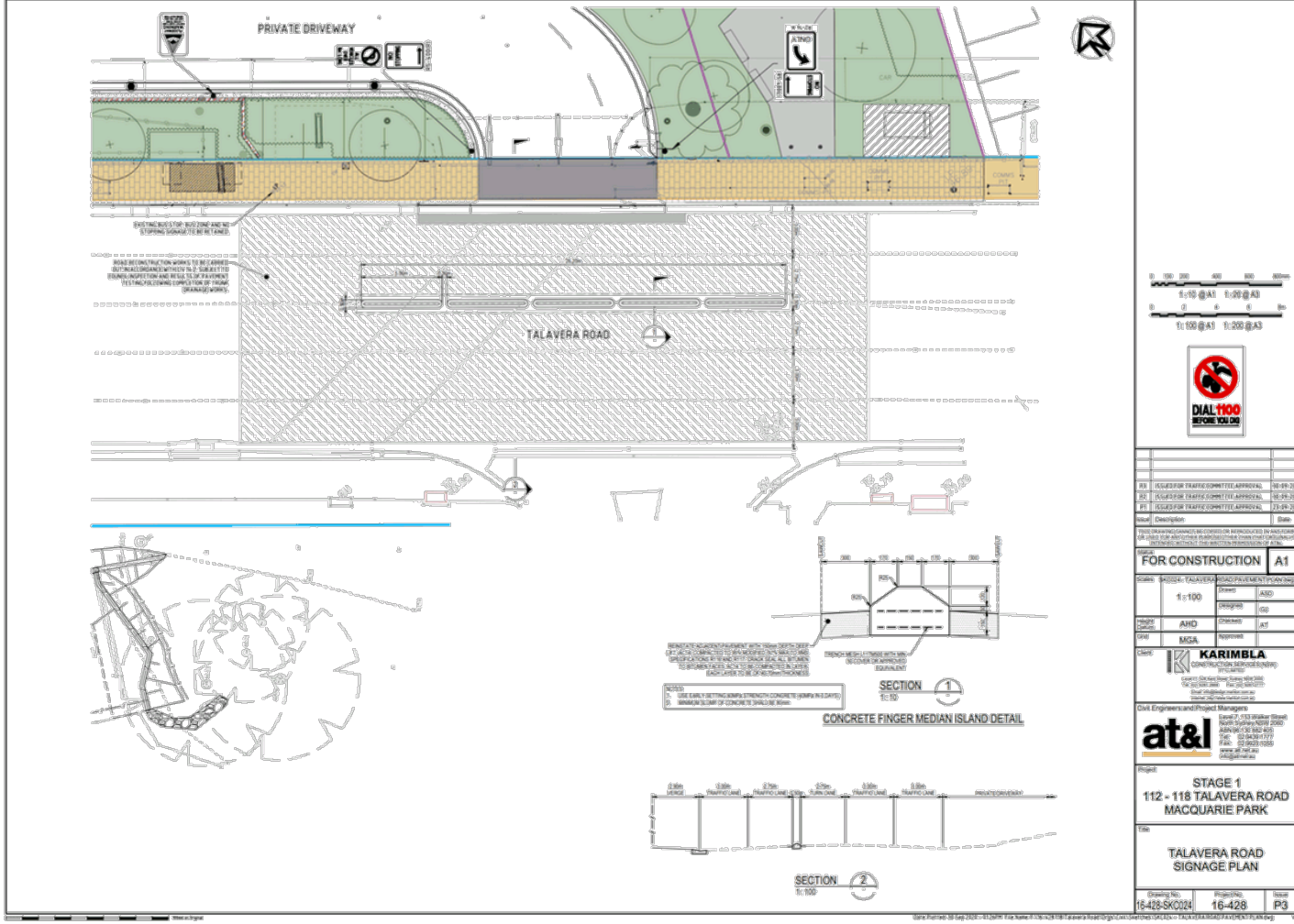
- a) That 26.2m section of central median be installed on Talavera Road across the driveway access of 112 Talavera Road in accordance with attached drawing 16-428-SKC024

**ITEM 7 (continued)**

**ATTACHMENT 1**



Ryde Traffic Committee



Agenda of the Ryde Traffic Committee



## ITEM 7 (continued)

## ATTACHMENT 1



Ryde Traffic Committee

<b>ITEM (G)</b>	<b>FONTENOY ROAD, MACQUARIE PARK</b>
<b>SUBJECT:</b>	<b>DO NOT QUEUE ACROSS INTERSECTION</b>
<b>ELECTORATE:</b>	RYDE
<b>WARD:</b>	CENTRAL
<b>ROAD CLASS:</b>	NON-CLASSIFIED
<b>REFERENCE:</b>	T2019-01237
<b>DISCUSSION</b>	

Councillor Lane moved the following Notice of Motion at the 25 February 2020 Council Meeting

That Council staff:

- (a) *arrange an on-site meeting with residents of the Macquarie Gardens strata complex (corner Lane Cove and Fontenoy Roads, North Ryde) to discuss their ongoing parking and vehicular access issues, inviting Councillors to attend if they so wish.*
- (b) *then undertake any investigation work that results from the on-site meeting, including to continue discussions with interested residents and Councillors.*
- (c) *report back to Council with details of solutions that are agreeable to the majority of residents of the Macquarie Gardens strata complex.*

As a result of the COVID-19 pandemic, no on-site meetings with residents were held for some time. As the risks to public safety subsided in New South Wales, a site meeting was organised and held on Thursday 16<sup>th</sup> July 2020. This meeting was held between a small number of attendees to minimise any risk of virus transmission; Council staff, the Strata Management, and four members of the Macquarie Gardens residential complex. The issues discussed at the meeting and resulting outcomes are below.

- **KEEP CLEAR at access driveways to Tuckwell Park**

The proposal for KEEP CLEAR to be marked at the access and egress driveways associated with Tuckwell Park was discussed. This proposal was rejected at the October 2019 meeting of the Ryde Traffic Committee as it does not meet the criteria outlined in the RMS Delineation manual. Those present at the meeting were advised of the KEEP CLEAR criteria and accepted that it could not be installed. Attendees were however advised that in lieu of KEEP CLEAR pavement characters, "Do Not Queue Across Intersection" signage could be installed at the two access driveways to Tuckwell Park. All at the meeting accepted this as a viable alternative.

ITEM 7 (continued)

ATTACHMENT 1



Figure 9: Location Plan

- **Disabled Parking Spaces**

The provision of a disabled parking space at the pedestrian access to 1 Fontenoy Road was discussed. Given the number of disabled parking permits that are in operation within the City of Ryde, there is a high probability that were Council to install a disabled parking space as requested, it would be of limited benefit for residents or visitors due to use by all other motorists with disabled parking permits. There is a large amount of resident and visitor parking located within the property making it more appropriate for the strata management to convert one of its own visitor parking spaces to a disabled parking space.

The Strata Management representative indicated that they were considering the above option for a disabled space to be provided within their own property boundary. All accepted that the issue had now been addressed.

- **Utilisation of Land for Private Parking Purposes**

Council staff have been liaising with members of the strata body in relation to this matter for the last 2 years. The matter was discussed at the meeting, with the previous advice reiterated, i.e. that the land at the rear of Macquarie Gardens is Council owned community land zoned RE 1 – Public Recreation. Use of this area for car parking is not permitted under the Local Government Act (1993) as it is not consistent with the stated objectives, nor the adopted plan of management for this parcel of community land.

**ITEM 7 (continued)**

**ATTACHMENT 1**

To enable legal use of the area for private car parking, the land would need to be reclassified as Operational Land and follow a public hearing process. In general, the wider community do not support the reclassification of community land to operational, and further to this there are some residents within the complex who have complained about cars parking on the land as it detracts from their amenity.

Those present at the meeting were fully aware of the above information and were advised to discuss the matter with the Manager Parks should they require further information in relation to their desire to purchase the land.



*Figure 10 Proposed Signage at access / egress points to Tuckwell Park Car Park*

City of Ryde staff have delegated authority from Council to approve the following changes to prescribed traffic control devices without referral to the Works and Community Committee for approval by Council:

- Install DO NOT QUEUE ACROSS INTERSECTION signs and/or KEEP CLEAR line marking to assist vehicles turning into a side street, where vehicles waiting to turn regularly cause queuing back through an intersection with traffic lights or roundabout.

Should the Ryde Traffic Committee endorse the proposal, then the required works can be installed.

**ITEM 7 (continued)**

**ATTACHMENT 1**



Ryde Traffic Committee

**RECOMMENDATION:**

The Ryde Traffic Committee recommends that:

- a) "Do Not Queue Across Intersection" signage be installed at the access and egress driveways serving the Tuckwell Park car park, Macquarie Park.

