

Meeting Date: Tuesday 10 April 2018
Location: Council Chambers, Level 1A, 1 Pope Street, Ryde
Time: 6.45pm

NOTICE OF BUSINESS

Item		Page
1	CONFIRMATION OF MINUTES - Ryde Central Committee Meeting held on 13 February 2018	1
2	ITEMS PUT WITHOUT DEBATE	4
3	REPORT TO THE RYDE CENTRAL COMMITTEE	5

1 CONFIRMATION OF MINUTES - Ryde Central Committee Meeting held on 13 February 2018

Report prepared by: Senior Coordinator - Governance
File No.: CLM/18/1/4/2 - BP18/118

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 Ryde Central Committee Meeting 1/18, held on 13 February 2018, be confirmed.

ATTACHMENTS

- 1 MINUTES - Ryde Central Committee Meeting - 13 February 2018

ITEM 1 (continued)

ATTACHMENT 1

**Ryde Central Committee
MINUTES OF MEETING NO. 1/18**

Meeting Date: Tuesday 13 February 2018

Location: Council Chambers, Level 1A, 1 Pope Street, Ryde

Time: 6.25pm

Councillors Present: Councillors Gordon (Chairperson), Clifton, Kim, Pedersen, Purcell and Zhou.

Apologies: Councillors Moujalli and Yedelian OAM.

Note: Councillor Kim arrived at the meeting at 6.27pm. He was not present for consideration or voting on Item 1.

Note: Councillor Zhou arrived at the meeting at 6.27pm. He was not present for consideration or voting on Item 1.

Staff Present: General Manager, Director – Corporate and Organisational Support Services, Acting Director – City Planning and Development, Acting Director – City Works and Infrastructure, Chief Financial Officer, Manager – City Planning, Acting Manager – Assessment, Senior Coordinator – Strategic Planning, Senior Coordinator – Major Development, Senior Coordinator – Development Engineering Services, Executive Officer – Ryde Central, Senior Coordinator – Governance and Administration Officer – Councillor Support.

DISCLOSURES OF INTEREST

There were no disclosures of interest.

1 CONFIRMATION OF MINUTES - Ryde Central Committee Meeting held on 14 November 2017

Note: Councillors Kim and Zhou were not present for consideration or voting on this Item.

RECOMMENDATION: (Moved by Councillors Clifton and Purcell)

That the Minutes of the Ryde Central Committee 8/17, held on 14 November 2017, be confirmed.

ITEM 1 (continued)

ATTACHMENT 1

Record of Voting:

For the Motion: Unanimous

Note: This matter will be dealt with at the Council Meeting to be held on **27 FEBRUARY 2018** in accordance with the Ryde Central Committee Terms of Reference in Council's Code of Meeting Practice.

Note: Councillors Kim and Zhou arrived at the meeting at 6.27pm.

2 REPORT TO THE RYDE CENTRAL COMMITTEE

RECOMMENDATION: (Moved by Councillors Pedersen and Purcell)

That the Committee receive and note this Status Report.

Record of Voting:

For the Motion: Unanimous

Note: This matter will be dealt with at the Council Meeting to be held on **27 FEBRUARY 2018** in accordance with the Ryde Central Committee Terms of Reference in Council's Code of Meeting Practice.

The meeting closed at 6.29pm.

CONFIRMED THIS 10TH DAY OF APRIL 2018

Chairperson

2 ITEMS PUT WITHOUT DEBATE

Report prepared by: Senior Coordinator - Governance
File No.: CLM/18/1/4/2 - BP18/347

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.

3 REPORT TO THE RYDE CENTRAL COMMITTEE

Report prepared by: Executive Officer - Ryde Central
File No.: CLM/17/1/4/2 - BP18/302

REPORT SUMMARY

This report provides an update on the Ryde Central project.

The report includes details on the submission Council has made to the Roads and Maritime Services (RMS) in respect of the proposed upgrade works at the intersection of Devlin Street, Blaxland Road and Parkes Street, Ryde. Council is seeking the RMS not to remove the provision of the second right hand turn lane from Devlin Street into Blaxland Road.

