

**Meeting Date:** Tuesday 17 May 2016  
**Location:** Committee Room 2, Level 5, Civic Centre, 1 Devlin Street, Ryde  
**Time:** 5.00pm

**NOTICE OF BUSINESS**

<b>Item</b>	<b>Page</b>
1 CONFIRMATION OF MINUTES - Meeting held on 19 April 2016 .....	1
2 GENERIC PLAN OF MANAGEMENT - PUBLIC EXHIBITION OF ON AMENDMENT TO THE LAND CATEGORISATION OF CHRISTIE PARK .....	5
3 WINBOURNE STREET, WEST RYDE - ROAD WIDENING AND FOOTPATH.....	22
4 TREE MANAGEMENT APPLICATION REVIEW - VILLA 5/1-3 BELL AVENUE, WEST RYDE .....	39
5 ENDORSEMENT OF PREFERRED SWIM SITES FOR THE RYDE LGA.....	57
6 PROJECT STATUS REPORT - MARCH 2016 PROJECT DEVELOPMENT DEPARTMENT.....	67
7 TRAFFIC AND PARKING MATTERS PRESENTED TO THE RYDE TRAFFIC COMMITTEE MEETING HELD ON 17 MARCH 2016 .....	89

**1 CONFIRMATION OF MINUTES - Meeting held on 19 April 2016**

---

**Report prepared by:** Senior Coordinator - Governance

**File No.:** CLM/16/1/2/2 - BP16/432

---

**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 3/16, held on 19 April 2016, be confirmed.

**ATTACHMENTS**

- 1 MINUTES - Works and Community Committee Meeting - 19 April 2016**

**ITEM 1 (continued)**

**ATTACHMENT 1**

**Works and Community Committee  
MINUTES OF MEETING NO. 3/16**

**Meeting Date:** Tuesday 19 April 2016

**Location:** Committee Room 2, Level 5, Civic Centre, 1 Devlin Street, Ryde

**Time:** 5.02pm

**Councillors Present:** Councillors Perram (Chairperson), Etmekdjian, Li, Pendleton, Simon and Stott.

Note: Councillor Simon arrived to the meeting at 5.17pm during discussion on Item 2. He was not present for consideration and voting on Item 1.

**Apologies:** Nil.

**Absent:** Councillor Maggio.

**Staff Present:** Acting Director – Corporate and Community Services, Acting Director – City Strategy and Planning, Director – City Works and Infrastructure, Manager – Asset Systems, Manager – Project Development, Manager – Operations, Manager – Strategic City, Acting Manager – Communications, Customer Service and Events, Senior Coordinator – Sportsgrounds and Recreation, Senior Coordinator – Transport, Acting Senior Coordinator – Program Delivery, Senior Coordinator – Infrastructure Programs, Senior Coordinator – Governance and Governance, Risk and Audit Coordinator.

**DISCLOSURES OF INTEREST**

There were no disclosures of interest.

**PUBLIC PARTICIPATION ON ITEMS NOT LISTED ON THE AGENDA**

**RESOLUTION:** (Moved by Councillors Li and Pendleton)

That the speaker who wished address the Committee on an Item Not on the Agenda, be allowed to address the meeting, the time being 5.04pm.

**Record of Voting:**

For the Motion: Unanimous

**ITEM 1 (continued)**

**ATTACHMENT 1**

**PUBLIC PARTICIPATION ON ITEMS NOT LISTED ON THE AGENDA**

The following person then addressed the Committee:-

<b>Name</b>	<b>Topic</b>
Robert McFadden	Application to Remove a tree at Unit 5 / 1-3 Bell Avenue, West Ryde

**1 CONFIRMATION OF MINUTES - Meeting held on 15 March 2016**

Note: Councillor Simon was not present for consideration and voting on this Item.

**RESOLUTION:** (Moved by Councillors Pendleton and Stott)

That the Minutes of the Works and Community Committee 2/16, held on 15 March 2016, 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.

**2 PROJECT STATUS REPORT - FEBRUARY 2016 PROJECT DEVELOPMENT DEPARTMENT**

Note: Councillor Simon arrived at the meeting at 5.17pm during discussion of this Item.

**RESOLUTION:** (Moved by Councillors Pendleton and Stott)

That Council receive and note this report.

**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**

**LATE REPORT**

**3 SPORTSGROUNDS PROGRAM - STATUS REPORT**

**RECOMMENDATION:** (Moved by Councillors Stott and Pendleton)

- (a) That Council note the funding and resources allocated to the sportsground maintenance and capital works programs.
- (b) That Council note the condition of the sporting fields at the commencement of the 2016 winter season.
- (c) That Council allocate the amount of \$660,000 from (Section 94 Reserve) for the purpose of providing additional funding for the Sportsfield Renewal and Upgrade Program and that the amount be included in Councils draft 2016/17 One Year Operational Plan.

**Record of Voting:**

For the Motion: Unanimous

Note: This matter will be dealt with at the Council Meeting to be held on **26 APRIL 2016** as it is outside the Committee's delegations.

The meeting closed at 5.29pm.

CONFIRMED THIS 17TH DAY OF MAY 2016.

Chairperson

---

## **2      GENERIC PLAN OF MANAGEMENT - PUBLIC EXHIBITION OF ON AMENDMENT TO THE LAND CATEGORISATION OF CHRISTIE PARK**

---

**Report prepared by:** Open Space Program Coordinator  
**File No.:** GRP/09/6/9 - BP16/367

---

### **REPORT SUMMARY**

During 2015, Council staff in consultation with relevant sporting groups prepared a masterplan for Christie Park. This process was undertaken to develop Christie Park as a home of football within the City in a financially sustainable way over the next 15-20 years. The masterplan sets out a clear framework for the future use and development of Christie Park in four stages. Details of the masterplan are outlined within this report.

To realise this masterplan, a portion of the land within Christie Park needs to be recategorised under the *Local Government Act 1993*. This is because the proposed land use is not aligned with the core objectives of the current land categorisation. Two options are presented in the report as below;

- Option 1 proposes to recategorise a portion of land within Christie Park to allow for the development to stage 3 of the 4 stage masterplan.
- Option 2 proposes to recategorise a larger portion of land within Christie Park to allow for the full masterplan to be realised.

The purpose of this report is to gain Council's approval to proceed to public exhibition for an amendment to the *Generic Plan of Management* (PoM), specifically the land categorisation of Christie Park.

Council is to note that this report relates to the land categorisation not land classification (i.e operational/ community).

The report recommends Option 1 and the amendments to the PoM will allow Council to proceed with the implementation of two synthetic playing fields.

### **RECOMMENDATION:**

That Council endorse OPTION 1 of the proposed amendment to the *Generic Plan of Management* land categorisation at Christie Park for public exhibition as set out in this report.

### **ATTACHMENTS**

There are no attachments for this report.

**ITEM 2 (continued)**

Report Prepared By:

**Michael Longworth**  
**Open Space Program Coordinator**

Report Approved By:

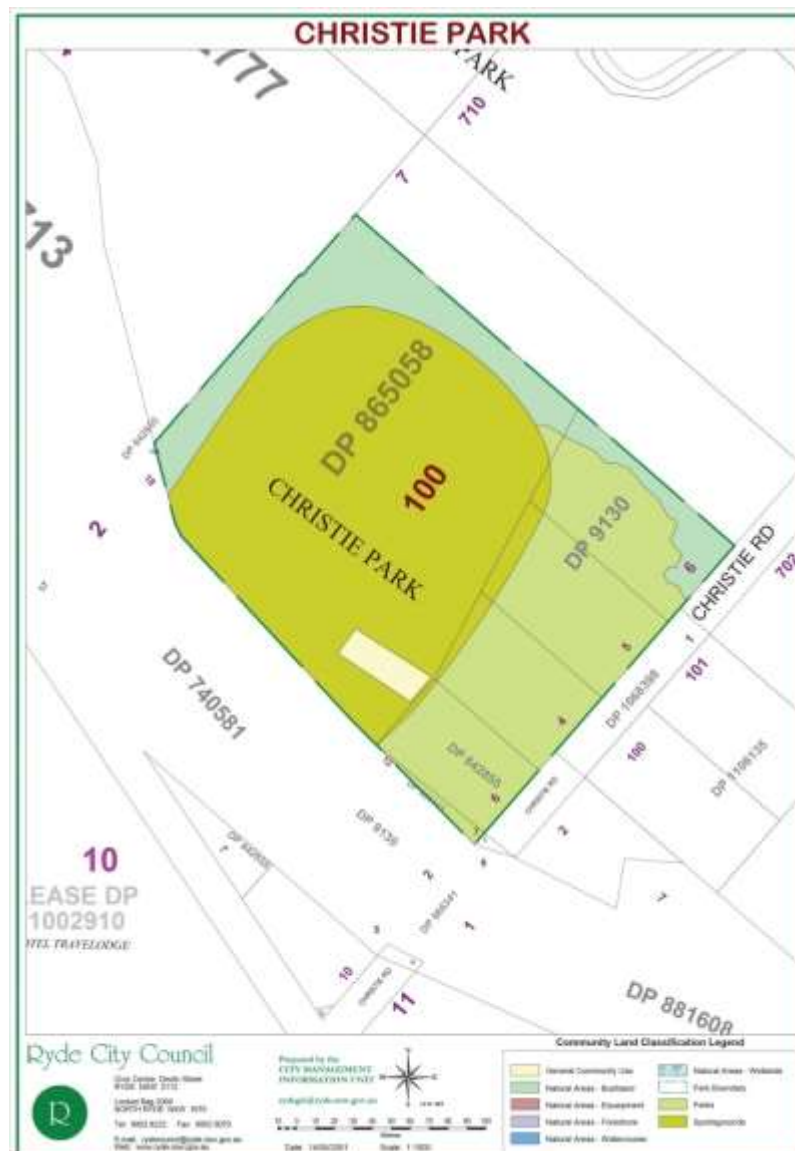
**Ian Andrews**  
**Senior Coordinator - Open Space Planner and Development**

**Meryl Bishop**  
**Manager - Strategic City**

**Liz Coad**  
**Acting Director - City Strategy and Planning**

## Background

Council is required under the *Local Government Act 1993* to classify Council owned land either as 'Operation Land' or 'Community Land'. For land that is classified as 'Community Land', Council must write a Plan of Management (PoM) and categorise the land according to Council's core objective for that land. Christie Park is 'Community Land' and is currently managed according to the Generic Plan of Management 2001. The current land categorisation for the park is shown below.



*Image 1: Current land categorisation of Christie Park*



## **ITEM 2 (continued)**

### **Core Objectives of Land Categorisation**

The core objectives of land categorisation are identified in the *Local Government Act 1993* as follows;

#### Park

*The core objectives for management of community land categorised as a park are:*

- (a) to encourage, promote and facilitate recreational, cultural, social and educational pastimes and activities, and*
- (b) to provide for passive recreational activities or pastimes and for the casual playing of games, and*
- (c) to improve the land in such a way as to promote and facilitate its use to achieve the other core objectives for its management.*

#### Sportsground

*The core objectives for management of community land categorised as a sportsground are:*

- (a) to encourage, promote and facilitate recreational pursuits in the community involving organised and informal sporting activities and games, and*
- (b) to ensure that such activities are managed having regard to any adverse impact on nearby residences.*

#### General Community Use

*The core objectives for management of community land categorised as general community use are to promote, encourage and provide for the use of the land, and to provide facilities on the land, to meet the current and future needs of the local community and of the wider public:*

- (a) in relation to public recreation and the physical, cultural, social and intellectual welfare or development of individual members of the public, and*
- (b) in relation to purposes for which a lease, licence or other estate may be granted in respect of the land (other than the provision of public utilities and works associated with or ancillary to public utilities).*

## **ITEM 2 (continued)**

### Natural Area

*The core objectives for management of community land categorised as a natural area are:*

- (a) to conserve biodiversity and maintain ecosystem function in respect of the land, or the feature or habitat in respect of which the land is categorised as a natural area, and*
- (b) to maintain the land, or that feature or habitat, in its natural state and setting, and*
- (c) to provide for the restoration and regeneration of the land, and*
- (d) to provide for community use of and access to the land in such a manner as will minimise and mitigate any disturbance caused by human intrusion, and*
- (e) to assist in and facilitate the implementation of any provisions restricting the use and management of the land that are set out in a recovery plan or threat abatement plan prepared under the Threatened Species Conservation Act 1995 or the Fisheries Management Act 1994.*

### **Sport and Recreation Study**

In 2015, Council engaged a consultant to develop the *Sport and Recreation Strategy 2025*. An Annexure of that report was the Synthetic Sports Surfaces Action Plan. That Plan identified that Council's fields were currently overused and proposed the construction of 3 synthetic surfaces to address the short fall in demand. Council resolved to proceed to tender for ELS Hall Park #1 and Christie Park #1 and #2.

### **Memorandum of Understanding for Christie Park**

Simultaneously, Council was a signatory to a Memorandum of Understanding(MOU) with Gladesville Hornsby Football Association, North West Sydney Women's Football Association, Gladesville Ryde Magic Football Club and Gladesville Ravens Women's Football Club. These are the four major footballing bodies within the City and the MOU was executed on 17 December 2014. This MOU was established to develop a masterplan for Christie Park to become a home of football within the City in a financially sustainable way over the next 15-20 years. Council resolved on 10 February 2015 for officers to commence the preparation of a masterplan for Christie Park. The masterplan sets out a clear framework for the future use and development of Christie Park. On Wednesday 2 March 2016, Council officers and present members of the MOU agreed to the masterplan and the proposed staging. The masterplan is shown below and is a long term vision for Christie Park.

## ITEM 2 (continued)



Image 2: Christie Park Masterplan

## Site Context and Ownership

The current zoning and adjacent land ownership for Christie Park is shown below.



Image 3: Christie Park zoning (Ryde LEP 2014)

## ITEM 2 (continued)

Christie Park adjoins the sporting fields owned by and used by the university for soccer, rugby, AFL and tennis. From initial investigations there may be opportunities to create a combined sporting/recreational facility in this part of the City. To progress this concept, Council is currently in discussions with Macquarie University to explore these opportunities to integrate Christie Park with their sporting fields (located to the north west).



*Photo 1: Christie Park, existing conditions, looking north to National Park*



**ITEM 2 (continued)**



*Photo 2: Christie Park, existing conditions, looking north to National Park*

**Masterplan Staging**

To deliver the project effectively, the masterplan has been split into four stages. The first stage includes the delivery of two synthetic fields, realignment of floodlighting, storm water management works, realignment of the existing grandstand and associated infrastructure, as shown below.

## ITEM 2 (continued)



Image 4: Christie Park Masterplan – Stage 1

Stage two includes the delivery of a centralised grandstand with amenities for both synthetic fields, canteen, club room, offices and toilets.



Image 5: Christie Park Masterplan – Stage 1 and 2

Stage three is the development of 6 futsal courts. The development of this facility would occur following the establishment of a futsal competition located on the western synthetic field. A business case has been prepared for this stage. Pending a traffic study for stage three and four, an extension to the existing car parking may be required during this stage. The car park would be designed to allow for stage four development.



## ITEM 2 (continued)



Image 6: Christie Park Masterplan – Stage 1, 2 and 3

Stage four of the masterplan involves the construction of an elevated synthetic surface above the proposed car park enlargement in stage three. This stage should only be undertaken following a cost/benefit analysis and follow the recommendations outlined in the Synthetic Sports Surfaces Action Plan and associated Council resolution.



Image 7: Christie Park Masterplan – Stage 1, 2, 3 and 4

## **ITEM 2 (continued)**

### **Funding Allocation for Embellishment**

The Synthetic Sports Surfaces Action Plan implementation is funded to the value of \$10,380,000 under the 2017 – 2021 delivery plan. In 2016/2017 \$3,320,000 is proposed to fund ELS Hall Park #1 and in 2017/2018 \$3,500,000 is allocated to fund stage 1 of the Christie Park Masterplan.

### **Tender for Embellishment Works**

On 22 March 2016 Council released a tender for the design and construction of ELS Hall Park #1 and two synthetic surfaces at Christie Park. The tender is scheduled to close on 28 April 2016 with a report to be prepared for endorsement at the June Council meeting.

### **Land Categorisation Amendment**

To ensure that Council complies with the requirements of the *Local Government Act 1993*, the land categorisation for Christie Park must be amended to allow for the range of development proposed by the masterplan. This change does not alter the location of the natural area delineation line. The suggested approach for the recategorisation are outlined in the following two options.

#### **Option 1**

This option proposes to recategorise the land categorised as;

- "Park" to "Sportsground", and
- "Sportsground" to "General Community Use".

This recategorisation will allow for the following elements of the masterplan to be completed.

- 2 synthetic playing fields – Stage 1
- Central grandstand – Stage 2
- 6 futsal courts and potential extension to the carpark – Stage 3

Stage one, two and three are shown in image 6.

The proposed land categorisation map for this option is shown in image 8.



## ITEM 2 (continued)

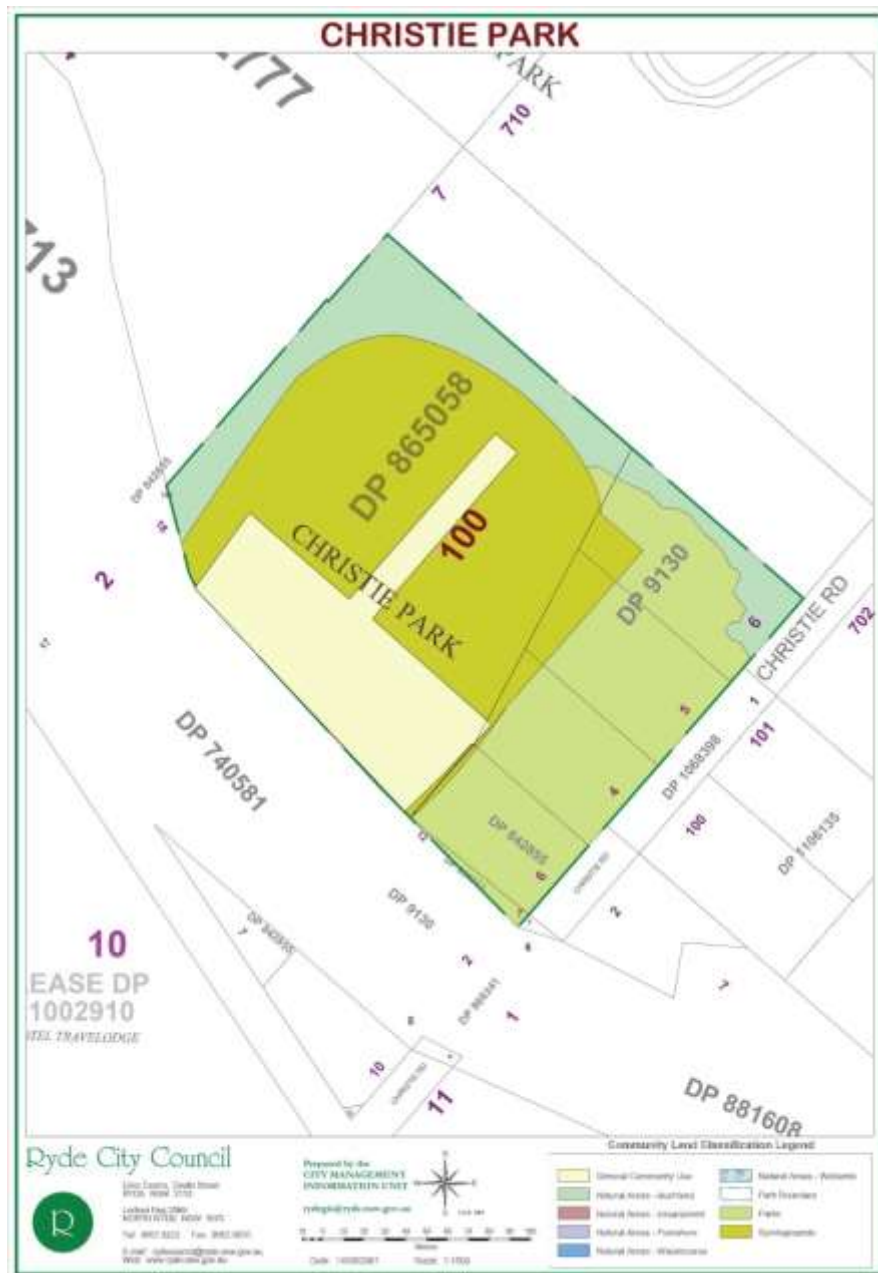


Image 8: Option 1 - Proposed land categorisation for Christie Park

The land affected by land categorisation in OPTION 1 is shown in the image 8. The area in **RED** demonstrates the area of land subject to recategorisation from 'Park' to 'Sportsground'. The area in **MAGENTA** demonstrates the area of land subject to recategorisation from 'Sportsground' to 'General Community Use'.

This option proposes a minor change to the categorisation and allows for significant elements of the masterplan to be implemented.

**ITEM 2 (continued)**

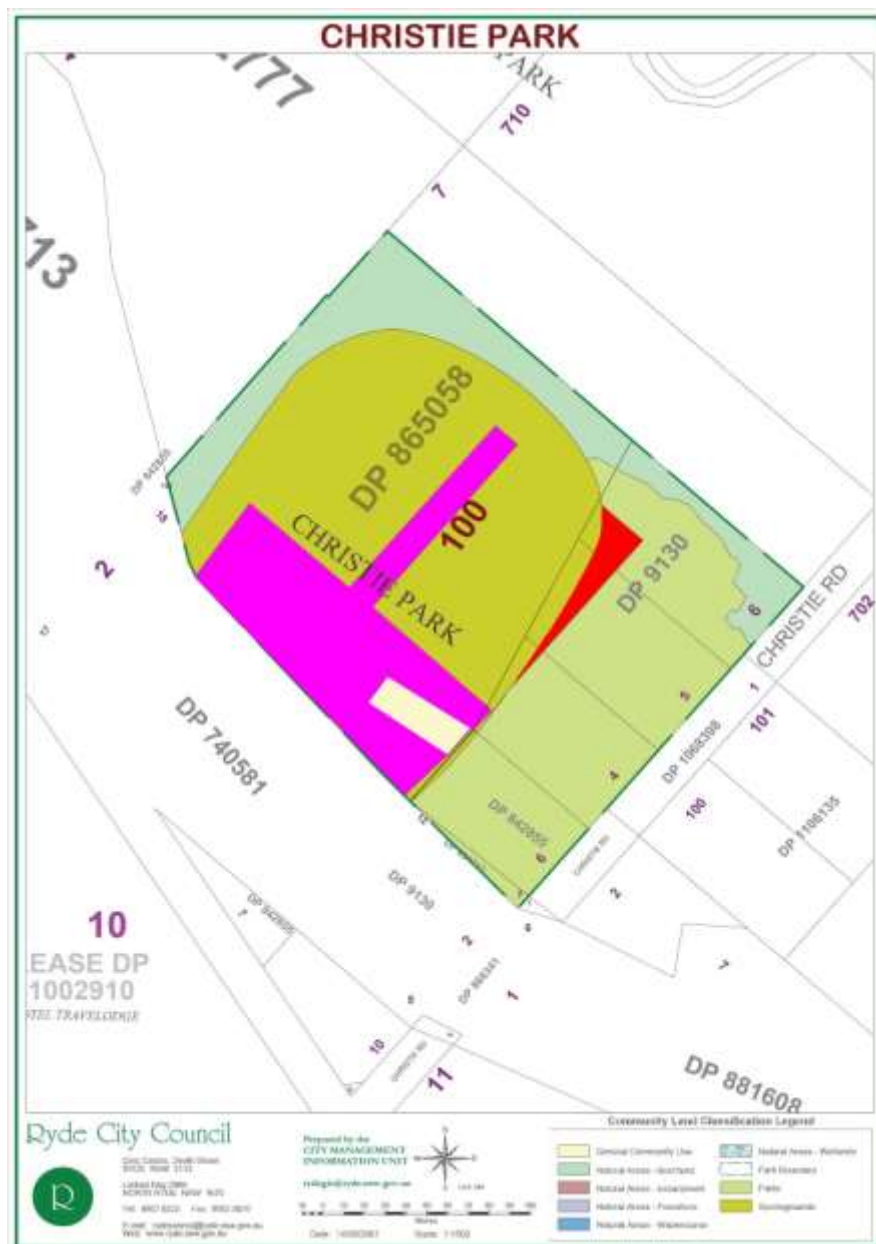


Image 9: Option 1 - Land subject to recategorisation.

