

Meeting Date: Tuesday 9 October 2018
Location: Council Chambers, Level 1A, 1 Pope Street, Ryde
Time: 6.00pm

NOTICE OF BUSINESS

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1 ELECTION OF CHAIRPERSON AND DEPUTY CHAIRPERSON

Report prepared by: Senior Coordinator - Civic Support**File No.:** CLM/18/1/2/2 - BP18/1050

REPORT SUMMARY

The Chairperson and Deputy Chairperson of the Works and Community Committee are elected for a one (1) year term and the following procedures are to be followed for the election process:

- (a) Determination of method of voting (ordinary ballot, preferential ballot or open voting).
- (b) Announcement of nominations.
- (c) Conduct of election.

RECOMMENDATION:

- (a) That the Committee determine the method of voting for the election of the Chair and Deputy Chair.
- (b) That the General Manager or his delegate, as Returning Officer, undertake the election of the Chair and Deputy Chair for the ensuing twelve (12) months by announcing the nominations and then conducting the election.

ATTACHMENTS

There are no attachments for this report.

Report Prepared By:

Amanda Janvrin
Senior Coordinator - Civic Support

Report Approved By:

Joe So
Executive Manager - Strategy and Innovation

2 CONFIRMATION OF MINUTES - Meeting held on 14 August 2018

Report prepared by: Senior Coordinator - Civic Support
File No.: CLM/18/1/1/2 - BP18/880

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 6/18, held on 14 August 2018, be confirmed.

ATTACHMENTS

1 MINUTES - Works and Community Committee Meeting - 14 August 2018

ITEM 2 (continued)

ATTACHMENT 1

**Works and Community Committee
MINUTES OF MEETING NO. 6/18**

Meeting Date: Tuesday 14 August 2018
Location: Council Chambers, Level 1A, 1 Pope Street, Ryde
Time: 6.00pm

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

Note: Councillor Zhou arrived at the meeting at 6.05pm and was not present for the consideration or voting on Items 1, 2, 3, 4 and 6.

Note: Councillor Lane arrived at the meeting at 6.08pm and was not present for the consideration or voting on Items 1, 2, 3, 4 and 6.

Apologies: Councillors Brown, Clifton, Kim and Moujalli.

Staff Present: General Manager, Director – Customer and Community Services, Director – Corporate Services, Director – City Planning and Environment, Director – City Works, Executive Manager – Strategy and Innovation, Manager – Traffic, Transport and Development, Team Leader – Traffic Services, Traffic Engineer, Manager – Parks, Traffic Engineer, Parks Program Coordinator, Senior Coordinator – Community Engagement, Community Engagement Coordinator, Senior Coordinator – Civic Support and Executive Assistant to the General Manager.

DISCLOSURES OF INTEREST

There were no disclosures of interest.

1 CONFIRMATION OF MINUTES - Meeting held on 12 June 2018

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

RESOLUTION: (Moved by Councillors Purcell and Gordon)

That the Minutes of the Works and Community Committee 5/18, held on 12 June 2018, 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.

Agenda of the Works and Community Committee Report No. 7/18, dated Tuesday 9 October 2018.

ITEM 2 (continued)

ATTACHMENT 1

2 ITEMS PUT WITHOUT DEBATE

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

RESOLUTION: (Moved by Councillors Gordon and Purcell)

That the Committee determine the following Items on the Agenda without debate:-

- **Item 3** – Small Grants – Allocation of Funding July 2018
- **Item 4** – Grant Funding Application Approvals – Roads and Maritime Services – 2018-19 and 2019-20
- **Item 6** – Traffic and Parking Matters tabled at the Ryde Traffic Committee Meeting held on 28 June 2018

Record of Voting

For the Motion: Unanimous

3 SMALL GRANTS - ALLOCATION OF FUNDING JULY 2018

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

RECOMMENDATION: (Moved by Councillors Gordon and Purcell)

- (a) That Council endorse the allocation of The City of Ryde Small Grants Category as follows:

Organisation	Project Name	Amount
Korean Cockatoos	Peer Meeting (for parents and carers of children with autism)	\$1,000

- (b) That the successful Grant applicant be informed of the outcome of their application.

Record of Voting

For the Motion: Unanimous

Note: This matter will be dealt with at the Council Meeting to be held on **28 AUGUST 2018** as it is outside the Committee's delegations.

ITEM 2 (continued)

ATTACHMENT 1

4 GRANT FUNDING APPLICATION APPROVALS - ROADS AND MARITIME SERVICES - 2018-19 AND 2019-20

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

RECOMMENDATION: (Moved by Councillors Gordon and Purcell)

- (a) That Council accept the funding received from the RMS Australian Government Black Spot Program within Council's Traffic and Transport Program – Black Spot Funded works - \$35,000 for the following project:
 - i. Cambridge Street, Gladesville - Install raised guides with additional stop or give-way
- (b) That Council accept the funding received from the RMS Safer Roads Program (2019-20) - \$410,000 for the following projects:
 - i. Aeolus Road and Wolger Road, Ryde – Install raised guides with additional stop or give-way (\$50,000)
 - ii. North Road and Alison Street, Eastwood – Install raised guides with additional stop or give-way (\$35,000)
 - iii. Orchard Street, Terry Road, Ryedale Road, West Ryde – Install one lane roundabout, install a raised pedestrian crossing (\$325,000).
- (c) That Council accept the \$838,233 funding received from the RMS Active Transport Program (2018-19) – Priority Cycleways - Sydney within Council's Cycleways Constructions Expansion Program for the following projects:
 - i. Epping Road from Balaclava Road to Vimiera Road - Stage 3 - Construction of a Shared User Path between Balaclava Road to Vimiera Road
- (d) That Council accept the \$14,000 funding received from the RMS Local Government Road Safety Program.
- (e) That Council consolidate the funds as income and allocate them as expenditure at the Quarter 1 Review under the Council programs detailed in (a) through (c) above.

Record of Voting

For the Motion: Unanimous

Note: This matter will be dealt with at the Council Meeting to be held on **28 AUGUST 2018** as it is outside the Committee's delegations.

ITEM 2 (continued)

ATTACHMENT 1

6 TRAFFIC AND PARKING MATTERS TABLED AT THE RYDE TRAFFIC COMMITTEE MEETING HELD ON 28 JUNE 2018

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

Note: A handout from Council officers providing further information in relation to Part (e) – 100 Station Street, West Ryde, Waste-Collection Area was tabled and a copy is ON FILE.

RESOLUTION: (Moved by Councillors Gordon and Purcell)

(a) That Council:

- (i) Installs temporary '2P: 8am-6pm Mon-Fri' in the roads detailed in the report and shown on the attached maps, subject to minor changes due to site conditions, with the exception of Agincourt Road (between Culloden Road and Balaclava Road) that will be '2P: 8am-6pm Mon-Fri' on both sides;
- (ii) Installs appropriate statutory 'NO STOPPING' in the area;
- (iii) Installs 'BUS ZONE' signage at all Bus Stops in the area;
- (iv) Removes parking that has been provided contrary to [NSW] *Road Rules 2014* in the area;
- (v) Advises all residents in the area of Council's decision prior to installing the abovementioned two-hour parking controls; and
- (vi) Canvasses local residents to determine the level of support for retaining the two-hour parking controls on a permanent basis after the rail shutdown period.

(b) That Council:

- (i) Removes the existing Ticket machines in Wicks Road, north of Epping Road, North Ryde;
- (ii) Converts the existing kerbside parking, with the exception of 'BUS ZONE's, on the western side of Wicks Road, between Epping Road and Waterloo Road, North Ryde, to temporary 'NO STOPPING' during the rail shutdown period;
- (iii) Converts the existing kerbside parking on the western side of Wicks Road, between Waterloo Road and the M2 overbridge, North Ryde, to 'NO STOPPING';
- (iv) Converts the existing kerbside parking on the western side of Wicks Road, between M2 overbridge and SRRRS, North Ryde, to 'NO PARKING';

ITEM 2 (continued)

ATTACHMENT 1

- (v) Converts the existing '12P TICKET: 7am-7pm Mon-Fri' zone on the eastern side of Wicks Road, between SRRRC and Waterloo Road, to '2P: 8am-6pm Mon-Fri'; and
- (vi) Converts the existing '2P TICKET: 7am-7pm Mon-Fri' zone on the eastern side of Wicks Road, south of Waterloo Road, North Ryde, be converted to:
 - '2P: 10am-3pm Mon-Fri', and
 - 'NO STOPPING: 6am-10am & 3pm-7pm Mon-Fri'.
- (c) That Council:
 - 1. Installs 'NO PARKING: 5am-11am Wed' zones at the following locations:
 - Beltana Street, Denistone including the cul-de-sac, and
 - Lund Street, Denistone including the cul-de-sac; and
 - 2. Installs no further parking controls to assist waste-collection vehicle access at the following locations:
 - Buena Vista Avenue, Denistone,
 - Enid Street, Denistone including the cul-de-sac, and
 - Heard Street, Denistone East including the cul-de-sac.
- (d) That Council installs 20 metres of 'NO STOPPING' on the north-western side of Faraday Lane, at the rear of 21 Bay Drive, Meadowbank.
- (e) That Council installs 15 metres of 'NO PARKING: 5am-11am Mon' on the north-eastern side of Station Street, outside 94 Station Street, West Ryde.
- (f) That Council converts ten of the unrestricted car spaces on southern side of Wingate Avenue, Eastwood to '4P: 8am-6pm'.
- (g) That Council converts the existing 25.6 metres of '1P: 8.30am-6pm Mon-Fri 8.30am-12.30pm Sat' on the western side of Ryedale Road, opposite 7, 9 & 11 Ryedale Road, West Ryde, to '½P: 8.30am-6pm Mon-Fri 8.30am-12.30pm Sat', whilst the 'WORKS ZONE' at 17-21 Ryedale Road is in operation.
- (h) That Council installs 'NO STOPPING: 7.30pm-10pm 11 Dec – 25 Dec' on both sides of Chauvel Street, North Ryde.
- (i) That Council approves the following temporary parking measures for a period of seven months from 30 September 2018:
 - Convert the 86 parking spaces (295 metres on the north-eastern side and 224 metres on the south-western side) of '6P TICKET: 9am-3pm Mon-Fri, NO STOPPING: 6am-9am 3pm-6pm' on both sides of Talavera Road, Macquarie Park to '5P TICKET: 10am-3pm Mon-Fri, NO STOPPING: Other Times Mon-Fri'.

ITEM 2 (continued)

ATTACHMENT 1

Record of Voting

For the Motion: Unanimous

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

5 DENISTONE PARK - Enclosing the Off Leash Area

Note: Councillor Zhou arrived at the meeting at 6.05pm.

Note: Councillor Lane arrived at the meeting at 6.08pm.

MOTION: (Moved by Councillors Purcell and Gordon)

- (a) That Council proceed with Option 3 as outlined in this report.
- (b) That all submitters are informed of this resolution and thanked for their participation.

On being put to the Meeting, Councillor Lane abstained from voting and accordingly his vote was recorded Against the Motion.

Record of Voting

For the Motion: Councillors Gordon, Pedersen Purcell and Zhou

Against the Motion: Councillor Lane

RECOMMITTAL

Note: Councillor Lane left the meeting at 6.17pm and did not return. He was not present for consideration or voting on this Item.

RESOLUTION: (Moved by Councillors Gordon and Purcell)

That the Motion be Recommended.

Record for the Voting:

For the Motion: Unanimous

Note: The Motion was then Recommended.

ITEM 2 (continued)

ATTACHMENT 1

Note: Councillor Lane was not present for consideration or voting on this Item.

RESOLUTION: (Moved by Councillors Purcell and Gordon)

- (a) That Council proceed with Option 3 as outlined in this report.
- (b) That all submitters are informed of this resolution and thanked for their participation.

Record of Voting

For the Motion: Unanimous

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

6 TRAFFIC AND PARKING MATTERS TABLED AT THE RYDE TRAFFIC COMMITTEE MEETING HELD ON 28 JUNE 2018

Note: This Item was considered earlier in the meeting as detailed in these Minutes.

The meeting closed at 6.18pm

CONFIRMED THIS 9TH DAY OF OCTOBER 2018

Chairperson

3 ITEMS PUT WITHOUT DEBATE

Report prepared by: Senior Coordinator - Civic Support
File No.: CLM/18/1/1/2 - BP18/881

REPORT SUMMARY

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

RECOMMENDATION:

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

OR

That the Committee determine all Items on the Agenda.

4 WESTMINSTER SCOUT HALL FUTURE USE

Report prepared by: Parks Officer

File No.: GRP/09/3/14 - BP17/413

REPORT SUMMARY

The Gladesville Scout Hall, situated within Westminster Park Gladesville, is located on land which the City of Ryde has the care and control of. The premises, including the fenced area surrounding the building, have been occupied by Scouts Australia (NSW branch) under various agreements since it was constructed by the Scouts in the 1920's. The Girl Guides NSW/ACT (Gladesville Girl Guides Group) have utilised the building from 1992 onwards as unofficial subtenants under an agreement directly with the local scouting group. No agreement between the Gladesville Girl Guides and Council was in place for this use.

Due to a reduction in participation within the local Scouting group, this facility had become surplus to the needs of Scouts Australia. As such Council was provided with a notice of their intention to terminate the lease agreement for the premises. Following this notice Council staff were made aware that that the Girl Guides group had a need to continue to utilise the facility and were eager to continue to remain at that location. At a meeting with Council Officers in May of this year the leaders of the group advised that they had just over 50 members across the various age groups, utilising the facility for 3 and a half hours a week over 2 nights.

An approach was therefore made to the Girl Guides to discuss the option of an ongoing lease agreement on the same terms and conditions that were previously in place and consistent with the other 3 Scout owned buildings within the City of Ryde. This was that they took the full responsibility for undertaking the necessary repairs and maintenance works associated with the building. The Girl Guides advised they were not in a financial position to meet these requirements and declined this option. It was then agreed to allow the group to continue to use the facility under a casual use arrangement directly with Council until a long term option for the building could be determined.

As the building came into the control of Council, further investigation was undertaken to inform the options for its future use. An initial engineering report identified the building was currently safe for use however significant repair works were required. Council then commissioned a second, more detailed report. The basis of the report was to scope the remedial repairs required in order to bring the building up to compliance for community use and also to provide an estimate of costs to Council to undertake these works. Cardno were engaged to provide this report and it identified that Council would require a budget of approximately \$730,000 to do this which included works required, contingencies and project delivery costs.

ITEM 4 (continued)

With the findings from the above reports taken into consideration, a decision must now be made regarding the future management of these premises. Investing significant funds to refurbish the facility up to a suitable standard would not be cost effective due to the building being close to the end of its serviceable life. Alternatively, leaving the building in its current state offers a potential safety risk to Council due to the condition of the building. Should the asset be managed as a community building by Council there will be an expectation that the facility is maintained to a reasonable standard which exposes the organisation to significant financial risk.

At the meeting in May earlier this year between Council Officers and members of the Gladesville Girl Guides group, future options were discussed. Finding an alternate location for the group was discussed and the Guides indicated they were willing to further investigate this possibility. The Girl Guides made some initial enquiries with other scouting groups and a nearby State Emergency Services (SES) facility. Council Officers subsequently provided additional assistance in identifying options.

Council received responses from 8 Scouting and 1 Girl Guides groups in the surrounding area when they made enquiries. Of these 5 indicated that there was potential to be able to accommodate the needs of the Gladesville Girl Guides. Due to the desire for the Gladesville Guides to be located as close as possible to the existing location and restrictions on the nights they conduct their activities, this has limited the options. Two of these, 1st Putney Scouts at Cleves Park and Ryde Scouts located on Princess Street across from Ryde Park have progressed to detailed discussions. Council officers are continuing to assist in any way they can.

It is therefore recommended that Council allocate \$100,000 in 2019/20 to demolish the Westminster Scout Hall. Council staff have received an estimate of \$50,000 to safely remove the asbestos contained within the building and a further \$50,000 is required to demolish the building and then turf the area. This is comparable to the cost associated with the demolition of the residential building on Quarry road near to Santa Rosa Park which was recently undertaken by Council. It is further recommended that Council prepare a Master Plan for the Park prior to the delivery of a new synthetic surface and refurbishment of the building amenities scheduled to occur in 2020/21.

RECOMMENDATION:

- (a) That Council acknowledge the contribution that the Gladesville Girl Guides group continue to make to the City of Ryde Community.
- (b) That Council demolish the Westminster Scout Hall, return the area to the park and allocate \$100,000 in the 2019/20 year of the 2019 – 2023 Delivery Plan for this purpose.

ITEM 4 (continued)

- (c) That Council complete a Master Plan for the Westminster Park area in the 2019/20 year to identify the long term use for the site.

ATTACHMENTS

- 1 Westminster Park Scout Hall - Site Plan
- 2 Westminster Park Scout Hall - Photo
- 3 Cardno Engineering Report - Westminster Park Scout Hall

Report Prepared By:

Dale Fillingham
Parks Officer

Report Approved By:

Geoff Frost
Coordinator - Parks Operations

Simon James
Manager - Parks

Wayne Rylands
Director - City Works

ITEM 4 (continued)

Site Description

The Westminster Scout Hall is located at 6a Westminster Road, Gladesville (corner of Ryde Road and Westminster Road) and is situated at the top of an embankment within Westminster Park (**PHOTO AND SITE PLAN ATTACHMENTS 1 AND 2**). It has been built into the embankment in such a way that the southern end of the building is single storey and the northern end is double storey. The steep embankment is a result of the park being a quarry site prior to it becoming community land. The main entrance faces south-west onto Ryde Road and has a decorative block façade with steel signage above the main door. To the north of the building, the open grassed area within the premises is surrounded by chain wire fencing.

The leased area in its entirety, including the open grassed area, is approximately 790 square metres. The building itself has a floor space of approximately 285 square metres. It is predominately of standard timber frame construction on brick piers with weatherboard cladding, the underside of this section being easily accessible. The extension to the west is of brick construction over an enclosed brick basement with weatherboard cladding in places. The roofing is profiled sheet steel with matching eaves guttering.

Discussion

The Westminster Scout Hall, also known as the 1st Gladesville Scout Hall, was originally constructed in the 1920's. Typically Scout Halls of this era, although on Council land, were built and maintained by the Scouting groups independently from Council and for this reason were generally leased at a Peppercorn rent. There are 3 other Scouting venues in the City of Ryde on a similar arrangement. Council's ethos in the past was to assist Scouts and other community-based non-profit organisations by permitting the erection of halls on Council property on a permanent basis. The Scout Hall premises, including the fenced area surrounding the building, have been occupied by Scouts under various agreements since its construction. Due to the age of this building, and the lack of any significant renovation works being undertaken, this building has been returned to Council in poor condition.

Council recently received notice from Scouts of their intention to terminate the current lease agreement as this particular Scout Hall had become surplus to their needs. The Girls Guides, introduced as unofficial subtenants in 1992, were also advised by Scouts of their decision who then indicated to Council that they were eager to continue the ongoing use of the building.

During the process of terminating the Scout lease agreement, it was identified only basic maintenance and repair of the building had been undertaken by the Scouting group, leaving the building in disrepair. Several significant cracks were identified in the external walls, and it was determined that prior to discussing lease or licensing arrangements with the Girl Guides, it was necessary to engage the services of an external consultancy to provide a structural report on the building.

ITEM 4 (continued)

Arcadis were engaged to assess the current condition of the building and provide advice on actions required to address safety and structural concerns. Significant cracks were identified in the south and south-west external walls, particularly at points of weakness in the façade. The northern edge piers are on a lean, the footings are shallow and don't bear deep into natural ground, the western retaining wall is dilapidated and cracking was observed in the concrete footpath and paving surrounding the southern and western walls. Attempts have been made in the past to remediate the issue, but movement continued. The development of the cracks indicate this is due to soil movement therefore stabilisation of the cracked walls would be required in the future to ensure the walls don't fail.

Council discussed the option of a long term agreement with the Girl Guides advising that any lease or licence for the occupation of the Scout Hall would require them to undertake and meet the costs of works on an agreed schedule of compliance and remedial works. The Girl Guides advised Council that they are not in a financial position to allocate this level of funds and therefore declined to take up an agreement to lease the facility, leaving Council to consider the future for the building and surrounds.

To consider the future use of the facility and its surrounds, Council commissioned a second, more detailed report (**ATTACHMENT 3**). The basis of the report was to scope the remedial repairs required in order to bring the building up to compliance for community use and also to provide an estimate of costs to Council to undertake these works. Cardno were engaged to provide this report and identified that for Council to bring the facility up to standard, Council will need to allocate approximately \$730,000 (including contingencies and project delivery costs).

The majority of this cost being attributed to:

- Asbestos Removal
- Car parking to site
- Paving replacement
- Remove and replace store room awning
- Construct retaining wall adjacent to storage room
- Replace western retaining wall
- Reconstruct northern edge piers
- Repainting storage steel beams
- Water proofing rear storage brick wall
- Water proofing façade brick wall
- Replace corroded wire fence with security fencing
- Replace roof insulation
- Termite Inspection
- Geotechnical Report
- Remove all toilets and kitchen

ITEM 4 (continued)

- Replace all windows and doors
- Replace external cladding
- Replace all gutters and downpipes
- Localised chimney repair
- Brick stitching (structural cracks)
- Optional removal of front parapet
- Site preparation for preliminaries

With this building coming into the control of Council, a decision must now be made regarding these premises.

Due to the identified issues outlined in the structural and engineering report, maintaining the existing situation and leaving the building in its current state offers a high risk to Council from a safety perspective and is therefore not considered a suitable option. However, allocating such a significant amount of funds to undertake the necessary repairs and upgrades in order to bring the building up to standard is not considered a viable long term option due to the age and limitations of the existing structure.

At its meeting on 24 April 2018, Council resolved in part “*That Council include in the 2018-2022 Draft Four Year Delivery Plan funding for the construction of a Synthetic Surface at Westminster Park.*” Currently there is no onsite parking at the park and, with the increased use the synthetic surface would create, onsite parking is essential.

It is therefore recommended that Council allocate \$100,000 in 2019/20 to demolish the Westminster Scout Hall. This estimate is based on the cost to remove the known asbestos in the building and is comparable to the budget that was required to demolish the residential building and make good the area near to Santa Rosa Park recently undertaken by Council. It is further recommended to prepare a Master Plan for the Park prior to the delivery of a new synthetic surface and refurbishment of the building amenities scheduled to occur in 2020/21.

Should Council accept this recommendation; the Gladesville Girl Guide group will need to be relocated. Council officers met with the Guides in May 2018 to discuss the condition of the building and potential options for its future. Although not desirable, the option to relocate was discussed and the Guides were given the opportunity to explore this option in the first instance and approach relevant Scout or Guide Halls to determine availability. Council officers are currently assisting the Guides in identifying opportunities for an alternate location to undertake their activities and have done so following the agreement by the Guides.

ITEM 4 (continued)

Due to the desired location for the Gladesville Guides and restrictions on the nights they conduct their activities, limited opportunities have presented themselves. However, the Ryde and Putney Scouting Groups have advised that they could potentially assist the Group. Following recent discussions with the Gladesville Girl Guides leader, Council has been advised that the option with the greatest potential is 1st Putney Scout Group based in Cleves Park. Council will continue to liaise with both parties and assist in any way it can.

It should be noted that Council Officers have made a commitment to the Gladesville Girl Guides that they will not be displaced before the end of 2018.

Legislative Context and Permissible Uses

The Westminster Scout Hall, contained within Westminster Park, is situated on Crown Land. Westminster Park is zoned RE1 Public Recreation under the Ryde Local Environmental Plan (LEP) 2014. The park is classified Community Land and is managed in accordance with the Generic Plan of Management (POM) 2001. The Scout Hall and surrounds are categorised as 'general community use' under the Local Government Act 1993 (NSW).

Options

1. Seek expressions of interest for suitable community groups to demolish the existing building and construct a new facility at no cost to Council. This option would reduce the available space required to accommodate the increased use of the park following the upgrade of the playing surface and amenities building in 2020/21. It may also require Council to offer a lease period greater than 21 years to facilitate the level of investment required which requires approval from the Minister for Local Government. This option is also high risk as there is no guarantee that there would be a suitable organisation willing to make this investment.

Not the recommended option

2. Council complete the essential restoration works identified in the Cardno report. The cost to Council would be approximately \$730,000. This is not considered a viable long term option due to the age and limitations of the existing structure.

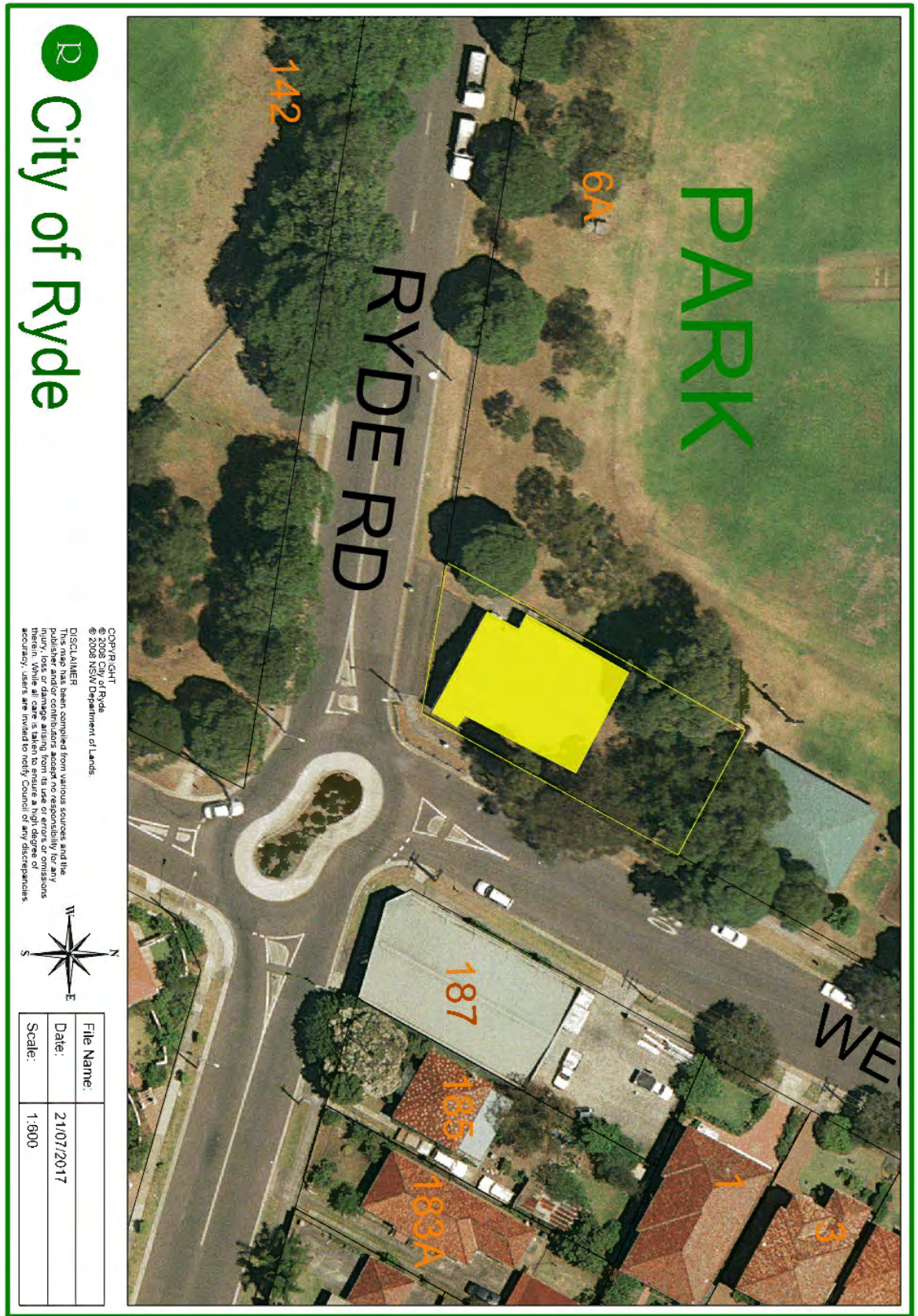
Not the recommended option

3. Council demolish the Westminster Scout Hall, return the area to the park and allocate \$100,000 in the 2019/20 year of the 2019 – 2023 Delivery Plan for this purpose. The area can then be Master planned giving consideration to the future upgrade of the playing surface and amenities building in 2020/21.

This is the recommended option

ITEM 4 (continued)

ATTACHMENT 1



ITEM 4 (continued)

ATTACHMENT 2



Engineering Report at

Westminster Park Scout Hall

80817526



Document Information

Prepared for	Ryde Council
Project Name	Westminster Park Scout Hall
File Reference	Engineering Report at Westminster Park Scout Hall.doc
Job Reference	80817526
Date	June 2017

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Document Control

Version	Date	Author	Author Initials
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2	27/06/2017	Sam Chen	SC
3	07/07/2017	Sam Chen	SC

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1.0 INTRODUCTION

As requested, Sam Chen from Cardno carried out a visual inspection around the property at Westminster Park Scout Hall. The existing property is to be renovated and the purpose renovation is to accommodate community meetings and activities. The purpose of our inspection is to review/identify the scope of works required and prepare a detailed report including budget estimates.

Our inspection was visual in nature only. For the purpose of this report, it is assumed that Westminster Rd runs in North/South direction and the entrance to the property faces south. The scout hall is a 1 storey structure support by timber bears and joists on brick piers. The brick piers are bearing on clay foundation. External walls are constructed of brick walls on southern and a section of western elevation. Timber framed walls are located on northern, eastern and western elevation. Roof is a metal pitched roof. A basement storage room constructed off concrete slab on ground and load-bearing brick wall is located at north-western corner below the ground floor level. Natural ground level slopes down from front of the property towards the rear.



Figure 1: Aerial view of the property

This report mainly focuses on the structural or building fabric elements throughout the property. The major items included in this report are summarised below,

- Asbestos removal
- New parking area at northern landscaped section of the property
- New concrete paving & footpath
- Structural strengthening of existing ground floor to accommodate new capacity
- Reconstruction of northern edge piers
- Removal and replacement of storage awning
- New retaining wall surrounding storage room entrance
- Treatment and repainting of storage room structural steel beams
- Waterproofing of storage room perimeter walls
- Replacement of perimeter steel wired fence

ITEM 4 (continued)

ATTACHMENT 3

Westminster Park Scout Hall

- Removal and replacement of front concrete paving
- Replacement of roof insulation
- Renovation of toilets and kitchen
- Replacement of all windows & doors
- Replacement of external cladding
- Replacement of all gutters and downpipes
- Remedial repair of cracks on brick walls

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2.0 OBSERVATIONS

The building appeared to be in a reasonable condition. However structural remedial repairs are required in order to bring the building to the standard for community usage. A photo of general external condition is shown below.



Photo 1 – General condition of the building

General overview of internal areas are shown in photos 2 to 4 below.

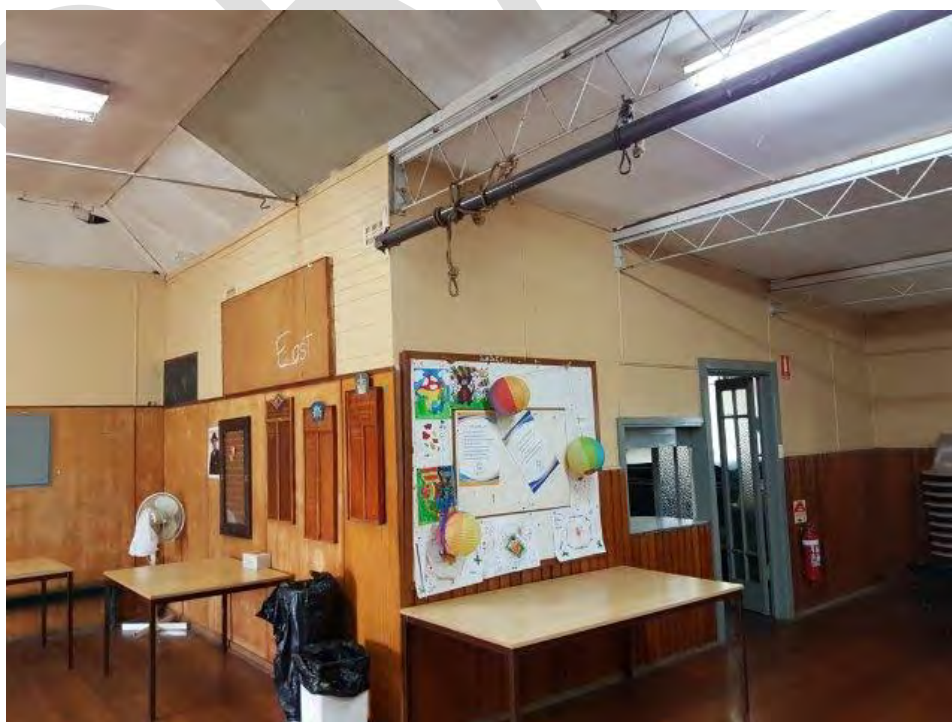


Photo 2 – General condition of internal areas



Photo 3 – General condition of internal areas



Photo 4 – General condition of internal areas

ITEM 4 (continued)**ATTACHMENT 3**

Westminster Park Scout Hall

Brick piers

All brick piers appeared to be 230x230mm brick piers bearing on clay foundation. The brick piers are spaced in a 1450mm x 1450mm grid. All brick piers appeared in reasonable condition. No cracking or excessive leaning was observed. Repointing may be required subjected to further investigation. Conditions of typical brick piers are shown in photos 5 and 6 below.



Photo 5 – General condition of existing brick piers



Photo 6 – General condition of existing brick piers

ITEM 4 (continued)**ATTACHMENT 3**Westminster Park Scout Hall

Slight leaning was observed on the edge piers along the northern end of the building shown in below photo. The footings appeared to be very shallow and does not bear deep into natural ground. The drop in ground level may have undermined the footings causing the leaning. New footings and brick piers are required to replace existing leaning piers.



Photo 7 – A slight lean of the edge piers

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Timber bearers & joists

All existing timber floor structures appeared to be in reasonable condition. All existing members are 90 x 50mm hardwood. There was no sign of corrosion and deterioration from termite infestation was observed. Corrosion was noted on existing ant-caps and will require replacement. Regular inspection by a qualified termite specialist is recommended. General overview of bearers and joists are shown in photo 8 below.

General compliance for sub-floor requires 400mm clearance from floor structure to ground surface and 150mm for a slopping site (refer to BCA report in Appendix E). Extra works may be required to comply with BCA requirements. Refer to Section 4.0 for details.



Photo 8 – General condition of existing bears & joists

Brick walls

External brick walls were situated at the southern (front) elevation, sections of western elevation and surrounding storage room walls. The front elevation was a stepped non-standard brick façade with parapet extending beyond roof level. Cracking was mainly observed on sections of front elevation and western elevation. An overview photo of the façade is shown in photo 9 and 10.

Cracking at the front elevation was typically forming at windows, signs and steel fixings. No leaning or significant displacement was noted on the wall. Rust stains were not observed on the wall elevation suggesting that the cracking was more likely due to settlement than material-driven forms of deterioration. The lack of articulation joints also contribute toward the presence of cracking.



Photo 9 – Cracking noted on brick wall elevation



Photo 10 – Cracking noted on brick wall elevation

ITEM 4 (continued)

ATTACHMENT 3

Westminster Park Scout Hall

A vertical crack shown in photo 11 and 12 was noted forming from the corner of the step, extends down towards corner of window and towards the ground.



Photo 11 – Cracking noted forming from step-down



Photo 12 – Cracking below window opening

ITEM 4 (continued)**ATTACHMENT 3**

Westminster Park Scout Hall

A vertical crack was observed forming from top of step, travelling through emblem and sign towards corner of ventilation. The fixing of the sign and emblem form points of weakness on the wall elevation and promote and formation of cracks. A photo of the crack is shown below.



Photo 13 – Cracking forming through emblem

A vertical cracking was noted on the western elevation forming from window sill towards the ground. The width of the crack varies with greatest at the top and narrowest at the bottom. It is possible that the storage basement footings are bearing on a more solid material than footings at the front. The difference in material leads to differences in the rate of settlement. As the front elevation settles more than the rear of the building, cracks are formed on the side elevations of the building. A photo of the crack is shown in photo 14 below.



Photo 14 – settlement cracks noted on brick walls

ITEM 4 (continued)**ATTACHMENT 3**

Westminster Park Scout Hall

Timber Roof

Existing timber roof appeared to be in reasonable condition. There was no corrosion or termite infestation noted on all timber members. Existing metal sheeting appeared to be in reasonable condition. Roof insulation was exposed at several locations in the ground floor storage room. It is recommended to replace existing roof insulation and construct new roof ceiling. An overview of roof members are shown in Photo 15 and 16 below.



Photo 15 – General condition of roof members. Roof insulation exposed.

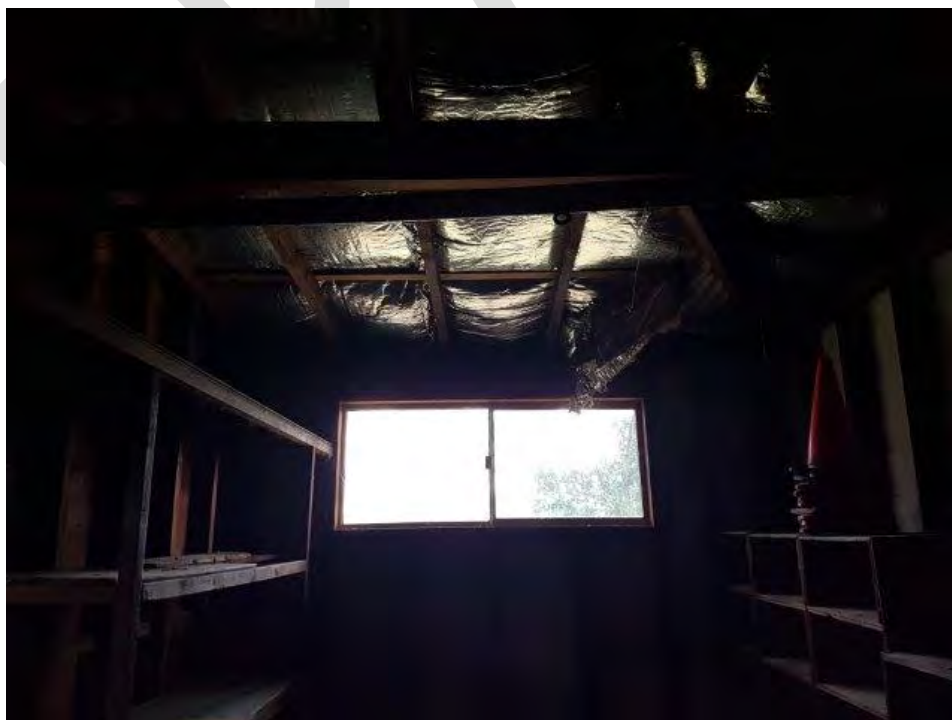


Photo 16 – General condition of roof members. Roof insulation exposed.

Basement storage room

Basement storage room is constructed off slab on ground with surrounding cavity brick walls. Suspended ground floor is constructed off timber joists supported by steel beams. The basement storage room appeared to be in reasonable condition. No cracking was observed on external brick walls. Concrete slab on ground appeared to be in reasonable condition with no cracking observed. All ground floor structural members appeared to be in reasonable condition. No corrosion was observed on all timber and steel members. All existing steel beams are 180UB. It is recommended that further inspection and repainting of the steel members are required to maintain existing condition of steel beams. An overview of basement storage room is shown in photo 17 to 19 below.



Photo 17 – General condition of basement brick wall & steel beam.



Photo 18 – General condition of basement brick wall & steel beam.



Photo 19 – General condition of basement storage.

External brick wall of basement storage room appeared to be in reasonable condition. No cracking was observed. The lack of articulation joint was also noted. It is recommended that articulation joints spaced maximum 6m apart should be inserted on the existing wall to reduce the risk of future cracking. An overview of external brick walls are shown in photo 20 to 22 below.



Photo 20 – General condition of external basement brick wall.



Photo 21 – General condition of external basement brick wall.



Photo 22 – General condition of external basement brick wall.

No sign of exterior waterproofing was observed on the eastern basement wall as shown in photo below. As the level of basement is below natural ground, it is recommended that passive waterproofing should be applied to the internal side of wall. Brick wall shall be repainted to match existing.



Photo 23 – No evidence of waterproofing observed.

External paving & footpath

External concrete paving surrounding the building were noted to be heavily dilapidated. Cracking were observed throughout the paving slab. Front paving were noted to be elevated above internal levels by low-height brick walls. It was suggested that due to the elevated level, external moisture were observed to travel into the property. Evidence of previous work were noted from holes on brick wall for chemical treatment to prevent rising damp. An overview of existing condition of paving is shown in photo 24 to 27.



Photo 24 – Cracking noted on concrete paving.



Photo 25 – Cracking noted on front paving.



Photo 26 – Cracking noted on front paving.



Photo 27 – Cracking noted on side paving.

Basement storage room awning

A photo of the basement storage room awning is shown below. Existing timber awning appeared to be heavily deteriorated. No termite infestation was observed. Removal and replacement of awning is recommended. New awning members shall be extended into existing floor space and connect with existing floor members. Extent of lapping and connection shall be provided in future details.



Photo 26 – heavy deterioration noted on storage awning.

Perimeter steel wired fence

A photo of perimeter fencing is shown below. Perimeter steel wired fence appeared to be heavily corroded and dilapidated. Sections of the fence are heavily leaning. It is recommended that replacement is required.



Photo 27 – Perimeter steel wire fence observed to be heavily corroded and leaning.

Front room fireplace

Leaking was reported on the ceiling surrounding the fireplace in the south western room. Moulding was noted on the ceiling surrounding the chimney as shown in below photo. Infrared camera investigation in photo 29 revealed a hot spot at the side of the chimney. This suggested that a penetration exists on the roof.



Photo 28 – moulding noted surrounding chimney.

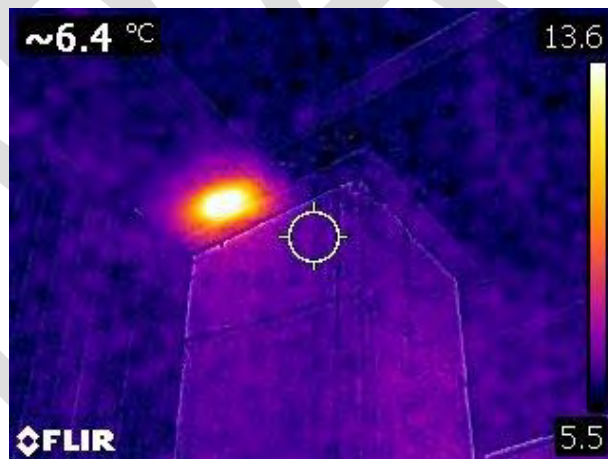


Photo 29 – hot spot at the side of chimney.

3.0 REMEDIAL WORKS

The following works must be read in conjunction with asbestos report by Heggies (Appendix F) and BCA report by BCA Logic (Appendix E).

1. Asbestos removal

An asbestos report was provided by Heggies (report ref 10-7088 (30-137)01/HMR Rev 0) to detail the presence of asbestos in the existing building. It was detailed in the report that asbestos was noted within existing walls and ceiling. Due to the presence of asbestos, all wall plasterboards and ceilings must be replaced. All asbestos must be removed by qualified personnel and in accordance to the asbestos report in Appendix F.

Price estimate for asbestos removal is \$84,000 + GST.

2. Extra parking and concrete path at rear

Extra parking concrete footpath are to be constructed at the rear of the property on the existing landscape areas as marked in Figure below. All parking must comply in accordance with AS/NZS 2890.6-2009. One accessible parking is required with allowance for accessible path of travel to side entrance or front entrance. A new driveway must be constructed subjected to council approval. An approximate area and location of new parking is shown in Figure 2 below.



Figure 2 – approximate area of new car park.

3. Replace existing concrete paving

Replace existing dilapidated concrete paving as marked in Figure below. Front paving is a concrete slab on ground elevated by low-height brick walls. As the level of the front paving is higher than the internal level of the scout hall, moisture was reported to have travelled into the scout hall. Evidence of moisture treatment were noted on the external brick wall. All new concrete paving will be constructed 100mm lower than the existing internal floor level to prevent inflow of water. Extra ramp needs to be provided at entrances to allow disability access. The approximate area and location of new concrete paving is shown in Figure 4 below.



Figure 4 – approximate area of new concrete paving.

Price estimate for new car park and concrete paving is \$102,000 + GST.

4. Remove & replace storage room awning

Remove rear timber awning above storage room entrance. The existing timber members were noted to be heavily corroded. Replace existing timber members with similar size and grade. Care must be taken while removal as existing awning is attached to ground floor framing. Propping of existing floor members may be required. New awning members must be extended into existing floor space and connect to existing ground floor members. Connection details of new awning to existing structure to be confirmed during construction.

Price estimate for replacing awning is \$12,000 + GST.

5. Construct retaining wall to the rear

A block new retaining wall will be constructed at the rear of the property surrounding the entrance of storage room. Retaining wall will be constructed in accordance to Appendix A. An opening will be allowed to provide access to the basement storage. The approximate location of new retaining wall is shown in Figure 3 below.



Figure 3 – approximate location of new block retaining wall.

6. Replace western retaining wall

Existing retaining wall to be replaced with block retaining wall. Refer to Appendix A for retaining wall detail. The location of existing retaining wall is shown in Figure 5 and Photo 30 below.



Figure 5 – location of existing retaining wall to be replaced.



Photo 30 – dilapidated retaining wall to be replaced.

Price estimate for block retaining wall is \$21,600 + GST.

7. Reconstruction of northern edge piers

Demolish and rebuild 5 edge piers along the northern side of the building. New concrete footing are to be built on solid clay foundation and new brick piers built to support ground floor framing. Temporary propping will be required to support the existing timber structuring until all edge piers are fully rebuilt.



Photo 31 – demolish and rebuilt edge piers.

Price estimate for brick pier reconstruction is \$9,600 + GST.

8. Repainting of storage steel beams

Existing steel beams of storage room appeared to be in reasonable condition. Further inspections may be required at the time of new works for signs of corrosion. All corrossions must be treated and repainted in accordance with Appendix D.

Price estimate for repainting of storage steel beams is \$4,800 + GST.

9. Waterproof rear storage brick wall

Passive waterproofing must be applied to eastern and southern basement storage room brick walls. All existing paint must be removed prior to application of waterproof membrane. If lead-based paint is found, proper safety procedure must be taken prior to removal. Apply Vandex BB75-Z (or an equivalent product) to existing walls in accordance to manufacturer's specifications.

10. Waterproof front façade brick wall

Apply passive waterproofing to the internal side of façade brick wall and waterproofing to the external side of façade brick wall. All existing paint must be removed prior to application of waterproofing membrane. If lead-based paint is found, proper safety procedure must be taken prior to removal.

Price estimate for all waterproofing is \$18,000 + GST.

11. Replace heavily corroded wire fence

All heavily corroded and dilapidated steel wire fence shall be replaced. Allow BlueDog SecuraTop School Security Fence or equivalent fencing system. Client to confirm fencing supplier. All fencing system must comply with relevant Australian standards (AS1450, AS1397, AS1163 and AS4680). Refer to Appendix C for product details.

Price estimate for perimeter fence replacement is \$42,000 + GST.

12. Replace roof insulation

The builder shall allow for replacement of roof insulation throughout the building. Correct R-Value must be maintained to comply with BCA. Care shall be taken to leave sufficient clearances around recessed lights and extractor fans to avoid overheating. Allow for new plasterboard ceiling to be installed.

Price estimate for roof insulation replacement is \$8,400 + GST.

13. Termite inspection

No evidence of termite was observed on any timber members during the inspection. However it is recommended that a qualified termite specialist to be engaged to perform periodic termite inspections on the property.

Price estimate for termite inspection is \$500 + GST.

14. Geotechnical report

Evidence of differential settlement was observed during the inspection. Cracks were noted on external brick walls on the southern and western elevations. It is believed that the structure is constructed on reactive clay. It is recommended that a qualified geotechnical engineer to be engaged to assess the condition of existing soil foundation and advice if further work will be required to minimise the effects of differential settlement. Underpinning may be required to allow existing footings to bear on stable foundation.

Price estimate for Geotechnical report is \$2,000 + GST.

15. Renovate all toilets & kitchen

All toilets and kitchen area will be renovated. New toilet facilities are required to comply with BCA requirements as detailed in Section 4.0 (BCA compliance items). New waterproofing must be applied to all new and existing toilet areas. Replace all kitchen benches and stainless steel sink. Allow tiled finish to all floors and walls.

Price estimate for toilet & kitchen renovation is \$54,000 + GST.

16. Replace all doors & windows

All existing doors and windows are to be replaced with aluminium windows and timber doors. Supplier to be confirmed by client.

Price estimate for windows & doors replacement is \$61,200 + GST.

17. Replace external cladding

Builder shall allow for replacement of the entire external cladding. Allow for repainting of all new cladding. The locations of new cladding is shown in photo 32 and 33 below.



Photo 32 – replace external cladding.



Photo 33 – replace external cladding.

Price estimate for replacement of external facade is \$30,000 + GST.

18. Replace all gutters

Existing gutters are loose and leaning as shown in photo 34 & 35. All existing roof gutters and downpipes are to be replaced with same or a larger size. All gutters and downpipes shall be in accordance with AS3500.3.2:1998. CCTV camera investigation are to be performed to all existing stormwater and sewer lines assess the existing conditions.



Photo 34 – leaning gutter noted



Photo 35 – leaning gutter noted

Price estimate for replacement of gutters & downpipes is \$11,400 + GST.

19. Localised chimney repair

Replace roof and flashing surrounding existing brick chimney. Repointing is also required. Further investigation is required to confirm integrity of chimney capping. An overview of chimney is shown below.



Photo 36 – brick chimney

Price estimate for chimney repair is \$6,000 + GST.

20. Brick stitching to cracked sections

Cracks were noted on southern and western brick elevations of the property. The builder shall allow to install Helifix Stainless Steel Crack stitching bars at the locations mark in photos 37 to 39 below. Remove all corroding steel fixings prior to installation. All stitching work to be performed by qualified personnel in accordance with procedure detailed in Appendix D. Extra bracing shall be installed to provide stability to front the parapet and tied back to existing roof structures. Details of bracing and connections shall be confirmed during construction with nominated builder.

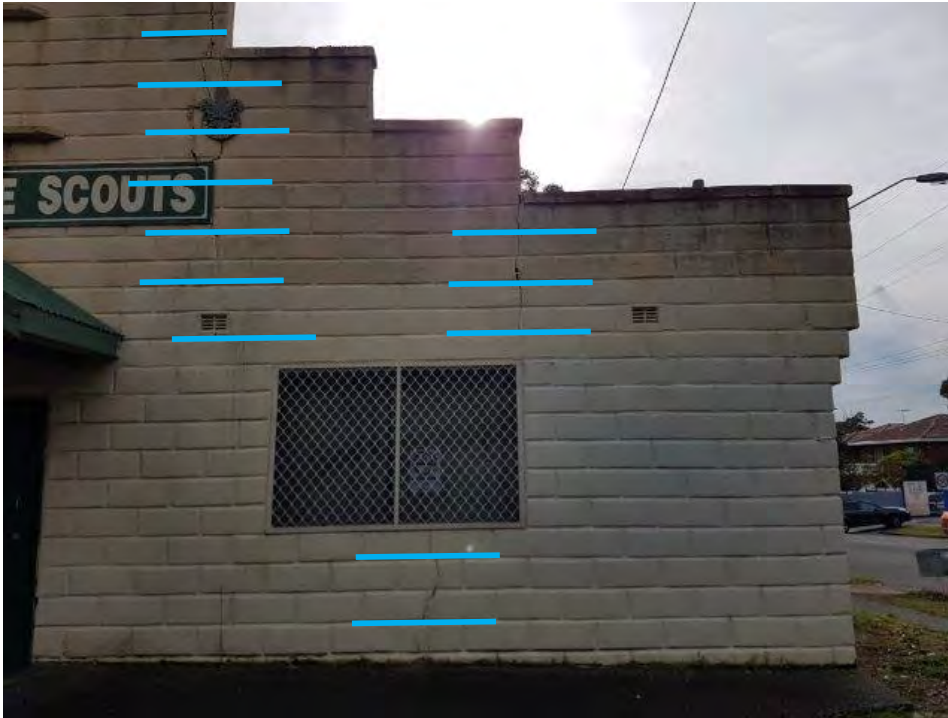


Photo 37 – locations of brick stitching.



Photo 38 – locations of brick stitching.



Photo 39 – locations of brick stitching.

Price estimate for all brick stitching is \$9,600 + GST.

21. Front parapet (optional)

The builder shall allow for an option for complete removal of front parapet wall above roof level. Existing raked roof are to be extended over front wall towards the front of the building. New timber members are required to be installed

Price estimate for all removal of front parapet is \$36,000 + GST.

22. Site preparation and preliminaries

The builder shall allow for all site preparation and preliminaries including establishment, insurances and access.

Price estimate for preliminaries is \$60,000 + GST.

Total cost estimate for all works is \$573,100 + GST.

4.0 BCA Compliance Items

1. Scout Hall Capacity

As detailed in BCA report in Appendix E, capacity of upgraded scout hall is likely accommodate between 100-130 persons. Further structural strengthening of existing floor members is required to support the new capacity. Extra brick piers and footings or an alternative supporting systems will be required. Existing flooring needs to be removed and replaced during construction of new footings. Existing steel beams above basement storage needs to be strengthened or replaced to support the new capacity.

2. Sanitary facilities

As per BCA report, extra sanitary facilities must be provided. Allow extra plumbing and waterproofing for all new and existing toilet areas. The following sanitary facilities are required as per BCA report:

- Male: 1 x WC, 2 x Urinal, 2 x washbasin
- Female: 3 x WC, 2 x washbasin
- One accessible unisex facility is required in accordance with F2.4 & AS 1428.1-2009. This counts for one WC for both sexes. Ensure the washbasin is outside the WC circulation space (1900x2300mm).
- Male & Female facilities must be provided in separate rooms. Male toilets will require 1 x ambulant toilet and 1 x urinal. Female toilets will require 1 x ambulant toilet and 1 x standard toilet.
- Signage for the unisex accessible and ambulant toilets will be in accordance with D3.6 and Specification D3.6.
- Bathrooms: waterproofing of existing timber floors and walls will require waterproof materials (CFC sheet or the like) then a waterproof membrane in accordance with F.7 and AS3740-2010.
- New tiling of toilet floor and walls.

3. Access & premises standards

- Front door is currently 1m clear door width with no latchside clearance to provide compliant door circulation space. The existing width of the hallway does not allow for a 850mm clear door width and a 530mm latchside clearance. Building alterations of the hallway walls may be required which involve demolition and construction of new brick walls. An automatic opening door with push button controls can be provided as an alternative solution. However partial demolition of existing wall may be required to accommodate the automatic door.
- Alternative disability access can be provided to the side entrance with sufficient signage at the main door.
- Extra car parking is to be provided on site. A minimum if one accessible space is required with a shared space adjacent in accordance with AS/NZA 2890.6-2009. Accessible path of travel is required from the accessible parking space to the disability access into the scout hall. This will likely include ramps with 1:14 gradient with handrails both sides and tactile indicators. All external ramps shall have a surface with a slip-resistance.
- Doors to front rooms may require widening to provide compliant door opening width and door circulation space.

4. Fire separation to basement storage

A single layer of 13mm fire grade plasterboard which encases the timber floor and steel beams must be provided as a fire separation between basement storage and ground floor. The plasterboard must extend from masonry wall to masonry wall and extend down from the floor joists to the masonry wall where required. Further investigation is required to confirm the adequacy of existing timber members to support the additional ceiling load.

5. Construction of exits

The scout hall requires two exits to accommodate 100 persons. The current second exit facing Westminster Street may need to be relocated minimum 9m away from front entrance to provide a true alternative exit. Re-framing of existing timber walls will be required.

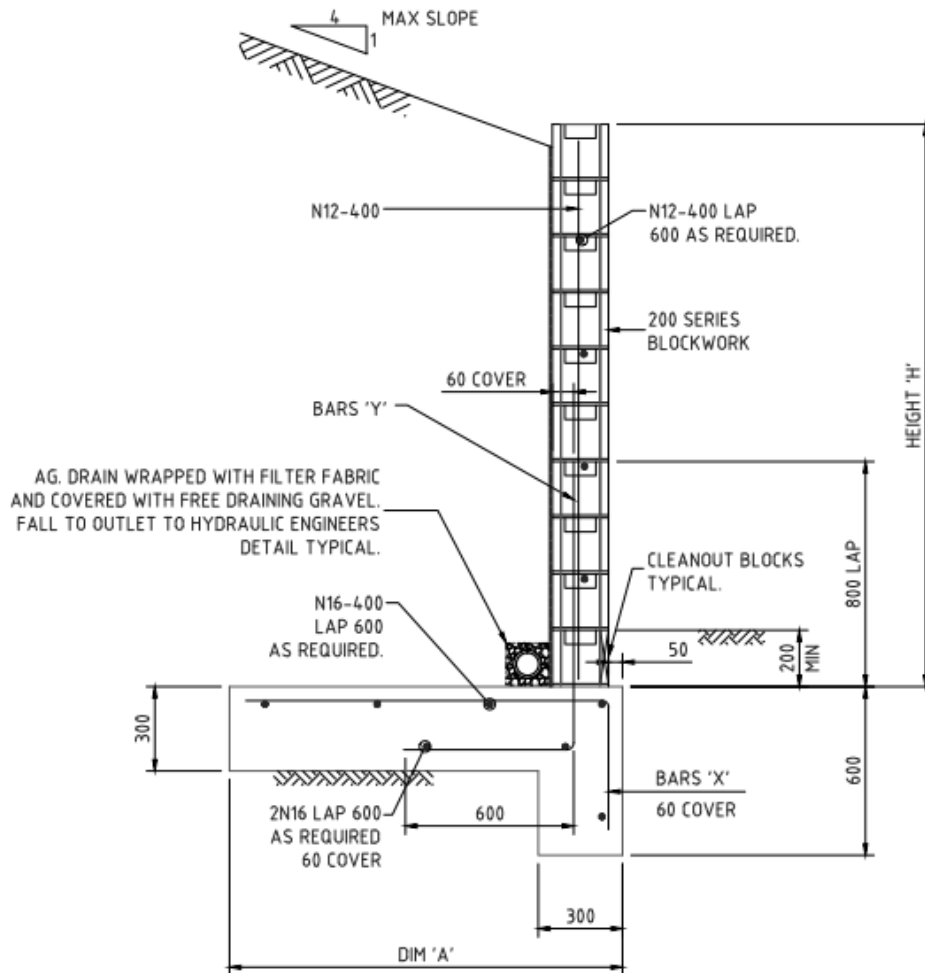
6. Subfloor ventilation

General compliance for sub-floor is 400mm clearance from the floor structure to the ground surface. This is readily achieved for the rear of the building. For a sloping site, the BCA allows the clearance to reduce to 150mm within 2m of the external walls. The clearance below the floor structure at the front of the building may not always achieve 150mm. However the remainder of the floor is provided with sufficient ventilation clearance. Further investigation underneath the floor is required during renovation works to ensure adequate clearance is provided beneath all timber members where required to prevent moisture ingress into timber members. Excavation may be required to reduce existing ground level to comply with BCA requirements. Any extra excavation may undermine integrity of existing footings. Underpinning of existing footings may be required subjected to further investigation.