The report also makes reference to the new options that are being prepared for Council's consideration at a Confidential Councillor Workshop on Tuesday 17 April 2018.

In respect of the budget for Ryde Central, the report details that the projected expenditure for this project will exceed the original budget of \$250,000 and it is estimated to increase to \$390,000 as a result of the various options that have been assessed with this project throughout this financial year. The report seeks the Committee's endorsement to include this increase in the Ryde Central budget in the upcoming March Quarterly Review report, with this additional expenditure to be funded from the Ryde Central Reserve.

RECOMMENDATION:

That the report be noted and Council endorse the additional funds of \$140,000 being allocated to the Ryde Central project in the March Quarterly Review, funded from the Ryde Central Reserve.

ATTACHMENTS

- 1 Submission to RMS dated 29 March 2018 on Proposed Intersection Upgrade Devlin Street and letter from RTA dated 22 March 2007

Report Prepared By:
Geoffrey Knox
Executive Officer - Ryde Central

Report Approved By:
Roy Newsome
Director - Corporate and Organisational Support Services

ITEM 3 (continued)

Devlin Street – Roads and Maritime Services (RMS) Pinch Point Program

The RMS, under their Pinch Point Program, has sought comments on their proposal to upgrade the intersection of Devlin Street, Blaxland Road and Parkes Street. The RMS is proposing to remove the chevron markings that provide for a future second right hand turn lane from Devlin Street into Blaxland Road, for vehicles travelling south along Devlin Street. The RMS is proposing to use this part of the road to adjust lane width and to provide an additional northbound lane from Victoria Road to the northern pedestrian bridge.

Council's staff prepared and has lodged a submission in response to this proposal. On 29 March 2018 this submission was circulated to Councillors for comment prior to lodging the submission on Friday 6 April 2018. A copy of Council's draft submission is **ATTACHMENT 1**.

Civic Hall

Essential compliance works required for fire separation between the Civic Centre and Civic Hall basements is now complete. The completion of this work will allow Council to obtain its Annual Fire Safety Statement for the buildings.

New Options for Ryde Central

As a result of Council's resolution at its meeting on 12 December 2017, new options have been scoped for a new Ryde Central design that includes the following features;

- Council Chambers and Administrative space;
- Meeting and Function Rooms;
- Performance and Cultural Space/s;
- Other Civic Spaces as required;
- Commercial and retail uses;
- Retains public ownership or control over the site; and
- Options on other uses.

A Project Control Group consisting of the General Manager, Directors and key Managers is in the process of developing six options for the proposed redevelopment. These six options will be presented to a Confidential Councillor Workshop on Tuesday 17 April 2018. Financial appraisals for all options will be included in the presentation to the Councillor Workshop.

ITEM 3 (continued)

Ryde Central – Preparation of Business Case

The Office of Local Government provides specific guidelines for infrastructure expenditure with a budget in excess of \$10 million. The guidelines are issued under Section 23A of the Local Government Act. A preliminary business case must be prepared to determine whether the proposal is necessary, consistent with the community strategic plan, delivery program and operational plans. The proposal must offer value for money and the Council must have the capacity to deliver and maintain its current and future community services. Staff are in the process of preparing the business case for the project.

Performance Space – Feasibility Study

The proposed options for Ryde Central include providing a significant upgrade of the performance space.

The City of Ryde's draft Social and Cultural Infrastructure Framework (2014) identifies the need for more purpose built facilities which are more functional and flexible, to meet a wider range of community needs. The framework identifies the need for a feasibility study for each facility.

In order to assess the City of Ryde's specific needs and requirements in respect of the performance space, now and into the future and with the recognition of existing performance spaces within the region and within the Sydney metropolitan area, it is proposed that Council undertake a feasibility study to confirm our City's performance space requirements.

This study will evaluate the needs and options available to Council. The study will be based on quantitative and qualitative data and use established methodologies that assess costs and benefits that will be evidence based. Assumptions will be clearly identified.

It is proposed that Council engage an appropriately qualified consultant to undertake this feasibility study. It is estimated this study will cost approximately \$40,000.

ITEM 3 (continued)

Ryde Central Budget Review.