**RED** = 'Park' to 'Sportsground'.

**MAGENTA** = 'Sportsground' to 'General Community Use'

## ITEM 2 (continued)

### Option 2

This option proposes to more extensively recategorise Christie Park as outlined in the images 10 and 11.

This recategorisation will allow for the full masterplan to be realised including;

- 2 synthetic playing fields – Stage 1
- Centralised grandstand – Stage 2
- 6 futsal fields and potential extension to carpark – Stage 3
- Elevated field (field 3) – Stage 4



Image 10: Option 2 - Proposed land categorisation for Christie Park

**ITEM 2 (continued)**

Image 10 identifies the land subject to recategorisation in OPTION 2. The area in **RED** identifies land subject to recategorisation from 'Park' to 'Sportsground'. The area in **MAGENTA** identifies land subject to recategorisation from 'Sportsground' to 'General Community Use'.

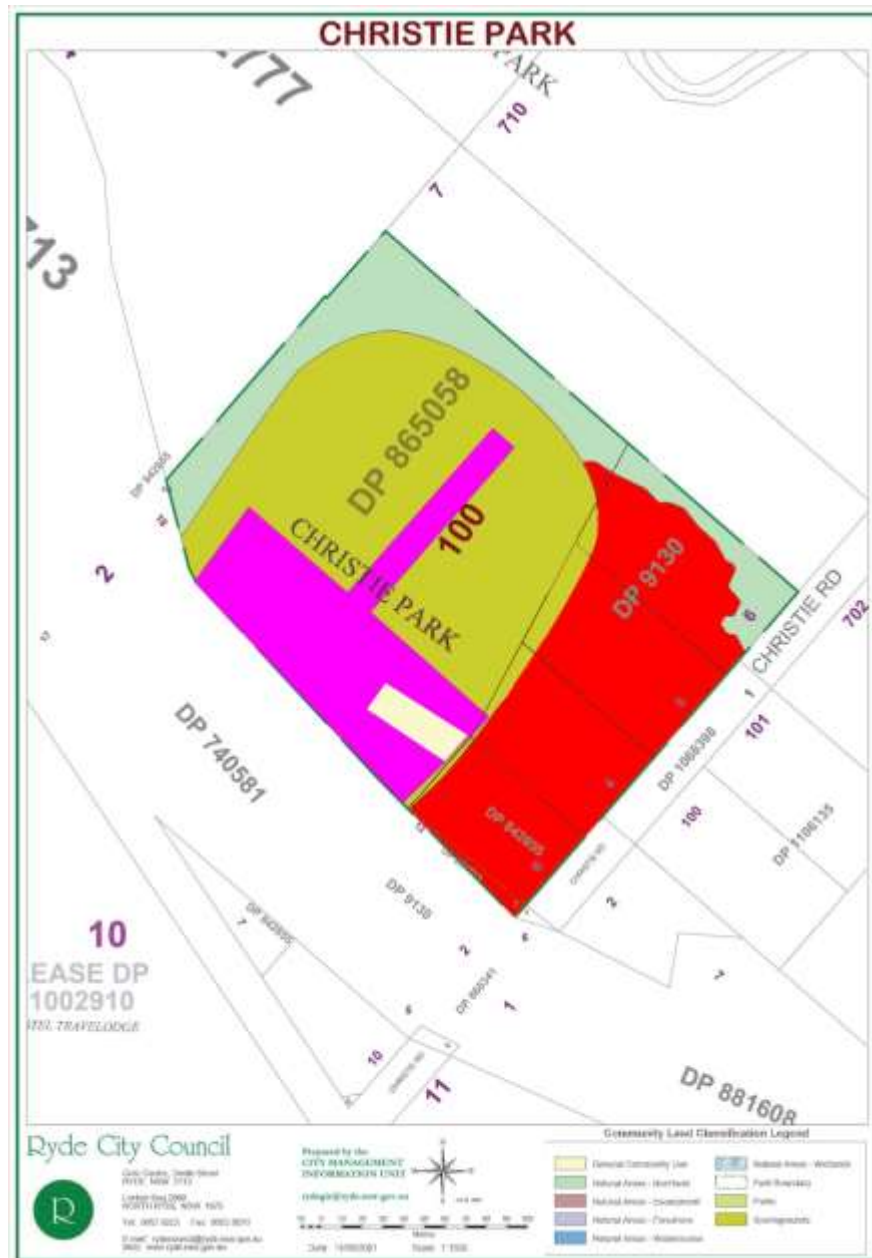


Image 11: Option 2 - Land subject to recategorisation.  
**RED** = 'Park' to 'Sportsground'.  
**MAGENTA** = 'Sportsground' to 'General Community Use'

## **ITEM 2 (continued)**

### **Preferred Option**

Option 1 is the preferred option as it allows for the implementation of the key elements of the masterplan including development of 2 synthetic surfaces. The full implementation of the masterplan, the recategorisation of land as per Option 2 would be required. It is anticipated that this would occur when funding is allocated for Stage Four.

### **Timing of Amendments to Land Recategorisation**

Prior to the delivery of stage two of the masterplan (centralised grandstand), Council will need to prepare a specific plan of management for Christie Park. This will allow Council to manage the sporting assets more effectively. At that time, Council will replace the Generic Plan of Management with the site specific plan of management. The process for adoption of the new site specific plan of management is outlined below.

The Local Government Act 1993 has specific requirements for a change to a Plan of Management. These requirements are outlined below.

1. Council must give public notice of the draft PoM (s.38(1)).
2. Public exhibition of not less than 28 days (s.38(2)). In conjunction with the public exhibition, Council should present the masterplan to enable the draft categorisation plan and its implementation to be better understood(s.38(4)).
3. Concurrent to the public exhibition, Council must specify a period of 42 days for submissions to be made (s.38(3)).
4. During the public exhibition stage, Council must hold a public hearing (s.40A(1)).
5. Report on the public hearing to be made publically available within 2 days(s.47G(3)).
6. Report to Council on any submissions received during the public exhibition period (s.40(1)).
7. Council to resolve to adopt the new PoM acknowledging any submissions (s.40(1)).

To facilitate these requirements Council officers will;

- Set up a webpage on the proposed amendment that will allow submissions to be made, and
- Notify adjoining land owners and local residents within 200m of Christie Park regarding the proposed amendment, and
- Publish a notice in the Northern District Times giving notice of the proposed amendment, and
- Conduct a public hearing presided over by a consultant and publish a report within two days of the hearing on the webpage, and

**ITEM 2 (continued)**

- Place a poster at the entrance to Christie Park regarding the proposed amendment and provide methods to make submissions, and
- Submit a report to Council including recommendations on any submissions received and provide a recommendation on the proposed recategorisation.

The timing to prepare a site specific PoM for Christie Park and to implement Stage Two of the masterplan is dependent on funding allocation and the willingness to develop the facility.

**Recategorisation for Future Stages**

When funding is identified for the delivery of final stage of this masterplan, Council officers will undertake the same process to recategorise the land.

**Financial Implications**

Should Council resolve to undertake this work it will result in a financial impact of up to \$3,500. This expenditure will be charged against the implementation of the synthetic surfaces action plan budget.



---

### **3 WINBOURNE STREET, WEST RYDE - ROAD WIDENING AND FOOTPATH**

---

**Report prepared by:** Senior Coordinator - Civil Assets  
**File No.:** GRP/09/3/13 - BP16/474

---

#### **REPORT SUMMARY**

This report recommends an integrated street solution to improve the traffic and parking environment of Winbourne Street to manage the various competing interests, being school pick-up and drop-off during peak movement times, local resident amenity and access to the properties and facilities in the street.

The works proposed is primarily, the widening of the carriageway of Winbourne Street enable two parking lanes and two trafficable lanes for safe passing of buses and cars while maintaining the maximum use of kerb side space for the appropriate parking controls.

As a full streetscape project, the works would include upgrading the pedestrian crossings to current standards, improving the capacity of the road drainage, as well as constructing the “missing” sections of footpath in the street. The existing road pavement will also be reconstructed due to poor condition.

The combination of these would address the school community concerns regarding “traffic congestion” and “access”.

The upgrade works would be included in the 2016/2017 Road Kerb Program of the 2016 - 2020 Delivery Plan in conjunction with the road pavement reconstruction already listed in the current Delivery Plan for 2016/17.

As these works would address the resident and school concerns regarding the street environment, it is recommended that the condition of consent regarding acceptance of the Traffic Management Plan submitted for a childcare centre at 21 Winbourne Street, West Ryde is considered as being met. The childcare centre will not commence operation until after the works are finished.

#### **RECOMMENDATION:**

- (a) That the Winbourne Street road widening upgrade works for the estimated value of \$570,000 plus Project Management Fee be approved for inclusion in the 2016-2017 Road Kerb Program of the 2016-2020 Delivery Plan.
- (b) That the Winbourne Street footpath expansion works for the value of \$36,000 be carried over to 2016-17 Footpath Expansion program.

**ITEM 3 (continued)**

- (c) That the Traffic Management Plan submitted for a proposed Child Care Centre at 21 Winbourne Street, West Ryde be approved to satisfy deferred commencement conditions Nos. 1 & 2 of LDA 2013/420.
- (d) That the childcare centre is not to operate until such time that ALL line marking and signage improvements (both internal and external to the development proposal) associated with the project are completed in full and to the satisfaction of the Director of City Works and Infrastructure.
- (e) That a post-operative review of traffic & pedestrian movements be undertaken after 3 months of operation in a school term period to gauge the effectiveness of the proposed traffic management measures and determine if further alterations are required to be undertaken by Council.

**ATTACHMENTS**

- 1 21 Winbourne Street Traffic Management Plan
- 2 Drawings - Existing Winbourne Street only
- 3 Drawings - Proposed Changes to Winbourne Street only
- 4 Email from Mr Harry Moskovian - 21 Winbourne Street Contributions Confirmation - 21 April 2016
- 5 Community Feedback Regarding Winbourne Street

Report Prepared By:

**Peter Cormican**  
**Senior Coordinator - Civil Assets**

Report Approved By:

**Anthony Ogle**  
**Manager - Asset Systems**

**George Dedes**  
**Director - City Works and Infrastructure**



### ITEM 3 (continued)

#### Background

Council has already planned in the current Delivery Plan for works in Winbourne Street in the section adjacent to the school, being construction of additional footpath in the 2015/16 Footpath Expansion program and replacement of the poor condition pavement in the 2016/17 Road Resurfacing Program.

In considering the design of these works, it was recognised there is an opportunity to undertake additional works of widening the road pavement which would address concerns raised in the process of considering the traffic management plan for the child care centre at 21 Winbourne Street LDA2013/0420. Such widening would allow the maximum use of kerb side space for parking and zones for the operation of the school. A general arrangement of these is provided in **ATTACHMENT 3**.

This development application for a thirty nine (39) place childcare centre at 21 Winbourne Street was approved subject to the traffic management plan addressing the traffic safety and amenity issues created by several existing traffic-generating developments in this area, including Marsden High School, Ermington Public School and other childcare centres. Furthermore, Winbourne Street is part of a bus route.

The application was accompanied by a Traffic Impact Assessment (D14/87212) that identified Winbourne Street operating at Level of Service 'B', during peak hours and recommended installing parking restrictions across the frontage of 21 Winbourne Street to provide a passing bay. However, this assessment did not take into account the congestion attributed to the single travel lane for bi-directional traffic and observations indicate that the area is currently operating at Level of Service 'F'.

City of Ryde refused the application on 10 February 2015, as it was unsafe and unsuitable to introduce more traffic-generating developments in a location already operating with such high levels of congestion during the peak periods.

Pursuant to Section 82A of the *Environment Planning & Assessment Act 1979*, the developer sought a review of the determination, including the submission of amended plans and other supporting documentation, on 10 March 2015. The application was amended by:

- installing 'NO STOPPING 8AM-9AM 2.30AM-3.30PM SCHOOL DAYS' across the frontage of the development site to create a passing bay,
- reducing the number of childcare places from thirty-nine to thirty-five,
- increasing the width of each of the proposed internal car parking spaces by 200 mm, and
- deleting the landscaping from the rear outdoor play area.

### ITEM 3 (continued)

Subsequently, at its meeting held 23 June 2015, Council resolved as follows:

*LDA2013/420 (APL2015/2) for alterations and additions and change of use of the existing dwelling to a child care centre for 35 children at 21 Winbourne Street, West Ryde **be approved as a deferred commencement** consent subject to the following deferred commencement conditions and other appropriate standard conditions of approval, as determined by the General Manager:*

**Deferred Commencement conditions:**

**1. Traffic Calming – Traffic Management Plan Approval**

- *To facilitate safe and efficient vehicle access to and from the establishment, mindful of the pedestrian activity associated with the surrounding schools, the applicant is to engage a suitably qualified and practising traffic engineer to prepare a Traffic Management Plan.*

*The Traffic Management Plan must incorporate traffic calming measures or works to be constructed prior to completion of the development, to facilitate safe and efficient access to the establishment whilst preserving the needs of the surrounding community. The Traffic Management Plan must;*

- (a) Investigate and identify the prevailing traffic and pedestrian issues in the roadway fronting the property, including relevant time periods, traffic volumes, traffic manoeuvres and patterns associated with the schools in the vicinity of the site. This is to be verified by at least site inspections of the morning and afternoon peak periods, conducted in the mid-term school period, on at least 2 separate occasions and is to include traffic and pedestrian count data conducted in both peak periods.*
- (b) Recommend measures to ameliorate these impacts. This can include (but not be limited to) alterations to the roadway geometry, provision of layby areas, pedestrian facilities, etc, seeking to reduce the risks associated with additional traffic movements to and from the establishment relative to the current pedestrian and traffic activity in this location.*
- (c) Conceptual design plans detailing the proposed measures. These plans must be to scale and clearly depict the existing traffic controls and facilities. The proposed measures are to be dimensioned and located clearly to existing traffic controls/ devices to be retained.*

### ITEM 3 (continued)

2. *The Traffic Management Plan must be submitted to Council for review and approval. The measures adopted by the approved Traffic Management Plan must be presented to the Local Traffic Committee for approval. All design and construction costs required to implement the Traffic Management Plan is to be at the applicant's cost. The development consent will be activated when a full Council meeting has ratified the Local Traffic Committee's recommendation.*

Council at its meeting held 23 February resolved that consideration of this matter be deferred to allow further consultation to be undertaken with the applicant and the affected schools and local community and a further report to be presented to the Works and Community Committee as soon as practicable **(purpose of this report)**.

### Discussion

Winbourne Street, West Ryde provides access to Marsden High School, Ermington Public School and two existing childcare centres and experiences significant congestion during peak times including a number of Sydney Buses routes. Council now has an opportunity to address these long standing issues of congestion and improve road and pedestrian safety in the Winbourne Street area by implementing a number of measures including road widening and speed-reduction devices.

In response to community concerns about road safety, congestion and the need to retain existing parking conditions along Winbourne Street, the City of Ryde engaged an external provider to undertake an independent Road Safety Check in Winbourne Street.

The investigation found that in order to maintain parking on both sides of Winbourne Street, the road carriageway will need to be widened and this is likely to increase vehicle speeds and therefore a series of speed-reduction devices should also be installed. Further, the section of Winbourne Street between Fir Tree Avenue and Farnell Street has reached the end of its service life and is already programmed for pavement renewal works to bring the roadway back to an acceptable service level for the local community.

The recommended works include:

1. widen the carriageway of Winbourne Street by approximately 1.8 m to provide adequate width to accommodate two full size trafficable lanes and parking provision on both sides of the street to allow for efficient and safe drop off and collection of students during the morning and afternoon peak periods;
2. install two pairs of speed cushions in Winbourne Street;

**ITEM 3 (continued)**

3. upgrading the children's/pedestrian crossing in Winbourne Street, outside Ermington Public School, to a raised children's/pedestrian crossing and replacing the faded linemarking;
4. upgrading the pedestrian crossing in Winbourne Street, outside Marsden High School, to a raised pedestrian crossing with kerb ramps;
5. installing linemarking in Winbourne Street to adjust the intersection layout at Marsden Road;
6. adjusting the concrete footpath and replace the kerb ramp in Winbourne Street at Fir Tree Avenue;
7. pruning overgrown vegetation along the shared-use path in Winbourne Street, between Fir Tree Avenue and Marsden Road;
8. installing additional repeater '40 SCHOOL ZONE' signs in Winbourne Street; and

City of Ryde staff have proposed that the abovementioned works if approved be undertaken in January 2017, during the school holiday period to avoid disruptions to the schools. Several of these measures will require formal Ryde Traffic Committee, which will be done later in 2016 once the detailed design is finalised.

The estimated cost of these works additional to the replacement of the existing road pavement is of the order of \$570,000 plus internal project management fee. The best time to undertake these work is in the December 2016 to January 2017 school holiday period, requiring their inclusion in the listing of projects 2016/17 Road Kerb Program of the 2016-2020 Delivery Plan. The funding of these would be from the additional Roads to Recovery Grant available in 2016/17, which was previously been reported to Works Committee at its meeting of 17 November 2015 and is allocated to the Road Kerb Program.

It is also proposed to defer the scheduled 2015/16 footpath expansion works between No. 35 and No. 53 Winbourne Street to be undertaken in conjunction with the road widening works.

As the pedestrian crossings are traffic facilities, their upgrading may be eligible for partial contribution from Roads & Maritime Services grants, which would be sought through the detailed design process.

The proposed works affect the approval of the childcare centre at 21 Winbourne Street as the deferred commencement consent required Council ratifying the Ryde Traffic Committee approved Traffic Management Plan (TMP).

### **ITEM 3 (continued)**

The applicant for the childcare centre has provided a revised TMP based on the proposed carriageway widening (**ATTACHMENT 1**), and advice they will not begin operating until February 2017 (**ATTACHMENT 4**). Approval of the road works and corresponding TMP will satisfy the deferred commencement conditions of their consent and enable its activation.

The works in Winbourne Street if approved will ensure that the street will be well equipped to accommodate any additional traffic from the proposed childcare centre, as well as future growth of the existing schools and child care facilities.

### **Financial Implications**

The estimated value of the footpath expansion works is \$36,000. It is proposed that this amount be carried over to 2016/17.

The estimated value of the road widening works is in the range \$570,000 plus internal project management fee. For works to be undertaken in January 2017, they would be listed 2016/17 Road Kerb Renewal Program of the 2016-2020 Delivery Plan and be funded from the additional Roads to Recovery funding of \$951,187 in 2016-17.

The proponent of the childcare proposal (LDA2013/0420) will contribute up to \$5,000 to undertake signage and line marking works as part of the road upgrade (**ATTACHMENT 4**).

### **Internal Consultation**

Council's Assessment Team has been consulted.

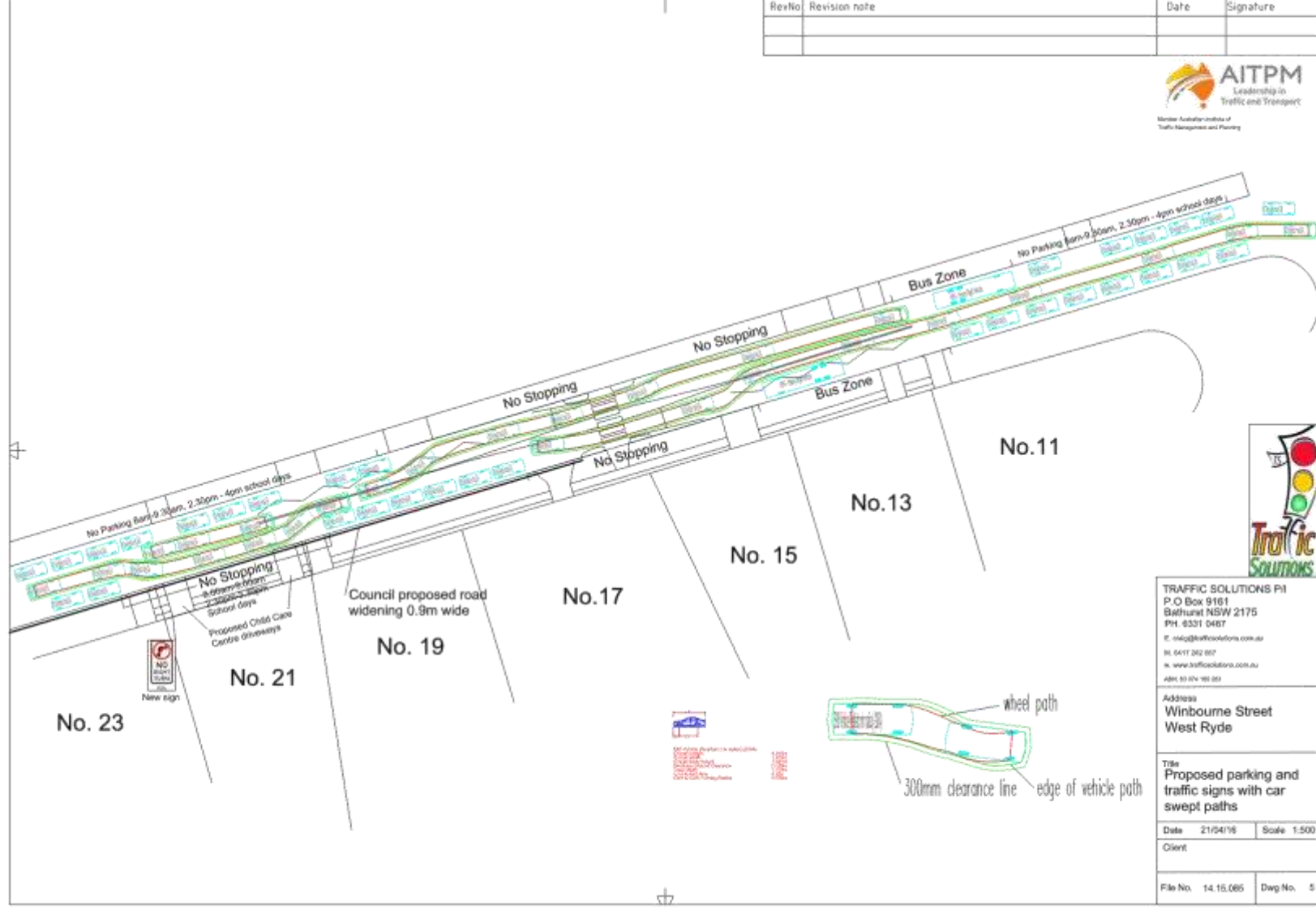
### **External Consultation**

Council on the 6 April 2016 held a workshop at Brush Farm House, 192-194 Marsden Road, Eastwood. Prior to the workshop, Council undertook a letter drop, with plans, to all local residents, schools, the school's P&Cs and existing childcare centres. The schools and P&Cs were provided with digital copies of the plans to help circulate to parents. A total of 407 letters were distributed to the local community of which 5 persons turned up and provided feedback. The remainder of the feedback was received via email and telephone correspondence which is summarised and provided in **ATTACHMENT 5**.

Further recent correspondence has been received from Ermington Public School regarding the Kiss n Ride facility. Council will undertake a post-operative review after three months of operation in a school term and consider if further alterations are required.