As external ground level slopes up towards the front and ground level under the subfloor is lowered, new retaining structure and footings may be required along the sides of the property to support differences in ground levels. Further inspection is required to confirm extent of work.

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APPENDIX A



A DIM (1) LEVEL SURFACE NO SURCHARGE
 A DIM (2) LEVEL SURFACE 5kPa SURCHARGE
 A DIM (3) SLOPING SURFACE (1:4 MAX) NO SURCHARGE

H DIM	A DIM (1)	A DIM (2)	A DIM (3)	BARS X
1400	900	1100	1200	N16-400
1600	1000	1200	1400	N16-400
1800	1100	1400	1600	N16-400
2000	1200	1600	1800	N16-200

TYPICAL BLOCK RETAINING WALL DETAIL

APPENDIX B

PROCEDURE - Protection & Treatment of Exposed Corroded Steelwork

- Atmospheric Corrosivity Category from Table B1 AS/NZS 2312:2002 = C :
- Medium Durability Consideration AS/NZS 2312:2002 = Long Term (10-15 years)
- Typical exposure environment from Table 1 AS1627.0 = Mild

This procedure is to be read in conjunction with the following Standards:

- AS/NZS 2312:2002 Guide to protection of Structural steel
- AS1627.0 Part 0 Method selection guide
- AS1627.1 Part 1 Cleaning using liquid solvents and alkaline solutions
- AS1627.2 Part 2 Power Tool Cleaning

1. Remove grease, oil and other contaminants from steel work

2. Rinse surface thoroughly to remove acid or alkali contamination

- Neutral/Alkaline cleaning is used for removal of dirt, perspiration marks, light deposits of oil and related contaminants, and some water-soluble contaminants.
- Suitable techniques include hand rubbing or scrubbing, mechanical agitation, boiling, power spray, electrolytic cleaning and ultrasonic agitation.

3. Power tool grinding / wire brush of the surface back to good clean metal.

- Power-tool cleaning should preferably be carried out in the following sequence of operations, modified as necessary if hand-tool cleaning (4.2) is carried out initially.
- Use rotary or impact power tools to remove laminated rust or rust scale to the specified or agreed preparation grade.
- Use rotary or impact power tools to remove weld slag and weld spatter to the specified or agreed preparation grade.
- Use power wire brushing, power abrading, power impact or power-assisted rotary tools to remove loose mill scale, loose or non-adherent rust and loose point to the specified or agreed preparation grade. Take care not to burnish the surface.

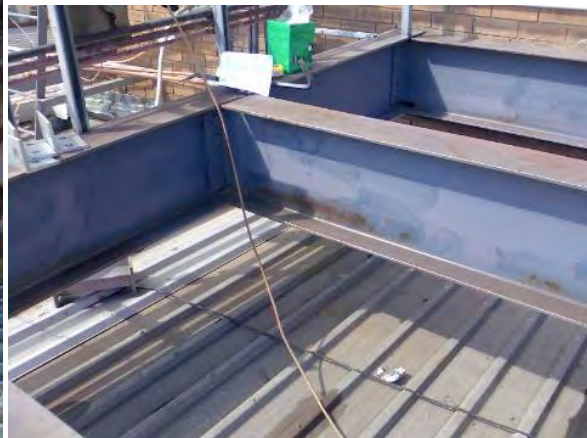


4. **Review steelwork, if corrosion has caused a loss of more than 10% of its original thickness, strengthening or replacement of the steelwork will be required. Further inspection and advice by the structural engineer.**

5. **Remove all dust by brushing and cleaning**
 - Remove any burrs, sharp ridges or sharp cuts that have been produced during the cleaning operation
 - Immediately before painting, unless otherwise specified, ensure that any remaining sound paint has no residual gloss.
 - Dry the surface, if necessary, and remove any residual loose matter resulting from the cleaning methods by brushing, vacuum cleaning or a blast of clean, dry compressed air.
 - We have recommended epoxy primer and high-build top coat as epoxy is very durable under most conditions and environments, it is durable for exposure to salts, solvents and alkalis. Epoxy coating system can withstand sustained exposure, heat resistant and are readily available in a range of colours.

6. **Apply an epoxy priming (2-pack) system in accordance with manufacturer's specifications.**
 - EPF1 is recommended from Table 6.3 AS/NZS2312:2002
 - Paint Reference No. C06 from Table D1 AS/NZS 2312:2002
 - Consists of epoxy base with amine adduct or polyamide curing agent.
 - Pigmented any colour and may or may not contain an inhibitive pigment.

7. **Apply a High- build epoxy (2-pack) finishing coats to ensure long term protection in accordance with manufacturer's specifications.**
 - EHB1 is recommended from Table 6.3 AS/NZS2312:2002
 - Paint Reference No. C13 from Table D1 AS/NZS 2312:2002
 - Consists of epoxy base with an amine adduct or polyamide curing agent as the resin binder, volatile hydrocarbon and alcohol or glycol ether solvent with white, micaceous iron oxide or coloured pigments to suit.

*Before Repairs**During repairs*

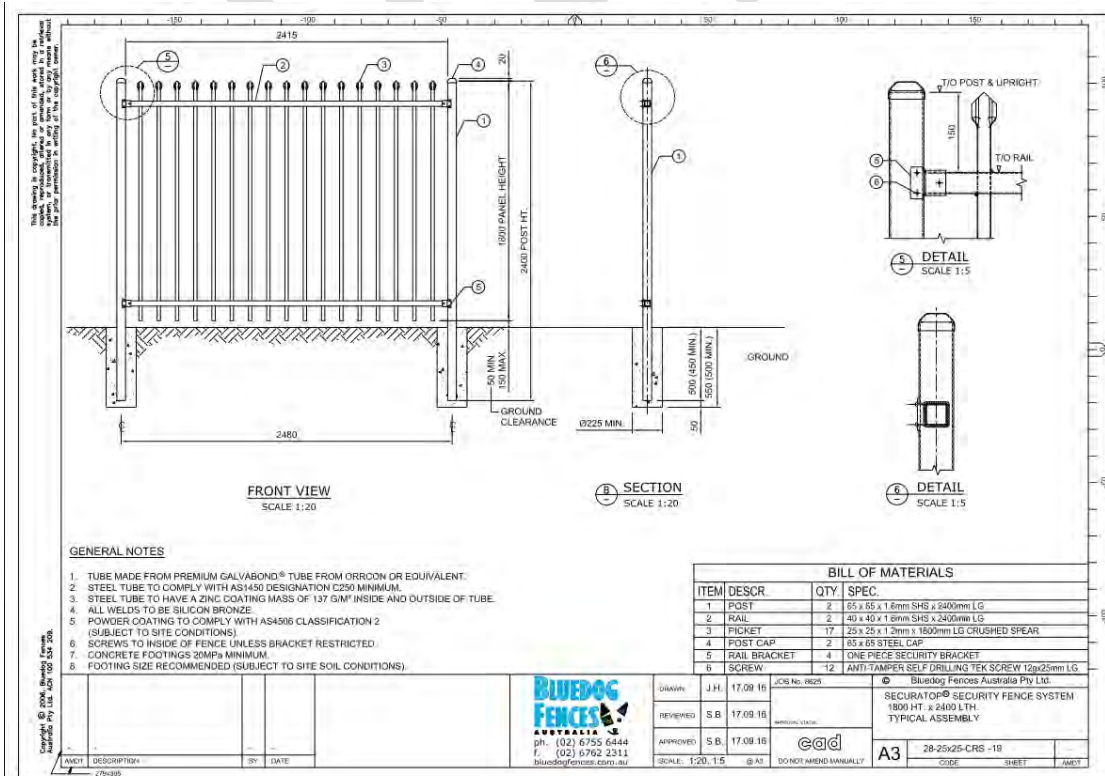
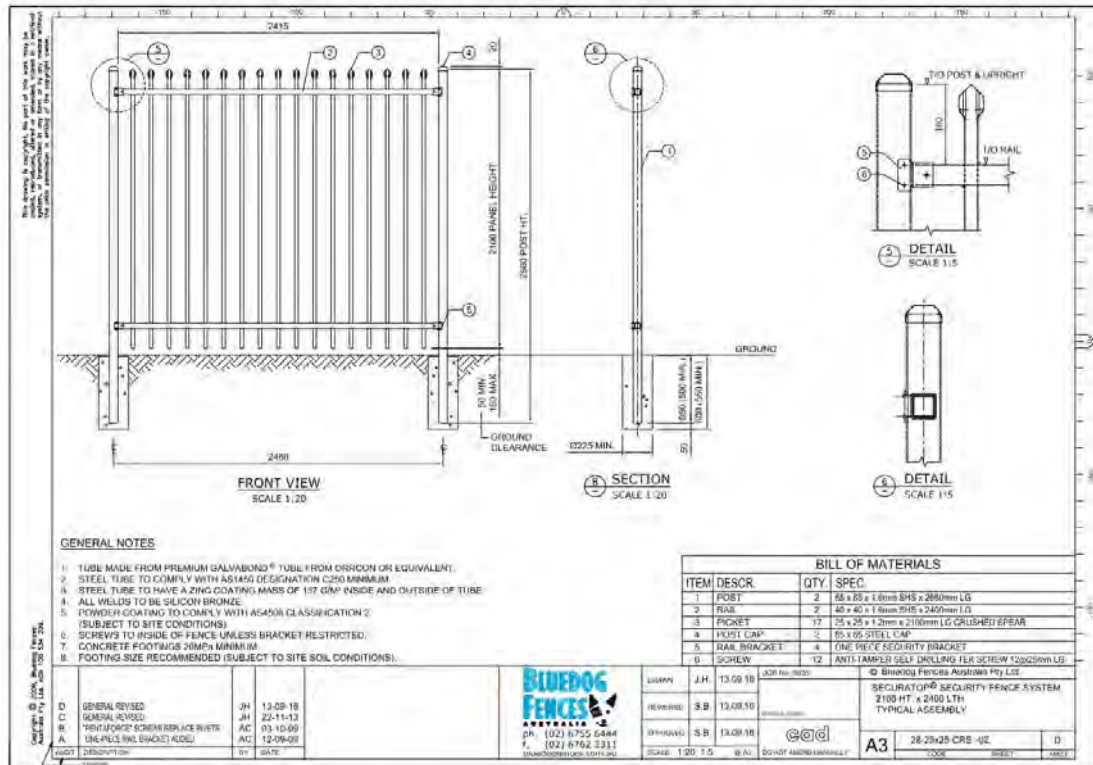


After repairs

DuSpec		SPECIFICATION SHEET			Dulux PROTECTIVE COATINGS	
New Steel in Beachfront and Coastal Locations - Weathermax® HBR						
					Spec Code	AUS11398
Coating System						
	Data Sheet		Dry Film Thickness (microns)	Theoretical Spreading Rate* (square metres per litre)		Recoat**
Primer						
DULUX Zincanode @ 402 - PC122	DI0539	Min	75	6.4		4 Hours
Brush, roller, conventional or airless spray.		Max	90	5.3		Indefinite
Brush and roller suitable for small areas only.						
Intermediate						
DULUX Duremax® GPE - PC255	DI1115	Min	150	4.7		8 Hours
Brush, roller, conventional and airless spray		Max	200	3.6		4 Weeks
For cold weather, consult your Dulux Representative for fast-cure options. Please note: a second coat may be necessary to achieve the minimum DFT.						
Top Coat						
DULUX Weathermax® HBR - PC405	DI1156	Min	75	9.3		10 Hours
Brush, roller, conventional and airless spray		Max	125	5.6		Indefinite
Please note that dry times are extended in cold weather. Ensure that application is within the recommended temperature range. Consult your Dulux Representative. If application is by brush or roller, further coats may be necessary to achieve the minimum DFT and full opacity.						
* Practical Spreading Rate will vary from the quoted Theoretical Spreading Rate due to factors such as method and condition of application and surface roughness.** Recoat times are quoted for 25°C and 50% Relative humidity, these may vary under different conditions.						

Manufacturers Specs

APPENDIX C



APPENDIX D

CRACK STITCHING PROCEDURE

Installation Procedures

- HeliBar to be long enough to extend a minimum of 500mm either side of the crack or 500mm beyond the outer cracks if two or more adjacent cracks are being stitched using one rod.
- Where a crack is less than 500mm from the end of a wall or an opening, the HeliBar is to be continued for at least 200mm around the corner and bonded into the adjoining wall or bent back and fixed into the reveal, avoiding any DPC.
- For solid masonry in excess of 230mm thick and in a cavity wall where both leaves are cracked, the wall must be crack stitched on both sides.
- If there is render, this thickness must be added to the depth of slot. Crack stitching must be installed in the masonry and never in the render.
- Ensure the masonry is well wetted or primed to prevent premature drying of the HeliBond due to rapid de-watering, especially in hot conditions. Ideally additional wetting of the slot should be carried out 1 to 2 minutes prior to injecting the HeliBond grout.
- Do not use HeliBond when the air temperature is +4°C and falling or apply over ice. In all instances the slot must be thoroughly damp or primed prior to injection of the HeliBond grout.



1. Rake out or cut slots into the horizontal mortar beds, a minimum of 500mm either side of the crack



4. Using the HeliBar Insertion Tool, push one HeliBar into the grout to obtain good coverage



2. Clean out slots and flush with clean water and thoroughly soak the substrate within the slot



5. Insert a further bead of HeliBond over the exposed HeliBar, finishing 10 – 15mm from the face, and 'iron' firmly into the slot using the HeliBar Finger Trowel



3. Using the Helifix Pointing Gun, inject a bead of HeliBond along the back of the slot



6. Re-point the mortar bed and make good the vertical crack with CrackBond TE

Slot Depth and Spacing

	Single leaf	Solid / multi-leaf masonry		
		Up to 110mm	110mm to 230mm	Over 230mm
Depth of slot	25 – 35mm	25 – 40 mm	25 – 40mm	On both sides
Vertical Spacing	Every 4 courses (approx. 340mm)			

Characteristic Material Properties

HeliBar Diameter	4.5mm	6.0mm	SuperSix	8.0mm	10.0mm
Product Code	HBR45	HBR60	HBR60S	HBR80	HBR10
Cross Sectional Area (mm ²)	5.6	8.1	9.4	10.0	15.0
Stock Length (m)	7.0	7.0	7.0	7.0	7.0
Pitch (mm)	25	29	30	39	45
Ultimate Tensile Strength (MPa)	1400	1112	1200	1100	1088
Tensile Strength (kN)	8.0	9.5	11.2	11.4	16.7
0.2% Proof Stress (MPa)	1150	840	1000	860	770
Shear Strength — Averaged (MPa)	900	650	770	700	750
Grade of Stainless Steel	ASTM304	ASTM316	ASTM304	ASTM316	ASTM316
Weight (g/m)	53	58	73	80	120
RECOMMENDED TOOLING					
For cutting slots:	Chisel, mortar saw or angle grinder with chest guard and vacuum				
For mixing HeliBond grout:	3-jaw-chuck drill with mixing paddle				
For injection of HeliBond into slots:	Helifix Pointing Gun CS with mortar nozzle				
For smoothing pointing:	Standard finger trowel				

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January 2014

APPENDIX E

DRAFT

ITEM 4 (continued)



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20 June 2017

Sam Chen
Cardno

Email: su.chen@cardno.com.au

Dear Sam,

**Re: Scout Hall, Westminster Park, Westminster Street, Gladesville
BCA & Access Upgrade Strategy**

Reference is made to our appointment to provide Building Code of Australia (BCA) consultancy services in regards to the existing scout hall at Westminster Park, Westminster Street, Gladesville. Outlined below is a summary of the pertinent issues.

Basis of Assessment - The content of this report reflects a high-level BCA assessment of the existing building and includes recommendations to provide an appropriate upgrade of fire and life safety in accordance with the Environmental Planning & Assessment Act & Regulations and the Building Code of Australia. The report also includes recommendations to provide access to and within all reasonable areas of the building used by the occupants in accordance with Building Code of Australia and Disability (Access to Premises – Buildings) Standards 2010.

Limitations - This review does not include nor imply any detailed assessment for compliance or upgrading for: -

- the existing essential fire services within the building (unless specifically referred to); or
- the existing building against the current Building Code of Australia 2016 (unless specifically referred to);

BCA Description - For the purposes of the Building Code of Australia 2016 (BCA2016) the proposed building the subject of this review may be described as follows.

- The existing building has a rise in storeys of two (2).
- The scout hall is Class 9b and the lower storage level is Class 7b.
- The existing building is considered Type B Construction.

General Building Description:

- The main scout hall is accessed from the street and a lower storage level is constructed under a portion of the main building which is accessed from the surrounding allotment. There is no direct connection internally between the two levels.
- The original scout hall is a timber frame building with a raised timber floor on brick piers. The front of the building consists of a masonry wall with parapet and return masonry walls for the length of the front rooms.
- The lower level is constructed from masonry walls and concrete floor and steel beams to support the timber floor above.

BCA Assessment:**Building Classification**

- The lower level does not achieve 2.4m ceiling heights therefore it cannot be used for habitable use. The lower level shall always remain as a storage area Class 7b.
- The front entry corridor has a ceiling height approximately 2.4m and it is assumed the front rooms (no access provided) also maintain 2.4m ceiling height throughout. If this is the case, the rooms can be used for habitable purposes such as meeting rooms or the like. If 2.4m is not achieved, the rooms would need to be altered to achieve 2.4m for habitable purposes or designated for storage rooms or the like.

ITEM 4 (continued)**ATTACHMENT 3**Part C – Fire Resistance & Separation:

- The floor separating the Class 9b scout hall from the lower storey must be provided with a single layer of 13mm fire grade plasterboard which encases the timber floor and steel beams. The plasterboard must extend from masonry wall to masonry wall and extend down from the floor joists to the masonry wall where required.
- Many of the existing internal wall and ceiling linings are unlikely to have compliant fire hazard properties. It is understood the majority of internal linings will be replaced due to their dilapidated state. It is advised to remove all existing timber linings or the like and all new linings shall comply with the fire hazard properties in accordance with C1.10 and Specification C1.10.

Part D – Construction of Exits

- The scout hall consists of approximately 135m² of open floor space in the main hall (excluding kitchen, toilets, store rooms and front rooms). In accordance with BCA D1.13, the maximum population would be 135 persons. Whilst this population may seem unlikely, it is considered likely that a population exceeding 100 persons is a likely scenario for a newly renovated public hall. This report will base the following upgrade recommendations for a population between 100-130 persons.
- The scout hall requires two exits to accommodate over 100 persons. The current second exit facing Westminster Street is less than 9m away (8m) from the alternative front door exit. It is advised to relocate the second exit a minimum of 9m away from the front door and as far apart as practical to provide a true alternative exit. The second exit door shall maintain a clear exit width of 750mm.
- The lower level shall maintain a single exit to open space. A path of egress from open space to the road shall be provided including any external gates being provided with compliant lever handle to allow egress at all times in accordance with D2.21.
- As the Scout hall accommodates more than 100 persons, both exit doors shall be upgraded with compliant panic bars to be installed between 900-1100mm in accordance with NSW D2.21(c).
- The door threshold for the second exit shall not exceed a 190mm step to the outside in accordance with D2.15.

Part E – Fire Services

- The existing building is less than 500m² in total. Therefore, hydrants and hose reels are not required. As the building is only two storeys, smoke detection is not required either.
- The building is required to be provided with portable fire extinguishers in accordance with E1.6 and AS 2444-2001.
- Due to the small size, the lower level storage area is only required to be provided with an Exit sign over the exit door in accordance with AS 2293.1-2005.
- The scout hall is required to be provided with Exit signs over the exit doors and emergency lighting in accordance with Part E4 and AS 2293.1-2005.

Part F – Sanitary Facilities & Weatherproofing

- The main hall area is constructed of raised timber floor with brick piers. The rear section of the hall has sufficient clearance for sub-floor ventilation and inspection reveals the sub-floor appears dry and is not subject to water ingress/damp soil conditions. The front of the hall has less clearance as the land slopes up to the front of the building. General compliance for sub-floor ventilation is 400mm clearance from the floor structure to the ground surface. This is readily achieved for the rear of the building. For a sloping site, the BCA allows the clearance to reduce to 150mm within 2m of the external walls. The clearance below the floor structure at the front of the building may not always achieve 150mm however the remainder of the floor is provided with sufficient ventilation clearance. Further investigation underneath the floor is required during renovation works to ensure adequate clearance is provided beneath all timber members where required to prevent moisture ingress into timber members. The front rooms facing Ryde Road appear to be on concrete slab floor. No access was provided to these rooms so the condition of the floor is unknown. The external masonry block walls along the front elevation have had concrete slabs poured against the walls which are above the damp proof course. The drainage along these walls is non-compliant and is causing spalling of the masonry blocks. It is advised to remove the concrete slabs and provide adequate surface drainage along the front walls below the existing damp proof course. Refer to Front Door photo below.
- For a population over 100 to 130, the following sanitary facilities are required:
 - Male: 1 x WC, 2 x Urinal, 2 x washbasin
 - Female: 3 x WC, 2 x washbasin

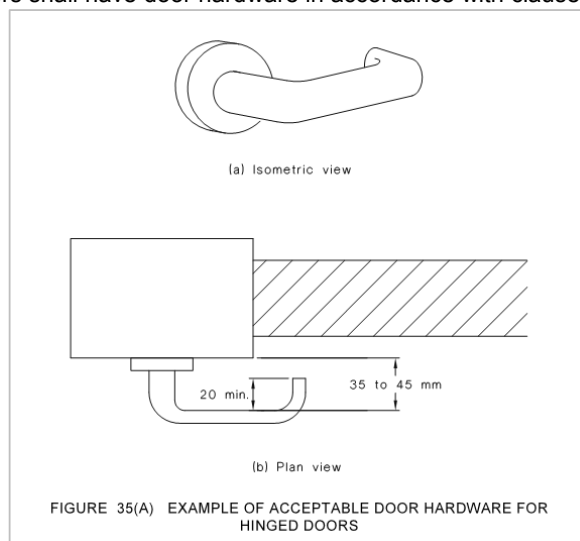
ITEM 4 (continued)

ATTACHMENT 3

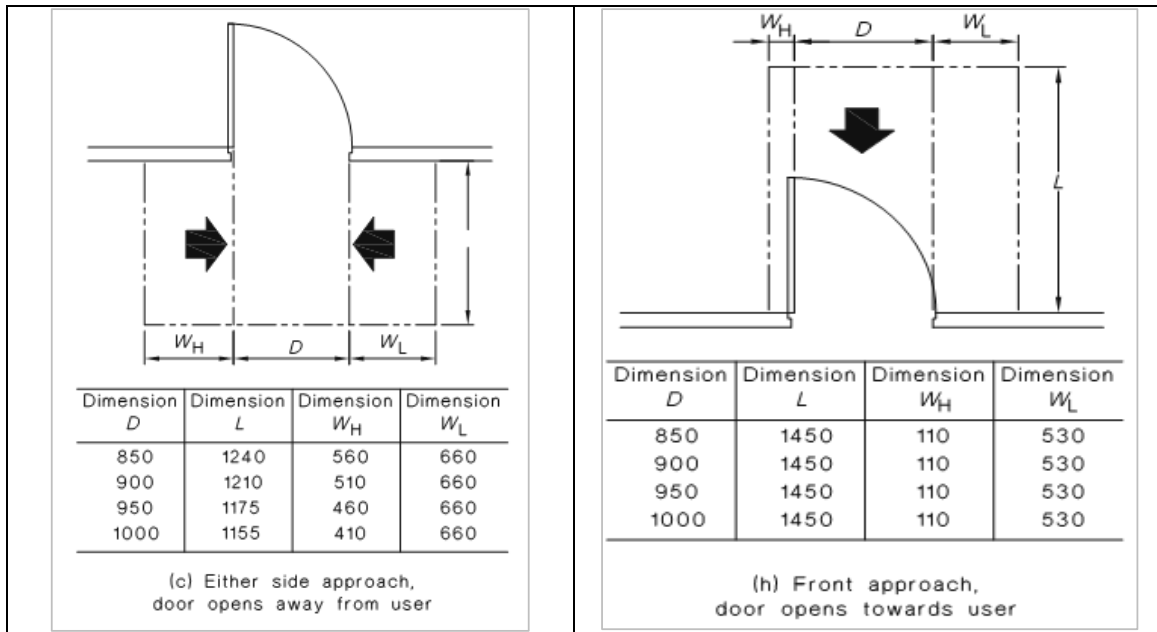
- One accessible unisex facility is required in accordance with F2.4 & AS 1428.1-2009. This counts for one WC for both sexes. Ensure the washbasin is outside the WC circulation space (1900x2300mm).
- Male & Female facilities must be provided in separate rooms. Male toilets will require 1 x ambulant toilet and 1 x urinal. Female toilets will require 1 x ambulant toilet and 1 x standard toilet.
- Signage for the unisex accessible and ambulant toilets will be in accordance with D3.6 and Specification D3.6.
- Bathrooms: Waterproofing of existing timber floors and walls will require waterproof materials (CFC sheet or the like) then a waterproof membrane in accordance with F1.7 and AS 3740-2010.

Part D3 Access & Premises Standards

- BCA D3.1 & D3.2 requires the principal pedestrian entrance to be accessible and access provided to and within all areas normally used by occupants. D3.4 allows exemptions for certain rooms and spaces to not be accessible which are not appropriate for wheelchair users or the like. This would include the kitchen, store rooms and the main toilets when an accessible toilet is provided.
- Access is required through the front door to and within the main hall areas and any rooms which are to be used as habitable rooms such as meeting rooms or the like.
- Under D3.4 the following rooms or spaces would be exempt from providing access: Kitchen, store rooms and lower level storage room.
- Front door is currently 1m clear door width however there is no latchside clearance to provide compliant door circulation space. The existing width of the hallway does not allow for a 850mm clear door width and 530mm latchside clearance. Consideration should be given to determine whether building alterations are required to the front door to provide compliant door circulation space in accordance with AS 1428.1-2009 or whether an automatic opening door be provided within the existing constraints with push button controls to operate the door in accordance with AS 1428.1-2009. The controls would have to be at least a 1m away from the outward opening front door which would place the controls in the public domain.
- Alternatively, provide access into the scout hall via a side accessible entrance most likely from Westminster Street. Signage would have to be provided at the main front door to direct persons to the accessible entry. Signage would be in accordance with D3.6 and Specification D3.6.
- Car Parking: If car parking is provided on site, one accessible space is required in accordance with AS/NZS 2890.6-2009 with a 5400x2400mm accessible space with a 5400x2400mm shared space adjacent. Onsite measurements between the power pole and the building outside the Westminster Street exit/entrance is just 4800mm clear. Accessible path of travel is required from the accessible parking space to either the Westminster side entrance or front entrance. This will likely include ramps with a 1:14 gradient with handrails both sides and tactile indicators.
- All external ramps shall have a surface with a slip-resistance in accordance with BCA Table D2.14.
- Front Rooms: If these rooms are to be used for habitable purposes, the doors are to be increased in size to provide compliant door opening width and door circulation space in accordance with AS 1428.1-2009. Due to the existing width of the corridor, the door size may need to be increased greater than 850 clear to provide compliant door circulation space in accordance with Figure 31(c) of AS 1428.1-2009. Circulation space for inside the room shall be for front on approach. See below for exerts.
- All accessible doors shall have door hardware in accordance with clause 13.5 of AS 1428.1-2009.



ITEM 4 (continued)



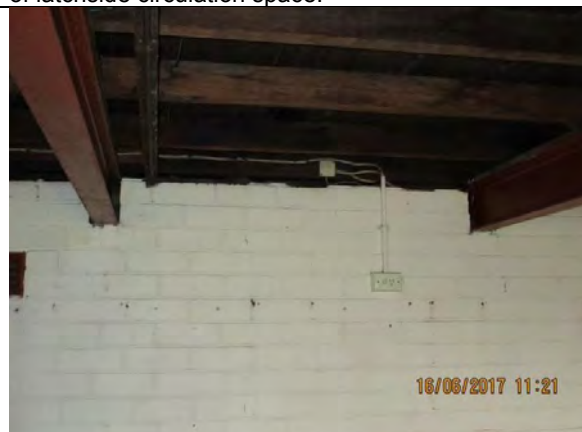
Front Door: Access to door via 1:40 path or 1:20 walkway in accordance with AS 1428.1-2009.



Front Door: View from internal corridor showing lack of latchside circulation space.



Lower Level Storage Room: Fire rate ceiling including steel beams and infill voids in masonry walls with fire grade plasterboard.



Lower Level Storage Room: Fire rate ceiling including beams and extend fire grade plasterboard down onto masonry walls.

ITEM 4 (continued)

ATTACHMENT 3



Rear of Scout Hall: Sufficient sub-floor ventilation and lower level storage room access door.



Westminster Elevation: Sloping site with reduced sub-floor ventilation.

If you have any further questions in relation to this report please don't hesitate to contact the undersigned.

Yours faithfully,

A handwritten signature in black ink, appearing to read 'A Newberry'.

Alex Newberry
BCA Logic - Senior Building Regulations Consultant

APPENDIX F

DRAFT



HEGGIES

**HAZARDOUS BUILDING MATERIALS
SURVEY REPORT**

REPORT 10-7088 (30-137)01/HMR

Revision 0

**Scout Hall
Westminster Road, Westminster Park
Gladesville NSW**

PREPARED FOR

**Ryde City Council
1 Devlin Street,
Ryde NSW 2122**

4 MARCH 2010

**HEGGIES PTY LTD
ABN 29 001 584 612**



ITEM 4 (continued)

HAZARDOUS BUILDING MATERIALS**SURVEY REPORT****Scout Hall****Westminster Road, Westminster Park****Gladesville NSW**

PREPARED BY:

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This document has been prepared in accordance with the requirements of that System.

DOCUMENT CONTROL

Reference	Status	Date	Prepared	Checked	Authorised
10-7088 (30-137)01/HMR	Revision 0	4 March 2010	Simone Walsh	Neil Kumar	

Heggies Pty Ltd
 Report Number 10-7088 (30-137)01/HMR
 Revision 0

Scout Hall Westminster Road, Westminster Park Gladesville NSW
 Ryde City Council
 (10-7088cor30-137hmr) 4 March 2010



ITEM 4 (continued)

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1 SCOPE

Heggies Pty Ltd (Heggies) was requested by Mr Peter Handley of Ryde Council to undertake an inspection of a Scout Hall located at Westminster Park, Westminster Road, Gladesville NSW to ascertain the extent, type and condition of hazardous building materials such as lead, asbestos and polychlorinated biphenyls (PCBs). Synthetic Mineral Fibre (SMF) is generally not included as it is not a designated hazardous material.

2 LIMITATIONS

Surveys are conducted in a conscientious and professional manner. The nature of the task however, and the likely disproportion between any damage or loss which might arise from the work or reports prepared as a result, and the cost of our services, is such that Heggies cannot guarantee that all hazardous building materials have been identified and/or addressed.

Due to the possibility of renovations and additions to the building over time, hazardous building materials may have been hidden behind new walls and ceiling, such areas were inaccessible during the inspection. If any suspect materials are found during further renovation of the building, the material should be sent for identification and expert advice sought.

Thus while we carry out the work to the best of our ability, we totally exclude any loss or damages which may arise from services we have provided to City of Ryde and/or any other associated parties.

Unless specifically noted, the survey did not cover:

- Hidden and/or inaccessible locations such as in or under concrete slabs, in or under vinyl/linoleum/carpet, wall cavities, hidden storage areas and the like. If the vinyl or linoleum is tested, this does not necessarily mean that the resin/glue is included in the analysis.
- Lift wells and inaccessible/unidentified shafts, cavities and the like.
- Air conditioning, heating, mechanical, electrical or other equipment.
- General exterior ground surfaces and subsurface areas eg asbestos in fill/soil.
- Materials dumped, hidden, or otherwise placed in locations which one could not reasonably anticipate.
- Materials other than normal building fabric, materials in laboratories or special purpose facilities and building materials that cannot be reasonably and safely assessed without assistance.

Materials other than lead, asbestos and PCBs are generally outside the scope as identification can require very specialised analysis/inspection techniques.

Settled dust is generally not sampled or commented on. Settled dust may contain hazardous materials, particularly if it is/was once in the vicinity of hazardous materials (such as asbestos containing materials or lead paint). It may contain hazards originating from outside the building, eg lead from petrol combustion.

Where potentially hazardous materials are identified these are normally reported on to the best of the consultant's ability. Analysis is not normally included and there is no guarantee that all such materials have been identified and/or addressed.



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3 INSPECTION DETAILS

3.1 Site Description

The survey was conducted at the Scout Hall located at Westminster Park, Westminster Road, Gladesville, NSW on the 1 March 2010. The site is located on the south eastern side of Westminster Park. A locality map is presented in **Figure 1** on the following page.

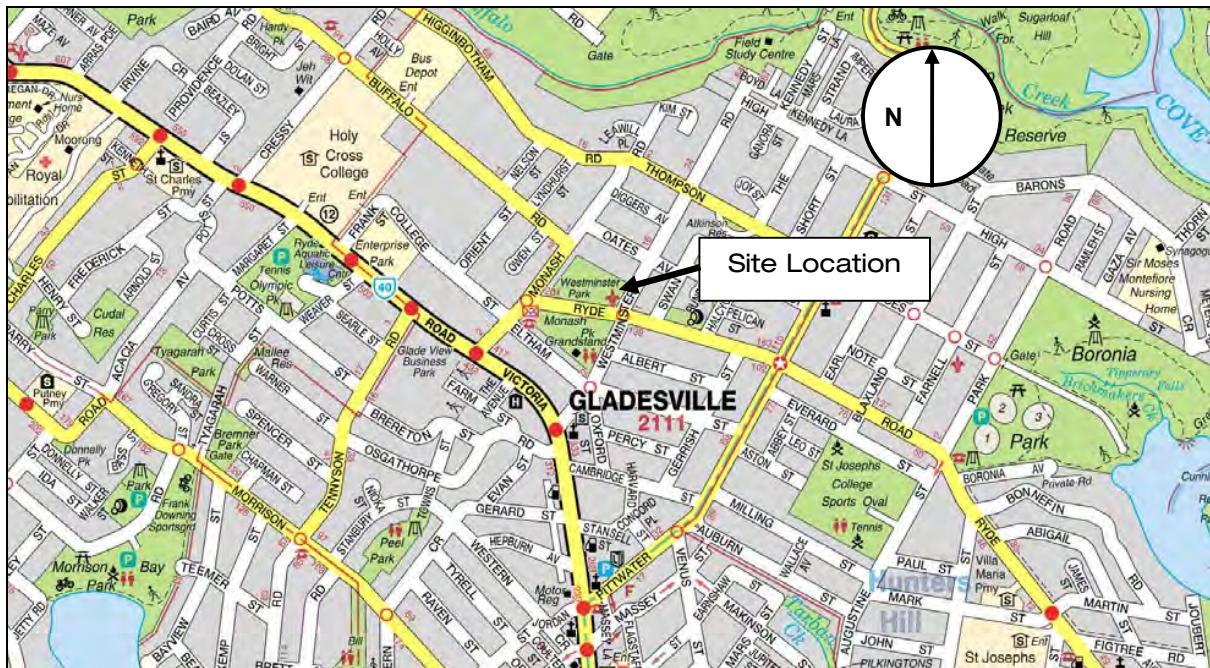
The Scout Hall is a split level brick and Fibro clad building with a corrugated iron roof.

No access was available to some areas at the time of the inspection. Inaccessible areas are outlined in **Section 3.4** of this report.

Relevant photographs taken during the inspection are provided in **Appendix B**.



Figure 1 Site Location



Map reproduced with permission of UBD.

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3.2 Methods

The survey consisted of a visual inspection with limited sampling/analysis of materials.

Samples that may contain asbestos are generally analysed in a NATA accredited laboratory for asbestos by stereo microscope and polarised light microscope with dispersion staining technique. Some samples such as vinyl tiles may be analysed for asbestos by other methods including X-ray diffraction.

Lead paint spot tests are conducted using 5% Sodium Sulphide solution to detect lead in paint. A positive result by a spot test indicates a lead level greater than (>) 1%. The results of spot tests are generally only applicable to the layer of paint tested.

Capacitors in old fluorescent light fittings are presumed to contain Polychlorinated Biphenyls (PCBs) unless a more detailed inspection and/or laboratory analysis confirms otherwise. A more detailed inspection and/or laboratory analysis would require a qualified electrician to isolate and de-energise the light fittings.



3.3 Risk Assessment

The purpose of a risk assessment is to allow informed decisions to be made about hazardous material control measures, induction and training, air monitoring and health surveillance requirements etc.

The risk assessment process used herein considers the following interrelated factors (depending on the material surveyed):

- Material Type (eg is the material asbestos, lead or PCBs, is the asbestos classified as bonded or friable).
- Location (eg is the material located in a populated area or near sensitive receptors).
- Extent (eg is their sufficient quantity of the material to result in a significant exposure).
- Condition (eg is the item/material intact or damaged, what is the nature/extent of damage).
- Potential for disturbance (ie how likely is the item/material to be disturbed given the information above, use of the site etc).



ITEM 4 (continued)

3.4 Summary of Hazardous Materials

Material Type and Location	Material Status	Sample/Test No	Photo No	Approx. Extent	Condition	Bonded/Friable	Potential for Disturbance	Relative Risk of Exposure
Building Exterior								
FCS internal walls to electrical unit, eastern side, Upper Level	Contains asbestos	10-7088/30-137/1	1	< 1-2 m ²	Damaged in places, generally intact	Bonded	Low	Low
FCS debris on ground surfaces at rear, Lower Level	Presumed to contain asbestos	-	6 and 7	10-20 pieces	Damaged	Bonded	Low	Low
Building Interior								
FCS pink laminate on bench top in Kitchen, Upper Level	Contains asbestos	10-7088/30-137/3	2	< 1 m ²	Intact	Bonded	Low	Low
FCS pink laminate on lower half of walls in Kitchen, Upper Level	Contains asbestos	10-7088/30-137/4	-	5-10 m ²	Intact	Bonded	Low	Low
FCS ceiling in Ladies/Gentlemen Toilet, Upper Level	Contains asbestos	10-7088/30-137/6	4	4 m ²	Intact	Bonded	Low	Low
FCS ceiling in unlabelled Toilet, Upper Level	Presumed to contain asbestos	Similar to 10-7088/30-137/6	-	4 m ²	Intact	Bonded	Low	Low

Refer to related notes on **Page 10**



ITEM 4 (continued)

Material Type and Location	Material Status	Sample/Test No	Photo No	Approx. Extent	Condition	Bonded/Friable	Potential for Disturbance	Relative Risk of Exposure
Building Interior Continued								
Older style fluorescent light fittings, ceiling in Ladies/Gentlemen Toilet, Upper Level	Presumed to house capacitors that contain PCBs	-	-	2	No leakage identified	N/A	Low	Low
Older style fluorescent light fittings, ceiling in unlabelled Toilet, Upper Level	Presumed to house capacitors that contain PCBs	-	-	2	No leakage identified	N/A	Low	Low
FCS walls behind timber wall panelling, Ladies/Gentlemen Toilet, Upper Level	Contains asbestos	10-7088/30-137/7	3 and 5	Unknown (concealed)	Intact	Bonded	Low	Low
FCS walls behind timber wall panelling, Unlabelled Toilet, Upper Level	Presumed to contain asbestos	Similar to 10-7088/30-137/7	3 and 5	Unknown (concealed)	Intact	Bonded	Low	Low

Refer to related notes on **Page 10**

**Notes:**

- FCS = Fibre Cement Sheeting; PCBs = Polychlorinated Biphenyls; BEBB Black Electrical Backing Board; N/A = Not Applicable.
- This Summary of Hazardous Materials should be read in conjunction with all sections of this report.
- Sample analysis/test results are detailed in **Section 5** of this report.
- All other similar occurrences of the asbestos containing materials identified in the summary table above should be presumed to contain asbestos, and treated accordingly, unless sampling and analysis confirms otherwise.
- Some of the fluorescent light fittings sighted are of an older style which may house capacitors that contain Polychlorinated Biphenyls (PCBs), unless a more detailed inspection and/or sample analysis confirms otherwise. A more detailed inspection and/or sample analysis requires a qualified electrician to isolate and de-energise the lights.
- No access was available to the following locked areas:
 - Lower Level;
 - Locked cupboard between two Toilets; and
 - 2 locked rooms at entrance.
- Any action taken to control the identified hazardous materials subsequent to this report is to be recorded in the Hazardous Materials Control Log attached in **Appendix A**.
- Refer to the General Information attached in **Appendix C**.

4 COMMENTS/RECOMMENDATIONS

4.1 Asbestos

There are detailed site/work-specific requirements and precautions that must be taken in the management, control and removal of asbestos containing materials (ACM). The following are some general recommendations and precautions that should be considered. Detailed documents, which may include Management Plans, Technical Scope of Works, Safe Work Method Statements and Risk Assessments, should be prepared to appropriately address health and safety issues associated with specific work and site conditions.

- This document should be held as an Asbestos Register of the areas inspected and updated every 12 months or earlier where ACM has been disturbed or a risk assessment indicates the need for re-assessment. All occupiers of the workplace are to be provided with a copy of this register and all updates to it.
- In order to comply with Chapter 4 Clause 44 of the *NSW Occupational Health and Safety Regulation 2001*, any action taken to control asbestos and ACM in the place of work, or in plant at the place of work, is to be recorded in this register. These details are to be recorded in the Hazardous Materials Control Log attached in **Appendix A**.
- As a precautionary measure, all materials, which may or are likely to contain asbestos should be presumed to contain asbestos and treated appropriately unless sampling and analysis confirms otherwise.
- Access to the area containing FCS debris should be restricted. All broken FCS debris should be removed as soon as possible.



- All bonded ACM in intact condition may remain in place provided they are not drilled, ground or otherwise disturbed. If generated, broken pieces are to be removed as soon as practicable. As a part of good ongoing management we recommend regular inspections of asbestos materials left in-situ to check the condition of these materials.
- If asbestos materials become significantly damaged, weathered and/or produce visible dust or significant debris, then health and safety management works are likely to be required. A suitably qualified and experienced consultant such as Heggies can advise and assist in carrying out such works.
- Any areas of a workplace that contain ACM including plant, equipment and components should be signposted with appropriate warning signs to ensure that asbestos is not unknowingly disturbed without the correct precautions being taken. These signs should be placed at all of the main entrances to the work areas where asbestos is present and should conform with Australian Standard 1319-1994 *Safety Signs for the Occupational Environment*.
- Prior to renovation or demolition any equipment that may be excluded under the limitations of this survey (eg air conditioning, air handling, heating, mechanical, electrical or other equipment) should be inspected and assessed for asbestos by a suitably qualified and experienced consultant such as Heggies. Such assessment may require other qualified personnel, eg an electrician or Heating Ventilation & Air Conditioning (HVAC) specialist to provide adequate/safe access.
- All asbestos-containing materials are to be removed prior to refurbishment or demolition.
- A Technical Scope of Works (Work Plan) for asbestos removal should be prepared by a suitably qualified and experienced consultant, such as Heggies, detailing the procedures and precautions for asbestos works/removal.
- All removal and/or decontamination should be undertaken by a licensed, experienced Asbestos Removal Contractor working in accordance with the above-mentioned Technical Scope of Works. Removal of friable asbestos must be completed by a friable (AS-1) licensed Asbestos Removal Contractor.
- From 1 January 2008, a WorkCover Asbestos Licence is required to remove 10 square metres or more of bonded asbestos (about the size of a bathroom) and there must be WorkCover notification. Removal of friable asbestos must be completed only by a friable (AS-1) licensed Asbestos Removal Contractor.
- Each contractor must have approved "Safe Work Method Statements" and "Risk Assessments" prior to commencement of work.
- According to the *Code of Practice for the Safe Removal of Asbestos 2nd Edition*, [NOHSC:2002 (2005)] (p31) "Air monitoring should be performed whenever ACM (asbestos containing materials) are being removed, to ensure the control measures are effective".
- Once removal is complete the area should be inspected by a suitably qualified and experienced consultant, such as Heggies, and a clearance certificate issued.
- The consultant conducting the air monitoring and clearance inspection should report directly to the client/principal contractor and be independent of the Asbestos Removal Contractor.
- Refer to the General Information attached in **Appendix C** of this report.

4.2 Lead

4.2.1 Lead in Paint

Within the scope and limitations of the investigation undertaken, no paints containing greater than 1% lead were identified during the survey.

ITEM 4 (continued)**ATTACHMENT 3**

Paints of 1% or more lead content are generally considered to be lead containing, however the dry sanding of paints with even 0.25% lead can result in the release of unacceptable levels of lead containing dust.

Procedures and precautions detailed in Australian Standard AS 4361.2 1998 *Guide to lead paint management Part 2: Residential and Commercial Buildings*, National Standard for the Control of Inorganic Lead at Work [NOHSC: 1012 (1994)] and the *National Code of Practice for the Control and Safe Use of Inorganic Lead at Work* [NOHSC: 2015 (1994)] should be followed in the treatment and management of paint containing lead.

Refer to the General Information in **Appendix C** of this report.

4.3 PCBs

PCBs are presumed to be present in capacitors in older fluorescent light fittings unless a more detailed inspection and/or sample analysis indicates otherwise. Sampling or a more detailed inspection would require the presence of a qualified electrician to electrically isolate and de-energise the light fittings.

Older fluorescent light fittings which are presumed to contain Polychlorinated Biphenyls (PCBs) were identified during the survey.

PCBs are a scheduled waste with strict guidelines regarding transport and handling. PCB work is to be conducted in accordance with the *Environmental Protection & Heritage Council's Polychlorinated Biphenyls Management Plan, Revised Edition April 2003*. This includes:

- Prior to demolition when the power is disconnected, inspect the light fittings.
- Metal PCB containing capacitors are to be removed, placed in plastic lined 200 litre drums and disposed of as PCB Scheduled Waste. Any light fitting that shows signs of oil staining from capacitors is to be disposed of as PCB contaminated.
- Protective clothing including eye protection, PCB resistant gloves and overalls are to be worn.
- Contaminated gloves and disposable coveralls are to be disposed of as PCB contaminated waste.
- Contractors licensed to transport and handle PCBs must be used for transport and disposal. PCB are a scheduled waste with strict guidelines regarding transport and handling.

Refer to General Information in **Appendix C** of this report



ITEM 4 (continued)

5 SAMPLE ANALYSIS/TEST RESULTS

5.1 Sample Analysis Results

Sample Number	Sample Type	Sample Location	Analysis Result
10-7088/30-137/1	FCS	Interior walls to electrical unit, eastern side, Upper Level, Building Exterior	Chrysotile, amosite and crocidolite asbestos detected
10-7088/30-137/2	FCS	Wall cladding to eastern side, Upper Level, Building Exterior	No asbestos detected
10-7088/30-137/3	FCS pink patterned laminate	To bench top in Kitchen, Upper Level, Building Interior	Chrysotile and amosite asbestos detected
10-7088/30-137/4	FCS pink patterned laminate	Lower half of walls in Kitchen, Upper Level, Building Interior	Chrysotile and amosite asbestos detected
10-7088/30-137/5	Cream linoleum	On floor of Ladies/Gentlemen Toilet, Upper Level, Building Interior	No asbestos detected
10-7088/30-137/6	FCS	Ceiling in Ladies/Gentlemen Toilet, Upper Level, Building Interior	Chrysotile asbestos detected
10-7088/30-137/7	FCS	Walls behind timber wall panelling, Ladies/Gentlemen Toilet, Upper Level, Building Interior	Chrysotile asbestos detected

Notes:

FCS = Fibre Cement Sheeting

5.2 Lead Paint Spot Test Results

Test Number	Test Location	Test Result
1	Cream paint on walls, Upper Level, Building Exterior	Negative (< 1% Lead)
2	Green paint on gutters and window frames, Upper Level, Building Exterior	Negative (< 1% Lead)
3	Cream paint on walls, Upper Level, Building Interior	Negative (< 1% Lead)
4	Grey paint on door throughout, Upper Level, Building Interior	Negative (< 1% Lead)
5	Grey paint on door frames throughout, Upper Level, Building Interior	Negative (< 1% Lead)
6	White paint on ceilings in Toilets, Upper Level, Building Interior	Negative (< 1% Lead)
7	White paint on window frames, Lower Level, Building Exterior	Negative (< 1% Lead)



6 NSW AND NATIONAL LEGISLATION, GUIDELINES, REGULATIONS

The NSW Occupational Health and Safety Act 2000

The act lays down general requirements which must be met at work places in NSW. Some important elements are:

- Responsibility on employers (and others) to ensure health, safety and welfare of their employees.
- Persons in control of workplaces that are used by non-employees to ensure health and safety.
- Responsibility of employers to consult with employees on OH&S matters and establish OH&S Committees or have alternative arrangements in place.

The NSW Occupational Health and Safety Regulation 2001 and WorkCover Code of Practice “Control of Workplace Hazardous Substances” 2006.

Provide specific instruction on a range of hazards. General obligations include:

- Assessment and control - asbestos registers required for places of work, assessment of the hazard by a competent person, airborne concentrations not to exceed exposure standards, control measures, monitoring, and health surveillance.
- Provision of information - consultation, training, labelling etc.
- Miscellaneous - licensing/permits for works and relevant authorities.

The NSW Occupational Health and Safety Regulation 2001, the National Occupational Health & Safety Commission (NOHSC) Asbestos: Code of Practice for the Safe Removal of Asbestos 2nd Edition [NOHSC:2002(2005)], the Code of Practice for Management and Control of Asbestos in Workplaces [NOHSC:2018(2005)] and the Guidance Note on the Membrane Filter Method for Estimating Airborne Asbestos Fibres 2nd Edition [NOHSC:3003(2005)].

Set out requirements for asbestos registers, information sharing, procedures for asbestos materials and substances management and control, asbestos removal and disposal, air monitoring and supervision. These documents set the industry standard for asbestos management, control and safe removal methods for asbestos materials.

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PHOTOGRAPHS



Photograph 1

FCS internal walls to Electrical Unit, eastern side of Upper Level, Building Exterior (contains asbestos).



Photograph 2

FCS laminate to bench top in Kitchen, Upper Level, Building Interior (contains asbestos).



Photograph 3

FCS wall behind timber wall panelling, Bathrooms, Upper Level, Building Interior (contains asbestos).

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PHOTOGRAPHS



Photograph 4

FCS ceiling in Bathroom, Upper Level, Building Interior (contains asbestos).



Photograph 5

Damaged FCS wall behind timber wall panelling in Bathroom, Upper Level, Building Interior



Photograph 6

FCS debris on ground surfaces at rear, Lower Level, Building Exterior (presumed to contain asbestos).

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PHOTOGRAPHS



Photograph 7

FCS debris on ground surfaces at rear, Lower Level, Building Exterior (presumed to contain asbestos).

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GENERAL INFORMATION

ASBESTOS - GENERAL INFORMATION**1 Asbestos: Description, Properties and Uses**

Asbestos is the generic term given to a group of naturally occurring fibrous minerals, based on hydrated silicates, which are found in various rock formations. Differing ratios of oxygen, hydrogen, sodium, iron, magnesium and calcium elements account for several different types of asbestos minerals, the most common varieties being Amosite (brown asbestos), Chrysotile (white asbestos), Crocidolite (blue asbestos), Anthophyllite, Actinolite and Tremolite.

The immense popularity of asbestos as a building material is attributed to its near unique properties of fire resistance, high abrasion resistance and superb acoustical characteristics coupled with its relatively low cost. Prior to 1973, asbestos was the material of choice for fire proofing, thermal insulation, sound insulation and abrasion resistance. It was used as a spray-on insulation of ceilings and steel girders; as a thermal insulation of boilers, pipes, ducts, air conditioning units, etc; as an abrasion resistant filler in floor tiles, vinyl sheet floor coverings, roofing and siding shingles; as a flexible, though resistant joining compound and filler of textured paints and gaskets; as the bulking material with the best wear characteristics for automobile brake shoes and in countless domestic appliances such as toasters, grills, dishwashers, refrigerators, ovens, clothes dryers, electric blankets, hair dryers, etc.

2 Asbestos: Health Effects

Many asbestos bearing materials or products are of no significant health risk whatsoever when used in the normal course of events. A health risk exists when asbestos fibres are released into the air and when that air is inhaled into the lungs. Even then, it appears that most people exposed to relatively small amounts of asbestos do not develop any related health problems. There is however no "safe" level of asbestos exposure since the risk is dependent on numerous factors including the attributes of the particular individual, time since exposure, exposure duration and concentration, asbestos type and environmental factors such as exposure to cigarette smoke and other airborne pollutants.

There are three main diseases associated with airborne asbestos fibres:

Asbestosis - A fibrosis (or scarring) of the lung associated with relatively massive exposure to asbestos.

Lung Cancer - Indistinguishable from that caused by smoking and a common cause of death. The risk of lung cancer is much higher when there is exposure to both cigarette smoking and to airborne asbestos.

Mesothelioma - A cancer of the chest and abdominal lining, it is specific to asbestos exposure.

A feature of these diseases is that symptoms take a long time to appear, generally 5 to 40 years. Once symptoms are evident the disease progresses rapidly.

There is some evidence that Chrysotile asbestos is less carcinogenic than Amosite, and that Amosite is less carcinogenic than Crocidolite in causing mesothelioma, but the evidence is less clear for lung cancer.

3 Measurement of Airborne Asbestos Fibres

The *NSW Occupational Health and Safety Regulation 2001* and National Occupational Health and Safety Commission (NOHSC) Asbestos Codes of Practice & Guidance Note set the maximum allowable time weighted average for all forms of asbestos at 0.1 fibre/mL of air.

Air monitoring is used to determine airborne fibre levels. Heggies is NATA certified for Asbestos Fibre Counting and Volume Measurement to carry out such monitoring.

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The NOHSC *Code of Practice for the Safe Removal of Asbestos 2nd Edition* [NOHSC:2002(2005)] states that “Air monitoring should be performed whenever ACM (asbestos containing materials) are being removed, to ensure the control measures are effective”.

The onus to provide a safe environment rests with persons responsible for the premises (ie the controller(s) of the site). To meet these obligations it is recommended that Heggies be engaged by the site controller, or their representative, and not an asbestos removal contractor as there could be a conflict of interest in the latter arrangement.

4 Asbestos Survey

Asbestos surveys are undertaken to identify any asbestos materials/hazards and assess the risk associated with the material/hazard.

Surveys are conducted through visual inspection by experienced personnel. During the inspection material samples are taken as appropriate for analysis.

Limitations

Due to the nature of the task all asbestos surveys are limited. Since asbestos can occur in so many forms and in so many locations, and as there is no instrument to detect asbestos, it is never possible to guarantee all asbestos has been identified. Access is usually restricted, and there may be asbestos hidden behind walls or other structures. Building plans are of great assistance to consultants undertaking surveys.

5 Asbestos Register

An asbestos register is a record of all asbestos containing products identified in a building and their condition. Under the NOHSC Codes of Practice and *NSW Occupational Health and Safety Regulation 2001* (Chapter 4, Clause 44) any place of work must have an Asbestos Register. A Heggies Asbestos Survey Report constitutes an asbestos register.

Registers must be maintained and changes in the condition or extent of any asbestos present should be recorded. Registers also have a “use-by” date since the condition of asbestos materials, legislation, guidelines and standards change.

6 Management Plan

An asbestos management plan is required where asbestos materials have been identified and are to remain on site. The plan would normally be a component in the overall Hazard Management Plan for the site.

Control Options

Asbestos judged to constitute a health risk should be enclosed, encapsulated, or removed by an approved asbestos contractor.

Enclosure

This involves the installation of a permanent, solid, non-porous, impervious barrier between the asbestos material and the surrounding environment. Examples include building boxes around steam pipes, etc. A suspended ceiling is not permanent and since occasional access is necessary above a suspended ceiling, enclosure is negated. Furthermore, many suspended ceilings act as return air plenums so enclosure is impossible.

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Encapsulation

Encapsulation involves coating the material with a sealant. Good sealants penetrate through the asbestos material to the substrate. The encapsulating sealant then hardens and binds all the asbestos fibres into a solid matrix. This is usually a short to medium term option.

Removal

Removal is not without hazards to the occupants of the building. If not strictly controlled, the removal process can result in increased fibre counts in other areas. Technical competence, experience and integrity are of prime importance in evaluating asbestos removal plans.

We advise clients to work within the usual practised time frames of the experienced asbestos removal companies under strict supervision by a qualified person. Pressing for quicker turnaround times may result in low quality workmanship and unnecessary asbestos risk. Building owners may be in part responsible for risks created by the removal Contractor due to carelessness or negligence.

An independent consultant such as Heggies, experienced in the supervision of asbestos removal, should be retained to act on the client's behalf.

7 Clearance Inspection

Clearance air monitoring, a visual clearance inspection and report should be completed by a suitably qualified and experienced consultant, such as Heggies, at the completion of asbestos removal works.