**ITEM 7 (continued)**

**ATTACHMENT 1**



Ryde Traffic Committee

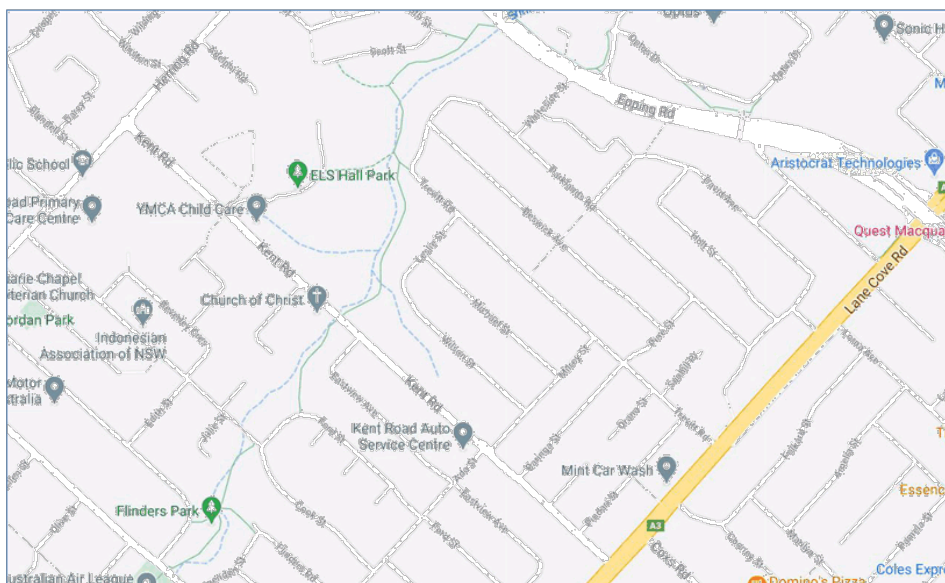
<b>ITEM (H)</b>	<b>KENT ROAD, RYDE</b>
<b>SUBJECT:</b>	<b>PARKING RESTRICTIONS</b>
<b>ELECTORATE:</b>	RYDE
<b>WARD:</b>	CENTRAL
<b>ROAD CLASS:</b>	NON-Classified
<b>REFERENCE:</b>	D20/117913, CRM 2394102

Traffic Committee Members are required to advise whether they have any pecuniary interest with regard to any items discussed below.

**Background:**

Council has been contacted by two local residents on Kent Road in Marsfield regarding vehicles parking in narrow spaces adjacent to their driveways and restricting access into their property.

As shown in Figure 1 below, Kent Road is a 50km/h local road linking Lane Cove Road and Herring Road. There is a high demand for on-street parking on the weekend for sporting events at ELS Hall Park.



**Figure 11: Locality Map – Kent Road, Marsfield.**

Agenda of the Ryde Traffic Committee

**ITEM 7 (continued)**

**ATTACHMENT 1**

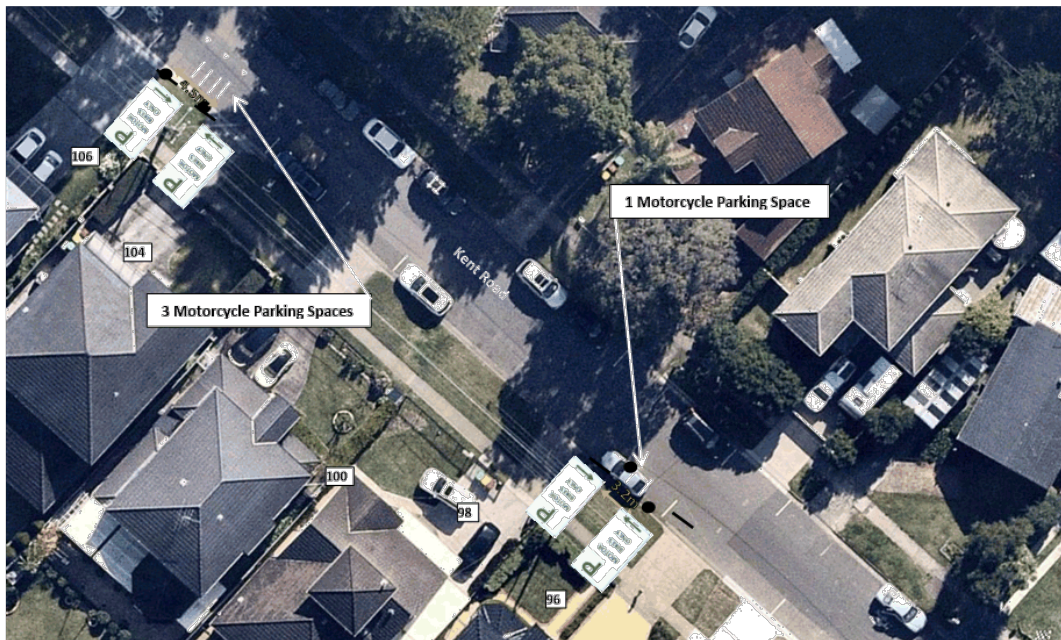
**Discussion:**

A site audit was carried out along Kent Road between Herring Road and Ada Street. As per AS2890.5:2020 – On Street Parking, three sections (between driveways) were identified that did not meet the minimum requirement of 5.4m for a single car park space.

To maximise the use of on-street parking, Council proposes that these narrow spaces be converted to motorcycle parking spaces only. This would address residents' concerns about driveways being blocked and sight lines being impeded without the loss of any potential on-street parking.

**Proposal:**

The three sections identified in Figure 2 & 3 are to be converted to motorcycle parking only. These spaces will be sign posted and line marked with 1m x 2.1m bays perpendicular to the kerb. This will result in 5 motorcycle spaces being provided.



*Figure 2: Proposed motorcycle parking spaces at 96 & 104 Kent Road, Marsfield.*

**ITEM 7 (continued)**

**ATTACHMENT 1**



*Figure 3: Proposed motorcycle parking spaces at 93 Kent Road, Marsfield.*

As part of the works, it is proposed that maintenance be carried out on the existing driveway delineation lines. This will include remarking faded lines and installing new lines where driveways have been relocated.

**Recommendation:**

That the Ryde Traffic Committee recommends that:

- a) *Motorcycle Parking Only* zones be installed along the frontages of:
  - 93 Kent Road (1 Motorcycle space)
  - 96 Kent Road (1 Motorcycle space)
  - 104 Kent Road (3 Motorcycle spaces)

**ITEM 7 (continued)**

**ATTACHMENT 1**



Ryde Traffic Committee

**ITEM (I):** VARIOUS STREETS, CITY OF RYDE  
**SUBJECT:** FIXED CAR SHARE SPACES

**ELECTORATE:** RYDE  
**WARD:** WEST  
**ROAD CLASS:** NON-CLASSIFIED

Traffic Committee Members are required to advise whether they have any pecuniary interest about the item discussed below.

**BACKGROUND**

In May 2018, Council adopted the current *Fixed Space Car Share Guidelines and Policy* as a position to enable and promote car sharing availability in our City.

The City of Ryde invited applications from eligible car share operators to establish/manage and operate fixed car share spaces within the Council area. Submissions for this year closed on 28 February 2020. Council received submissions from 2 car share operators namely GoGet and PopCar for consideration to be given for 33 fixed spaces distributed across West Ryde, Meadowbank and Ryde. These locations were preliminary assessed by Council's Environment and Transport teams against Council's current *Fixed Space Car Share Guidelines (Jan 2020)* with reference to existing carriageway constraints, population need for the mode in specific areas, parking controls, proximity to public transport and proposed catchment.

As a result of the preliminary assessment by Council and subsequent alternative locations proposed by the car share operators, a total of 25 fixed car share spaces (across 23 locations), all located on unmetered and/or unrestricted parking areas, were deemed suitable to be considered as possible car share locations. It was determined that these proposed locations would be subject to a public consultation process, with the results tabled at the Ryde Traffic Committee for recommendation and subsequent resolution by Council.

The proposed car share parking spaces are located at a variety of locations across West Ryde, Meadowbank and Ryde as identified in the below map (Figure 1).