Council allocated \$250,000 in its 2017/2018 Operational Plan for the Ryde Central project. The breakup of the original budget is as follows:

Salaries	\$175,000
Consultancies	<u>\$ 75,000</u>
	\$250,000

There is a need to increase Council's budget in respect of consultancies, in finalising the options being investigated for Council's review and consideration. An explanation of the expenditure to date under consultancies is detailed below;

- Review of the commercial viability of the BIAD winning design.
- Design by BIAD of two additional options.
- Construction budget estimates and financial appraisals of the two additional options.
- Advice on office and retail space in Top Ryde, with regard to the future demand, the ideal net rentable areas and the rents they would command.
- Construction budget estimates and financial appraisals of the six new options scoped in response to Council's resolution on 12 December 2017.
- Financial appraisals of the six new options scoped in response to Council's resolution on 12 December 2017.
- Advice on procurement options for the delivery of the project and assistance with the plan for progressing the project.

As at 26 March 2018, Council had expended \$231,419 from its budget of \$250,000. With commitments, this total is \$320,195, being an over expenditure of \$70,195. It is anticipated that further expenditure of \$69,800 will be required to advance Council's preferred option and to assist in determining the scope/brief for the Performance Space. This results in a total estimated expenditure for Ryde Central of \$390,000, for 2017/2018, which is an additional \$140,000 above Council's original budget. The additional funds are proposed to be funded from the Ryde Central Reserve.

ITEM 3 (continued)

A detailed breakdown of Council's projected budget and expenditure is as follows.

	BUDGET	ACTUAL/ COMMITTED	FORECAST
Employee Costs	\$175,000	\$174,713	\$175,000
Consultancies	\$ 75,000		
BIAD design concepts		\$ 55,000	\$ 55,000
Liaison and translation		\$ 5,920	\$ 5,920
Construction cost estimates		\$ 30,500	\$ 30,500
Financial appraisals		\$ 43,500	\$ 43,500
Procurement advice		\$ 9,500	\$ 30,000
Performance Space – Feasibility			\$ 40,000
Other		<u>\$ 1,062</u>	<u>\$ 10,080</u>
Total	\$250,000	\$320,195	\$390,000

It is therefore recommended that additional funds of \$140,000 be allocated in the March Quarterly Review from the Ryde Central Reserve.

Financial Implications

The adoption of the recommendation will increase the budget from \$250,000 to \$390,000, noting the additional \$140,000 is proposed to be funded from Council's Ryde Central Reserve.

ITEM 3 (continued)

ATTACHMENT 1



Lifestyle and opportunity @ your doorstep

Mr George Allan
Project Manager
Pinch Points North
Transport Roads and Maritime Services
20-44 Ennis Road
MILSONS POINT NSW 2061

29 March 2018

Our References – CSG/17/1/12/1/5
PM15/30678/3/3

Dear Mr Allan

**Proposed Intersection Upgrade at Devlin Street, Blaxland Road and
Parkes Street in Ryde
Your Reference: P.0221930**

I refer to your letter dated 2 March 2018 in respect of undertaking consultation on the proposed Intersection Upgrade at Devlin Street, Blaxland Road and Parkes Street, Ryde.

The City of Ryde notes the changes in the proposed intersection upgrade works.

Council strongly objects to the removal of the chevron markings that provide for a future second right hand turn lane from Devlin Street into Blaxland Road, for vehicles travelling south along Devlin Street, Ryde. A second right hand turn lane received the concurrence of the RTA as part of the Ryde Town Centre – Integrated Traffic Solution, under Section 138 of the Roads Act, on 22 March 2007.

The requirement for an Integrated Traffic Solution for the Ryde Town Centre to service both the Top Ryde Shopping Centre site and Council's Civic Centre site (now Ryde Central) was a requirement of the RTA, before any development approval could be granted to the Top Ryde Shopping Centre redevelopment.