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ASBESTOS CEMENT SHEETING

A large number of building products used in the building and construction industry have been made with asbestos and cement. Products include:

- Flat or corrugated, compressed sheeting.
- Pipes for water, drainage, flues.
- Roof shingles.
- Building boards eg. Villaboard, Hardiflex, Wundaboard, Flexiboard.
- Cable trays for electrical wiring.
- Numerous preformed items such as cisterns, protective housings, etc.

Provided these products are maintained in good order, they present no health risk, however, precautions must be observed during demolition, refurbishment etc.

Licensing Requirements

Asbestos-containing products are classified as **bonded or friable**. **Asbestos cement (AC)** is classified as **bonded asbestos** however once it is significantly broken, crushed or otherwise damaged WorkCover may consider it to be **friable** asbestos. The rules governing friable asbestos are far more stringent.

From 1 January 2008 a WorkCover asbestos licence is required to remove 10 square metres or more of bonded asbestos (about the size of a bathroom) and there must be WorkCover notification.

Anyone wishing to carry out friable asbestos removal must obtain a friable asbestos removal licence from WorkCover. A friable asbestos removal permit must be obtained for all friable asbestos jobs.

Removal Procedures

The following procedures are recommended for demolition work involving bonded asbestos cement flat or corrugated sheet, in order to reduce any possible health risk to workers and to building occupants where applicable, from the asbestos in the asbestos cement sheet.

All asbestos removal and/or decontamination should be undertaken by a competent person working in accordance with the requirements specified in the NOHSC Asbestos Codes of Practice, WorkCover guidelines and the *NSW Occupational Health and Safety Regulation 2001*. A licensed, experienced asbestos removal contractor is required to remove friable asbestos and >10m² of bonded asbestos.

1. Prior to commencement of asbestos removal works, suitable warning signs must be erected. All windows and doors in the occupied areas of these buildings should be closed.
2. All asbestos removal operatives to wear half-face particulate filter (cartridge) respirators and approved disposable coveralls.
3. The bolts fixing the asbestos cement sheets to the main frame must be cut out and removed. Abrasive cutting or sanding discs shall not be used on asbestos cement products. Only approved power tools may be used.
4. The asbestos cement sheets should be wetted or PVA coated (polyvinyl acetate). **High water pressures should not be used.**
5. All asbestos cement sheets should be removed with minimal breakage and be **lowered** to ground level, not dropped.
6. All asbestos cement dust and residues should be cleaned from the site and from the roof space where applicable, using an approved vacuum cleaner.

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GENERAL INFORMATION

7. All asbestos containing waste must be removed from the site as soon as possible. The bins should be plastic lined, covered and taped secure prior to removal.
8. The asbestos waste shall be disposed of in accordance with the existing regulations.
9. Prior to engagement in the work, all asbestos operatives must be trained in safe working practices. These training aspects include:
 - Health hazards of asbestos.
 - Safe working procedures.
 - Wearing and maintenance of protective clothing and equipment.

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ASBESTOS REFERENCES

- NSW Occupational Health and Safety Act 2000
- NSW Occupational Health and Safety Regulation 2001
- Code of Practice for the Safe Removal of Asbestos 2nd Edition
- [National Occupational Health and Safety Commission: 2002 (2005)]
- Code of Practice for the Management and Control of Asbestos in Workplaces
- [National Occupational Health and Safety Commission: 2018 (2005)]
- Guidance Note on the Membrane Filter Method for Estimating Airborne Asbestos Fibres 2nd Edition [National Occupational Health and Safety Commission: 3003 (2005)]
- AS/NZS 1716-2003 - Respiratory Protective Devices
- AS/NZS 1715-1994 - Selection, Use and Maintenance of Respiratory Protective Devices
- National Code of Practice for the Control of Workplace Hazardous Substances [National Occupational Health and Safety Commission: 2007 (1994)]
- AS 2601-2001 - The Demolition of Structures
- Protection of the Environment Operations Act 1997
- Waste Avoidance and Resource Recovery Act 2001
- The special conditions applicable to the Transport of Asbestos Waste (Categories 1 and 2) as laid down by the Waste Recycling and Processing Service
- Current WorkCover Asbestos Removal Contractor's Licence and current regulations
- Any other relevant Standards or Codes published by the responsible Authorities or the Standards Association of Australia

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GENERAL INFORMATION**LEAD - GENERAL INFORMATION**

Lead contamination comes from numerous different sources. Common sources include lead-containing paint, putties, leaded petrol and lead flashing.

Lead is absorbed by ingestion, inhalation and directly through the skin. The finer the particle size the more readily it is absorbed. As a result, some lead compounds are more readily absorbed than others. High lead exposure can cause death, however far lower exposures can also cause a number of adverse consequences, including a reduction in IQ, particularly in children.

Lead containing materials should be managed in accordance with the NSW Occupational Health and Safety Regulation 2001, the National Standard for the Control of Inorganic Lead at Work [NOHSC:1012(1994)], the National Code of Practice for the Control and Safe Use of Inorganic Lead at Work [NOHSC:2015(1994)] and other relevant standards and guidelines as outlined below.

Acceptable Levels

There are numerous standards but application to particular situations is not always clear.

Paint

In 1969 the National Health and Medical Research Council (NH&MRC) introduced the Uniform Paint Standard which banned the use of white lead for domestic buildings and placed a limit on other forms of lead (usually in the form of dryers) in such paints of 1% (by weight on the dry weight). In March 1992 this limit was lowered to 0.25% and has more recently been reduced even further in domestic paints as outlined in Appendix I (the letter not the number) of *Standard for the Uniform Scheduling of Drugs and Poisons No 20, 2005* published by Australian Therapeutic Goods Administration under the Therapeutic Goods Act 1989. It is therefore common to find up to 1% lead in paint especially in glossy paints. There is no limit on the lead content of old paint finishes.

Moderate lead levels (less than 4%) are generally not considered an immediate health risk if the paint is in good condition and not likely to be damaged or accessible to children who might chew the paint etc. Removal of such paint however poses a health risk if it is not adequately controlled.

Paints of 1% or more lead content are generally considered to be lead containing, however the dry sanding of paints with even 0.25% lead can result in the release of unacceptable levels of lead containing dust.

Australian Standards AS 4361.1-1995 *Guide to lead paint management Part 1: Industrial Applications* and AS 4361.2-1998 *Guide to lead paint management Part 2: Residential and Commercial Buildings* provide guidance for the management of lead paint, information on lead paint testing and selection of an appropriate management strategy.

There is a duty of care to ensure that workers and building occupants are not exposed to excessive lead levels. Young children are particularly at risk.

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GENERAL INFORMATION**Dust**

Lead in dust is of particular concern because it is easily disturbed and frequently in the form of very fine particles which are more readily absorbed by the human body.

The NH&MRC (National Health & Medical Research Council) has not set guidance concentration levels for lead in dust. Australian Standard AS 4361.2-1998 *Guide to lead paint management Part 2: Residential and Commercial Buildings*, does not offer any general guidance on lead levels in dust but it does provide acceptable surface-dust lead concentrations after lead paint management activities. The acceptance levels for surface dust are:

- Interior floors 1 mg/m² (as lead)
- Interior window sills 5 mg/m² (as lead)
- Exterior surfaces 8 mg/m² (as lead)

The National Environment Protection (Assessment of Site Contamination) Measure (NEPM) 1999 *Guideline on the Investigation Levels for Soil and Groundwater* sets a limit of 300 ppm lead in soils for "standard" residential land-use. This limit is based on both Human Health and Environmental considerations.

Air

The NOHSC (National Occupational Health & Safety Commission) maximum allowable TWA (Time Weighted Average) concentration for airborne lead (inorganic dusts and fumes) is 0.15 mg/m³, however some lead compounds have lower levels. The ACGIH (American Conference of Governmental Industrial Hygienists) have adopted a Threshold Limit Value (Time Weighted Average) of 0.05 mg/m³ for lead and inorganic lead compounds as lead.

Metallic Lead

Metallic lead or solder containing lead should not be ground, scraped, sanded, melted or otherwise disturbed to produce lead dust or vapours without undertaking appropriate procedures and precautions. Procedures and precautions may include the use of appropriate personal protective equipment (PPE) and control measures to ensure that personnel are not exposed to lead and there is no contamination of surrounding areas.

Control Measures

When high lead levels are encountered control measures should be put in place which are appropriate to the particular situation, in many cases this may consist of a few simple low cost precautions, in some cases removal by experienced contractors working to detailed procedures with air monitoring and independent supervision is required.

The disposal of lead contaminated material should be in accordance with the Department of Environment and Conservation (DEC - formerly known as the NSW EPA) regulations.

Heggies can provide expert advice, air monitoring, sampling and project management on lead related issues.

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GENERAL INFORMATION

PCBs (POLYCHLORINATED BIPHENYLS)**1 Description, Properties and Uses**

PCBs is an abbreviation for Polychlorinated Biphenyls, a group of synthetic chlorinated organic compounds commonly used as non-flammable oils in electrical equipment.

PCBs were commonly used as insulators in electrical capacitors and transformers but were also used in a wide range of other products that took advantage of their stability. Normally the PCBs are held in a metal container carrying no label signifying PCB content.

Small PCB filled capacitors were fitted to electric motors, welders, and fluorescent lights. Typically they are small metal containers holding about 50 millilitres of PCB. Large oil cooled transformers may contain many litres of PCBs.

2 Health Hazard of PCBs

PCBs are suspected human carcinogens and are a serious health problem due to their persistence in the environment, their potential for chronic or delayed toxicity and their accumulation in human and animal tissues. They can enter the body in three ways; by absorption through the skin, by inhalation of the vapour of heated PCBs (not a problem at room temperature), and by swallowing contaminated food or drink. Once PCBs are in the body they tend to lodge in the body fat and stay there for a considerable time.

Exposure to PCBs can cause a range of health problems whose effects increase with the duration of exposure and concentration levels.

PCBs are proven animal carcinogens and suspected human carcinogens. The results of exposure may include liver damage, respiratory disorders, chloracne (a severe skin rash), eczema and skin discolouration. PCBs have also been associated with thyroid gland disorders, muscle and joint pain, headaches, nausea, loss of appetite, abdominal pain, and are potentially related to reproductive problems in humans. Pregnant women should avoid PCB polluted areas.

PCB liquid and vapour is moderately irritating to the eyes.

3 Collection, Transport and Disposal

PCBs must be handled with care. They are very penetrating and will pass through some types of plastic gloves. When collecting PCBs appropriate personal protective equipment (PPE) must be worn.

PCBs are presumed to be present in fluorescent light fittings unless inspection indicates otherwise. Removal requires the following:

- Prior to demolition when the power is disconnected inspect the light fittings.
- Metal PCB containing capacitors are to be removed, placed in plastic lined 200 Litre drums, sealed and disposed of as PCB Scheduled Waste. Any light fittings that show signs of oil staining from capacitors are to be disposed of as PCB contaminated waste.
- Protective clothing including PCB resistant gloves to be worn.
- Contaminated gloves and disposable coveralls to be disposed of as PCB contaminated waste.
- PCBs are covered by a Chemical Control Order under the *Environmentally Hazardous Chemicals Act 1985*. The labelling, storage, transport and disposal of PCBs is highly regulated, and professional advice should be sought on how to deal with these materials.
- Contractors licensed to transport and handle PCBs must be used for transport and disposal.

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4 Register and Management Plan

The Environment Protection & Heritage Council's *Polychlorinated Biphenyls Management Plan, Revised Edition April 2003* requires that a risk-based strategy for equipment containing PCBs be adopted. The elements of this strategy are surveying, testing and removal of identified high risk equipment. **There is a timetable by which surveys are to be completed.**

Property owners and managers should have a PCB register. This could form part of their Hazardous Materials Register for the site. Where PCBs are identified a PCB Hazard Management Plan should be in place. This could be a part of the Hazardous Materials Management Plan for the site.

5 COMMUNITY GRANTS PROGRAM - ALLOCATION OF FUNDING ROUND TWO, 2018

Report prepared by: Senior Coordinator - Community Services
File No.: CCS/09/9/2 - BP18/935

REPORT SUMMARY

Council's Community Grants Program is a strategic tool aimed at building community capacity and supporting innovation to address community need in line with Council's vision.

The Community Grants Program, Round Two, 2018, was the first time a second grant round has been offered in the same calendar year, as per the updated Community Grants Policy (**ATTACHMENT 1**) and Guidelines 2018 (**ATTACHMENT 2**). The grant round incorporates the new categories of Events and Social Inclusion and brings the Historical funding of the Community Aid Services under the Community Grants Program.

The Community Grants Program in Round Two, 2018, consists of seven categories:-

- Capacity Building (contains two sub-categories):
 - Emerging/ Small Groups- funding up to \$3500 per applicant
 - General- funding up to \$3500 per applicant
- Community Projects- funding up to \$5000 per applicant
- Events- funding up to \$7,500 per applicant
- Seniors- funding up to \$2000 per applicant
- Social Inclusion- funding up to \$5000 per applicant.
- Social Support- This category incorporates organisations that previously received Community Aid funding from Council into the Community Grants.
- Sport and Recreation- funding up to \$3500 per applicant

A total budget of \$623,344 is available for Community Grants in the 2018/19 financial year. This includes the annual budget of \$364,500 for Community Grants plus the Community Grants Reserve amount of \$258,844.

In total 50 applications were received in this round amounting to \$271,741.50 in funding requests.

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All applications for Council's Community Grants Program are completed in the SmartyGrants online grant management system. The SmartyGrants system automatically captures information entered by each applicant and links this with the recommendations made by the assessment panel.

All applications are assessed by a minimum of two Council officers. An assessment panel of Council officers then meets to decide the recommendations for this grant round. The Council officers are from Community Services, Events and Communications, Parks and Waste Teams.

44 applications were recommended for funding totaling \$216,647.50 (see recommendations).

Six applications were not recommended for funding due to the following reasons:-

- 3 applications were withdrawn:
 - Greater Sydney Cultural and Business Association - submitted two applications under this round and have opted to withdraw one application and apply again in the next round.
 - North Ryde Community Aid and Information Centre Incorporated - submitted two applications in this round and have opted to withdraw one application and apply again in the next round.
 - StreetWork Australia - submitted two applications under this round and have opted to withdraw one application and apply again in the next round.

- 3 applications were not recommended:
 - YMCA Pickleball - this grant specifically requested equipment which is ineligible under the Community Grant Guidelines. Council officers will contact the group to discuss the grant eligibility criteria for future grant applications.
 - YMCA Ryde - this application was for sporting equipment for existing programs. This is ineligible under the Community Grant Guidelines. Council officers will contact the group to discuss grant eligibility criteria for future grant applications.

ITEM 5 (continued)

- Macquarie Combined Sports Club Inc. - this application was for sporting equipment for existing programs. This is ineligible under the Community Grant Guidelines. Council officers will contact the group to discuss grant eligibility criteria for future grant applications.

In addition, two applications in this round have been approved by Council at the August meeting due to the timing of the events:

- Ryde Community Forum - Eastwood Mid-Autumn Moon Festival
- Global Women's Network - Diwali Fusion

A total of \$12,500 was approved for these two events.

RECOMMENDATION:

- (a) That Council endorse the allocation of the Round Two, 2018, Capacity Building Grant as follows:

Organisation	Project	Amount
Multicultural Grandparents Carer Support Group	Establish a support group to address the growing needs of culturally diverse and isolated grandparents	\$3,500
Punjabi Sahitik Forum Sydney	Punjabi Literary Fest 2018– to promote the activities of the association to the broader community	\$2,400
Participate Australia Ltd.	Develop accessible information for enhancing services in Ryde Area Supported Accommodation for Intellectually Disabled (RASAID)	\$3,500
The Generous and The Grateful Inc.	Development of stock control systems and governance training for directors	\$3,500
Stryder Inc.	Safe driver training for community transport staff and volunteers	\$3,500
	Total	\$16,400

- (b) That Council endorse the allocation of the Round Two, 2018, Community Projects category as follows:

Organisation	Project	Amount
Sir Roden and Lady Cutler Foundation Inc.	Pick Me Up- assists people in urgent need of medical and health transport	\$5,000

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100% hOPE Inc.	Harmony Day Concert: A cross – cultural celebration of music and art. Involves local school students.	\$5,000
The Northern Centre	12 week program to support Chinese speaking grandparents.	\$5,000
Know and Grow Your Community- Phase 1	A project to identify the local needs and aspirations of North Ryde residents with the view to develop future actions.	\$3,000
Project Kin	To provide resources for disadvantaged women and children	\$5,000
Marsfield Playgroup	To host information incursions and to upgrade resources for playgroup activities	\$2,000
Educar Foundation Ltd	Max Potential Community Coaching program for young adults	\$4,829
NSW Service for the Treatment and Rehabilitation of Torture and Trauma Survivors (STARTTS)	Youth camp for newly arrived refugee young people of Armenian background	\$5,000
The Shepherd Centre for Deaf Children	Empower to Learn – an education program supporting parents of deaf children in Ryde area	\$5,000
Korean Cockatoos	Training and resourcing of activities for a support group of Korean speaking parents/ carers of children with autism or disability	\$4,000
Soccajoey's Next Step Foundation	Tailored soccer classes for school aged children with a disability	\$1,700
Shakti Migrant & Refugee Women's Support Group NSW	ReachOut Program- crisis prevention addressing family violence within migrant and refugee communities	\$2,000
Special Children Services Centre Inc.	Activity programs for children with a disability	\$5,000
Feng Huang Spiritual Cultivation Centre Inc	Community physical activity and exercise program including a series of workshops and resources.	\$4,700
City of Ryde Art Society	Inclusive art programs for the local community + training for website development	\$3,000
Streetwork Australia	PRIDE Empowerment Program- 8 week early intervention program for youth affected by crime and mental health issues.	\$5,000
United Way Australia	Magic of Story Telling Early Learning	\$1,496
	Total	\$66,725

ITEM 5 (continued)

- (c) That Council endorse the allocation of the Round Two, 2018, Events category as follows:

Organisation	Project	Amount
Australian Association of Cancer Care Inc.	ACC Hospice Volunteer Conference for local volunteers	\$2,500
The Rotary Club of Ryde Inc.	Light Up East Ryde- Christmas street market	\$5,000
Rotary Club of Macquarie Park	Rotary Carols on the Common	\$7,500
Ryde Public School Parents and Citizens Association	Ryde Multicultural Festival- Ryde Public School P & C will partner with 250 multicultural performers, community services and international food stalls	\$5,000
Greater Sydney Cultural and Business Association	Chinese Lunar New Year Celebration- West Ryde	\$2,500
Mahboba's Promise Incorporated	Mahboba's Promise Launch- to promote their services and Afghani culture to the local community.	\$1,600
Hamazkaine Armenian Educational and Cultural Society Regional Committee Incorporated	Armenian Film Festival	\$2,000
The Salvation Army (Ryde)	Ryde Community Christmas Meals	\$2,500
	Total	\$28,600

- (d) That Council endorse the allocation of the Round Two, 2018, Seniors category as follows:

Organisation	Project	Amount
Homenetmen Ararat Association Incorporated	Seniors Social Gathering- launch of new program for local seniors	\$2,000
Putney Tennyson Probus Club Inc	Accessible social events for local seniors	\$2,000
Computer Pals for Seniors Inc. (West Ryde)	Promoting the Club to the local community and supporting social activities for seniors attending the club	\$1,600
Probus Club of Gladesville and District Inc.	Seniors travel assistance- assistance to lower the cost of outings for club members and seniors in the local community	\$2,000

ITEM 5 (continued)

Eastwood Senior Citizen's Club Inc.	Seniors Technology Clinic- presentations on emerging technologies and promotion of a program where volunteers answer specific technical queries from seniors	\$1,500
Sydney Go Go Jang-Gu	Korean Australian Senior Citizens Performance Group- to support performances throughout the year	\$2,000
Indonesian Welfare Association	Seniors Stay Connected- establishing a community hub for Indonesian seniors	\$2,000
Christ Living Church (West Ryde Senior Group)	Promoting active social life and increase of physical and emotional well-being for seniors	\$1,650
	Total	\$14,750

- (e) That Council endorse the allocation of the Round Two, 2018, Social Inclusion category as follows:

Organisation	Project	Amount
Ryde Hunters Hill Life Education Centre Inc.	Wheelchair lift for Life Education Van	\$5,000
INTO-ARTS	Automatic entry door to primary access point. Into-arts is a private business that runs art, movement and music therapy activities. They will provide matched funding.	\$2,172.50
	Total	\$7,172.50

- (f) That Council endorse the allocation of the Round Two, 2018, Social Support category (Historical Community Aid Grants) as follows:

Organisation	Project	Amount
North Ryde Community Aid and Information Centre Inc.	Community Connections- includes social activity groups, multi-cultural mothers group, food relief program and NRCA Leisure Learning program.	\$24,000
Christian Community Aid Service Inc.	CCA- Enabling Better Lives- free or low cost services for emerging needs of disadvantaged community members eg. Financial counselling, emergency relief, The Community Store	\$32,000
Sydney Community Services	Wellness and Enablement- Support for seniors and people with a disability to access the services they need and to participate in activities of their choice.	\$24,000
	Total	\$80,000

ITEM 5 (continued)

- (g) That Council endorse the allocation of the Round Two, 2018, Sport and Recreation category as follows:

Organisation	Project	Amount
North Ryde Physical Culture Club Inc.	Hosting an inter-club event which will be promoted to and open to members of the local community	\$3,000
	Total	\$3,000

ATTACHMENTS

- 1 Community Grants Policy - February 2018 FINAL
- 2 Community Grants Guidelines 2018-19- Final

Report Prepared By:

Tania Gamble
Senior Coordinator - Community Services

Report Approved By:

David Ngeru
Acting Manager - Community and Ranger Services

Angela Jones-Blayney
Director - Customer and Community Services

ITEM 5 (continued)

Background

The City of Ryde Community Grants Program provides funding to local groups and organisations, to build their capacity and address community needs that align to the City of Ryde Strategic Objectives.

This current round of Community Grants was the first to incorporate all the categories from the Community Grants Policy 2018 (Appendix 1) and the Community Grants Application Guidelines 2018 (Appendix 2). This included the Capacity Building grants (Emerging/ Small groups and General), Community Project grants, Events grants, Seniors grants, Social Inclusion grants, Social Support grants and Sport and Recreation grants.

The changes to this round have seen the Social Inclusion Grants added as a new category, the Social Support Grants (previously known as the Community Aid Historical Grants) added to the Community Grants and the inclusion of a separate Events grants category.

Discussion

The applications for the Community Grants Program, Round Two, 2018, opened on 9 July 2018 and closed on 10 August 2018.

The Grants were widely advertised by Council including an advertisement in the local newspaper, via social media, via Council's website, and via local interagency meetings.

Three information sessions were held to provide potential applicants with information regarding the grant process. One general session was held at Top Ryde Library in the evening and one general day time session was held at West Ryde Library. A specific evening session was held regarding the Social Inclusion Grants as this is a new category. This was advertised to the local business community via Council's Economic Development Coordinator. Applicants were also encouraged to discuss their individual applications with the Grants Officer. Interpreters were used, where required, for these individual discussions.

All applicants were required to submit their application via SmartyGrants, an online grant management system. Assistance was provided to groups that were unable to access the internet or had difficulty submitting the form online.

ITEM 5 (continued)

All applications were assessed in line with Council's Community Grants Policy 2018 and the Community Grants Application Guidelines 2018. Each grant was reviewed by a minimum of two Council officers from Community Services, Parks, Waste Projects or Events. The Council Officers involved in the process made recommendations as a panel in line with the Policy and Guidelines. The assessment process followed the requirements of an internal audit of the grants process undertaken in 2017. All assessment details have been recorded in SmartyGrants and are linked to the relevant application.

1. Capacity Building Grants

This category intends to support local organisations to achieve community benefit by building the organisation's skills, governance and ability to sustain their activities.

There are two sub-categories:

a. Emerging / Small Groups

The aim of this sub-category is to support small or newly established community groups to assist them to sustain their activities.

Priority is given to groups that:

- Need support to boost their potential and develop their program
- Address emerging issues or needs within the community

b. General Category

The aim of this sub-category is to build the capacity of organisations to provide programs that benefit the community.

Priority is given to projects that support an organisation to:

- Address the current or emerging needs of the community
- Develop sustainable outcomes for the organization

The Capacity Building Grants provide funding of up to \$3,500 per application. There were a total of five applications recommended in this category in the current round totaling \$16,400 in funding.

2. Community Projects Grants

The Community Projects is an open category aimed at supporting eligible, one-off funding projects that meet an identified need in the community.

ITEM 5 (continued)

Priority is given to projects that:

- Have the capacity to develop sustainability
- Demonstrate they are meeting an identified need in the local area.

The Community Project Grants provide funding of up to \$5,000 per application. There were a total of 16 applications recommended in this category in the current grant round totaling \$66,725 in funding requests.

3. Events Grants

The Events grants are open to groups/organisations running events in the local area.

Priority is given to events that:

- Connect people
- Promote cultural diversity and vibrancy
- Are mainly run by volunteers

Council is no longer able to support in-kind costs of running events outside of the grants program. All applications must demonstrate that they have accounted for the costs of waste removal, ground hire, security etc. either in the grant or via alternative funding sources.

The Events grants provide funding of up to \$7,500 (\$2,500 for under 1000 attendees, \$5,000 for 1001-5000 attendees, \$7,500 for over 5000 attendees). There were a total of eight applications recommended in this category totaling \$28,600 in funding. This is in addition to two grants in this round that have already been approved by Council in August (an additional \$12,500). This brings the total allocation to \$41,100.

4. Seniors Grants

The Seniors grants provide funding to support community projects benefitting seniors in the Ryde Local Government Area.

Priority is given to projects that:

- Connect seniors and reduce social isolation
- Enhance the wellbeing of seniors in Ryde
- Are mainly run by volunteers

The Seniors grants provide funding up to \$2,000 per application. A total of seven applications were recommended for funding totaling \$14,750 in funding requests.

ITEM 5 (continued)**5. Social Inclusion Grants**

The Social Inclusion grants are a new category under the Community Grants Policy 2018. These projects must demonstrate how they will improve inclusion for the broader community.

Funding of up to \$5,000 is available for not-for-profit groups or matched funding of up to \$2,500 is available for small businesses with no more than 20 employees.

Two applications were recommended in this round, totaling \$7,172.50 in funding.

6. Social Support Grants

The Social Support grants were previously the historical grants for Community Aid organisations. This is the first round of community grants that has incorporated these grants. Community Aid organisations are now required to apply for the grants via SmartyGrants and to comply with the Community Grants Policy and Guidelines 2018.

The Social Support grants are available as follows: \$32,000 to CCA, \$24,000 to Sydney Community Services and \$24,000 to North Ryde Community Aid. The above amounts have been recommended in this round totaling \$80,000 in funding.

7. Sport and Recreation Grants

This category is open to sporting and recreational organisations in the area. It aims to increase the participation in sport and recreation in the area.

Priority is given to projects that:

- Increase participation
- Are inclusive

The Sports and Recreation grants provide funding of up to \$3,500 per application. One application was recommended in this round totaling \$3,000 in funding.

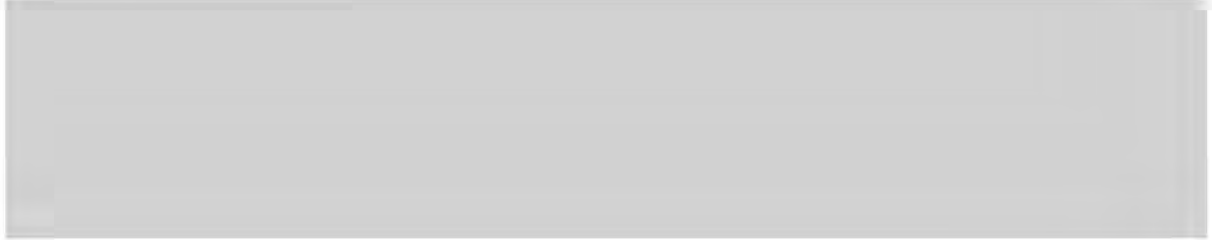
Financial Implications


A total budget of \$623,344 is available for the 2018/19 Community Grants Program with \$80,000 specifically for Social Support grants (Historical Community Aid grants). The recommendation of the panel is that projects totaling \$216,647.50 receive funding. This is in addition to the \$12,500 for two event grants which were approved at the August Council meeting. Therefore the overall total for this Grant Round is \$229,147.50.

Finalisation of the Community Grants Program funding will lead to a surplus of \$394,196.50. This amount will be available for the Community Grants 2019, Round 1.

ITEM 5 (continued)

ATTACHMENT 1



 City of Ryde

Lifestyle and opportunity @ your doorstep



Community Grants Policy

February 2018

ITEM 5 (continued)

ATTACHMENT 1

Community Grants Policy February 2018

Scope

Council's annual Community Grants Program is a strategic tool aimed at capacity building, supporting innovation and addressing community need in line with the Council's vision. This Policy provides an equitable, efficient, transparent and sustainable framework for the allocation of Council's Community Grants program to Incorporated Not for Profit Community Organisations in Ryde.

This policy aims to support small business with no more than 20 employees and the Not for Profit sector operating within the City of Ryde towards making their services more socially inclusive. This will be accomplished through the provision of a Social Inclusion Grant.

Policy Context

Community Grants are a key tool used by Council to support and meet the needs of its residents and are linked to the priority areas identified in the Ryde Community Strategic Plan 2028.

Community Grants extend the community's capability to conduct activities, create opportunities and develop strong partnerships for community capacity building. The City of Ryde recognises the value provided by the Not for Profit sector and local community based clubs in delivering projects to contribute to a liveable, sustainable and vibrant area. The City of Ryde also recognises the contribution that small business can make to the achievement of a vibrant and inclusive community.

Council has provided financial assistance to a number of local community organisations within the Not for Profit sector under a Historical Grant arrangement. This will now fall under a Community Aid Social Support Category. The existing recipients of the Historical Grant arrangements under this category are:

- Christian Community Aid (CCA)- \$32,000 per annum
- North Ryde Community Aid (NRCA) - \$24,000 per annum
- Sydney Community Services (SCS)
(Formally known as Hunters Hill Ryde
Community Services) - \$24,000 per annum

In addition to Council's Community Grants program there is a local Club Grants Scheme. This scheme is managed by the locally registered clubs; where these clubs direct part of their earnings to support local community services. Council's role in this scheme is to provide the local clubs with administrative support and advice to assist the clubs in their assessment. This process is separate to Council's Community Grants program and the assessments are not determined by Council.

ITEM 5 (continued)

ATTACHMENT 1

Community Grants Policy February 2018

Principles

The following principles underpin the administration of the City of Ryde Community Grants program. All grant applications will be assessed as per the Community Grants Policy. Recommendations will be made by an evaluation panel in accordance with the policy. A report will be prepared by Council officers and presented to Council for endorsement for grant approval.

Previous receipt of grant funding does not guarantee future funding.

a) Servicing our community:

Community Grants are to:

- Benefit the City of Ryde (CoR) residents
- Promote improved health and wellbeing
- Promote a sustainable environment
- Support initiatives or activities that do not discriminate or disadvantage groups within the community

b) Sustainability and Capacity Building:

Community Grants are to:

- Build on the existing abilities and strengths of individuals and organisations to identify and develop local long term solutions to meet community needs.
- Support strategies to enable groups to be more self-sustaining and less reliant on Council funding.
- Develop opportunities to link compatible groups and organisations to collaborate and form partnerships.

c) Inclusion

Community Grants are to:

- Be accessible to a diverse range of service providers.
- Be inclusive of the needs of diverse groups and people within the community.

d) Collaboration and Partnerships

Community Grants are to:

- Encourage and foster a range of relationships to deliver improved outcomes for the community.
- Maximise outcomes through collaboration and project partnerships.

ITEM 5 (continued)

ATTACHMENT 1

Community Grants Policy February 2018

e) Equity

Community Grants are to:

- Be open to all local registered Not for Profit community groups and service providers and are to be managed in an open and transparent manner.
- Deliver processes which are assessed, open to all and transparent.
- Deliver consistent processes that are aligned to Council's values and objectives.

f) Responsiveness

Community Grants are to:

- Be proactive in identifying and addressing changing community needs.
- Support groups who meet identified and emerging community needs.
- Have policies and guidelines reviewed and adjusted based on best available practice and feedback.

Objectives

The objectives of this policy are as follows:

- a) The provision of consistent, equitable, transparent and efficient frameworks for the administration of all Community Grant categories, inclusive of all previous historical arrangements.
- b) To support a range of projects that meet the diverse needs of the Ryde community.
- c) To optimise the outcomes of the Community Grants through improved access, a transparent and supported approach to promotion and allocation of grants.
- d) To continue to support community based not for profit groups and organisations targeting City of Ryde residents through the provision of financial support.
- e) To clearly identify the accountability requirements of organisations who receive funding.

Strategies

The key strategies Council will implement to meet these objectives are as follows:

- a) Revision of the Community Grants Guidelines (**ATTACHED**) that will clearly articulate the implementation process, eligibility, objectives, selection criteria, and selection process.

ITEM 5 (continued)

ATTACHMENT 1

Community Grants Policy February 2018

- b) Revision of the annual priorities for each grant category in line with Council's strategic documents and identified emerging needs.
- c) Revision of support mechanisms to assist groups and organisations in accessing community grants.
- d) Development of support mechanisms that assist locally based small business to access grant funding under the Social Inclusion Category only.
- e) Support opportunities to link compatible groups and organisations to collaborate and form partnerships.
- f) Deliver a program to build the capacity of organisations and groups to reduce their reliance on Council.
- g) Implementation of a targeted transparent and effective acquittal process for each grant category.

The Community Grant Rounds

To ensure that Council provides ample opportunities throughout the year for locally based community groups to apply for a grant, the following grants time table will be implemented.

1. The Community Grants Program will consist of two allocation rounds:
 - The first round of the Community Grants Program will open on the third week of November each year and close in the second week of February. This will be an extended round that takes into account the holiday periods in December.
 - The second round of the Community Grants Program will open in the second week of July each year and close in the second week of August.
2. In addition to the Community Grant rounds there will be two rounds to the Small Grants Scheme:
 - The first round of the Small Grants Scheme will run from March through to April each year.
 - The second round of the Small Grants Scheme will run from September through to October each year.

CATEGORIES OF FUNDING

The City of Ryde provides annual grants through a variety of categories.

Category	Objective
1. Seniors	This category aims to support social participation activities

ITEM 5 (continued)

ATTACHMENT 1

Community Grants Policy February 2018

<p>Funding Limit: Up to \$2,000</p>	<p>for seniors.</p> <p>The Seniors Grants are to:</p> <ul style="list-style-type: none"> • Provide local seniors groups in the LGA with financial support that will enhance existing or encourage new programs and activities. • To provide seniors with opportunities for social interaction and connectedness to help reduce social isolation.
<p>2. Capacity Building</p> <p>Funding Limit : Up to \$5,000</p>	<p>This category includes 2 sub-categories.</p>
<p>2.1 Emerging/ Small Groups</p>	<p>This category aims to support small or new community groups to assist them to sustain their activities (eg. groups that have limited funding and/or primarily rely on volunteers).</p> <p>The Emerging/Small Groups Grants are to:</p> <ul style="list-style-type: none"> • Support small or emerging organisations to improve governance, organisational skills or projects to sustain their activities.
<p>2.2 General</p>	<p>This category aims to build the capacity of organisations to provide programs that benefit the community.</p> <p>The General Grants are to:</p> <ul style="list-style-type: none"> • Be open to all groups to access funds to build the capacity of their organisations/ programs. This includes arts and cultural groups.
<p>3. Events</p> <p>Funding Limits are based on attendance figures.</p> <p>Under 1,000 attendees up to \$2,500</p> <p>1001 – 5,000 attendees up to \$5,000</p>	<p>The aim of this category is to enhance the ability of organisations to sustain their events (e.g. to support event management capacity)</p> <p>The Events Grants are to:</p> <ul style="list-style-type: none"> • Provide inclusive events that benefit the community. • Contribute to liveable communities. • Contribute to a harmonious and culturally diverse community. • Align with objectives outlined in the Ryde 2030 Community Strategic Plan.

ITEM 5 (continued)

ATTACHMENT 1

Community Grants Policy February 2018

Over 5001 attendees up to \$7,500	
4. Community Projects Funding Limit: Up to \$5,000	<p>This is an open category to support eligible one-off community projects.</p> <p>The Community Projects Grants are to:</p> <ul style="list-style-type: none"> • Align with the goals of the Ryde 2030 Community Strategic Plan and focus on responsiveness, collaboration and identified need. • Align with Council's strategies and plans including the Waste Management Strategy, Disability Inclusion Action Plan, Sport and Recreation Plan or the Ryde Biodiversity Plan.
5. Sports & Recreation Community Grants Funding Limit : Up to \$3,500	<p>The aim of this category is to enhance the ability of recreational and sporting organisations to promote activities delivered in the community.</p> <p>The Sport & Recreation Grants are to:</p> <ul style="list-style-type: none"> • Increase the opportunity for new participants to engage in sport and recreational activities and for groups to grow sustainably. • Provide inclusive activities and engagement with the community. • Contribute to healthy and active lifestyles for CoR residents. • Align with objectives of Council Sport and Recreation Strategy 2016- 2026.
6. Social Support Grant (Available once a year during the November to February grants round) \$40,000 is available per annum. Funding Limit: Up to \$10,000	<p>This category aims to support organisations to provide outcome-based projects to address social disadvantage.</p> <p>The Social Support Grants are to:</p> <ul style="list-style-type: none"> • Enhance the capacity of organisations to address key social support services • Assist in ensuring sustainable social support programs into the future • Encourage partnerships and collaborations to address social disadvantage. • Align with objectives outlined in the Ryde 2030 Community Strategic Plan.

ITEM 5 (continued)

ATTACHMENT 1

Community Grants Policy February 2018

	<p>Social Support Grants are able to be carried over into the next calendar year in some circumstances. Written permission is to be sought by Council in advance. An acquittal form is required after each 12 month period. Organisations that carry over grant funding are not eligible to receive another grant until they have completed and acquitted the project in full.</p> <p>Historical arrangements under this category are:</p> <ul style="list-style-type: none"> • CCA- \$32,000 per annum • NRCA- \$24,000 per annum • SCS- \$24,000 per annum <p>The above organisations are eligible to apply for up to \$10,000 in the general Social Support Category. Under the historical arrangements these grants cannot be carried forward to the next calendar year.</p>
<p>7. Social Inclusion Grants</p> <p>Funding limit \$2,500 for Small Business.</p> <p>\$5,000 for Local community based incorporated Not for Profit community service provider organisations.</p>	<p>This category aims to support local Not for Profit organisations and Small Business. Small business will be required to match the funding to make their premises/ facilities/ services more inclusive for all.</p> <p>The Social Inclusion Grants are to:</p> <ul style="list-style-type: none"> • Contribute to the well-being of the community. • Be available to local Not for Profit organisations and Small Business. • Clearly demonstrate improvements in access and inclusion for local residents. • In the case of Small Business be matched by funding from the organisation. • Align with objectives in the Disability Inclusion Plan or The Ryde Community Strategic Plan 2028.
<p>8. Small Grants Funding Limit: Up to \$2,000</p>	<p>Enable small projects which emerge outside of the annual grants program time frame.</p> <p>The Small Grants Scheme is to:</p> <ul style="list-style-type: none"> • Provide essential support for community, cultural or sustainability projects that arise outside of the Community Grant Rounds.
<p>9. School Excellence Award: High School \$200 Primary School \$100</p>	<p>The School Excellence Award aims at recognising excellence. Schools can nominate one student by application for a Certificate of Excellence and a Voucher to be presented at the award ceremony by the Mayor of the City of Ryde or the Mayor's</p>

ITEM 5 (continued)

ATTACHMENT 1

Community Grants Policy February 2018

	nominated representative.
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The Acquittal Process

All recipients of Council's Grants will be required to make mention of the Grant in their advertising material, copies of which will need to be supplied as part of the acquittal process.

The following will be the acquittal process for the Community Grants Program and Small Grants Scheme:

Amount funded	Acquittal process
\$0- \$2000	<ul style="list-style-type: none"> • Acquittal form. • Receipts, photos, examples of marketing material. • Provide proof of acknowledgement of Council's support.
\$2001- \$5,000	<ul style="list-style-type: none"> • Acquittal form. • Report on outcomes achieved. • Receipts, photos, examples of marketing material. • Provide proof of acknowledgment of Council's support. • Fundraising activities require proof of donation.
\$5001 and above	<ul style="list-style-type: none"> • Acquittal form. • Report on outcomes achieved which would include activities provided and how these have responded to community needs. • Provision of attendance numbers. • Upon completion of the project a Statutory Declaration must be prepared detailing the income and expenditure relating to the project. • Receipts, photos and examples of marketing material. • Provide proof of acknowledgment of Council's support. • Fundraising activities require proof of donation.
School Excellence Awards	Number of awards provided and the names of recipients of the award.

Relevant Legislation

The Local Government Act 1993, s356, states:

- (1) *A council may, in accordance with a resolution of the council, contribute money or otherwise grant financial assistance to persons for the purpose of exercising its functions.*
- (2) *A proposed recipient who acts for private gain is not ineligible to be granted financial assistance, but must not receive any benefit under this section until at least 28 days' public notice of the council's proposal to pass the necessary resolution has been given.*

ITEM 5 (continued)**ATTACHMENT 1****Community Grants Policy February 2018**

- (3) *However, public notice is not required if:*
- (a) *the financial assistance is part of a specific program, and*
 - (b) *the program's details have been included in the council's draft operational plan for the year in which the financial assistance is proposed to be given, and*
 - (c) *the program's proposed budget for that year does not exceed 5 percent of the council's proposed income from the ordinary rates levied for that year, and*
 - (d) *the program applies uniformly to all persons within the council's area or to a significant group of persons within the area.*
- (4) *Public notice is also not required if the financial assistance is part of a program of graffiti removal work.*

S 377 of the Act states:

A council may, by resolution, delegate to the general manager or any other person or body (not including another employee of the council) any of the functions of the council, other than the following:

- *A decision under section 356 to contribute money or otherwise grant financial assistance to persons.*

External Considerations

Changes to the State and Federal Government funding and the Club Grants Scheme may impact local organisations which rely on these funding sources and may increase demand on Council for funding.

Related Policies/Strategies

- The Ryde Community Strategic Plan 2028.

Stakeholders

The key external stakeholders include community groups and organisations in Ryde who would apply for funding.

Implementation

This policy will run concurrently with the current Community Grants Policy 2014 during the financial year 2016/17 and will supersede the Community Grants Policy 2014 in the financial year 2018/19. The Policy has been implemented through the Community Services Department with assistance from the Parks & Recreation Team, Events Team, Environment Waste & Planning Team and the Community Capacity Building Team.

Only one Grant will be awarded to any one organisation per Grant round and an organisation is only eligible for funding for the same project once in a 12 month period. The exemptions to this are where auspicing arrangements are in place, as an auspicing organisation can support multiple applications and recipients. The other exemption is the Historical Grants arrangement under the Social Support Grant where under Council resolution the current Historical Grants beneficiaries identified in this policy are entitled to

ITEM 5 (continued)

ATTACHMENT 1

Community Grants Policy February 2018

apply for an additional \$10,000 under the Social Support Grants. Assessments on the second application will be made in line with the principles of this policy.

All Grant applicants will be required to align their project idea to the CoR strategic objectives, Grant conditions and submit an application. If the Grant funding is approved by Council, a funding agreement will set the outcomes and the key performance indicators for the project.

All Grant recipients will be required to comply with the Grant acquittal process. Council Grant recipients who fail to submit a fully completed acquittal will not be eligible for future funding.

Evaluation and Review

To ensure this policy develops over time to align with better practice and the changing needs of the community, it should be reviewed according to Council's Policy Development, Implementation and Review – Guidelines and Standards.

The following indicators should be considered in measuring the effectiveness of this program:

- a) Feedback from staff and Councillors.
- b) General feedback from organisations and groups identified through a survey of grant applicants.
- c) An increased number and diversity of groups applying for community grants.

Resource Implications

The Policy changes to the Community Grant funding process in each category can currently be accommodated from the existing Community Grants operational budget and the existing Community Grants Reserve. Council will review the current Grants operational budget once it has identified application trends that have emanated from the changes made to the Community Grants Policy.

Information relating to the Community Grants Program will be collated and reported via the management plan and the annual report.

Authorisation

Council

Ownership

The development, implementation, review and evaluation of this policy are the responsibility of the Community Services Department.

Some of the strategies outlined within this policy will require other service units such as Open Space and Community Capacity Building and Events to assist.

ITEM 5 (continued)

ATTACHMENT 1

Community Grants Policy February 2018

Further Information

For further information on this policy and attached guidelines contact Council's Community Services Manager on 9952 8222.

References

- Cumberland Council Community Grants Program July 2017
- City of Sydney Community Grants and Sponsorship Policy
- Liverpool City Council Grants and Donation Policy
- Mosman Council Community Grants and Assistance Policy
- Ku-ring-gai Community Grants: General Conditions and Information for Applicants
- The City of Ryde Community Grants Policy 2014

Attachments


<i>Title</i>	<i>Trim Reference</i>
Community Grants Guidelines	

ITEM 5 (continued)

ATTACHMENT 2



Community Grants Application Guidelines - 2018



- Seniors Grant
- Social Support Grant
- Community Projects Grant
- Community Capacity Building Grant
- Sports & Recreation Community Grant
- Inclusion Grant
- Small Grants

ITEM 5 (continued)

ATTACHMENT 2



English

If you do not understand this letter, please come to the 1 Pope Street, Ryde (within Top Ryde Shopping Centre), Ryde, to discuss it with Council Staff who will arrange an interpreter service. Or you may ring the Translating & Interpreting Service on 131 450 to ask an interpreter to contact you. Council's phone number is 9952 8222. Council office hours are 8:30am to 5:00pm, Monday to Friday.

Arabic

إذا لم تفهم محتوى هذه الرسالة، يرجى الحضور إلى Ryde، 1 Pope Street (في Top Ryde Shopping Centre)، Ryde، لمناقشتها مع موظفي المجلس الذين سوف يرتبون للاستعانة بمترجم شفهي. أو قد يمكنك الاتصال بخدمة الترجمة التحريرية والشفهية على الرقم 131 450 لتتطلب من المترجم الاتصال بك. رقم هاتف المجلس هو 9952 8222. ساعات عمل المجلس هي 8:30 صباحاً حتى 5:00 مساءً، من الاثنين إلى الجمعة.

Armenian

Եթե դուք չեք հասկանում սույն նամակի բովանդակությունը, խնդրում ենք այցելել 1 Pope Street, Ryde (որը գտնվում է Top Ryde Shopping Centre-ի մեջ), Ryde, քննարկելու այն Քաղաքային Խորհրդի անձնակազմի հետ, ովքեր ձեզ համար կապահովեն թարգմանչական ծառայություն: Կամ կարող եք զանգահարել Թարգմանչական Ծառայություն 131 450 հեռախոսահամարով և խնդրել, որ թարգմանիչը ձեզ զանգահարի: Խորհրդի հեռախոսահամարն է 9952 8222: Խորհրդի աշխատանքային ժամերն են առավոտյան ժամը 8:30-ից մինչև երեկոյան ժամը 5:00, երկուշաբթիից մինչև ուրբաթ:

Chinese

如果你不明白这封信的内容，敬请前往1 Pope Street, Ryde (位于Top Ryde Shopping Centre内)，向市政府工作人员咨询，他们会为您安排口译服务。此外，您也可以拨打131 450联络翻译和口译服务，要求口译员与您联系。市政府电话号码为9952 8222。市政府办公时间为周一至周五上午8:30至下午5:00。

Farsi

لطفاً اگر نمی توانید مندرجات این نامه را درک کنید، به نشانی Ryde، 1 Pope Street (در Top Ryde Shopping Centre) در Ryde مراجعه کنید تا با استفاده از یک مترجم دراین باره با یکی از کارکنان شورای شهر گفتگو کنید. یا آنکه می توانید با خدمات ترجمه کتبی و شفاهی به شماره 131 450 تماس گرفته و بخواهید که به یک مترجم ارتباط داده شوید. شماره تماس شورای شهر 9952 8222 و ساعات کاری آن از 8:30 صبح تا 5:00 بعد از ظهر روزهای دوشنبه تا جمعه است.

Italian

Se avete difficoltà a comprendere questa lettera, venite in 1 Pope Street, Ryde (dentro al Top Ryde Shopping Centre), Ryde, per discutere con il personale del Comune che organizzerà un servizio di interpretariato. Potete anche contattare il Servizio di Traduzione e Interpretariato al 131 450 per chiedere a un interprete di contattarvi. Il numero di telefono del Comune è il 9952 8222. Gli orari di ufficio del Comune sono dalle 8.30 alle 17 dal lunedì al venerdì.

Korean

이 서신을 이해할 수 없을 경우, 1 Pope Street, Ryde (Top Ryde Shopping Centre 내)에 오셔서 통역사 서비스를 주선할 시의회 직원과 논의하십시오. 혹은 통번역서비스에 131 450으로 전화하셔서 통역사가 여러분에게 연락하도록 요청하십시오. 시의회의 전화번호는 9952 8222입니다. 시의회 사무실 업무시간은 월요일에서 금요일, 오전 8시 30분에서 오후 5시까지입니다.

ITEM 5 (continued)

ATTACHMENT 2

The guidelines have been developed to assist organisations and groups to apply for funding from the City of Ryde under the Community Grants Program.

Before you submit your application, it is recommended that you discuss your proposed project with staff from Community Services. Please contact Tania Gamble on tel: 9952 8048 or email: tgamble@ryde.nsw.gov.au to clarify any component of your application.

Key Dates

July- December 2018

Community Grants Round 2

- Applications open Monday 9 July 2018
- Applications close Friday 10 August 2018

Small Grants Round 2

- Applications open 2 September 2018
- Applications close 26 October 2018

2019

Community Grants Round 1

- Applications open Monday 19 November 2018
- Applications close Friday 15 February 2019

Small Grants Round 1

- Applications open 4 March 2019
- Applications close 27 April 2019

To assist community groups and organisations in applying for funding, the City of Ryde Community Services staff will be hosting information sessions. Attendance is highly recommended and bookings are essential.

Dates and registration information for the workshops is via our website:

<http://www.ryde.nsw.gov.au>.

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ATTACHMENT 2



Application Process

1. Attendance at one of the information sessions is highly recommended. Determine which suits you and register to secure your space.
2. Determine the eligibility of your organisation and project.
3. Please read [this](#) document – 2018/19 Community Grants Application Guidelines which can be downloaded from the City of Ryde website <http://www.ryde.nsw.gov.au>.
4. Select ONE of the Community Grant Categories that best suits your project.
5. Answer questions relating to the Assessment Criteria in the application form.
6. Prepare and submit your application together with supporting documentation (as required) by the closing date.
7. Application timeframe

Community Grants Round 1

Program publicised, call for applications	November
Closing date for all applications	Mid-February
Assessment of applications	Feb/March
Report to Council	April
Community Grants Announcement	April

Small Grants Round 1

Small Grants open	March
Closing date for applications	April
Assessment of applications	April/May
Report to Council	June
Small Grants Announcement	June

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ATTACHMENT 2



Community Grants Round 2

Program publicised, call for applications	July
Closing date for all applications	Mid-August
Assessment of applications	August/September
Report to Council	October
Community Grants Announcement	November

Small Grants Round 2

Small Grants open	September
Closing date for applications	October
Assessment of applications	October/November
Report to Council	December
Small Grants Announcement	December

8. How to apply

- All applications are completed online.
- To start the application processes go to City of Ryde website:
<http://www.ryde.nsw.gov.au/Community/Grants/Community+Grants+Program>
- Answer all questions and attach all information as requested;
- Late applications will not be considered, and no extensions will be granted.

ITEM 5 (continued)

ATTACHMENT 2

Introduction

These guidelines have been developed to assist organisations and groups to apply for community grant funding from the City of Ryde under the categories listed on page 8. Applicants will need to choose the grant category which best fits with their project.

Only one grant will be awarded to any one organisation per round in the Grants Program. Organisations will only be funded for the same project once per calendar year. The Social Support Grants and the Community Aid (Social Support) Grants will be available in the Community Grant Round 1 only.

Eligibility

To be eligible for funding an organisation must:

- Be Not-for-Profit (*local small businesses with under 20 employees are eligible to apply for the Social Inclusion Grant only*);
- Be Incorporated or have evidence of auspice from an incorporated organisation;
- Be located within City of Ryde or principally service Ryde residents
- Be open to the general public, inclusive and not discriminatory;
- Have acquitted previous City of Ryde funding received and have no outstanding debts to the City of Ryde.
- Be commencing the Project after the Grant Commencement date – money can only be used on future expenditure. Grant money must be expended within a calendar year (as dated on the letter of notification of grant outcome).

Ineligibility

The City of Ryde does not provide grants for:

- Projects that duplicate existing services or programs;
- Projects that seek funds for day-to-day operational expenses, such as rent and staff wages (*one-off, Council supported, community events which require hire of open space, waste management etc. may be considered*);
- Projects that seek funds to cover the cost of capital works and equipment (*Social Inclusion Grants applications are exempt*);
- Projects located outside City of Ryde;
- Projects that do not meet the identified priority needs of the City of Ryde;
- Projects that have commenced prior to Grant Announcement date;
- Commercial organisations/sole traders (*except for in the Social Inclusion category*);
- General donations to charities (any activities that do raise funds for charities as part of their project or event must report this in the acquittal and provide receipts of all donations made);
- Political parties or activities that are overtly political in nature;
- Religious activities or activities that are overtly religious in nature (*with the exception of where Council has identified a community benefit*);
- Schools or tertiary institutions;
- State or federal government agencies/departments (*with the exception of where Council has identified a community benefit*)

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- Individuals

Auspecting

In order to ensure that Council's Community Grants are accessible to the community, Council will accept applications from incorporated organisations acting as an auspice provider for unincorporated groups. In these circumstances, Council's funding relationship is with the body providing the auspice (auspice body).

Assessment Process

- Community Grant Round applications will be assessed and prioritised by a panel composed of a multidisciplinary team of Council staff.
- Small Grant round will be assessed by a minimum of two Council staff.
- Applications will be assessed against the grant categories assessment criteria.
- A recommended list of projects will be compiled following the assessment.
- Council will make the final decision on successful projects.
- Council staff or Councillors assessing and determining applications for grants should identify and manage any conflicts of interest in accordance with Council's Code of Conduct.

Grant Categories

If you are applying for more than one grant, you must complete a separate application form for every project.

Please note – Council will award only one grant to any one organisation per round (excludes auspice organisations and Community Aid Social Support Grants).

Organisations will be funded for the same project no more than once per calendar year.

1. Seniors Grant

This category aims to support programs that enhance social participation activities for seniors. This includes projects that seek to improve the health and wellbeing of seniors and projects that engage volunteers.

Example of previously funded project:

Italo-Australian Senior Citizens Group-
"...a social support group for aged Ryde residents of Italian background. The group has over 60 members....most have limited contact with other fellow Italians. The group offers two low cost activities per month (luncheon/ social outing)....outcomes of the project- preventing social isolation, increase community participation, increase awareness of relevant social services, increase awareness of health issues in community language"

2. Capacity Building Grant

This category aims to support local organisations to build their governance skills and to sustain their activities and programs. There are two sub-categories within this grant category:

Emerging / Small Groups

An organisation growth grant will be provided to emerging and small groups. Groups that operate with limited funding (including one-off or short-term grants) and relying largely on volunteers will be considered.

Example of previously funded project:

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Together We Can
 "...supporting Korean single mums to live healthier lives both emotionally and physically....monthly meetings (12 times a year)....single mums feel supported through encouragement, practical help to build life skills and self-esteem."

General Category

An organisation growth grant will be provided for initiatives that build the capacity of organisations to provide activities which benefit the community. This category is open to all groups including arts and cultural groups.

Example of previously funded project:
 Capacity building, train the team leaders Friends of Lane Cove Notional Park
 "...engage professional Bush Regeneration Trainers to assist and train teams on City of Ryde sites within Lane Cove National Park ... a minimum of 10 volunteers will considerably increase their knowledge as a result of this program At least 2 volunteers will be identified as future site coordinators At least one site in imminent likelihood of closure will be revived with a new coordinator."

3. Event Category

The aim of this category is to enhance the ability of organisations to deliver events that directly benefit the community.
 Grants can cover requirements such as on-off waste removal or ground hire charges in some circumstances for Council supported events.

Example of previously funded project: -

Light Up East Ryde
 "...Supporting local cottage business and neighbourhood shops. Making use of open space. Including other local communities eg, local schools, clubs, dance groups and performers, etc. Opportunity for neighbours and friends to socialise in a safe environment close to home"

4. Sports and Recreation Community Grant

The aim of this category is to develop initiatives that enhance existing sports and recreational activities. In particular this category aims to facilitate opportunities that increase participation in sports, recreation and physical activity for everyone in the community.

Only sporting and recreational organisations are eligible to apply for this grant category. Grants do not cover the waiving of sports ground hire fees beyond one-off events.

Example of previously funded project:
 Harmony Soccer Tournament
 "...aim to expand the competition to include new teams... event brings together a large cross section of the community." The event is organised in partnership with two organisations.

5. Community Projects

This category aims to provide funding to local community organisations working towards building a cohesive and connected community, based on the principles of inclusion, community wellbeing and cultural capacity building.

Example of previously funded project:
 Fabric Needlecraft and More website creation-

ITEM 5 (continued)

ATTACHMENT 2

-develop a website for a social enterprise shop to increase sales and donations. "Opportunities for participation by supported workers with a disability and community volunteers." The expected outcomes are: "Increased sales, overall business growth, greater opportunity for community participation."

6. Social Support Grant

This category aims to provide assistance to local groups and organisations in the provision of programs such as information and referrals, food subsidies, financial counselling, financial assistance and reducing social isolation to improve the life and living conditions of vulnerable people within the community including families and children, people with disability, the elderly, and the disadvantaged.

The grant program is open to all community groups and organisations including Council's historical grants program recipients to address vulnerability in the community.