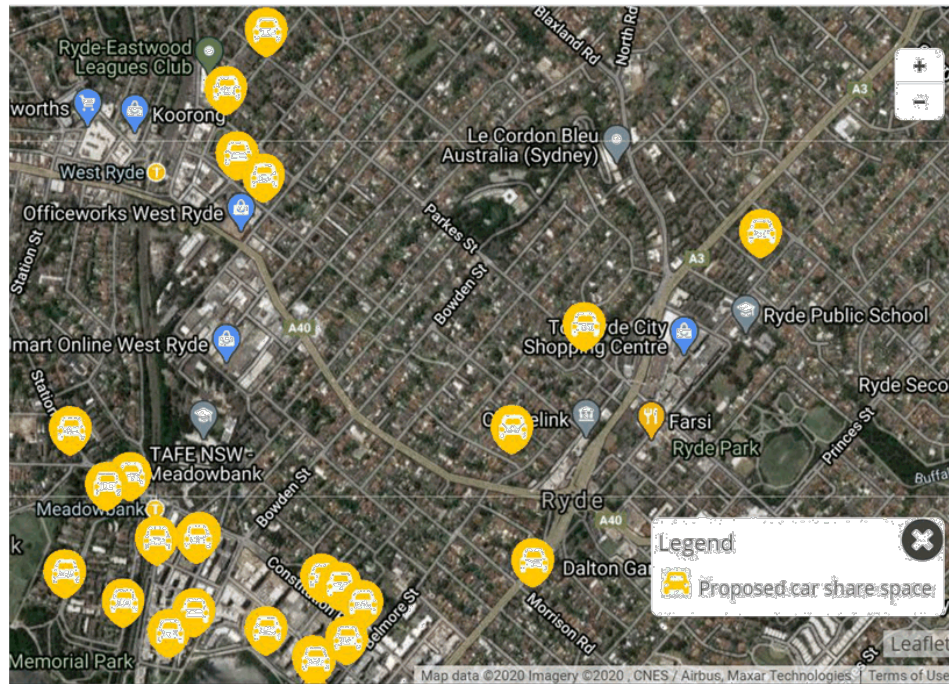
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Agenda of the Ryde Traffic Committee, dated September 2020



**ITEM 7 (continued)**

**ATTACHMENT 1**



**Figure 12: Indicative Location of Car Share Spaces**

**DISCUSSION**

Car share provides an opportunity for community-based greenhouse gas emission reductions which are consistent with Council’s Community Strategic Plan objectives of: “A City of Environmental Sensitivity - to encourage and enable all our residents to live a more environmentally sensitive life”. Car share also provides an opportunity for a reduction in localised single passenger car traffic congestion and parking demand, consistent with Council’s “A City of Connections”, “A City of Liveable Neighbourhoods” and “Our community has the option to safely and conveniently drive, park, cycle or walk around their city.”

The increased use of sustainable transport modes such as car sharing options for our community and visitors delivers on regional sustainable transport goals and objectives under long-term strategies released by the New South Wales Government and Greater Sydney Commission.

**ITEM 7 (continued)**

**ATTACHMENT 1**



Ryde Traffic Committee

The public application process for car share operators conducted by the City of Ryde earlier this year was in accordance with both Council's *Fixed Space Car Share Guidelines* and *Car Share Policy*, adopted in May 2018 and publicly available on Council's [website](#). The adopted *Guidelines*, which sets the details of the implementation of Council's Car Share Policy and refers to fixed parking spaces located on-street and within Council-owned carparks and has also considered cost recovery models for Council through set fees and charges that will be paid by car share operators for successful applications (all relevant information can be accessed [here](#)).

According to Council's *Car Share Policy*, some of the objectives and benefits of car sharing include:

- *Using on-street parking spaces more efficiently*: by reducing the parking demand created by underused private vehicles, freeing up spaces for other users or where parking is constrained;
- *Reducing traffic congestion, vehicle trips and greenhouse gas emissions*: by reducing vehicle kilometres travelled, and shifting travel to more fuel-efficient vehicles;
- *Reducing the growth in private car ownership*: by using car share vehicles, car share users defer or reduce their private car ownership;
- *Increasing social inclusion*: by enabling access to a variety of vehicles to households who could not otherwise afford them;
- *Increasing health*: as people opt to walk and cycle more.

Car share parking space serves multiple members, thus reducing the need for parking spaces that would otherwise be needed if everyone owned and parked their private vehicles on the road.

**CONSULTATION**

Council sought community feedback for 25 fixed car share spaces across 23 locations. The Council 'Have Your Say' period occurred from 3 September to 23 September 2020 where the community could provide feedback via an online survey. The consultation was promoted through the City of Ryde's Have Your Say website, flyers to directly adjoining or nearby residents, local newspaper and signage at proposed fixed car share locations.

Some of the viewpoints expressed by respondents through the consultation process include:

- Fixed car share spaces would impact on the already limited on-street parking;
- Car share spaces are needed to improve access;
- Concerns that car share spaces would be removing parking currently used by residents;
- People should be incentivised to use car share facilities;

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Agenda of the Ryde Traffic Committee, dated September 2020

**ITEM 7 (continued)**

**ATTACHMENT 1**



Ryde Traffic Committee

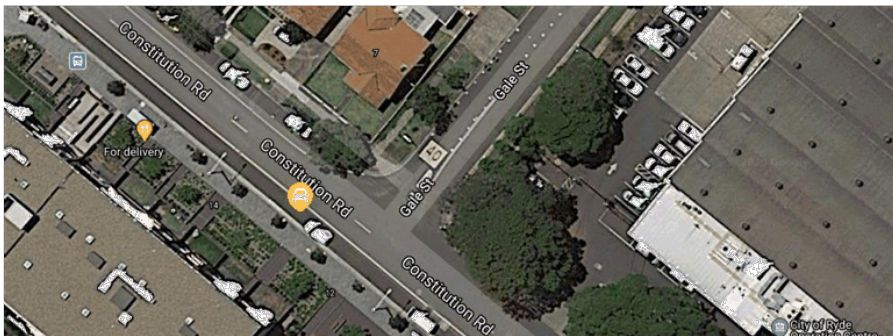
- Car share spaces should be installed in public car parks, shopping centres.

The attached dashboard report (Appendix A) provides further details on the community feedback received during the public consultation. It is important to note that respondents were able to select multiple locations to provide feedback on, and it was optional to provide specific comments.

With the public consultation concluded, it was determined that the following 11 (eleven) locations **WOULD NOT** be recommended for approval based on community objection of **60% or more** when considered the number of votes against these proposed spaces along with unsupportive comments from residents:

- Location 3: 303 Morrison Road, Ryde (75% rejection rate);
- Location 5: 5 Anderson Avenue, Ryde (75% rejection rate);
- Location 7a: 13 Angas Street, Meadowbank (76% rejection rate);
- Location 7b: 13 Angas Street, Meadowbank (76% rejection rate);
- Location 8a: 1 Rothesay Ave, Ryde (71% rejection rate);
- Location 8b: 1 Rothesay Ave, Ryde (71% rejection rate);
- Location 9: 21 Bay Drive, Meadowbank (75% rejection rate);
- Location 10: 91 Constitution Road W, Meadowbank (60% rejection rate);
- Location 11: 143 Bowden Street, Meadowbank (67% rejection rate);
- Location 13: 17 Meadow Crescent, Meadowbank (70% rejection rate);
- Location 20: 22-26 Herbert Street, West Ryde (67% rejection rate).

The following location plans refer to the 14 (fourteen) fixed car share spaces that are **recommended for approval**. Further details on the assessed applications and determinations following community feedback, along with outcomes, is provided below and in the attached dashboard report (Appendix A).



Location 1 @ 14 Constitution Road, Ryde

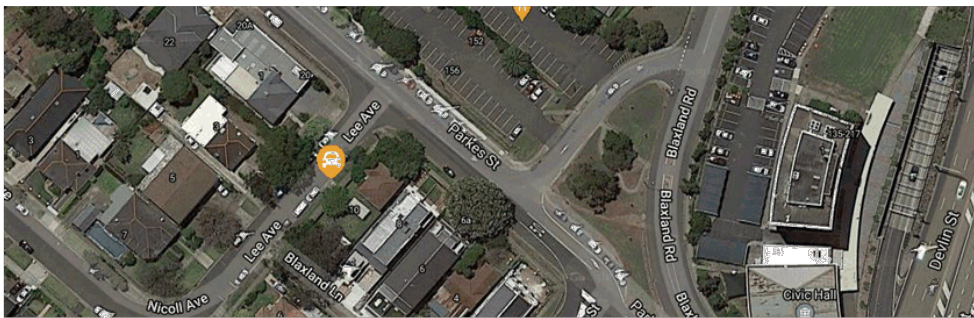
Agenda of the Ryde Traffic Committee, dated September 2020