ITEM 3 (continued)

ATTACHMENT 1

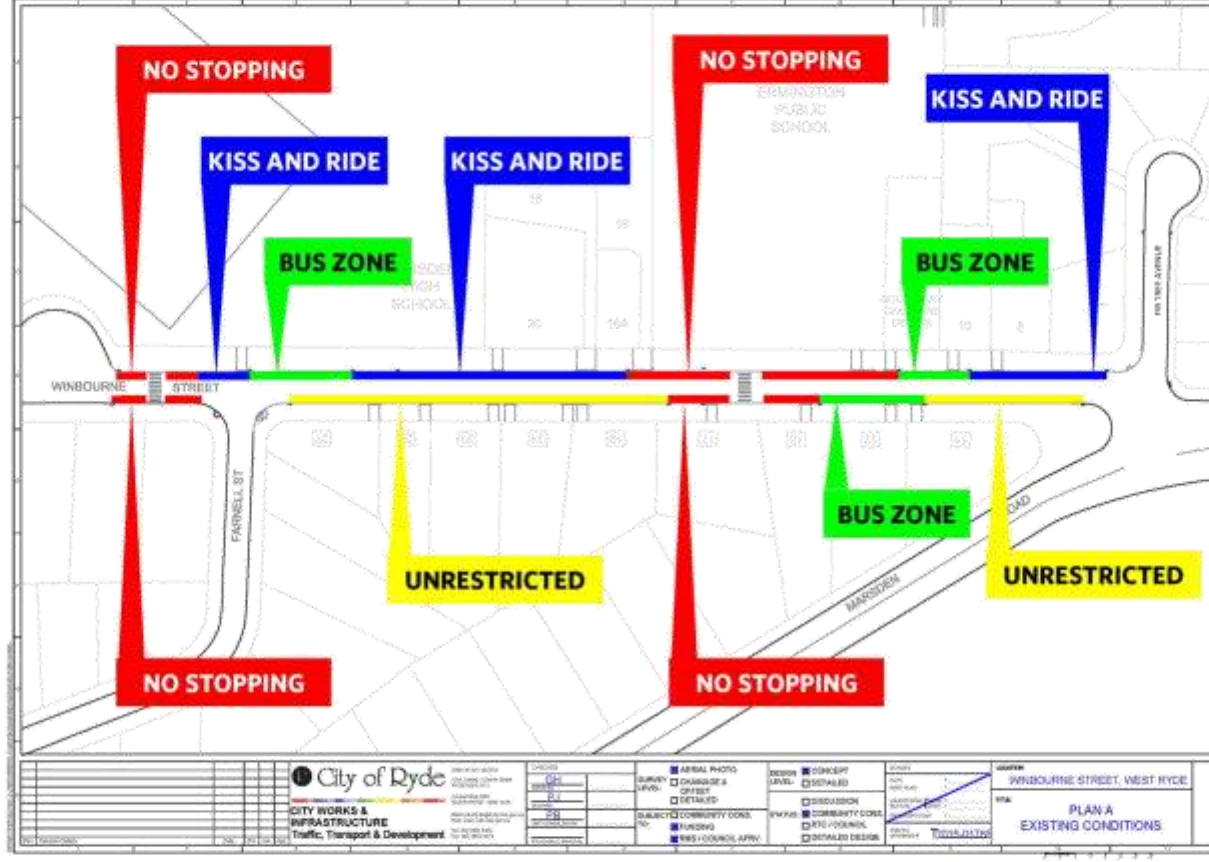




**ITEM 3 (continued)**

**ATTACHMENT 2**

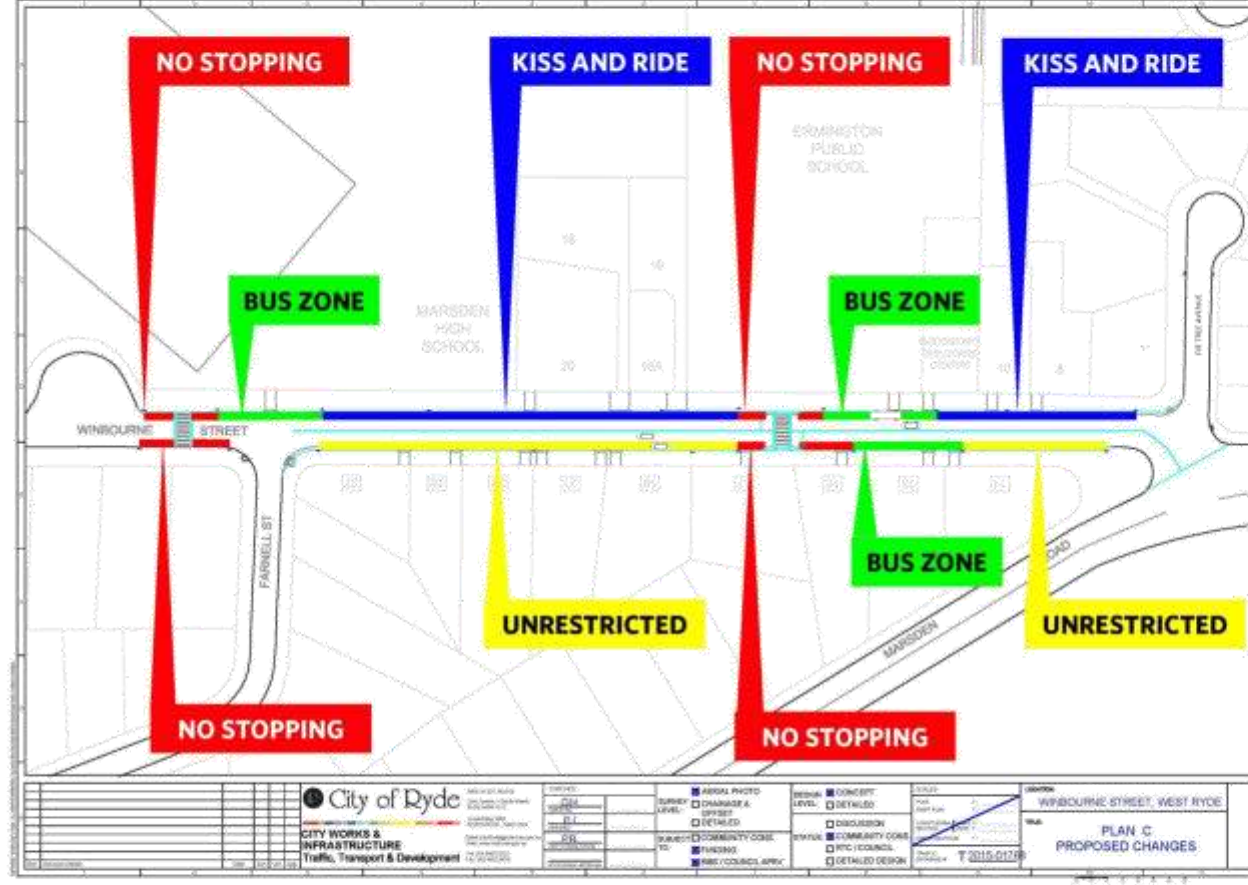
## Existing Conditions on Winbourne Street, West Ryde



ITEM 3 (continued)

ATTACHMENT 3

## Proposed Changes to Winbourne Street, West Ryde



### Legend

<span style="color: green;">■</span>	Bus Zone
<span style="color: red;">■</span>	No Stopping
<span style="color: blue;">■</span>	Kiss and Ride
<span style="color: yellow;">■</span>	Unrestricted

### Maximum Car Spaces

Kiss and Ride – Marsden High School	17
Kiss and Ride – Ermington Public School	6
Unrestricted – near Marsden Road	8
Unrestricted – near Farnell Street	14



**ITEM 3 (continued)**

**ATTACHMENT 4**

---

**From:** harry moskovian <harrymoskovian@hotmail.com>  
**Sent:** Thursday, 21 April 2016 8:21 PM  
**To:** Patrick Bastawrous  
**Subject:** 21 Winbourne Street Confirmation

Hi Patrick

Thank you for your response.

I agree to the contributions of up to \$5000 towards signs and line markings along Winbourne Street.

I also confirm that we will not operate the childcare business up until 1 February 2017. However we would like our DA approval to start the building process ASAP to have it all finalized as not to clash with the road works procedure. As you are aware the building process will take approximately 6 months and a further few months to fit it out and apply for licences, recruit staff etc allowing us to operate after the 1 February 2017.

Thank you kindly. I will also send another email after this one with the revised TMP.

Reagrds Harry

**ITEM 3 (continued)**

**ATTACHMENT 5**

**COMMUNITY FEEDBACK REGARDING WINBOURNE STREET**

<b>Supported</b>	<b>Not Supported</b>	<b>Not Specified</b>
12	0	7

<b>Comments</b>
-----------------

I support the proposed recommendations from the Road Safety Check on Winbourne Street, West Ryde.

Thank you for the letter about the proposed works to improve safety and relieve congestion in Winbourne Street, West Ryde.

I agree that the works should go ahead.

I would like Council to consider broadening the scope of works further to include widening the carriageway of Winbourne Street to provide adequate width to accommodate two full size traffic lanes and parking provision on both sides of the street from Marsden High School to 54 Winbourne Street (where Hermoyne Street intersects with Winbourne Street).

The reasons for this suggestion include: there is the "Colour my world" pre-school at 47 Winbourne Street (which has lots of cars stopping to drop off / pick up children); the area is within the School Zone, which is marked by a sign outside 51 Winbourne Street; Government buses travel the street and when there are cars parked on both sides of the street the buses have trouble progressing through this section of Winbourne Street. In addition, whenever the school holds functions (such as parent-teacher nights, concerts, weekend sports events) the number of cars parking on both sides of the road makes it almost impossible for residents to get into/out of their driveway. With only 1 car able to pass the parked cars, someone has to reverse to allow the one-way flow of traffic.

There is also a Sunday church service held at the School hall EVERY Sunday which means that cars are parked on both sides of Winbourne Street during Sunday mornings. Vision to exit the driveway of 44 Winbourne Street is extremely limited as a result.

If Council is unable to accommodate my suggestion to extend the widening of Winbourne Street to 54 Winbourne Street, would consideration be given to making only one side of the street able to be used for parking and making the other side of Winbourne Street (from 44-54) non-parking?

In anticipation of a considered response to my suggestions, I remain, Yours Sincerely, Cath Bright

I support the proposals of street widening and modification to the pedestrian crossings.

I support these in relation to assisting alleviate the current existing traffic conditions but maintain my opinion that a third childcare centre in our street is dangerous, regardless of any changes proposed to street traffic flow.

### ITEM 3 (continued)

### ATTACHMENT 5

As part of your package to improve traffic and pedestrian safety, please consider placing some signage, either yield or stop signs at the intersection of Winbourne, Bell and Hermoyne streets. Currently, there is NO signage. Cars whizz around the corner without slowing down. With the increased traffic, there's an accident "waiting to happen" .

As a resident on Farnell Street, West Ryde, I fully support all your 5 recommendations to improve safety on Winbourne Street in front of Ermington Public School and Marsden High School.

Thankyou for caring about Winbourne St., enough to commission a Road Safety Check

what you propose sounds very feasible BUT I have been thinking a lot about this problem and on my walks along Brush Road have noticed so many ways you could put in car access to the High School via the back entrance which almost has a road in it now. There is such a lot of land in the High School area more than the High School will ever use to the extent why the department does not sell of some of the land for development sssssh do not tell anyone I was thinking of this?

Does that not make sense to have an entrance in Brush Road to the High School instead of the Winbourne entrance? No probably not, poor old Gillian is dreaming again. Before I close why not have the entrance to the high school in Brush Road and the Primary School and Pre-School in Winbourne. You can name the road to the High School Buildings Gillian Street if you like. HA.

Thankyou for caring enough to have an enquiry into this problem.

Your suggestions sound feasible but I have been thinking (wow) why not have the entrance to the High School in Brush Road, there is a back entrance in there now hence reducing the number of kids and people arriving in Winbourne by at least 3/4. The back entrance is so obvious but then so are a lot of things that you could call improvements in Ryde Council.

The bus bringing the kids from Ermington could stop and let them off at Brush Road. This sounds to me like a great idea but then probably not, just GILLIAN HODGKINSON dreaming again. Villa 5 1 Bell Avenue, West Ryde.

I wish to respond to your correspondence regarding traffic congestion to "Winbourne St West Ryde". I agree with the proposed changes but I would like to add a few issues to the discussion. As a resident of Farnell Street I would like to bring up three issues:

1. Parking on both sides of the road between Bell Avenue and Winbourne Street. Traffic parks on both sides of the road during peak hours for the school pick up and also at weekends when religious services are held in Marsden School Hall and when sporting activities are being held on Marsden cricket fields. This part of Farnell Street is quite long and it has a bend in it. It is impossible to see what traffic is coming and there is only one line of traffic that can travel when both sides of the street have parking on it. To add to the problem, there is a day-car place at 43 Farnell Street and it is on the bend in the road. My suggestion is that the traffic should be limited to "one-way" on this section of the road or the road needs to be widened when it is being widened in Winbourne Street. The traffic on this part of Farnell Street would impact greatly on the traffic in Winbourne Street.

**ITEM 3 (continued)**

**ATTACHMENT 5**

2. My second concern is the speed of the traffic on Farnell Street from Bell Avenue up the hill towards Marsden Road. Cars travel at a great speed both going up the hill and coming down. With cars parked on the road it is difficult to see cars coming except you hear them revving at a high speed. This road has become very busy in the last few years perhaps trying to avoid travelling on Marsden Road. It is very dangerous.

3. My third issue is perhaps more Main Roads Department but worth a mention. It concerns the lights at Marsden Road and Brush Farm road near the bowling club. I have already mentioned that there is an increase in traffic on Farnell Street and a difficulty comes about when trying to turn right onto Marsden Road from Brush Farm Road near the Bowling Club. Better traffic lights have been installed and the facility for a 'red arrow' to stop you turning right at a particular time has been included however there is no 'green arrow' to allow for a 'turn right' onto Marsden Road. Turning right at this intersection is very dangerous because you have to allow for traffic turning left onto Marsden Road from Kissing Point Road. Because the lights have been updated I am sure it would not be difficult to allow a 'green arrow' to turn right.

Thank you for reading my concerns.

I support the improvements due to be made to Winbourne St West Ryde. The issue of traffic during school drop-off/pick-up times needs to be addressed. Also, the end of Winbourne St near Bell Park is too narrow to allow parking for cars on both sides. I recently had to back up and pull into a driveway because a bus could barely get through with cars parked on both sides of the street.

Additionally, there is an issue with the traffic lights on Rutledge St Eastwood. When you are trying to make a right hand turn into Marsden Rd from Rutledge you get a right turn arrow, but the traffic coming from Stewart St never stops. It is impossible to make the RH turn safely into Marsden. The traffic coming from Stewart St needs to get a red light to give drivers the chance to turn from Rutledge into Marsden.

My other issue is with parking around West Ryde station. Quite a while ago, I complained to Ryde Council about the 1-hour parking limits in the streets closest to the station. I was told that this was because of the building of the new Coles & apartments and that this would stop when this was completed. Well, the Coles & apartments are finished and the parking limits are still in effect. There is absolutely no need for these limits - all the residents in these streets have their own parking spaces/garages, so street parking doesn't affect them. Why are these limits still in place? I submit that it's simply to raise revenue via parking fines. There is no reason for there to only be 1-hour parking in these streets. If you want to encourage people to catch the train, you need to provide parking that's within walking distance of the station. All the station carparks fill up first thing in the morning, so the only other option is street parking. I want the council to remove these signs and go back to allowing all day parking in the streets closest to the station.

Thank you for your letter informing us of the plans to improve the road and safety issues in Winbourne Street, West Ryde. We would support the proposed recommendations.

Thank you for the results of the recent Road Safety Check carried out in Winbourne St West Ryde, and for information about subsequent proposed changes.

**ITEM 3 (continued)**

**ATTACHMENT 5**

I note from the map that the section of road widening proposed for Winbourne Street is from the corner of Fir Tree Ave to the beginning of the turning circle at Marsden High School. This is a most welcome proposal.

I would like to suggest that the scope of the work is extended as, in the afternoons particularly, the congestion continues further along Winbourne Street, almost to the corner of Hermoyne Street. In the afternoons parents park and wait for their children from Marsden High and Ermington Public School, in contrast to the mornings when they drop their children and go. There also seems to be a higher volume of pedestrian traffic in the afternoons. The 544 bus is frequently brought to a standstill because of cars parked (often poorly) along both sides of Winbourne Street and there is no room for the bus to get through. Regularly, there is room for only one vehicle to pass between the cars parked on both sides of the street, and so when two cars come face to face, one has to either reverse (if possible) or pull into a resident's driveway. Often, one of the residents has to become a traffic director.

As well as the traffic associated with the primary and secondary schools, there is also a Colour My World childcare centre at 47 Winbourne Street; several staff park on the street outside the Centre all day, and parents park to collect their children in the afternoons. Congestion is even worse when there is a late afternoon/evening function at the high school when again the traffic comes to a standstill. Additionally, Winbourne Street narrows somewhat in the section between the turning circle and Hermoyne St. and this adds to the problem.

I live in the villa complex at 44-46 Winbourne Street (opposite the Colour My World childcare centre) and find it extremely difficult to exit my property when there are cars parked right up to both sides of my driveway at the front of the property and also parked nose to tail along the opposite side of the road. Additionally, the section of Winbourne St between my property and Hermoyne St has a slight crest, further restricting vision of traffic coming from this direction. Not only is this a problem during the times mentioned above, but also every Sunday morning when the school hall is used by a community group for 3-4 hours.

Speeding vehicles are also a major problem in Winbourne St, especially on weekends and evenings. I would like to suggest that speed humps or other traffic calming devices are put in place in the section between Hermoyne St and the turning circle.

A less expensive solution to extending the widening of this section of road would be to review parking restrictions in Winbourne Street. Some restrictions were put in place a year or so ago, but I feel these are no longer sufficient and an increase in restrictions would be helpful.

So in essence, my suggestions are:

- (a) Extend the Winbourne St widening to include the whole section from Fir Tree Ave to Hermoyne St, and/or
- (b) Extend parking restrictions in Winbourne St
- (c) Install traffic calming devices in Winbourne St

Thank you for the opportunity to comment. Unfortunately I am unable to attend the meeting this week but would be grateful if my comments could be taken into consideration.

**ITEM 3 (continued)**

**ATTACHMENT 5**

I fully agree with all recommendations and the sooner they go ahead the better. With two schools and two daycare centres on this narrow street, the traffic congestion has been a nightmare for years, particularly during school hours. My husband and I avoid it at all costs at certain times of the day. I live very close by in Bell Ave so am very aware of the situation.

I often take the 544 bus to Eastwood/Macquarie and how the buses are expected to negotiate their way through this area is very difficult for them, hence they are often running late.

All the suggestions submitted make very good sense and I'm sure would help the traffic flow enormously. I am pleased to read that increased control of parents dropping off etc. will be addressed as more often than not, they are the worst offenders and just stop anywhere.

I trust all residents will approve this proposal which is long overdue.

Dear Sir,

I would like to make some submissions regarding the latest Ryde council recommendations regarding the safety and congestion throughout Winbourne Street West Ryde, particularly during school hours traffic drop off and pick up periods.

1. "Widen the carriageway by 1.8 metres both sides" etc.

Comment:-

This would address some of the existing traffic congestion, but we are concerned that the removal, realignment and reinstating new kerb, guttering and existing residents laybacks would significantly disrupt the street traffic, while it is being carried out, and would be costly to ratepayers and council by a major modification of the existing assets.

Please Note:-

Winbourne street past Farnell street, significantly "narrows down" creating a traffic bottleneck further down Winbourne Street, and should be specifically considered for road widening.

2&3"Upgrade the childrens / pedestrian crossing" etc.

Comment:-

This is an excellent proposal and would increase the crossings safety that should have been addressed when the street level crossings were first installed.

4. "adjust the concrete footpath" etc.

Comment:-

Good idea!

5 & 6

Comment: - Good idea

We are very pleased about the widening of Winbourne St, as it will improve traffic flow.

As a resident @ above address for 55 years - noticed a dramatic increase in Winbourne of traffic using street as a rat run from E/Wood through to Marsden Road lights - speed up the rise where Winbourne St East / Farnell up to Emu Street - needs some form of pacifier at top of rise.

**ITEM 3 (continued)**

**ATTACHMENT 5**

2. Council should also consider widening Hermoyne St, to get cars off the bus route, particularly in view of increase of number of villas constructed in this street.

3. What considerations is Council giving to controll on street permanent parking of boats/trailers on streets.

Good morning Patrick

Thank you for considering our situation with the previous recommendation of 'no parking in 40 zones'.

Widening of Winbourne Street seems a more logical solution especially as the power poles are set back from the kerb.

It will be an expensive exercise for council to undertake and one wonders if this has come about not necessarily for the sake of the children's safety but for the obstinate developers proposal of a child care for which we strongly object.



---

#### **4 TREE MANAGEMENT APPLICATION REVIEW - VILLA 5/1-3 BELL AVENUE, WEST RYDE**

---

**Report prepared by:** Operations Support Manager  
**File No.:** GRP/09/3/13 - BP16/457

---

##### **REPORT SUMMARY**

Council has received three (3) recent Tree Management Applications over a period of fifteen (15) months requesting removal of a large *Eucalyptus saligna* (Sydney Blue Gum) in the rear of Villa 5/1-3 Bell Avenue, West Ryde.

The tree has been assessed five (5) times by qualified Council staff and by a consulting arborist engaged by Council. The consulting arborist's report is provided in **ATTACHMENT 2** states that the tree should be retained. The applicant has also engaged an arborist to assess this tree, their report provided in **ATTACHMENT 3** is in accord with Council's consulting arborist that the tree should be retained.

All assessments undertaken have determined the tree to be in good health, structurally sound, of high ecological value, worthy of retention and only requiring maintenance pruning. The tree is a healthy example of a Blue Gum which is located within the Critically Endangered Ecological Community, these trees have a dominant canopy and are considered iconic within the region.

As per the appeal process relating to tree applications, Council's internal review panel have also inspected the tree and determined that the tree be retained. This matter is now being referred to the Works and Community Committee for determination.

##### **RECOMMENDATION:**

- (a) That Council support retention of the *Eucalyptus saligna* (Blue Gum) located at the front of the property at Villa 5 / 1-3 Bell Avenue, West Ryde
- (b) That the applicant be advised that pruning works as recommended in arborists' reports be undertaken to improve safety
- (c) That Council monitor the tree over a two year period to determine if there are any sudden changes in health and structure.

##### **ATTACHMENTS**

- 1** Signed petition from villa complex owners - Bell Avenue Villa 5/1-3, West Ryde
- 2** Consulting Arborist Report - Bell Avenue 5/1-3, West Ryde
- 3** Applicant's Arborist Assessment from Arbor Pride
- 4** Photograph of tree at Bell Avenue Villa 5/1-3, West Ryde



**ITEM 4 (continued)**

Report Prepared By:

**Greg Norsa**  
**Operations Support Manager**

Report Approved By:

**Barry Hodge**  
**Manager - Operations**

**George Dedes**  
**Director - City Works and Infrastructure**

## **ITEM 4 (continued)**

### **Background**

Council's Development Control Plan (DCP) 2014 Part 9.5 Tree Preservation includes the following process to review determinations on tree applications which is a staged process as follows:-

**Stage 1** – request for review is submitted by the applicant and reviewed by a qualified arborist that was not the initial assessing officer;

**Stage 2** – if the request is declined, the applicant can request that a decision be reviewed by an Internal Assessment Panel consisting of the Director City Works and Infrastructure, Manager Operations and the Team Leader Building and Development Advisory Service

**Stage 3** – if the request is declined, the applicant can request that a decision be reviewed by the Works and Community Committee; at this stage, a report is submitted to the Committee with any supporting evidence and a site inspection, if required;

**Stage 4** – if the request is declined, the applicant can take the matter to the Land and Environment Court.

At the early stages of the process, applicants are requested to provide additional information to support the request for review of the decision. Such information may include, but not limited to:

- Qualified structural engineers report identifying the tree roots as the cause of structural damage to a dwelling
- Qualified plumbers report demonstrating the damage caused by the tree to infrastructure
- Qualified consulting Arborist report that provides conclusive information regarding the condition of the tree. This must be prepared in accordance with the Urban Forest Technical Manual.

All tree management applications are assessed by qualified Council staff that hold a Diploma in Arboriculture. This qualification and subsequent assessment criteria are recognised as best practice for tree assessment.