This grant category will be available once per calendar year. Where the total grant amount has not been spent in a 12 month period the Grant Applicant may seek written permission from Council in advance to carry the amount over into the next calendar year. The Grant Applicant must complete an acquittal for each 12 month period. The Grant Applicant would not be eligible to apply for another grant until the project is completed and the final acquittal for the project has been submitted.

Christian Community Aid, Sydney Community Services and North Ryde Community Aid are able to apply each year for the Community Aid Social Support Grants under existing historical arrangements as per the Community Grants Policy 2018. Organisations funded under the historical arrangements are unable to carry forward the amount to the next financial year. Organisations are eligible to apply for a Social Support Grant up to \$10,000 in addition to the historical arrangements.

7. Social Inclusion Grant

This category aims to provide assistance to local Not-for-Profit organisations and small sized businesses with no more than 20 employees to improve access and inclusion for all people. This may include physical access such as ramps, sensory adaptations such as tactile markers or training such as disability awareness training for staff. It may also include strategies to develop cultural inclusion.

Under this category the grant must contribute to no more than 50% of the total cost of the project.

8. Small Grant

This category aims to enable small projects which emerge outside of the standard grant cycle to be funded. Projects must be aligned with community needs.

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Please select the categories below which best suits your project.

Grants Categories	Assessment Criteria
Seniors Grant (Up to \$2,000)	<input type="checkbox"/> Connect seniors and reduce social isolation. <input type="checkbox"/> Activities enhance the health and well-being of seniors in Ryde. <input type="checkbox"/> Seniors groups based in Ryde and mainly run by volunteers.
Event Category Funding limits are based on anticipated attendance figures: <ul style="list-style-type: none"> • Under 1,000 attendees up to \$2,500 • 1,001- 5,000 attendees up to \$5,000 • Over 5,000 attendees up to \$7,500 	<input type="checkbox"/> Connect people to each other, place and neighbourhood. <input type="checkbox"/> Promote cultural diversity and vibrancy of the community. <input type="checkbox"/> Festival/Event based in Ryde and mainly run by volunteers. <input type="checkbox"/> Event budget has accounted for the cost of activities such as waste removal, ground hire, security, traffic management etc.
Capacity Building Grant – Emerging / Small Groups (Up to \$5,000)	<input type="checkbox"/> Growth grant for newly established groups that are small and largely volunteer run. <input type="checkbox"/> Addresses emerging issues or needs in the community. <input type="checkbox"/> Needs support to boost growth potential e.g. finding a meeting place, developing programs & resources and managing volunteers. <input type="checkbox"/> Based in Ryde and services benefit local residents.
Capacity Building Grant – General Category (Up to \$5,000)	<input type="checkbox"/> Project develops an organisation to become self-sustaining e.g. promotional activities, developing business plan, volunteer training, governance training. <input type="checkbox"/> Demonstrate the development of collaboration and partnerships. <input type="checkbox"/> Addresses the current or emerging needs of the community. <input type="checkbox"/> Primarily benefits the residents of Ryde.
Sports and Recreation Community Grant (Up to \$3,500)	<input type="checkbox"/> Project will be of direct benefit to a specific sporting or recreational group within the local community. <input type="checkbox"/> Project will encourage an increased participation in sport or recreational activities. <input type="checkbox"/> Services, programs and initiatives aim to benefit the City of Ryde residents.
Community Projects (Up to \$5,000)	<input type="checkbox"/> Project demonstrates that it is meeting an identified need in the community through a strong evidence base. <input type="checkbox"/> Project must have the capacity to develop self-

ITEM 5 (continued)

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	<p>sustainability.</p> <ul style="list-style-type: none"> <input type="checkbox"/> Enliven arts and cultural life that promote health and wellbeing.
<p>Social Support Grant (Up to \$10,000)</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Program addresses emerging needs and social issues such as homelessness, social isolation and poverty in Ryde. <input type="checkbox"/> Program promotes collaboration and innovation by encouraging organisations to apply jointly. <input type="checkbox"/> Program develops an outcomes and evidence based model to measure short, medium and long term outcomes.
<p>Social Inclusion Grant (Up to \$2,500 with matched funding from small business and up to \$5,000 for incorporated local community based not- for- profit community service providers)</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Project must demonstrate how it will improve inclusion for the broader community. <input type="checkbox"/> The total amount of grant funding must not exceed more than 50% of the total cost of the project for small business. <input type="checkbox"/> A small business is defined as a business with no more than 20 employees.
<p>Small Grants (Up to \$2,000)</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Project demonstrates that it meets community need. <input type="checkbox"/> Projects address unforeseen situations that have occurred outside of the standard grant cycle.

Conditions of Funding

1. City of Ryde reserves the right to require the successful organisation to enter into a partnership or service agreement. A funding agreement must be signed by the successful organisation prior to funding being made available.
2. Where a service or partnership arrangement is entered into it should be jointly developed and ratified by the Council and the organisation prior to the funding being made available.
3. Funds provided by the Council must be deposited in an account in the organisation's name and the Council must be advised of the organisation's GST status.
4. Grant recipients are required to acknowledge and promote Council's Grant contribution. All publicity relating to the project/service, including any annual reporting, must acknowledge City of Ryde's contribution. **"This project was supported by funding from City of Ryde"**. Where such material is not available groups will be required to verbally acknowledge Councils support.
5. At the end of the funding period, the organisation will be required to complete an acquittal process including the completion of a project evaluation form.

ITEM 5 (continued)

ATTACHMENT 2



6. Should there be any concerns regarding the completion of the funded project, the organisation is encouraged to discuss the situation with council officers with a view to putting the project back on course.

Documentation checklist

Do you have copies of all the relevant documentation required for your application?

- Your organisation's / auspice organisation's ABN (if applicable).
- Letter or statement of support from your auspice organisation (if applicable).
- Have you submitted an Acquittal form for previous City of Ryde Community Grants Funding?
- If requested are you able to provide a copy of your most recent Annual Report?
- Quotes and any supporting material for your budget.
- All applications must be submitted via online application.

6 ROAD CLOSURE IN STRATUM FOR PART OF JARVIS CIRCUIT IN LACHLANS LINE IN ACCORDANCE WITH PLANNING AGREEMENT WITH GREENLAND (SYDNEY) LACHLAN'S LINE MACQUARIE PARK DEVELOPMENT PTY LIMITED

Report prepared by: Development Contributions Coordinator
File No.: VPA2016/395/6 - BP18/825

REPORT SUMMARY

Council entered into a Planning Agreement on 29 November 2017 with Greenland (Sydney) Lachlan's Line Macquarie Park Development Pty Limited (**Developer**) which achieves two outcomes:

1. Developer provides Council with an additional \$900,000 of fitout value to the Community Centre in Lachlan's Line. This is additional to the \$7.8 million of value in the Community Centre agreed between Council and Urban Growth in the North Ryde M2 Site Planning Agreement, which is being delivered by the Developer.
2. Council closes a subterranean section of Jarvis Circuit to allow the Developer to construct a tunnel between two mixed use residential tower apartment buildings connecting their basements for vehicular access (refer to image in body of main report).

The subterranean section of land affected is not in use. However, as the section of land is below a public road, it is subject to the relevant process under the Roads Act 1993.

Construction of one of the mixed-use residential tower apartments is currently underway. Council also holds separate \$900,000 and \$7.8 million bank guarantees as security for the community facility and fit out, provided by the Developer.

As such Council under the terms of the Planning Agreement is obligated to commence the road closure procedures.

The Roads Act 1993 has recently been amended to allow Council to close roads that it owns. Before closing the road Council must notify several authorities and adjoining land owners and resolve any objections.

The purpose of this report is to seek Council's permission to commence the road closure procedures and provide the General Manager with delegations to resolve any objections, if any are received.

The final step in the process, once the road is closed, is for Council to create and register the Stratum lot and then finally transfer it to the Developer.

ITEM 6 (continued)

It is recommended that Council commences the road closure in accordance with the Roads Act 1993 to ensure it complies with Council's obligations under the relevant Planning Agreement.

RECOMMENDATION:

- (a) That Council publicly notifies the part road closure under Jarvis Circuit for the purpose of a Vehicular Access Tunnel in accordance with Section 38B of the Roads Act 1993 and Roads Regulation 2008.
- (b) That Council informs adjoining land owners and notifiable authorities in writing of the part road closure in accordance with Section 38B of the Roads Act 1993 and Roads Regulation 2008.
- (c) That Council delegates authority to the General Manager to resolve any objection by a notifiable authority to the part road closure.
- (d) That Council delegates authority to the General Manager to register the subterranean land in Stratum and execute all necessary documents to transfer the title of the land to the Developer in accordance with the provisions of the Planning Agreement.

ATTACHMENTS

- 1 25-27 Epping Road, Macquarie Park - Planning Agreement between City of Ryde Council and Greenland (Sydney) Lachlan's Line Macquarie Park Development Pty Limited - Executed 29 November 2017

Report Prepared By:

David Matthews
Development Contributions Coordinator

Report Approved By:

Dyalan Govender
Manager - Urban Strategy

Liz Coad
Director - City Planning and Environment

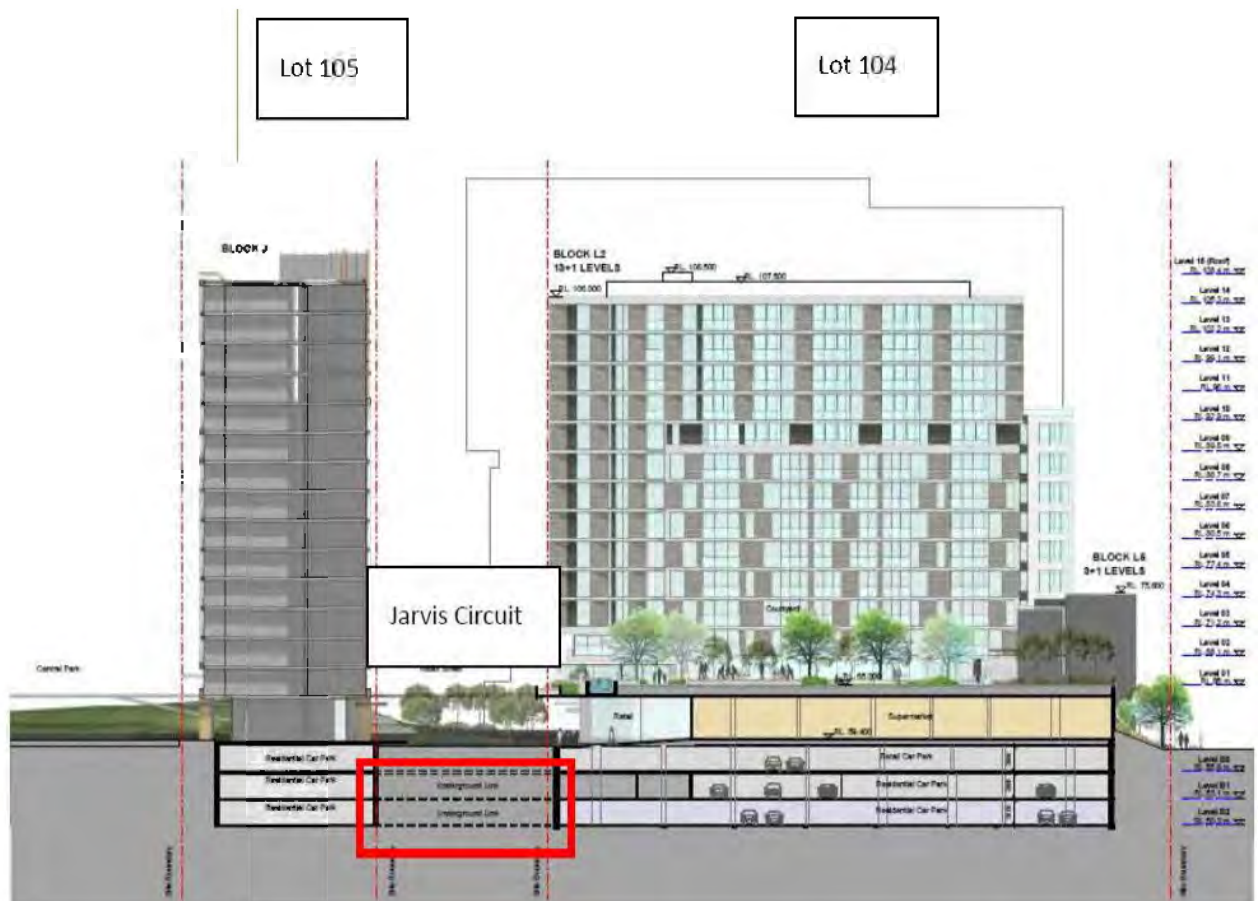
ITEM 6 (continued)

History

Council at its Ordinary meeting of 26 April 2017 resolved to enter into a Planning Agreement with Greenland (Sydney) Lachlan's Line Macquarie Park Development Pty Limited (**Developer**).

On 29 November 2017, Council entered into the finalised Planning Agreement.

The Planning Agreement, in summary allows the Developer to acquire land under Jarvis Circuit between Lots 104 and 105 DP1224238 for the construction of a vehicular access tunnel (refer image below – highlight in red).



Source: Greenland's Schematic DA Plans

ITEM 6 (continued)

The purpose of the tunnel is to link the basement carparks of the buildings on each lot. In exchange, Council receives additional embellishments to the community facility in Lot 104 to the value of \$900,000, being the agreed purchase value of the subterranean land for the tunnel. The community facility design is yet to be completed. It includes retail / commercial (revenue generating) space and an Auditorium (capacity approximately 150 people).

Part of the development by Greenland has commenced on Lot 104 DP1224238, which is the southern lot with frontage to Epping Road. The development on Lot 104 also contains the community facility to be dedicated to Council, under the North Ryde M2 Site VPA, originally entered into with Urban Growth (Landcom).

The Planning Agreement with the Developer compels Council, as a Condition Precedent, to close the subterranean section of Jarvis Circuit to enable it to be transferred under a Stratum Plan to the Developer, which will allow the Developer to subsequently construct the tunnel.

The process of closing the subterranean section of Jarvis Circuit under the Roads Act 1993 is outlined as follows.

Roads Act 1993 Requirements

Recent changes to the Roads Act 1993 allows Council to close roads in its jurisdiction. Section 38A is the first relevant section of the Roads Act 1993 that Council must address and is reproduced as follows:

38A When council may close council public road

A council may propose the closure of a council public road for which it is the roads authority if:

- a) the road is not reasonably required as a road for public use (whether for present or future needs), and*
- b) the road is not required to provide continuity for an existing road network, and*
- c) if the road provides a means of vehicular access to particular land, another public road provides lawful and reasonably practicable vehicular access to that land.*

ITEM 6 (continued)

As the section of road to be closed is underground, the road closure satisfies a), b) and c) in Section 38A as:

- a. the part of the land under Jarvis Circuit required for the Vehicular Access Tunnel (VAT) will not be reasonably required for any public use presently or in the future, noting all the usual underground services found in road reserves will be located above the VAT;
- b. the part of the land under Jarvis Circuit is not required to provide continuity of an existing road network; and
- c. the VAT will not interfere with any vehicular access from public roads to privately owned land.

Therefore the closure of the road land under Jarvis Circuit for the future VAT is permissible under the Road Act 1993 in accordance with Section 38A.

Further should Council resolve to close the road under Section 38A, it must notify the closure in accordance with Section 38B, which is reproduced as follows:

38B Notification of proposal to close council public road

- (1) *A council that is proposing to close a council public road must cause notice of the proposal:*
 - (a) *to be published in a local newspaper, and*
 - (b) *to be given to:*
 - (i) *all owners of land adjoining the road, and*
 - (ii) *all notifiable authorities, and*
 - (iii) *any other person (or class of person) prescribed by the regulations.*
- (2) *The notice:*
 - (a) *must identify the road that is proposed to be closed, and*
 - (b) *must state that any person is entitled to make submissions to the council with respect to the closing of the road, and*
 - (c) *must indicate the manner in which, and the period (being at least 28 days) within which, any such submission should be made.*

ITEM 6 (continued)

In regards to notification, the affected land owners are the Developer, as the Developer owns both parcels of adjoining land; and the notifiable authorities are defined as follows:

notifiable authority, in relation to a council public road, means each of the following:

- (a) a network operator within the meaning of the [Electricity Supply Act 1995](#) for a transmission system or distribution system (as defined in that Act) for an area that includes the whole or part of the road,
- (b) a network operator within the meaning of the [Gas Supply Act 1996](#) for a distribution pipeline or distribution system (as defined in that Act) for an area that includes the whole or part of the road,
- (c) the Secretary of the Department of Planning and Environment,
- (d) the Secretary of the Department of Industry,
- (e) Transport for NSW,
- (e1) Sydney Metro,
- (f) the State Transit Authority,
- (g) Roads and Maritime Services,
- (h) the Commissioner of Fire and Rescue NSW,
- (i) the Commissioner of the NSW Rural Fire Service,
- (j) any other person (or class of persons) prescribed by the regulations.

In respect of (j) above, the Regulations provide these additional prescribed persons under Clause 83A:

83A Notification of proposal to close council public roads

(1) For the purposes of paragraph (j) of the definition of notifiable authority in section 32B (1) of the Act, the following are prescribed:

- (a) a major utility or water supply authority within the meaning of the [Water Management Act 2000](#) (if the council public road concerned is located wholly or partly within the utility's or authority's area of operations),
 - (b) Forestry Corporation,
 - (c) Local Land Services,
 - (d) National Parks and Wildlife Service.
- (2) The owner or occupier of land whose land will suffer a material loss of access because of the council public road closure concerned is prescribed for the purposes of section 38B (1) (b) (iii) of the Act.

ITEM 6 (continued)

As such Council must notify several authorities in regards to the Road Closure and provide them with 28 days to comment. Should an objection to the road closure be lodged with Council from a notifiable authority, Council under Section 38C of the Roads Act 1993, cannot close the Road. Council must first resolve the objection and have it withdrawn by the notifiable authority before it closes the Road. Alternatively, Council can apply to the Land and Environment Court (**LEC**) via an appeal to have the objection set aside. If the objection is upheld by the LEC Council cannot close the road.

However, should no objections be lodged or if any lodged objections are resolved, Council can proceed to close the road.

Upon closure of the subterranean road land, Section 43(2) of the Roads Act 1993 automatically declares the land as operational for the purposes of the Local Government Act 1993, enabling Council to resolve its disposal in accordance with the provisions of the VPA.

Financial Implications

There are limited financial implications for Council in respect to the closure of the road. The VPA requires the Developer to bare Councils costs in connection with the exercising its responsibilities under the VPA. Therefore should Council need to appeal an objection in the Land and Environment Court to close the road for the VAT, Council could claim such costs from the Developer.

Should the road closure occur, under the VPA the Developer must take ownership of the road in stratum and provide Council with \$900,000 worth of additional embellishment to the Community Facility to be delivered as part of its development.

Options

- A. It is recommended that Council resolve to close part of Jarvis Circuit in Stratum in accordance with the provisions of the VPA and the Roads Act 1993 as follows:
1. That Council publicly notifies the part road closure under Jarvis Circuit for the purpose of a Vehicular Access Tunnel in accordance with Section 38B of the Roads Act 1993 and Roads Regulation 2008.
 2. That Council informs adjoining land owners and notifiable authorities in writing of the part road closure in accordance with Section 38B of the Roads Act 1993 and Roads Regulation 2008.
 3. That Council delegates authority to the General Manager to resolve any objection by a notifiable authority to the part road closure.

ITEM 6 (continued)

4. That Council delegates authority to the General Manager to register the subterranean land in Stratum and execute all necessary documents to transfer the title of the land to the Developer in accordance with the provisions of the Planning Agreement.
- B. Should Council not proceed with the road closure, it will breach the provisions of the relevant Planning Agreement and risk the provision of the public benefit under that agreement.

Council of the City of Ryde

ABN 81 621 292 610

and

**Greenland (Sydney) Lachlan's Line Macquarie Park Development
Pty Limited**

ABN 65 608 744 234

Planning Agreement

Environmental Planning and Assessment Act 1979

25-27 Epping Road, Macquarie Park, New South Wales

Planning Agreement

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Planning Agreement

Date 29 November 2017

Parties

Council of the City of Ryde ABN 81 621 292 610 of Level 1, 3 Richardson Place, North Ryde, NSW (Council)

Greenland (Sydney) Lachlan's Line Macquarie Park Development Pty Limited of c/- Urbis at Tower 2, Level 23, Darling Park, 201 Sussex Street, Sydney, NSW (Developer)

Recitals

- A The Developer is (or is entitled to be) the registered proprietor of the Land.
- B The Developer is the applicant under the Development Application lodged with the Council (known as LDA-2016-0395) for Development Consent to carry out the Development on the Land.
- C The Developer has offered to make Contributions in connection with the carrying out of the Development if the Council grants the Development Consent.
- D The Developer has agreed to provide the Contributions on the terms and conditions set out in this Deed.

The parties agree

1 Definitions and interpretation

1.1 Definitions

The following words have these meanings in this Deed unless the contrary intention appears:

Adjustment Date means each 30 June every year after the date of this Deed.

Appeal means an appeal (including an application for any kind of leave to appeal) in a Court of competent jurisdiction against the decision of a lower court.

Appeal Notice means:

- (a) in proceedings in the Court of Appeal:
 - (i) an application for leave to Appeal;
 - (ii) a notice of intention to Appeal; or
 - (iii) if a valid notice of intention to Appeal has been lodged, a notice of appeal; and
- (b) in proceedings in the High Court, an application for Special Leave to Appeal.

Application means an application for any Approval.

Approval means any approvals, consents, certificates, permits, endorsements, licences, conditions, permissions or requirements (and any modifications or variations to them) which may be required by Law for the commencement and carrying out of the Contributions Works or the Development generally and includes a Development Consent or other approval under the EP&A Act (or modification of that approval).

Authority means any governmental, semi-governmental, administrative, fiscal or judicial body, department, commission, authority, tribunal, agency or entity and includes an accredited certifier accredited under the *Building Professionals Act 2005* (NSW).

Bank Bill Rate means:

- (a) the average bid rate for Bills having a tenor of 90 days as displayed on the 'BBSY' page of the Reuters Monitor System on the day the relevant payment is due (**Due Date**); or
- (b) if the average bid rate is not displayed by 10:30 am on the Due Date or if it is displayed but there is an obvious error in that rate:
 - (i) the rate the Council calculates as the average of the bid rates quoted at approximately 10:30 am on that day by each of five or more institutions chosen by the Council which provide rates for display on the 'BBSY' page of the Reuters Monitor System for Bills of a 90 day tenor which are accepted by that institution (after excluding the highest and the lowest, or in the case of equality, one of the highest and one of the lowest bid rates); or
 - (ii) where the Council is unable to calculate a rate under paragraph (a) because it is unable to obtain the necessary number of quotes, the rate set by the Council in good faith at approximately 10:30 am on that day, having regard, to the extent possible, to the rates otherwise bid for Bills of a 90 day tenor at or around that time, and
- (c) The rate calculated or set must be expressed as a percentage rate per annum and be rounded up to the nearest fourth decimal place; and
- (d) The Council may calculate a rate under paragraph (a) or (b) before 11:00 am on the Due Date, but if the average bid rate appears on the 'BBSY' page by 11:00 am and there is no obvious error in it, the 'BBSY' page rate applies as the **Bank Bill Rate** under this Deed despite any calculation by the Council under paragraph (b).

Bank Guarantee means an irrevocable and unconditional undertaking without any expiry or end date in favour of the Council to pay an amount or amounts of money to the Council on demand issued by:

- (a) one of the following trading banks:
 - (i) Australia and New Zealand Banking Group Limited,
 - (ii) Commonwealth Bank of Australia,
 - (iii) Macquarie Bank Limited,

ITEM 6 (continued)

- (iv) National Australia Bank Limited,
 - (v) St George Bank Limited,
 - (vi) Westpac Banking Corporation,
 - (vii) Bank of China (Australia) Limited, or
- (b) any other financial institution approved by the Council in its absolute discretion.

Bills means a bill of exchange as defined in the *Bills of Exchange Act 1909* (Cth), but does not include a cheque.

Bond means a documentary performance bond which must be denominated in Australian dollars and be an unconditional undertaking with all the following requirements:

- (a) be signed and issued by an Australian Prudential Regulation Authority (**APRA**) regulated authorised deposit taking institution or an insurer authorised by APRA to conduct new or renewal insurance business in Australia;
- (b) have at all times an investment grade security rating from an industry recognised rating agency of at least:
 - (i) BBB + [Standard & Poors and Fitch]; or
 - (ii) Baa 1 [Moody's]; or
 - (iii) bbb [Bests].
- (c) be issued on behalf of the Developer;
- (d) have no expiry or end date;
- (e) have the beneficiary as the Council; and
- (f) be irrevocable;
- (g) state either individually, or in total with other lodged compliant forms of Security, the relevant minimum amount required to be lodged as security for performance under this Deed; and
- (h) state the purpose as being security for performance of obligations under this Planning Agreement.

Bond Amount means the face value of each Bond that is required to be provided by the Developer to Council under the terms of this Deed.

Builder means any entity contracted under the Construction Contract to carry out the Contribution Works or any part of them.

Business Day means any day except for Saturday or Sunday or a day which is a public holiday in Sydney.

Certificate of Practical Completion means the certificate in writing confirming that the Contribution Works or any part of them have been completed to Council's satisfaction and issued under clause 7.1 of Schedule 4.

Claim means any claim, loss, liability, damage, proceeding, order, judgment or expense arising out of the operation of this Deed.

Condition Precedent means the events described in clause 3.1.

Condition Precedent Date means the date being 12 months after the date of this Deed.

Consent Authority means, in relation to an Application, the Authority having the function to determine the Application.

Contributions mean all of the public benefits described in the Contributions Schedule that must be provided under this Deed.

Contributions Schedule means Schedule 3.

Contribution Value means in relation to the Contribution Works the amount stated in Schedule 3 and indexed in accordance with part 2 of Schedule 3.

Contribution Works means each of the works described in part 2 of Schedule 3 that must be undertaken by the Developer pursuant to this Deed.

Construction Certificate means a certificate issued under section 109C(1)(b) of the EP&A Act.

Construction Contract means the contract to carry out the Contribution Works (whether or not that is a contract for the Contribution Works only or forms part of a contract for the building of other components of the Development).

Construction Cost means the Costs of and directly attributable to the construction of the Contribution Works including:

- (a) preparation of design and construction drawings for the Contribution Works;
- (b) cost or materials used or installed (as the case may be) as part of the Contribution Works; and
- (c) labour, equipment hire and other Costs directly associated with the excavation, and construction of the Contribution Works.

Construction Terms means the terms set out in Schedule 4.

Costs include all costs, charges and expenses, including those incurred in connection with advisers.

Court means the New South Wales Land and Environment Court or any other court of competent jurisdiction.

CPI means the Sydney Consumer Price Index (All Groups) published by the Commonwealth Statistician, or if that index no longer exists, any similar index which the Council determines in its sole discretion.

Deed means this document and includes all annexures, exhibits and Schedules to it.

Defects Liability Period means in respect of each item of construction works which together comprise the Contribution Works the period of 12 months from the date on which the Certificate of Practical Completion is issued for the Contribution Works or relevant part of them.

Detailed Design means the final specifications and finishes for the Contribution Works prepared in accordance with clause 4.1 of Schedule 4 and will include the design of the Contribution Works, the location for the Contribution Works, installation specifications and estimated costs of construction and/or installation.

Development means the development described in clause 2 of Schedule 2.

Development Application has the same meaning as in the EP&A Act.

Development Consent means each 'Development Consent' as that term is defined in the EP&A Act or an approval under Part 5 of the EP&A Act and includes any Modification granted with respect to a Development Consent.

Encumbrance, in relation to any land, means any:

- (a) security for the payment of money or performance of obligations, including a mortgage, charge, lien, pledge, trust, power or title retention;
- (b) right, interest or arrangement which has the effect of giving another person a preference, priority or advantage over creditors including any right of set-off;
- (c) right that a person (other than the owner) has to remove something from land (known as a profit à prendre), easement, public right of way, restrictive or positive covenant, lease, or licence to use or occupy; or
- (d) third party right or interest or any right arising as a consequence of the enforcement of a judgment,

or any agreement to create any of them or allow them to exist, in respect of that land.

EP&A Act means the *Environmental Planning and Assessment Act 1979* (NSW).

EP&A Regulation means the *Environmental Planning and Assessment Regulation 2000* (NSW).

Explanatory Note means the explanatory note relating to this Deed (being that required by clause 25E of the EP&A Regulation and exhibit A to this Deed).

GST has the meaning it has in the GST Act.

GST Act means the *A New Tax System (Goods and Services Tax) Act 1999* (Cth).

Insurer means an insurer that is licensed by the APRA to operate in Australia or has an investment grade rating from an industry recognised rating agency such as Moodies, Standard & Poors or Bests.

Interest Rate in relation to interest payable on any payment due under this Deed means the rate which is the Bank Bill Rate plus a margin of 2% per annum.

Item means the object of a Contribution specified in Column 1 of the tables in Schedule 3.

Jarvis Circuit means the public road with that name which bisects the lots that together comprise the Land.

Land means the land described in clause 1 of Schedule 2 or any subsequent Subdivision of that land.

Law means:

- (a) the common law including principles of equity; and
- (b) the requirements of all statutes, rules, ordinances, codes, regulations, proclamations, by-laws or consents by an Authority.

Legal Costs means legal costs and expenses on a full indemnity basis or solicitor and own client basis, whichever is the higher.

Legal Challenge means proceedings in a Court in which a declaration that a Development Consent or Approval in relation to the Development is invalid, and includes, but is not limited to, any proceedings in which such a declaration is sought which are heard on remitter from another Court following an Appeal.

LG Act means the *Local Government Act 1993* (NSW).

Modification means a 'modification' of a Development Consent within the meaning of section 96 of the EP&A Act.

Occupation Certificate means a certificate referred to in section 109C(1)(c) of the EP&A Act and which may be interim or final as provided for in section 109C(2) of the EP&A Act.

Party means a party to this Deed, and Parties means all of them.

Permitted Encumbrance means each of:

- (a) easements benefitting statutory authorities, encroachments authorised by Approvals and environmental management requirements; and
- (b) any of the following:
 - (i) an Encumbrance (other than a mortgage, charge, pledge, lien, security interest, title retention, contractual right of set-off, or any other security agreement or arrangement in favour of any person); and
 - (ii) such other agreement or arrangement,
 the Council (acting reasonably) agrees in writing are permitted encumbrances;
- (c) any Encumbrance that does not prevent the future use of the relevant land for the public purpose for which it is to be dedicated under this Deed, unless the Encumbrance is a charge arising as a result of unpaid taxes or charge.

Planning Agreement means this Deed.

Quantity Surveyor means a current member of the Australian Institute of Quantity Surveyors who:

- (a) is a full member of that Institute and has not less than 5 years' experience of valuing works of alike nature to the Contribution Works; and
- (b) at the time of appointment is both experienced and actively engaged in carrying valuations or work of this kind required under this Deed.

Real Property Act means the *Real Property Act 1900* (NSW).

Register means the Torrens title register maintained under the Real Property Act.

Required Face Value means the face value of the Bond to be provided under Schedule 10, which will be equivalent to the value of any outstanding Contribution Works and the cost of acquiring any Contribution Land in accordance with Schedule 5, as agreed between the parties at the time the Bond is provided having regard to the Contribution Value.

Related Agreement means the planning agreement recorded in the Register under dealing numbers AM194995 and AM 248850.

Roads Act means the *Roads Act 1993* (NSW).

Roads Authority has the meaning given to that term in the Roads Act.

Road Closure Area means that part of Jarvis Circuit to be closed shown in the Road Closure Plan.

Road Closure Plan means the plan or plans contained in Schedule 5.

Schedule means a schedule to this Deed.

Security means either a Bank Guarantee or a Bond or such other form of security the Council may accept as security for the performance of its obligations under this Deed.

Security Amount means each of the amounts stated in Schedule 10.

Standard Requirement means a requirement in order to comply with the Building Code of Australia, any applicable Australian Standard required by a governmental entity or any other applicable requirement of a State governmental entity.

Superintendent means the superintendent (if any) appointed from time to time under any Construction Contract.

Suspension Period means the period of time from and including the date on which a document initiating a Legal Challenge has been served on the Council and the Developer and ending on:

- (a) subject to paragraphs (b) and (c), the date on which:
 - (i) the Legal Challenge is discontinued;
 - (ii) final orders (apart from any orders as to costs) are made in the Legal Challenge; or

- (iii) for any other reason, the Legal Challenge no longer includes an application for a declaration that the Development Consent or Approval for the Development is invalid;

whichever is the earlier;

- (b) subject to paragraph (c), if an Appeal Notice is filed and served in connection with final orders in the Legal Challenge or an Appeal from the Legal Challenge (apart from any orders as to costs), the date on which:
 - (i) the Appeal is discontinued;
 - (ii) final orders (apart from any orders as to costs) are made in the Appeal; or
 - (iii) for any other reason, the Appeal no longer includes an appeal in respect of a Court decision regarding the validity of the Development Consent whichever is earlier,

unless the orders in the Appeal require the Legal Challenge to be remitted to another Court in relation to the validity of the Development Consent or Approval for the Development, in which case paragraph (a) re-applies; or

- (c) the date which is 15 Business Days after the date on which the period of time allowed for filing an Appeal Notice described in paragraph (b) has expired, if no valid Appeal Notice has been filed and served by that first-mentioned date.

For the avoidance of doubt, the Suspension Period continues if paragraph (b) applies.

Taxes means taxes, levies, imposts, deductions, charges and duties (including stamp and transaction duties), excluding GST (which is dealt with at clause 17), together with any related interest, penalties, fines and expenses in connection with them, except if imposed on, or calculated having regard to, net income of a person.

1.2 Interpretation

In this Deed:

- (a) headings are for convenience only and do not affect interpretation;

and unless the context indicates a contrary intention:

- (b) *person* includes an individual, the estate of an individual, a corporation, an authority, an association or a joint venture (whether incorporated or unincorporated), a partnership and a trust;
- (c) a reference to a Party includes that Party's executors, administrators, successors and permitted assigns, including persons taking by way of novation;
- (d) a reference to a document (including this Deed) is to that document as varied, novated, ratified or replaced from time to time;
- (e) a reference to a statute includes its delegated legislation and a reference to a statute or delegated legislation or a provision of either includes consolidations, amendments, re enactments, replacements and substitutions;

- (f) a word importing the singular includes the plural (and vice versa), and a word indicating a gender includes every other gender;
- (g) a reference to a Party, clause, schedule, exhibit, attachment or annexure is a reference to a Party, clause, Schedule, exhibit, attachment or annexure to or of this Deed, and a reference to this Deed includes all Schedules, exhibits, attachments and annexures to it;
- (h) if a word or phrase is given a defined meaning, any other part of speech or grammatical form of that word or phrase has a corresponding meaning;
- (i) 'includes' in any form is not a word of limitation;
- (j) a reference to '\$' or 'dollar' is to Australian currency;
- (k) no rule of construction applies to the disadvantage of a Party because that Party was responsible for the preparation of this Deed; and
- (l) any capitalised term used, but not defined in this Deed, will have the meaning ascribed to it under, and by virtue of, the EP&A Act.

2 Planning Agreement

2.1 Commencement

This Deed commences on the execution of this Deed by all Parties but is subject to the Condition Precedent.

2.2 Planning agreement under the EP&A Act

This Deed constitutes a planning agreement within the meaning of section 93F of the EP&A Act.

2.3 Application of the Planning Agreement

This Deed applies to:

- (a) the Land; and
- (b) the Development.

3 Condition Precedent and Road Closure

3.1 Condition Precedent

- (a) The Parties obligations under this Deed are conditional upon the Condition Precedent being satisfied.
- (b) The Parties agree that the Condition Precedent is:
 - (i) the Road Closure Area being classified as *operational* under the LG Act;

ITEM 6 (continued)

- (ii) the closure of the Road Closure Area pursuant to Part 4 of the Roads Act;
- (iii) creation of a folio in the Register for the Road Closure Area as a separate freehold title in fee simple; and
- (iv) issue of a certificate of title for the Road Closure Area.

3.2 Road closure

- (a) The Council must promptly and without delay proceed to do all things necessary, including to cause or procure:
 - (i) the Road Closure Area to be classified as *operational* under the LG Act;
 - (ii) the Road Closure Area to be closed pursuant to Part 4 of the Roads Act; and
 - (iii) a separate certificate of title for the Road Closure Area to be issued, if closure of the Road Closure Area under Part 4 of the Roads Act occurs.
- (b) The Parties acknowledge that it is their intention for the Road Closure Area to be a land parcel to which a folio in the Register relates as a separate lot in a deposited plan:
 - (i) owned by the Council in fee simple; and
 - (ii) classified as operational land under the LG Act.
- (c) The Developer must (promptly, without delay and at its Cost) do all things reasonably required by the Council to assist Council with all applications and others tasks that must be done to cause the Road Closure Area to be closed pursuant to Part 4 of the Roads Act.
- (d) The Parties agree to co-operate and keep each other regularly informed about all matters and things relevant to the closure of the Road Closure Area pursuant to Part 4 of the Roads Act.
- (e) The Council must give the Developer a notice advising of the closure of the Road Closure Area pursuant to Part 4 of the Roads Act without delay after the Council becomes aware of the publication in the Government Gazette of a notice advising of the closure.
- (f) The Council does not in any way warrant that the Road Closure Area is or will be suitable or adequate for the Developer's purposes.
- (g) The Developer acknowledges that the Council may be required by a service or utility provider or an Authority or any combination of them to:
 - (i) create easements, restrictions and covenants;
 - (ii) enter into agreements or arrangements;
 - (iii) create or grant rights and privileges;
 - (iv) create roads or rights of way; and

- (v) dedicate land,

over or in respect of the Road Closure Area in order to procure the closure of the Road Closure Area pursuant to Part 4 of the Roads Act.

- (h) The Developer must not make any objection nor make any requisition or claim, rescind or terminate this Deed by reason of any easements, restrictions on use, covenants or any other matter set out in this clause registered against the title to the Road Closure Area because they were required by any Authority or a service or utility provider or any combination of them whose approval is required to close the Road Closure Area pursuant to Part 4 of the Roads Act.
- (i) However, clauses 3.2(f) and (g) do not apply if, in the opinion of the Developer acting reasonably, any easements, restrictions on use, covenants or any other matter would make the use of the Road Closure Area by the Developer for its purposes (including for the purposes of constructing a vehicle access tunnel between Lots 104 and 105 in DP1224238) not practical or possible.

3.3 Termination right

- (a) Either Party may terminate this Deed by giving to the other a notice at any time after the Condition Precedent Date if the Condition Precedent has not been satisfied before the date on which the termination takes effect as a result of a notice being given under this clause.
- (b) A notice given under this clause 3.3 must specify the date on which termination takes effect that is not less than one month after the date on which the notice is given.

3.4 Consequences of termination

- (a) No Party will be liable to any other Party for any sum for damages, costs or expenses as a result of the lawful termination of this Deed under this clause 3.
- (b) Termination of this Deed under this clause 3 is without prejudice to any right or entitlement a Party may have by reason of any antecedent breach.

4 Development Contributions

4.1 Delivery

- (a) The Parties agree that the Developer must (at its Cost and risk) undertake the Contribution Works in accordance with Schedule 3 and Schedule 4.
- (b) The Parties agree that the provision of the Contribution Works will serve the public purposes set out in Column 2 in the Tables to Schedule 3.

5 Monetary Contribution

5.1 Application of section 94EF of the EP&A Act

This Deed does not exclude the application of section 94EF of the EP&A Act to the Development.

5.2 Application of section 94 of the EP&A Act

This Deed does not exclude the application of section 94 of the EP&A Act to the Development.

5.3 Application of section 94A of the EP&A Act

This Deed does not exclude the application of section 94A of the EP&A Act to the Development.

6 Road Closure Area transfer and use

6.1 Transfer

- (a) No later than 15 Business Days after the date of the Certificate of Practical Completion the Council must transfer freehold title in the Road Closure Area to the Developer, free of any Encumbrance, except as may be permitted by this Deed.
- (b) The Council's obligations under this clause will be taken to have been fulfilled for the purposes of this Deed when the Council delivers to the Developer the certificate of title for the Road Closure Area and such other title transfer necessary to enable the Developer to be shown on the Register as the freehold owner of the Road Closure Area.

6.2 Works in Jarvis Circuit

- (a) The Parties acknowledge that the Development involves works in Jarvis Circuit.
- (b) Nothing in this Deed relieves or otherwise affects any requirement under a Development Consent or under any Law to obtain and comply with any Approval to carry out works in Jarvis Circuit (including an approval under section 138 of the Roads Act) whether or not the Road Closure Area has been closed pursuant to Part 4 of the Roads Act.

6.3 Access for works

- (a) This clause 6.3 applies if the Developer proposes to conduct works in the Road Closure Area after the Road Closure Area has been closed pursuant to Part 4 of the Roads Act but before freehold title to the Road Closure Area has been transferred to the Developer under this Deed.
- (b) The Council grants to the Developer a nonexclusive licence to access and use the Road Closure Area after it has been closed pursuant to Part 4 of the Roads Act but before freehold title to the Road Closure Area has been transferred to the Developer under this Deed in connection with the conduct of the Development.

- (c) The Developer conducts works in Jarvis Circuit under this clause at its risk.
- (d) The provisions of clause 9 of Schedule 4 apply as if they were repeated here with such amendments as are reasonable necessary having regard to the context.
- (e) The Developer must reinstate Jarvis Circuit to the condition it was in before any works were conducted if the Developer conducts works in Jarvis Circuit and this Deed is terminated for any reason. The Developer must carry out such reinstatement to the Councils reasonable satisfaction no later than 30 Business Days after the termination of this Deed.
- (f) The Developer must not make any Claim against the Council in connection with any works the Developer may conduct in Jarvis Circuit (including the Road Closure Area (whether or not closed pursuant to Part 4 of the Roads Act).

7 Contribution Works

7.1 Contribution Works

- (a) The Developer must carry out the Contribution Works in accordance with this Deed, including the Construction Terms and any Development Consent granted for the Contribution Works.
- (b) The Contribution Works (or any part of them) required under this Deed will be taken to have been completed for the purposes of this Deed when a Certificate of Practical Completion has been issued for the Contribution Works or relevant part of them.
- (c) The Parties agree and acknowledge that the Contribution Works serve the public purposes specified for each of the in the Contributions Schedule.

8 Caveat

8.1 Caveatable interest

The Developer acknowledges and agrees that when this Deed is executed the Council is deemed to have acquired, and the Developer is deemed to have granted, an equitable estate and interest in that part of the Land on which the Community Facility is to be constructed pursuant to the Related Planning Agreement for the purposes of section 74F(1) of the Real Property Act and consequently the Council has a sufficient interest in that part of the Land in respect of which to lodge a caveat in the relevant folio of the Register notifying that interest.

8.2 Caveat prior to registration

The Developer acknowledges and agrees that:

- (a) Subject to clause 9, the Council may lodge a caveat in the relevant folio of the Register notifying of its interest to protect its rights under this Deed and the Developer will not object to the Council lodging a caveat in the relevant folio of the

ITEM 6 (continued)

Register nor (subject to the provisions of this clause 8) will it seek to remove any caveat lodged by the Council.

- (b) If Council lodges a caveat in accordance with this clause 8, then the Council will do all things reasonably required to ensure that the caveat does not prevent or delay either the registration of this Deed or any dealing in the Land which is not inconsistent with this Deed, provided the Developer is not in breach of any obligations under this Deed.
- (c) The Council (as the caveator) will provide any consent the Developer may reasonably require to enable this Deed or any dealing in the Land to be registered in accordance with this clause 8.2.
- (d) The Council will promptly, following registration of this Deed, do all things reasonably necessary to remove the caveat from the relevant folio of the Register.

9 Registration of this Deed

9.1 Land ownership

The Developer represents and warrants that it is (or is entitled to be) the legal and beneficial owner of the Land, and will be the legal and beneficial owner of all of the Land prior to any obligations to deliver Contribution Works under this Deed arising.

9.2 Registration on title

The Developer agrees to promptly do all things that are necessary for Council to procure the registration of this Deed in the relevant folio of the Register for the Land in accordance with section 93H of the EP&A Act and Schedule 8.

10 Release and Discharge

The Council agrees to release and discharge this Deed and remove any caveat lodged by the Council pursuant to clause 8 on the release and discharge terms contained in clause 8 and Schedule 9 to this Deed.

11 Breaches to be rectified

11.1 Council to give notice

If the Council considers that the Developer (**defaulting party**) has defaulted in the performance of any of its obligations under this Deed, then the Council may give written notice to the defaulting party which:

- (a) identifies the nature of the breach; and
- (b) provides at least 20 Business Days (except in the case of an emergency or where there is an issue of public safety where less time may be specified) within which

the defaulting party must rectify that breach and what action must be taken to rectify that breach.

11.2 Schedule 6 applies

If the Council gives a written notice under clause 11.1 then the provisions of Schedule 6 will apply.

12 Security

The Developer has agreed to provide security to the Council for performance of its obligations under this Deed on the terms and conditions of Schedule 10.

13 Assignment and other dealings

The Parties agree that provisions of Schedule 11 applies in relation to any proposed assignment or dealing in relation to the Land (or any part of it) or of a Party's interest in this Deed.

14 Review of Deed

The Parties may agree to review this Deed. Any review or modification will be conducted in the circumstances and in the manner determined by the Parties.

15 Dispute resolution

The Parties agree that any disputes under or in relation to this Deed will be resolved in accordance with the procedures set out in Schedule 7.

16 Overdue payments

16.1 Interest on overdue money

The Developer agrees to pay interest to the Council on any amount payable by it under this Deed from when it becomes due for payment, during the period that it remains unpaid, on demand or at times determined by the Council, calculated on daily balances. The rate to be applied to each daily balance is the Interest Rate.

16.2 Compounding

Interest not paid when due for payment may be capitalised by the Council at intervals which the Council determines from time to time or, if no determination is made, then on the first day of each month. Interest is payable on capitalised interest at the rate and in the manner referred to in this clause.

16.3 Interest on liability merged in judgment or order

- (a) If a liability under this Deed becomes merged in a judgment or order, then the Developer agrees to pay interest to the Council on the amount of that liability as an independent obligation. This interest accrues from the date the liability becomes due for payment both before and after the judgment or order until it is paid, at a rate that is the higher of the rate payable under the judgment or order and the rate referred to in this clause.
- (b) For the avoidance of doubt, if a liability under this Deed becomes merged in a judgment or order then the Developer will only be required to pay either interest payable under the judgment or order or interest calculated under this clause but not both.

17 GST**17.1 Interpretation**

- (a) Except where the context suggests otherwise, terms used in this clause 17 have the meanings given to those terms by the GST Act.
- (b) Any part of a supply that is treated as a separate supply for GST purposes (including attributing GST payable to tax periods) will be treated as a separate supply for the purposes of this clause.
- (c) A reference to something done (including a supply made) by a Party includes a reference to something done by any entity through which that Party acts.

17.2 Consideration GST exclusive

Unless otherwise expressly stated, all sums payable or consideration to be provided under this Deed is exclusive of GST.

17.3 GST not payable on Contributions

The Parties agree, in accordance with Class Ruling CR 2013/13 published by the Commissioner, that Contributions required to be made under this Deed are exempt from GST.

17.4 Additional amount of GST payable

If GST is imposed on any supply made under or in accordance with this Deed, the Developer must pay the GST or pay to Council an additional amount equal to the GST payable on or for the taxable supply, whichever is appropriate in the circumstances.

17.5 No merger

This clause will not merge on completion or termination of this Deed.

18 Explanatory Note

The Explanatory Note must not be used to assist in construing this Deed.

19 Notices

19.1 Form

Any notice, consent, information, application or request that must or may be given or made to a Party under this Deed is only given or made if it is in writing and delivered or posted to that Party at its address set out below or faxed to that Party at its fax number set out below:

Council	Developer
Council of the City of Ryde Level 1, 3 Richardson Place, North Ryde NSW 2113 Fax: 9952 8222 Attn: General Manager	Greenland (Sydney) Lachlan's Line Macquarie Park Development Pty Limited c/- Urbis at Tower 2, Level 23, Darling Park, 201 Sussex Street, Sydney NSW 2000 Fax: Attn: The Manager

19.2 Change of address

If a Party gives another Party 3 Business Days' notice of a change of its address or fax number, any notice, consent, information, application, or request is only given or made by that other Party if it is delivered, posted or faxed to the latest address or fax number.

19.3 Receipt

Any notice, consent, information, application or request is to be treated as given or made at the following time:

- (a) if it is delivered, when it is left at the relevant address;
- (b) if it is sent by post, 2 Business Days after it is posted; and
- (c) if it is sent by fax, as soon as the sender receives from the sender's fax machine a report of an error free transmission to the correct fax number.

19.4 Receipt - next Business Day

If any notice, consent, information, application or request is delivered, or an error free transmission report in relation to it is received, on a day that is not a Business Day, after 5pm on that day in the place of the Party to whom it is sent, it is to be treated as having been given or made at the beginning of the next Business Day.

20 Schedules and Annexures to this Deed

The Parties agree:

- (a) that all the Schedules and Annexures form part of this Deed; and
- (b) to comply with the provisions of those Schedules and Annexures.

21 General provisions

The Parties agree that the miscellaneous and general provisions set out in Schedule 13 to this Deed apply.

22 Obligations under this Planning Agreement

22.1 Legal Challenge

Subject to clauses 22.5 to 22.9, where a Legal Challenge is commenced the parties' obligations under this Deed are immediately suspended and the Developer shall not have any obligation to make any Contributions under this Deed until the expiration of the Suspension Period or where clause 22.5 applies.

22.2 Parties to meet

Subject to clause 22.3, where any Legal Challenge is commenced or where the Court declares or orders any Approval to be invalid or any of them, the Parties agree to:

- (a) meet, no later than 5 Business Days after the date of service of commencement of the Legal Challenge and after any declaration or order that Approval is invalid, to discuss in good faith:
 - (i) the suspension of the parties rights and obligations under this Deed; and
 - (ii) their intentions in relation to that declaration or order, including, without limitation, any intention to Appeal that declaration; and
- (b) consult regularly with the other in relation to any Appeal and must respond within a reasonable period to each other's questions, queries and enquiries and generally keep each other informed regarding the progress of any such Appeal.

22.3 Legal advice

The Parties will not be required to meet or consult pursuant to clause 22.2 in circumstances where any of the Parties receives legal advice that it should not so meet or consult with the other Party in connection with any such declaration or Appeal.

22.4 Confidential

The Parties agree that any discussions held between the Parties under this clause 22 are confidential and that a common interest between them exists for the purposes of legal professional privilege in connection with those discussions.

ITEM 6 (continued)**22.5 Development may continue**

Notwithstanding clause 22.1, the Developer may elect at its Cost and risk to proceed with the Development, in which circumstances, clause 22.1 will not apply and the Developer must continue to comply with all obligations under this Deed.

22.6 Termination

If this Deed is terminated as the result of any Appeal the parties will meet in accordance with clause 22.2 to discuss any matters that may need to be addressed as a result of the termination.

22.7 Invalid Approval

If any Approval is declared invalid, the parties will meet in accordance with clause 22.2 of this Deed to discuss their respective rights and obligations under this Deed as a consequence of that determination.

22.8 Indemnity

If the Developer elects to proceed with the Development notwithstanding the commencement of any Legal Challenge, then the Developer is liable for and indemnifies Council against all liability, loss, Costs and expenses (including Legal Costs) arising from or incurred in connection with the Developer proceeding with the Development despite the Legal Challenge.

22.9 Public safety

The parties agree that if this clause 22 applies and there is a suspension of the parties' obligations under this Deed, any Contribution Works that have been commenced, but not completed, will be left in a state that is safe to the public before those Contribution Works cease notwithstanding the commencement of any Suspension Period.

22.10 No merger

This clause 22 will not merge on completion or termination of this Deed.

Planning Agreement

Schedule 1 – Requirements set out in section 93F of the EP&A Act

The Parties acknowledge and agree that the table set out below summarises how the Planning Agreement complies with the requirements set out in section 93F of the EP&A Act.

Requirement under the EP&A Act	This Planning Agreement
<p>Planning instrument and/or development application - (Section 93F(1))</p> <p>The Developer has:</p> <p>(a) sought a change to an environmental planning instrument.</p> <p>(b) made, or proposes to make, a Development Application.</p> <p>(c) entered into an agreement with, or is otherwise associated with, a person, to whom paragraph (a) or (b) applies.</p>	<p>(a) No.</p> <p>(b) Yes.</p> <p>(c) No.</p>
<p>Description of land to which this Deed applies - (Section 93F(3)(a))</p>	<p>The Land described in certificate of title identifiers 104 and 105 / 1224238 and known as 25 – 27 Epping Road Macquarie Park, NSW.</p>
<p>Description of change to the environmental planning instrument or the development to which this Deed applies - (Section 93F(3)(b))</p> <p>Describe:</p> <p>(a) the proposed change to the environmental planning instrument to which this Deed applies; and</p> <p>(b) the development to which this Deed applies.</p>	<p>(a) Not applicable.</p> <p>(b) See Schedule 2.</p>
<p>The scope, timing and manner of delivery of contribution required by this planning agreement - (Section 93F(3)(c))</p>	<p>This Deed contains provisions relating to scope, delivery and manner of delivery of Contributions (and key provisions appear in Schedule 3 and Schedule 4 of this Deed.</p>
<p>Applicability of Section 94 of the EP&A Act - (Section 93F(3)(d))</p>	<p>The application of section 94 of the EP&A Act is not excluded in respect of the Development.</p>

Requirement under the EP&A Act	This Planning Agreement
Applicability of Section 94A of the EP&A Act - (Section 93F(3)(d))	The application of section 94A of the EP&A Act is not excluded in respect of the Development.
Applicability of Section 94EF of the EP&A Act - (Section 93F(3)(d))	The application of section 94EF of the EP&A Act is not excluded in respect of the Development.
Consideration of benefits under this Deed if section 94 applies - (Section 93F(3)(e)) Are the benefits under this Deed to be taken into consideration if Section 94 of the EP&A Act is not excluded?	Yes in the manner and to the extent set out in clause 5.
Mechanism for Dispute resolution - (Section 93F(3)(f)) This Deed provides a mechanism for the resolution of disputes under the agreement?	The mechanism for dispute resolution is contained in clause 15 and Schedule 7 of this Deed.
Enforcement of this Deed (Section 93F(3)(g) and section 93H) This Deed provides for enforcement by a suitable means in the event of a breach.	There are provisions for enforcement by suitable means by or through (without limitation) clauses 7, 8, 9, 10, 11, 12 and 13 and Schedules 4, 5, 6, 8, 10 and 11 of this Deed.
Registration of this Deed The Parties agree that this Deed will be registered	Yes
No obligation to grant consent or exercise functions - (Section 93F(9)) The Parties acknowledge that this Deed does not impose an obligation on a planning authority to grant a Development Consent, or to exercise any function under the EP&A Act in relation to a change to an environmental planning instrument.	This is addressed in clause 1.8 of Schedule 13.

Planning Agreement

Schedule 2 - Description of the Land and the Development

1 Title

The land comprised in certificate of title folio identifiers 104 and 105 / 1224238 and known as 25 – 27 Epping Road Macquarie Park, NSW

2 Development

Development means:

- (a) 3 levels of basement car parking and loading to service all activities on the Land for 891 car spaces (including 180 retail car parking spaces);
- (b) a tunnel beneath Jarvis Circuit linking basement levels 01 and 02 across the Land;
- (c) a single level podium across that part of the Land comprised in folio identifier 104 / 1224238;
- (d) 8 residential buildings ranging from 3 to 17 storeys;
- (e) publicly accessible open spaces referred to in the Development Application as Lachlan's Square and Village Square; and
- (f) a 2500sq m community facility over 2 levels,

all in accordance with the Development Consent.

Planning Agreement

Schedule 3 - Contributions Schedule

Contribution Table

Part 1 - Contribution Works

Column 1 – Item	Column 2 – Public Purpose	Column 3 – Manner and Extent	Column 4 – Contribution Value	Column 5 - Date Contribution Works are to be reach Practical Complete
Community Facility fitout	Community Facilities	Fitout of the community facility to be constructed on part of the Land (being Lot 104 DP 1224238) pursuant to the Related Planning Agreement.	\$900,000 (refer to clause 2 of Schedule 4)	The date stated in the Related Planning Agreement for completion of the Community Facility Works (as defined in the Related Planning Agreement and see item 1 in part 2 of the contribution table in schedule 3 of the Related Planning Agreement).

Part 2 – Contribution Value indexation

The Parties acknowledge and agree that the Contribution Value is adjusted in accordance with the following formula:

$$\text{Adjusted CV} = \text{CV} \times \frac{\text{CPI as at the payment date}}{\text{CPI as at the date of this Deed}}$$

where:

Adjusted CV is the adjusted amount of the Contribution Value.

CV is the Contribution Value stated in the table contained in Schedule 3.

CPI has the meaning given to that term in clause 1.1.

Planning Agreement

Schedule 4 - Contribution Works Procedures

1 Authority requirements

1.1 Construe

These Construction Terms must be read and construed subject to:

- (a) any requirements or conditions of any Development Consent;
- (b) the requirements of and conditions imposed by all relevant Authorities and all Laws relating to the Development and the construction of the Development.

1.2 Responsibility for Approvals

The Developer must (at its Cost) obtain all Approvals necessary to satisfy its obligations under this Deed and necessary to carry out the Contribution Works.

1.3 Compliance with Approvals

The Developer must ensure that the Contribution Works carried out under this Deed are undertaken:

- (a) in accordance with the relevant Development Consent for the Contribution Works and all Approvals and the requirements of all Laws, including without limitation, work health and safety legislation; and
- (b) in a good and workmanlike manner and so that they are diligently progressed until completion;

and it is acknowledged that to the extent that there is any inconsistency between this Deed and any Approval the terms of the Approval shall prevail.

2 Costs

2.1 Developer responsible

All Costs (including Construction Costs) of the Contribution Works must be borne by the Developer.