**ITEM 7 (continued)**

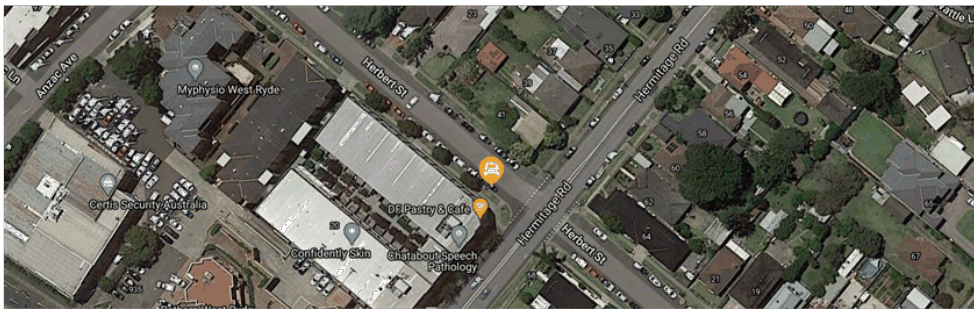
**ATTACHMENT 1**



**Location 2 @ 45 Meadowbank Crescent, West Ryde**



**Location 4 @ 1-3 Lee Avenue, Ryde**

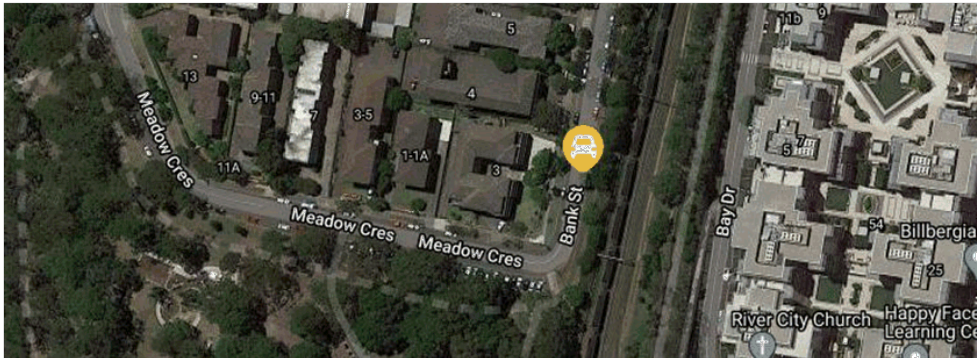


**Location 6 @ 20 Herbert Street, West Ryde**

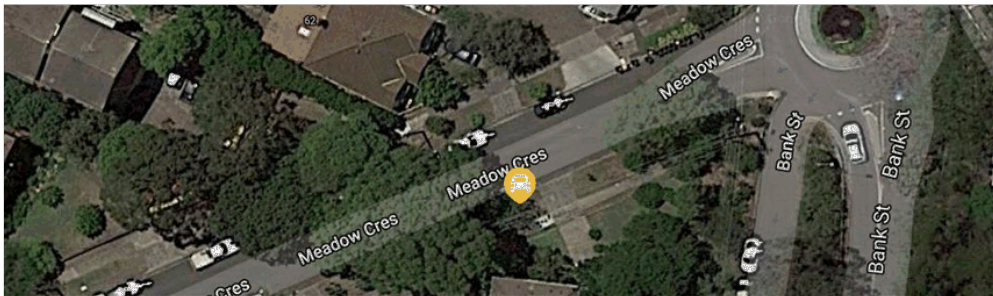
Agenda of the Ryde Traffic Committee, dated September 2020

**ITEM 7 (continued)**

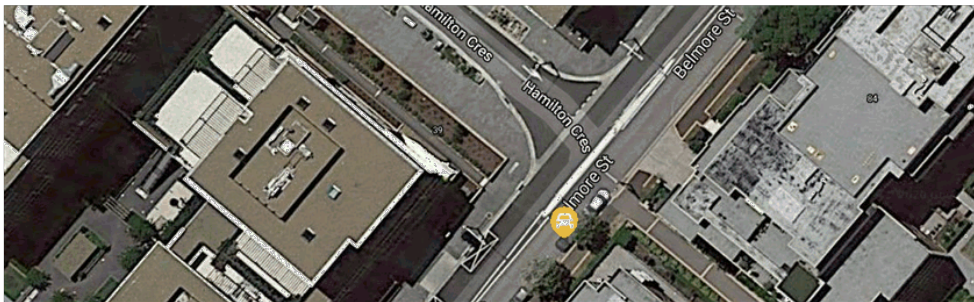
**ATTACHMENT 1**



Location 12 @ 1-3 Bank Street, Meadowbank



Location 14 @ Meadowbank Crescent E side outside at 21-22 Bank St, Meadowbank



Location 15 @ 90 Belmore Street (E-side), Ryde

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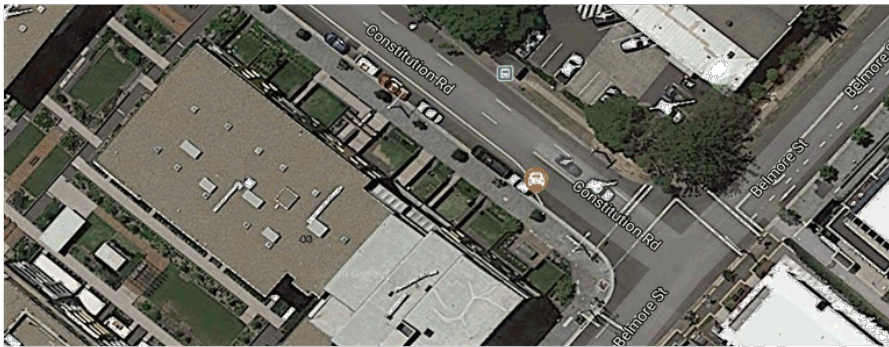
Agenda of the Ryde Traffic Committee, dated September 2020

**ITEM 7 (continued)**

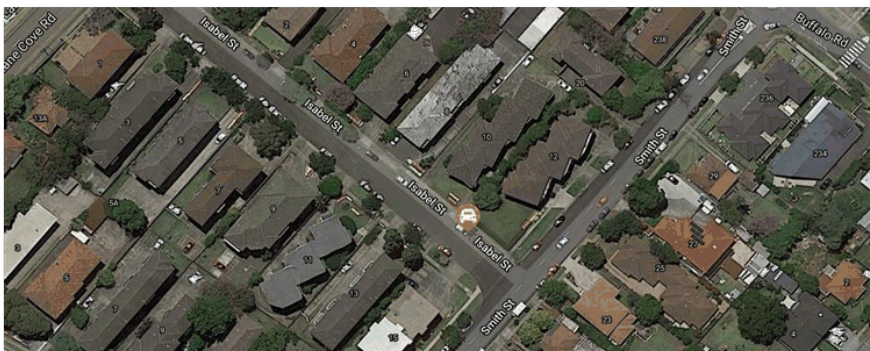
**ATTACHMENT 1**



**Location 16 @ 9 Rothesay Avenue, Ryde**



**Location 17 @ Constitution Road cnr Belmore St, Ryde**



**Location 18 @ 12 Isabel St, Ryde**

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Agenda of the Ryde Traffic Committee, dated September 2020

**ITEM 7 (continued)**

**ATTACHMENT 1**



**Location 19 - Hamilton Crescent W, cnr Constitution Rd, Ryde**



**Location 21 - Opposite 31 Wattle Street, West Ryde**



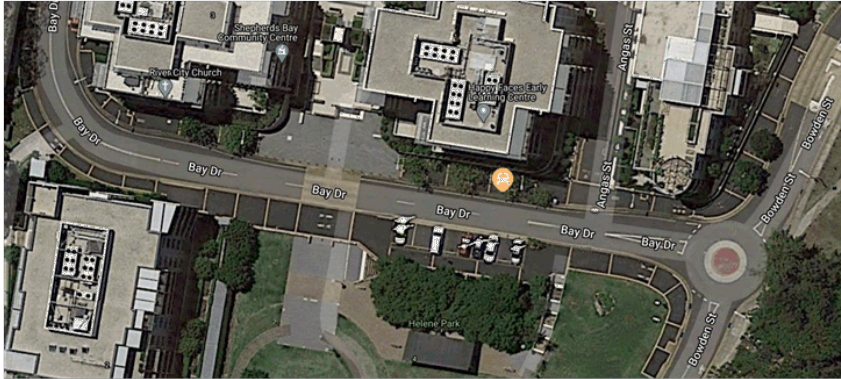
**Location 22 @ 30-32 Forster Street, West Ryde**

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Agenda of the Ryde Traffic Committee, dated September 2020

**ITEM 7 (continued)**

**ATTACHMENT 1**



**Location 23 @ 4 Bay Drive, Meadowbank**

In conclusion, out of the 25 proposed fixed car share spaces across 23 different locations, the recommendation to the Ryde Traffic Committee is for fixed car share spaces to be approved at 14 (fourteen) locations under this round of application. The distribution of the new fixed car share spaces is as follows:

- Popcar to be selected as operator at locations 1,2,4,6 and 23; and
- GoGet to be selected as operator at locations 12,14,15,16,17,18,19, 21 and 22.

These recommended locations are consistent with Council's *Fixed Space Car Share Guidelines* and are determined to have met the overarching need for providing an additional means of public transportation service at these locations for current and future community.

Whilst Council recognises that some locations are deemed unfavourable by some residents who have raised concerns with loss of one car space on the street or preferring location to be elsewhere, the recommended locations have demonstrated to Council that they met the needs for approval as against the program objective. Determination of these fixed car share spaces also considers population growth and potential future users who may access to use this alternative transport mode by enabling provision of it in these areas. This is consistent with Council's adopted position to provide these services across the City to increase use of these modes as an additional mode of transportation service in these areas.