### **Discussion**

Council has received a request to review its determination on an application for removal of *Eucalyptus saligna* (Blue Gum) located at the rear of the property at Villa 5 / 1-3 Bell Avenue, West Ryde.

#### **ITEM 4 (continued)**

On 15 February 2002, Council approved an application to prune one (1) Blue Gum located on the property, citing safety concerns relating to a recent fallen branch and safety concerns with the size of the tree.

On 18 September 2014, Council received an application on this occasion to remove the tree, citing continuous falling deadwood and leaf litter. Council subsequently refused the application for removal and a Tree Permit was issued for pruning only.

On 19 March 2015 the applicant submitted a review application (Stage 1) with an independent Arborist's Report, stating the tree was healthy, safe, and structurally sound, and only requiring some regular maintenance. As a result, the tree was re-inspected by an alternate Tree Management Officer.

The recommendation of the Stage 1 review was to endorse the original permit for pruning only. Subsequently the application undertook extensive maintenance pruning on the tree.

On 11 November 2015 the applicant submitted a further application to remove the tree, following a petition signed by all the owners of the villa complex which is provided in **ATTACHMENT 1**.

On 11 December 2015 an alternative Council Tree Management Officer undertook another assessment of the tree and subsequently agreed with all the previous assessments, that the tree should be retained and maintenance pruning should be undertaken where required.

After further representations by several of the villa residents and a request by Councillor Li, an Internal Panel Review of the tree was initiated.

A Consulting arborist was also engaged by council to provide an independent report, which is summarised below and is provided in **ATTACHMENT 2**.

- A good health rating given with a list of key Indicators of Good Tree Health stated.
- Summary of maintenance issues concerning the residents.
- Summary of options to maintain the tree and associated cost analysis.
- Opinion of a Quantitative Tree Risk Assessment (QTRA) rating the tree as an extremely low risk.
- Statement of the significant value of the tree.
- Recommendation that there are no valid reasons to remove the tree.

#### **ITEM 4 (continued)**

As per the review process (Stage 2), the application was then assessed by the Internal Review Panel. The Panel met on 13 April 2016. During the meeting, the Panel noted the following:

- 3 Council assessments over the past 12 months stating the tree is in good health, considered structurally sound and requiring only maintenance pruning
- Applicant's arborist assessment provided in **ATTACHMENT 3** stating that the tree should be retained
- Independent report obtained by Council's Consulting Arborist confirming the tree is a good specimen, in very good health and considered structurally sound
- Regular maintenance pruning will alleviate any current safety risks
- The cost analysis to undertake maintenance pruning is more cost effective over time than removal of the tree
- The tree is located adjacent to an Endangered Ecological Community (EEC) consistent with Blue Gum High Forest and as such the tree is locally significant and protected by legislation
- There is no reason to remove the tree other than to address the safety concerns of the applicant which can be overcome with appropriate maintenance.

The Panel resolved that the tree be retained and that the matter be referred to the Works and Community Committee meeting for determination.

#### **Financial Implications**

Adoption of the recommendation will have no financial impact.

#### **Consultation with relevant external bodies**

The Applicant has been consulted on this issue through each step of the process. Furthermore, an opportunity was offered and accepted to the Applicant to meet with the Panel to explain issues relating to the tree.

#### **Conclusion**

The applicant's concern over the size of the tree and safety issues relating to falling limbs is acknowledged.

However, the tree is located within the Critically Endangered Ecological Community. Blue Gums are a dominant canopy species for this vegetation community, and hence are iconic. Furthermore there is adequate space for the tree and dwelling to coexist within the property into the future.

#### **ITEM 4 (continued)**

Council's Urban Forest Policy and Urban Forest Plan have been developed to protect and enhance the urban forest. The value lost when existing mature trees are lost cannot be instantly replaced by new plantings. Mature trees provide the most suitable amenity, canopy cover, shade, habitat and food sources for fauna and residents of Ryde. A replacement planting takes, at a minimum, 15 years to provide the same value as an existing mature tree. To maintain the current extent of canopy across the City, it is far superior to retain existing trees with big canopy than it is to replant.

#### **Options**

**Option 1** - *That Council supports retention of the tree and encourages the resident to undertake pruning. It is recommended that monitoring of the tree over a 2 year period to determine if there are any sudden changes in vigour.*

Whilst the hazard of limb drop is present for all trees, the risk associated with this particular tree can be significantly reduced by pruning. However, should the applicant fail to undertake pruning and an incident arises out of limb drop, Council cannot be held liable. There is no evidence to suggest the tree is unstable or will further impact on the Applicant or surrounding structures.

**Option 2** - *That Council approves the removal of the tree and that the applicant be required to plant a nominated mature replacement tree.*

This would not be in accordance with the provision of the DCP. Due to the unlikelihood of a suitable replacement of the Blue Gum it would not provide a positive outcome for the enhancement of the urban forest canopy. Furthermore, it would further impact the local occurrence of the Turpentine Ironbark Forest ecological community by removing a large canopy tree that:

- Provides additional genetic diversity to the local seed bank
- Is a large dominant canopy species for Turpentine Ironbark Forest
- Provides connecting canopy for fauna species such as endangered bats that are expected to be present within the local natural areas.

**ITEM 4 (continued)**

**ATTACHMENT 1**

Mr. Derek Amaiz  
Urban Forest Officer – Open Space  
Ryde City Council  
Locked Bag 2069  
NORTH RYDE, NSW 1670

Thursday, 29 October 2015



Applicant: R & G Hodgkinson  
Application No: Tree Management Application – REV2015/0002  
Property Address: 5/1-3 Bell Avenue, West Ryde, NSW 2114

Dear Sir,

Previous applications to Council to remove a Eucalyptus Saligna (Sydney Blue Gum) – located in the rear of Villa 5, 1-3 Bell Avenue, West Ryde, NSW 2114 have been made by the property owners. As yet, permission has only been granted to trim the tree. Pruning was last undertaken in March 2015 and prior to that in October 2014, after a sizable branch from the eucalypt dropped onto, and damaged the roof of, villa 4. At the request of Council, a review of the tree was also undertaken by an independent arborist (who also pruned the tree) on 24<sup>th</sup> March 2015, which found the tree to be in good health and well maintained. All pruning has been conducted to the Australian Standard of Pruning of Amenity Trees AS4373-2007.

Despite the diligent and regular maintenance of the eucalypt, at a cost to the owners (pensioners) of Villa 5, the tree continues to drop sizable branches not only in the garden of Villa 5, but also in the property's common parking area that is frequently utilised by all owners and visitors of the 6 villas located at 1-3 Bell Avenue. The regularity with which the tree drops branches is every two to three weeks.

On behalf of the Body Corporate of villas 1-6 located at 1-3 Bell Avenue, we collectively raise our concerns about the health and safety risk posed by the eucalypt to residents of, and visitors to, this property.

We bring to your attention a concerning incident that took place on 3<sup>rd</sup> October 2015. Visitors to villa 2 (a grandmother and her 18 month old granddaughter) were parked for 10 minutes in the common parking area for the complex. During this time a large branch dropped from a height of approximately 20 metres onto the vehicle, denting the car roof and knocking the door handle off the car door on the rear passenger side (see attached photos).

Importantly, this was the door from which the toddler exits and enters the vehicle. If the visitors had been a few minutes later in arriving, or earlier in leaving, this branch would have undoubtedly caused serious damage, if not a fatality, to the toddler and/or the grandmother. The damage caused to the car demonstrates that the branch hit the car with considerable force. This branch is one of several to drop since the trimming of the tree was undertaken in October 2014 and the arborist's report in March 2015 deemed this tree healthy and no risk to human lives.

The owners of villa 5 are both pensioners (aged 78 and 82) and have serious concerns over the risk the eucalypt poses to human lives, as do we all. Council's refusal to remove the tree is causing them undue stress through the constant fear that a branch fall may harm them, a member of their family



**ITEM 4 (continued)**

**ATTACHMENT 1**

or someone else in the complex. With the advent of increasing high winds and frequency of storms, their concerns are heightened that more large branches will drop and cause personal and property damage. Further, they and their visitors (often grandchildren) are deprived of the use of their lovely garden due to the risk posed by the eucalypt.

The Body Corporate for 1-3 Bell Avenue, West Ryde seek Council's approval to remove this eucalypt as it is our collective opinion, and concern, that if the tree is not removed, the risk it poses to human lives is great. From a risk assessment perspective, the tree needs to be removed to minimise the threat to people and property. Should Council refuse this request and should an incident occur that causes personal or property damage, or a fatality, the Body Corporate feels it appropriate to make Council aware that we intend to take appropriate legal action with respect to cost and possible negligence.

Below are signatures on behalf of Villas 1-6, representing the Body Corporate. We also enclose photos numbered 1-3 as evidence of dropped branches and resulting damage.

We thank you for your consideration to remove the tree and look forward to hearing your decision.

Yours sincerely

The Body Corporate  
1-3 Bell Avenue  
West Ryde

**The Body Corporate**

**Signature**

Villa 1  
P & L Adney



Villa 2  
R & C McFadden



Villa 3  
M & M Wrixon



Villa 4  
S & S Brailey



Villa 5  
R & G Hodgkinson



Villa 6  
C Chidambaram & M Viswanathan



**ITEM 4 (continued)**

**ATTACHMENT 1**

Photo 1: Branches recently dropped from tree – the largest is the more recent



**ITEM 4 (continued)**

**ATTACHMENT 1**

Photo 2: damage to car door and handle



**ITEM 4 (continued)**

**ATTACHMENT 1**

Photo 3: yellow tags indicate damages to car





ITEM 4 (continued)

ATTACHMENT 2

Apex  
Tree & Garden Experts  
A.B.N 80 076 296 903

60c Cardinal Avenue, West Pennant Hills 2125  
Email: [apex\\_tree\\_experts@bigpond.com](mailto:apex_tree_experts@bigpond.com)  
Web: [www.treesbyapex.com](http://www.treesbyapex.com)

Telephone: (02) 9980-7999  
Fax: (02) 9980-7900

8<sup>th</sup> March 2016

Mr. Greg Norsa  
Operation Support Manager  
Ryde City Council  
1 Devlin Street  
RYDE NSW 2112

Email: GNorsa@ryde.nsw.gov.au  
Ref: BellAve.rpt

**CONSULTATION at VILLA 7, 1-3 BELL AVENUE,  
WEST RYDE**

We confirm that we have inspected the above site on 4 March 2016 and now report as follows;

This report has been commissioned by Mr. Greg Norsa of Ryde City Council, on behalf of Ryde City Council in relation to a mature *Eucalyptus saligna* (Sydney Blue Gum) located at near the rear of the above site.

**Background:**

The site is a six villa development on the corner of Farnell St and Bell Avenue. Each villa has a small garden area at the rear. Additionally, there is a common garden area adjacent to the rear of Villa No.5 where the tree that is the subject of this report is growing.

The residents at Villa No.5 and apparently at No.6 seek permission to remove this tree.

The tree has been inspected by ground based observations using Visual Tree Assessment techniques (VTA). VTA undertaken by tree professionals is a recognised systematic method of identifying tree characteristics and hazard potential.

\_\_\_\_\_  
Copyright © 2016 Apex Tree & Garden Experts



## ITEM 4 (continued)

## ATTACHMENT 2

### *Report*

---

#### **TREE REPORT:**

Tree #1: **Eucalyptus saligna** (Sydney Blue Gum)

The tree attains a height of approximately (~) 22 metres, has a canopy spread of ~ 18 metres and a diameter at breast height (dbh) of ~ 800 mm. The tree is in good health and is of good form.

The good health rating has been given to the tree as it displays normal healthy growth characteristics.

#### **Indicators of Good Tree Health:**

Factors which indicate that the tree is in good health include the following:

- A general absence of major deadwood.
- The tree has a standard canopy density. Thin canopies often indicate pest or disease problems with the tree.
- The tree has good leaf size. Small leaf size can indicate that the tree is not growing optimally.
- Normal leaf colour. Chlorotic or yellowing leaves most often indicate pest, disease, root or soil problems.
- The tree has a normal distribution of branches throughout the stem. When this is not the case it most commonly indicates that the tree has been poorly or over pruned in the past.
- Branch internode length could be considered to be normal. A short internode length (ie. the length between each small branch and leaf axil) can indicate a very slow growing tree and so other problems may be present.
- There are no outward signs which would indicate major structural instability within the tree.
- There are no areas of undecorticated bark. Undecorticated bark is bark which abnormally adheres to the trunk instead of being shed. This often indicates a tree in poor health, a tree with internal fungal diseases and/or borer damage.
- A general absence of borer damage on the trunk and scaffold (or main) branches
- The tree appears to be well anchored with normally developed radiating roots about its circumference. If this does not occur it can indicate girdling roots, poor root development or damage on one or more sides or an inability of the tree to be able to grow roots in a particular direction eg. a tree growing adjacent to a rock shelf etc.
- The soil levels adjacent to the tree appear to be at natural level. When soil levels are raised around the trunks of trees damage to the lower trunk, root crown and roots are more likely.

Given all the above factors, failure of this tree is no more likely than a similar healthy tree of this species.

The tree is ~ 5.5 metres from the foundation wall of the back of Villa No.5. A small proportion of the canopy of the tree (~2%) overhangs the rear roofline of the Villa No.5. No other part of the tree overhangs other villas. A small portion of the eastern side of the canopy is growing towards the roof of Villa No.6.

**ITEM 4 (continued)**

**ATTACHMENT 2**

*Report*

---

In the past, some minor reduction pruning of branches has been carried out on the north and south portions of the canopy of the tree.

The good form of the tree has been attributed as the tree has normal branch attachment points, a good central leader into the upper canopy. The tree could be considered to be semi-mature at present and in prime condition.

The residents at Villa No.5 wish to have the tree removed as they have indicated to me, that :

- they have planted other small trees,
- spent money previously on pruning,
- the lady apparently tripped on gumnuts from the tree at the rear.
- There has been some minor property damage through falling dead branches,
- They are worried about personal injury and
- They are worried the mess that the tree makes.

The large shrubs/small trees which the residents indicated that they planted are Blueberry Ash, Grevilleas and a small Peppercorn tree within their yard. No canopy trees have been planted.

This tree and some of the surrounding small trees and shrubs do shed debris. The Sydney Blue Gum would be the major contributor of leaves, gumnuts and small dead branches. Reduction pruning of the canopy to the north east over the car park and to the south towards the residents at No 5, would reduce but not eliminate the amount of debris falling in these areas.

The removal of a tree because of the shedding of leaves, gum nuts or minor deadwood is generally not considered to be reason enough for complete removal of a healthy tree. The area at the rear of the villa that may be required to be kept free is a relatively narrow area. The use of an electric or petrol powered blower would be of assistant to maintain this area to keep it free of debris with little effort.

I noted that there was minor damage to some ridge capping on Villa 6 and the residents of Villa 5 indicated that a door handle on a car parked beneath the canopy had been broken by a falling small dead branch (approximately 35 mm diameter). The possibility of property damage can also be substantially mitigated by minor reduction pruning of lower and mid-canopy branches towards the south west and north east of the tree (over Villa No.5, the car park and towards Villa No.6) and the removal of deadwood. The bulk of the canopy is over areas which could be considered to be low traffic and low target value areas. Reduction pruning would reduce the possibility of damage to these areas even further.

I estimate the cost of the pruning works to reduction prune branches as noted above, would be around \$1,500 if carried out correctly (I was told the last pruning works cost ~\$600). The recommended pruning works would be likely to be effective for between 5 and 10 years. I estimate the cost of removing the tree to be around \$7500 plus stump grinding. It is difficult to reconcile the concept that pruning of the tree is an unaffordable expense when the cost of removal will be many times greater. Even if the cost of pruning the tree every 5 years is factored in this means the tree could be pruned for the next 25 years before the cost of removal would be reached.

**ITEM 4 (continued)**

**ATTACHMENT 2**

*Report*

---

The prospect of personal injury as a result of falling branches from an exceedingly healthy tree that has been correctly pruned is extremely low. If a QTRA (Quantitative Tree Risk Assessment) was carried out on the tree the Risk would be likely to be less than 1 in 500,000. As such, the risk would be considered to be negligible ie: not a reason to be considered for the removal of a healthy tree.

**SUMMARY :**

The residents at Villa 5 and apparently also at Villa 6, wish to remove the tree.

There are no arboricultural reasons to remove the tree. The perceived problems associated with the tree can be mitigated by options other than tree removal.

The Sydney Blue Gum is highly protected within the Sydney region as very little of its original habitat (The Sydney Blue Gum High Forest) remains. Parts of Ryde are included in the original range of Blue Gum High Forest.

This species of tree is the dominant species of the Blue Gum High Forest which is critically endangered. Although this specimen is not within an undisturbed portion of Blue Gum High Forest, this species of tree is highly valued and as such its retention value is higher than most other species.



**ITEM 4 (continued)**

**ATTACHMENT 2**

*Report*

---

We are grateful for the opportunity to assess your trees. Our professional business thrives on recommendations and would be pleased if you could assist us in this way. If you have any further questions please do not hesitate to contact our office.

Yours faithfully,

**SCOTT GATENBY**  
*Managing Director*

DIP. APP. SCIENCE, AGRICULTURE  
GRADUATE DIP. EDUCATION  
U.P.C.A TREE CARE CERTIFICATE  
PEST CONTROL CERTIFICATE  
MEMBER OF INTERNATIONAL SOCIETY OF ARBORICULTURE  
MEMBER OF ARBORICULTURE AUSTRALIA  
MEMBER OF LOCAL GOVT. TREE RESOURCES ASSOCIATION  
LEVEL 8 REGISTERED ARBORIST No. 1371

**WAIVER/LIMITATIONS**

The findings of this report are based upon and limited to visual examination of the subject tree from ground level without any climbing, internal testing or exploratory excavation. Whilst the author provides comments on likely future hazards, this report does not claim to be exhaustive in its assessment of any potential hazards, or of any factors contributing to such hazards. If further practical investigation is required for any reason, including in response to any perceived or unresolved issue, then additional investigations or inspections can be undertaken if requested.

This report reflects the health and structure of the tree at the time of inspection. Apex Tree & Garden Experts cannot guarantee that a tree will be healthy and safe under all circumstances or for a specified period of time. There is no guarantee that problems or defects with the assessed tree, will not arise in the future. Liability will not be accepted for damage to person or property as a result of failure of the assessed tree.

This report has been prepared for the exclusive use of the client. Apex Tree & Garden Experts does not accept any responsibility for its use by any other party. This report must be read in its entirety. No part of this report may be referred to, verbally or in writing, unless taken in full context of the whole report.

**ITEM 4 (continued)**

**ATTACHMENT 3**



Tel: 1300 887 417

PO Box 480  
WAHROONGA NSW 2076

ABN: 49 144 949 566

25<sup>th</sup> March 2015

Ray and Gillian Hodgkinson  
Villa 5, 1-3 Bell Avenue  
WEST RYDE  
Sydney, NSW, 2114

Dear Ray and Gillian

I inspected the Eucalyptus Saligna in your rear garden on the 24<sup>th</sup> of March 2015. The tree is in good health with minimal dead branches attached to the tree, due to the regular maintenance that is being carried out on the tree. The structure of the tree is excellent, there appears to be no branch weaknesses. It is in my opinion that the tree is safe and should be retained for aesthetic and environmental value.

Kind Regards

Julian Parry



**ITEM 4 (continued)**

**ATTACHMENT 4**



---

## 5 ENDORSEMENT OF PREFERRED SWIM SITES FOR THE RYDE LGA

---

**Report prepared by:** Sustainability Programs Coordinator  
**File No.:** ENV/08/3/9/1 - BP16/218

---

### REPORT SUMMARY

The purpose of this report is for Council to nominate three potential swim sites within the Ryde LGA for consideration within the Parramatta River Catchment Group (PRCG) Master Plan to increase swimmable sites in the river by 2025.

The City of Ryde has been a financial member of the PRCG for several years and is an active participant of its popular 'ourlivingriver' campaign (see [www.ourlivingriver.com.au](http://www.ourlivingriver.com.au)), in collaboration with 12 other Councils and State Government. The Mayor, Councillor Laxale is the current Chairperson of the Group.

The PRCG has requested that each partnering foreshore Council nominate from 2-3 potential swim sites for a more complete suite of monitoring and testing to be considered for each of the sites, so that the most preferred pathway to making them swimmable again can be determined.

This initiative coincides with the recent media campaign by the PRCG calling for the catchment communities to vote for their favoured swimmable sites and this campaign has generated widespread interest and media attention.

The community has voted for a number of potential swimming sites along the entire stretch of the river system. In the Ryde LGA, 4 locations received most of the votes based on historical bathing locations. These were Meadowbank, near Meadowbank Wharf, Kissing Point Park, Glades Bay near Glades Bay Park and Putney Park. (Map showing locations **ATTACHED**).

A group of waterway experts and related staff have since visited these sites and conducted a preliminary assessment based on water quality, sedimentation, accessibility, aesthetics, stormwater outlets, sewer overflows and other relevant infrastructure, boating impacts, potential environmental impacts, site activation opportunities and the extent of space available for swimming.

Three of the sites namely Kissing Point Park, Putney Park and Meadowbank Wharf were considered more suitable than the others and it is recommended that these sites be put forward as Council's preferred potential swim sites for further investigation by the PRCG.

**ITEM 5 (continued)**



**Kissing Point Bay (1900s)**



**Kissing Point Bay (current)**



**Putney Park (1930s)**



**Putney Park (current)**



**Meadowbank Baths 1926**



**Meadowbank Wharf (current)**

**ITEM 5 (continued)**

**RECOMMENDATION:**

That the Parramatta River Catchment Group be advised that the Parramatta River foreshore areas of Kissing Point Park, Meadowbank Wharf and Putney Park be considered as potential swim sites in the Ryde LGA.

**ATTACHMENTS**

- 1** Kissing Point Bay Proposed Swim Site Location
- 2** Putney Park Proposed Swim Site Location
- 3** Meadowbank Wharf Proposed Swim Site Location

Report Prepared By:

**Nilushi Disanayake**  
**Sustainability Programs Coordinator**

Report Approved By:

**Sam Cappelli**  
**Manager - Environment, Health and Building**

**Liz Coad**  
**Acting Director - City Strategy and Planning**

## **ITEM 5 (continued)**

### **Discussion**

This report is to request the endorsement of three potential swim sites within the Ryde LGA for consideration within the Parramatta River Catchment Group (PRCG) Master Plan to increase swimmable sites in the river by 2025.

The highly successful 'ourlivingriver' campaign has gathered significant community and political support, resulting in over 200 media articles and widespread collaboration among Council and other stakeholders of the Parramatta River Catchment. All 13 Councils within the catchment area are members of the PRCG.