2.2 Construction Costs composition

- (a) The Developer must ensure that the Construction Costs incurred in connection with the conduct of the Contribution Works are not less than the Contribution Value.
- (b) The Parties agree that the following are to be excluded from the Construction Costs for the purposes of this clause:

- (i) GST applicable to any taxable supply made in connection with the Contribution Works;
- (ii) taxes of any other kind applicable to the works and services undertaken in connection with the Contribution Works and payments made for those works and services;
- (iii) any amount in the nature of *developer's margin* that the Developer might claim in arrangements of this kind; and
- (iv) any amount in the nature of a management fee or administration fee that the Developer might claim or incur in connection with the management or administration of the Contribution Works (whether or not resulting from the engagement of a third party to provide management or administration services).

2.3 Construction Costs verification

- (a) The Developer must include in the notice given to the Council under clause 7.1 of this Schedule 4 a certificate from a Quantity Surveyor that sets out:
 - (i) an opinion as to appropriateness of the Construction Costs (taking into account the requirements of this clause) incurred in connection with the conduct of the Contribution Works and whether the total sum of the costs that are considered to be appropriately incurred are less than the Contribution Value; and
 - (ii) if the amount referred to in the opinion given under this clause is less than the Contribution Value, an opinion with regard to the amount of the amount of the difference (**Shortfall**).
- (b) If the certificate from the Quantity Surveyor given under this clause indicates a Shortfall, the Developer must pay to the Council the amount of that Shortfall (without further demand or deduction) no later than 10 Business Days after the date of the notice given to the Council under clause 7.1 of this Schedule 4.
- (c) The Developer must obtain the Council's prior consent to the appointment of the Quantity Surveyor who is to provide the certificate required under this clause.

3 Works responsibility and contractor engagement

3.1 Works responsibility

The Developer will be responsible for the management and conduct of managing the Contribution Works.

3.2 Contractor engagement

- (a) The Developer may engage or contract with other persons in connection with the carrying out the Contribution Works.
- (b) If the Developer engages or contracts with other persons in connection with the carrying out of the Contribution Works, the Developer agrees to ensure the

ITEM 6 (continued)

Construction Terms are part of any Construction Contract entered into with another person in connection with the carrying out of the Contribution Works

4 Design development and approval

4.1 Detailed Design

- (a) The Developer must provide a copy of the draft Detailed Design to the Council for approval before commencement of the Contribution Works.
- (b) No later than 20 Business Days of receiving the Detailed Design, the Council must give the Developer a notice:
 - (i) setting out suggested amendments to the Detailed Design; or
 - (ii) advising that the Detailed Design is acceptable.
- (c) The Council and the Developer must work in consultation with each other to prepare and agree the Detailed Design and must both act reasonably and with due expedition in their consultations with each other.
- (d) If the Detailed Design is not completed and agreed within 20 Business Days of the Council providing its suggested amendments in accordance with clause 4.1(b) of this Schedule 4, to avoid possible delays to the issue of a Certificate of Practical Completion, the Council will, in its sole discretion, be entitled to decide on any outstanding or undecided matter or item relating to areas that are to be accessible to the public, provided that any decision made by Council under this clause:
 - (i) is consistent with the obligation to provide the Contributions under this Deed;
 - (ii) is consistent with the Development Consent;
 - (iii) does not materially and adversely affect the Development; and
 - (iv) is reasonable.
- (e) Any acceptance by the Council of the Detailed Design under this clause 4.1 of this Schedule 4 is not to be taken as approval of or to any Construction Certificate for the Contribution Works or any part of them.

4.2 Good faith

The Parties must act promptly and in good faith to consult in relation to the Detailed Design.

4.3 Contribution Works and the Related Planning Agreement

The Parties acknowledge and agree that:

- (a) as at the date of this Deed the design and scope of the community facility works to be performed under the Related Planning Agreement have not been finalised and approved by the Council;

- (b) finalisation and approval of the community facility works to be performed under the Related Planning Agreement is essential to the approval of the Detailed Design of the Contribution Works to be undertaken under this Deed;
- (c) regard must had to the design and scope of the community facility works to be performed under the Related Planning Agreement in considering the Detailed Design for the Contribution Works under this Deed and the Council's approval of that Detailed Design; AND
- (d) the Contribution Works to be undertaken under this Deed are in addition to the community facility works to be performed under the Related Planning Agreement;

5 Conduct of the Contribution Works

5.1 Communication

The Developer must:

- (a) keep the Council reasonably informed of progress of the Contribution Works; and
- (b) provide to the Council such information about the Contribution Works as the Council reasonably requests.

5.2 Standard of Contribution Works

- (a) Unless otherwise provided, the Developer must, and must cause the Builder (or any other person involved in the carrying out of the Contribution Works) to, use suitable new materials and proper and tradesman like workmanship when carrying out the Contribution Works.
- (b) The qualitative standard of the design and finishes for the Construction Works must be no less than those described in the following documents:
 - (i) any relevant Standard Requirements; and
 - (ii) any relevant design standards or guidelines and any other requirements or policies applied by the Council from time to time in assessing the adequacy of any works or improvements proposed for the public domain or to be accessible to the public in accordance with this Deed.
- (c) The Developer will obtain any relevant standards (including design standards), specifications, or guidelines and any other requirements or policies referred to in clause 5.2(b)(ii) of this Schedule 4 from the Council if the Council fails to deliver them to the Developer.

5.3 Damage

- (a) The Developer is to ensure to the fullest extent reasonably practicable that, in performing its obligations under this Deed:
 - (i) all necessary measures are taken to protect people and property;

- (ii) unnecessary interference with the passage of people and vehicles is avoided; and
 - (iii) nuisances and unreasonable noise and disturbances are prevented.
- (b) Without limiting clause 5.3(a) of this Schedule 4, the Developer is not to obstruct, interfere with, impair or damage any public road, public footpath, public cycleway or other public thoroughfare, or any pipe, conduit, drain, watercourse or other public utility or service on any land except as authorised in writing by the Council or any relevant Authority.

6 Inspection

6.1 Inspection schedule

- (a) On completion of the Detailed Design, the Council will provide a schedule of inspections to be undertaken by Council (**Inspection Schedule**) to occur at specified stages of the construction of the Contribution Works (**Inspection Stage**).
- (b) If the Council does not provide the Inspection Schedule, the Developer must request the Inspection Schedule from the Council prior to the Contribution Works commencing.

6.2 Inspection process

- (a) No less than 5 Business Days prior to reaching an Inspection Stage as set out in the Inspection Schedule, the Developer must notify the Council of the proposed inspection date (**Inspection Date**).
- (b) On the Inspection Date, or other agreed date, the Developer must ensure that any employees, contractors, agents or representatives of the Council have access to and may enter the Land to inspect the Contribution Works.
- (c) In addition to carrying out inspections in accordance with the Inspection Schedule, the Council may enter the Land or any part of the Land on which the Contribution Works are located to inspect the progress of the Contribution Works, subject to:
 - (i) the terms of the Construction Contract (save for any clause of the Construction Contract which prevents the Council from accessing the Land);
 - (ii) giving reasonable notice to the Developer;
 - (iii) complying with all reasonable directions of the Developer; and
 - (iv) being accompanied by the Developer or a nominee, or as otherwise agreed.
- (d) The Council may, acting reasonably, within 5 Business Days of carrying out an inspection (either under clause 6.2(b) or(c) of this Schedule 4), notify the Developer of any defect or non-compliance in the Contribution Works and direct the Developer to carry out work to rectify that defect or non-compliance within a reasonable period of time. Such work may include, but is not limited to:

- (i) removal of defective or non-complying material;
 - (ii) demolishing defective or non-complying work;
 - (iii) reconstructing, replacing or correcting any defective or non-complying work; and
 - (iv) not delivering any defective or non-complying material to the site of the Contribution Works.
- (e) If the Developer is issued a direction to carry out further work under clause 6.2(d) of this Schedule 4, the Developer must, at its cost, rectify the defect or non-compliance specified in the Notice within the time period specified in the notice, provided that it is reasonable having regard to the nature of the works.
- (f) If the Developer fails to comply with a direction to carry out work given under clause 6.2(d) of this Schedule 4, the Council will be entitled to refuse to accept that the Contribution Works (or the relevant part of the Contribution Works) meet the Council's standards and specifications and may refuse to issue a Certificate of Practical Completion, until the required Contribution Works have been completed to the Council's satisfaction, acting reasonably.
- (g) For the avoidance of doubt, any acceptance by the Council that the Developer has rectified a defect or non-compliance identified in a notice issued under clause 6.2(d) of this Schedule 4 does not constitute:
- (i) acceptance by the Council that the Contribution Works comply with all Approvals and Laws; or
 - (ii) an Approval by the Council in respect of the Contribution Works; or
 - (iii) an agreement or acknowledgment by the Council that the Contribution Works or the relevant part of the Contribution Works are complete and may be delivered to the Council in accordance with this Deed.

7 Completion

7.1 Practical Completion

- (a) When the Developer considers that the Contribution Works, or any part of them, are complete, the Developer must send a notice to the Council accompanied by complete works as executed plans, any relevant certificates or consents of any public utility authority and a request for written certification from the Council that the Contribution Works or relevant part of them are complete.
- (b) Within 10 Business Days of receipt of the notice under clause 7.1(a) of this Schedule 4, the Council will carry out an inspection of the Contribution Works or relevant part of them and will, acting reasonably, either:
- (i) provide written certification to the Developer that the Contribution Works or relevant part of them have been completed; or

- (ii) notify the Developer of any additional information required or matters which must be addressed by the Developer prior to the certification being issued.
- (c) If the Developer is required to provide additional information or address any matters under clause 7.1(b)(ii) of this Schedule 4, the Developer will provide that information to the Council or address those matters within 10 Business Days of receiving the notice or within a reasonable period of time and make a further request under clause 7.1(a) of this Schedule 4 for written certification that the Works have been completed.
- (d) Practical completion will be achieved in relation to the Contribution Works or any relevant part of them when a Certificate of Practical Completion has been issued for those works.

7.2 Delivery of documents

- (a) The Developer must as soon as practicable, and no later than 20 Business Days after the date on which the Certificate of Practical Completion is issued in respect of the Contribution Works or any relevant part of them deliver to the Council, complete and legible copies of:
 - (i) all "as built" full-sized drawings, specifications and relevant operation and service manuals;
 - (ii) all necessary certificates including the certificates of any consultants of the Developer that the Council may reasonably require, and Approvals of any public utility authority (where relevant); and
 - (iii) copies of all Approvals required for use of the land subject to those works.
- (b) The Developer must as soon as practicable, and no later than 20 Business Days after the date on which the Certificate of Practical Completion is issued in respect of the Contribution Works or any relevant part of them, provide the Council with a handover presentation in respect of the Contribution Works.

7.3 Assignment of warranties

- (a) The Developer must assign (as beneficial owner) or cause to be assigned to the Council the benefit of any warranties and guarantees obtained by the Developer and the Builder (and capable of assignment) with respect to any material or goods incorporated in or forming part of the Contribution Works.
- (b) To the extent that any such warranties or guarantees cannot be assigned, the Developer must at the request of the Council do anything reasonably required by the Council to enforce such warranties or guarantees for the benefit of the Council.

8 Defects liability

8.1 Obligation to rectify

- (a) During the Defects Liability Period, the Council (acting reasonably) may give to the Developer a notice (**Rectification Notice**) in writing that identifies a defect in the Contribution Works and specifies:

- (i) action required to be undertaken by the Developer to rectify that defect (**Rectification Works**); and
 - (ii) the date on which the defect must be rectified (**Rectification Date**).
- (b) The Developer must comply with the Rectification Notice by:
- (i) procuring the performance of the Rectification Works by the Rectification Date, or such other date as agreed between the Parties;
 - (ii) keeping the Council reasonably informed of the action to be taken to rectify the defect; and
 - (iii) carrying out the Rectification Works.
- (c) The Council must give the Developer and its contractors any access required to carry out the Rectification Works.

8.2 Rectification complete

- (a) When the Developer considers that the Rectification Works are complete, either the Developer must notify the Council and provide documentation, plans or invoices which establish that the Rectification Works were carried out.
- (b) The Council may inspect the Rectification Works within 15 Business Days of receiving a notice from the Developer under clause 8.2(a) of this Schedule 4 and, acting reasonably:
- (i) issue a further Rectification Notice if it is not reasonably satisfied that the Rectification Works are complete; or
 - (ii) notify the Developer in writing that it is satisfied the Rectification Works are complete.

8.3 Rectifications costs

- (a) The Developer must meet all costs of and incidental to rectification of defects under this clause 8 of this Schedule 4.
- (b) If the Developer fails to comply with a Rectification Notice, then the Council may do such things or take such action as is necessary to carry out the Rectification Works, including accessing and occupying any part of the Land without further notice to the Developer, and may:
- (i) call upon any Bond provided to the Council under this clause to meet its costs of carrying out Rectification Works; and
 - (ii) recover as a debt due to the Council by the Developer in a court of competent jurisdiction, any difference between the amount of the security deposit and the costs incurred by the Council in carrying out Rectification Works.

9 Risk and insurance

9.1 Risk

The Developer undertakes the Contribution Works entirely at its own risk.

9.2 Indemnities

The Developer indemnifies the Council, its employees, officers, agents and contractors from and against all Claims in connection with the carrying out by the Developer of the Contribution Works except to the extent such Claim arises either directly or indirectly as a result of the Council or its employees, officers, agents, contractors or workmen's negligence, default, act or omission.

9.3 Insurance

- (a) Prior to the commencement of the Contribution Works or any part of them, the Developer must ensure the Builder effects and the Developer must produce evidence to the Council of the following insurances issued by an insurer approved by the Council (acting reasonably) in a form approved by the Council (acting reasonably):
- (i) construction works insurance for the value of the Contribution Works;
 - (ii) public risk insurance for at least \$20 million;
 - (iii) workers compensation insurance as required by Law.
- (b) The Developer must provide evidence of currency of insurance required by clause 9.3(a) of this Schedule 4 upon request by the Council, acting reasonably, throughout the term of this Deed.

10 Intellectual Property Rights

The Council acknowledges that the Developer or its contractors hold all rights to copyright and any intellectual property which may exist in the Contribution Works. To the extent the Developer have or receive intellectual property rights for the Contribution Works, the Developer shall assign those intellectual property rights to Council or permit use thereof.

Planning Agreement

Schedule 5 – Road Closure Plan

PLAN FORM 6 (2013)

WARNING : Creasing or folding will lead to rejection

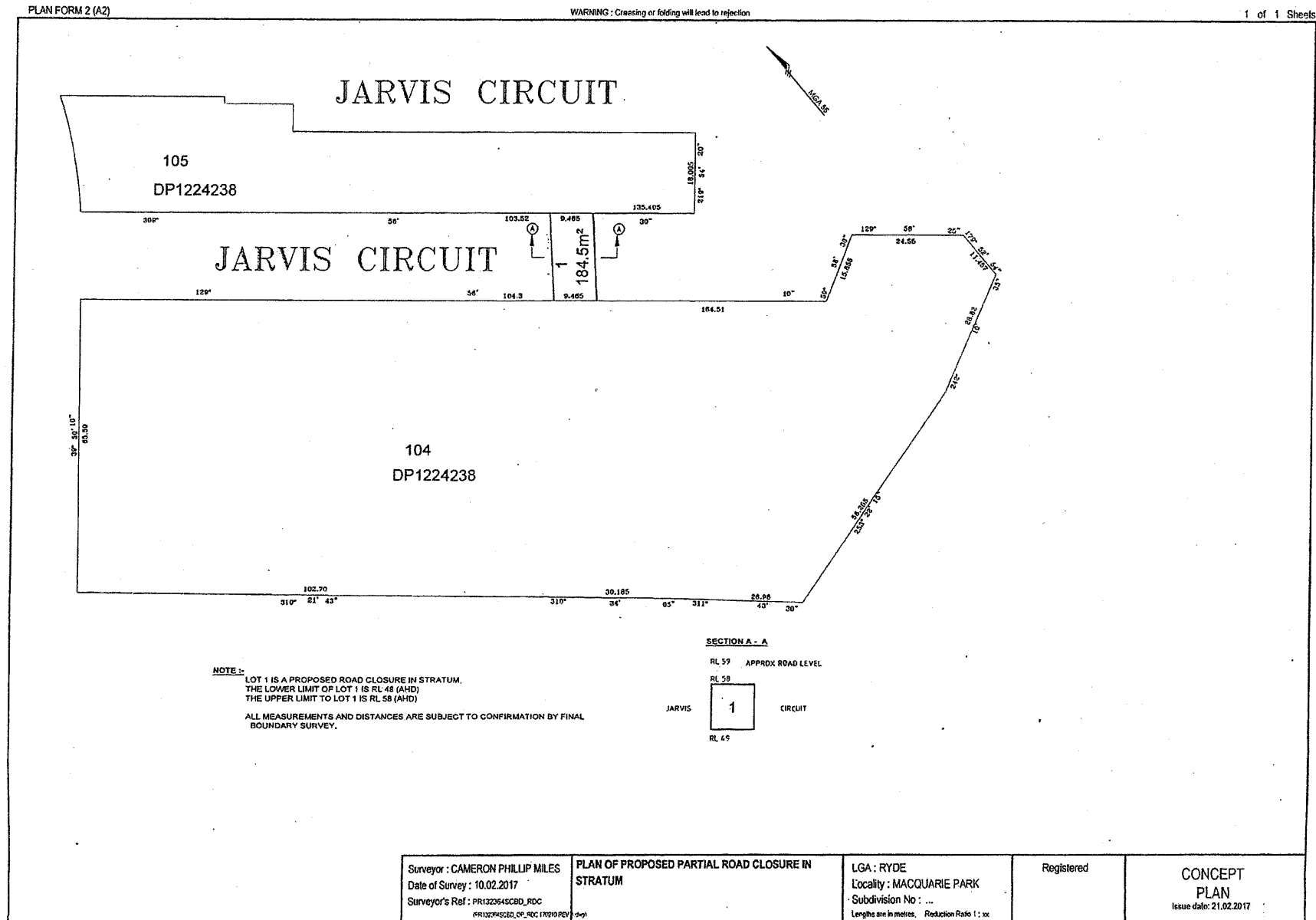
DEPOSITED PLAN ADMINISTRATION SHEET		Sheet 1 of 2 Sheet(s)
<p style="text-align: center;">Office Use Only</p> Registered : Title System : Purpose :	<p style="text-align: center;">Office Use Only</p>	
PLAN OF PROPOSED PARTIAL ROAD CLOSURE IN STRATUM	LGA : RYDE Locality : MACQUARIE PARK Parish : HUNTERS HILL County : CUMBERLAND	
<p style="text-align: center;">Crown Lands NSW / Western Lands Office Approval</p> <p>I, (Authorised Officer) in approving this plan certify that all necessary approvals in regard to the allocation of the land shown herein have been given.</p> <p>Signature:</p> <p>Date:</p> <p>File Number:</p> <p>Office:</p>	<p style="text-align: center;">Survey Certificate</p> <p>I, <u>CAMERON PHILLIP MILES</u> of <u>RPS Australia East Pty Ltd</u>, <u>255 PITT S</u> a surveyor registered under the <i>Surveying and Spatial Information Act 2002</i>, certify that:</p> <p><i>*(a) The land shown in the plan was surveyed in accordance with the Surveying and Spatial Information Regulation 2012, is accurate and the survey was completed on <u>10.02.2017</u>.</i></p> <p><i>*(b) The part of the land shown in the plan (*being*excluding ^..... Lot x to x inclusive and easements.....) was surveyed in accordance with the Surveying and Spatial Information Regulation 2012, is accurate and the survey was completed on <u>10.02.2017</u> the part not surveyed was compiled in accordance with that Regulation.</i></p> <p><i>*(c) The land shown in this plan was compiled in accordance with the Surveying and Spatial Information Regulation 2012.</i></p> <p>Signature: Dated: <u>DD-MM-YYYY</u></p> <p>Surveyor ID: <u>8374</u></p> <p>Datum Line: <u>'X'-'Y'</u></p> <p>Type: *Urban /*Rural</p> <p>The terrain is *Level-Undulating / Steep-Mountainous.</p> <p><i>*Strike through if inapplicable.</i></p> <p><i>^ Specify the land actually surveyed or specify any land shown in the plan that is not the subject of the survey.</i></p>	
<p style="text-align: center;">Subdivision Certificate</p> <p><i>*Authorised Person/*General Manager/*Accredited Certifier, certify that the provisions of the s.109J of the Environmental Planning and Assessment Act 1979 have been satisfied in relation to the proposed subdivision, new road or reserve set out herein.</i></p> <p>Signature:</p> <p>Accreditation number:</p> <p>Consent Authority :</p> <p>Date of endorsement:</p> <p>Subdivision Certificate number:</p> <p>File number:</p> <p><i>*Strike through if inapplicable.</i></p>	<p>Statements of intention to dedicate public roads, public reserves and drainage reserves, acquire/resume land.</p> <p>It is intended to dedicate XXXXXXXXXXXXXXXX</p>	<p>Plans used in the preparation of survey/compilation</p> <p style="text-align: center;">DPXXXXXX</p> <div style="border: 1px solid black; padding: 5px; text-align: center; margin: 10px auto; width: fit-content;"> <p>CONCEPT PLAN Issue date: 21.02.2017</p> </div> <p style="text-align: center; font-size: small;">if space is insufficient continue on PLAN FORM 6A</p>
<p>Signatures, Seals and Section 88B Statements should appear on PLAN FORM 6A</p>	<p>Surveyor's Reference : PR132364SCBD_RDC (PR132364SCBD_DP_RDC 170210 REV A.dwg)</p>	

PLAN FORM 6A (2012)

WARNING : Creasing or folding will lead to rejection

DEPOSITED PLAN ADMINISTRATION SHEET		Sheet 2 of 2 Sheet(s)
Office Use Only	Office Use Only	
Registered:		
PLAN OF PROPOSED PARTIAL ROAD CLOSURE IN STRATUM		
Subdivision Certificate number:		This sheet is for the provision of the following information as required: <ul style="list-style-type: none"> • A schedule of lots and addresses - See 60(c) <i>SSI Regulation 2012</i> • Statements of intention to create and release affecting interests in accordance with section 88B <i>Conveyancing Act 1919</i> • Signatures and seals - see 195D <i>Conveyancing Act 1919</i> • Any information which cannot fit in the appropriate panel of sheet 1 of the administration sheets.
Date of Endorsement:		
<p>Pursuant to Section 88B of the <i>Conveyancing Act 1919</i> it is intended to create:</p> <p>1. XXXXXXXXXXXX</p>		
		CONCEPT PLAN Issue date: 21.02.2017
If space is insufficient use additional annexure sheet		
Surveyor's Reference: PR132364SCBD_RDC (PR132364SCBD_DP_RDC 170210 REV A.dwg)		

ITEM 6 (continued)



Planning Agreement

Schedule 6 - Notification and rectification of breach

1 Notice of breach

1.1 Response to notice of breach

- (a) Promptly upon receipt of a notice under clause 11, the defaulting party must either:
- (i) rectify the breach identified in that notice within the time period specified in that notice; or
 - (ii) notify the Council in writing that it does not agree that the breach identified in that notice has occurred, and refer the matter for dispute resolution in accordance with clause 15 and Schedule 7.
- (b) In the absence of a manifest error on the face of the notice, nothing in clause 1.1(a)(ii) of this Schedule 6 will constrain or limit the Council's rights of recourse under this Deed.

1.2 Rights of the Council after giving notice of breach

- (a) If:
- (i) the defaulting party does not take either of the actions outlined in clause 1.1(a) of this Schedule 6; or
 - (ii) any dispute notified by the defaulting party is resolved in favour of the Council,

then the Council may take any or all of the actions available to it under this Deed including:

- (i) taking any action under clause 2.1 of this Schedule 6;
- (ii) calling on the Bond under Schedule 10;
- (iii) issuing a notice to the defaulting party which:
 - (A) identifies the nature of the breach; and
 - (B) specifies that the breach must be rectified by the Developer within a reasonable period of time which must not be less than 20 Business Days (except in the case of an emergency or where there is an issue of public safety where less time may be specified) of the Council's notice,

and the provisions of clauses 1.1 and 1.2 of this Schedule 6 will apply in respect of that notice (with the necessary changes having been made) and if the defaulting party does not take either of the actions outlined in clause 1.1(a) of this Schedule 6 then the Council may have recourse against the Developer in relation to the breach.

- (b) The rights of the Council under this Deed, and any action taken by it as referred to in this clause 1.2 of this Schedule 6 or otherwise, are without derogation from the other rights and remedies available to the Council under this Deed, at law and in equity in relation to any default of the defaulting party.

2 Council may rectify breach

2.1 Council may perform obligations

- (a) This clause 2 of this Schedule 6 applies only if the Council has first given a notice of under clause 1 of this Schedule 6.
- (b) Before exercising its rights under the remainder of this clause 2.1 of this Schedule 6, the Council will give not less than 20 Business Days' (except in the case of an emergency or where there is an issue of public safety where less time may be specified) written notice to the defaulting party of its intention to exercise those rights.
- (c) The Council may (but is not obliged to):
- (i) perform the defaulting party's obligations where the defaulting party fails to:
 - (A) rectify the breach identified in the notice referred to in clause 11 within the time period specified in that notice; or
 - (B) notify the Council in writing that it does not agree that the breach identified in the notice referred to in clause 11 has occurred and refer the matter for dispute resolution in accordance with clause 15 and Schedule 7;
 - (ii) rectify any breach of this Deed;
 - (iii) carry out other works that are necessary to be carried out; and
 - (iv) otherwise do anything which the defaulting party should have done under this Deed.
- (d) Without limiting clause 2.1 of this Schedule 6 the defaulting party agrees that the Council, its employees, agents and contractors, may enter onto the Land and do whatever is necessary to remedy the breach, in the absolute discretion of the Council, subject to compliance with the reasonable directions of the defaulting party relating to work, health and safety and compliance with all Laws.
- (e) The defaulting party indemnifies and will keep the Council indemnified from and against all Claims, Costs and Legal Costs incurred by the Council or for which the Council may become liable in the exercise or purported exercise of the rights of the Council under this clause 2.1 of this Schedule 6, except in the event that such Claim is caused by or contributed to by the negligence of the Council or where the Council has exercised its rights in breach of this Deed, and may call on any Bond provided to it under Schedule 10 to satisfy any such Claim.

Planning Agreement

Schedule 7 - Dispute Resolution

1 Dispute Resolution

1.1 Not commence

A Party must not commence any court proceedings relating to a dispute unless it complies with the provisions of this Schedule 7.

1.2 Written notice of dispute

A Party claiming that a dispute has arisen under or in relation to this Deed must give written notice to the other Party specifying the nature of the dispute.

1.3 Attempt to resolve

On receipt of notice under clause 1.2 of this Schedule 7, the parties must endeavour in good faith to resolve the dispute expeditiously using informal dispute resolution techniques such as mediation, expert evaluation or other techniques agreed by them.

1.4 Mediation

If the Parties do not agree within 10 Business Days of receipt of notice under clause 1.3 of this Schedule 7 (or any further period agreed in writing by them) as to:

- (a) the dispute resolution technique and procedures to be adopted;
- (b) the timetable for all steps in those procedures; or
- (c) the selection and compensation of the independent person required for such technique,

the Parties must mediate the dispute in accordance with the Mediation Rules of the Law Society of NSW. The Parties must request the president of the Law Society of NSW or the president's nominee to select the mediator and determine the mediator's remuneration.

1.5 Expert evaluation generally

- (a) If the Parties agree under clause 1.3 of this Schedule 7 that expert evaluation is the appropriate dispute resolution technique, expert evaluation must be carried out in accordance with this clause 1.5 of this Schedule 7.
- (b) Where the Parties are not able to agree on an appropriate expert, the expert is to be appointed by the President of the appropriate institute or association.
- (c) If the Parties cannot agree on which institute or association is appropriate in the circumstances (within the same 10 Business Days), either Party may refer the selection of the institute or association to the President of the Bar Association of New South Wales to select the most appropriate institute or association.
- (d) The institutes or associations from which the expert may be appointed are:

- (i) if an architect: the Royal Australian Institute of Architects, New South Wales Chapter;
 - (ii) if an engineer: Engineers Australia;
 - (iii) if a valuer: the Australian Property Institute Incorporated ABN 007 505 866, New South Wales Division;
 - (iv) if an expert in decontamination: Engineers Australia - Environmental College;
 - (v) if an expert in insurance: the Australian and New Zealand Institute of Insurance and Finance, New South Wales Branch;
 - (vi) if a real estate agent: the Real Estate Institute of New South Wales;
 - (vii) if a quantity surveyor: the Australian Institute of Quantity Surveyors, New South Wales Chapter;
 - (viii) if a barrister: the New South Wales Bar Association;
 - (ix) if an accountant: the Institute of Chartered Accountants, New South Wales Division;
 - (x) if a solicitor or mediator: the Law Society of New South Wales.
- (e) If:
- (i) more than two types of experts are required to determine the dispute; or
 - (ii) the Parties agree to appoint a lead expert; or
 - (iii) the President of the Bar Association exercising his or her functions in accordance with clause 1.5(c) of this Schedule 7 considers the appointment of a lead expert appropriate,
- then the Parties must appoint a lead expert.
- (f) The lead expert must be a solicitor who has practised for not less than 15 years and who has not less than 5 years' experience in alternative dispute resolution. The lead expert must be agreed by the Parties and failing agreement will be appointed by the President of the Law Society of New South Wales.
- (g) If a lead expert is appointed the functions of that person are:
- (i) to determine the type of expert required to determine the dispute;
 - (ii) in the absence of agreement between the Parties as to the identity of the expert, to request the appropriate institute or association referred to in clause 1.5(b) (**Institutes and associations**) to appoint an expert;
 - (iii) to determine the questions to be put to the expert and, if there is more than one expert, to co-ordinate and determine the timing of each expert determination;

- (iv) if the dispute requires determination by an expert solicitor, to perform that function;
 - (v) if the expert determinations obtained are ambiguous, contradictory or in conflict, to determine the ambiguity, contradiction or conflict;
 - (vi) on receipt of the expert determinations to deliver to the Parties a final determination of the dispute;
 - (vii) to determine any question of procedure concerning the dispute resolution process.
- (h) The expert is to be engaged on his standard terms of engagement subject to any amendments required to ensure consistency with this clause.
 - (i) Both Parties may, within 20 Business Days of the date of appointment of the expert, make written submissions to the expert on the matter the subject of the dispute. If a Party makes a written submission to the expert, it must give a copy of the submission to the other Party at the same time as it gives the submission to the expert. Submissions must include all particulars upon which a Party seeks to rely in support of its position in relation to the dispute. The expert will determine the procedure for determining the dispute.
 - (j) When any dispute or difference referred to in this clause has been referred for determination, the Parties will each use their best endeavours to make available to the expert all facts and circumstances which the expert may require to settle or determine the dispute or difference and must ensure that their respective employees, agents and consultants are available to appear at any hearing or enquiry called for by the expert. The Parties record their agreement that the hearing be concluded within 20 Business Days, and the expert's decision given within 20 Business Days, of the date of appointment of the expert, and shall use their best endeavours to see that these time frames are met.
 - (k) The expert's decision is final and binding on the Parties. The cost of the expert's decision is to be borne by the Parties in the shares as the expert determines and in the absence of a determination equally between the Parties.
 - (l) The expert will also determine the amount of the costs and expenses of the reference of such dispute to him. In default of such decision, those costs and expenses will be borne by the Parties in equal shares.

1.6 Court proceedings

If the dispute is not resolved within 60 Business Days after notice is given under clause 1.2 of this Schedule 7, then any Party which has complied with the provisions of this Schedule 7, may in writing terminate any dispute resolution process undertaken under this clause and may then commence court proceedings in relation to the dispute.

1.7 Not use information

The Parties acknowledge the purpose of any exchange of information or documents or the making of any offer of settlement under the provisions of this Schedule 7, is to attempt to settle the dispute. No Party may use any information or documents obtained through any dispute resolution process undertaken under the provisions of this Schedule 7 for any purpose other than in an attempt to settle the dispute.

1.8 No prejudice

The provisions of this Schedule 7 do not prejudice the right of a Party to institute court proceedings for urgent injunctive or declaratory relief in relation to any matter arising out of or relating to this Deed.

1.9 Costs

- (a) The Costs of appointing a mediator under this Schedule 7, will be borne equally by the Parties.
- (b) Each Party will be responsible for its own Legal Costs with respect to any dispute resolution process.

Planning Agreement

Schedule 8 – Deed Registration

1 Deed registration

1.1 Consents

The Developer warrants that they have obtained all consents to the registration of this Deed on the relevant folio of the Register for the Land as are necessary and in particular the consent of any mortgagee or lessee.

1.2 Mortgage

- (a) The Developer must produce to the Council together with this Deed for execution by the Council, a letter from the mortgagee (if any) and lessees of any registered lease on the Land (if any) consenting to the registration of this Deed accompanied by production information as evidence that the mortgagee (if any) has produced the Certificate of Title for the Land at Land and Property Information for the purpose of registration of the Deed and a bank cheque for the relevant registration fees.
- (b) If the Land is unencumbered by a mortgagee the Developer must produce the Certificate of Title for the Land at Land and Property Information and give a copy of the production slip to the Council.

1.3 Council to lodge

Subject to clause 1.2 of this Schedule 8, the Council will lodge this Deed with Land and Property Information for registration on the relevant folio of the Register for the Land as soon as reasonably practicable, but in any event no later than 20 Business Days after receiving the documents referred to in clause 1.2 of this Schedule 8.

1.4 Registration requisitions

The Developer must promptly comply with any requisitions that may be raised with regard to registration of the Deed in the relevant folio of the Register for the Land.

1.5 Registration notification

The Council will notify the Developer of registration of the Deed and forward a copy of the registered instrument to them.

1.6 Costs

The Developer must pay the Council's Costs of registering this Deed upon receipt of a notice from the Council as to the amount of those Costs.

Planning Agreement

Schedule 9 - Release and Discharge Terms

1 Release and discharge terms

1.1 Full release

Once the Council is satisfied that the Developer has complied with all of its obligations under this Deed, at the Developer's request (and Cost), the Council must within 10 Business Days of being requested to do so by the Developer:

- (a) provide a full release and discharge of this Deed with respect to the whole of the Land and documentation (in registrable form) required to remove the notation of this Deed from the relevant folio of the Register for the Land; and
- (b) (should the Council not already have done so) sign such documentation as is necessary to remove any caveat lodged by the Council from the relevant folio of the Register for the Land.

1.2 Partial release

Despite clause 1.1 of this Schedule 9, from time to time, the Developer may request and the Council is to provide a release and discharge of this Deed so that it may remove the notation of this Deed from the Register in respect of any part of the Land provided that:

- (a) all obligations under clause 4.1 of this Deed have been met;
- (b) the Developer has provided the Council with Security in accordance with Schedule 10 for the purpose of completing the outstanding obligations referred to in clause 8.4 of Schedule 4; and
- (c) the Developer is not otherwise in default of any of its obligations under this Deed (as determined by the Council acting reasonably), at the time of the Developer's request, unless the Council waives the default.

1.3 Outstanding obligations

For the avoidance of doubt, a release under clause 1.2 of this Schedule 9 does not operate as a release from any outstanding obligation under this Deed, and is intended only to allow removal of the notation of this Deed from the Register in respect of the relevant part of the Land.

Planning Agreement

Schedule 10 – Security

1 Security

1.1 Developer to provide

- (a) Clauses 1.1 to 1.7 of this Schedule apply in relation to the Contribution Works.
- (b) The Developer must provide a Security to the Council for the Security Amount specified in the table for the purposes state din the table below.

Purpose	Security Amount
As security for the conduct of the Contribution Works in accordance with this Deed.	An amount equal to the Contribution Value.
As security for the rectification of Defects under clause 8 of Schedule 4.	An amount equal to 10% of the Construction Costs for the Contribution Works.

1.2 Adjustment of Security Amount

- (a) On each Adjustment Date each Security Amount is adjusted in accordance with the following formula:

$$RSA = \frac{SA \times A}{B}$$

where:

RSA is the revised Security Amount applicable from the relevant Adjustment Date;

SA is the Security Amount that is current on the relevant Adjustment Date;

A is the CPI published immediately before the relevant Adjustment Date;

B is the CPI published immediately before the date of this Deed and, in the case of subsequent adjustments, the immediately preceding Adjustment Date.

- (b) The Council must give the Developer written notice of the revised Security Amount to apply from the relevant Adjustment Date.
- (c) The Developer must give the Council replacement or further Security so that the Council holds Security for an amount equal to the revised Security Amount no later than 15 Business Days after receipt of a notice given under paragraph 1.2(b) of this clause.

ITEM 6 (continued)**1.3 Security delivery**

- (a) If a Security is required to be provided by the Developer to the Council under this Deed, then the Developer must procure and give to the Council a Security for the relevant Security Amount at the time specified in this Deed.
- (b) The Parties agree that the:
 - (i) Security for the conduct of the Contribution Works in accordance with this Deed must be delivered on or before the date of this Deed; and
 - (ii) Security for the rectification of Defects under clause 8 of Schedule 4 must be delivered to Council prior to the issue of a Certificate of Practical Completion for the Contribution Works.

1.4 Expiry of Security

If, despite the requirements of this Deed, any Security provided by the Developer is expressed as expiring on a certain date, the Developer must provide the Council with a replacement Security 20 Business Days prior to the expiry of any such Security.

1.5 Failure to replace expired Security

If the Developer fails to provide the Council with a replacement Security in accordance with clause 1.4 of this Schedule 10, the Council may call on the full amount of such Security after giving 10 Business Days prior written notice to the Developer.

1.6 No limitation of obligations

The provision of the Security does not:

- (a) relieve the Developer from any of its obligations under any other provision of this Deed; or
- (b) limit the right of the Council to recover from the Developer in full all money payable to the Council under this Deed, including without limitation, interest on any such amounts or damages or other losses incurred by the Council.

1.7 Security under Bond

- (a) The Developer agrees that the Council may, after giving at least 10 Business Days prior written notice to the Developer, make claims (in full or in part) under a Security provided by it:
 - (i) in the event that the Developer breaches its obligation to rectify defects in or maintain any Contribution Works in accordance with Schedule 4, and
 - (ii) a notice has been issued by Council requiring the Developer to remedy the breach in accordance with the requirements of Schedule 6, and the breach remains unremedied following the expiry of the rectification period specified in that notice.
- (b) The Council may retain and use any money it has obtained by making a claim under this clause in its discretion to compensate the Council for the Developer's breach of those obligations.

- (c) Within 20 Business Days after:
- (i) issuing a Certificate of Practical Completion, and
 - (ii) receiving the Security referred to in clause 8.4(a) of Schedule 4 for the Defects Liability Period,

the Council must (if it has not called on it) return the Security (or any remaining balance of it) for the conduct of the Contribution Works unless at that time there is a subsisting default by the Developer under this Deed in which case the Council may retain the relevant Security until the relevant default is rectified.

1.8 Security for defects liability

- (a) The Developer advises and the Council acknowledges its awareness that the Security may be supplied by the Builder and form a part of the security held by the Developer from the Builder under the terms of the Construction Contract, provided that:
 - (i) any Security provided by the Builder benefits the Council and satisfies the requirements of this Deed; and
 - (ii) the Developer procures an agreement from the Builder that the Council will be entitled to call on any Security provided by the Builder, in accordance with the terms of this Deed and the terms of any Construction Contract.
- (b) Within 10 Business Days after the Defects Liability Period has expired Council must (if it has not called on it) return the Security referred to in this clause **Error! Reference source not found.** for the Contribution Works (or any remaining balance of it) to the Developer.
- (c) Notwithstanding clause 1.8(c) of Schedule 4, if during the Defects Liability Period, the Council issues a Rectification Notice and the Rectification Notice is not complied with, then the Council need not deliver the Security provided to it until that defect has been rectified.
- (d) The Council must deliver the balance of any Security for the Defects Liability Period to the Developer within 14 days after the Defects Liability Period has ended unless there are any un-remedied defects or the Developer is otherwise in default under this Deed.

1.9 Claims under Securities

- (a) The Developer agrees that the Council may after giving not less than 10 Business Days prior notice make claims (in full or in part) under a Security provided under this Deed if:
 - (i) in the case of the Contribution Work, the Developer is in breach of any obligation relevant to the carrying out and completion of the Contribution Works to which the Security relates in accordance with this Deed; or
 - (ii) in the case of Defects, the Developer has failed to rectify Defects in accordance with clause 8 of Schedule 4;

and:

ITEM 6 (continued)

- (iii) a notice has been given by Council requiring the Developer to remedy the breach in accordance with the requirements of Schedule 6;
 - (iv) the breach remains un-remedied following the expiry of the rectification period specified in that notice; and
 - (v) the claim relates to the non-performance of obligations secured by that Security.
- (b) The Council may retain and use any money it has obtained by making a claim under this clause in its discretion to compensate the Council for the Owner's breach of those obligations.

Planning Agreement

Schedule 11 - Assignment and Dealing

1 Assignment and Dealing

1.1 Assignment of rights

- (a) Unless the matters specified in clause 1.1(b) of this Schedule 11 are satisfied, the Developer is not to assign or novate to any person their rights or uncompleted obligations under this Deed.
- (b) The Developer must not assign or novate to any person its rights or uncompleted obligations under this Deed unless the prior written consent of Council is obtained. The Council must not unreasonably withhold its consent in circumstances where the following matters have been satisfied:
 - (i) the Developer has, at no cost to the Council, first procured the execution by the person to whom the Developer's rights or uncompleted obligations under this Deed are to be assigned or novated (**incoming party**), of a deed in favour of the Council in the form similar to Schedule 12, completed in a manner satisfactory to the Council. Such deed includes covenants that the incoming party:
 - (A) will perform the relevant obligations of the Developer under this Deed; and
 - (B) is bound by the terms and conditions of this Deed (relevant to the Developer) as if the incoming party had executed the Deed;
 - (ii) the Developer is not in breach of this Deed or the Council has waived a subsisting breach;
 - (iii) the Developer provides to the satisfaction of Council (acting reasonably) a Bond and any other documents required under Schedule 10 to secure the outstanding obligations under this Deed;
 - (iv) the Developer provides to the satisfaction of Council (acting reasonably) copies of insurances or any other documents required under this Deed for the carrying out of any outstanding Contribution Works.

1.2 Sale of Land

- (a) The Developer must not sell or transfer the whole or any part of the Land or any of their interest in the Land (and must procure that the whole or any part of the Land is not sold or transferred) unless before any such sale, transfer or disposal of any such part of the Land or such part of their interest in the Land to another person (**transferee**) the Developer obtains the Council's prior written consent. The Council must not unreasonably withhold its consent in circumstances where the requirements specified in clause 1.1(b) of this Schedule 11 are satisfied.
- (b) This clause 1.2 of this Schedule 11 does not apply to the transfer of any part of the Land, in respect of which the Council has provided a release and discharge of this Deed in accordance with Schedule 9.

1.3 Council's Costs

The Developer or the Owner (as the case may be) must pay to the Council (or reimburse the Council on demand) for all the Costs and Legal Costs incurred by the Council in connection with any assignment or dealing proposed under clauses 1.1 or 1.2 of this Schedule 11.

1.4 Council's assignment of rights

Council may assign its rights under this Deed to any successor in title.

1.5 Council to act promptly

The Council must act promptly in dealing with any application made by the Developer or the Owner (as the case may be) in respect of any proposed assignment or dealing proposed under clauses 1.1 or 1.2 of this Schedule 11.

1.6 Effect of registration of VPA

The provisions of this Schedule 11 do not apply in relation to any sale or transfer of the Land if this Deed is registered on the title to the Land at the time of the sale or transfer.

Planning Agreement

Schedule 12 - Pro-forma Novation Deed

Novation Deed

Council of the City of Ryde

[# insert name #]

15101904_1

Novation Deed

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Novation Deed

Date

Parties

Council of the City of Ryde ABN 81 621 292 610 of Level 1, 3 Richardson Place,
North Ryde, New South Wales (Council)

[# insert name #] of [# insert address #] (Original Land Owner)

[# insert name #] of [# insert address #] (Transferee)

Recitals

A Council and the Original Land Owner are parties to the Original Agreement.

B The Original Agreement relates to the whole of the Land.

[Drafting note: Use this paragraph if all or part of the obligations are to be assigned (but no land is to be transferred)]

C The [# insert relevant party #] wishes to assign [Drafting note. Insert 'all' or 'part of' as relevant] its rights and obligations under the Original Agreement to the Transferee

[Drafting Note. Use this paragraph if the whole of the Land is to be transferred]

D The Original Land Owner wishes to transfer the whole of the Land to the Transferee

[Drafting Note. Use this paragraph if part of the Land is to be transferred]

E The Original Land Owner wishes to transfer part of the Land to the Transferee.

F The parties to this Deed have agreed to the terms and conditions of this Deed govern the novation to which this Deed relates.

This deed provides

1 Definitions and interpretation

1.1 Definitions

Effective Date means [insert].

Land has the meaning given to that term in the Original Agreement.

Original Agreement means the voluntary planning agreement dated [# insert date #] and made between the Council and the Original Land Owner.

[Drafting note. Use this paragraph if all of the obligations are to be assigned or all of the Land is to be transferred]

Required Obligations means all of the obligations imposed on the Original Developer and the original Land Owner under the terms of the Original Agreement.

[Drafting note. Use this definition if part of the obligations are to be assigned (but no land is to be transferred)]

Required Obligations means [insert details of specific obligations to be assigned].

1.2 References to certain general terms

In this deed unless the contrary intention appears:

- (a) a reference to this deed or another instrument includes any variation or replacement of them;
- (b) a reference to a statute, ordinance, code or other law includes regulations and other instruments under it and consolidations, amendments, re-enactments or replacements of any of them;
- (c) the singular includes the plural and vice versa;
- (d) the word person includes a firm, body corporate, an unincorporated association or an authority;
- (e) a reference to a person includes a reference to the person's executors, administrators, successors, substitutes (including, without limitation, persons taking by novation) and assigns;
- (f) an agreement, representation or warranty on the part of or in favour of two or more persons binds or is for the benefit of them jointly and severally;
- (g) a reference to anything (including, without limitation, any amount) is a reference to the whole or any part of it and a reference to a group of persons is a reference to anyone or more of them;
- (h) 'include' in any form when introducing a list of items does not limit the meaning of the words to which the list relates to those items or to items of a similar nature; and
- (i) capitalised terms which are used in this deed but are not otherwise defined have the meaning given to them in the Original Agreement.

1.3 Headings

Headings are inserted for convenience and do not affect the interpretation of this deed.

2 Novation

2.1 Original Agreement

Subject to clause 2.4 and with effect from the Effective Date:

- (a) the Transferee is substituted for the Original Land Owner or both (as the context requires) as a party to the Original Agreement insofar as the Original Agreement

relates to the Required Obligations, and agrees to perform the Required Obligations;

- (b) the Transferee will be bound by the Original Agreement, and will be entitled to the benefit of the Original Agreement, as if the Transferee was a party to the Original Agreement instead of the Original Land Owner insofar as the Original Agreement relates to the Required Obligations; and
- (c) the Original Land Owner or both (as the context requires) is released and discharged from all obligations and liabilities, and from all claims (whether for Costs, Legal Costs, damages, fees or otherwise), arising under the Original Agreement insofar as the Original Agreement relates to the Required Obligations.

2.2 Performance by Transferee

The Transferee must perform all of the Required Obligations under the Original Agreement as if named as the Original Land Owner, whether or not the relevant obligations relate to works performed prior to the date of this Deed, including, but not limited to:

- (a) the delivery of all relevant public benefits to Council; and
- (b) the provision of all relevant Guarantees to Council.

2.3 Release of Guarantees [# Drafting note. to be revised to align with final security position under the Original Agreement #]

The parties expressly acknowledge and agree that:

- (a) Council will release any Guarantee provided to Council by the Original Land Owner under the provisions of the Original Agreement to the Original Land Owner (or as the Original Land Owner otherwise directs in writing) promptly and in any event within 14 days of the provision of replacement Guarantee by the Transferee; and
- (b) Nothing in this clause 2.3 will be read or construed as a waiver of any right held by Council relating to or arising from the performance of the Original Agreement by the Original Land Owner before the date of this Deed.

2.4 Liability before Effective Date

Notwithstanding clause 2.1, the Original Land Owner is not released, relieved or discharged from liability under the Original Agreement before the Effective Date, or any breach of any provision of the Original Agreement by the Original Land Owner or both (as the context requires) occurring before the Effective Date (to the extent that it is not remedied by the Effective Date) in so far as the Original Agreement relates to the Required Obligations.

3 Affirmation of the Original Agreement

The Original Agreement will be read and construed subject to this deed, and in all other respects the provisions of the Original Agreement are ratified and confirmed, and, subject to the variation and novation contained in this deed, the Original Agreement will continue in full force and effect.

ITEM 6 (continued)

4 GST

Where a supply made under this deed gives rise to a liability for GST, the Transferee must pay the GST or pay to the Council or the Transferor an additional amount equal to the GST payable on or for the taxable supply, whichever is appropriate in the circumstances. Terms used in this clause have the meanings in the *A New Tax System (Goods and Services Tax) Act 1999*.

5 Stamp duty and costs

- (a) The Original Land Owner and the Transferee are jointly and severally liable for the Council's Legal Costs of and incidental to the negotiation, preparation and execution of this deed, and must reimburse the Council for such Legal Costs promptly on demand.
- (b) The Transferee will pay all stamp duty arising directly or indirectly from this Deed.

6 Further acts

- (a) Each party will take all steps, execute all deeds and do everything reasonably required by any other party to give effect to any of the actions contemplated by this deed.
- (b) This deed binds each party which signs it even if other parties do not, or if the execution by other parties is defective, void or voidable.

7 Governing law

This deed is governed by the law in force in the place specified in the New South Wales and the parties submit to the non-exclusive jurisdiction of the courts of that place.

8 Counterparts

This deed may consist of a number of counterparts and the counterparts taken together constitute one and the same instrument.

Executed as a deed.

Novation Deed

Signing page

[insert Appropriate execution clauses for the Council and Developer]

Planning Agreement

Schedule 13 - General Provisions

1 General Provisions

1.1 Approvals and Consent

Except as otherwise set out in this Deed, and subject to any statutory obligations, a Party will not unreasonably withhold an approval or consent to be given under this Deed but may give its approval or consent subject to any conditions reasonably determined by that Party.

1.2 Costs

- (a) Unless otherwise specified in this Deed, all Costs and Legal Costs relating to this Deed are to be borne by the Developer in the amount specified in Schedule 14 and are payable on demand.
- (b) Without limiting clause 1.2(a) of this Schedule 13, the Developer agrees to pay or reimburse the Council on demand for:
 - (i) Costs and Legal Costs of the Council in connection with:
 - (A) exercising, enforcing or preserving, or attempting to exercise, enforce or preserve, rights under this Deed, including in connection with the Developer default;
 - (B) any waiver, variation, release or discharge of this Deed; and
 - (ii) Taxes and fees (including, without limitation, registration fees and stamp duty) and fines and penalties in respect of fees which may be payable or determined to be payable in connection with this Deed or a payment or receipt or any transaction contemplated by this Deed.

1.3 Effect of terms and conditions in Schedules and Annexures

The Parties agree to comply with the terms and conditions contained in the Schedules and Annexures as if those terms and conditions were expressly set out in full in the operative parts of this Deed.

1.4 Entire agreement

To the extent permitted by law, in relation to its subject matter only, this Deed:

- (a) embodies the entire understanding of the Parties, and constitutes the entire terms agreed by the Parties; and
- (b) supersedes any prior written or other agreement of the Parties.

1.5 Further acts

Each Party must promptly execute all documents and do all things that another Party from time to time reasonably requests to effect, perfect or complete this Deed and all transactions incidental to it.

ITEM 6 (continued)

1.6 Governing Law and jurisdiction

This Deed is governed by the law of New South Wales. The Parties submit to the non-exclusive jurisdiction of its courts and courts of appeal from them. The Parties will not object to the exercise of jurisdiction by those courts on any basis.

1.7 Enforcement

- (a) This Deed may be enforced by any Party in any court of competent jurisdiction.
- (b) For the avoidance of doubt, nothing in this Deed prevents:
 - (i) a Party from bringing proceedings in the Land and Environment Court to enforce any aspect of this Deed or any matter to which this Deed relates; and
 - (ii) an Authority or the Council from exercising any function under the EP&A Act or any other Law relating to the enforcement of any aspect of this Deed or any matter to which this Deed relates.

1.8 No fetter

Nothing in this Deed is to be construed as requiring an Authority (including the Council) to do anything that would cause it to be in breach of any of its obligations at Law, and without limitation:

- (a) nothing in this Deed is to be construed as limiting or fettering in any way the exercise of any statutory discretion or duty; and
- (b) nothing in this Deed imposes any obligation on an Authority to:
 - (i) grant any Development Consent; or
 - (ii) exercise any function or power under the EP&A Act in relation to a change, or a proposed change, in an environmental planning instrument.

1.9 Representations and warranties

- (a) Each Party individually represents and warrants that:
 - (i) it has power to enter into this Deed and comply with its obligations under the Deed;
 - (ii) this Deed does not contravene its constituent documents (if any) or any law or obligation by which it is bound or to which any of its assets are subject, or cause a limitation on its powers or the powers of its officers to be exceeded;
 - (iii) it has in full force and effect the authorisations necessary for it to enter into this Deed, to comply with its obligations and exercise its rights under this Deed and to allow this Deed to be enforced;
 - (iv) its obligations under this Deed are valid and binding and are enforceable against it in accordance with the terms of the Deed;

- (v) it does not have immunity from the jurisdiction of a court or from legal process; and
 - (vi) it benefits by entering into this Deed to which it is a Party.
- (b) Each Party acknowledges that each other Party has entered into this Deed in reliance on the representations and warranties in this clause 1.9 of this Schedule 13.

1.10 Severability

- (a) If a clause or part of a clause of this Deed can be read in a way that makes it illegal, unenforceable or invalid, but can also be read in a way that makes it legal, enforceable and valid, it must be read in the latter way.
- (b) If any clause or part of a clause is illegal, unenforceable or invalid, that clause or part is to be treated as removed from this Deed, but the rest of this Deed is not affected.

1.11 Modification

No modification of this Deed will be of any force or effect unless it is in writing and signed by the Parties as a Deed.

1.12 Waiver

- (a) The fact that a Party fails to do, or delays in doing, something the Party is entitled to do under this Deed, does not amount to a waiver of any obligation of, or a breach of obligation by, another Party.
- (b) A waiver by a Party is only effective if it is in writing.
- (c) A written waiver by a Party is only effective in relation to the particular obligation or breach in respect of which it is given. It is not to be taken as an implied waiver of any other obligation or breach or as an implied waiver of that obligation or breach in relation to any other occasion.

1.13 Confidentiality

The Parties agree that the terms of this Deed are not confidential and this Deed may be treated as a public Deed and exhibited or reported without restriction by any Party.

1.14 Release and indemnity

- (a) The Developer agrees that the obligation to provide the Contributions is at the risk of the Developer. The Developer releases the Council from any Claim, liability or loss arising from, and Costs and Legal Costs incurred in connection with, the Developer's obligation to provide the Contributions except to the extent such Claim arises either directly or indirectly as a result of the Council or its employees, officers, agents, contractors or workmen's negligence, default, act or omission..
- (b) The Developer indemnifies the Council against all liabilities or loss arising from, and any Costs and Legal Costs incurred in connection with the Council enforcing the Developer's obligation to provide the Contributions in accordance with this

Deed or the Council exercising the Council's rights under or by virtue of this Deed or both.

- (c) The indemnity in paragraph 1.14(b) of this Schedule 13 is a continuing obligation, independent of the Developer's other obligations under this Deed and continues after this Deed ends.
- (d) It is not necessary for a Party to incur expense or to make any payment before enforcing a right of indemnity conferred by this paragraph 1.14.
- (e) A Party must pay on demand any amount it must pay under an indemnity in this clause 1.14 of this Schedule 13.

Planning Agreement

Schedule 14 - Costs

The Developer is to pay Council's Legal Costs associated with the preparation and execution of this Deed.

ITEM 6 (continued)

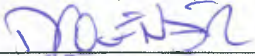
Planning Agreement

Signing page

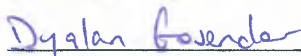
Executed as a deed

Signature by Council


Signed for and on behalf of the **Council of the City of Ryde** by a duly authorised officer or delegate pursuant to section 377 of the Local Government Act (who by their signature testifies that they are duly authorised to sign this instrument) in the presence of




 Signature of witness




 Name of witness



 Signature of the Authorised Officer




 Name of and position of the Authorised Officer




Signature by the Developer


Executed by **Greenland (Sydney) Lachlan's Line Macquarie Park Development Pty Limited** in accordance with section 127 of the *Corporations Act 2001*




 Signature of Director / Secretary




 Signature of Director / Secretary





 Signature of Director



 Name of Director

7 TRAFFIC AND PARKING MATTERS TABLED AT THE RYDE TRAFFIC COMMITTEE MEETING HELD ON 6 SEPTEMBER 2018

Report prepared by: Traffic Engineer
File No.: GRP/09/3/15 - BP18/691

REPORT SUMMARY

This report discusses each traffic/parking matter separately and provides discussion and recommendations on how Council may proceed with the proposed measures. Ten reports were tabled at the Ryde Traffic Committee (RTC) meeting held on 6 September 2018, proposing traffic and parking measures:

- (A) City of Ryde - Waste-collection vehicle access
- (B) Putney Village - On-street parking review
- (C) West Ryde – Resident Parking Scheme
- (D) Tennyson Road, Tennyson Point - NO PARKING across driveways at 86 and 88 Tennyson Road
- (E) Pope Street, Ryde - Accessible taxi parking
- (F) Vimiera Road, Marsfield - Extending 'NO STOPPING' zone
- (G) Adelaide Street, Meadowbank – Pedestrian Access and Mobility Plan works
- (H) Morrison Road, Putney – Traffic calming scheme review
- (I) Cambridge Street, Gladesville - Median island stop treatment at Victoria Road
- (J) College Street, Gladesville - Post implementation review of trial closure associated with "Bunnings Development".

The Minutes of the RTC meeting provide Technical Approval for the proposed measures and are included at the end of this report.