Customer Service Centre
1 Pope Street, Ryde NSW 2112
(Within Top Ryde City shopping centre)

North Ryde Office
Level 1, Building 0, Binary Centre,
3 Richardson Place, North Ryde NSW 2113

Phone (02) 9952 8222
Email cityofryde@ryde.nsw.gov.au
Post Locked Bag 2069, North Ryde NSW 1670
www.ryde.nsw.gov.au
TTY (02) 9952 8470 Fax (02) 9952 8070
Translating and Interpreting Service 131 450

ITEM 3 (continued)

ATTACHMENT 1



A copy of the correspondence from the RTA dated 22 March 2007 is ATTACHED for your attention, including the preliminary drawings of Devlin Street, that shows the provision of the second right hand turn lane.

The City of Ryde is currently considering redevelopment options of its site that will be confirmed later this year. These options are proposing an intensification of Council's site that will include an enhanced performance space within the development, activation of the open space within the development, together with options that include increased commercial and residential uses. These plans will also accommodate all of Council's administration staff and Civic meeting space for Council Meetings, function and meeting rooms. As a result, the options being considered by Council will need to utilise all aspects of the endorsed Integrated Traffic Solution.

Given the future scenario of the Ryde Central site being redeveloped, as detailed in this submission, Council reinforces the critical importance of the second right turn lane, to which the RTA gave its concurrence. This second lane will ensure the future redevelopment of Council's Ryde Central site remains viable.

In the case that the RMS does not support Council's submission to retain the provision for the second right hand turn lane, there would be a need to extend the existing right hand turn bay back to the Pope Street traffic lights.

If you have any further enquiries on this matter, please contact Geoffrey Knox, Executive Officer – Ryde Central on 9952 8313 or myself on 9952 8011.

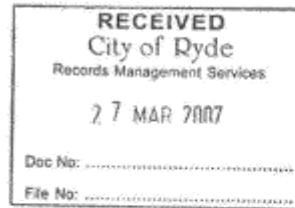
Yours sincerely

Roy Newsome
Acting Deputy General Manager /
Director Corporate and Organisational Support Services

ITEM 3 (continued)

ATTACHMENT 1

The General Manager
Ryde Council
DX 8403
RYDE



Attention Michael Whittaker

Section 138 Approval Ryde Town Centre - Integrated Traffic Solution

Dear Mr Whittaker,

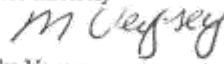
I refer to your recent correspondence dated 13 March 2007 (Ref COR2006/1459) concerning the Ryde Town Centre – Integrated Traffic Solution, which in accordance with Local Environmental Plan 143 seeks the RTA's concurrence under Section 138 of the Roads Act, 1993.

The RTA has reviewed the plans provided (Hyder SK246P3), the Review of Environmental Factors supplied, the Ryde Town Centre Integrated Traffic Solution as detailed within the "Parsons Brinckerhoff (2007), Feasibility Study for Access Changes in Ryde Town Centre – Traffic and Transport Review" and the Section 138 Application Form.

The RTA grants concurrence under Section 138.

It is noted that detailed design plans, and any proposed minor changes to the works as currently proposed, will be referred to the RTA for review and necessary approvals in due course.

Yours sincerely

 22 March 2007
Mike Veysey
Regional Manager, Sydney

Roads and Traffic Authority



Centennial Plaza
260 Elizabeth St, Surry Hills NSW 2010

PO Box K198 Haymarket NSW 1240
DX13 Sydney

T 02 9218 6888

www.rta.nsw.gov.au

ITEM 3 (continued)

ATTACHMENT 1



ID 2006-1365 (Part 2)

Andrew Popoff

The General Manager
Ryde Council
DX 8403
RYDE

Attention: Michael Whittaker

Development Application "Stage 1 – Precinct 2" Top Ryde Shopping Centre Redevelopment

Dear Mr Whittaker,

I refer to your recent correspondence of 7 November 2006 (Ref DA 671/06 and DA 272/06), which in accordance with Local Environmental Plan 143, seeks the RTA's concurrence under Section 138 of the Roads Act, 1993.