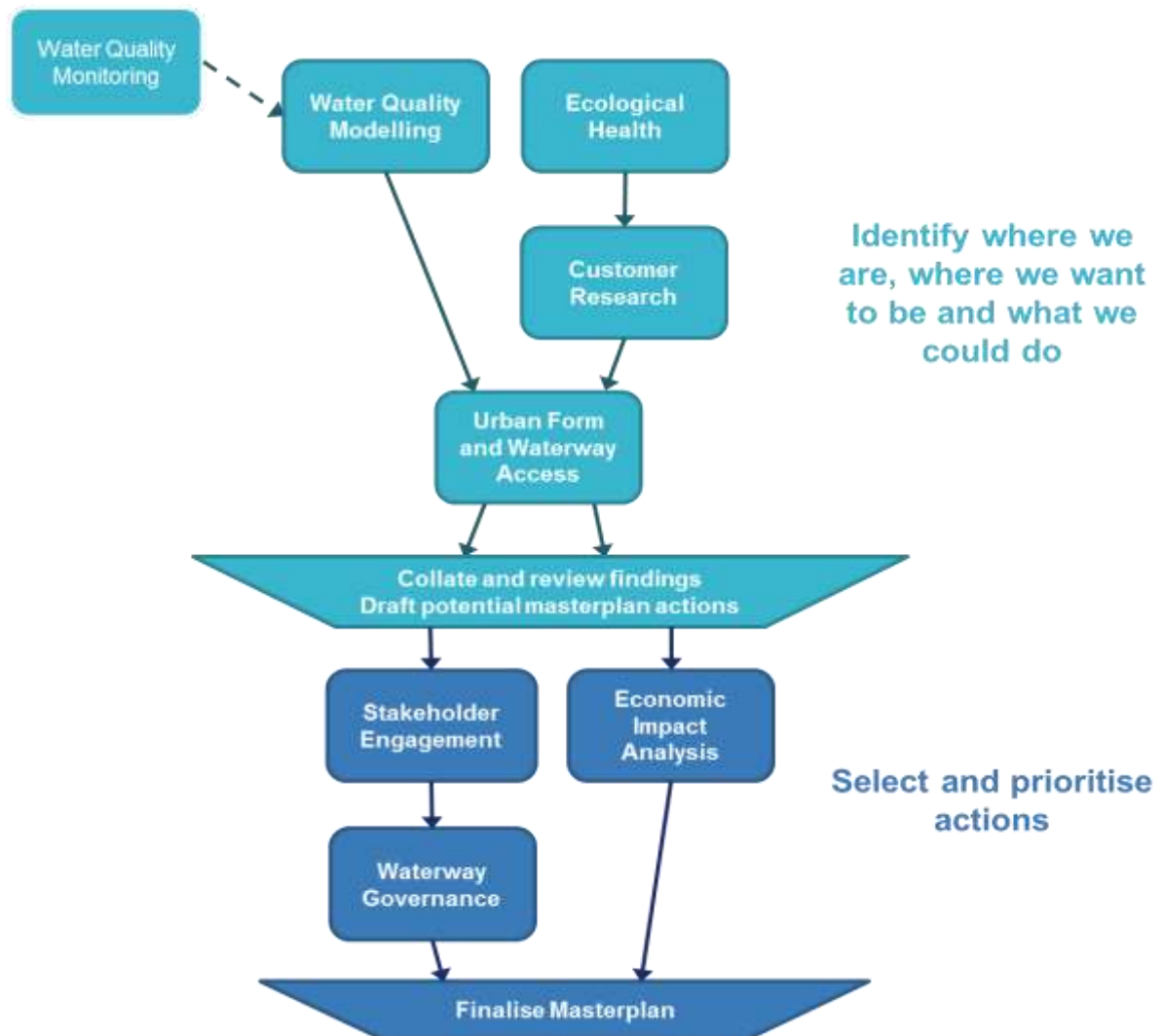
This campaign is aimed at making the Parramatta River swimmable again and the PRCG is developing a master plan for the Parramatta River to map the preferred pathway to making this happen along suitable sections of the river system.

The PRCG is essentially an alliance of Local and State government organisations and the community who have the common purpose of making the Parramatta River a 'living river'. The Mayor, Councillor Laxale is the current Chair of this Group and financial members of the Group include Sydney Water, the Environment Protection Authority, Greater Sydney Local Land Services, Department of Planning and Environment and the Councils of Ashfield, Auburn, Bankstown, Blacktown, Burwood, Canada Bay, Holroyd, Hunters Hill, Leichhardt, Ryde, Parramatta, Strathfield and The Hills.

The PRCG is planning a series of projects over the next 12 months to inform the Plan and the flow chart below, shows key stages that will be undertaken to inform the final plan.



**ITEM 5 (continued)**



Sydney Water has committed to providing financial and in-kind support to help the PRCG develop the Master Plan, including providing a full time Project Manager for 12 months to oversee the development of the whole Plan, \$200,000 in funding to undertake the Water Quality Modelling component and additional staff support to undertake an extensive stakeholder engagement process.

The PRCG has already commenced the first phase of work, entitled “A Strategic Analysis of Water Quality in the Parramatta River”, which will inform the parameters to be used in the water quality modelling project, present a narrative of past and present water quality and provide a business case for future monitoring across the catchment. This work is being co-funded by members of the PRCG. Before being able to commence the second phase of work being funded by Sydney Water, they need to confirm the swimming sites on the Parramatta River that will become the group’s focus.

## ITEM 5 (continued)

Following the launch of the PRCG's mission to make the river swimmable again, they asked the community to vote for their favourite swimming site, basing these on historic bathing sites (see [www.ourlivingriver.com.au](http://www.ourlivingriver.com.au)). Of the ones located in the Ryde LGA, Meadowbank, Kissing Point Park, Glades Bay and Putney Park received the most votes.

The votes for sites in the Ryde LGA were as follows:

Site	Votes on website etc.
Meadowbank	318
Kissing Point	280
Glades Bay	155
Putney Park	148
Prince Regent Swimming Club Baths (west of Kissing Point, between the river end of Regent and Princes streets)	119
Morrisons Bay	95
Shepherds Point	90

A group of waterway management related staff have since visited and assessed the sites in August 2015 considering factors such as water quality, sedimentation, accessibility, aesthetics, stormwater outlets, sewer overflow sites and other relevant infrastructure, boating impacts, potential environmental impacts, site activation opportunities, local facilities and the extent of space available for swimming.

The staff site assessments concluded that Putney Park and Kissing Point Bay were the most suitable with regard to the assessed criteria, at the time. A major concern with the popular Meadowbank site is its proximity to Homebush Bay with its history of sediment contamination. Nevertheless, it has been included for further monitoring and testing given it received most community votes.

Glades Bay was discounted because it was a small area and lacked space for parking and adequate access to the waterway.

The selected potential swim sites will become the focus of PRCG and Council efforts to explore, monitor and further test suitability in order to facilitate swimming based public recreational use in the future. The EPA and Sydney Water will be integrally involved in the process and the level of scrutiny will be of the highest order to ensure suitability of sites.

## Financial Implications

Adoption of the recommendation will have no immediate financial impact. It may have an indirect financial impact when facilities and other aspects of improving swimmability are eventually prioritised for the chosen sites.

## **ITEM 5 (continued)**

### **Options**

Council may resolve not to nominate potential swim sites within the Ryde LGA. This is not recommended because it will exclude Ryde from the benefits of extensive water quality monitoring, modelling and other site analysis work being undertaken by Sydney Water and other members of the PRCG, for nominated swim sites across the region. It will then result in relative lack of access for recreational use by our residents.



**ITEM 5 (continued)**

**ATTACHMENT 1**





ITEM 5 (continued)

ATTACHMENT 2





**ITEM 5 (continued)**

**ATTACHMENT 3**



---

## **6 PROJECT STATUS REPORT - MARCH 2016 PROJECT DEVELOPMENT DEPARTMENT**

---

**Report prepared by:** Senior Coordinator - Program Delivery  
**File No.:** GRP/09/3/12 - BP16/459

---

### **REPORT SUMMARY**

The purpose of this report is to highlight the projects completed as at 31 March 2016 and any project issues that have arisen.

This report covers capital and non-capital projects including projects funded by the SRV in the Operational Plan 2015/16 allocated and delivered by the Project Development Department (PDD), City Works and Infrastructure. Progress of approved carry over projects from 2014/15 and new projects approved during 2015/16 are also included.

All projects with identified risks and proposed actions and comments are listed under the heading 'Project Exception Report – by Program'.

PDD's annual target of 85% for completed Operational Plan and carryover projects is currently on schedule.

### **RECOMMENDATION:**

That Council receive and note this report.

### **ATTACHMENTS**

- 1** Project Status Report Table - March 2015/2016
- 2** Plassey Road Footpath

Report Prepared By:

**Peter Calantzis**  
**Senior Coordinator - Program Delivery**

Report Approved By:

**Peter Nguyen**  
**Manager - Project Development**

**George Dedes**  
**Director - City Works and Infrastructure**

## ITEM 6 (continued)

### Projects Report

This report covers capital and non-capital projects in the Operational Plan 2015/16 delivered by the Project Development Department (PDD), City Works & Infrastructure.

Progress of projects in the Operational Plan 2015/16, approved carry over projects from 2014/15 and new projects approved during 2015/16 are shown in

### **ATTACHMENT 1.**

As at 31 March 2016, the PDD is responsible for the delivery of 172 projects including:

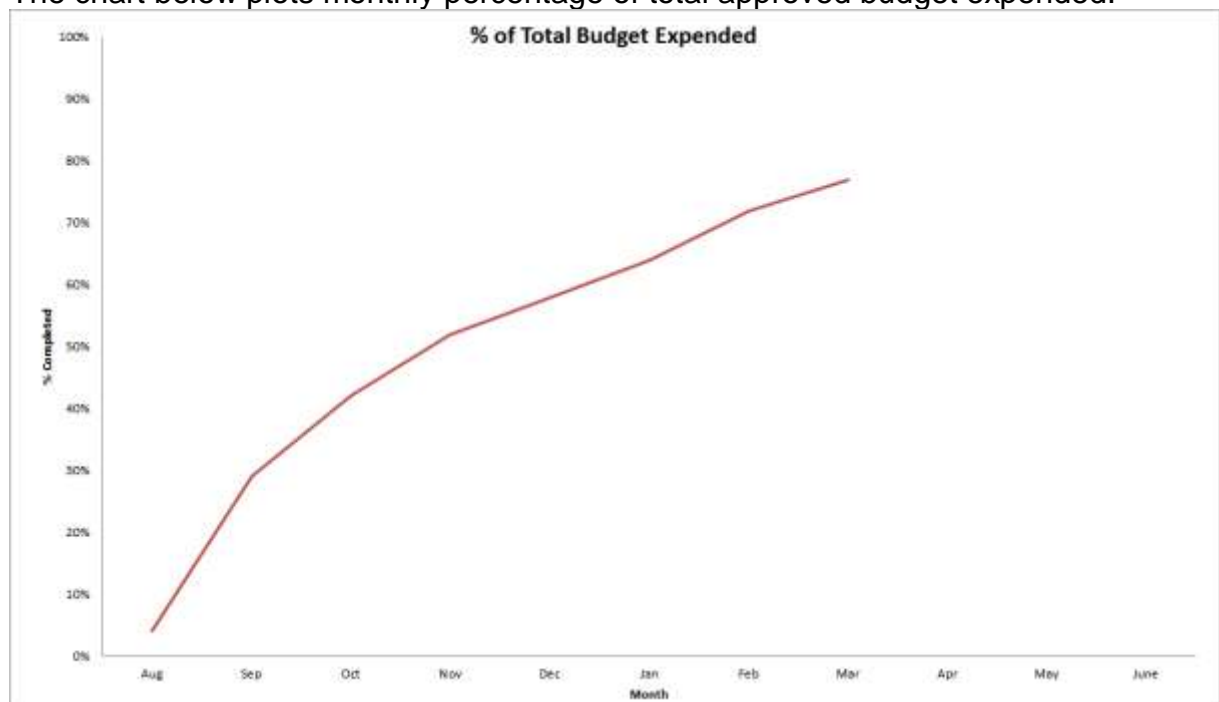
- 137 projects in the Operational Plan 2015/16
- 25 carry over projects from 2014/15
- 11 new projects approved during 2015/16

The PDD annual target (KPI) for completed operational plan and carryover projects is 85%. The current status is as follows:

Total budget (including carry-over projects)	\$31,273,673
Percentage of total approved budget expended*	77%

*Excludes projects that are on-hold, awaiting approval by external authorities (e.g. RMS), Council resolution, awaiting finalisation of legal matters, and new projects adopted by Council from 1 July 2015.*

The chart below plots monthly percentage of total approved budget expended.



## **ITEM 6 (continued)**

### **Highlights**

A total of 91 out of 172 projects have been completed to date, with 8 projects completed in the month of March, 2016.

Following completion of all 38 projects ahead of schedule and under budget in the Road Resurfacing Program (including the 14 SRV projects) in the 2015/16 Operational Plan, additional grant funding of \$768,190 has been received from the Federal Government Department of Infrastructure & Regional Development under the Roads to Recovery program. This additional funding is being used to resurface the following roads this financial year:

- Culloden Road from Talavera Road to Waterloo Road – Night work
- East Parade from Rowe Street to First Avenue – Night Work
- Parkes Street from Bowden Street to Melville Street – Weekend Work
- Talavera Road from Busaco Road to Culloden Road

The Capital Works Project Schedule 2015-2016 – March 2016 is provided in **ATTACHMENT 1** and a job card of a completed project is provided in **ATTACHMENT 2**.

### **Project Exception Report – by Program**

The following projects are currently at risk of not being delivered in 2015/16. Actions have been identified for implementation.

#### **Open Space, Sport and Recreation Program**

<b>Project Name</b>	<b>Risks</b>	<b>Action/Comments</b>
PM14_40979: Implementation of Children Play Plan – P2	Equipment supply and inclement weather delays	2 of the 4 playground projects flagged for carryover (Banjo Patterson and Elouera) with completion in Q1 2016/17

**ITEM 6 (continued)**

Project Name	Risks	Action/Comments
PM15_41808: Meadowbank Field #7 & 8 Drainage	Contaminated soil encountered during initial excavations	Project deferred. Funds to be carried over and expanded project to be scoped for construction in 2016/17, including filling of site, irrigation and drainage – refer to Council resolution from 26 April 2016
PM15_41809: Installation of Fitness Equipment (Meadowbank Park)	Location changed after extensive community consultation. Long lead time for manufacture of equipment will cause delay in installation and dependant on completion of Meadowbank seawall	Project flagged for carryover with completion in Q1 2016/17
PM15_41781 Brush Farm Park Signage	Potential impacts from Aboriginal heritage report	15 of 17 signs will be installed by 30 June. 2 signs potentially impacted by Aboriginal Heritage Report and flagged for carryover

**Catchment Program**

Project Name	Risks	Action/Comments
PM15_40452: Blaxland Road Stormwater Asset Renewal	Delay due to seeking RMS advice on potential contribution for additional pipes on Blaxland Road	Project flagged for carryover



**ITEM 6 (continued)**

Project Name	Risks	Action/Comments
PM15_40958: Local Flooding Improvements – Macquarie Park	2 out of 4 sites completed, Quandong Reserve to be carried over due to extending construction beyond original program in Quandong Reserve. Extra pipes to be installed in Windsor Drive for flood mitigation	Construction commencing in early May 2016. Project flagged for carryover due to extension of construction program

**Centres and Neighbourhood Program**

Project Name	Risks	Action/Comments
PM15_40264: Rowe St Construction	Latent conditions, inclement weather	With approved extensions of time, construction completion currently scheduled for August 2016
PM15_40787: Footpath Upgrade - Byfield St Macq Park	Scope and design change due to developments on Byfield Street	Project flagged for carryover
PM15_41791: Street Tree Planting in Byfield Street Macquarie Park	To be undertaken as part of footpath upgrade – Byfield Street by civil contractor	Project flagged for carryover

**Paths and Cycleways Program**

Project Name	Risks	Action/Comments
PM15_41646: Winbourne Street (No.35 - No.53 Winbourne) footpath	Footpath to be integrated with future road widening and wombat crossing	Project flagged for carryover due to integration with future works

## ITEM 6 (continued)

### Traffic and Transport Program

Project Name	Risks	Action/Comments
PM15_41783: Eastwood Transport Management and Access Plan	Original scope from Council resolution 9 December 2014 scheduled to be completed by 30 June. Additional request for Wingate Avenue roundabout will not be completed due to liaison with Parramatta Council and RMS concurrence	Wingate Avenue roundabout to be completed in 2016/17

### New Projects

Project Name	Risks	Action/Comments
PM15_41853: Gladesville Litter Reduction Gross Pollution Trap (GPT)	Works delayed following feasibility study by consultant to optimise location of GPT. Project subject to tender timeframes	Funding availability confirmed for 2016/17 and project flagged for carryover.
PM15_41851: Morrison Road LATM	Delay due to extensive community consultation period. Works staged over 2015/16 and 2016/17. This year's works will not utilise all of the 15/16 allocation. Final stage currently being detailed will utilise the remainder of the funds in 16/17	Project flagged for carryover to allow completion of works in 2016/17
PM15_41852: Signage at Playgrounds	Pending audit of existing signs and whether warranted in the context of Council amalgamations / Council name change	Project flagged for carryover

## ITEM 6 (continued)

### Carryover Projects

Project Name	Risks	Action/Comments
PM14_50009: Meadowbank Park Seawall	Wet weather and approval delay from VIVA Energy for working in the vicinity of the Shell Oil pipeline	Project scheduled for completion in late June 2016 subject to weather. Potential carryover dependent on weather conditions
PM14_40941: ELS Hall Park #1 - Synthetic Surface	To be completed as detailed in Council resolution 15/12/15 – tender process in progress and tender report scheduled for May 2016	Project flagged for carryover
PM14_40982: ELS Hall Park #2 Sportsfield renewal	Stage 1 completed. Future Stage 2 works brought forward with savings from other projects	Project flagged for carryover
PM14_40974: Waterloo Rd/Khartoum Rd – Traffic Control Signals (TCS) Installation	Deferred while TfNSW investigate bus priority corridor in Waterloo Road	Project recommended to be deferred

ITEM 6 (continued)

ATTACHMENT 1

## Capital Works Projects Schedule 2015/16

March 2016



**CITY WORKS &  
INFRASTRUCTURE**  
Project Development



### PROGRAM SUMMARY

Projects Complete in March 2016

Program	15/16 Budget	No. of 15/16 Projects	Completed 15/16 Projects												Total Completed to date	%
			Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun		
1. Open Space, Sport and Recreation	\$1,913,100	22	0	0	1	1	1	0	4	4	1	0	0	0	12	55%
2. Roads	\$6,782,020	49	9	6	8	12	6	2	0	0	0	0	0	0	43	88%
3. Property Portfolio	\$3,289,552	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0%
4. Catchment	\$2,764,860	11	0	0	0	0	2	0	0	1	0	0	0	0	3	27%
5. Centres and Neighbourhood	\$2,463,540	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0%
6. Library	\$300,000	1	0	0	0	0	0	1	0	0	0	0	0	0	1	100%
9. Community and Cultural	\$250,000	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0%
11. Paths and Cycleways	\$1,947,040	24	2	1	1	1	0	0	0	1	3	0	0	0	9	38%
12. Environmental	\$90,000	1	0	0	0	0	0	0	1	0	0	0	0	0	1	100%
15. Traffic & Transport	\$1,278,770	8	0	0	0	0	1	0	1	0	1	0	0	0	3	38%
18. Foreshore	\$900,000	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0%
20. Waste and Recycling	\$800,000	4	0	0	1	1	0	0	1	0	0	0	0	0	3	75%
<b>15/16 Total</b>	<b>\$22,778,882</b>	<b>137</b>	<b>11</b>	<b>7</b>	<b>11</b>	<b>15</b>	<b>10</b>	<b>3</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>55%</b>
N. New Projects	\$2,093,191	11	0	0	0	0	0	0	0	0	3	0	0	0	3	27%
C. Carryover Projects	\$6,276,600	25	4	1	0	0	0	3	3	2	0	0	0	0	13	52%
<b>Total incl. new &amp; c/o projects</b>	<b>\$31,273,673</b>	<b>172</b>	<b>15</b>	<b>8</b>	<b>11</b>	<b>15</b>	<b>10</b>	<b>6</b>	<b>10</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>53%</b>

**ITEM 6 (continued)**

**ATTACHMENT 1**



**PROGRAM DETAILS**

Item	Project Number	Project Name	Budget	Construction Start	Construction Finish	Risk/Actions/Comments
<b>1</b>		<b>Open Space, Sport and Recreation Program</b>				
1.1	PM15_40026	Street Tree Planting Program	\$75,000	1/07/15	30/06/16	
1.2	PM15_40027	Park & Open Space Tree Planting Program	\$25,000	1/07/15	30/06/16	
	PM15_50011	Sportsfield Floodlighting Renewal	\$210,000			
1.3	PM15_40474	Upgrade of existing lighting at Eastwood	\$105,000	11/04/16	27/05/16	
1.4	PM15_41805	ELS Hall Park Field #1	\$105,000	12/11/15	26/02/16	Completed
	PM15_50012	Sportsfield Renewal & Upgrade	\$630,000			
1.5	PM14_40982	ELS Hall Park #2	\$150,000	8/08/15	29/04/16	Refer to C23
1.6	PM15_41806	Bremner Park	\$184,000	9/11/15	18/01/16	Completed
1.7	PM15_41807	Peel Park Irrigation	\$34,500	4/01/16	22/01/16	Completed
1.8	PM15_41808	Meadowbank Field #7 & 8 Drainage	\$92,000			Deferred following contaminated soil encountered during initial excavations. Funds to be carried over and expanded project to be scoped for construction in 2016/17, including filling of site, irrigation and drainage – refer to Council resolution from 26 April 2016
1.9	PM15_41809	Installation of Fitness Equipment	\$92,000	2/05/16	17/06/16	Carryover with completion in Q1, 2016/17 – Location changed after extensive community consultation. Long lead time for manufacture of equipment may cause delay in installation. Dependant on completion of Meadowbank seawall
1.10	PM15_41811	North Ryde Park Returfing	\$75,000	24/07/15	18/09/15	Completed



**ITEM 6 (continued)**

**ATTACHMENT 1**

<div> <div>Capital Works Projects Schedule 2015/16</div> <div>March 2016</div> <div>  <b>CITY WORKS &amp; INFRASTRUCTURE</b> Project Development </div> <div>  </div> </div>						
Item	Project Number	Project Name	Budget	Construction Start	Construction Finish	Risk/Actions/Comments
1.11	PM15_41812	Waterloo Park Sports Facilities Upgrade	\$70,000	16/05/16	17/06/16	
1.12	PM15_41828	Magdala Park Fencing	\$23500	12/02/16	24/02/16	Completed
1.13	PM15_41803	Dog Off Leash - ELS Hall Park	\$40,000	1/02/16	30/06/16	
1.14	PM15_41781	Brush Farm Park Signage	\$57,500	1/04/16	27/05/16	Potential Carryover –15 of 17 signs will be installed by 30 June. 2 signs potentially impacted by Aboriginal Heritage Report and flagged for carryover
1.15	PM15_41446	Adventure Park Upgrade	\$225,000	26/10/15	26/02/16	Completed
	PM15_50015	Sportsground Amenities Renewal & Upgrade	\$350,000			
1.16	PM15_41815	Marsfield Park Amenities Upgrade	\$138,000	30/09/15	8/04/16	Stage 1 complete only.
1.17	PM15_41816	Meadowbank Park (LH Waud) Amenities	\$127,650	1/02/16	18/03/16	Completed
1.18	PM15_41817	Tyagarah Park	\$34,500	21/12/15	29/01/16	Completed
1.19	PM15_41818	Christie Park Grandstand	\$46,000	11/01/16	29/01/16	Completed - painting only
	PM15_50016	Playground Construction & Renewal	\$300,600	24/03/15	30/06/16	
1.20	PM15_41819	Hardy Park	\$110,000	14/12/15	29/02/16	Completed
1.21	PM15_41820	Henri Durant Reserve	\$95,000	24/08/15	18/11/15	Completed
1.22	PM15_41821	Watts Park Playground	\$95,000	27/05/15	20/10/15	Completed
<b>2</b>		<b>Roads Program</b>				
2.1	PM15_40089	Heavy Patching	\$257,500	Q3	Q4	
	PM15_50002	Road Resurfacing Renewal	\$4,606,070	1/07/15	29/11/15	Completed 6 months ahead of schedule
2.2	PM14_40056	Hermitage Road (Goodwin Street - Orchard	\$197,000	1/07/14	29/10/15	Completed
2.3	PM15_41260	Watts Road (Ronald Avenue - North Road)	\$53,000		11/11/15	Completed
2.4	PM15_41296	Cobham Avenue (Batten Avenue - Parer Str	\$196,000	11/03/15	14/10/15	Completed