**RECOMMENDATION**

The Ryde Traffic Committee recommends that:

1. The following locations be authorised for single use fixed car share parking:
  - Location 1 - 14 Constitution Road Ryde
  - Location 2 - 45 Meadowbank Crescent, West Ryde
  - Location 4 - 1-3 Lee Avenue, Ryde

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Agenda of the Ryde Traffic Committee, dated September 2020



**ITEM 7 (continued)**

**ATTACHMENT 1**

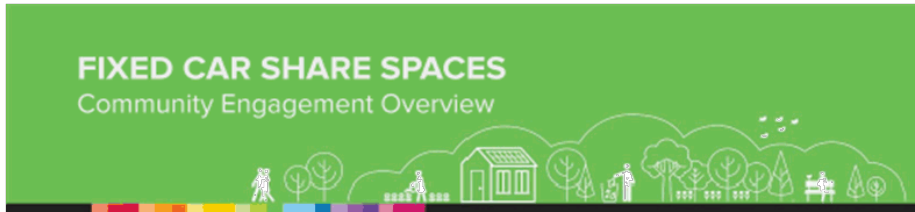


- Location 6 - 20 Herbert St West Ryde
  - Location 12 - Opp 1-3 Bank Street, Meadowbank
  - Location 14 - Meadow Crescent E side outside 21-22 Bank St, Meadowbank
  - Location 15 - 90 Belmore Street (E side), Ryde
  - Location 16 - 9 Rothesay Avenue, Ryde
  - Location 17 - Constitution Road cnr Belmore St, Ryde
  - Location 18 - 12 Isabel St, Ryde
  - Location 19 - Hamilton Crescent W, cnr Constitution Rd, Ryde
  - Location 21 - Opp 31 Wattle Street, West Ryde
  - Location 22 - 30-32 Forster Street, West Ryde
  - Location 23 - 4 Bay Drive, Meadowbank.
2. All approved fixed car share locations be delineated in accordance with Council's *Fixed Space Car Share Guidelines (Jan 2020)*, with the required payment of the applicable setup and annual fees and charges by the car share operators to Council, upon which Council will also issue a Car Share Vehicle Parking Authority to each of the approved locations.

**ITEM 7 (continued)**

**ATTACHMENT 1**

**Appendix A**



Car sharing supports community transport and sustainability goals by reducing the demand of on-street car parking, reducing private vehicle ownership and encouraging a shift to sustainable transport modes, resulting in better air quality and lower carbon emissions due to reduced traffic fumes.

During early 2020 Council invited eligible car share operators to apply for fixed car share parking spaces to be located on-street or within Council-owned car parks.

Council sought community feedback for 25 fixed car share spaces across 23 locations. The Have Your Say period occurred from 3 September to 23 September 2020 where the community could provide feedback via an online survey on the Have Your Say webpages. The consultation was promoted through the City of Ryde's Have Your Say website, flyers to directly affected residents, local newspaper and signage at the proposed fixed car share locations.

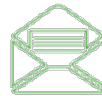
Through the online survey, many respondents expressed they did not support the proposed fixed car share spaces due to limited parking and car share spaces taking away from resident parking in the area. Alternative locations were often proposed, such as public car parks, including Council, shopping center or commuter car parks or in higher density areas. Alternatively, comments of support noted the fixed spaces are needed to improve access to and incentivise the use of car share facilities.

Please note:

- Respondents were able to select which location(s) they provided feedback for; therefore the sample size varies for each location. Furthermore, it was optional to provide a comment, hence the number of comments may not total to the number of responses.
- A small sample size was received for each proposed location; hence this should be taken into consideration when viewing the results and subsequent decision making.



**52**  
ONLINE  
SUBMISSIONS



**2**  
EMAIL  
SUBMISSIONS



**2**  
EMAIL & ONLINE  
SUBMISSION

ITEM 7 (continued)

ATTACHMENT 1



Please indicate whether you support or do not support the proposed fixed car share space?

**Location 1: 14 Constitution Road, Ryde (5 responses)**



Comments:

**2 supportive comments:** noted that population and traffic has increased in the area and support more car share.

**1 unsupportive comment:** noted it is already difficult to find parking in the area.

**Location 2: 45 Meadowbank Crescent, West Ryde (4 responses)**



Comments:

**1 supportive comment:** noted strong support for a car share space.

**2 unsupportive comments:** noted parking in the area is already limited and there are better alternative locations, such as Meadowbank Station commuter carpark.

**Location 3: 303 Morrison Road, Ryde (4 responses)**



Comments:

**2 unsupportive comments:** noted a shortage of street parking in the area and a car share space would take away from resident parking. Alternative locations were suggested including Kissing Point ferry wharf, Civic Centre car park or closer to the shopping centre.

ITEM 7 (continued)

ATTACHMENT 1



Please indicate whether you support or do not support the proposed fixed car share space?

**Location 4: 1-3 Lee Avenue, Ryde (2 responses)**



Comments:

**1 unresponsive comment:** noted the street is too narrow for two-way traffic with limited parking for residents, and suggested moving the space to a wider street (e.g. Shepherd or Bowden Street) or closer to Location 5 on Belmore Street.

**Location 5: 5 Anderson Avenue, Ryde (4 responses)**



Comments:

**3 unresponsive comments:** noted the limited parking in the area due to residential apartments. Other concerns included impact on residents, traffic congestion and use of car share during a pandemic.

**Location 6: 20 Herbert Street, West Ryde (2 responses)**

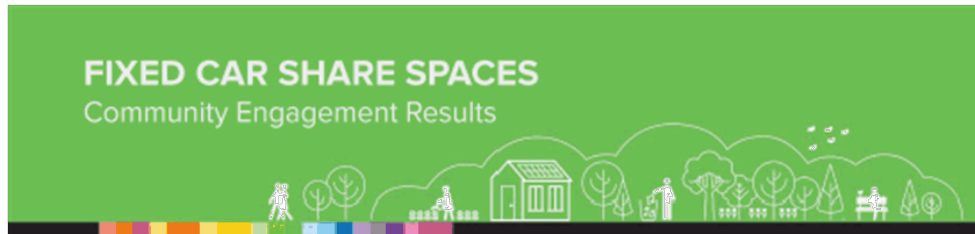


Comments:

**1 unresponsive comment:** noted a space at the station would be more beneficial.

ITEM 7 (continued)

ATTACHMENT 1



Please indicate whether you support or do not support the proposed fixed car share space?

**Location 7a and 7b: 13 Angas Street, Meadowbank (17 responses)**



Comments:

**10 unsupportive comments:**  
noted there is limited street parking for residents, particularly due to apartments and construction in the area. Suggestions for alternative locations included the shopping centre/Coles car park and accessible or timed parking spaces on Angas Street.

**Location 8a and 8b: 1 Rothesay Avenue, Ryde (7 responses)**



Comments:

**1 supportive comment:**  
noted keeping the space clear for safety.

**5 unsupportive comments:**  
noted limited parking in the area due to apartments and visitors. Other concerns included obstructed views and traffic with suggestions for the space to be a no parking/stopping zone and Nancarrow Avenue as an alternative.

**Location 9: 21 Bay Drive, Meadowbank (12 responses)**



Comments:

**1 supportive comment:**  
noted more car share spaces are needed and that residents not considering those who do not own a car.

**7 unsupportive comments:**  
noted limited resident parking and a car share space will impact resident, accessible and service provider parking. Suggestions for alternative locations include in Council, shopping centre or commuter car parks and Faraday Lane.



ITEM 7 (continued)

ATTACHMENT 1



Please indicate whether you support or do not support the proposed fixed car share space?

**Location 10: 91 Constitution Road W, Meadowbank (5 responses)**



Comments:

**3 unresponsive comments:** noted that low residential housing is not a suitable location and will impact resident parking and property values. Alternative locations were suggested including near apartments, Ausgrid site, opposite shops/station and Meadowbank Park car park.

**Location 11: 143 Bowden Street, Meadowbank (9 responses)**



Comments:

**4 unresponsive comments:** noted a car share space would take away from resident and visitor parking, which is already limited due to apartments and recreational visitors.

**Location 12: Opposite 1-3 Bank Street, Meadowbank (7 responses)**



Comments:

**4 unresponsive comments:** noted limited street parking for residents and visitors in the areas, which a car share space would take away from. An alternative location includes Meadowbank commuter car park.

ITEM 7 (continued)

ATTACHMENT 1



Please indicate whether you support or do not support the proposed fixed car share space?

Location 13: 17 Meadow Crescent, Meadowbank (10 responses)



Comments:

4 unresponsive comments: noted this space would take away from the already limited resident parking and that there are better alternatives (e.g. further up the road towards the park).

Location 14: Meadow Crescent outside 21-22 Bank Street, Meadowbank (3 responses)



Comments:

1 unresponsive comment: noted this space would take away from the already limited resident and visitor parking and that there are better alternatives.

Location 15: 90 Belmore Street E, Ryde (4 responses)



Comments:

1 supportive comment: noted to control the parking and allow space for driving.

2 unresponsive comments: noted traffic congestion and issues in the narrow street and a shortage of street parking for residents.

ITEM 7 (continued)

ATTACHMENT 1



Please indicate whether you support or do not support the proposed fixed car share space?

**Location 16: 9 Rothesay Avenue, Ryde (5 responses)**

**3** respondents  
Support

**0** respondents  
Unsure / No Preference

**2** respondents  
Do not support

**Comments:**

**2 supportive comments:**  
noted this as an appropriate place for a fixed car share space and to control the parking.

**2 unresponsive comments:**  
noted difficulty parking in the area and traffic congestion due to parking on both sides of the road.

**Location 17: Constitution Road corner Belmore Street, Ryde (6 responses)**

**3** respondents  
Support

**0** respondents  
Unsure / No Preference

**3** respondents  
Do not support

**Comments:**

**2 unresponsive comments:**  
noted difficulty parking and heavy traffic in the area.

**Location 18: 12 Isabel Street, Ryde (2 responses)**

**1** respondent  
Support

**0** respondents  
Unsure / No Preference

**1** respondent  
Do not support

**Comments:**

**1 unresponsive comment:**  
noted there is limited parking and a car share space will attract strangers and noise to the area.