The measures are implemented under the Traffic and Transport Program – Traffic Calming Devices budget and generally cost less than \$2,000 for each item except where noted in the report.

A further seven matters, including General Business, were discussed at the RTC meeting and are included in the Minutes of the RTC meeting for the Council's information.

ITEM 7 (continued)**RECOMMENDATION:**

- (a) That Council:
- (i) Installs 'NO PARKING: 5am-11am Thu' zones at the following locations:
 - Bird Street, Ryde,
 - Dwyer Street, Ryde,
 - Pooley Street, Ryde,
 - Fitzpatrick Street and Carmen Street, Marsfield, and
 - Rogal Place, Macquarie Park;
 - (ii) Installs no further parking controls to assist waste-collection vehicle access at the following locations:
 - Burns Street, Ryde, and
 - Burke Street, Ryde.
 - (iii) The installation of fulltime 'NO PARKING' on one side of Burns Street will be further investigated.
- (b) That Council:
- (i) Relocates the existing 'P DISABILITY ONLY' zone from Charles Street to frontage of 76 Parry Street, Putney;
 - (ii) Installs a new 'LOADING ZONE' outside 82 Charles Street, Putney; and
 - (iii) Previous disabled space in Charles Street be converted to '1/2P 8am-6pm MON-FRI and 8am-12:30PM SAT'.
- (c) That Council:
- (i) Installs '2P: 8am-6pm Mon-Fri Permit Holders Excepted Area 13' on both sides of Bencoolen Avenue, West Ryde; and
 - (ii) Updates Council's *Permit Parking Policy*, to allow Bencoolen Avenue properties to be eligible to apply for parking permits subject to other requirements of the Policy.
- (d) That Council installs 16 metres of 'NO PARKING' across and between the driveways of 86 Tennyson Road and 88 Tennyson Road, Tennyson Point.
- (e) That Council converts the existing 'P DISABILITY ONLY' and part of the existing 'TAXI ZONE' on the south-western side of Pope Street, Ryde to a 10 metre accessible taxi zone, to be signposted 'TAXI ZONE: DISABILITY (symbol) Accessible Taxis Only'.

ITEM 7 (continued)

- (f) That Council installs a 27 metre 'NO STOPPING: 6am-10am and 3pm-7pm Mon-Fri' zone on the north-western side of Vimiera Road, adjacent to the existing 20m statutory 'NO STOPPING' zone, southeast of the signalised intersection with Epping Road, Marsfield.
- (g) That Council:
- (i) Installs a pedestrian refuge in Adelaide Street, south of the intersection of Constitution Road West, Meadowbank; and
 - (ii) Installs kerb blisters and 'NO STOPPING' zones on both sides of Adelaide Street, outside 52 and 59 Adelaide Street, Meadowbank.
- (h) That Council:
- (i) Installs a speed cushion in the kerbside parking lanes, adjacent to the existing speed cushions in Morrison Road, northeast of Delange Road, Putney.
 - (ii) Modifies the existing speed cushion in Morrison Road, Putney, southwest of Parry Street in the following manner:
 - relocate the existing speed cushion to the northeast by approximately 4 metres,
 - install a kerb blister in the kerbside parking lane, adjacent to the new speed cushion location, and
 - install lane divider flaps along the bike lane, adjacent to the new speed cushion location.
 - (iii) Widens the existing speed cushion in the north-westbound through lane in Morrison Road, Putney, on approach to the 'STOP' sign at Parry Street, to create a raised threshold across the whole travel lane.
 - (iv) Installs a speed cushion in the kerbside parking lane, adjacent to the existing speed cushion in the north-westbound travel lane in Morrison Road, southeast of Parry Street, Putney.
 - (v) Installs a speed cushion in the kerbside parking lane, adjacent to the existing speed cushion in the south-eastbound travel lane in Parry Street, northwest of Morrison Road, Putney.
- (i) That Council installs a Median Island Stop treatment in Cambridge Street, at the intersection with Victoria Road, Gladesville, as shown in the attached plan.
- (j) That Council:
- (i) Converts the existing trial closure of College Street, Gladesville to a one-way closure allowing eastbound traffic movements and prohibiting westbound traffic movements, in the vicinity of No. 27 College Street; and

ITEM 7 (continued)

- (ii) Prepares and presents a further report to the Ryde Traffic Committee in twelve months' time, detailing the results of the data collected for the partial road closure; and this data be compared with the trial full closure data for the purposes of enabling Council to make an informed decision, as to maintaining the ongoing partial road closure or re-instating the full road closure.

- (k) Delegates Authority to the General Manager to approve the following changes to prescribed traffic control devices:
 - Install parking controls across a driveway in or near a town centre, neighbourhood centre or small centre, or near a railway station, school, place of public worship, community facility or recreation facility.

ATTACHMENTS

- 1 Item J - Traffic and Parking Matters Tabled at the Ryde Traffic Committee Meeting held on 6 September 2018

Report Prepared By:

Muddasir Ilyas
Traffic Engineer

Report Approved By:

Kelly Yoon
Acting Manager – Traffic, Transport and Development

Wayne Rylands
Director - City Works

ITEM 7 (continued)**ITEM (A)****CITY OF RYDE****SUBJECT: WASTE-COLLECTION VEHICLE ACCESS**

WARD: WEST, CENTRAL and EAST

ROAD CLASS: NON-CLASSIFIED

REFERENCE: T2018-01123

OVERVIEW

Council officers have proactively investigated waste-collection vehicles access in the Thursday waste-collection area. Council receives a number of requests each year to install parking controls to assist waste-collection in cul-de-sacs and narrow streets.

A list of cul-de-sacs and narrow roads was developed from Council's Road Register and forwarded to Council's waste-collection contractor, who identified the cul-de-sacs and narrow roads with high parking occupancy, which affects their access.

Proposals were sent to 217 local occupants to install 'NO PARKING: 5am-11am Thu' on one side of each of the roads identified by the waste-collection contractor. Following analysis of the community feedback, it is recommended that Council proceed with the proposed parking controls in:

- Bird Street,
- Dwyer Street,
- Pooley Street,
- Fitzpatrick Street and Carmen Street, and
- Rogal Place.

INTRODUCTION

Due to continuing growth and developments across the City of Ryde, Council's waste-collection contractor is currently experiencing difficulties in accessing narrow streets and manoeuvring within the turning areas of cul-de-sacs. Investigations have previously been undertaken on a case-by-case basis, once parking occupancy has reached a critical point and bins can no longer be serviced. This process is time consuming and Council is unable to make changes in a timely manner.

In order to address the issue in a proactive manner, all roads in City of Ryde have been investigated to see which are narrow (including cul-de-sacs) and experiencing high parking occupancy during waste-collection times. Subsequently, *this Item* seeks approval to install 'NO PARKING: 5am-11am, Thu' in a number of roads within the Thursday collection area.

ITEM 7 (continued)

BACKGROUND

There are a number of existing locations with 'NO PARKING: 5am-11am [Day]' zones on one side of the road to facilitate waste-collection vehicle access. In some rare cases, these parking controls have been installed to provide space for bins to be stored on waste-collection days.

Although these have historically been supported by residents, it has only been once the situation has become untenable, that bins have not been able to be serviced a number of times. Given the turnaround times to investigate, consult, approve and schedule installation, residents have waited up to six months for parking controls to be installed. In the meantime, waste-collection contractors have damaged vehicles and are required to undertake dangerous reversing manoeuvres, creating WH&S issues.

CONTEXT

- Council has the responsibility to collect residential waste under the Local Government Act 1993, the right to intervene in public-health matters under the Public Health Act 2010 and WH&S responsibilities to contractors under the Work Health and Safety Act 2011.
- Council meets these obligations through a waste-collection contractor. The contract allows the waste-collection contractor to service bins anytime between 5am and 11am on designated weekdays.
- Council's Road Register indicates that 50 out of 150 Council's roads are considered "narrow" in the City of Ryde. 38 cul-de-sacs have been identified in the City of Ryde.
- Increases in population and private-car ownership, beyond off-street parking capacity, has led to increasing numbers of vehicles being parked on-street, causing access problems for the waste-collection contractor servicing narrow roads in the City of Ryde.

REFERENCES

- [NSW] *Road Rules 2014* Rule 168 No parking signs
- *Local Government Act 1993*
- *Public Health Act 2010*
- *Work Health and Safety Act 2011*
- *City of Ryde's Road Register.*

ITEM 7 (continued)
COMMUNITY ENGAGEMENT

The occupants of 217 surrounding properties were notified of a proposal to install 'NO PARKING: 5am-11am Thu' on the side of the following streets that would affect the least number of parking spaces:

- Bird Street, Ryde,
- Burke Street, Ryde,
- Dwyer Street, Ryde,
- Pooley Street, Ryde,
- Burns Street, Ryde,
- Fitzpatrick Street & Carmen Street, Marsfield, and
- Rogal Place, Macquarie Park.

Sixteen responses have been received in support of the proposed changes and eight responses have been received in opposition to the proposed changes. A summary of results is provided in *Table A1*, with more details for each site following.

Table A1 Summary of survey results

Road	Bird Street	Burke Street	Dwyer Street	Pooley Street	Burns Street	Fitzpatrick Street and Carmen Street	Rogal Place	Total
Properties consulted	38	7	7	19	12	27	107	217
Responses received	1	4	2	2	3	3	9	24
Responses with comments in support	1	0	1	1	1	3	9	16
Responses with comments objecting	0	4	1	1	2	0	0	8
No comment provided	37	3	5	17	9	24	98	193

ITEM 7 (continued)**Bird Street**

Bird Street has a carriageway width of approximately 7 metres, with unrestricted parking on both sides. The waste-collection contractor has identified Bird Street as experiencing high parking occupancy, which inhibits access for its vehicles. There are currently no parking controls in Bird Street. All properties in Bird Street have off-street parking.

The occupants of 38 surrounding properties were notified of a proposal to install 'NO PARKING: 5am-11am Thu' on the northern side of Bird Street. One response has been received in support of the proposed changes.

Given that no responses were received in opposition to the proposed changes, it is recommended that Council proceed with installing 'NO PARKING: 5am-11am Thu' on the northern side of Bird Street, including the parking control at the intersection with John Miller Street.

Burke Street

Burke Street has a carriageway width of approximately 7 metres, with unrestricted parking on both sides including the cul-de-sac. The waste-collection contractor has identified Burke Street as experiencing high parking occupancy, which inhibits access for its vehicles. All properties in Burke Street have off-street parking.

The occupants of seven surrounding properties were notified of a proposal to install 'NO PARKING: 5am-11am Thu' in the cul-de-sac end of Burke Street. Four responses have been received in opposition to the proposed changes.

Occupants that do not support the proposed changes have raised the following concern:

- Place rubbish bins in the middle of road instead of nature strip.

The following commentary is supplied in response to the concern raised and suggestions:

- It is unsafe to place rubbish bins on the roadway which will potentially obstruct the travel path of general traffic.

Given that all comments that have been received are in opposition to the proposed 'NO PARKING: 5am-11am, Thu' in Burke Street, this parking control will not be pursued.

ITEM 7 (continued)**Dwyer Street**

Dwyer Street has a carriageway width of approximately 7 metres, with unrestricted parking on both sides including the cul-de-sac. The waste-collection contractor has identified Dwyer Street as experiencing high parking occupancy, which inhibits access for its vehicles. All properties in Dwyer Street have off-street parking.

The occupants of seven surrounding properties were notified of a proposal to install 'NO PARKING: 5am-11am Thu' in the cul-de-sac end of Dwyer Street. One response has been received in support and one in opposition to the proposed changes.

The occupant that does not support the proposed changes has raised the following concern:

- Use smaller waste-collection vehicles.

The following commentary is supplied in response to the concern raised and suggestions:

- It is acknowledged that parking is currently at a premium in the area, which is why the waste-collection contractor is having difficulty accessing Dwyer Street. It is suggested that off-street parking should be fully utilised before using the on-street parking in nearby streets on waste-collection days.
- The use of smaller vehicles would result in higher costs to Council, which would be passed onto land owners via the Environmental Management component of Council rates.

Given that one response was received in opposition to the proposed changes, it is recommended that Council proceed with installing 'NO PARKING: 5am-11am Thu' in the Dwyer Street cul-de-sac, including the parking control at the intersection with John Miller Street.

Pooley Street

Pooley Street has a carriageway width of approximately 7 metres, with unrestricted parking on both sides including the cul-de-sac. The waste-collection contractor has identified Pooley Street as experiencing high parking occupancy, which inhibits access for its vehicles. All properties in Pooley Street have off-street parking.

The occupants of 19 surrounding properties were notified of a proposal to install 'NO PARKING: 5am-11am Thu' in the cul-de-sac end of Pooley Street. One response has been received in support and one in opposition to the proposed changes.

ITEM 7 (continued)

The occupant that does not support the proposed changes has raised the following concern:

- Use smaller waste-collection vehicles.

The following commentary is supplied in response to the concerns raised and suggestions:

- It is acknowledged that parking is currently at a premium in the area, which is why the waste-collection contractor is having difficulty accessing Pooley Street. It is suggested that off-street parking should be fully utilised before using the on-street parking in nearby streets on waste-collection days.
- The use of smaller vehicles would result in higher costs to Council, which would be passed onto land owners via the Environmental Management component of Council rates.

Given that one response was received in opposition to the proposed changes, it is recommended that Council proceed with installing 'NO PARKING: 5am-11am Thu' on the cul-de-sac end of Pooley Street, including the parking control at the bend in Pooley Street.

Burns Street

Burns Street has a carriageway width of approximately 7 metres, with unrestricted parking on both sides including the cul-de-sac. The waste-collection contractor has identified Burns Street as experiencing high parking occupancy, which inhibits access for its vehicles. All properties in Burns Street have off-street parking.

The occupants of 12 surrounding properties were notified of a proposal to install 'NO PARKING: 5am-11am Thu' in the cul-de-sac end of Burns Street. One response has been received in support and two in opposition to the proposed changes.

Occupants that do not support the proposed changes have raised the following concern:

- A trailer parked outside the frontage of the property.

Respondents have made the following suggestion:

- Install fulltime 'NO PARKING' on one side of the street.

ITEM 7 (continued)

The following commentary is supplied in response to the concern raised and suggestion:

- It is acknowledged that parking is currently at a premium in the area, which is why the waste-collection contractor is having difficulty accessing Burns Street. It is suggested that off-street parking should be fully utilised before using on-street parking in nearby streets on waste-collection days.
- A suggestion to install full time 'NO PARKING' on one side of the street will be further investigated.

Given that two out of three comments that have been received are in opposition to the proposed 'NO PARKING: 5am-11am Thu' in Burns Street, this parking control will not be pursued.

Fitzpatrick Street and Carmen Street

Fitzpatrick Street and Carmen Street have a carriageway width of approximately 7 metres, with unrestricted parking on both sides including the cul-de-sac. The waste-collection contractor has identified Fitzpatrick Street and Carmen Street as experiencing high parking occupancy, which inhibits access for its vehicles. All properties in Fitzpatrick Street and Carmen Street have off-street parking.

The occupants of 27 surrounding properties were notified of a proposal to install 'NO PARKING: 5am-11am Thu' in the cul-de-sac end of Fitzpatrick Street and Carmen Street. Six responses have been received in support and three in opposition to the proposed changes.

Respondents have made the following suggestion:

- Introduce Resident Parking Scheme.

The following commentary is supplied in response to the suggestion raised:

- Given the restrictions on the number of permits that Council can issue, Resident Parking Schemes are only effective where no off-street parking is available. Furthermore, Resident Parking Schemes are installed to deter other users from parking in an area. If permits were to be issued to residents, it would not address the access issues for waste-collection vehicles.

Given that no comments were received in opposition to the proposed changes, it is recommended that Council proceed with installing 'NO PARKING: 5am-11am Thu' in the cul-de-sac end of Fitzpatrick Street and Carmen Street, including the parking controls at the bend in Fitzpatrick Street and Carmen Street.

ITEM 7 (continued)**Rogal Place**

Rogal Place has a carriageway width of approximately 7 metres, with unrestricted parking on both sides including the cul-de-sac. The waste-collection contractor has identified Rogal Place as experiencing high parking occupancy, which inhibits access for its vehicles. All properties in Rogal Place have off-street parking.

The occupants of 107 surrounding properties were notified of a proposal to install 'NO PARKING: 5am-11am Thu' in the cul-de-sac end of Rogal Place. Six responses have been received in support and three others have provided qualified support.

Respondents have made the following suggestion:

- Introduce Resident Parking Scheme

The following commentary is supplied in response to the suggestion raised:

- Given the restrictions on the number of permits that Council can issue, Resident Parking Schemes are only effective where no off-street parking is available. Furthermore, Resident Parking Schemes are installed to deter other users from parking in an area. If permits were to be issued to residents, it would not address the access issues for waste-collection vehicles.

Given that no comments were received in opposition to the proposed changes, it is recommended that Council proceed with installing 'NO PARKING: 5am-11am Thu' in the cul-de-sac end of Rogal Place.

DISCUSSION

Of the 150 narrow roads and 38 cul-de-sacs in the City of Ryde, the waste-collection contractor has identified 50 roads and 35 cul-de-sacs that are currently experiencing high parking occupancy during waste-collection times that inhibits waste-collection vehicle access.

Following the first in-depth investigations for the Tuesday and Wednesday waste-collection areas, these investigations cover the Thursday waste-collection area, which has the following narrow roads and cul-de-sacs where parked vehicles inhibit waste-collection vehicles during waste-collection times:

- Bird Street, Ryde,
- Burke Street, Ryde,
- Dwyer Street, Ryde,
- Pooley Street, Ryde,
- Burns Street, Ryde,

ITEM 7 (continued)

- Fitzpatrick Street and Carmen Street, Marsfield, and
- Rogal Place, Macquarie Park.

The 'NO PARKING: 5am-11am Thu' zones are proposed to be installed on the side of each of the roads that would affect the least number of parking spaces.

The feedback from occupants has been taken into consideration and it is proposed:

1. To install 'NO PARKING: 5am-11am Thu' zones at the following locations:
 - Bird Street, Ryde
 - Dwyer Street, Ryde
 - Pooley Street, Ryde
 - Fitzpatrick Street and Carmen Street, Marsfield and
 - Rogal Place, Macquarie Park.
2. To install no further parking controls to assist waste-collection vehicle access at the following locations:
 - Burke Street, Ryde and
 - Burns Street, Ryde.
3. The installation of fulltime 'NO PARKING' on one side of Burns Street will be further investigated.

APPROVALS

The recommended measures are supported by the Ryde Traffic Committee and the matter is now presented to the Works and Community Committee for consideration by the Council, to seek the remaining approvals.

RTC RESOLUTION

That the Ryde Traffic Committee agrees to the:

1. Installation of 'NO PARKING: 5am-11am Thu' zones at the following locations:
 - Bird Street, Ryde,
 - Dwyer Street, Ryde,
 - Pooley Street, Ryde,
 - Fitzpatrick Street & Carmen Street, Marsfield, and
 - Rogal Place, Macquarie Park;

ITEM 7 (continued)

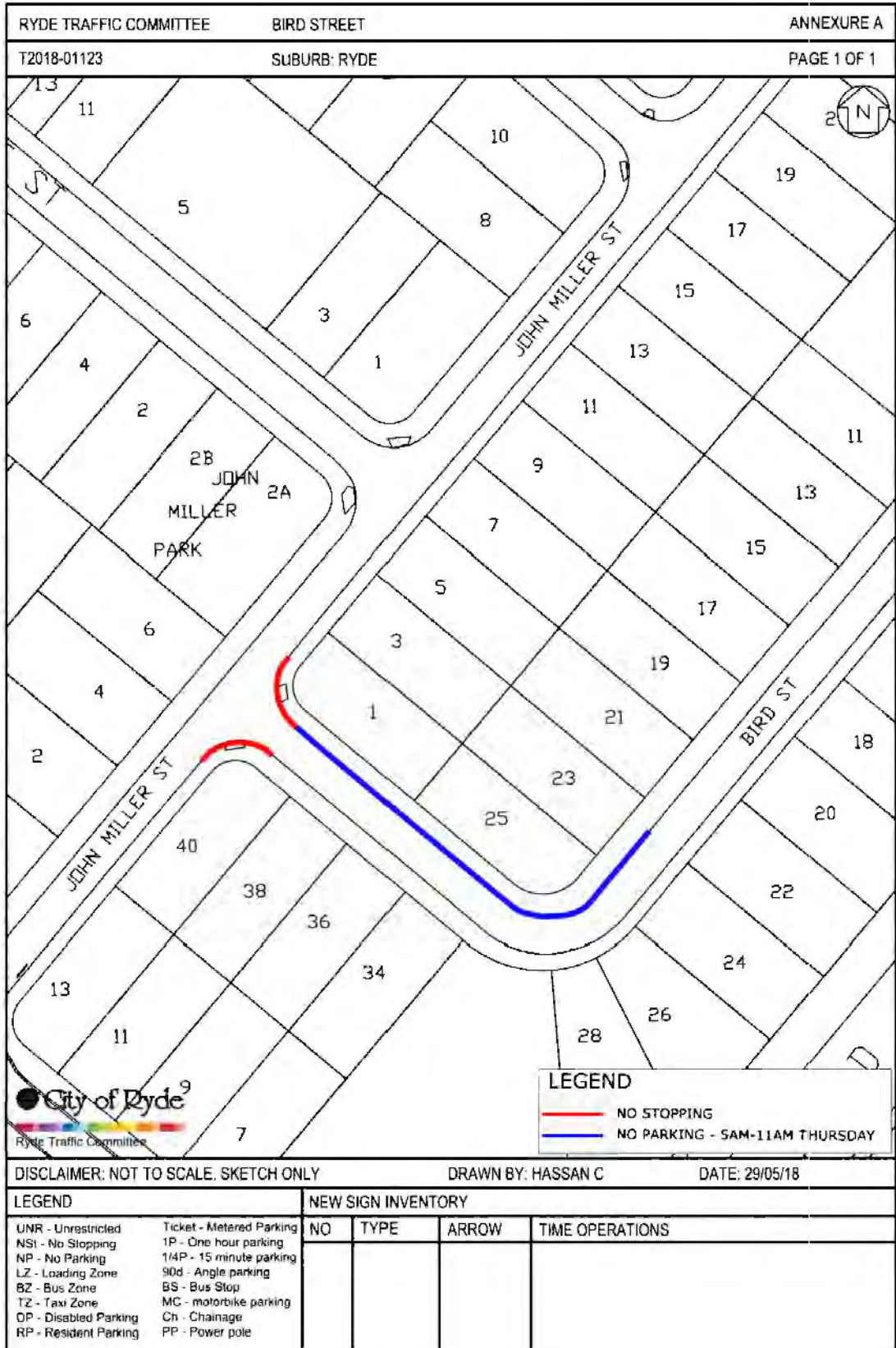
2. Installation of no further parking controls to assist waste-collection vehicle access at the following locations:
 - Burns Street, Ryde, and
 - Burke Street, Ryde.
3. The installation of fulltime 'NO PARKING' on one side of Burns Street will be further investigated.

RECOMMENDATION

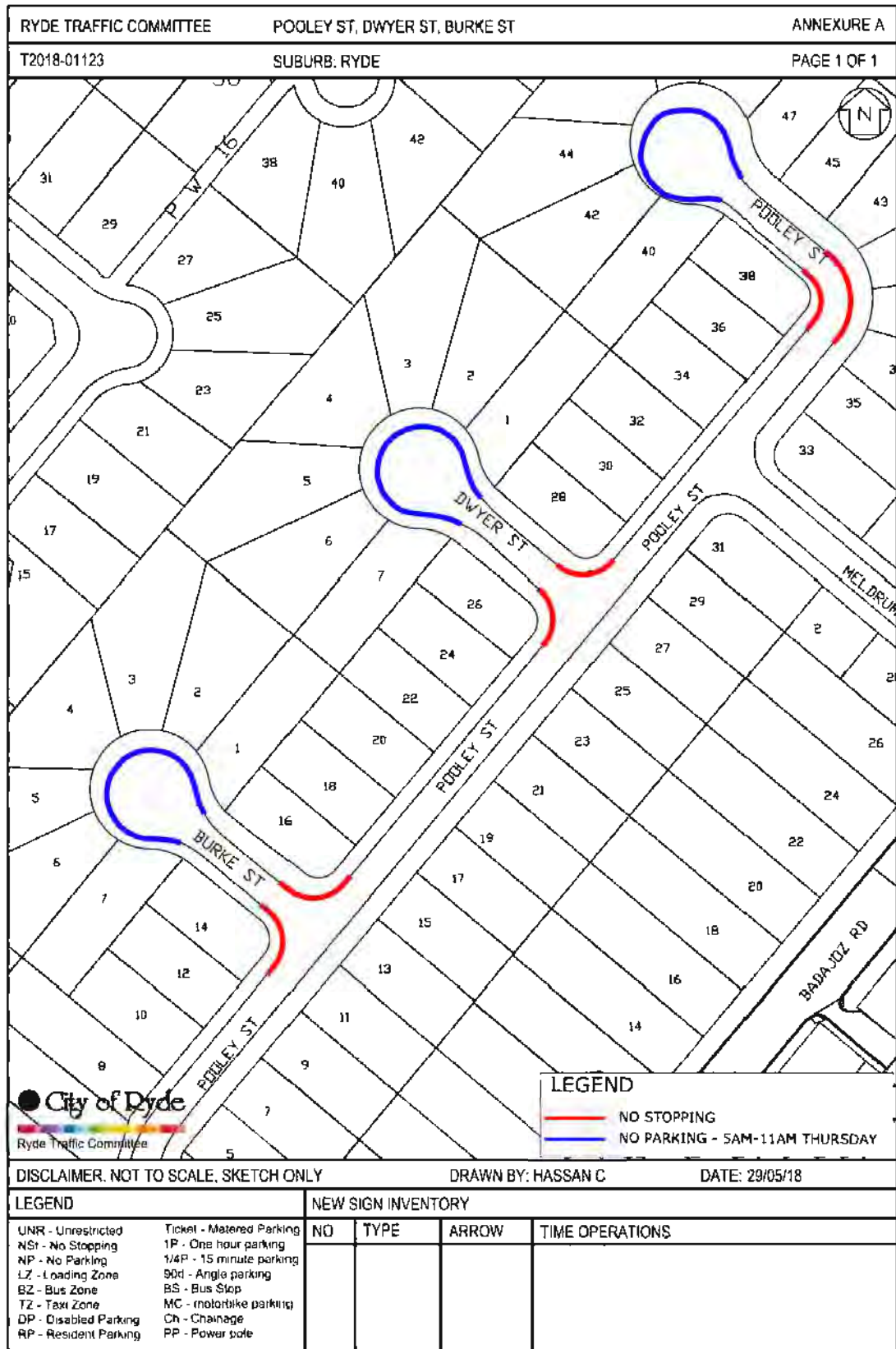
That Council:

1. Installs 'NO PARKING: 5am-11am Thu' zones at the following locations:
 - Bird Street, Ryde,
 - Dwyer Street, Ryde,
 - Pooley Street, Ryde,
 - Fitzpatrick Street & Carmen Street, Marsfield, and
 - Rogal Place, Macquarie Park;
2. Installs no further parking controls to assist waste-collection vehicle access at the following locations:
 - Burns Street, Ryde, and
 - Burke Street, Ryde.
3. The installation of fulltime 'NO PARKING' on one side of Burns Street will be further investigated.

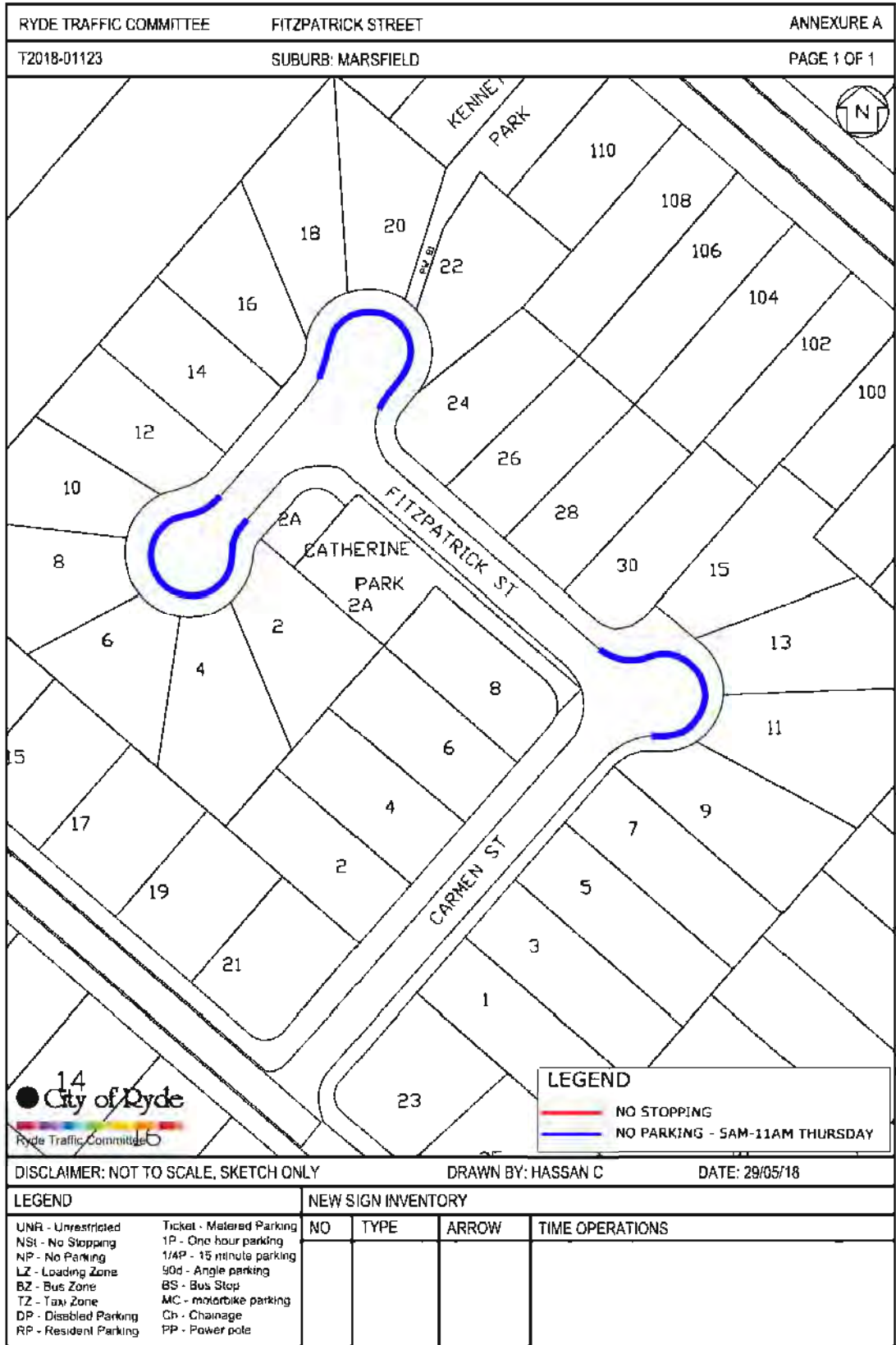
ITEM 7 (continued)



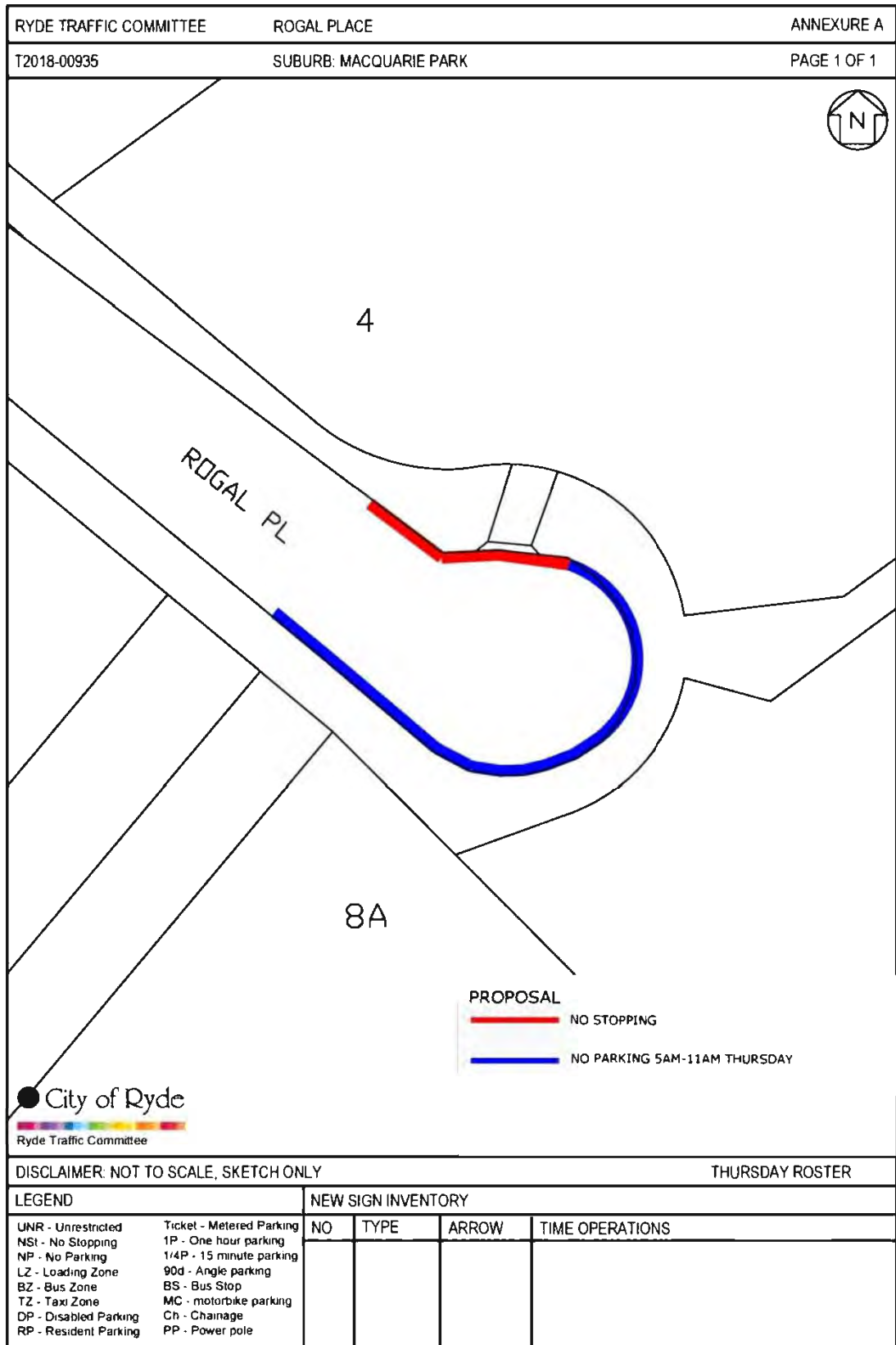
ITEM 7 (continued)



ITEM 7 (continued)



ITEM 7 (continued)



ITEM 7 (continued)**ITEM (B) PUTNEY VILLAGE**

SUBJECT: ON-STREET PARKING REVIEW
WARD: EAST
ROAD CLASS: NON-CLASSIFIED
REFERENCE: D16/152122 & T2016-02190

OVERVIEW

Council has received representation from local businesses and land owners requesting consideration be given to reviewing the on-street parking controls in Putney Village, to better suit the current needs of local businesses. Following community consultation, *this Item* proposes to relocate the existing 'P DISABILITY ONLY' zone from Charles Street to Parry Street and provide an additional 'LOADING ZONE' in Charles Street, Putney.

CONTEXT

Charles Street, Parry Street and Morrison Road are two-way local roads, with 12 metre wide carriageways, and include:

- half-hour parking in Charles Street, with the exception of a 'LOADING ZONE' outside 88 Charles Street and a 'P DISABILITY ONLY' zone outside 78 Charles Street;
- half-hour parking in Parry Street, outside No 76; and
- half-hour parking in Morrison Road, with the exception of a 'MAIL ZONE' and 'P DISABILITY ONLY' zone outside 221 Morrison Road.

REFERENCES

- Austroads' Guide to Traffic Management Part 11: Parking.
- [NSW] Road Rules 2014 Rule 167 No Stopping signs
- [NSW] Road Rules 2014 Rule 168 No Parking signs
- [NSW] Road Rules 2014 Rule 203 Stopping in a parking area for people with disabilities
- Australian Standards' AS2890.5 - *On Street Parking*
- [NSW] Road Rules 2014 Rule 179 Stopping in a loading zone.

COMMUNITY ENGAGEMENT

In May 2017, Council contacted local businesses advising that Council is developing a parking plan for Putney Village that will respond to the needs of businesses in the area. The aim of the parking plan is to manage the existing parking, and to provide an optimal mix of timed parking, 'P DISABILITY ONLY' spaces and loading facilities.

ITEM 7 (continued)

The feedback received indicates that extra loading facilities are required in Charles Street and the existing 'P DISABILITY ONLY' zone would be better located in Parry Street. Therefore, Council is proposing to install a new 'LOADING ZONE' outside 78 Charles Street and relocating the existing 'P DISABILITY' from Charles Street to Parry Street, as shown on the attached plan.

Following the resulting development of a parking plan for Putney Village, the businesses of 45 surrounding properties shown in *Figure B1* were consulted about the proposal. No comments were received from any of the businesses.

Furthermore, the proposal was tabled at the Social Inclusion Committee meeting held on 5 September 2018. The Social Inclusion Committee supported the changes.

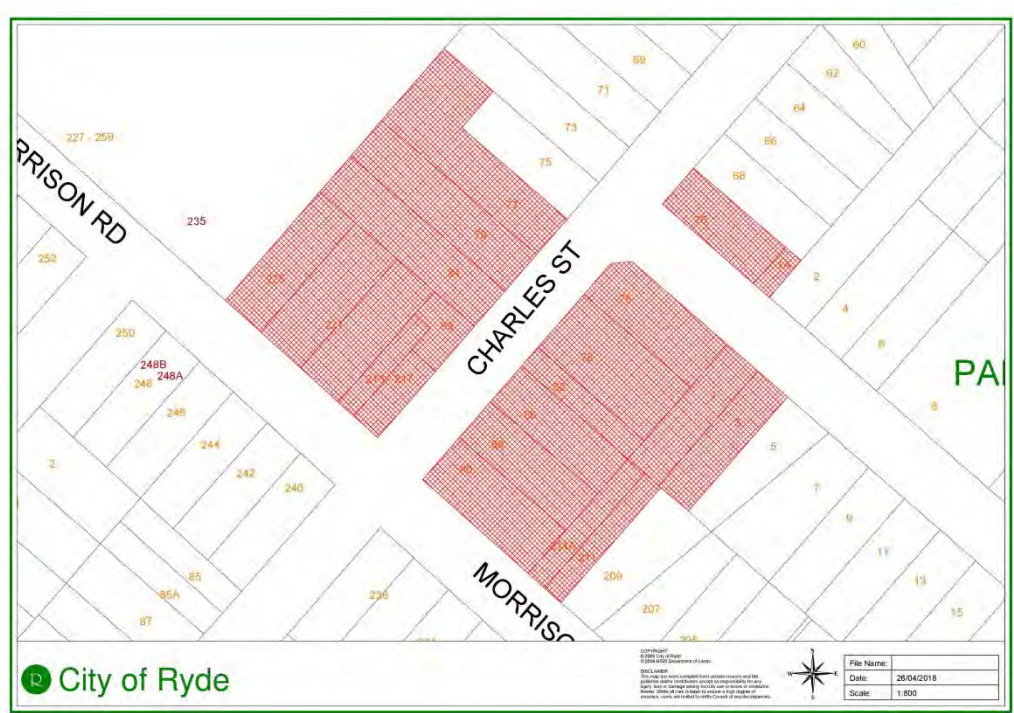


Figure B1 Community engagement distribution

DISCUSSION

Given that the proposed changes to parking have not received any objections, it is recommended that the Council proceed with the proposed changes.

ITEM 7 (continued)**APPROVALS**

The recommended measures are supported by the Ryde Traffic Committee and the matter is now presented to the Works and Community Committee for consideration by the Council, to seek the remaining approvals.

RTC COMMENTS

The Traffic Engineer:

- distributed an updated plan, and
- advised that the matter was tabled at the Council's Social Inclusion Committee meeting held on 5 September 2018.

RTC RESOLUTION

That the Ryde Traffic Committee agrees to the:

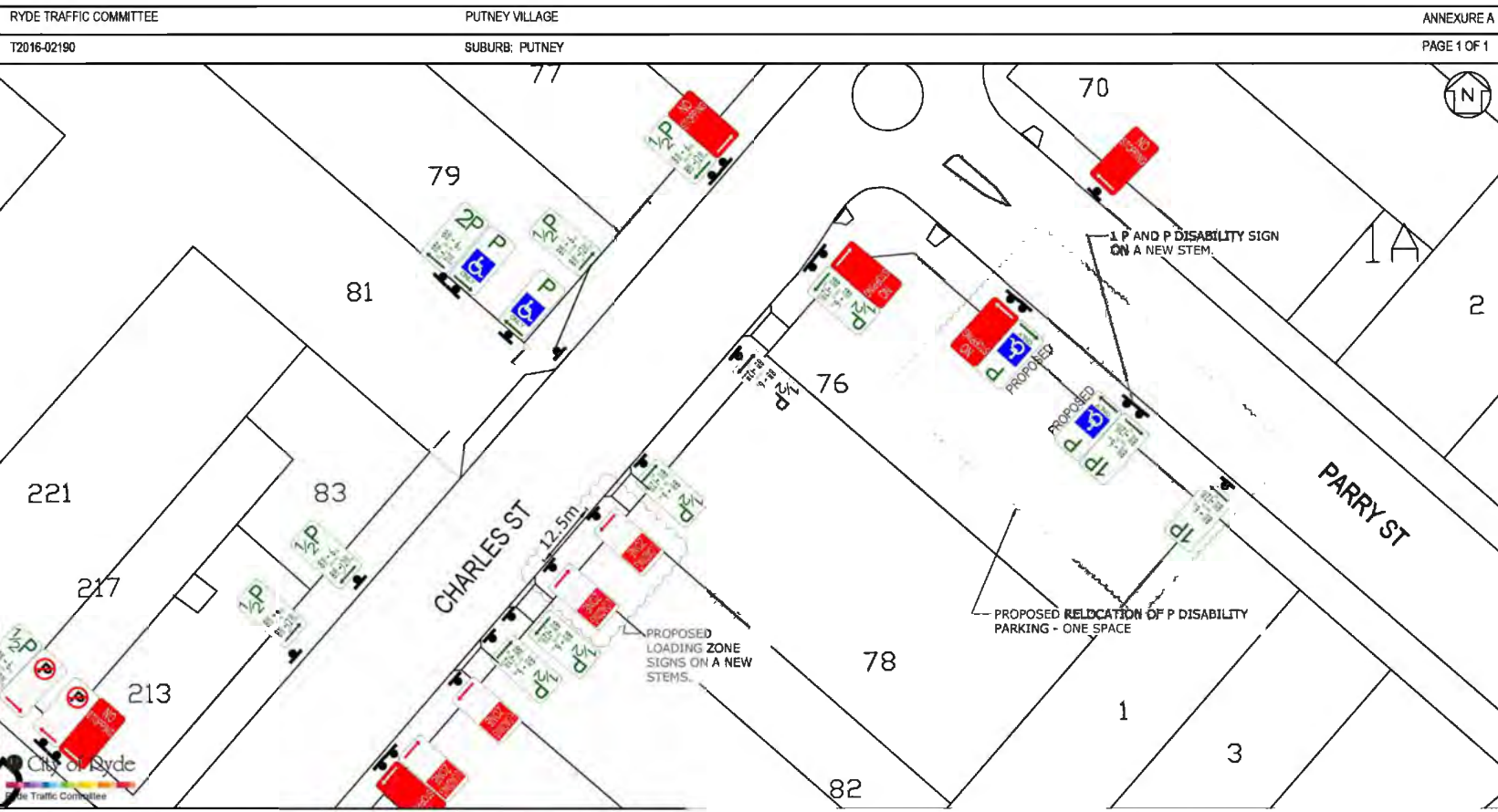
1. Relocation of the existing 'P DISABILITY ONLY' zone from Charles Street to the frontage of 76 Parry Street, Putney;
2. Installation of a new 'LOADING ZONE' outside 82 Charles Street, Putney; and
3. Previous disabled space in Charles Street be converted to '1/2P 8am-6pm MON-FRI and 8am-12:30PM SAT'.

RECOMMENDATION

That Council:

1. Relocates the existing 'P DISABILITY ONLY' zone from Charles Street to frontage of 76 Parry Street, Putney; and
2. Installs a new 'LOADING ZONE' outside 82 Charles Street, Putney.
3. Previous disabled space in Charles Street be converted to '1/2P 8am-6pm MON-FRI and 8am-12:30PM SAT'.

ITEM 7 (continued)



DISCLAIMER: NOT TO SCALE. SKETCH ONLY

LEGEND		NEW SIGN INVENTORY			
		NO	TYPE	ARROW	TIME OPERATIONS
UNR - Unrestricted	Ticket - Metered Parking	1	DP	L	
NSI - No Stopping	1P - One hour parking	1	DP	R	
NP - No Parking	1AP - 15 minute parking	1	LZ	R	
LZ - Loading Zone	90d - Angle parking	1	LZ	L	
BZ - Bus Zone	BS - Bus Stop				
TZ - Taxi Zone	MC - motorcycle parking				
DP - Disabled Parking	Ch - Chainage				
RP - Resident Parking	PP - Power pole				

ITEM 7 (continued)

ITEM (C)	WEST RYDE
SUBJECT:	RESIDENT PARKING SCHEME
WARD:	WEST
ROAD CLASS:	NON-CLASSIFIED
REFERENCE:	CRM-1935879 & T2017-00362

OVERVIEW

Following the completion of the West Ryde Coles development, Council has undertaken reviews of on-street parking in the West Ryde Town Centre, west of the train station, and the temporary parking controls installed during the development in Anthony Street, Chatham Road and Dickson Avenue. *This Item* details subsequent investigations into on-street parking management in the residential area to the west and north of the West Ryde Town Centre, west of the train station, namely Bellevue Avenue, Bencoolen Avenue, Bigland Avenue, Chatham Road, Dickson Avenue, Fernvale Avenue, Hall Street, Miriam Road and Park Avenue. This represents all streets within walking distance of the West Ryde Town Centre and train station, north of Victoria Road and west of the northern rail line. Based on the survey results, it is recommended that a Resident Parking Scheme be introduced into Bencoolen Avenue, West Ryde.

CONTEXT

- All investigated streets are local roads with 50 kilometre per hour speed limits and no parking control measures, except one-hour parking in:
 - Dickson Avenue, between Chatham Road and Bellevue Lane,
 - Chatham Road, between Victoria Road and outside 31 Chatham Road, and
 - Bellevue Avenue, between Victoria Road and Dickson Lane.
- The area investigated is within walking distance of the West Ryde Town Centre and train station, and experiences high levels of parking occupancy during weekdays. As a result, residents with no or limited access to on-site parking can be disadvantaged by others using the limited on-street space available. One of the options to address the issue is to introduce timed parking controls and grant exemptions to eligible households. This arrangement is known as a Resident Parking Scheme.

ITEM 7 (continued)**REFERENCES**

- [NSW] *Road Rules 2014* Rule 204 — Meaning of certain information on or with permissive parking signs
- City of Ryde's *Permit Parking Policy (2006)*
- City of Ryde's *Introducing a Resident Parking Scheme Policy (2007)*
- RMS's *Permit Parking (V3.4)*
- *Road Transport (General) Regulation 2013*.

COMMUNITY ENGAGEMENT

The occupants of 181 households shown in *Figure C1* were notified of an online survey to determine the level of support for:

- Option 1 Introducing a Resident Parking Scheme and associated parking controls in their street, or
- Option 2 Installing timed parking controls in their street, as an alternative measure, should a Resident Parking Scheme not be supported.

The notification included:

- each household's Resident Parking Permit eligibility, based on their on-site parking provisions, and Residents' Visitor Parking Permits, in accordance with Council's *Permit Parking Policy (2006)* and legislative requirements, and
- the Council's mandate that Resident Parking Schemes will only be considered where greater than 51% of the households in the area are in favour of the scheme, through the adoption of its *Introducing a Resident Parking Scheme Procedure (2007)*.

A summary of survey results is shown in *Tables C1 & C2*.

ITEM 7 (continued)

Table C1 Summary of survey results for Option 1 - Introducing a Resident Parking Scheme in Bellevue Avenue, Bencoolen Avenue, Bigland Avenue, Chatham Road, Dickson Avenue, Fernvale Avenue, Hall Street, Miriam Road and Park Avenue.

	Bellevue Avenue	Bencoolen Avenue	Bigland Avenue	Chatham Road	Dickson Avenue	Fernvale Avenue	Hall Street	Miriam Road	Park Avenue
Surveys distributed	17	20	15	20	46	24	14	21	4
Responses received	6 (35.3%)	19 (95.0%)	5 (33.3%)	1 (5.0%)	22 (47.8%)	9 (37.5%)	9 (64.3%)	8 (38.1%)	1 (25%)
Support	4 (23.5%)	11 (55.0%)	1 (6.7%)	1 (5.0%)	16 (10.8%)	5 (20.8%)	3 (21.4%)	4 (19.0%)	1 (25%)
DO NOT support *	1 (5.9%)	8 (40.0%)	3 (20.0%)	0	6 (13.0%)	3 (12.5%)	6 (42.9%)	4 (19.0%)	0
Undecided	1 (5.9%)	0	1 (6.7%)	0	0	1 (4.2%)	0	0	0
Not specified	0	0	0	0	0	0	0	0	0

* Includes households that support the proposed Resident Parking Scheme, provided that more Parking Permits are available.

ITEM 7 (continued)

Table C2 Summary of survey results for Option 2 – Installing timed parking in Bellevue Avenue, Bencoolen Avenue, Bigland Avenue, Chatham Road, Dickson Avenue, Fernvale Avenue, Hall Street, Miriam Road and Park Avenue.

	Bellevue Avenue	Bencoolen Avenue	Bigland Avenue	Chatham Road	Dickson Avenue	Fernvale Avenue	Hall Street	Miriam Road	Park Avenue
Surveys distributed	17	20	15	20	46	24	14	21	4
Responses received	6 (35.3%)	19 (95.0%)	5 (33.3%)	1 (5.0%)	22 (47.8%)	9 (37.5%)	9 (64.3%)	8 (38.1%)	1 (25%)
Support	1 (5.9%)	3 (15.0%)	0	0	5 (10.8%)	0	1 (7.1%)	1 (4.7%)	0
DO NOT support	3 (17.65%)	16 (80.0%)	3 (20.0%)	1 (5.0%)	17 (36.9%)	8 (33.3%)	7 (50.0%)	7 (33.3%)	0
Undecided	2 (11.7%)	0	2 (13.3%)	0	0	1 (4.1%)	1 (7.1%)	0	1 (25.0%)
Not specified	0	0	0	0	0	0	0	0	0

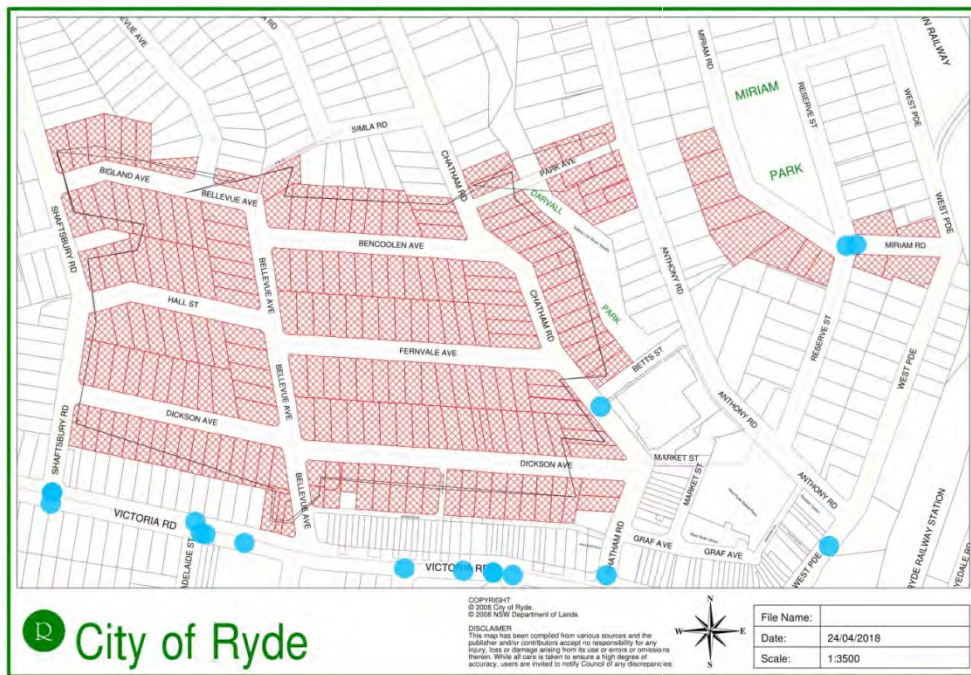


Figure C1 Community engagement distribution

ITEM 7 (continued)
DISCUSSION
Parking occupancy

There are a total of 406 on-street parking spaces in the study area. The parking occupancy was recorded in the morning and afternoon, as shown in *Table C3*.

Table C3 On-street parking occupancy in Bellevue Avenue, Bencoolen Avenue, Bigland Avenue, Chatham Road, Dickson Avenue, Fernvale Avenue, Hall Street, Miriam Road and Park Avenue

	Bellevue Avenue	Bencoolen Avenue	Bigland Avenue	Chatham Road	Dickson Avenue	Fernvale Avenue	Hall Street	Miriam Road	Park Avenue
On-street parking spaces	60	45	33	18	56	55	30	61	35
10am occupancy	70.0%	66.7%	3.0%	94.4%	92.9%	41.8%	36.7%	95.1%	22.9%
3pm occupancy	61.7%	80%	9.1%	77.8%	76.8%	47.3%	20.0%	82.0%	14.3%

Parking Permit eligibility

If a Resident Parking Scheme is introduced in this area, each household would be able to apply for the following Parking Permits, as summarised in *Table D4*:

- up to two Resident Parking Permits, less on-site parking, plus
- one Residents' Visitor Parking Permit.

On this basis, Council could potentially issue up to 44 Resident Parking Permits.

ITEM 7 (continued)

Table C4 Parking Permit eligibility for households in Bellevue Avenue, Bencoolen Avenue, Bigland Avenue, Chatham Road, Dickson Avenue, Fernvale Avenue, Hall Street, Miriam Road and Park Avenue

	Bellevue Avenue	Bencoolen Avenue	Bigland Avenue	Chatham Road	Dickson Avenue	Fernvale Avenue	Hall Street	Miriam Road	Park Avenue
No on-site parking: <ul style="list-style-type: none"> Two Resident Parking Permits, plus One Residents' Visitor Parking Permit. 	1	0	0	1	3	0	0	0	0
One on-site parking spaces: <ul style="list-style-type: none"> One Resident Parking Permit, plus One Residents' Visitor Parking Permit. 	0	0	0	3	2	0	1	27	0
Two or more on-site parking spaces: <ul style="list-style-type: none"> No Resident Parking Permits, plus One Residents' Visitor Parking Permit. 	13	21	15	28	59	28	15	9	4

Community engagement

The survey results indicate that:

- Bencoolen Avenue residents are the only households in the study area that provided greater than 51% support for introducing a Resident Parking Scheme, and
- only a minority of respondents in the study area support installing timed parking as an alternative measure.

Therefore, it is proposed to introduce a Resident Parking Scheme in Bencoolen Avenue, West Ryde.

APPROVALS

The recommended measures are supported by Ryde Traffic Committee and the matter is now presented to the Works and Community Committee for consideration by the Council, to seek the remaining approvals.

FUNDING AND IMPLEMENTATION

New Resident Parking Schemes take approximately three months to implement.

ITEM 7 (continued)**RTC RESOLUTION**

That the Ryde Traffic Committee agrees to the:

1. Installation of '2P: 8am-6pm Mon-Fri Permit Holders Excepted Area 13' on both sides of Bencoolen Avenue, West Ryde; and
2. Updating of Council's *Permit Parking Policy*, to allow Bencoolen Avenue, West Ryde properties to be eligible to apply for parking permits, subject to other requirements of the Policy.

RECOMMENDATION

That Council:

1. Installs '2P: 8am-6pm Mon-Fri Permit Holders Excepted Area 13' on both sides of Bencoolen Avenue, West Ryde; and
2. Updates Council's *Permit Parking Policy*, to allow Bencoolen Avenue properties to be eligible to apply for parking permits, subject to other requirements of the Policy.

ITEM 7 (continued)**ITEM (D) TENNYSON ROAD, TENNYSON POINT**

SUBJECT: NO PARKING ACROSS DRIVEWAYS AT 86 AND 88 TENNYSON ROAD
WARD: EAST
ROAD CLASS: NON-CLASSIFIED
REFERENCE: CRM-2064128 & T2018-00664

OVERVIEW

Council has received representation from local residents requesting consideration be given to installing parking controls across the driveways at 86 and 88 Tennyson Road, Tennyson Point, due to drivers continuing to park in the short length of kerbside parking between these driveways, despite the presence of delineation linemarking.

Given that a large number of requests are made to install traffic and parking controls in similar situations throughout City of Ryde, it is intended to seek Delegated Authority from the Council to approve the following changes to prescribed traffic control devices:

- Install parking controls across a driveway in or near a Town Centre, Neighbourhood Centre or Small Centre, or near a railway station, school, Place of Public Worship, community facility or recreation facility.

BACKGROUND

Driveway delineation bow-ties have been installed for the property 86 Tennyson Road. Further, the 4.1 metre space between the driveways of 86 and 88 Tennyson Road has a bow-tie linemarking across the section to deter motorists from parking in the space, as it does not meet the standard parking bay length.