**ITEM 6 (continued)**

**ATTACHMENT 1**

**Capital Works Projects Schedule 2015/16**

**March 2016**



**CITY WORKS &  
INFRASTRUCTURE**  
Project Development



Item	Project Number	Project Name	Budget	Construction Start	Construction Finish	Risk/Actions/Comments
2.5	PM15_41297	Frederick Street (Arnold Street - Potts	\$107,000		29/11/15	Completed
2.6	PM15_41299	Lovell Road, North Road, Quarry Road Rou	\$80,000		30/07/15	Completed
2.7	PM15_41300	Melville Street (Blaxland Road - Mount S	\$167,000		1/11/15	Completed
2.8	PM15_41301	Melville Street (Goodwin Street - Parkes	\$118,000	11/03/15	25/10/15	Completed
2.9	PM15_41302	North Road (Eulo Parade - Heath Street)	\$237,000		23/11/15	Completed
2.10	PM15_41303	Quarry Road (Olive Street - North Road)	\$118,000		3/08/15	Completed
2.11	PM15_41304	Quarry Road (Small's Road - Heath Street	\$215,000	11/03/15	1/10/15	Completed
2.12	PM15_41305	Suttor Avenue (Belmore Street - Church S	\$75,000	11/03/15	21/10/15	Completed
2.13	PM15_41306	Twin Road (Lane Cove Road - Goulding Roa	\$164,000		5/08/15	Completed
2.14	PM15_41307	Twin Road (Wicks Road - Badajoz Road)	\$318,773		17/08/15	Completed
2.15	PM15_41308	Twin Road (Badajoz Road - Cressy Road)	\$161,000		23/09/15	Completed
2.16	PM15_41309	Trelawney Street (Rutledge Street - Clan	\$69,000		18/08/15	Completed
2.17	PM15_41346	Perkins Street (Cusack Street - Darvall	\$36,000		1/07/15	Completed
2.18	PM15_41347	Read Street (Clanwilliam St - Warrawong	\$70,000		1/07/15	Completed
2.19	PM15_41349	Richmond Street (Mason Street - Doig Ave	\$20,000		30/09/15	Completed
2.20	PM15_41350	Richmond Street (Doig Avenue - Maycock S	\$40,000		30/09/15	Completed
2.21	PM15_41353	Beattie Avenue (North Road - Blaxland Ro	\$140,000		3/08/15	Completed
2.22	PM15_41354	Boyce Street (Twin Road - Fisher Avenue)	\$36,000		16/07/15	Completed
2.23	PM15_41355	Boyce Street (Fisher Avenue - Keppel Roa	\$47,000		16/07/15	Completed
2.24	PM15_41356	Clermont Avenue (Aeolus Avenue - Jennife	\$64,000		27/11/15	Completed
2.25	PM15_41357	Clermont Avenue (Jennifer Street - North	\$77,000		27/11/15	Completed
2.26	PM15_41358	Cobham Avenue (Victoria Road - Johnson A	\$204,996	1/07/15	7/10/15	Completed

ITEM 6 (continued)

ATTACHMENT 1

## Capital Works Projects Schedule 2015/16

March 2016



**CITY WORKS &  
INFRASTRUCTURE**  
Project Development



Item	Project Number	Project Name	Budget	Construction Start	Construction Finish	Risk/Actions/Comments
2.27	PM15_41238	SRV-Bronhill Avenue (Pittwater Road - Cul de	\$1,000		14/07/15	Completed
2.28	PM15_41239	SRV-Chatham Road (Dickson Avenue - Victoria	\$1,000		27/07/15	Completed
2.29	PM15_41240	SRV-Church Street (Wandoo Avenue - Willandra	\$1,000		28/09/15	Completed
2.30	PM15_41242	SRV-Doomben Avenue (Ball Av - House Number	\$1,000		23/07/15	Completed
2.31	PM15_41264	SRV-Bank Street (Union Street - Constitution	\$1,000		13/09/15	Completed
2.32	PM15_41265	SRV-Bayview Street (Beach Street - Cul De Sa	\$1,000	14/07/15	23/10/15	Completed
2.33	PM15_41266	SRV-Bayview Street (Teemer Street - Beach St	\$1,000	14/07/15	8/10/15	Completed
2.34	PM15_41268	SRV-Benson Street (Clarke Street - Cul De Sa	\$1000		15/07/15	Completed
2.35	PM15_41271	SRV-Brian Street (Cul De Sac (N) - Ellen Str	\$1000		25/09/15	Completed
2.36	PM15_41243	SRV-Falconer Street (Victoria Road - Mulvihi	\$1000	28/07/15	9/10/15	Completed
2.37	PM15_41247	SRV-Meriton Street (Victoria Road - Morrison	\$1000	28/07/15	7/10/15	Completed
2.38	PM15_41252	SRV-Wicks Road (Epping Road - Waterloo Road)	\$1000		30/09/15	Completed
2.39	PM15_41256	SRV-Wicks Road (Barr Street - Epping Road)	\$1000	28/07/15	8/10/15	Completed
2.40	PM15_41263	SRV-Wolger Road (Kuppa Road - Lane Cove Rd	\$1000		27/09/15	Completed
	<b>PM15_50004</b>	<b>Road And Kerb Renewal</b>	<b>\$1,523,450</b>	<b>1/07/15</b>	<b>28/06/16</b>	
2.41	PM15_41488	Adelaide Street (Victoria Road - Bennett	180000	21/07/14	10/12/15	Completed
2.42	PM15_41490	Hermitage Road (Goodwin Street - Orchard	135000		25/08/15	Completed
2.43	PM15_41491	North Road (Norma Avenue - Fonti Street)	172000	11/03/15	3/10/15	Completed
2.44	PM15_41493	Quarry Road (Cressy Road - Badajoz Road)	127000	1/07/15	5/12/15	Completed
2.45	PM15_41494	Pavement testing & design for 2016/17 program	60000	1/07/15	27/05/16	
2.46	<b>PM15_41790</b>	<b>Meadowbank Flood Mitigation/Constitution Road Investigation</b>	<b>\$120,000</b>	<b>Q1</b>	<b>Q4</b>	

**ITEM 6 (continued)**

**ATTACHMENT 1**

<div> <div>Capital Works Projects Schedule 2015/16</div> <div>March 2016</div> <div>  <div> CITY WORKS &amp; INFRASTRUCTURE Project Development </div> <div>  SILVER COMMUNITY WORKS </div> </div> </div>						
Item	Project Number	Project Name	Budget	Construction Start	Construction Finish	Risk/Actions/Comments
	PM15_50006	Bridge Upgrade Renewal	\$175,000			
2.47	PM15_40244	Burnett Walk Footbridge, Darvall Park - Eastwood	\$150,000	2/11/15	27/05/16	Detailed design only
2.48	PM15_41577	Culvert over Charity Creek - Meadowbank	\$25,000	2/05/16	27/05/16	Culvert repairs at Constitution Road
2.49	PM15_41454	Multi-Function Poles (MFP) Streetlighting	\$100,000	Q4	Q4	
<b>3</b>		<b>Property Portfolio Program</b>				
3.1	PM14_40810	Civic Centre Refurbishment	\$1,000,000		30/06/16	Replaced by Operation High Tail
	PM15_50019	Commercial Buildings Renewal	\$1,439,552			
3.2	PM14_40980	6 Reserve St, West Ryde - Construction		2/2/15	Q4	
3.3	PM15_41785	33-35 Blaxland Road, Ryde (Argyle Centre)	\$400,000	1/07/15	30/06/16	
3.4	PM15_41784	741-747 Victoria Road (Battery World)	\$450,000	1/07/15	30/06/16	
<b>4</b>		<b>Catchment Program</b>				
	PM15_50008	Stormwater Asset Replacement Renewal	\$787,860	10/03/15	30/06/16	
4.1	PM15_40452	Blaxland Road		Q4	Q4	Carryover - Delay due to seeking RMS advice on potential contribution for additional pipes on Blaxland Road
4.2	PM15_40456	Crimea Road Drainage Amplification		5/10/15	30/11/15	Completed
4.3	PM15_40673	Pit Replacement		1/07/15	30/06/16	
4.4	PM15_40703	Byron Ave, Ryde		28/03/16	6/05/16	
4.5	PM15_41016	Melba Drive		6/07/15	6/11/15	Completed
4.6	PM15_41799	Future Design and Planning		1/07/15	30/06/16	
4.7	PM15_41800	Pittwater Rd - Buffalo Creek Remediation Works		1/07/15	30/06/16	Design only 2015/16



**ITEM 6 (continued)**

**ATTACHMENT 1**

**Capital Works Projects Schedule 2015/16**

**March 2016**



**CITY WORKS &  
INFRASTRUCTURE**  
Project Development



Item	Project Number	Project Name	Budget	Construction Start	Construction Finish	Risk/Actions/Comments
	PM15_50022	Stormwater Improvement Works Renewal	\$1,977,000	10/03/15	30/06/16	
4.8	PM15_41022	Water Quality & Riparian Improvements - Jim Walsh Park Upgrade		Q3	Q4	
4.9	PM15_40151	Buffalo and Kitty's Creek Study		Q3	Q4	
4.10	PM15_40515	Detention Basin at Waterloo Park		15/07/15	26/02/16	Complete
4.11	PM15_40958	Local Flooding Improvements – Macquarie Park		12/08/15	24/06/16	Carryover - Construction commencing in early May 2016. Project flagged for carryover due to extension of construction program – extra pipes to be installed in adjacent street (Windsor Drive) for flood mitigation
<b>5</b>		<b>Centres and Neighbourhood Program</b>				
5.1	PM15_40787	Footpath Upgrade - Byfield St Macq Park	\$700,000	Q4	Q4	Potential Carryover - Change of scope arising from redevelopment of Properties on Byfield Street.
5.2	PM15_41791	Street Tree Planting in Byfield Street Macquarie Park	\$50,000	Q4	Q4	Potential Carryover – To be undertaken in conjunction with footpath upgrade of Byfield Street
5.3	PM15_40815	Ped Acces & Mobility Plan - Macq Park	\$100,000	24/03/15	30/06/16	
	PM15_50007	N/hood Centre Renewal	\$113,540			
5.4	PM15_40553	Construction of Allars Pl		27/05/15	27/05/16	
	PM15_50023	Town Centre Upgrade Renewal	\$1,500,000			
5.5	PM15_40264	Rowe St Construction		7/12/15	31/08/16	Carryover - with approved extensions of time, construction completion currently scheduled for August 2016
<b>6</b>		<b>Library Program</b>				
	PM15_50026	Community Buildings Renewal - Libraries	\$300,000			
6.1	PM15_41082	West Ryde Library refurbishment		16/11/15	9/12/15	Completed



**ITEM 6 (continued)**

**ATTACHMENT 1**

<div> <div>Capital Works Projects Schedule 2015/16</div> <div>March 2016</div> <div>  <b>CITY WORKS &amp; INFRASTRUCTURE</b> Project Development </div> <div>  </div> </div>						
Item	Project Number	Project Name	Budget	Construction Start	Construction Finish	Risk/Actions/Comments
<b>9</b>		<b>Community and Cultural Program</b>				
	PM15_50014	Community Buildings Renewal	\$250,000	Q3	Q4	
9.1	PM15_41841	Willandra Refurbishment – Stage 2		14/03/16	10/06/16	Deferred – partially complete due to site investigation and recommendations from heritage architect over ceiling and brickwork stability. Structural issues to be addressed before interior painting in 16/17
9.2	PM15_41842	HAZMAT reporting and remediation – Stage 2		7/03/16	27/05/16	
9.3	PM15_41846	North Ryde Meeting room upgrade				Deferred due to works undertaken in 14/15 program
9.4	PM15_41847	Marsfield Community Hall Upgrade		14/03/16	15/04/16	
9.5	PM15_41848	Community Hub Signage				Deferred – due to budget shortfall from 14/15 expenditure and in light of name change from Council amalgamations
9.6	PM15_41849	Youth Hub Kitchen Upgrade				Deferred – due to uncertainty over youth hub building at 167 Shaftsbury Road
9.7	PM15_41850	Artwork hanging rails for 1 Pope St Top Ryde				Deferred – due to fitout of 1 Pope Street
<b>11</b>		<b>Paths and Cycleways Program</b>				
11.1	PM15_40001	Bus Shelters	\$60,000	Q3	25/06/16	
11.2	PM15_40002	Bus Stop DDA Compliance	\$90,040	14/12/15	4/03/16	Completed
	PM15_51001	Cycleway Construction Expansion				
11.3	PM15_41796	Khartoum Road (Waterloo Road - Talavera Rd)	\$400,000	4/04/16	27/05/16	
	PM15_50003	Footpath Construction Renewal	\$487,000			
11.4	PM15_41762	Defects List - Condition 4 & 5		1/07/15	30/06/16	
11.5	PM15_41793	Meadowbank Park Shared Path		11/03/15	30/10/15	Completed

**ITEM 6 (continued)**

**ATTACHMENT 1**

## Capital Works Projects Schedule 2015/16

March 2016



**CITY WORKS &  
INFRASTRUCTURE**  
Project Development



Item	Project Number	Project Name	Budget	Construction Start	Construction Finish	Risk/Actions/Comments
	<b>PM15_51003</b>	<b>Footpath Construction – Expansion</b>	<b>\$910,000</b>			
11.6	PM15_41632	Lucinda Road (Herring Road - Cul-de-sac)		22/02/16	24/03/16	
11.7	PM15_41633	Murray Street (Moirra Street – Shaftsbury Rd)		1/08/16	28/08/15	Completed
11.8	PM15_41638	Punt Road (Ashburn Pl - Banjo Patterson Park)		11/03/16	21/03/16	Completed
11.9	PM15_41646	Winbourne Street (No.35 - No.53 Winbourne)		Q4	Q4	Carryover– to be integrated with future road widening and wombat crossing
11.10	PM15_41651	Bayview Street (Teemer Street - Beach Street)		9/05/16	3/06/16	
11.11	PM15_41658	Nerang Street (Twin Road - Badajoz Road)		26/08/15	30/09/15	Completed
	PM15_40369	Plassey Road (Delhi Rd to Bend Stage 1)				Refer item C15
11.12	PM15_41666	Cheers Street (No.15, Brush Road)		10/07/15	31/07/15	Completed
11.13	PM15_41669	Clanwilliam St (Shaftsbury to Coronation)		Q4	Q4	
11.14	PM15_41672	Clifton Street (No.6, Sindel Street)		1/07/15	17/07/15	Completed
11.15	PM15_41674	Ida Street (Mitchell Street - Walker Street)		Q4	Q4	
11.16	PM15_41676	Julius Avenue (No.6, driveway - Delhi Rd)		8/02/16	26/02/16	Completed
11.17	PM15_41680	North Road (Eulo Parade - Clermont Avenu		Q4	Q4	
11.18	PM15_41683	Samuel Street (No.39, Samuel - opposite		Q4	Q4	
11.19	PM15_41684	Sindel Street (Darvall Road - Brush Road)		Q4	8/04/16	
11.20	PM15_41689	Flinders Road (Bridge Rd - No.34 Flinders)		7/03/16	8/04/16	
11.21	PM15_41690	Morvan Street (Moirra ave - No.15 & No.18)		29/02/16	27/05/16	
11.22	PM15_41691	Morvan Street (Moirra Ave to Shaftsbury Rd)		11/03/16	18/03/16	Completed
11.23	PM15_41693	Desmond Street (Raymond St to Abuklea Rd)		Q4	Q4	
11.24	PM15_41697	Wharf Road (Andrew St to Koonadan Reserve)		Q4	Q4	

**ITEM 6 (continued)**

**ATTACHMENT 1**

## Capital Works Projects Schedule 2015/16

March 2016



**CITY WORKS &  
INFRASTRUCTURE**  
Project Development



Item	Project Number	Project Name	Budget	Construction Start	Construction Finish	Risk/Actions/Comments
<b>12</b>		<b>Environmental Program</b>				
12.1	PM15_30469	Lighting Upgrade - Council Facilities	\$90,000	1/07/15	22/01/16	Completed
<b>15</b>		<b>Traffic &amp; Transport Program</b>				
	PM15_50021	Car Park Renewal (15-16)	\$165,000			
15.1	PM15_41561	Watts Road Car Park		1/11/15	8/11/15	Completed
15.2	PM15_41563	Glen Street Lakeside Road Car Park		Q4	Q4	
15.3	PM15_40004	Traffic Calming Devices	\$320,000	Q3	Q4	
15.4	PM15_41831	Pittwater Road #214 to Rene Street - Traffic Calming and associated Road and Drainage	\$250,000	3/08/15	29/01/16	Completed
15.5	PM15_41783	Eastwood Transport Management and Access Plan 2008	\$255,000	Q4	Q4	Original works from Council resolution 9 December 2014 to be completed by 30/6/16. Wingate Avenue roundabout to be completed in 2016/17 due to Parramatta Council approval requirement
15.6	PM15_41772	PAMP Implementation Works - Central, East and West Wards	\$75,000	Q3	Q4	
15.7	PM15_40003	Bus Stop Seats - New	\$33,770	1/02/16	24/03/16	Completed
15.8	PM15_50005	Traffic Facilities Renewal	\$180,000	Q3	Q4	
<b>18</b>		<b>Foreshore Program</b>				
	PM15_50009	Seawalls/Retaining Walls Refurbishment	\$900,000			
18.1	PM15_41569	Morrison Bay Park Design		1/07/15	30/06/16	Design only 2015/16. Construction 2016/17.
<b>20</b>		<b>Waste and Recycling Program</b>				
20.1	PM15_40033	Porters Creek Site Development & Upgrade	\$600,000		30/06/16	
	PM15_50027	Old Landfill Sites Subsidence Program (15-16)	\$200,000			

ITEM 6 (continued)

ATTACHMENT 1

## Capital Works Projects Schedule 2015/16

March 2016



CITY WORKS &  
INFRASTRUCTURE  
Project Development



Item	Project Number	Project Name	Budget	Construction Start	Construction Finish	Risk/Actions/Comments
20.2	PM15_41823	Marsfield Park Drainage		15/09/15	29/10/15	Completed
20.3	PM15_41826	Eastwood Oval Returfing		25/08/15	10/09/15	Completed
20.4	PM15_41827	Christie Park Irrigation		30/06/114	29/01/16	Completed
		<b>New Projects</b>				
N1	PM15_41853	Gladesville GPT	\$220,000	Q4	Q4	Works delayed following feasibility study by consultant to optimise location of GPT. Project subject to tender timeframes and recommended for carryover
N2	PM15_41851	Morrison Road LATM	\$624,000	Q4	Q4	Delay due to extensive community consultation period. Works staged over 2015/16 and 2016/17 for the \$2million budget. This year's works will not use all of the 15/16 allocation. Final stage currently being detailed will use the remainder of the funds in 16/17
	PM15_51001	Cycleway Construction Expansion	\$406,000			3 RMS grants received totalling \$200,000
N3	PM15_41797	Kent Rd between Adelphi St and Scott St, North Ryde SUP	\$130,000	15/02/16	1/04/16	
N4	PM15_41870	Hermitage Road - SUP (Stage 1)	\$140,000	21/03/16	29/04/16	
N4	PM15_41871	Pittwater Road - SUP	\$130,000	11/04/16	20/05/16	
N5	PM15_41055	Minor works for Cycleways	\$6,000	2/05/16	3/06/16	
	PM15_50002	Road Resurfacing Renewal	\$768,190			
N6	PM15_41837	Talavera Road (Culloden Road - Busaco Road)		10/02/16	15/04/16	
N7	PM15_41836	Parkes Street (Bowden Street - Melville Street)		10/02/16	13/03/16	Completed
N8	PM15_42330	R2R East Parade (Rowe Street - First Avenue)		10/02/16	27/05/16	



ITEM 6 (continued)



ATTACHMENT 1

<div> <div>Capital Works Projects Schedule 2015/16</div> <div>March 2016</div> <div>  <div> <div>CITY WORKS &amp; INFRASTRUCTURE</div> <div>Project Development</div> </div> <div>  </div> </div> </div>						
Item	Project Number	Project Name	Budget	Construction Start	Construction Finish	Risk/Actions/Comments
N9	PM15_41833	Culloden Road (Talavera Road - Taranto Road)		10/02/16	10/03/16	Completed
N10	PM15_41834	Culloden Road (Taranto Road - Waterloo Road)		10/02/16	10/03/16	Completed
N11	PM15_41852	Signage at Playgrounds	\$75,000	Q4	27/05/16	Pending audit of existing signs and whether warranted in the context of Council amalgamations / Council name change. Project flagged for carryover
		Carryover Projects				
	PM14_50016	Playground Construction & Renewal	\$300,600			
C1	PM14_41788	Girraween Reserve		8/06/15	13/07/15	Completed
C2	PM14_41789	Carrara Reserve		11/05/15	13/07/15	Completed
C3	PM14_41030	Tennyson Park Dinghy Racks	\$20,000	19/10/15	8/04/016	
	PM14_40979	Implementation of Children Play Plan -P2	\$1,500,000			
C4		Elouera Reserve	\$400,000	1/06/16	31/08/16	Flagged for carryover due to equipment supply issues and wet weather delays - completion in Q1 2016/17
C5		Banjo Paterson Park	\$400,000	23/05/16	22/07/16	Flagged for carryover due to equipment supply issues and wet weather delays - completion in Q1 2016/17
C6		Dunbar Park	\$168,750	4/04/16	20/05/16	
C7		Melrose Park	\$168,750	15/02/16	15/04/16	
C8	PM14_40520	Overland Flow Works Santa Rosa Park	\$150,000	19/0215	3/08/15	Completed
	PM13_50011	Sportsfield Floodlighting Renewal				
C9	PM13_40473	Upgrade of existing lighting at Ryde Park	\$150,000	2/12/15	5/02/16	Completed
	PM13_51011	Sportsfield Floodlighting Expansion	\$250,000			
C10	PM12_40715	Morrison Bay Park		29/01/16	14/04/16	



**ITEM 6 (continued)**

**ATTACHMENT 1**

<div> <div>Capital Works Projects Schedule 2015/16</div> <div>March 2016</div> <div>  <b>CITY WORKS &amp; INFRASTRUCTURE</b> Project Development </div> <div>  <b>SILVER</b> COMMUNITY WORKS </div> </div>						
Item	Project Number	Project Name	Budget	Construction Start	Construction Finish	Risk/Actions/Comments
C11	PM14_30674	Macquarie Park Public Domain Manual Review	\$20,000	27/03/15	22/01/16	Completed
	PM14_50009	Seawalls/Retaining Walls Refurb Renewal	\$320,000			
C12	PM14_50009	Meadowbank Park Seawall		8/02/16	16/06/16	Project scheduled for completion in Late June 2016 subject to weather. Potential carryover dependent on weather conditions
C13	PM14_40941	ELS Hall Park #1 - Synthetic Surface	\$1,230,000	2016/17	2016/17	To be completed as detailed in Council resolution 15/12/15 – tender in progress and tender report scheduled for May 2016
C14	PM13_40935	Quarry Road Amenities	\$120,000	13/07/15	30/12/15	Completed
C15	PM14_51003	Footpath Construction – Plassey Rd (stage 2)	\$400,000	28/09/15	26/02/16	Completed
C16	PM14_40970	Shrimptons Creek - termite infestation	\$130,000	31/08/15	Q4	
C17	PM14_40953	Footpath Upgrade Delhi Rd	\$825,000	20/07/15	18/12/15	Completed
C18	PM14_40863	Cressy Road Footbridge over Kitty's Creek	\$40,000	24/09/15	18/12/15	Completed
	PM14_51003	Footpath Construction – Expansion				
C19	PM14_40352	Threlfall Street (North Rd – Hunts Ave)	\$72,000	26/05/15	24/07/15	Completed
C20	PM14_40354	Adelaide Street (James St – Meadowbank)	\$12,000	18/01/16	29/01/16	Completed
C21	PM14_40372	Trevitt Road (No.23, Trevitt Road)	\$5000	Q4	Q4	
C22	PM14_40974	Waterloo Rd/Khartoum Rd – TCS Installation	\$220,000	1/07/15	30/6/17	Deferred while TfNSW investigate bus priority corridor in Waterloo Road
	PM15_50012	Sportsfield Renewal & Upgrade				
C23	PM14_40982	ELS Hall Park #2	\$150,000	8/08/15	29/04/16	Stage 1 completed. Future Stage 2 works brought forward with savings from other projects
		Road Resurfacing renewal				

**ITEM 6 (continued)**

**ATTACHMENT 1**

<div> <div>Capital Works Projects Schedule 2015/16</div> <div>March 2016</div> <div>  <b>CITY WORKS &amp; INFRASTRUCTURE</b>            Project Development         </div> <div>  </div> </div>						
Item	Project Number	Project Name	Budget	Construction Start	Construction Finish	Risk/Actions/Comments
C24	PM14_40084	Champion Road (Deeble Street - Tennyson	\$142,000		21/07/15	Completed
C25	PM14_41830	Water Quality & Riparian Improvements – Terrys Creek	\$220,000	25/09/15	18/01/16	Completed

**ITEM 6 (continued)**

**ATTACHMENT 2**


**City of Ryde**

**CITY WORKS & INFRASTRUCTURE**  
Project Development


Footpath Construction Expansion  
PM15/40369 Plassey Road, North Ryde

**SILVER**  
CORPORATE MEMBER

**PROJECT MANAGEMENT**  
PERFORMANCE AWARDS  
2015 BROWNIER  
Project of the Year



**After**



**Map**


**BACKGROUND**

The City of Ryde is committed to the delivery and maintenance of high quality infrastructure as part of the Paths and Cycleways program. The new footpath on Plassey Road provides safe access for visitors to Lane Cove National Park and the Caravan Park as well as a linkage to the Riverside Corporate Park and North Ryde Station.