ITEM 7 (continued)

ATTACHMENT 1



Please indicate whether you support or do not support the proposed fixed car share space?

Location 19: Hamilton Crescent W corner Constitution Road, Ryde (3 responses)



Comments: No comments

Location 20: 22-26 Herbert Street, West Ryde (3 responses)



Comments:

2 unresponsive comments: noted a car share space is not needed and will add to traffic congestion in the area. Alternative locations were suggested including higher on Herbert Street, closer to the station or apartment buildings.

Location 21: Opposite 31 Wattle Street, West Ryde (2 responses)



Comments:

1 unresponsive comment: suggested 31 Wattle Street or closer to the Ryde Eastwood Leagues Club as alternative locations.

ITEM 7 (continued)

ATTACHMENT 1



Please indicate whether you support or do not support the proposed fixed car share space?

Location 22: 30-32 Forster Street, West Ryde (2 responses)

1 respondent  
Support

0 respondents  
Unsure / No Preference

1 respondent  
Do not support

Comments:

1 unresponsive comment: noted this space would take away from the already limited resident parking and noted illegal parking in the area.

Location 23: 4 Bay Drive, Meadowbank (6 responses)

3 respondents  
Support

1 respondent  
Unsure / No Preference

2 respondents  
Do not support

Comments:

2 unresponsive comments: noted difficulty parking on this street and there is only parking available for delivery vans.

Do you have any general or overall comments regarding the proposed fixed car share locations? (n=29)

*Will reduce availability of on-street parking for residents*  
*Increased apartments and constructions in the area*  
*Use Council, shopping, commuter spaces, not residential*  
*Car share not needed in the proposed locations*  
*Need like more car share spaces* *Currently limited on-street parking* *Support car share concept*  
*Improve access to car share facilities*

Note: Size is representative of theme frequency, reflecting themes ranging between n=2 and n=11



**ITEM 7 (continued)**

**ATTACHMENT 1**



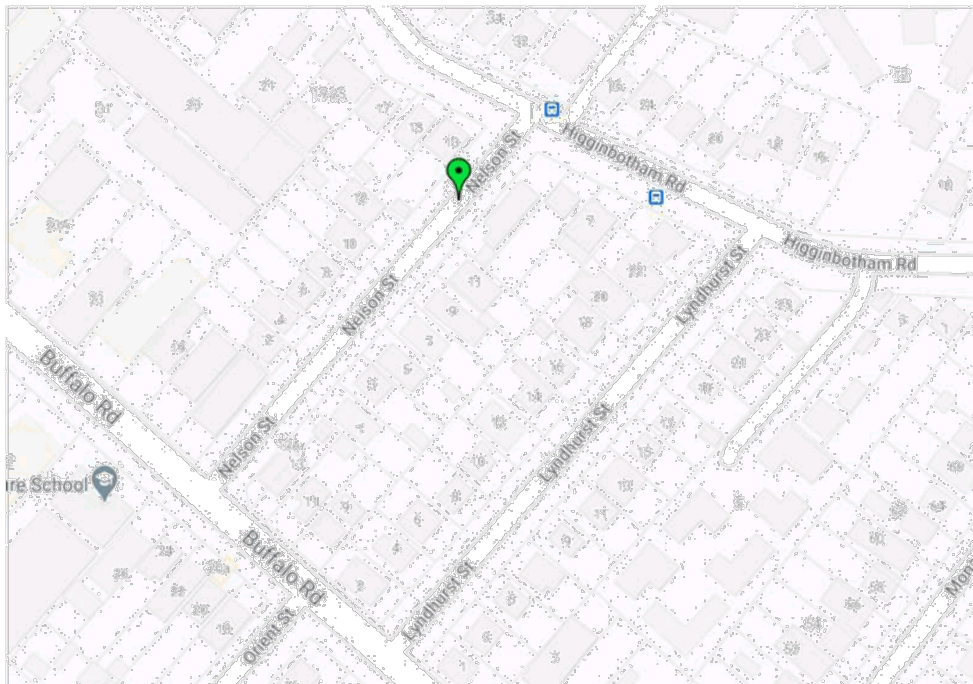
Ryde Traffic Committee

**ITEM (J): NELSON STREET, GLADESVILLE**  
**SUBJECT: RESIDENT PARKING SCHEME**

ELECTORATE: LANE COVE  
WARD: EAST  
ROAD CLASS: NON-CLASSIFIED

Traffic Committee Members are required to advise whether they have any pecuniary interest regarding the item discussed below.

Nelson Street is a local residential street located between Buffalo Road and Higginbotham Road, Gladesville. While the street is predominantly residential in nature, there is a commercial component to the street located towards the Buffalo Road end of the street. On site observations indicate that all on-street parking spaces in the street are regularly filled throughout the working week.



**Figure 13: Location Plan**

Agenda of the Ryde Traffic Committee, dated September 2020

**ITEM 7 (continued)**

**ATTACHMENT 1**

**DISCUSSION:**

Currently there are ten (10) 90-degree angled parking spaces that front the commercial component of the street on the western side of the street, with these parking spaces subject to the following restrictions namely 2P 8am – 6pm Mon-Fri. The parallel parking area adjacent to the 90-degree parking zone has a residential frontage where the following parking restrictions apply 2P 7am -5pm Mon-Fri. No parking restrictions are in force along the eastern side of the street.



*Figure 14 90 degree and parallel parking*

Council has received representation from residents of the street who wish their street to be considered for inclusion into a resident parking scheme. Council adopted its parking permit policy in December 2019 which details a two-step criteria process for a street to be considered as a suitable candidate for a resident parking scheme.

- An on-street parking utilisation survey must indicate that 85% of the available on-street parking spaces on both sides of the street are being utilised.
- Surveys to identify this utilisation rate are undertaken at three (3) time periods (morning, lunchtime, afternoon) on any three (3) days of a normal week (does not include holidays and special event periods) to gauge the parking demand along the subject street.

Site observations undertaken in July 2020 indicated that on-street parking in the street between 8am and 6pm on weekdays currently is well above the 85% criteria required. Since the street met the first parking utilisation criteria, Council undertook consultation with the residents and property owners to establish the level of support for such a scheme. Consultation would need to establish that a minimum of 51% of properties in the street are in support of the proposed scheme.

ITEM 7 (continued)

ATTACHMENT 1



Ryde Traffic Committee

All residents and property owners in the street were thus letterboxed as to whether they wished their street to be included into a resident parking scheme. Residents were letterboxed on 10 August 2020 and were given until the 11<sup>th</sup> September 2020 to voice their opinion. The results of the consultation process indicated that seven (7) of the twelve (12) properties in the street were supportive of the scheme which exceeds the 51% support criteria required for the resident parking scheme to be endorsed.

Council's permit parking procedures manual states that if all properties in the street have access to at least 2 off-street parking spaces and thus would only be entitled to a single visitor parking permit, then only one side of the street will be included in the resident parking scheme. The other side of the street would remain unrestricted.



Figure 15 Proposed RPS on western side of Nelson Street

A review of the available off street parking provision on the street was undertaken which indicated that all properties have access to 2 off-street parking spaces, and thus the proposed resident parking scheme in the street will only operate on the western side of the street and will not include the 90 degree parking area as per the plan shown above.

Agenda of the Ryde Traffic Committee, dated September 2020

**ITEM 7 (continued)**

**ATTACHMENT 1**



Ryde Traffic Committee

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**RECOMMENDATION**

The Ryde Traffic Committee recommends that:

- b) The western side of Nelson Street that is currently signed posted as 2P 7am-5pm Mon – Fri be incorporated into the Zone 9 resident parking scheme and will operate as 2P 8am – 6pm Mon-Fri Authorised Permit Holders Excepted.
- c) All residents of Nelson Street be advised of Council's decision.