CONTEXT

- Tennyson Road and Morrison Road are two-way collector roads, with a speed limit of 50 kilometres per hour. Tennyson Road has an 11 metre wide carriageway, with unrestricted parking permitted on both sides of the street.
- The section of kerbside parking between the driveways at 86 and 88 Tennyson Road is 4.1 metres long.
- This is located in close proximity to a grocery store on the corner of Morrison Road and Tennyson Road that provides seven on-site car spaces.

ITEM 7 (continued)

REFERENCES

- [NSW] Road Rules 2014 Rule 198 Obstructing access to and from a footpath, driveway etc.
- [NSW] Road Rules 2014 Rule 168 No parking signs
- [NSW] Road Rules 2014 Rule 208 Parallel parking on a road (except in a median strip parking area).

COMMUNITY ENGAGEMENT

The occupants of two surrounding properties shown in *Figure D1* were notified of the proposal. Two comments have been received in support to the proposed changes.

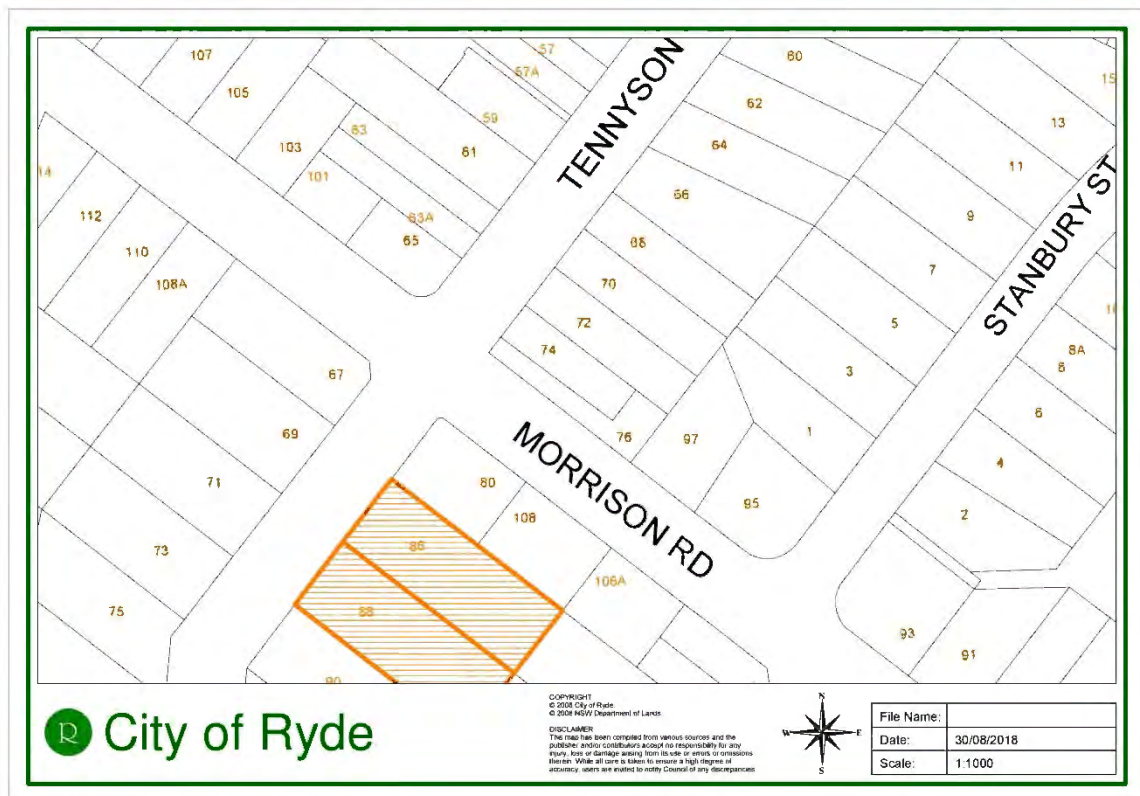


Figure D1 Community engagement distribution

DISCUSSION

Since the linemarking at the subject location has not resolved the issue of encroachment, it is proposed to install 16 metres of 'NO PARKING' across the driveways of 86 and 88 Tennyson Road.

ITEM 7 (continued)

APPROVALS

The recommended measures are supported by the Ryde Traffic Committee and the matter is now presented to the Works and Community Committee for consideration by the Council, to seek the remaining approvals.

The Council can delegate Authority to the General Manager to approve installing / modifying / removing prescribed traffic control devices under the *Local Government Act 1993* and the RMS's *Instrument of Delegation*. The General Manager can then delegate these approving powers to other Council staff. Under this system, Ryde Traffic Committee is still involved in providing advice on proposals, under the RMS's *Instrument of Delegation*, normally through an electronic meeting format, with decisions published on the Agenda for the following face-to-face meeting.

RTC COMMENTS

The Ryde Traffic Committee noted Council staff intentions to seek delegated Authority from the Council to approve the following changes to prescribed traffic control devices:

- Install parking controls across a driveway in or near a Town Centre, Neighbourhood Centre or Small Centre, or near a railway station, school, Place of Public Worship, community facility or recreation facility.

RTC RESOLUTION

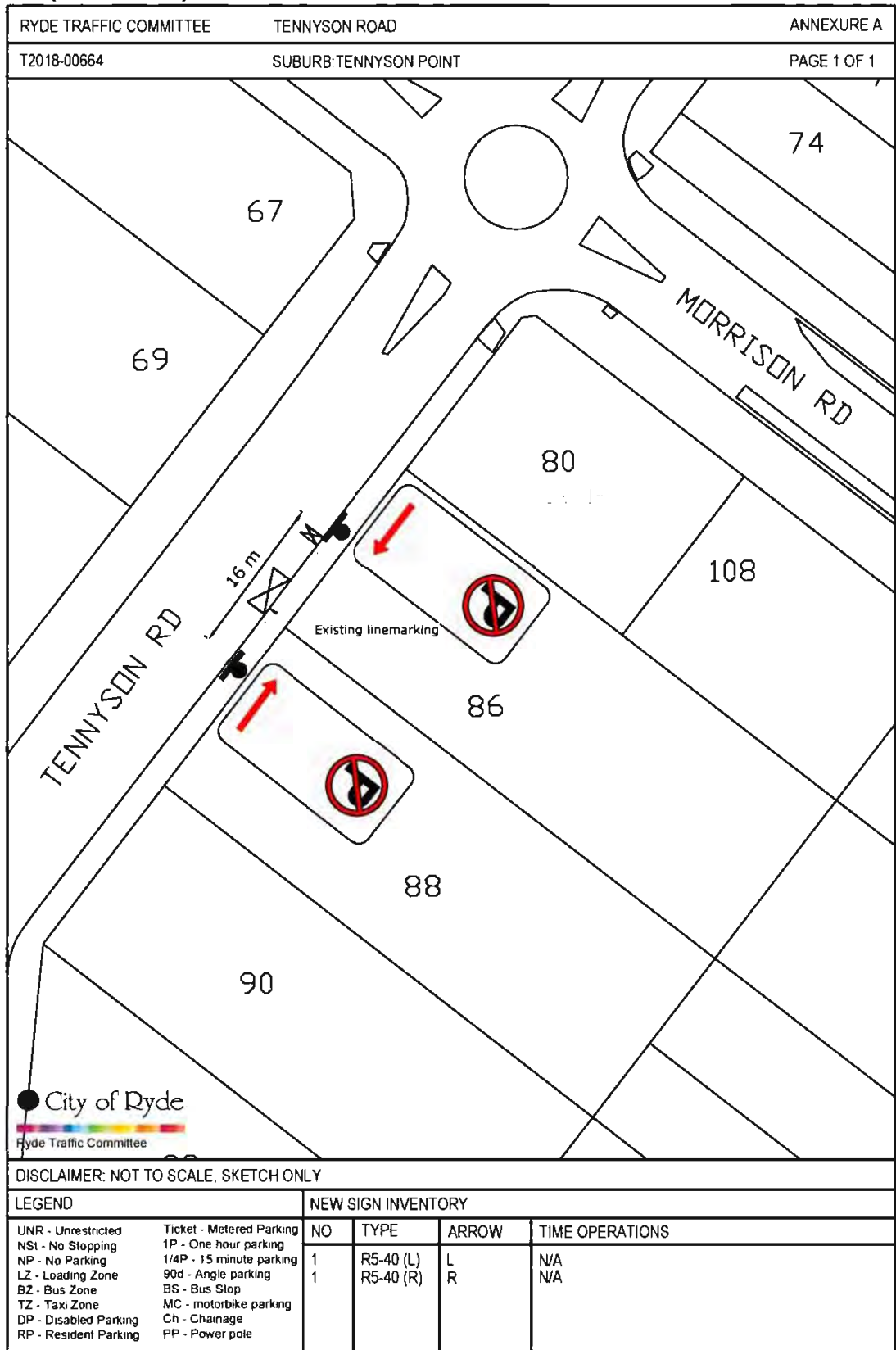
That the Ryde Traffic Committee agrees to the installation of 16 metres of 'NO PARKING' across and between the driveways of 86 Tennyson Road and 88 Tennyson Road, Tennyson Point.

RECOMMENDATION

That Council:

1. Installs 16 metres of 'NO PARKING' across and between the driveways of 86 Tennyson Road and 88 Tennyson Road, Tennyson Point.
2. Delegates Authority to the General Manager to approve the following changes to prescribed traffic control devices:
 - Install parking controls across a driveway in or near a town centre, neighbourhood centre or small centre, or near a railway station, school, place of public worship, community facility or recreation facility.

ITEM 7 (continued)



ITEM 7 (continued)**ITEM (E) POPE STREET, RYDE**

SUBJECT: ACCESSIBLE TAXI PARKING
WARD: CENTRAL
ROAD CLASS: NON-CLASSIFIED
REFERENCE: D18/125617 & T2018-00966

OVERVIEW

Members of Council's Social Inclusion Committee have requested consideration be given to providing an accessible taxi parking space outside the Top Ryde Centre in Pope Street, Ryde.

CONTEXT

- Pope Street is designated as a local road with a speed limit of 50 kilometres per hour.
- Two spaces of 'P DISABILITY ONLY' are currently provided on the south-western side of Pope Street.
- A 'TAXI ZONE' is located to the southeast of the abovementioned 'P DISABILITY ONLY' zone.

REFERENCES

- [NSW] *Road Rules 2014* Rule 203 Stopping in a parking area for people with disabilities.

COMMUNITY ENGAGEMENT

Top Ryde Centre Management and the NSW Taxi Council were notified of the proposed changes. No objections have been raised.

DISCUSSION

Taxis that have been modified to provide wheelchair access are provided with a Mobility Parking Scheme (MPS) card. Given that they make a small proportion of the NSW Taxi fleet, these taxis are usually booked in advance, to ensure that one is available.

The existing 'P DISABILITY ONLY' zone is currently being used by other MPS card holders, rather than originally intended by accessible taxis. Therefore, it is proposed to modify the existing signposting to 'P DISABILITY ACCESSIBLE TAXIS ONLY' and extend the zone to 10 metres. A new kerb ramp will be provided as part of the works.

ITEM 7 (continued)**APPROVALS**

The recommended measures are supported by the Ryde Traffic Committee and the matter is now presented to the Works and Community Committee for consideration by the Council, to seek the remaining approvals.

RTC COMMENTS

The Senior Coordinator Ranger Services advised that a 'TAXI ZONE: DISABILITY (symbol) Accessible Taxis Only' signage would be the most suitable signposting for accessible-taxi parking.

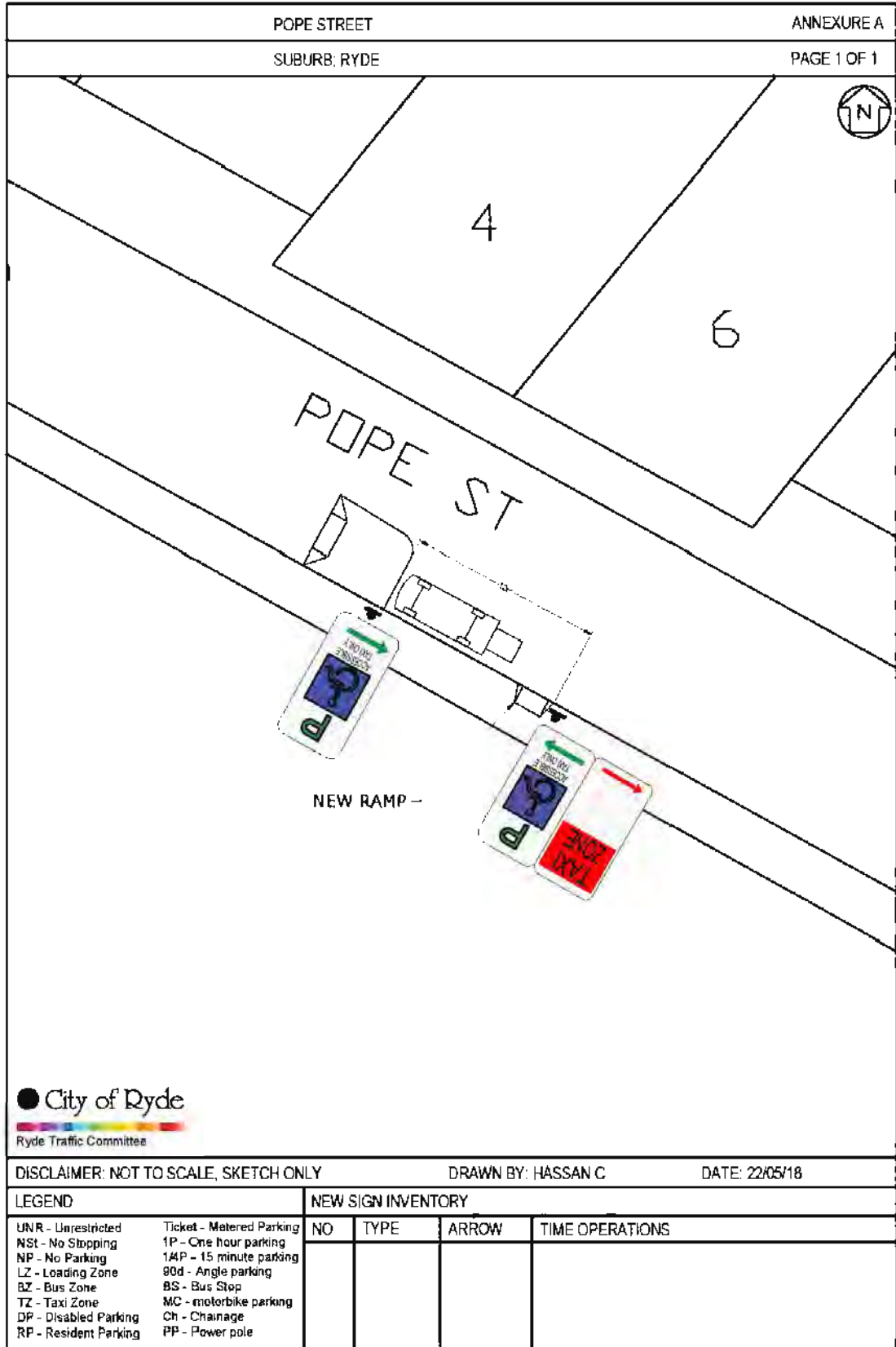
RTC RESOLUTION

That the Ryde Traffic Committee agree to the conversion of the existing 'P DISABILITY ONLY' and part of the existing 'TAXI ZONE' on the south-western side of Pope Street, Ryde to a 10 metre accessible taxi zone, to be signposted 'TAXI ZONE: DISABILITY (symbol) Accessible Taxis Only'.

RECOMMENDATION

That Council converts the existing 'P DISABILITY ONLY' and part of the existing 'TAXI ZONE' on the south-western side of Pope Street, Ryde to a 10 metre accessible taxi zone, to be signposted 'TAXI ZONE: DISABILITY (symbol) Accessible Taxis Only'.

ITEM 7 (continued)



ITEM 7 (continued)**ITEM (F) VIMIERA ROAD, MARSFIELD**

SUBJECT: EXTENDING 'NO STOPPING' ZONE
WARD: WEST
ROAD CLASS: NON-CLASSIFIED
REFERENCE: D18/109202 & T2018-00920

OVERVIEW

Council has received representation from a local resident requesting consideration be given to extending the existing parking controls in Vimiera Road, on the north-eastern approach to the signalised intersection with Epping Road, Marsfield, thereby extending the kerbside travel lane and improve intersection efficiency.

CONTEXT

- Vimiera Road is a collector road with a speed limit of 50 kilometres per hour.
- The signalised intersection of Vimiera Road and Epping Road permits all vehicular movements.
- The alignment of Vimiera Road is indented on the approach to Epping Road thus creating an additional lane which is predominately used by left-turning vehicles.
- There is currently 20 metres of 'NO STOPPING' in Vimiera Road along the north-eastern approach to the signalised intersection with Epping Road, with unrestricted parking permitted for the rest of the indented left lane.

REFERENCES

- [NSW] *Road Rules 2014* Rule 167 No stopping signs.

COMMUNITY ENGAGEMENT

The occupants of one nearby property (203 Vimiera Road) were notified of the proposal and no response was received. The other nearby property, 207 Vimiera Road, is vacant, as it is currently being redeveloped.

ITEM 7 (continued)**DISCUSSION**

Vimiera Road is an attractive route for motorists to use as the signalised intersection with Epping Road permits all vehicular movements. Vimiera Road is a designated regional route under Council's Bike Plan with a designated on-road bicycle lane delineated for much of its length. No parking is permitted along Vimiera Road between Pembroke Road and Epping Road with the exception of a small section of unrestricted parking along the frontage of 203 Vimiera Road where Vimiera Road widens out to two northbound lanes on the approach to Epping Road.

While the initial request was for full-time 'NO STOPPING' to be installed, site observations indicated that only the peak commuter periods experience localised congestion. This congestion is due to vehicles parked in the unrestricted parking area on approach to the signalised intersection. Therefore, it is proposed to install 'NO STOPPING: 6am-10am & 3pm-7pm Mon-Fri' adjacent to the existing 20 metres of statutory 'NO STOPPING'.

APPROVALS

The recommended measures are supported by the Ryde Traffic Committee and the matter is now presented to the Works and Community Committee for consideration by the Council, to seek the remaining approvals.

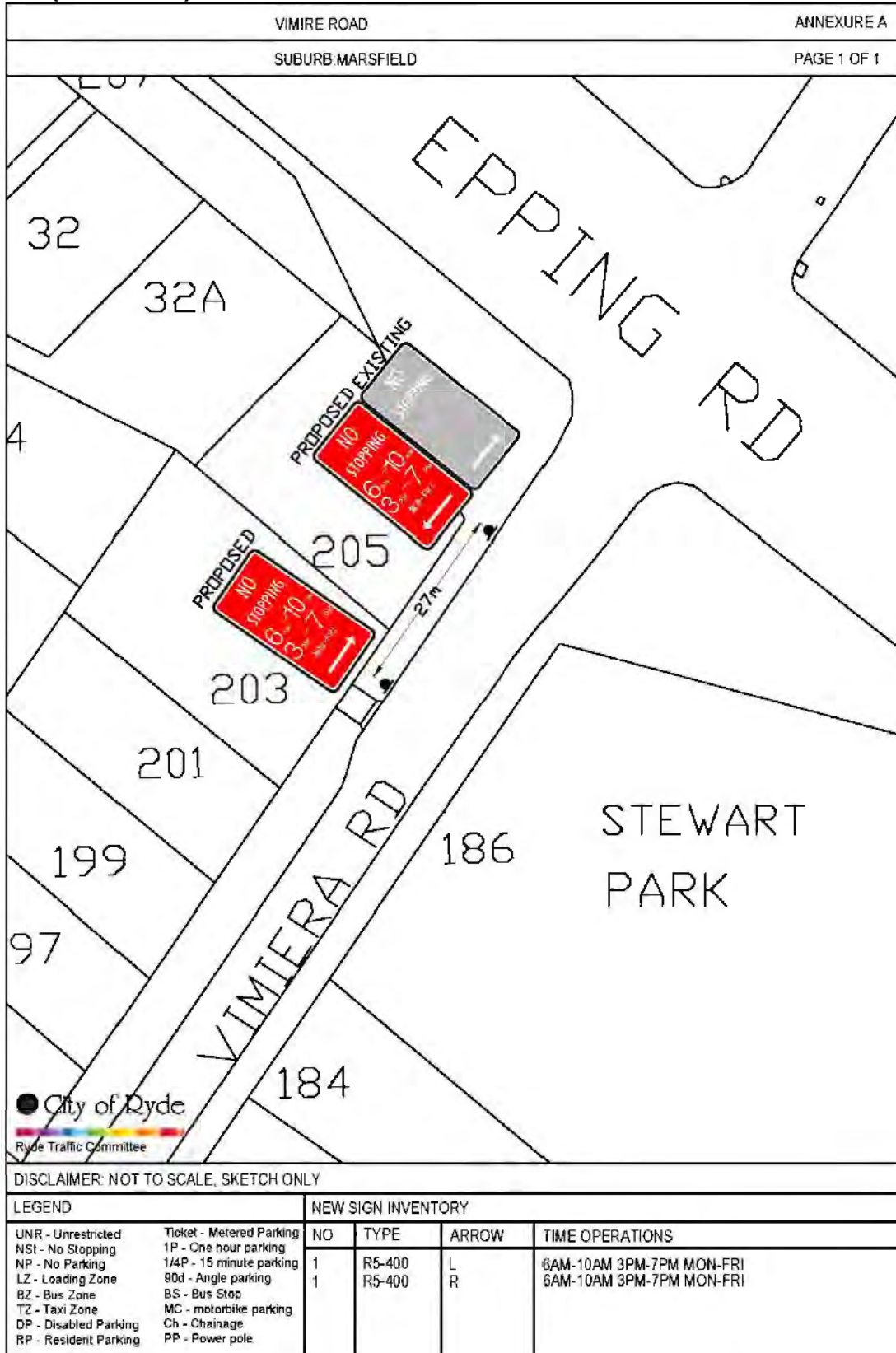
RTC RESOLUTION

That the Ryde Traffic Committee agrees to the install a 27 metre 'NO STOPPING: 6am-10am and 3pm-7pm Mon-Fri' zone on the north-western side of Vimiera Road, adjacent to the existing 20 m statutory 'NO STOPPING' zone, southeast of the signalised intersection with Epping Road, Marsfield.

RECOMMENDATION

That Council installs a 27 metre 'NO STOPPING: 6am-10am & 3pm-7pm Mon-Fri' zone on the north-western side of Vimiera Road, adjacent to the existing 20 m statutory 'NO STOPPING' zone, southeast of the signalised intersection with Epping Road, Marsfield.

ITEM 7 (continued)



ITEM 7 (continued)**ITEM (G) ADELAIDE STREET, MEADOWBANK**

SUBJECT: **PEDESTRIAN ACCESS AND MOBILITY PLAN WORKS**
WARD: **CENTRAL**
ROAD CLASS: **NON-CLASSIFIED**
REFERENCE: **T2018-01117**

OVERVIEW

Council recently undertook a Pedestrian Access and Mobility Plan (PAMP) to improve pedestrian access and safety west of Meadowbank Station. The study identified a number of issues in the area, including the lack of pedestrian access across Adelaide Street. As a result, it is proposed to install the following pedestrian access points:

- a pedestrian refuge south of the intersection of Constitution Road West, and
- kerb blisters and 'NO STOPPING' zones, to compliment kerb ramps outside 52 and 59 Adelaide Street.

CONTEXT

- Adelaide Street is a local road with a speed limit of 50 kilometres per hour.
- The carriageway width at these locations in Adelaide Street is approximately 13 metres with unrestricted parking on both sides.

REFERENCES

- [NSW] *Road Rules 2014* Rule 170 Stopping in or near an intersection.

COMMUNITY ENGAGEMENT

The occupants of 86 surrounding properties shown in *Figure G1* were consulted regarding the proposed measures in Adelaide Street, Meadowbank. Thirteen responses were received; eleven in favour and one did not support the proposed changes. One resident neither supported nor disliked the proposal. The occupant that does not support the proposed changes has raised the following concern:

- There is shortage of on-street parking and the installation of 'NO STOPPING' zones will increase the parking problems in Adelaide Street.

ITEM 7 (continued)

Residents that support the proposed changes have made the following suggestions:

- The proposed refuge island is located too close to her driveway and it will make it difficult for her to access the property because of the narrow frontage. The resident has requested Council to install the refuge island near the intersections of Huxley Street or Deakin Street.
- Provide pedestrian / zebra crossings as opposed to a refuge island and kerb ramps at the proposed locations for pedestrians to cross Adelaide Street safely particularly near the intersection of Andrew Street and Constitution Road West.
- The proposed refuge island should be installed north of Constitution Road West because it will provide access to the two bus stops and will provide better visibility to the drivers.
- Refuge island is preferable as compared to pedestrian / zebra crossing because it will not affect the flow of traffic particularly turning left from Constitution Road West onto Adelaide Street. Installation of a pedestrian crossing will make it more difficult to turn left from Constitution Road West onto Adelaide Street.
- Install a full roundabout with pedestrian refuges at the intersection of Constitution Road West and Adelaide Street. If a pedestrian crossing is to be installed, it should be located on northern side of the intersection with Constitution Road West.
- The refuge island near Constitution Road West is an excellent proposal and will make crossing Adelaide Street much easier and safer.

The following commentary is supplied in response to the concerns raised and suggestions:

- Council has undertaken swept path analysis to ensure smooth manoeuvring of cars from the driveways of 74 and 91 Adelaide Street, Meadowbank. Council has previously investigated several locations on Adelaide Street, including north of Constitution Road West but due to the limited available space and existing driveways, a refuge island and the associated kerb ramps cannot be accommodated north of Constitution Road West.
- Installation of pedestrian / zebra crossing requires certain warrants to be satisfied and requires co-approval of RMS and Council. Unfortunately, installing pedestrian / zebra crossing is not warranted on Adelaide Street at this stage.
- Council has previously investigated several locations on Adelaide Street including north of Constitution Road West, but due to the limited available space and existing driveways, a refuge island and the associated kerb ramps cannot be accommodated north of Constitution Road West.

ITEM 7 (continued)

- Installation of a roundabout involves significant land acquisition and loss of on-street parking. Furthermore, due to the existing Bus Zone, installation of a roundabout is not endorsed at the intersection of Adelaide Street and Constitution Road West.

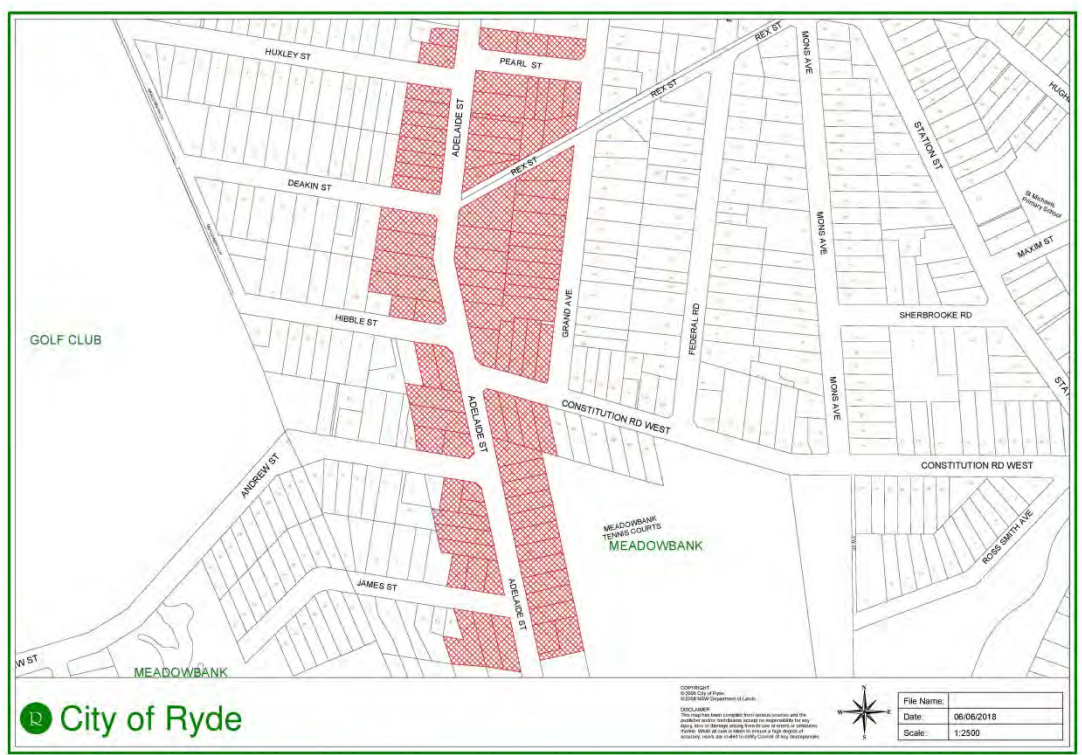


Figure G1 Community engagement distribution

DISCUSSION

Council's PAMP identified the need for pedestrian access facilities to cross Adelaide Street toward Meadowbank Train Station and Meadowbank Park.

For safer movement and improved pedestrian access, Council is proposing to install:

- a pedestrian refuge south of the intersection of Constitution Road West, approximately 50 metres south of the existing Bus Stops, and
- kerb blisters and 'NO STOPPING' zones, to compliment kerb ramps outside 52 and 59 Adelaide Street.

ITEM 7 (continued)**APPROVALS**

The recommended measures are supported by the Ryde Traffic Committee and the matter is now presented to the Works and Community Committee for consideration by the Council, to seek the remaining approvals.

FUNDING AND IMPLEMENTATION

It is estimated that the recommended measures will cost approximately \$50,000, to be implemented under the Traffic and Transport Program – PAMP Implementation Works budget, in conjunction with renewing the kerb and gutter in Adelaide Street, under the 2018/19 Roads Program - Road Kerb Renewal budget.

RTC RESOLUTION

That the Ryde Traffic Committee agrees to the:

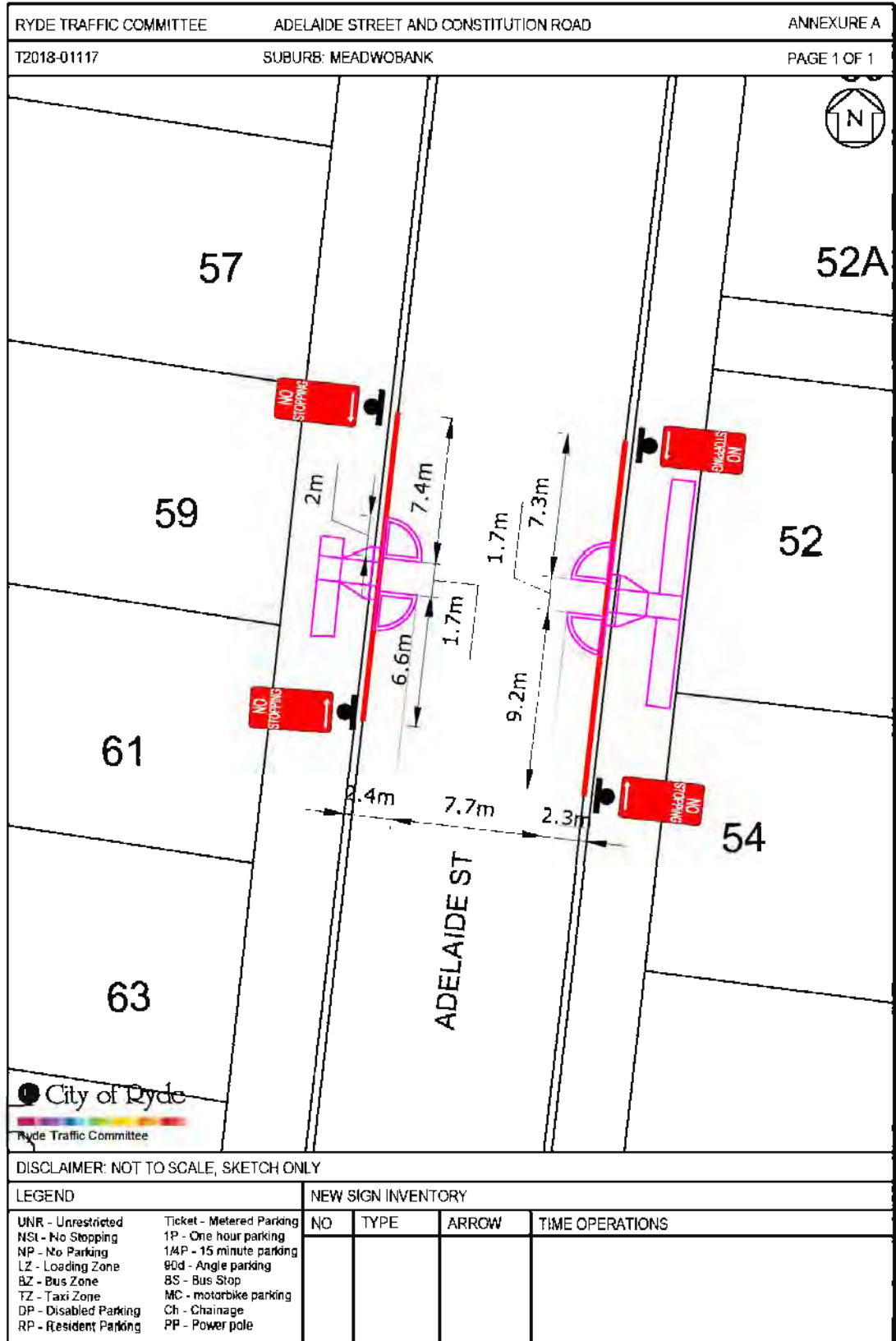
1. Installation of a pedestrian refuge in Adelaide Street, south of the intersection of Constitution Road West, Meadowbank; and
2. Installation of kerb blisters and 'NO STOPPING' zones on both sides of Adelaide Street, outside 52 and 59 Adelaide Street, Meadowbank.

RECOMMENDATION

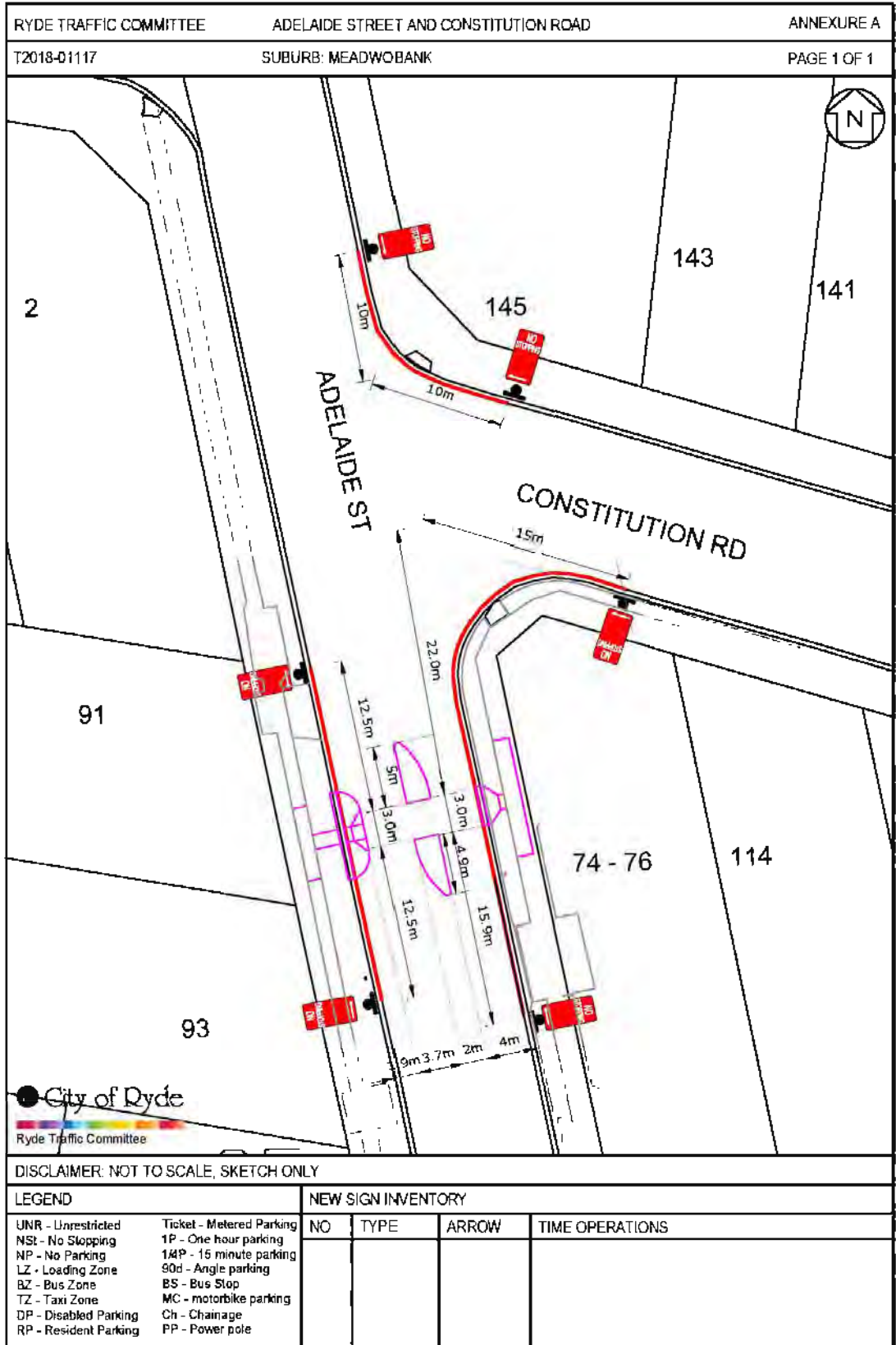
That Council:

1. Installs a pedestrian refuge in Adelaide Street, south of the intersection of Constitution Road West, Meadowbank; and
2. Installs kerb blisters and 'NO STOPPING' zones on both sides of Adelaide Street, outside 52 and 59 Adelaide Street, Meadowbank.

ITEM 7 (continued)



ITEM 7 (continued)



ITEM 7 (continued)

ITEM (H)	MORRISON ROAD, PUTNEY
SUBJECT:	TRAFFIC CALMING SCHEME REVIEW
WARD:	CENTRAL and EAST
ROAD CLASS:	NON-CLASSIFIED
REFERENCE:	T2018-00719

OVERVIEW

A post-implementation review of the Morrison Road traffic calming scheme has revealed that a large proportion of motorists are driving around the recently installed speed cushions, designed to reduce driver speeds, by using the kerbside parking lane. *This Item* proposes that the following embellishments be installed to help eliminate this practice.

BACKGROUND

RMS funded the implementation of a traffic calming scheme in Morrison Road, as an alternative to banning the westbound left turn into Merriton Street at Victoria Road. The measures were approved and installed by Council, and included speed cushions in the travel lanes at the following locations:

- Morrison Road, northwest of the intersection with Delange Road,
- the intersection of Morrison Road and Parry Street, and
- Morrison Road, at Peel Park / Bill Mitchell Park.

Site observations concur with reports that a large proportion of motorists drive around the speed cushions by using the kerbside parking lane, to avoid the discomfort and inconvenience of driving over them.

CONTEXT

- Morrison Road is a collector road that is used as an alternative by some motorists to Victoria Road during peak periods, with a 50 kilometre per hour speed limit.
- Speed cushions are designed to reduce car driver speeds but are narrow enough for bus wheel bases to “straddle” the device, without affecting passenger comfort.

REFERENCES

- *Austrroads' Guide to Traffic Management Part 8 – LATM.*

ITEM 7 (continued)**COMMUNITY ENGAGEMENT**

The occupants of surrounding properties were notified of the proposal. Results of the consultation will be tabled at the Traffic Committee meeting.

DISCUSSION**Morrison Road, northwest of the intersection with Delange Road**

One speed cushion was installed in each of the two opposing travel lanes at this location. When a vehicle is parked in the parking lane adjacent to the speed cushions, motorists are prevented from driving around the devices. However, when there are no vehicles parked in this lane opportunistic motorists use it to avoid the speed cushions and tend to do so at speed. Therefore, it is recommended that a speed cushion be installed in the parking lane, adjacent to the existing devices. This will still allow the existing kerbside parking conditions to remain as vehicles can park over the speed cushions.

Intersection of Morrison Road and Parry Street

A number of measures were implemented at this location to reduce driver speeds and improve pedestrian safety. The following outlines the location of the speed cushions on approach to the intersection and how the issue of motorists driving around the devices is proposed to be addressed:

- ***North-eastbound travel lane in Morrison Road, adjacent to the bike lane***
Motorists are using the bike lane to avoid the speed cushion. It is proposed to relocate the speed cushion further to the northeast, and install a kerb blister in the parking lane and lane divider flaps, as shown in the attached diagram.
- ***South-eastbound travel lane in Parry Street***
Although there is often a vehicle parked in the parking lane adjacent to the speed cushions, which deters motorists from driving around the devices, this practice is prevalent when there are no vehicles parked. Therefore, it is recommended that a speed cushion be installed in the travel lane, adjacent to the existing devices. This will still allow the existing kerbside parking conditions to remain.
- ***North-eastbound through lane in Morrison Road, on approach to the STOP sign***
It is recommended that this speed cushion be widened to create a raised threshold across the whole travel lane.

ITEM 7 (continued)

- ***North-eastbound travel lane in Morrison Road***

Although there is often a vehicle parked in the parking lane adjacent to the speed cushions, which deters motorists from driving around the devices, this practice is prevalent when there are no vehicles parked. Therefore, it is recommended that a speed cushion be installed in the travel lane, adjacent to the existing devices. This will still allow the existing kerbside parking conditions to remain.

Morrison Road, at Peel Park / Bill Mitchell Park

One speed cushion was installed in each of the two opposing travel lanes at this location. There is a pre-existing bike lane on both sides of Morrison Road at this location. Motorists are using these adjacent bike lanes to avoid the speed cushions. Therefore, it is proposed to install lane divider flaps to physically separate the bike lanes and travel lanes, and help eliminate this practice.

APPROVALS

The recommended measures are supported by the Ryde Traffic Committee and the matter is now presented to the Works and Community Committee for consideration by the Council, to seek the remaining approvals.

FUNDING AND IMPLEMENTATION

It is estimated that the recommended measures will cost approximately \$150,000 to be implemented under the Traffic and Transport Program – Traffic Calming Devices budget.

RTC RESOLUTION

That the Ryde Traffic Committee agree to the:

1. Installation of a speed cushion in the kerbside parking lanes, adjacent to the existing speed cushions in Morrison Road, northeast of Delange Road, Putney;
2. Modification of the existing speed cushion in Morrison Road, Putney, southwest of Parry Street in the following manner:
 - relocate the existing speed cushion to the northeast by approximately 4 metres,
 - install a kerb blister in the kerbside parking lane, adjacent to the new speed cushion location, and
 - install lane divider flaps along the bike lane, adjacent to the new speed cushion location;

ITEM 7 (continued)

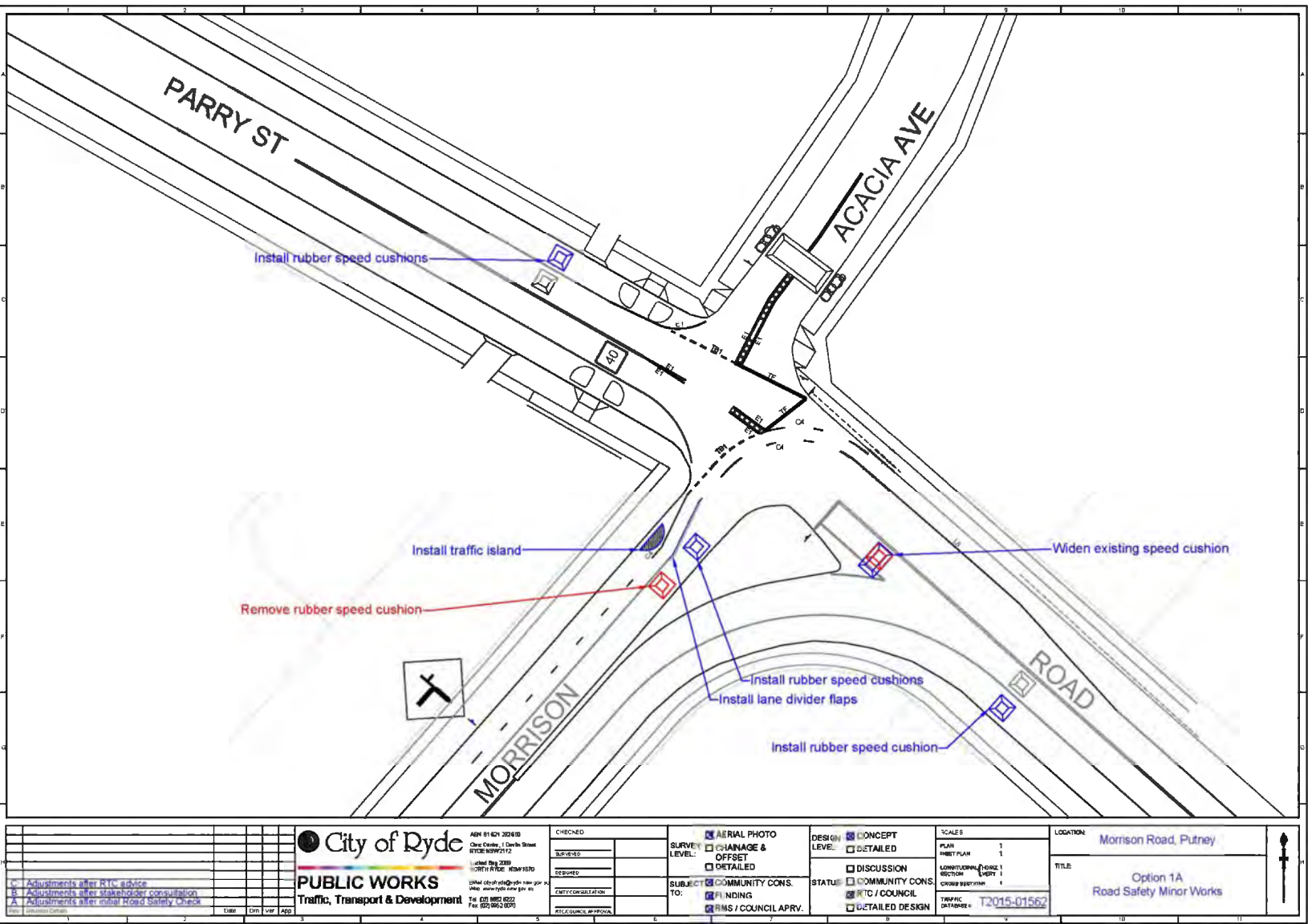
3. Widening of the existing speed cushion in the north-westbound through lane in Morrison Road, Putney, on approach to the 'STOP' sign at Parry Street, to create a raised threshold across the whole travel lane;
4. Installation of a speed cushion in the kerbside parking lane, adjacent to the existing speed cushion in the north-westbound travel lane in Morrison Road, southeast of Parry Street, Putney;
5. Installation of a speed cushion in the kerbside parking lane, adjacent to the existing speed cushion in the south-eastbound travel lane in Parry Street, northwest of Morrison Road, Putney; and
6. Installation of a lane divider flaps along the bike lanes, adjacent to the speed cushions in Morrison Road, at Peel Park / Bill Mitchell Park, Tennyson Point.

RECOMMENDATION

That Council:

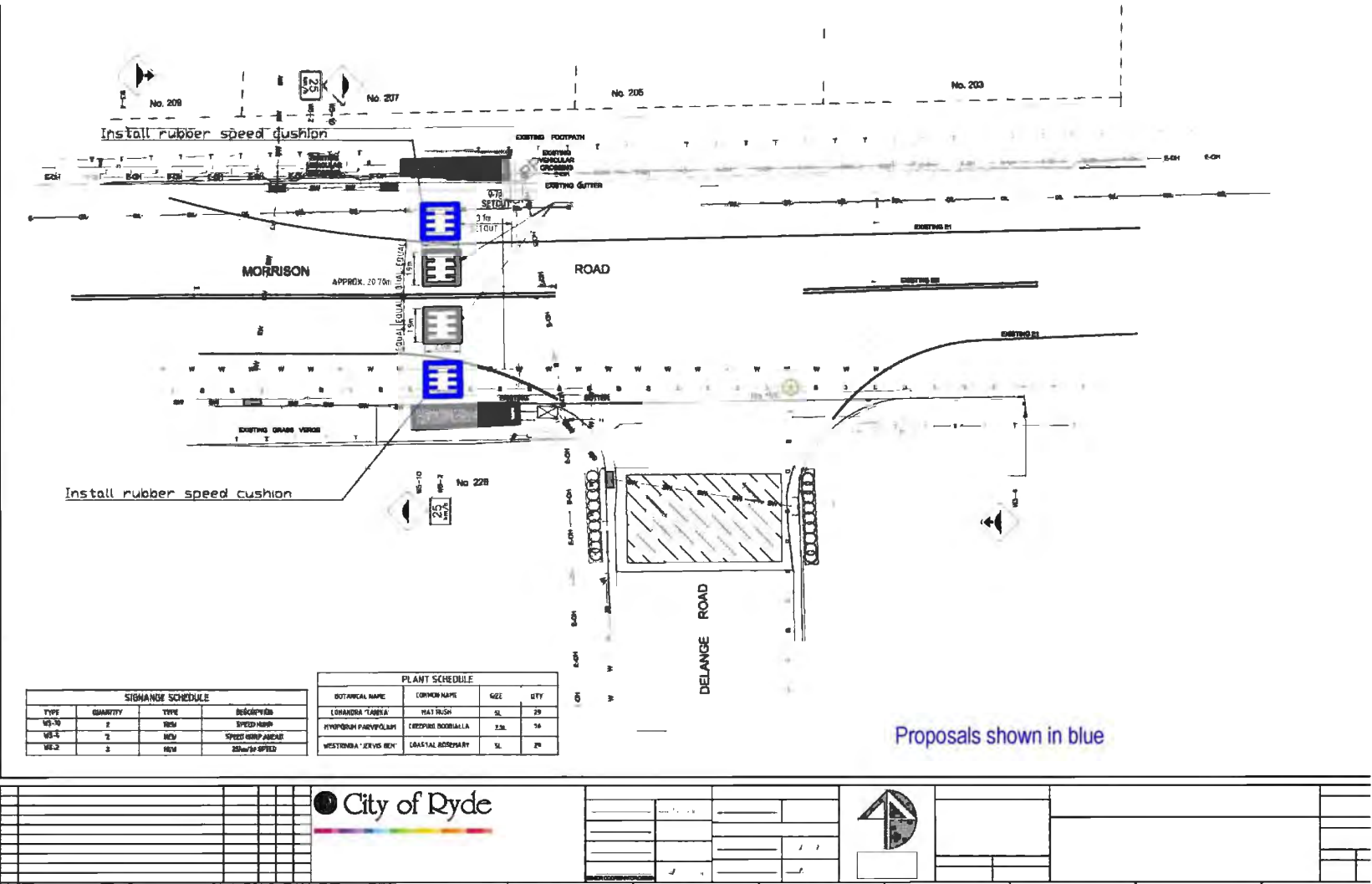
1. Installs a speed cushion in the kerbside parking lanes, adjacent to the existing speed cushions in Morrison Road, northeast of Delange Road, Putney;
2. Modifies the existing speed cushion in Morrison Road, Putney, southwest of Parry Street in the following manner:
 - relocate the existing speed cushion to the northeast by approximately 4 metres,
 - install a kerb blister in the kerbside parking lane, adjacent to the new speed cushion location, and
 - install lane divider flaps along the bike lane, adjacent to the new speed cushion location;
3. Widens the existing speed cushion in the north-westbound through lane in Morrison Road, Putney, on approach to the 'STOP' sign at Parry Street, to create a raised threshold across the whole travel lane;
4. Installs a speed cushion in the kerbside parking lane, adjacent to the existing speed cushion in the north-westbound travel lane in Morrison Road, southeast of Parry Street, Putney;
5. Installs a speed cushion in the kerbside parking lane, adjacent to the existing speed cushion in the south-eastbound travel lane in Parry Street, northwest of Morrison Road, Putney; and
6. Installs a lane divider flaps along the bike lanes, adjacent to the speed cushions in Morrison Road, at Peel Park / Bill Mitchell Park, Tennyson Point.

ITEM 7 (continued)

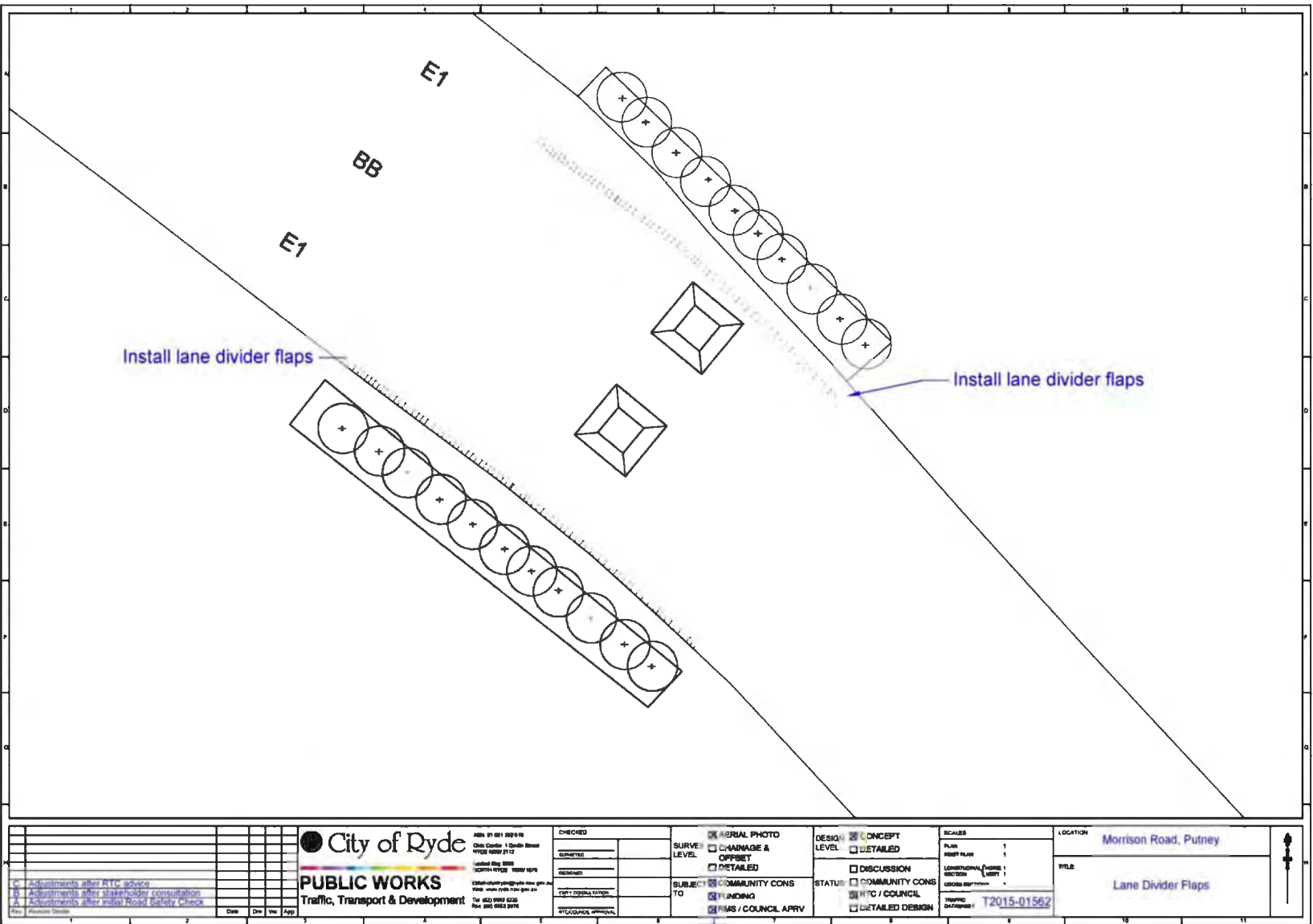


<p>City of Ryde Public Works Traffic, Transport & Development</p>		<p>AGN 81 621 202 810 Chris Christie, 1 Denby Street Ryde NSW 2112</p> <p>Local Gov 2009 © City of Ryde NSW 2010</p> <p>Local Gov 2009 © City of Ryde NSW 2010</p> <p>Local Gov 2009 © City of Ryde NSW 2010</p> <p>Local Gov 2009 © City of Ryde NSW 2010</p>	<p>CHECKED</p> <p>SURVEY LEVEL:</p> <p>DESIGNED</p> <p>CITY CONSULTATION</p> <p>ATC/COUNCIL APPROVAL</p>	<p><input checked="" type="checkbox"/> AERIAL PHOTO</p> <p><input type="checkbox"/> CHAINAGE & OFFSET</p> <p><input type="checkbox"/> DETAILED</p> <p>SUBJECT TO:</p> <p><input checked="" type="checkbox"/> COMMUNITY CONS.</p> <p><input type="checkbox"/> FINDING</p> <p><input type="checkbox"/> RIMS / COUNCIL APVY.</p>	<p>DESIGN LEVEL:</p> <p><input checked="" type="checkbox"/> CONCEPT</p> <p><input type="checkbox"/> DETAILED</p> <p>STATUS:</p> <p><input type="checkbox"/> DISCUSSION</p> <p><input type="checkbox"/> COMMUNITY CONS.</p> <p><input checked="" type="checkbox"/> RTC / COUNCIL</p> <p><input type="checkbox"/> DETAILED DESIGN</p>	<p>SCALES</p> <p>PLAN 1</p> <p>SHEET PLAN 1</p> <p>SECTION 1</p> <p>TRAFIC DATUM: T2015-01562</p>	<p>LOCATION: Morrison Road, Putney</p> <p>TITLE: Option 1A Road Safety Minor Works</p>
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ITEM 7 (continued)



ITEM 7 (continued)



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City of Ryde PUBLIC WORKS Traffic, Transport & Development		Date: _____ Drawn: _____ App: _____	Legend: C Adjustments after RTC advice H Adjustments after stakeholder consultation A Adjustments after initial Road Safety Check M Minimum Details				

ITEM 7 (continued)**ITEM (J) COLLEGE STREET, GLADESVILLE**

SUBJECT: POST IMPLEMENTATION REVIEW OF TRIAL CLOSURE ASSOCIATED WITH “BUNNINGS DEVELOPMENT”
WARD: EAST
ROAD CLASS: NON-CLASSIFIED
REFERENCE: LDA2012/412 & T2018-00898

OVERVIEW

As part of the “Bunnings Development” at 461-495 Victoria Road, Gladesville, a trial closure of College Street has been implemented, in accordance with the Conditions of Consent. Road closures require joint approval by RMS and Council, and RMS only approved the trial full closure for twelve months, which has lapsed, rather than up to twelve months after Bunnings is operational.