**SCOPE**

As part of the project, works included:

- Consultation with National Parks and Wildlife Service on path alignment
- Concrete path
- Rock retaining wall
- Swale and drainage works
- Road resurfacing
- Handrail between path and retaining wall



**Before**

**PROJECT TEAM**

Business Manager: Asset Systems Department

Delivery Manager: Project Development Department

Project Manager: Aleksandar Spasenovski

Constructed By: Operations Department

Completion Date: March 2016

Total Project Budget: \$213,166

---

## **7 TRAFFIC AND PARKING MATTERS PRESENTED TO THE RYDE TRAFFIC COMMITTEE MEETING HELD ON 17 MARCH 2016**

---

**Report prepared by:** Team Leader - Traffic Services  
**File No.:** GRP/09/3/13 - BP16/466

---

### **REPORT SUMMARY**

This report discusses each traffic and/or parking matter separately, and provides discussion and recommendations on how Council may proceed with the proposed traffic and parking measures. A total of five (4) written reports were tabled, covering main areas of Proposed Parking Controls and Traffic Devices and Management, namely:

- (A) West Ryde Public School - Mons Avenue, West Ryde – Kiss & Ride
- (B) Vivyan Close, Denistone - Waste-Collection Vehicle Manouvering Access
- (C) Hopetoun Avenue, Denistone East - Traffic Obstruction
- (D) Isabel Street, Ryde – Give Way Lines at Intersection
- (E) General Business.

All of the items were presented to Ryde Traffic Committee (RTC) at its meeting on 17 March 2016, with the results of the RTC consideration tabulated in the 'Minutes of the Meeting' provided in **ATTACHMENT 1**, as 'Technical Approval'.

The implementation of the measures are done under the Traffic and Transport Program - Traffic Calming Devices Budget, except where noted in the report.

### **RECOMMENDATION:**

- (a) That Council:
  - i. Installs an 83 m 'Kiss & Ride Zone – NO PARKING 8AM-9.30AM 2.30PM-4PM SCHOOL DAYS' on the western side of Mons Avenue, extending along the school frontage from Bennett Street to the existing NO STOPPING zone at the pedestrian crossing.
  - ii. Removes the existing 15 m 'NO PARKING 2.30PM-4PM SCHOOL DAYS' on the northern side of the pedestrian crossing which is to become UNRESTRICTED.
- (b) That Council installs a 42 m 'NO PARKING 5AM-11AM WED' zone in the cul-de-sac of Vivyan Close, Denistone.

**ITEM 7 (continued)**

- (c) That Council installs the following parking control measures on the western side of Hopetoun Avenue, as shown on the attached diagram:
  - i. a statutory 10 m NO STOPPING zone, north of the intersection with Blaxland Road, then
  - ii. a 55 m NO PARKING zone, then
  - iii. a 50 m No STOPPING zone, on the inside of the curve, then
  - iv. a 55 m NO PARKING zone, and then
  - v. a statutory 10 m NO STOPPING zone, south of the intersection with Russell Street.
- (d) That Council installs the 'STOP' sign and associated linemarking treatment in accordance with the attached *Drawing T2015-01236* and RMS technical requirements.

**ATTACHMENTS**

**1** Ryde Traffic Committee Minutes - 17 March 2016

Report Prepared By:

**Gregory Holding**  
**Team Leader - Traffic Services**

Report Approved By:

**Harry Muker**  
**Senior Coordinator - Traffic, Transport and Development**

**Anthony Ogle**  
**Manager - Asset Systems**

**George Dedes**  
**Director - City Works and Infrastructure**



**ITEM 7 (continued)**

**ITEM (A)                      WEST RYDE PUBLIC SCHOOL  
MONS AVENUE, WEST RYDE**

**SUBJECT**                      KISS & RIDE  
**Electorate:**                  LANE COVE  
**Ward:**                          EAST  
**Ref:**                              T2015-02171

**REQUEST**

City of Ryde Rangers & Parking Services in conjunction with West Ryde Public School, requests consideration be given to the implementation of a Kiss & Ride zone in Mons Avenue, West Ryde for West Ryde Public School.

**BACKGROUND**

West Ryde Public School currently has no designated Kiss & Ride or pick-up/drop-off area for the morning peak and only two spaces available during the afternoon peak which results in congestion, double parking and pedestrians having to walk in the road during peak times.

**CONTEXT**

1. Mons Avenue is a local road with a 12.5 m wide carriageway and unrestricted parking on both sides.
2. West Ryde Public School is located at the northern end of Mons Avenue between Victoria Road and Bennett Street.
3. A pedestrian crossing is located adjacent to the school entrance.
4. North of the existing pedestrian crossing 'NO PARKING 2.30PM-4PM SCHOOL DAYS' restrictions are in place for 15 m.
5. On the eastern side of Mons Avenue opposite the school are unit blocks and houses, the majority of which have their own off street parking.

**LEGISLATION, STANDARDS & GUIDELINES**

- [NSW] *Road Rules 2014* Rule 168 No Parking signs

**ROAD FUNCTION**

Non-Classified

## ITEM 7 (continued)

### **CONSULTATION**

*Local residents were surveyed to ascertain the level of support for installing an 83 m 'NO PARKING 8AM-9.30AM 2.30PM-4PM SCHOOL DAYS' zone on the western side of Mons Avenue, between Bennett Street and the existing 'NO STOPPING' zone at the pedestrian crossing.*

Properties consulted	48
Responses received	8
Supported	3
Not Supported	4
Undecided	1

### **DISCUSSION**

48 properties on the eastern side of Mons Avenue (opposite the school) were consulted on the proposals and 8 responses were received. Whilst 3 responses were in support, 1 was undecided and 4 were against the proposals. Two of those against the proposals included comments which expressed concern about their ability to park outside their property during the day. Mons Avenue is currently unrestricted and apart from the frontage of the school will remain so as a part of these proposals. This includes the frontage of the properties that were consulted and both sides of Mons Avenue immediately south of West Ryde Public School.

With the new restrictions in place it will not be necessary to maintain the existing 15m 'NO PARKING 2.30PM-4PM SCHOOL DAYS' at the northern end of Mons Avenue and it is recommended that this be removed to provide an additional 2 'UNRESTRICTED' parking spaces.

The western side of Mons Avenue outside the school is heavily parked during the day and it is likely that a large number of these vehicles belong to commuters using West Ryde Station. At peak times this leaves no kerb space for parents to pull up and drop off their children. The consequence of this is that vehicles often double park at peak times leading to congestion, reduced sightlines and pedestrians in the road.

To reduce the risk of conflicts in this location and to provide adequate space for children to be dropped off it is recommended to install 83m of 'NO PARKING 8AM-9.30AM 2.30PM-4PM SCHOOL DAYS' along the Mons Avenue frontage of West Ryde Public School, this will remove approximately 13 car parking spaces during these times.

**ITEM 7 (continued)**

	Current provision of drop off facilities – number of spaces	Proposed provision of drop off facilities – number of spaces	Total provision of drop off facilities – number of spaces
Total number of spaces at West Ryde Public School – <b>350+</b>	2 (PM only – to be removed)	13 (AM and PM)	13 (AM and PM)

1 car space is equivalent to 6m.

**PROPOSAL**

1. To install an 83 m 'Kiss & Ride Zone – NO PARKING 8AM-9.30AM 2.30PM-4PM SCHOOL DAYS' on the western side of Mons Avenue, extending along the school frontage from Bennett Street to the existing NO STOPPING zone at the pedestrian crossing.
2. In addition, remove the existing 15 m 'NO PARKING 2.30PM-4PM SCHOOL DAYS' on the northern side of the pedestrian crossing which is to become UNRESTRICTED.

**RTC RESOLUTION**

That the Ryde Traffic Committee agrees to the proposal.

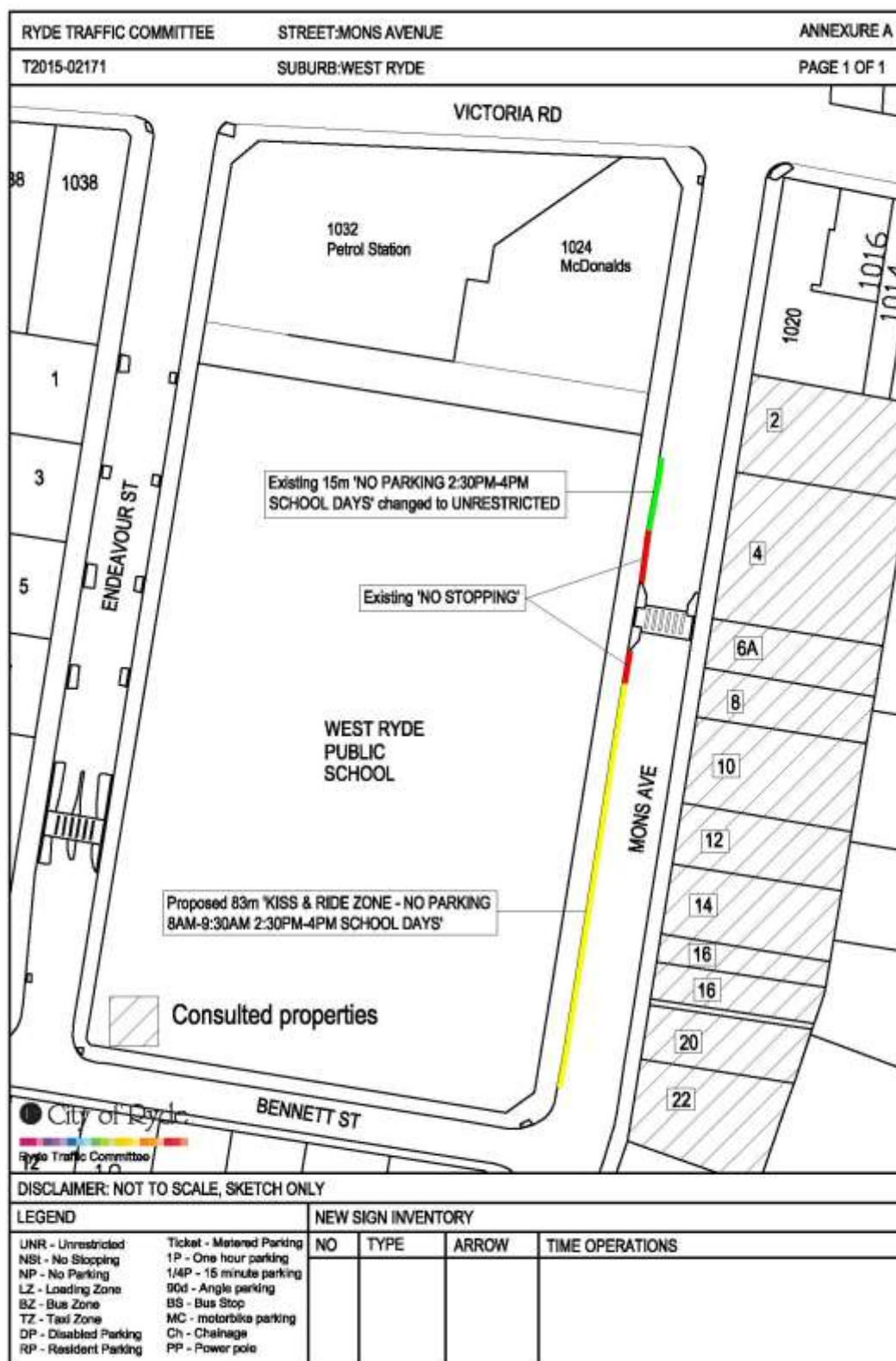
**ADDITIONAL INFORMATION**

- Estimated cost to implement is \$500
- The residents of the original consultation and West Ryde Public School have been notified of the RTC's resolution.

**ITEM 7 (continued)**



**ITEM 7 (continued)**





**ITEM 7 (continued)**

**ITEM (B) VIVYAN CLOSE, DENISTONE**

**SUBJECT** WASTE-COLLECTION VEHICLE ACCESS  
**Electorate:** RYDE  
**Ward:** CENTRAL  
**Ref:** D15/99070 & T2015-01420

**REQUEST**

City of Ryde has received correspondence from a resident requesting consideration be given to improving access for waste collection vehicles in the cul-de-sac section of Vivyan Close, Denistone.

**CONTEXT**

1. Vivyan Close is a local road with a 7 m wide carriageway and unrestricted parking on both sides.
2. The area proposed for parking restrictions is a cul-de-sac with a turn-around area for vehicles.

**LEGISLATION, STANDARDS & GUIDELINES**

- [NSW] *Road Rules 2014* Rule 168 No Parking signs

**ROAD FUNCTION**

Non-Classified

**CONSULTATION**

*Local residents were surveyed to ascertain the level of support for installing a 42 m 'NO PARKING 5AM-11AM WED' zone in the cul-de-sac of Vivyan Close.*

Properties consulted	5
Responses received	4
Supported	4
Not Supported	0
Undecided	0

## **ITEM 7 (continued)**

### **DISCUSSION**

Waste collection vehicles currently experience access difficulties when attempting to service Vivyan Close because of vehicles that regularly park in the cul-de-sac area. These parked vehicles reduce the available space for the waste collection vehicles to manoeuvre and force them to make a multi-point turn to collect the bins and exit the street. It is undesirable and potentially unsafe for large vehicles to reverse in a residential area and the installation of 'NO PARKING 5AM-11AM WED' restrictions along the cul-de-sac of Vivyan Close will remove this obstructive parking and provide City of Ryde waste vehicles unimpeded access.

The majority of residents within Vivyan Close support the proposal and it is therefore recommended that a 42 m 'NO PARKING 5AM-11AM WED' zone be installed to assist waste collection vehicles.

### **PROPOSAL**

To install a 42 m 'NO PARKING 5AM-11AM WED' zone in the cul-de-sac of Vivyan Close, Denistone.

### **RTC RESOLUTION**

That the Ryde Traffic Committee agrees to the proposal.

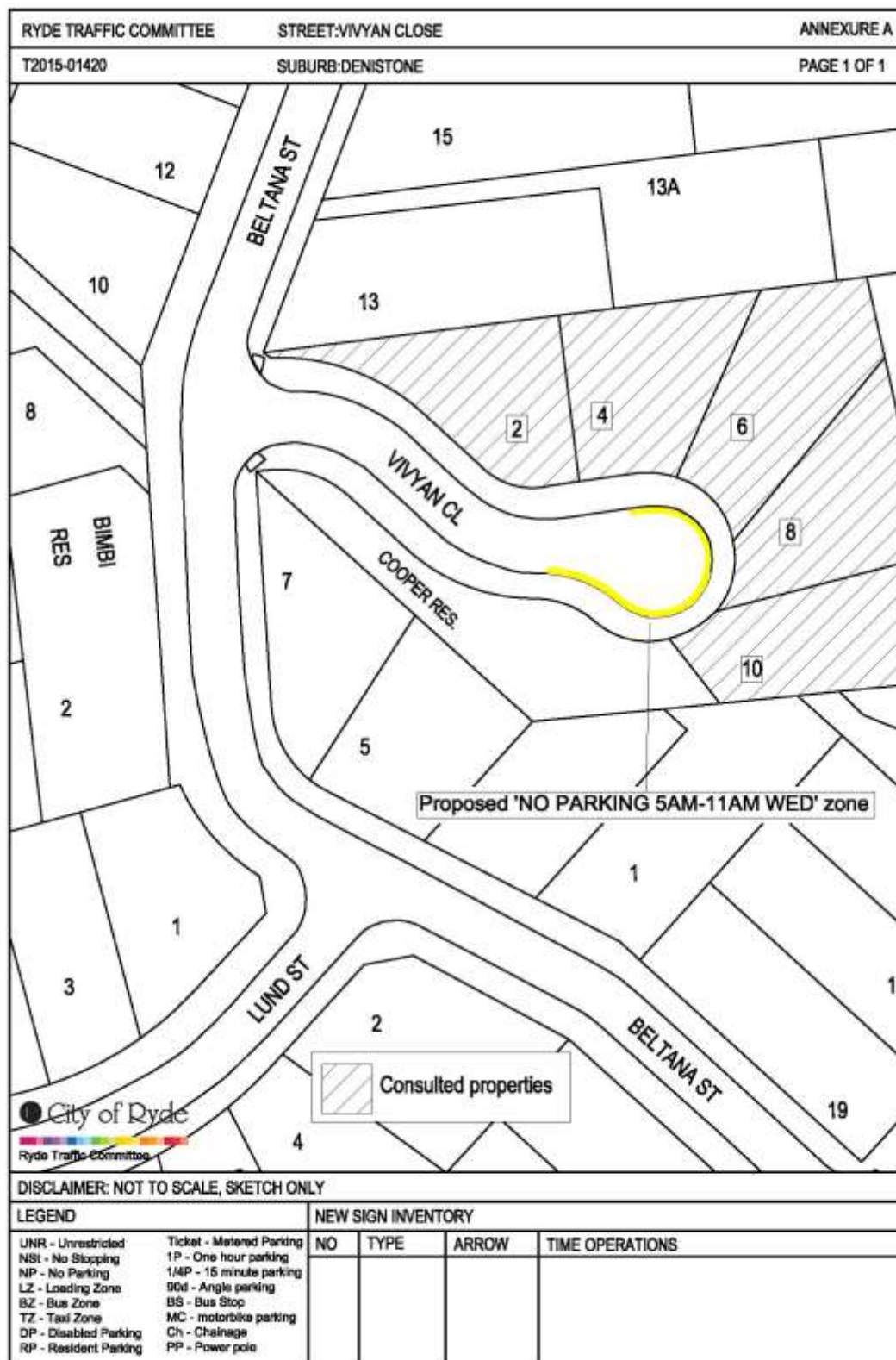
### **ADDITIONAL INFORMATION**

- Estimated cost to implement is less than \$500
- The residents of the original consultation have been notified of the RTC's resolution.

**ITEM 7 (continued)**



**ITEM 7 (continued)**



**ITEM 7 (continued)**

**ITEM (C) HOPETOUN AVENUE, DENISTONE EAST**

**SUBJECT** TRAFFIC OBSTRUCTION  
**Electorate:** RYDE  
**Ward:** WEST  
**Ref:** OTHER-1787396 & T2016-00097

**REQUEST**

City of Ryde has received correspondence regarding access issues in Hopetoun Avenue, Denistone East, as a result of parked vehicles on both sides of the narrow road.

**CONTEXT**

1. Hopetoun Avenue is a local road with a 6 m wide carriageway and unrestricted parking on both sides.
2. Vehicles currently park on both sides of the road.

**LEGISLATION, STANDARDS & GUIDELINES**

- [NSW] *Road Rules 2014* Rule 167 No Stopping signs
- [NSW] *Road Rules 2014* Rule 208 Parallel Parking on road

**ROAD FUNCTION**

Non-Classified

**CONSULTATION**

*Local residents were surveyed to ascertain the level of support for installing a 160 m of 'NO STOPPING' measures on the western side of Hopetoun Avenue.*

Properties consulted	13
Responses received	11
Supported	8
Not Supported	3
Undecided	0



## **ITEM 7 (continued)**

### **DISCUSSION**

When vehicles are parked on both sides of Hopetoun Avenue, the available road width is reduced to one lane. This often leads to congestion within the street and presents access problems for larger vehicles including City of Ryde waste collection vehicles. The installation of 'NO STOPPING' measures along the western side of Hopetoun Avenue will ensure two-way flow is maintained whilst preserving parking on one side of the road.

### **PROPOSAL**

To install 160 m of 'NO STOPPING' measures on the western side of Hopetoun Avenue, Denistone East.

### **RTC RESOLUTION**

That the Ryde Traffic Committee agrees to the proposal.

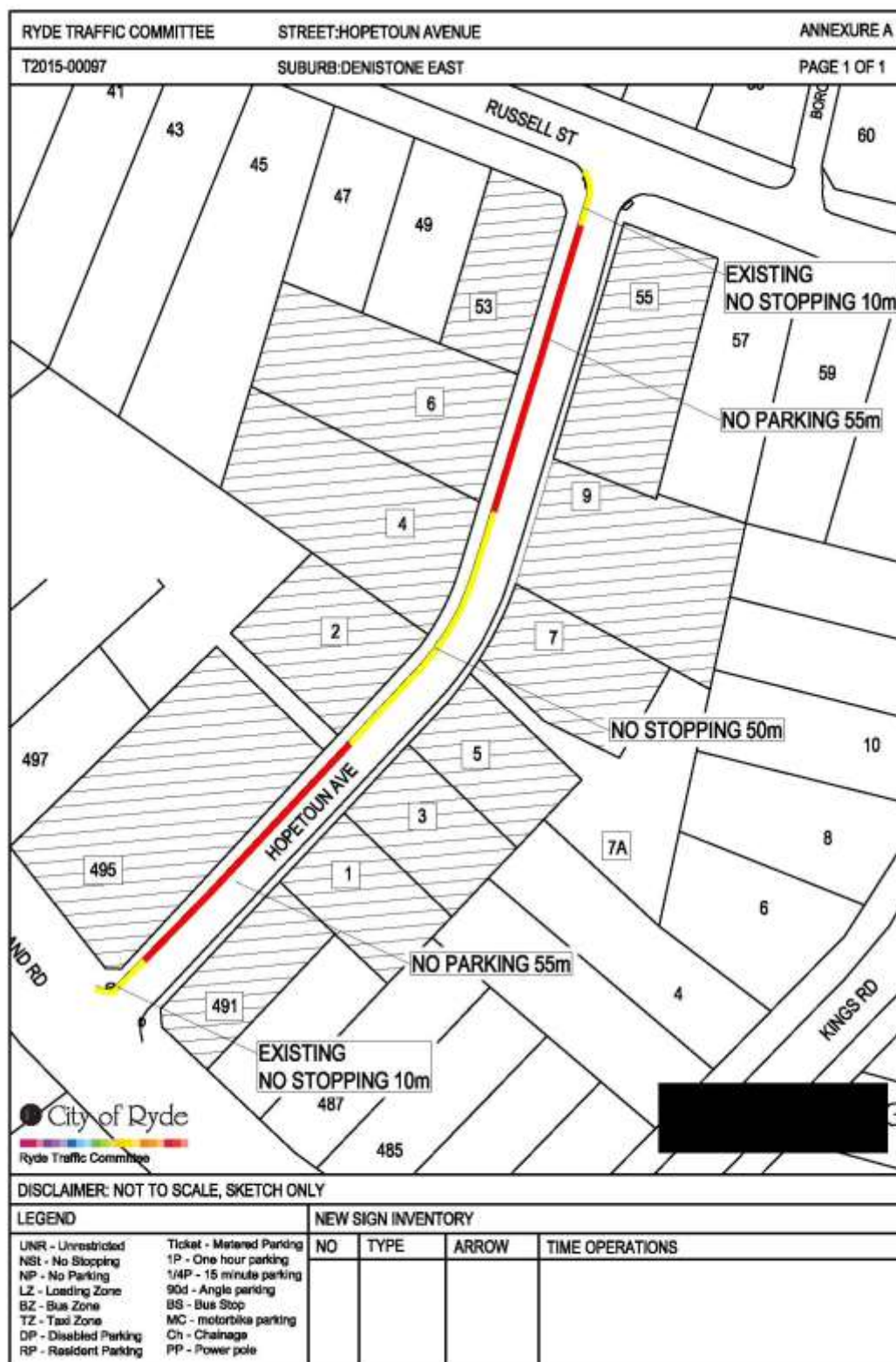
### **ADDITIONAL INFORMATION**

- Estimated cost to implement is \$500
- Although RTC agrees to the installation of 'NO STOPPING' measures, closer analysis suggests that it is beneficial to install 'NO PARKING' zones in the straight sections of Hopetoun Avenue to allow drivers to stop and pick-up/drop-off goods and/or passengers. Therefore, it is proposed to install the following parking control measures on the western side of Hopetoun Avenue, as shown on the attached diagram:
  - a statutory 10 m NO STOPPING zone, north of the intersection with Blaxland Road, then
  - a 55 m NO PARKING zone, then
  - a 50 m No STOPPING zone, on the inside of the curve, then
  - a 55 m NO PARKING zone, and then
  - a statutory 10 m NO STOPPING zone, south of the intersection with Russell Street.
- The residents of the original consultation have been notified of this proposal.