**ITEM 7 (continued)**

**ATTACHMENT 1**



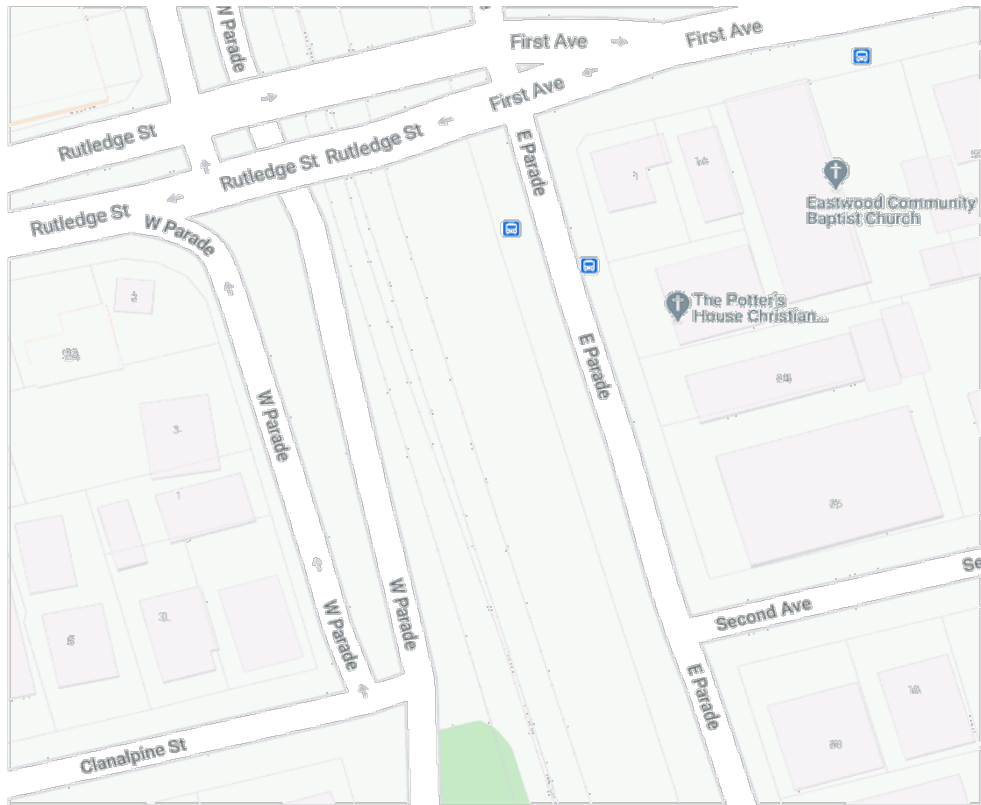
Ryde Traffic Committee

**ITEM (K): WEST PARADE / CHATHAM ROAD / CLANALPINE STREET**  
**SUBJECT: INTERSECTION UPGRADE**

ELECTORATE: RYDE  
WARD: WEST  
ROAD CLASS: NON-CLASSIFIED

Traffic Committee Members are required to advise whether they have any pecuniary interest regarding the item discussed below.

The Transport Services Division of Council reviews all intersections within the City of Ryde as to functionality and readability by motorists. It assesses whether improvements can be made that will assist through traffic movement and whether improvements can be made to improve the road safety environment for pedestrians and cyclists.



**Figure 16: Location Plan**

**ITEM 7 (continued)**

**ATTACHMENT 1**

**DISCUSSION:**

The intersection of West Parade/Chatham Road/Clanalpine Street is located immediately south of Rutledge Street and is one of the more challenging intersections within the City of Ryde for motorists to negotiate. It is considered that this intersection merits investigation to determine a more user-friendly intersection layout.



**Figure 17: Intersection of West Parade/Chatham Road/Clanalpine Street**

West Parade/Chatham Road is classified as a collector road under Council's Road Hierarchy Plan and serves as a major north south connecting route linking Eastwood and West Ryde. The posted speed limit through the intersection is 50km/h, with a 3 Tonne limit applying along this section of West Parade/Chatham Road. A bi-directional separated cycle path runs along the eastern alignment of West Parade/Chatham Road, which then converts to an off-road cycle path facility approximately 50m south of the intersection with Clanalpine Street

While crash data for the period 2014 – September 2019 (the latest crash data that is currently available to Council) reveals that there has only been one injury related crash as having occurred at this intersection, the aerial view of the intersection indicates that there is considerable potential for confusion and conflict between vehicles due to the ambiguity



**ITEM 7 (continued)**

**ATTACHMENT 1**

in the operation of the above intersection. The West Parade northbound carriageway immediately north of Clanalpine Street splits into a one-way section of roadway that intersects with Rutledge Street, while the other section continues down through the underpass with Rutledge Street.

Given the width of the intersection it was determined that a modified roundabout would be the preferred intersection treatment for this intersection. A concept design sketch of the proposed roundabout is attached which demonstrates how the roundabout will be accommodated within the intersection. It is considered that the proposed facility will significantly improve road legibility for all road users of the intersection. There will be no loss of on-street parking associated with the proposed facility.

The proposed roundabout has been designed to accommodate the turning paths of a 12.5m standard bus which will address the left turn movement from Clanalpine Street into West Parade and right turn movement from West Parade into Clanalpine Street associated bus routes M543 and M544.



**Figure 18: Street view - Looking South at Subject Intersection**



**Figure 19: Street view – Looking North at the Subject Intersection**

**ITEM 7 (continued)**

**ATTACHMENT 1**



*Figure 20: Street view – Looking East from Clanalpine Street*

While the presence of residential driveways at or near a roundabout is not ideal, carriageway limitations means that there is only 1 residential driveway at 168 Chatham Road that will be partially impacted by the proposed roundabout. All residents directly impacted by the proposed roundabout will be consulted during the detailed design component of the project.

**RECOMMENDATION**

The Ryde Traffic Committee recommends that:

- d) Approval in principle be given for a roundabout to be installed at the intersection of West Parade/Chatham Road/Clanalpine Street.
- e) Residents be consulted during the detailed design phase of the project.



**ITEM 7 (continued)**

**ATTACHMENT 1**



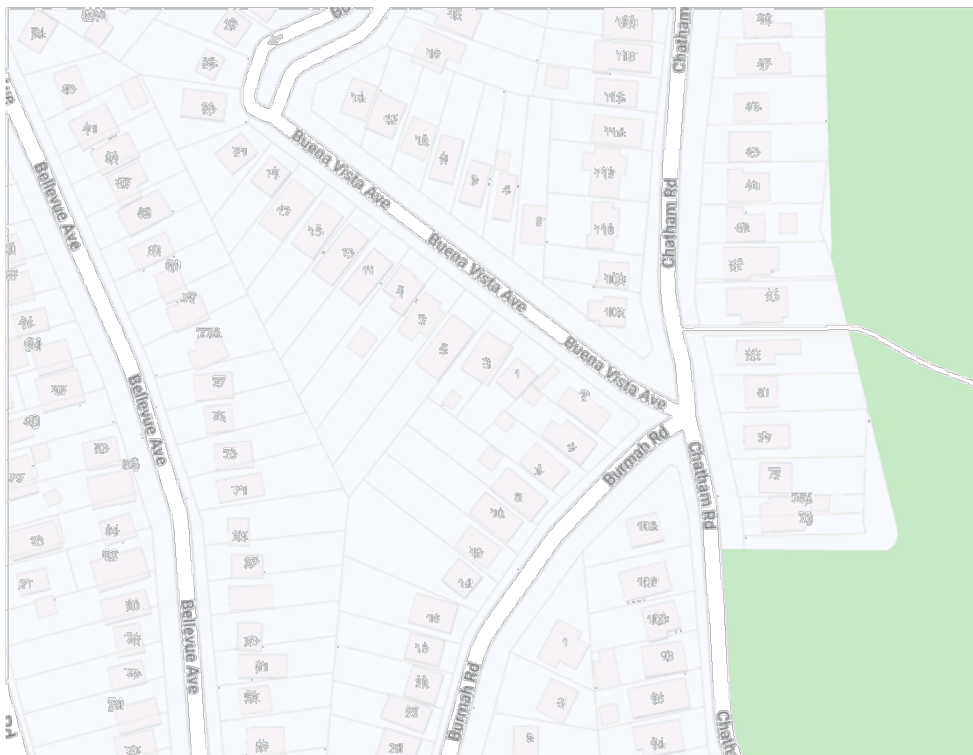
Ryde Traffic Committee

**ITEM (L):** CHATHAM ROAD / BUENA VISTA AVENUE  
**SUBJECT:** INTERSECTION UPGRADE

**ELECTORATE:** RYDE  
**WARD:** WEST  
**ROAD CLASS:** NON-CLASSIFIED

Traffic Committee Members are required to advise whether they have any pecuniary interest regarding the item discussed below.

The Transport Services Division of Council reviews all intersections within the City of Ryde as to functionality and readability by motorists. It assesses whether improvements can be made that will assist through traffic movement and whether improvements can be made to improve the road safety environment for pedestrians and cyclists.



**Figure 21: Location Plan**

Agenda of the Ryde Traffic Committee, dated September 2020

**ITEM 7 (continued)**

**ATTACHMENT 1**

**DISCUSSION:**

The intersection of Chatham Road /Burmah Road /Buena Vista Avenue is one such intersection where consideration of an updated intersection layout is considered appropriate.



**Figure 22:** *Intersection of Chatham Road/Burmah Road/Buena Vista Avenue*

As can be seen in the aerial above there is considerable potential for confusion and conflict between vehicles due to the ambiguity in the operation of the above intersection. It is only Chatham Road that has been clearly defined, with access from Buena Vista Avenue and Burmah Road onto Chatham Road and each other open to interpretation.

Given the width of the intersection it was determined that a modified roundabout would be the preferred intersection treatment for this intersection. A concept design sketch of the proposed roundabout is attached which demonstrates how the roundabout will be accommodated within the intersection. It is considered that the proposed facility will

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Agenda of the Ryde Traffic Committee, dated September 2020

**ITEM 7 (continued)**

**ATTACHMENT 1**

significantly improve road legibility for all road users of the intersection. There will be minimal loss of on-street parking as residential properties on the eastern side of Chatham Road are currently prohibited from parking outside their properties due to the existing carriageway constraints on Chatham Road.