Whilst the RTA previously confirmed (pursuant to Section 64 of the Roads Act) that we had decided to exercise Council's functions in respect of the approval function relating to the connection of the access ramps / tunnels on Devlin Street under Section 138 of the Roads Act, Council is now advised that the RTA no longer elects to exercise Council's Roads Authority function. It is considered sufficient certainty of outcome will be assured by the proposed Tripartite Agreement between Council, the Developer and the RTA, and the RTA's role in approving detailed design plans for such elements as traffic signals, in due course.

However, the RTA will have a concurrence role (not an approval role) in respect of Council's consent under Section 138 of the Roads Act as Devlin Street is a classified road under the Roads Act.

Exercise of Concurrence Function under the Roads Act.

The RTA has reviewed the development application, and the proposed Stage 1 plan (Hyder SK245P3) for the integrated traffic solution, and requests Council as the consent authority to place the following conditions on the Development Approval:

1. Detailed design plans for Stage 1 – Precinct 2 are to be submitted to the RTA for approval prior to any road works commencing on Devlin Street.
2. The applicant should investigate, as part of finalising the detailed design; increasing the length of the kerbside northbound merge lane along Lane Cove Road north of the intersection of Devlin Street / Blaxland Road / Lane Cove Road, providing longer right turn lanes in Devlin Street.

Roads and Traffic Authority

ID 2006-1365pt2.doc

 Centennial Plaza
260 Elizabeth St, Surry Hills NSW 2010 | PO Box K198 Haymarket NSW 1240
DX13 Sydney | T 02 9218 6888 | www.rta.nsw.gov.au

ITEM 3 (continued)

ATTACHMENT 1

3. The signalised intersection of Devlin Street / Pope Street must be designed to ensure that there are only two (2) egress lanes out of Pope Street onto Devlin Street.

Tunnels along and under Devlin Street:

4. The Developer is to be responsible for the operation and maintenance of the tunnels / access ramps. Appropriate Section 138 agreements are to be in place to cover the tunnels / access ramps including maintenance and operation. The agreement is to include lighting, ventilation, fire safety, traffic barriers, traffic management, drainage and other systems associated with the tunnels. The agreement is to include inspection, monitoring and reporting to RTA's requirements.
5. The developer is to submit detailed design drawings and geotechnical reports to the RTA for assessment. The developer will be required to meet the full cost of the assessment by the RTA.
6. The geotechnical report will need to provide details on how Devlin Street will be appropriately monitored for settlement during the tunnel construction period and to clearly demonstrate to the RTA's satisfaction how settlement risks will be minimised.
7. Any damage to the RTA's assets during construction or operation of the access tunnels are to be rectified to the RTA's satisfaction at full cost to the developer.
8. The developer is to submit a Contingency Traffic Management Plan (CTMP) for the management of traffic flows in the local area should there be a major problem / emergency occur to the tunnel works within Devlin Street. This CTMP must be submitted to both the RTA and Council's Local Traffic Committee for approval prior to the commencement of the roadworks.

Drainage:

9. Council is to confirm acceptance of full responsibility for maintenance of the proposed drainage structure along the Devlin Street kerb and gutter (Plan 2874DA STW-04) and associated drainage system.
10. Detailed drainage design plans and stormwater calculations related to Devlin Street and Blaxland Road are to be submitted to the RTA for approval.

Excavation adjacent to Devlin Street and Blaxland Road:

11. The developer is to submit detailed design drawings and geotechnical reports relating to the excavation and support structures to the RTA for assessment. The developer is to meet the full cost of the assessment by the RTA.
12. Temporary anchors within the road reserve may be approved subject to an assessment of the proposal by the RTA.

ID 2006-1365pt2.doc

ITEM 3 (continued)

ATTACHMENT 1

Roadworks/Traffic Control facilities:

13. The full width of Devlin Street for the full length of the affected area is to be resurfaced at the completion of the work to remove conflicting linemarking and to ensure that pavement joints are not in the wheel path.
14. The signalised intersection of Devlin Street / Blaxland Road / Parkes Street will require the installation of CCTV to monitor traffic flows both during construction and permanently.
15. The two proposed pedestrian bridges across Devlin Street are to be designed to ensure that they cater for the disabled / cyclists as well as being operational 24 hours each day.
16. The proposed pedestrian bridges along Devlin Street, proposed traffic signal modifications at (Lane Cove Road / Blaxland Road / Devlin Street, Devlin Street / Blaxland Road / Parkes Street, Blaxland Road / Tucker Street / Church Street and Victoria Road / Bowden Street), new traffic signals at (Pope Street / Smith Street, Devlin Street / Pope Street and Pedestrian Signals along Tucker Street), the access ramps on grade at Devlin Street and all other works within the classified road shall be designed to meet RTA's requirements, and endorsed by a suitably qualified and chartered Engineer (i.e. who is registered with the Institute of Engineers, Australia). The design requirements shall be in accordance with the RTA's Road Design Guide and other Australian Codes of Practice. The certified copies of the civil / traffic signal design plans shall be submitted to the RTA for consideration and approval prior to the release of construction certificate by Council and commencement of road works.

The RTA fees for administration, plan checking, civil and signal works inspections and project management shall be paid by the developer prior to the commencement of works.

The developer will be required to enter into a Tripartite Agreement with Ryde Council and the RTA for the abovementioned works. Please note that the Tripartite Agreement will need to be executed prior to the issue of a construction certificate for the road works.

17. The developer shall be responsible for all public utility adjustment/relocation works, necessitated by the above work and as required by the various public utility authorities and/or their agents.
18. All work / regulatory signposting associated with the proposal shall be at no cost to the RTA.

Notwithstanding, the following additional comments are offered for Council's consideration:

19. To minimise driver confusion and to ensure that localised traffic efficiency is not undermined by the development proposal it is recommended that a Directional Signage Strategy be developed in consultation with Council and the RTA prior to the issue of a construction certificate. Such a Strategy should also ensure that the car parking areas implement a dynamic sign system which indicates the location and availability of underutilised parking areas and the implementation of appropriate way finding signage for vehicles entering / exiting the tunnel access ramps.

ID 2006-1365pc2.doc

ITEM 3 (continued)

ATTACHMENT 1

20. A Traffic and Parking Management Plan shall be prepared and submitted to the RTA and Council for approval prior to the issue of the construction certificate. This Plan should address such issues as management of localised traffic congestion associated with the development, recommend strategies for dealing with traffic and parking management during Peak Trading Periods (ie. Christmas / Easter, etc) and blockages within one or all of the tunnel accesses. The tunnels should also include appropriately designed signage and physical barriers to address such a scenario.

21. The proposed signals at the Centre's exit in Tucker Street are not supported as it would encourage students from Ryde Public School to cross at this location and either walk through the car park or cross a number of vehicle driveways to head south to Blaxland Road.

A seagull island arrangement could be considered in lieu of signals to assist vehicles in leaving the car park.

22. Pedestrian signals in lieu of a marked pedestrian crossing are to be provided in Tucker Street some 100m north of Blaxland Road.

23. Discussion with the STA indicates that they may wish to use Tucker Street as a layover area for buses and then to recommence their eastbound runs via Tucker, Pope, Devlin Street and Blaxland Road.

In lieu of the above, consideration must be given to the introduction of a separate phase which accommodates right turn movements from Blaxland Road turning right into Tucker Street (northbound).

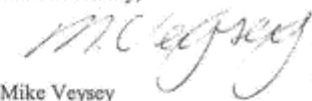
24. Appropriate TMP's for demolition and construction works must be submitted to the RTA for approval prior to work commencing.

25. Regulatory parking signage would be subject to Council's Local Traffic Committee's approval for the local street system and RTA approval along Devlin Street and Blaxland Road.

Please address all further inquiries regarding this matter to the A / Land Use Planning & Assessment Manager, Ken Moon, on Phone (02) 8814 2965 or Facsimile (02) 8814 2107.

Council should note that one issue which will need to be addressed when Stage 2 is pursued, and further detailed designs are submitted to the RTA for approval, that the possible retention of the left turn lane into Blaxland Road should be considered.

Yours sincerely,

 22 March 2007
Mike Veysey
Regional Manager
Sydney Region

ID 2006-1365pc2.doc

ITEM 3 (continued)

ATTACHMENT 1