**ITEM 7 (continued)**



**ITEM 7 (continued)**



## **ITEM 7 (continued)**

### **ITEM (D) ISABEL STREET, RYDE**

**SUBJECT** GIVE WAY LINES AT INTERSECTION OF SMITH STREET  
**Electorate:** RYDE  
**Ward:** CENTRAL  
**Ref:** D15/82707 & T2015-01236

### **REQUEST**

City of Ryde has received correspondence from a resident of Isabel Street requesting consideration be given to improve visibility at the intersection of Isabel Street and Smith Street, Ryde.

### **CONTEXT**

1. The intersection of Isabel Street and Smith Street is a T-intersection.
2. On-street parking occupancy is high in both Smith Street and Isabel Street.
3. NO STOPPING signs have already been installed at the statutory 10 m from the intersection.
4. The road topography creates sightlines of less than 30 m for vehicles exiting Isabel Street into Smith Street.
5. Near misses have been reported by the resident.

### **LEGISLATION, STANDARDS & GUIDELINES**

- Australian Standards' AS 1742.2:- 2009 MUTCD – Part 2 Traffic control devices for general use
- [NSW] Road Rules 2014 Rule 67 Stopping and giving way at a stop sign or stop line at an intersection without traffic lights
- [NSW] Road Rules 2014 Rule 197 Stopping on a path, dividing strip, nature strip, painted island or traffic island

### **ROAD FUNCTION**

Non-Classified

### **CONSULTATION**

*A letter was distributed to the residents of 12 & 15 Isabel St, and 15, 17, 19, 21, 23 & 25 Smith Street, advising that City of Ryde is considering formalising the intersection and parking controls at the intersection of Isabel Street and Smith Street.*



## **ITEM 7 (continued)**

### **DISCUSSION**

Australian Standards recommends installing a 'STOP' sign and associated linemarking within a 50km/h limit when sightlines at an intersection are 30m or less and alternative measures to improve conditions are not feasible. Extending the existing 10m of NO STOPPING in Smith Street to 15m will not provide sightlines in excess of 30m.

By installing a 'STOP LINE' at this intersection in association with painted islands and a 'CONTINUATION LINE' 2.5m ahead of the 'STOP LINE' it is only necessary to utilise the Statutory 10m of 'NO STOPPING' either side of the intersection. This solution improves sightlines and does not require the loss of any on-street parking spaces. To encourage good parking placement adjacent to the intersection it is proposed to install 'EDGE LINES' for a distance of 6m from each island.

### **PROPOSAL**

1. To install painted islands on the western side of Smith Street, for 10m either side of Isabel Street, Ryde.
2. To install a 'STOP LINE' and associated linemarking in Isabel Street at Smith Street, Ryde.
3. To install a 'CONTINUATION LINE' 2.5m ahead of the 'STOP LINE'.
4. To install 6m of 'EDGE LINES' either side of the intersection.

### **RTC RESOLUTION**

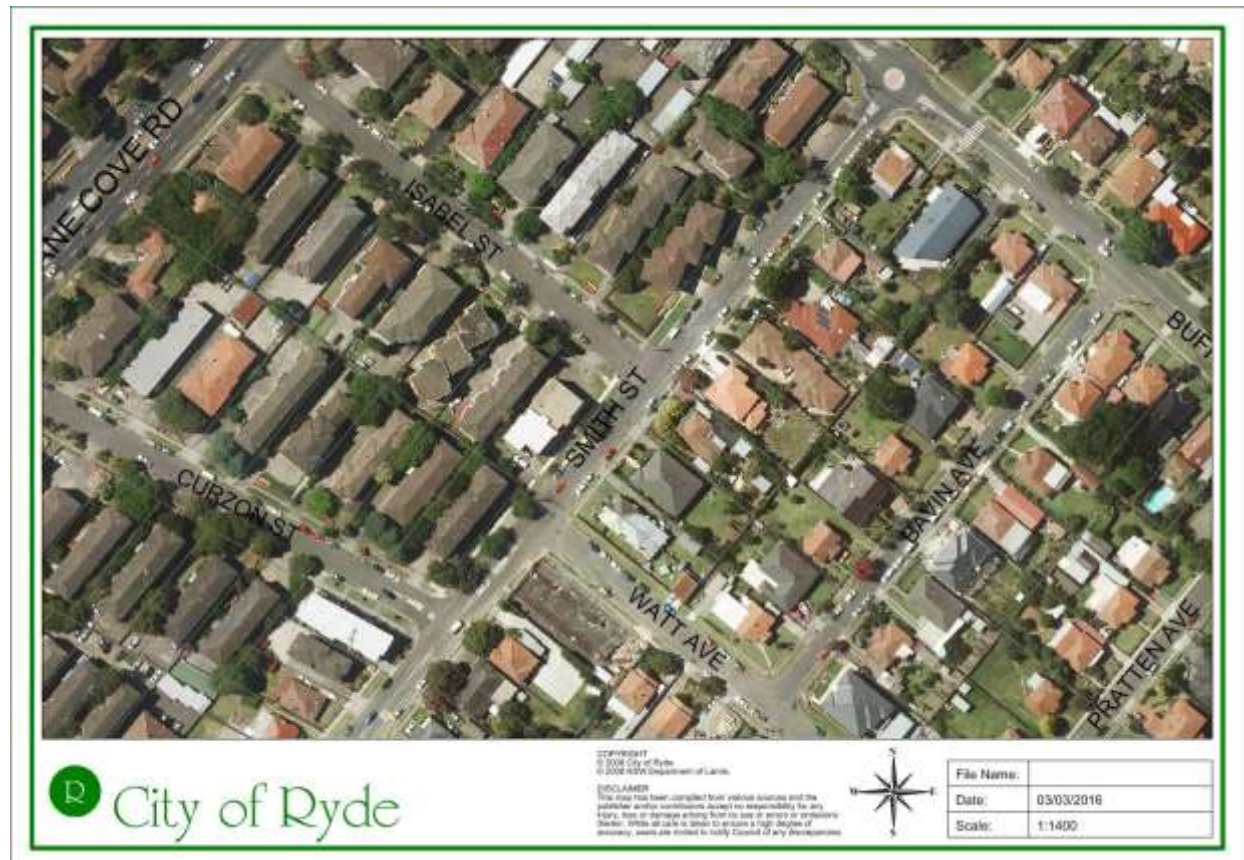
That the Ryde Traffic Committee agrees to the proposed STOP sign and associated linemarking treatment in accordance with the attached *Drawing T2015-01236* and RMS technical requirements.

### **ADDITIONAL INFORMATION**

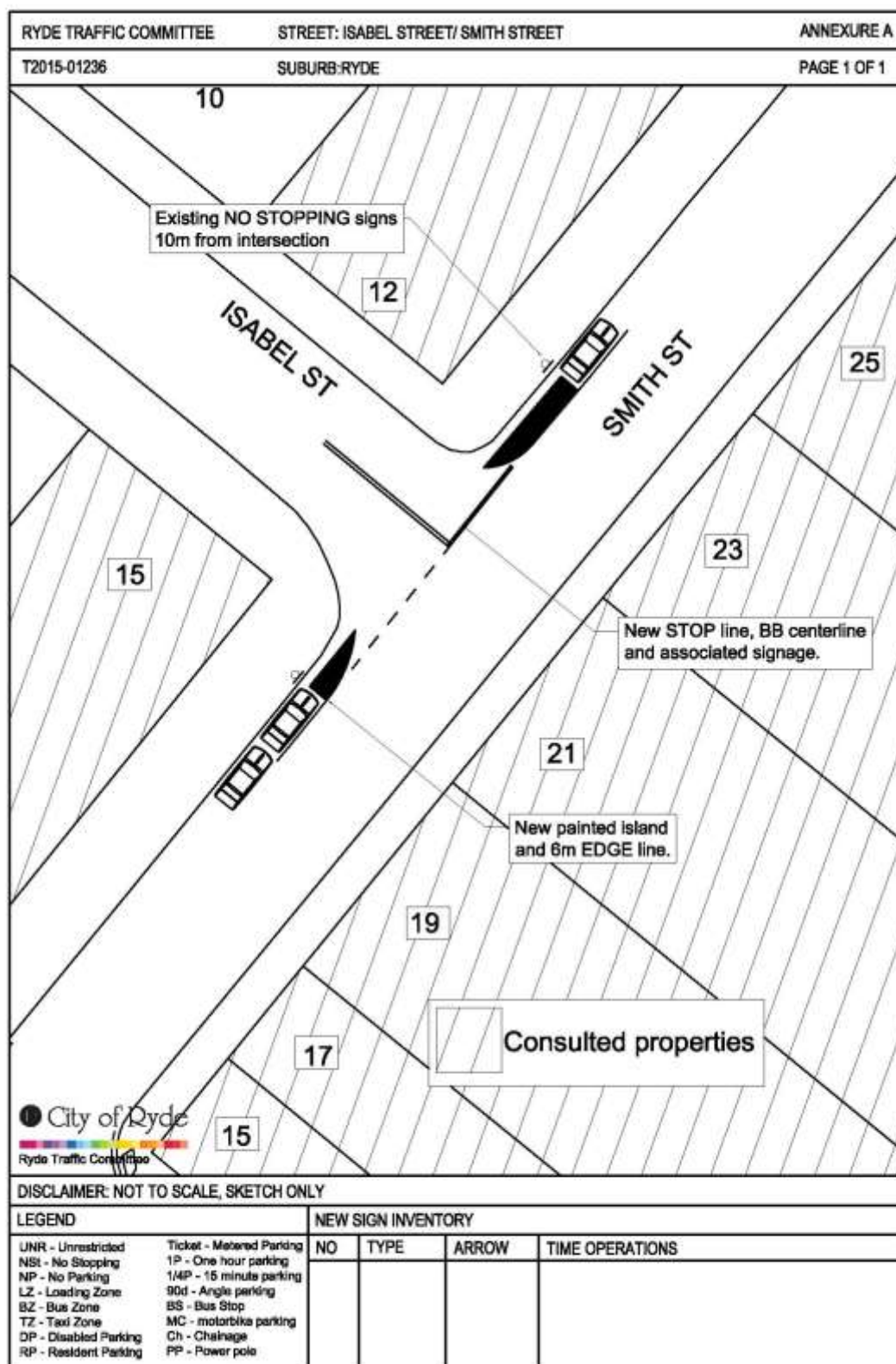
- Estimated cost to implement is \$600
- The residents of the original consultation have been notified of the RTC's resolution.



**ITEM 7 (continued)**



**ITEM 7 (continued)**



**ITEM 7 (continued)**

**ITEM (E)                      GENERAL BUSINESS**

**College Street, Gladesville - Trial Closure**

City of Ryde advised that a Traffic Control Plan (TMP), prepared by Transport and Traffic Planning Associates, has been received for the temporary closure of College Street, Gladesville.

The RMS representative advised that RMS is the approving authority for the road closure and requires receipt of TMPs for closures via Councils, in accordance with the instrument of Delegation.

The following issues were raised by a nearby land owner:

1. The trial period is from before works commencing to one year after the building opening, which is likely to be four years in length.
2. A full closure is proposed, when a half closure was initially recommended by City of Ryde's consultant.
3. Emergency-vehicle access is of concern, suggesting the use of removable bollards.
4. Concerns regarding trucks performing U-turns at the closure.

**Additional Information**

- The cost to implement the changes will be funded by the applicant.
- The following comments are provided in response to the nearby land-owner's concerns:
  1. To manage both construction and operational traffic of the site, Council resolved to have the trial period span the construction and end-use periods, plus 12 months.
  2. Council has resolved that a full closure is to be trialed in the first instance. RMS will review the terms of the closure at the end of the trial period.
  3. Local emergency-service providers have raised no objection to the use of a jersey kerb and chain link. Given that bollards require significant alteration to the roadway and the closure is for a trial period, it is suitable to use this treatment.
  4. The number of trucks that undertake U-turns in the area is expected to be minimal. Given that a U-turn / three-point-turn area requires significant alteration to the roadway and the closure is for a trial period, the developer will reinforce the existing driveway closest to the closure for trucks to undertake three-point-turns.
- Notwithstanding, RMS has since approved the temporary closure of College Street.

**ITEM 7 (continued)**

**Tucker Street, Ryde - 'BUS ZONE OTHER TIMES'**

The Sydney Buses representative advised that it does not have any objection to the removal of the existing 'BUS ZONE OTHER TIMES' zone in Tucker Street, Ryde.

City of Ryde advised that this matter will be referred to a future Ryde Traffic Committee meeting.



**ITEM 7 (continued)**

**ATTACHMENT 1**

**MINUTES**

City of Ryde

<b>Subject:</b>	<b>RYDE TRAFFIC COMMITTEE</b>	Page 1
<b>File No:</b>	COR2009/206	
<b>Document Ref:</b>	D16/33923	
<b>Venue:</b>	1A Pope Street, Level 1, Acacia Room	
<b>Date:</b>	17 March 2016	
<b>Time:</b>	10.00am	
<b>Chair:</b>	Mr Greg Holding	
<b>Meeting Support (MS):</b>	Ms Linda Smith	
<b>Staff Convenor:</b>	Mr Greg Holding	
<b>Meeting Length</b>	2 hours	

**Representatives**

Present	Apology	Name	Position Title	Organisation
x		Mr Greg Holding	Team Leader - Traffic Services	City of Ryde
x		Mr David Ballm	Network & Safety Officer	RMS
x		Ms Leonie Abberfield	Sergeant	NSW Police Force
x		Mr Peter Graham OAM – representing The Hon. V Dominello, MP	Member for Ryde	Member of Parliament
	x	Councillor Roy Maggio – representing The Hon. A Roberts, MP	Member for Lane Cove	Member of Parliament

**Attendees**

x		Mr Egwin Herbert	Western Region Traffic & Service Manager	Sydney Buses
x		Mr Anthony Ogle	Manager - Asset Systems	City of Ryde
	x	Mr Harry Muker	Senior Coordinator - Traffic, Transport & Development	City of Ryde
x		Mrs Kelly Yoon	Senior Traffic Engineer	City of Ryde
	x	Mr Simon Wood	Traffic Engineer	City of Ryde
x		Mr Patrick Bastawrous	Traffic Engineer	City of Ryde
x		Ms Sarah Rabah	Traffic Officer	City of Ryde
	x	Ms Lisa Pears	Road Safety Officer	City of Ryde
x		Mr Pierce Johnson	Traffic Officer	City of Ryde
x		Mr Charles Mahfoud	Traffic Engineer	City of Ryde
x		Mr Avinash Singh	Student Engineer	City of Ryde

The Ryde Traffic Committee is a Technical Committee and, as such, does not have any formal power to make decisions on behalf of Council. Therefore, the Recommendations of the Ryde Traffic Committee contained herein will be referred to Council.



**ITEM 7 (continued)**

**ATTACHMENT 1**

**MINUTES**

City of Ryde

x		Ms Linda Smith	EA to the Mayor and Councillors	City of Ryde
---	--	----------------	---------------------------------	--------------

**Visitors**

x		Mr Ray Dresner	Landowner – College Street Gladesville	
x		Mr Philip Drew	Representative	Bunnings Warehouse
x		Mr Ross Nettle	Traffic consultant for Bunnings	Transport and Traffic Planning Associates

The Ryde Traffic Committee is a Technical Committee and, as such, does not have any formal power to make decisions on behalf of Council. Therefore, the Recommendations of the Ryde Traffic Committee contained herein will be referred to Council.

**ITEM 7 (continued)**

**ATTACHMENT 1**

**MINUTES**

City of Ryde

<b>Subject:</b>	RYDE TRAFFIC COMMITTEE MEETING HELD 16 March 2016	Page 3 of 8
-----------------	---	-------------

	<p><b>CONFIRMATION OF PREVIOUS MINUTES</b></p> <p>The minutes of the Ordinary Meeting of the Ryde Traffic Committee held on 28 January 2016 were read and confirmed as a true record of the proceedings at the conclusion of the meeting.</p> <p>Confirmed by <b>Unanimous</b></p>
A	<p><b>SUBJECT:</b> WEST RYDE PUBLIC SCHOOL MONS AVENUE, WEST RYDE  <b>KISS &amp; RIDE</b>  <b>ELECTORATE:</b> LANE COVE  <b>WARD:</b> EAST  <b>COR REF:</b> T2015-02171</p> <p><b>PROPOSAL</b></p> <ol style="list-style-type: none"> <li>1. To install an 83 m 'Kiss &amp; Ride Zone – NO PARKING 8AM-9.30AM 2.30PM-4PM SCHOOL DAYS' on the western side of Mons Avenue, extending along the school frontage from Bennett Street to the existing NO STOPPING zone at the pedestrian crossing.</li> <li>2. In addition, remove the existing 15 m 'NO PARKING 2.30PM-4PM SCHOOL DAYS' on the northern side of the pedestrian crossing which is to become UNRESTRICTED.</li> </ol> <p><b>RTC RESOLUTION</b></p> <p>That the Ryde Traffic Committee agrees to the proposal.</p> <p>Voting: <b>Majority</b></p>

The Ryde Traffic Committee is a Technical Committee and, as such, does not have any formal power to make decisions on behalf of Council. Therefore, the Recommendations of the Ryde Traffic Committee contained herein will be referred to Council.

**ITEM 7 (continued)**

**ATTACHMENT 1**

**MINUTES**

City of Ryde

<b>Subject:</b>		RYDE TRAFFIC COMMITTEE MEETING HELD 16 March 2016	Page 4 of 6
<b>B</b>	<b>SUBJECT:</b>	VIVYAN CLOSE, DENISTONE WASTE-COLLECTION VEHICLE ACCESS	
	<b>ELECTORATE:</b>	RYDE	
	<b>WARD:</b>	CENTRAL	
	<b>COR REF:</b>	D15/99070 & T2015-01420	
	<b>PROPOSAL</b>	To install a 42 m 'NO PARKING 5AM-11AM WED' zone in the cul-de-sac of Vivyan Close, Denistone.	
	<b>RTC RESOLUTION</b>	That the Ryde Traffic Committee agrees to the proposal.	
	<b>Voting:</b>	<b>Unanimous</b>	
<b>C</b>	<b>SUBJECT:</b>	HOPETOUN AVENUE, DENISTONE EAST TRAFFIC OBSTRUCTION	
	<b>ELECTORATE:</b>	RYDE	
	<b>WARD:</b>	WEST	
	<b>COR REF:</b>	OTHER-1787396 & T2016-00097	
	<b>PROPOSAL</b>	To install 160 m of 'NO STOPPING' measures on the western side of Hopetoun Avenue, Denistone East.	
	<b>RTC RESOLUTION</b>	That the Ryde Traffic Committee agrees to the proposal.	
	<b>Voting:</b>	<b>Unanimous</b>	

The Ryde Traffic Committee is a Technical Committee and, as such, does not have any formal power to make decisions on behalf of Council. Therefore, the Recommendations of the Ryde Traffic Committee contained herein will be referred to Council.

**ITEM 7 (continued)**

**ATTACHMENT 1**

**MINUTES**

City of Ryde

<b>Subject:</b>	RYDE TRAFFIC COMMITTEE MEETING HELD 16 March 2016	Page 5 of 8
-----------------	---	-------------

<b>D</b>	<b>SUBJECT:</b>	ISABEL STREET, RYDE	<p><b>GIVE WAY LINES AT INTERSECTION</b></p> <p><b>ELECTORATE:</b> RYDE</p> <p><b>WARD:</b> CENTRAL</p> <p><b>COR REF:</b> D15/82707 &amp; T2015-01236</p> <p><b>PROPOSAL</b></p> <ol style="list-style-type: none"> <li>1. To install painted islands on the western side of Smith Street, for 10m either side of Isabel Street, Ryde.</li> <li>2. To install a 'STOP LINE' and associated linemarking in Isabel Street at Smith Street, Ryde.</li> <li>3. To install a 'CONTINUATION LINE' 2.5m ahead of the 'STOP LINE'.</li> <li>4. To install 6m of 'EDGE LINES' either side of the intersection.</li> </ol> <p><b>RTC RESOLUTION</b></p> <p>That the Ryde Traffic Committee agrees to the proposed STOP sign and associated linemarking treatment in accordance with the attached <i>Drawing T2015-01236</i> and RMS technical requirements.</p> <p>Voting: <b>Unanimous</b></p>
<b>E</b>	<b>GENERAL BUSINESS</b>		<p><b><u>College Street, Gladesville - Trial Closure</u></b></p> <p>City of Ryde advised that a Traffic Control Plan (TMP), prepared by Transport and Traffic Planning Associates, has been received for the temporary closure of College Street, Gladesville.</p> <p>The RMS representative advised that RMS is the approving authority for the road closure and requires receipt of TMPs for closures via Councils, in accordance with the instrument of Delegation.</p> <p>The following issues were raised by a nearby land owner:</p> <ol style="list-style-type: none"> <li>1. The trial period is from before works commencing to one year after the building opening, which is likely to be four years in length.</li> <li>2. A full closure is proposed, when a half closure was initially recommended by City of Ryde's consultant.</li> <li>3. Emergency-vehicle access is of concern, suggesting the use of removable bollards.</li> <li>4. Concerns regarding trucks performing U-turns at the closure.</li> </ol> <p><b><u>Tucker Street Ryde</u></b></p> <p>The Sydney Buses representative advised that it does not have any objection to the removal of the existing BUS ZONE OTHER TIMES zone in Tucker Street Ryde</p> <p>City of Ryde advised that this matter will be referred to a future Ryde Traffic Committee meeting.</p>

The Ryde Traffic Committee is a Technical Committee and, as such, does not have any formal power to make decisions on behalf of Council. Therefore, the Recommendations of the Ryde Traffic Committee contained herein will be referred to Council.

**ITEM 7 (continued)**

**ATTACHMENT 1**

**MINUTES**

City of Ryde

**Subject:** RYDE TRAFFIC COMMITTEE MEETING HELD 18 March 2016

Page 6 of 8

**The next Ordinary Meeting of the Ryde Traffic Committee will be held on Thursday, 19 May 2016**

The Meeting closed at midday.

**CONFIRMED THIS 17TH DAY OF MARCH 2016.**

.....  
for Council

.....  
for NSW Police Force

.....  
for Roads and Maritime Services

.....  
for Member for Ryde

.....  
for Member for Lane Cove

The Ryde Traffic Committee is a Technical Committee and, as such, does not have any formal power to make decisions on behalf of Council. Therefore, the Recommendations of the Ryde Traffic Committee contained herein will be referred to Council.