*Figure 23: Street view of Subject Intersection*

While the presence of residential driveways at or near a roundabout is not ideal, carriageway limitations means that some driveways on the eastern side of Chatham Road will fall within the extent of the roundabout. The proposed roundabout has been designed such that all access to and from residential driveways will be maintained. All residents directly impacted by the proposed roundabout will be consulted during the detailed design component of the project.

**RECOMMENDATION**

The Ryde Traffic Committee recommends that:

- f) Approval in principle be given for a roundabout to be installed at the intersection of Chatham Road/Buena Vista Avenue/Burmah Road.
- g) Residents be consulted during the detailed design phase of the project.



**ITEM 7 (continued)**

**ATTACHMENT 1**



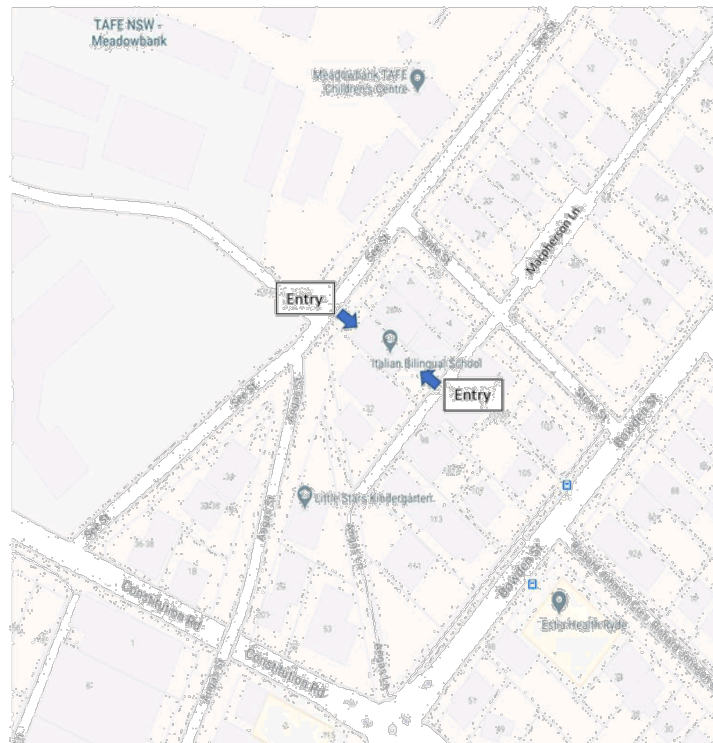
Ryde Traffic Committee

**ITEM (M):** STONE STREET AND ANGUS STREET, MEADOWBANK  
**SUBJECT:** PARKING RESTRICTIONS  
**ELECTORATE:** RYDE  
**WARD:** CENTRAL  
**ROAD CLASS:** NON-CLASSIFIED

Traffic Committee Members are required to advise whether they have any pecuniary interest with regard to the item discussed below.

**DISCUSSION:**

Council has received requests from the Italian Bilingual School to investigate the provision of a Kiss & Ride zone for the school and improved access to parking in the surrounding streets. In response to these requests, a site investigation was undertaken to assess the feasibility of providing a Kiss & Ride zone along the school frontage and to review the parking conditions around the school.



**Figure 24: Location Plan and school entry points.**

Agenda of the Ryde Traffic Committee, dated September 2020



ITEM 7 (continued)

ATTACHMENT 1



Ryde Traffic Committee

The Italian Bi-Lingual School is an independent school with around 150 students attending from throughout the greater Sydney area. As students generally do not live within walking distance, there is a greater percentage of students being dropped off and picked up by car.

The school utilises both the See Street and McPherson Lane entrances for student access, with parents parking and walking children to the school gate. Refer to Figure 1.

The school currently has access to four 1/4P spaces on the See Street school frontage. There is unrestricted parking along north-east side of Stone Street in the vicinity of the back entrance to the school, the south-west side being part of a 2P Resident Parking Scheme (RPS), and unrestricted 90-degree parking on the Angus Street school frontage.

On Angus Street, there is a childcare centre/Kindergarten and a Scout Hall located south of the school with two 1/4P 7am-10pm Monday-Friday spaces along this frontage. The remaining Angus Street forms part of a 2P RPS.

The unrestricted parking areas are generally occupied by construction, TAFE and staff vehicles, thus leaving parents with limited options to park and walk their children to the school gate.

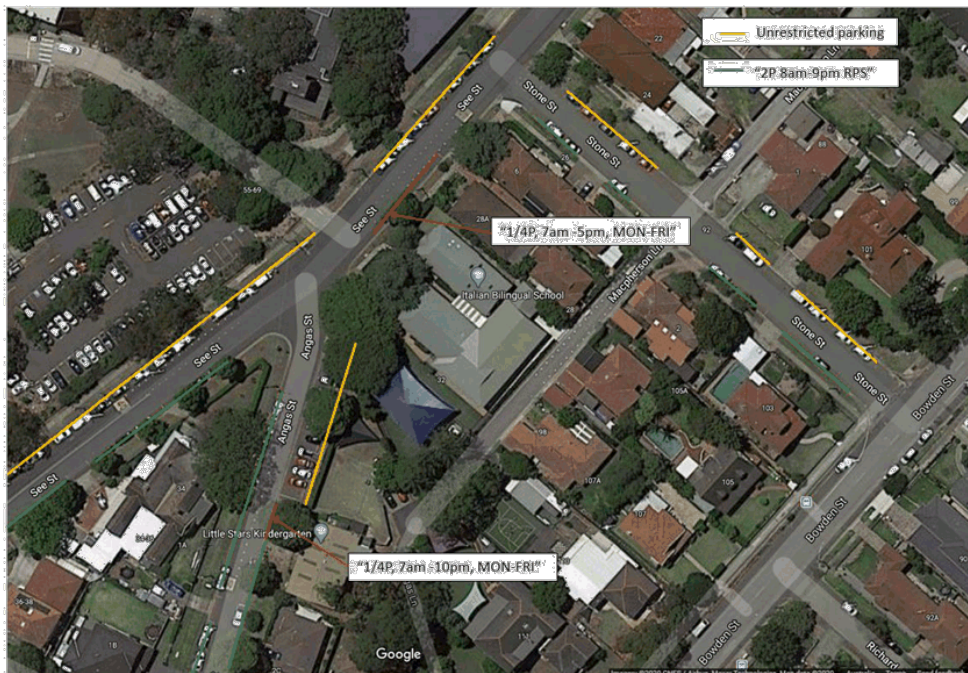


Figure 2: Existing parking restrictions in vicinity of the school.

**ITEM 7 (continued)**

**ATTACHMENT 1**

The only viable location for a Kiss & Ride facility is the 90-degree angle parking area in Angus Street. This location provides an indented area for vehicles to undertake drop-off and pick-up activities without impacting on through traffic. However, there is currently no footpath at this location, thus parents /children must walk on the road to reach the access gate to the school.



**Figure 3: Street view of 90 Degree Indented Parking Area in Angus Street**

The following changes are being proposed as an interim solution as shown in Figure 4;

- Installation of *1/4P 8am-9.30am & 2.30pm-4pm School Days* on the school side of Stone Street, between See Street and Bowden Street;
- Relocation of the existing 2P RPS parking on the north east- side of Stone Street between See Street and Bowden Street to the opposite side of Stone Street;
- Installation of *1/4P 7am-9.30am & 2.30pm-6pm School Days* in the 90-degree angle parking area of Angus Street.

ITEM 7 (continued)

ATTACHMENT 1



Figure 4: Interim proposal.

It is also proposed that Council seek funding to install a footpath and associated kerb improvements along the Angus Street school frontage. Once footpath is installed, the 90-degree parking area be converted to a parallel parking arrangement and operate as a "Kiss & Ride" zone with the following restrictions *No Parking 8am-9.30am & 2.30pm-4pm School Days* as shown in Figure 5:

ITEM 7 (continued)

ATTACHMENT 1



Figure 5: Final proposal with "Kiss & Ride" zone and parallel parking.

**Consultation:**

No consultation with residents is required as the areas are currently covered by a Resident Parking Scheme (RPS) and along the school frontage only. The change in parking restrictions have also resulted in 2 additional RPS spaces being provided.

**Recommendation:**

The Ryde Traffic Committee recommends the following:

- a) Installation of "1/4P 8am-9.30am & 2.30pm-4pm School Days" on the south-west side of Stone Street, between See Street and Bowden Street;
- b) Relocation of the existing 2P Resident Parking Scheme (RPS) on the south-west side of Stone Street between See Street and Bowden Street to the north-east side of Stone Street;
- c) Installation of "1/4P 7am-9.30am & 2.30pm-6pm School Days" in the 90-degree indented angle parking area of Angus Street as an interim.
- d) Installation of a footpath and associated kerb improvements along the Angus Street school frontage. Following the installation of a footpath, the 90-degree parking area be converted to a "Kiss & Ride" zone and parallel parking with the installation of "No Parking 8am-9.30am & 2.30pm-4pm School Days"