In the meantime, the Bunnings Development has proceeded slower than expected and there is no clear date when Bunnings will open. An initial review has identified congestion issues, especially during peak periods. Further, there is no live data to compare the effects of a half-road closure, as previously recommended, to the current full closure. Subsequently, *this Item* proposes that the trial closure be modified, based on the outcomes of a post-implementation review.

Consultation has revealed three broad groups with differing requirements for College Street:

- local residents are generally in favour of the existing full road closure remaining;
- local businesses are generally in favour of removing the road closure; and
- the local school community is generally in favour of some form of opening.

In addition to the consultation results, the abovementioned groups addressed the RTC meeting with their views.

BACKGROUND

In 2012 Bunnings lodged a Planning Proposal to rezone 461-495 Victoria Road to enable a Bunnings warehouse/bulky goods store.

ITEM 7 (continued)

In October 2013, the consultation outcomes were presented to the Council with a recommendation that the Planning Proposal be deferred until a traffic and parking study was completed. The traffic study was reported to Council with the recommendation to rezone the site. The study recommended the partial (one-way) closure of College Street to be implemented. However, Council resolved that a trial full closure of College Street be implemented prior to Bunnings commencing construction and reviewed after twelve months of operation of the Bunnings store.

In October 2015, the Sydney East Joint Regional Planning Panel approved the Bunnings Development Application (LDA2015/214) and the trial closure of College Street with the following conditions:

4. Traffic Management. *A Traffic Management Plan (TMP) regarding the full trial closure of College Street is to be submitted to and approved by Council and RMS prior to the commencement of demolition and will require tabling through the Ryde Traffic Committee for the Technical input prior to finalisation. The TMP is to include the installation of measures to introduce a trial full closure of College St, that follows the RMS Proforma*

(<http://www.rms.nsw.gov.au/businessindustry/partners-suppliers/documents/technical-manuals/tmpln v2.pdf>). In conjunction with the TMP, suitably prepared drawings detailing the proposed measures shall be submitted to and approved by Council prior to the commencement of demolition. The trial full closure shall be implemented at no cost to Council by Bunnings. These works are to be completed prior to any demolition works commencing on the site.

5. Trial Full Closure of College Street. *Prior to the commencement of demolition, the works required for the completion of the trial full closure of College Street in accordance with condition 4 are to be completed to Council's satisfaction. The trial full closure can be in the form of temporary bollards or barriers until after the 12 month trial and review required by condition 6.*

6. Trial Full Closure - Review. *The trial full closure of College Street, in accordance with conditions 4 and 5, shall be reviewed after 12 months of operation of the Bunnings store and the results reported back to Council at that time. The applicant shall cover the full cost of the traffic review, surveys and any supporting technical studies.*

The report detailing the outcome of the review shall be provided by the applicant and submitted to and approved by Council and RMS for the implementation of the preferred treatment of College Street. All alterations and/or formalisation of College Street shall be undertaken by the applicant at no cost to Council.

ITEM 7 (continued)

Subsequently, Bunnings has lodged a Section 96 Application (MOD2016/56) and Condition of Consent No. 6 was modified to:

6. Trial Full Closure – Review. *The trial full closure of College Street, in accordance with conditions 4 and 5, shall be reviewed after 12 months of operation of the ~~Bunnings store~~ Stage 2 Tennyson Road intersection (per DWG No. 043, Amd No. C, dated 11.0216) and the results reported back to Council at that time. The applicant shall cover the full cost of the traffic review, surveys and any supporting technical studies.*

A Traffic Management Plan (TMP) was submitted to RMS for trial closure of College Street. In April 2016, RMS approved the TMP and the approval letter stated that a 12 month review was to be undertaken, to determine the effects of the closure on the surrounding road network.

CONTEXT

- Trial closure is located at No. 27 College Street.
- Trial closure was implemented on Sunday 6 November 2016.
- Implementation of the trial closure included concrete ‘jersey kerbs’ with a section of chain (locked), NO STOPPING restriction and NO THROUGH ROAD signs.
- Traffic volume data was collected at Cressy Road, College Street and Orient Street prior to and immediately after the closure and at 3 month intervals after the closure for a 12 month period.
- The analysis of the data collected over a 12 month period is discussed further within this report.

DISCUSSION

Bunnings through their appointed traffic consultant has submitted a 12 month Post Implementation Review report (TTPA, 2018) for trial closure of College Street, which is consistent with the requirements of RMS’s approval of the TMP. A copy of this report is provided in **ATTACHMENT J1**. A summary of the review findings are discussed below.

- Bunnings’ consultant received 7 calls / 3 emails / 37 responses through the on-line survey with the majority of the responses being negative towards the closure. Bunnings received 21 local businesses / community members contacting them directly with a negative response to the closure.
- Traffic volumes in Cressy Road have only marginally increased as a result of the full road closure.

ITEM 7 (continued)

- Traffic volumes in College Street / Orient Street have significantly decreased.
- School traffic's ability to exit from the local network is impacted by College Street closure.
- Surveys at the Holy Cross College driveway on Frank Street indicated peak hourly volumes were 122 vehicles per hour (8AM-9AM) and 159 vehicles per hour (3:45PM-4:45PM). There is a lack of circulation opportunities resulting in localised congestion.
- Signal phasing at Victoria Road / Frank Street intersection has been modified by RMS to reflect the final upgrade arrangement that will occur on Frank Street at Victoria Road (i.e. 2 dedicated right turn lanes and 1 left turn lane).
- Vehicle queuing on Frank Street (i.e. 18 vehicles) are occurring as "full red arrow protection" for pedestrians currently operates, despite the fact that the final intersection layout has not been implemented. The walk / clearance period is set at 24 seconds, where previously it was 6 seconds. Up to 15 vehicles were left queuing on Frank Street, after the green phase.
- If signal timing were modified to previous arrangement, queues would be significantly reduced. However, it is unlikely that RMS will agree to this request.

Council has also commissioned an independent consultant to verify the findings. A copy of this report is provided in **ATTACHMENT J2**. The report (Bitzios, 2018) made a recommendation that:

"The College Street closure be made as a permanent one-way closure allowing eastbound traffic movements and prohibiting westbound traffic movements, consistent with the recommendations of the *Bunnings Gladesville Traffic and Parking Study (2015)*. The one-way closure achieves a balance between limiting the volume of through traffic along College Street and along Orient Street whilst supporting sufficient egress and circulation opportunities for school-related and local business-related traffic."

In addition to the above, Council's Senior Coordinator Resource Recovery has advised that due to the current road closure, the waste contractors need to disembark the vehicle to unlock the chain at the closure point in order to drive through and collect domestic waste on the northern side of College Street, east of closure point. This creates unnecessary additional delays during their operation. Therefore, Council's Waste section has requested that consideration be given to permitting one-way eastbound movements, which will enable the waste vehicles to service the bins on the left side of the vehicle.

Based on these findings, Council staff made the recommendation to convert the trial full road closure on College Street to a partial road closure, to enable one-way eastbound movements only.

ITEM 7 (continued)

Furthermore, RMS has not granted an extension of time for trial full closure of College Street.

REFERENCES

Not applicable to the approval of the Traffic Management Plan.

COMMUNITY ENGAGEMENT

An extensive community consultation process has been undertaken by Council to gather feedback from the community regarding proposed changes to the trial closure of College Street, including:

- Letterbox drops to approximately 850 properties
- Door knock along College Street and Orient Street
- Project webpage (i.e. Have Your Say) opened for 6 weeks starting from 21 May 2018
- Advertisements in the 'City News' section of the Northern District Times
- 940 subscriptions to eNewsletter for further information / updates.

A summary of the community consultation results are provided in *Table J1*.

Table J1 Community consultation results summary

	Directly Affected (105 addresses)	Within Ryde LGA (346 addresses)	Outside of Ryde LGA/ unknown (295 addresses)	Total Respondents (746 addresses)
Supported some form of opening	60%	73%	66%	69%
- One-way	37%	52%	51%	50%
- Two-way	20%	19%	15%	18%
- Mixed feedback	3%	1%	-	1%
Did not support road opening	37%	26%	34%	30%
Support not clear	3%	1%	-	1%

ITEM 7 (continued)

In summary, based on 746 responses received, the results indicated that:

- **69% supported some form of road opening (i.e. 50% one way / general support; 18% two ways or 1% mixed feedback)**
- 31% did not support road opening or support for opening was not clear.

More detailed results of community consultation and breakdown of results are provided in **ATTACHMENT J3**.

ATTACHMENTS

- ATTACHMENT J1 – 12 Months Post Implementation Review (TTPA, 2018)
- ATTACHMENT J2 – Independent Consultants' Review (Bitzios, 2018)
- ATTACHMENT J3 – Community Consultation Report (Council, 2018).

APPROVALS

The recommended measures are supported by the Ryde Traffic Committee and the matter is now presented to the Works and Community Committee for consideration by the Council. If approved by Council, a Traffic Management Plan will be referred to RMS, to seek the remaining approvals.

FUNDING AND IMPLEMENTATION

All changes would be undertaken by the developer.

RTC RESOLUTION

That the Ryde Traffic Committee agrees to the:

1. Conversion of the existing trial closure of College Street, Gladesville to a one-way closure allowing eastbound traffic movements and prohibiting westbound traffic movements, in the vicinity of No. 27 College Street; and
2. Preparation and presentation of a further report to the Ryde Traffic Committee in twelve months' time, detailing the results of the data collected for the partial road closure; and this data be compared with the trial full closure data for the purposes of enabling Council to make an informed decision, as to maintaining the ongoing partial road closure or re-instating the full road closure.

ITEM 7 (continued)**RECOMMENDATION**

That Council:

1. Converts the existing trial closure of College Street, Gladesville to a one-way closure allowing eastbound traffic movements and prohibiting westbound traffic movements, in the vicinity of No. 27 College Street; and
2. Prepares and presents a further report to Ryde Traffic Committee in twelve months' time, detailing the results of the data collected for the partial road closure; and this data be compared with the trial full closure data for the purposes of enabling Council to make an informed decision, as to maintaining the ongoing partial road closure or re-instating the full road closure.

ITEM 7 (continued)
MINUTES

Subject:	RYDE TRAFFIC COMMITTEE
File No:	COR2009/206
Document Ref:	D18/186239
Venue:	Committee Meeting Room
Date:	6 September 2018
Time:	10.10am
Chair:	Mr Harry Muker
Meeting Support:	Ms Linda Smith
Staff Convenor:	Mr Greg Holding
Meeting Length:	2 hours 28 minutes

Representatives

Present	Apology	Name	Position Title	Organisation
x		Mr Harry Muker	Manager Traffic Transport and Development	City of Ryde Council
x		Mr Mitchell Ryan	Network & Safety Officer	RMS
x		Sergeant Leonie Abberfield	Sergeant	NSW Police Force
x		Mr Peter Graham OAM - representing The Hon. V Dominello MP	Member for Ryde	Member of NSW Parliament
x		Ms Zorica Kaye-Smith - representing The Hon. A Roberts MP	Member for Lane Cove	Member of NSW Parliament

ITEM 7 (continued)
Attendees

Name	Position Title	Organisation
Clr Penny Pedersen	Councillor	City of Ryde
Clr Edwina Clifton	Councillor	City of Ryde
Ms Angela Jones-Blayney	Director Customer and Community Services	City of Ryde
Ms Liz Berger	Manager Communications and Engagement	City of Ryde
Ms Claudia Micallef	Senior Coordinator Community Engagement	City of Ryde
Ms Elise Clark	Community Engagement Coordinator	City of Ryde
Ms Anita Leighton	Supervisor Business Administration	City of Ryde
Mr Greg Holding	Team Leader Traffic Services	City of Ryde
Ms Kelly Yoon	Senior Traffic and Development Engineer	City of Ryde
Mr Muddasir Ilyas	Traffic Engineer	City of Ryde
Mr Felix Liu	Traffic and Development Engineer	City of Ryde
Mr John Begley	Traffic Engineer	City of Ryde
Ms Anoma Herath	Traffic Engineer	City of Ryde
Mr Muhammad Abdat	Traffic Officer	City of Ryde
Mr David Ngeru	Senior Coordinator Ranger Services	City of Ryde
Ms Linda Smith	Executive Assistant to the Mayor	City of Ryde
Mr Egwin Herbert	Western Regional Traffic and Service Manager	Sydney Buses

Gallery

Mr Nicholas D'Ambrosio	Item (J)
Mr Peter McFarlane	Item (J)
Ms Lesley Mathews	Item (J)
Mr Guy Williamson.....	Item (J)
Mr Steve Lightowler	Item (J)
Ms Justine Lightowler	Item (J)
Mr Phillip Stewart.....	Item (J)

ITEM 7 (continued)

	<p>DISCLOSURES OF INTEREST</p> <p>There were no disclosures of interest.</p>
	<p>CONFIRMATION OF PREVIOUS MINUTES</p> <p>The minutes of the Ordinary Meeting of the Ryde Traffic Committee held on 28 June 2018, previously circulated, were confirmed.</p> <p>Confirmation: Unanimous</p>
	<p>MATTERS ARISING FROM THE MINUTES</p> <p>There were no matters arising from the minutes.</p>
<p>A</p>	<p>CITY OF RYDE</p> <p>SUBJECT: WASTE-COLLECTION VEHICLE ACCESS</p> <p>ELECTORATE: LANE COVE and RYDE</p> <p>WARD: WEST, CENTRAL and EAST</p> <p>POLICE LAC: RYDE</p> <p>ROAD CLASS: NON-CLASSIFIED</p> <p>REFERENCE: T2018-01123</p> <p>OFFICER: M ABDAT</p> <p>PROPOSAL</p> <ol style="list-style-type: none"> 1. To install 'NO PARKING: 5am-11am Thu' zones at the following locations: <ul style="list-style-type: none"> • Bird Street, Ryde, • Dwyer Street, Ryde, • Pooley Street, Ryde, • Fitzpatrick Street & Carmen Street, Marsfield, and • Rogal Place, Macquarie Park. 2. To install no further parking controls to assist waste-collection vehicle access at the following locations: <ul style="list-style-type: none"> • Burns Street, Ryde, and • Burke Street, Ryde. 3. The installation of fulltime 'NO PARKING' on one side of Burns Street will be further investigated.

ITEM 7 (continued)

	<p>RTC RESOLUTION</p> <p>That the Ryde Traffic Committee agree to the:</p> <ol style="list-style-type: none"> 1. Installation of 'NO PARKING: 5am-11am Thu' zones at the following locations: <ul style="list-style-type: none"> • Bird Street, Ryde, • Dwyer Street, Ryde, • Pooley Street, Ryde, • Fitzpatrick Street & Carmen Street, Marsfield, and • Rogal Place, Macquarie Park; 2. Installation of no further parking controls to assist waste-collection vehicle access at the following locations: <ul style="list-style-type: none"> • Burns Street, Ryde, and • Burke Street, Ryde. 3. The installation of fulltime 'NO PARKING' on one side of Burns Street will be further investigated. <p>VOTING: Unanimous</p>
B	<p>PUTNEY VILLAGE</p> <p>SUBJECT: ON-STREET PARKING REVIEW</p> <p>ELECTORATE: LANE COVE</p> <p>WARD: EAST</p> <p>POLICE LAC: RYDE</p> <p>ROAD CLASS: NON-CLASSIFIED</p> <p>REFERENCE: D16/152122 & T2016-02190</p> <p>OFFICER: M ILYAS</p> <p>PROPOSAL</p> <ol style="list-style-type: none"> 1. To relocate the existing 'P DISABILITY ONLY' zone from Charles Street to frontage of 76 Parry Street, Putney. 2. To install a new 'LOADING ZONE' outside 82 Charles Street, Putney. <p>RTC COMMENTS</p> <p>The Traffic Engineer:</p> <ul style="list-style-type: none"> • distributed an update plan, and • advised that the matter was tabled at the Council's Social Inclusion Committee meeting held on 5 September 2018.

ITEM 7 (continued)

	<p>RTC RESOLUTION</p> <p>That the Ryde Traffic Committee agrees to the:</p> <ol style="list-style-type: none"> 1. Relocation of the existing 'P DISABILITY ONLY' zone from Charles Street to frontage of 76 Parry Street, Putney; 2. Installation of a new 'LOADING ZONE' outside 82 Charles Street, Putney and 3. Previous disabled space in Charles Street be converted to '1/2P 8am-6pm MON-FRI and 8am-12:30PM SAT'. <p>VOTING: Unanimous</p>
<p>C</p>	<p>WEST RYDE</p> <p>SUBJECT: RESIDENT PARKING SCHEME</p> <p>ELECTORATE: RYDE</p> <p>WARD: WEST</p> <p>POLICE LAC: RYDE</p> <p>ROAD CLASS: NON-CLASSIFIED</p> <p>REFERENCE: CRM-1935879 & T2017-00362</p> <p>OFFICER: G HOLDING</p> <p>PROPOSAL</p> <ol style="list-style-type: none"> 1. To install '2P: 8am-6pm Mon-Fri Permit Holders Excepted Area 13' on both sides of Bencoolen Avenue, West Ryde. 2. To update Council's <i>Permit Parking Policy</i>, to allow Bencoolen Avenue properties to be eligible to apply for parking permits, subject to other requirements of the Policy. <p>RTC RESOLUTION</p> <p>That the Ryde Traffic Committee agrees to the:</p> <ol style="list-style-type: none"> 1. Installation of '2P: 8am-6pm Mon-Fri Permit Holders Excepted Area 13' on both sides of Bencoolen Avenue, West Ryde; and 2. Updating of Council's <i>Permit Parking Policy</i>, to allow Bencoolen Avenue properties to be eligible to apply for parking permits, subject to other requirements of the Policy. <p>VOTING: Unanimous</p>

ITEM 7 (continued)

D	<p>TENNYSON ROAD, TENNYSON POINT</p> <p>SUBJECT: 'NO PARKING' ACROSS DRIVEWAYS AT 86 & 88 TENNYSON ROAD</p> <p>ELECTORATE: LANE COVE WARD: EAST POLICE LAC: RYDE ROAD CLASS: NON-CLASSIFIED REFERENCE: CRM-2064128 & T2018-00664 OFFICER: M ABDAT</p> <p>PROPOSAL</p> <p>To install 16 metres of 'NO PARKING' across and between the driveways of 86 Tennyson Road and 88 Tennyson Road, Tennyson Point.</p> <p>RTC COMMENTS</p> <p>The Ryde Traffic Committee noted Council staff intentions to seek delegated Authority from the Council to approve the following changes to prescribed traffic control devices:</p> <ul style="list-style-type: none"> • Install parking controls across a driveway in or near a town centre, neighbourhood centre or small centre, or near a railway station, school, place of public worship, community facility or recreation facility. <p>RTC RESOLUTION</p> <p>That the Ryde Traffic Committee agree to the installation of 16 metres of 'NO PARKING' across and between the driveways of 86 Tennyson Road and 88 Tennyson Road, Tennyson Point.</p> <p>VOTING: Unanimous</p>
E	<p>POPE STREET, RYDE</p> <p>SUBJECT: ACCESSIBLE TAXI PARKING</p> <p>ELECTORATE: RYDE WARD: CENTRAL POLICE LAC: RYDE ROAD CLASS: NON-CLASSIFIED REFERENCE: D18/125617 & T2018-00966 OFFICER: J BEGLEY</p> <p>PROPOSAL</p> <p>To convert the existing 'P DISABILITY ONLY' and part of the existing 'TAXI ZONE' on the south-western side of Pope Street, Ryde to 10 metres of 'P DISABILITY ACCESSIBLE TAXIS ONLY'.</p>

ITEM 7 (continued)

	<p>RTC COMMENTS</p> <p>The Senior Coordinator Ranger Services advised that a 'TAXI ZONE: DISABILITY (symbol) Accessible Taxis Only' signage would be the most suitable signposting for accessible-taxi parking.</p> <p>RTC RESOLUTION</p> <p>That the Ryde Traffic Committee agree to the conversion of the existing 'P DISABILITY ONLY' and part of the existing 'TAXI ZONE' on the south-western side of Pope Street, Ryde to a 10 metre accessible taxi zone, to be signposted 'TAXI ZONE: DISABILITY (symbol) Accessible Taxis Only'.</p> <p>VOTING: Unanimous</p>
F	<p>VIMIERA ROAD, MARSFIELD</p> <p>SUBJECT: EXTENDING 'NO STOPPING' ZONE</p> <p>ELECTORATE: RYDE</p> <p>WARD: WEST</p> <p>POLICE LAC: RYDE</p> <p>ROAD CLASS: NON-CLASSIFIED</p> <p>REFERENCE: D18/109202 & T2018-00920</p> <p>OFFICER: J BEGLEY</p> <p>PROPOSAL</p> <p>To install a 27 metre 'NO STOPPING: 6am-10am & 3pm-7pm Mon-Fri' zone on the north-western side of Vimiera Road, adjacent to the existing 20 metre statutory 'NO STOPPING' zone, southeast of the signalised intersection with Epping Road, Marsfield.</p> <p>RTC RESOLUTION</p> <p>That the Ryde Traffic Committee agree to the install a 27 metre 'NO STOPPING: 6am-10am & 3pm-7pm Mon-Fri' zone on the north-western side of Vimiera Road, adjacent to the existing 20 m statutory 'NO STOPPING' zone, southeast of the signalised intersection with Epping Road, Marsfield.</p> <p>VOTING: Unanimous</p>

ITEM 7 (continued)

G	<p>ADELAIDE STREET, MEADOWBANK</p> <p>SUBJECT: PEDESTRIAN ACCESS AND MOBILITY PLAN WORKS ELECTORATE: RYDE WARD: CENTRAL POLICE LAC: RYDE ROAD CLASS: NON-CLASSIFIED REFERENCE: T2018-01117 OFFICER: M ILYAS</p> <p>PROPOSAL</p> <ol style="list-style-type: none"> 1. To install a pedestrian refuge in Adelaide Street, south of the intersection of Constitution Road West, Meadowbank. 2. To install kerb blisters and 'NO STOPPING' zones on both sides of Adelaide Street, outside 52 and 59 Adelaide Street, Meadowbank. <p>RTC RESOLUTION</p> <p>That the Ryde Traffic Committee agree to the:</p> <ol style="list-style-type: none"> 1. Installation of a pedestrian refuge in Adelaide Street, south of the intersection of Constitution Road West, Meadowbank; and 2. Installation of kerb blisters and 'NO STOPPING' zones on both sides of Adelaide Street, outside 52 and 59 Adelaide Street, Meadowbank. <p>VOTING: Unanimous</p>
H	<p>MORRISON ROAD, PUTNEY</p> <p>SUBJECT: TRAFFIC CALMING SCHEME REVIEW ELECTORATE: LANE COVE WARD: CENTRAL and EAST POLICE LAC: RYDE ROAD CLASS: NON-CLASSIFIED REFERENCE: T2018-00719 OFFICER: G HOLDING</p> <p>PROPOSAL</p> <ol style="list-style-type: none"> 1. To install a speed cushion in the kerbside parking lanes, adjacent to the existing speed cushions in Morrison Road, northeast of Delange Road, Putney. 2. To modify the existing speed cushion in Morrison Road, Putney, southwest of Parry Street in the following manner: <ul style="list-style-type: none"> • relocate the existing speed cushion to the northeast by approximately 4 metres,

ITEM 7 (continued)

	<ul style="list-style-type: none"> • install a kerb blister in the kerbside parking lane, adjacent to the new speed cushion location, and • install lane divider flaps along the bike lane, adjacent to the new speed cushion location. <p>3. To widen the existing speed cushion in the north-westbound through lane in Morrison Road, Putney, on approach to the 'STOP' sign at Parry Street, to create a raised threshold across the whole travel lane.</p> <p>4. To install a speed cushion in the kerbside parking lane, adjacent to the existing speed cushion in the north-westbound travel lane in Morrison Road, southeast of Parry Street, Putney.</p> <p>5. To install a speed cushion in the kerbside parking lane, adjacent to the existing speed cushion in the south-eastbound travel lane in Parry Street, northwest of Morrison Road, Putney.</p> <p>6. To install a lane divider flaps along the bike lanes, adjacent to the speed cushions in Morrison Road, at Peel Park / Bill Mitchell Park, Tennyson Point.</p> <p>RTC RESOLUTION</p> <p>That the Ryde Traffic Committee agree to the:</p> <p>1. Installation of a speed cushion in the kerbside parking lanes, adjacent to the existing speed cushions in Morrison Road, northeast of Delange Road, Putney;</p> <p>2. Modification of the existing speed cushion in Morrison Road, Putney, southwest of Parry Street in the following manner:</p> <ul style="list-style-type: none"> • relocate the existing speed cushion to the northeast by approximately 4 metres, • install a kerb blister in the kerbside parking lane, adjacent to the new speed cushion location, and • install lane divider flaps along the bike lane, adjacent to the new speed cushion location; <p>3. Widening of the existing speed cushion in the north-westbound through lane in Morrison Road, Putney, on approach to the 'STOP' sign at Parry Street, to create a raised threshold across the whole travel lane;</p> <p>4. Installation of a speed cushion in the kerbside parking lane, adjacent to the existing speed cushion in the north-westbound travel lane in Morrison Road, southeast of Parry Street, Putney;</p> <p>5. Installation of a speed cushion in the kerbside parking lane, adjacent to the existing speed cushion in the south-eastbound travel lane in Parry Street, northwest of Morrison Road, Putney; and</p> <p>6. Installation of a lane divider flaps along the bike lanes, adjacent to the speed cushions in Morrison Road, at Peel Park / Bill Mitchell Park, Tennyson Point.</p>
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ITEM 7 (continued)

	<p>VOTING: Unanimous</p>
I	<p>CAMBRIDGE STREET, GLADESVILLE</p> <p>SUBJECT: MEDIAN ISLAND STOP TREATMENT AT VICTORIA ROAD</p> <p>ELECTORATE: LANE COVE WARD: EAST POLICE LAC: RYDE ROAD CLASS: NON-CLASSIFIED REFERENCE: D18/149025 & T2018-01490 OFFICER: J BEGLEY</p> <p>PROPOSAL</p> <p>To install a Median Island Stop treatment in Cambridge Street, at the intersection with Victoria Road, Gladesville, as shown in the attached plan.</p> <p>RTC RESOLUTION</p> <p>That the Ryde Traffic Committee agree to the installation of a Median Island Stop treatment in Cambridge Street, at the intersection with Victoria Road, Gladesville as shown in the attached plan.</p> <p>VOTING: Unanimous</p>
J	<p>COLLEGE STREET, GLADESVILLE</p> <p>SUBJECT: POST IMPLEMENTATION REVIEW OF TRIAL CLOSURE ASSOCIATED WITH “BUNNINGS DEVELOPMENT”</p> <p>ELECTORATE: LANE COVE WARD: EAST POLICE LAC: RYDE ROAD CLASS: NON-CLASSIFIED REFERENCE: LDA2012/412 & T2018-00898 OFFICER: K YOON</p> <p>PROPOSAL</p> <p>To convert the existing trial closure of College Street, Gladesville to a one-way closure allowing eastbound traffic movements and prohibiting westbound traffic movements, in the vicinity of No. 27 College Street.</p> <p>RTC RESOLUTION</p> <p>That the Ryde Traffic Committee agrees to the:</p> <ol style="list-style-type: none"> 1. Conversion of the existing trial closure of College Street, Gladesville to a one-way closure allowing eastbound traffic movements and prohibiting westbound traffic movements, in the vicinity of No. 27 College Street; and

ITEM 7 (continued)

	<p>2. Preparation and presentation of a further report to Ryde Traffic Committee in twelve months' time, detailing the results of the data collected for the partial road closure; and this data be compared with the trial full closure data for the purposes of enabling Council to make an informed decision, as to maintaining the ongoing partial road closure or re-instating the full road closure.</p> <p>VOTING: Majority</p> <p><u>For the Proposal:</u> City of Ryde, RMS and Police representatives</p> <p><u>Against the Proposal:</u> Member for Lane Cove representative.</p>
<p>K</p>	<p>BARR STREET, NORTH RYDE</p> <p>SUBJECT: 'P DISABILITY ONLY' ZONE</p> <p>ELECTORATE: RYDE</p> <p>WARD: CENTRAL</p> <p>POLICE LAC: RYDE</p> <p>ROAD CLASS: NON-CLASSIFIED</p> <p>REFERENCE: T2018-00167</p> <p>OFFICER: J BEGLEY</p> <p>PROPOSAL</p> <p>To install a 6.7 metre 'P DISABILITY ONLY' zone on the north-eastern side of Barr Street, northwest of the intersection with Avon Road, North Ryde.</p> <p>RTC COMMENTS</p> <p>The Ryde Traffic Committee noted that the Council has Delegated Authority to Council staff to approve <i>the PROPOSAL</i>.</p> <p>RTC RESOLUTION</p> <p>That the Ryde Traffic Committee agree to the installation of a 6.7 metre 'P DISABILITY ONLY' zone on the north-eastern side of Barr Street, northwest of the intersection with Avon Road, North Ryde.</p> <p>VOTING: Unanimous</p>

ITEM 7 (continued)

L	<p>TERRY ROAD AND COMMISSIONERS ROAD, DENISTONE</p> <p>SUBJECT: NO STOPPING NEAR BEND & INTERSECTION ELECTORATE: RYDE WARD: CENTRAL POLICE LAC: RYDE ROAD CLASS: NON-Classified REFERENCE: CRM-2066815 & T2018-00720 OFFICER: M ILYAS</p> <p>PROPOSAL</p> <ol style="list-style-type: none"> To install 190 metres of 'NO STOPPING' on both sides of Terry Road, at the intersection with Terry Road, Denistone. To install 37 metres 'NO STOPPING' zone on both sides of Commissioners Road, south of the intersection with Terry Road, Denistone. <p>RTC COMMENTS</p> <p>The Ryde Traffic Committee noted that the Council has Delegated Authority to Council staff to approve <i>the PROPOSAL</i>.</p> <p>RTC RESOLUTION</p> <p>That the Ryde Traffic Committee agree to the:</p> <ol style="list-style-type: none"> Installation of 190 metres of 'NO STOPPING' on both sides of Terry Road, at the intersection with Terry Road, Denistone; and Installation of 37 metres 'NO STOPPING' zone on both sides of Commissioners Road, south of the intersection with Terry Road, Denistone. <p>VOTING: Unanimous</p>
M	<p>MATTERS APPROVED UNDER DELEGATION</p> <p>RTC COMMENTS</p> <p>The Ryde Traffic Committee noted <i>this Advisory Item</i>.</p>
N	<p>CITY OF RYDE</p> <p>SUBJECT: AUSTRALIAN GOVERNMENT'S 2019/2020 BLACK SPOT PROGRAMME NOMINATIONS REFERENCE: T2018-01551 OFFICER: J BEGLEY</p> <p>RTC COMMENTS</p> <p>The Ryde Traffic Committee noted <i>this Advisory Item</i>.</p>

ITEM 7 (continued)

R	<p>LATE ITEM 1</p> <p>SUBJECT: TEMPORARY RESIDENT PARKING SCHEME DURING EPPING TO CHATSWOOD RAIL CLOSURE</p> <p>ELECTORATE: LANE COVE and RYDE</p> <p>WARD: WEST and EAST</p> <p>POLICE LAC: RYDE</p> <p>ROAD CLASS: NON-CLASSIFIED</p> <p>REFERENCE: T2018-01892</p> <p>OFFICER: G HOLDING</p> <p>PROPOSAL</p> <p>1. To convert the existing temporary '2P: 8am-6pm Mon-Fri' in the following streets to '2P: 8am-6pm Mon-Fri Permit Holders Excepted Zone 2T':</p> <ul style="list-style-type: none"> • Agincourt Road, between Epping Road and Culloden Road; • Boree Street; • Cherry Court; • Cooinda Close; • Coral Street; • Culloden Road, between Agincourt Road and Epping Road; • Karalee Close; • Karingal Court; • Katoa Place; • Lexcen Place; • Mawarra Crescent; • Pembroke Road, between Mawarra Crescent and Agincourt Road; • Plunkett Street; • Sobraon Road, between Boree Street and Epping Road; • Treharne Close; • Valewood Crescent, between Dover Street and Sobraon Road; and • Yarwood Street, between Coral Street and Karalee Close. <p>2. To convert the existing temporary '2P: 8am-6pm Mon-Fri' in the following streets to '2P: 8am-6pm Mon-Fri Permit Holders Excepted Zone 4T':</p> <ul style="list-style-type: none"> • Avon Road, between Beatrice Street and Marilyn Street; • Berryman Street; • Betty Hendry Parade; • Chisholm Street; • Collins Street; • Cressy Road, between Cox's Road and Pittwater Road; 	CITY OF RYDE
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ITEM 7 (continued)

- Cutler Parade, between Betty Hendry Parade and Edmondson Street;
- Edmondson Street;
- Gilda Street;
- Hearnshaw Street;
- Ian Street;
- Jopling Street;
- Kokoda Street;
- Lionel Avenue;
- Magdala Road, between Cressy Road and Pittwater Road;
- Marshall Place;
- Morshead Street, between Chisholm Road and Berryman Street;
- Nash Place;
- Neil Street;
- Pamela Street, between Beatrice Street and Marilyn Street;
- Rowell Street, between Betty Hendry Parade and Edmondson Street;
- Ryrie Street, between Betty Hendry Parade and Morshead Street;
- Sturdee Street;
- Tobruk Street;
- Truscott Street, between Betty Hendry Parade and Morshead Street;
and
- Warwick Street.

RTC COMMENTS

The RMS representative advised that a response will be formalised before close of business Friday 7 September 2018, if practicable.

RTC RESOLUTION

That the Ryde Traffic Committee agree to the:

1. Conversion of the existing temporary '2P: 8am-6pm Mon-Fri' in the following streets to '2P: 8am-6pm Mon-Fri Permit Holders Excepted Zone 2T':
 - Agincourt Road, between Epping Road and Culloden Road;
 - Boree Street;
 - Cherry Court;
 - Coinda Close;
 - Coral Street;
 - Culloden Road, between Agincourt Road and Epping Road;
 - Karalee Close;

ITEM 7 (continued)

	<ul style="list-style-type: none">• Karingal Court;• Katoa Place;• Lexcen Place;• Mawarra Crescent;• Pembroke Road, between Mawarra Crescent and Agincourt Road;• Plunkett Street;• Sobraon Road, between Boree Street and Epping Road;• Treharne Close;• Valewood Crescent, between Dover Street and Sobraon Road; and• Yarwood Street, between Coral Street and Karalee Close. <p>2. Conversion of the existing temporary '2P: 8am-6pm Mon-Fri' in the following streets to '2P: 8am-6pm Mon-Fri Permit Holders Excepted Zone 4T':</p> <ul style="list-style-type: none">• Avon Road, between Beatrice Street and Marilyn Street;• Berryman Street;• Betty Hendry Parade;• Chisholm Street;• Collins Street;• Cressy Road, between Cox's Road and Pittwater Road;• Cutler Parade, between Betty Hendry Parade and Edmondson Street;• Edmondson Street;• Gilda Street;• Hearnshaw Street;• Ian Street;• Jopling Street;• Kokoda Street;• Lionel Avenue;• Magdala Road, between Cressy Road and Pittwater Road;• Marshall Place;• Morshead Street, between Chisholm Road and Berryman Street;• Nash Place;• Neil Street;• Pamela Street, between Beatrice Street and Marilyn Street;• Rowell Street, between Betty Hendry Parade and Edmondson Street;• Ryrie Street, between Betty Hendry Parade and Morshead Street;• Sturdee Street;
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ITEM 7 (continued)

	<ul style="list-style-type: none"> • Tobruk Street; • Truscott Street, between Betty Hendry Parade and Morshead Street; and • Warwick Street. <p>VOTING: Majority</p>
S	<p>LATE ITEM 2 CONSTITUTION ROAD WEST, MEADOWBANK</p> <p>SUBJECT: PEDESTRIAN CROSSING</p> <p>ELECTORATE: RYDE</p> <p>WARD: CENTRAL</p> <p>POLICE LAC: RYDE</p> <p>ROAD CLASS: NON-CLASSIFIED</p> <p>REFERENCE: T2018-01690</p> <p>OFFICER: M ILYAS</p> <p>RTC COMMENTS</p> <p>The Ryde Traffic Committee noted <i>this Advisory Item</i>.</p>
T	<p>GENERAL BUSINESS</p> <p>There was no General Business raised.</p>

The next ordinary meeting of the Ryde Traffic Committee will be held on 29 November 2018.

The meeting concluded at 12.38pm.

TRANSPORT AND TRAFFIC PLANNING ASSOCIATES

**PROPOSED
BUNNINGS DEVELOPMENT
461 – 495 VICTORIA ROAD, GLADESVILLE
COLLEGE STREET ROAD CLOSURE
*12 Month Post Implementation
Review Report***

May 2018
(Rev F)

Reference 16001

***TRANSPORT AND TRAFFIC PLANNING ASSOCIATES
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LIST OF ILLUSTRATIONS

FIGURE 1	LOCATION
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FIGURE 4	TRAFFIC VOLUMES

TRANSPORT AND TRAFFIC PLANNING ASSOCIATES

1. INTRODUCTION

Development Consents (DA and S96) have been granted for development of the Bunnings site on a staged basis comprising:

Stage 1	Stage 2	Stage 3
Bunnings	Bunnings	Bunnings
Child Care Centre	Child Care Centre	Child Care Centre
Retained Building E, F & G	Bulky Good (Part)	Bulky Goods
	Retained Building F & G	

The Bunnings site (Figure 2) has extensive frontages to Victoria Road, Frank Street and College Street. There are industrial and educational uses on the opposite of the Frank Street frontage and industrial uses on the opposite side of the College Street frontage with residential frontages extending along both sides of College Street to the east.

There are extensive existing industrial buildings on the Bunnings site some of which have already been demolished to “make way” for the proposed development.

Due to expressed community concerns in relation to the potential traffic implications of the proposed development as well as other approved and impending developments in the Gladesville area Council engaged Bitzios Consulting to undertake a comprehensive study of the area (Gladesville Traffic and Parking Study). Bitzios held a community forum in August 2014 and one of the identified “treatments” for assessment in the study was the introduction of a road closure in College Street to prevent through traffic movements.

Consent Conditions No. 4, 5 and 6 of the approval for the Bunnings development relate to the requirements for the introduction of a Trial Full Closure of College Street with:

TRANSPORT AND TRAFFIC PLANNING ASSOCIATES

- Preparation and approval of a Traffic Management Plan (for the closure)
- Implementation of the trial closure to Council's satisfaction prior to the commencement of demolition works
- Review of the trial closure 12 months after completion of the modification works at the Victoria Road and Tennyson Road intersection

The process for the trial closure included the undertaking of community consultation and advertising campaigns as well as traffic surveys:

- prior to closure
- immediately after closure
- at 3 monthly intervals following the closure

The purpose of this report is to document a Post Implementation Review of the trial closure of College Street.

The following review has been requested at this time by Ryde City Council officers, notwithstanding the actual wording of Condition 6 which requires this review to occur 12 months after operation of the proposed Tennyson Road intersection.





*TRANSPORT AND TRAFFIC PLANNING ASSOCIATES***2. DETAILS OF THE TRIAL CLOSURE**

2.1 ACTIONS PRIOR TO TRIAL CLOSURE

- Early 2014 Council commissioned the Bitzios 'Gladesville Traffic and Parking Study'
- August and November 2014 Council convened community forums to discuss the proposed closure and solicited submissions from the community
- Council received 515 submissions and these were considered and summarised with the great majority indicating support for the proposed closure
- 28.4.15 Council resolved to adopt the findings and recommendations of the Bitzios Study including the proposed trial closure of College Street in conjunction with the Bunnings development
- 25.10.15 the Sydney East JRPP having considered the outcome of the community consultation process, the results of the Bitzios Study and Council's resolution of 28.4.15, resolved to approve the Bunnings Development Application.
- February 2016 a Traffic Management Plan for the trial closure (as required by Consent Condition No. 4) was prepared, submitted to and approved by Council and this included the completed RMS TMP PROFORMA which is reproduced in Appendix A.
- A Communications and Consultation Strategy was documented (see Appendix B) and adopted for implementation of the trial closure and subsequently enacted for the trial closure. This included a "letter box drop" to all properties in the affected area and advertisements in the local newspaper advising of the proposed closure and the intended implementation date. Details are provided in Appendix C.

ITEM 7 (continued)

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2.2 DETAILS OF TRIAL CLOSURE

Details of the arrangements for the implementation of the trial closure are provided on Figure 3 which included:

- Preformed concrete “Jersey kerb” sections with a section of chain (locked)
- NO STOPPING restrictions
- NO THROUGH ROAD signage
- Temporary advance VMS signs (before and after closure)

The closure was implemented on 6.11.2016 and in the following months at the request of Council officers a number of minor changes and additions were made principally including provision of additional bollards and signage.

2.3 ACTIONS FOLLOWING TRIAL CLOSURE

The Communications and Consultation Strategy continued with the 1800 info line for 4 weeks, VMS signs remained for 4 weeks and a Community Consultation Summary was prepared summarising the community “feedback”. An extract from this summary is provided in Appendix D while the "4 Week Review" is reproduced in Appendix E.

2.4 DATA COLLECTION

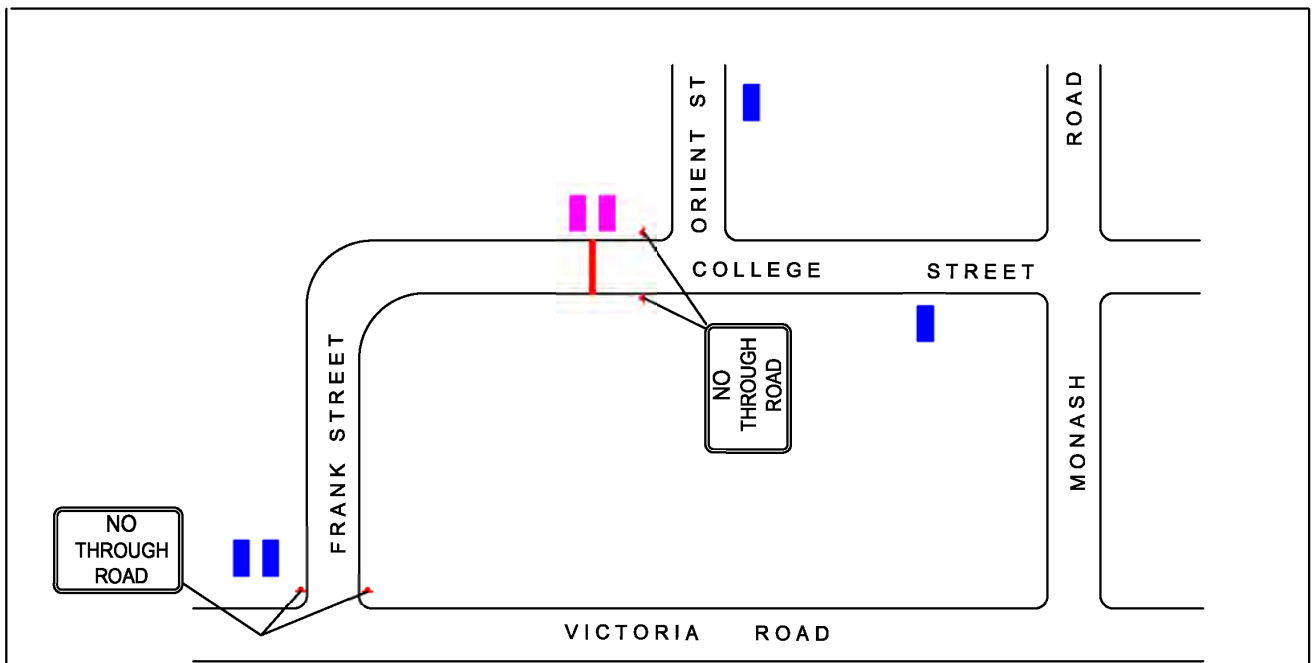
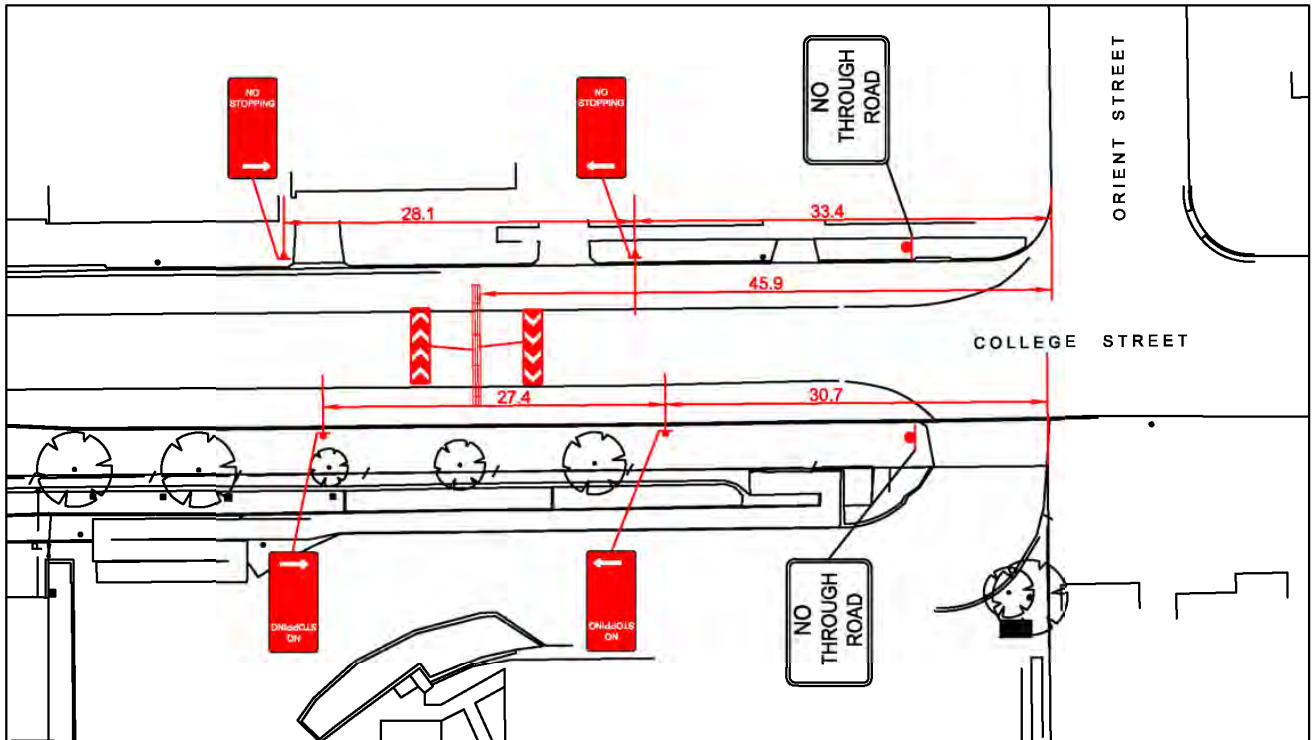
It is a requirement of the approved Traffic Management Plan (Rev G) that traffic surveys be taken to document the traffic movement circumstances prior to and immediately after the closure and at 3 monthly intervals after the closure for a 12 month period. The approved TMP (page 5) specified that the surveys be undertaken:

- in Cressy Road north of Victoria Road
- in College Street east of Orient Street
- in Orient Street north of College Street





These surveys were undertaken by the specialist survey company CFE Technology with 7 day/24 hours automatic “tube” recordings.

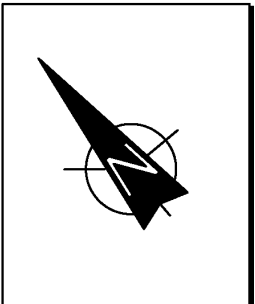
ITEM 7 (continued)

ATTACHMENT 1



LEGEND

-  CONCRETE BARRIERS
-  HAZARD MARKERS
-  VMS BEFORE
-  VMS AFTER/ONE WEEK PRIOR TO CLOSURE



PROPOSED ROAD CLOSURE DETAILS

FIG 3

TRANSPORT AND TRAFFIC PLANNING ASSOCIATES

3. BITZIOS ASSESSMENT & CONSULTATION STRATEGY

Bitzios Assessment

Assessment of the potential traffic implications of the proposed road closure were the subject of the Bitzios Traffic Study. Pertinent details and conclusions of that study are provided in the extracts reproduced in Appendix F while the AM and PM peak movement volumes recorded in 2014 at intersections in the vicinity of the proposed road closure are reproduced from the study in Figure 4.

A principal conclusion of the study was that the proposed road closure could be implemented without any adverse traffic implications.

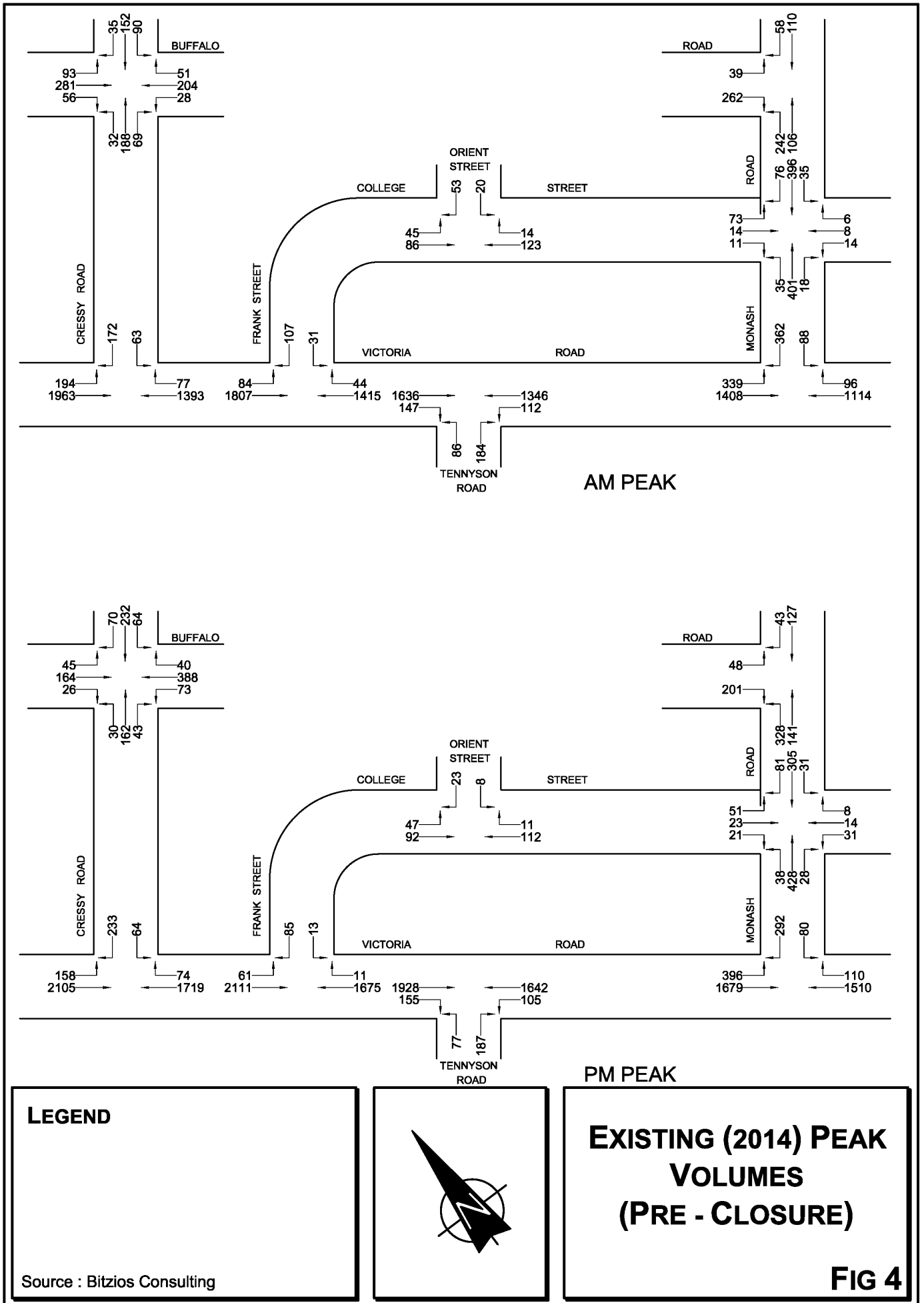
Consultation Strategy

As can be seen in Appendix E, the trial “Full Closure” has been noted as having negative and/or significant impacts on the respondents of the post Consultation review.

It should be noted that the majority of those that contacted Bunnings or Council were complaining of the inconvenience.

ITEM 7 (continued)

ATTACHMENT 1



TRANSPORT AND TRAFFIC PLANNING ASSOCIATES

4. ASSESSMENT OF TRAFFIC IMPACTS

Assessment of the traffic impacts of the trial closure is provided by the results of the 24/7 automatic traffic surveys undertaken on Cressy Road (as specified in the Consent) prior to the closure implementation and 3 monthly intervals after the closure. This comparison is provided in the following for the “before” surveys (October 2016) and the “after” surveys in February, May, July and November 2017.

5 Day Average Recorded Volumes On Cressy Road

BEFORE				AFTER											
October				February			May			July			November		
Cressy	BD	NB	SB	BD	NB	SB	BD	NB	SB	BD	NB	SB	BD	NB	SB
AM	604	268	336	687	382	305	600	350	252	657	367	285	654	369	299
PM	616	342	274	590	263	328	607	293	314	589	274	318	607	300	264
College	BD	NB	SB	BD	NB	SB	BD	NB	SB	BD	NB	SB	BD	NB	SB
AM	229	96	139	76	40	36	85	44	41	82	43	40	78	39	40
PM	226	122	105	86	41	44	79	38	42	76	39	37	77	37	40
Orient	BD	NB	SB	BD	NB	SB	BD	NB	SB	BD	NB	SB	BD	NB	SB
AM	126	74	52	34	18	19	49	27	21	48	26	22	40	22	19
PM	106	45	61	43	21	26	49	20	29	46	20	27	49	21	27

College Street – East of Orient Street

* BD Total Both Directions

NB Northbound etc.

** the times of single direction peaks do not always correspond with the times of the bidirectional peak therefore the sum is not equal

*** full copies of the CFE recordings have been provided to Council on an ongoing basis with each 3 monthly report

ITEM 7 (continued)

TRANSPORT AND TRAFFIC PLANNING ASSOCIATES

These traffic surveys were undertaken in accordance with the Consent requirements and the trial road closure would have its most direct impact on Cressy Road, however the results indicate:

- overall movements in Cressy Road have only marginally increased since the closure
- the numbers of north and southbound movements have varied with more northbound movements in the AM, but less southbound movements in the AM
- the above is reversed in the PM with a slight increase in southbound and decrease of northbound movements
- movements (total and in any direction) have substantially reduced since closure of College Street

The approval terms for the trial closure did not specify that traffic surveys be undertaken in Frank Street however subsequently Council officer have requested that a survey and assessment process be undertaken in relation to the impact of the trial closure on traffic movements in Frank Street.

In order to undertake this assessment, the following data has been obtained:

- RMS SCATS count data for vehicles in Frank Street approaching Victoria Road for 1 week (Mon – Fri)
- CCTV recording of egress queues in Frank Street for 1 week (Mon – Fri 8.00am – 9.30am and 2.30pm – 6.00pm)
- Traffic counts and observations of vehicle movements ingressing and egressing the school on Frank Street
- Traffic counts at the Victoria Road/Frank Street intersection during the AM and PM peak periods for 1 weekday (to enable SIDRA modelling)

The RMS SCATS count data was obtained for 1 week periods before and after the introduction of the closure and this is reproduced in Appendix G.

TRANSPORT AND TRAFFIC PLANNING ASSOCIATES

The “before” and “after” Frank Street ‘approach’ volumes for the AM peak (7.00 – 8.00 & 8.00 – 9.00) and PM peak (3.00 – 4.00, 4.00 – 5.00 & 5.00-6.00) have been summarised in the graph form which is provided overleaf. It can be seen that overall there has been a general increase in the volume of vehicles egressing Frank Street in these periods which include the peak school drop off and pick up times.

The CCTV recording of queues on the Frank Street approach movements were recorded for the periods 8.00 – 9.30am and 2.30 – 6.00pm for 1 week in March. The results of those surveys are provided in Appendix H and indicate that queue “spikes” of up to 18 cars occurred for the right turn movement out of Frank Street in the period 3.00pm – 3.30pm. A closer analysis of the Monday and Wednesday results for this period reveal that a significant number of cars were still queued at the end of the green signal to Frank Street. See Appendix H.

The surveys at the school driveway on Frank Street (Appendix I) revealed:

- A peak of 122 vph accessing between 8.0 – 9.0am (54 entering and 68 exiting)
- A peak of 159 vph accessing between 3.45 – 4.45pm (44 entering and 115 exiting)

The results of the peak period traffic counts undertaken at the Victoria Road/Frank Street intersection in March are provided in Appendix J and a SIDRA assessment has been undertaken to analyse the operational performance of this intersection for the “post closure” circumstance. The SIDRA assessments include a vph basis as well as the 15 minute School egress peak.

The results of the SIDRA assessments are provided in Appendix K and summarised for the vph basis in the following:

ITEM 7 (continued)

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TRANSPORT AND TRAFFIC PLANNING ASSOCIATES

SIDRA Results See Appendix K	AM	PM	
	8 – 9	3 – 4	4.30 – 5.30
LOS	A	A	A
AVD	4.0s	4.7s	7.1s
Frank Street RT	F	F	F
Frank Street Queue	49m	64m	78m

The results indicate that while the intersection has an overall LOS A, the Frank Street right turn movement has a LOS F and the queuing results largely reflect the results of the queue surveys.

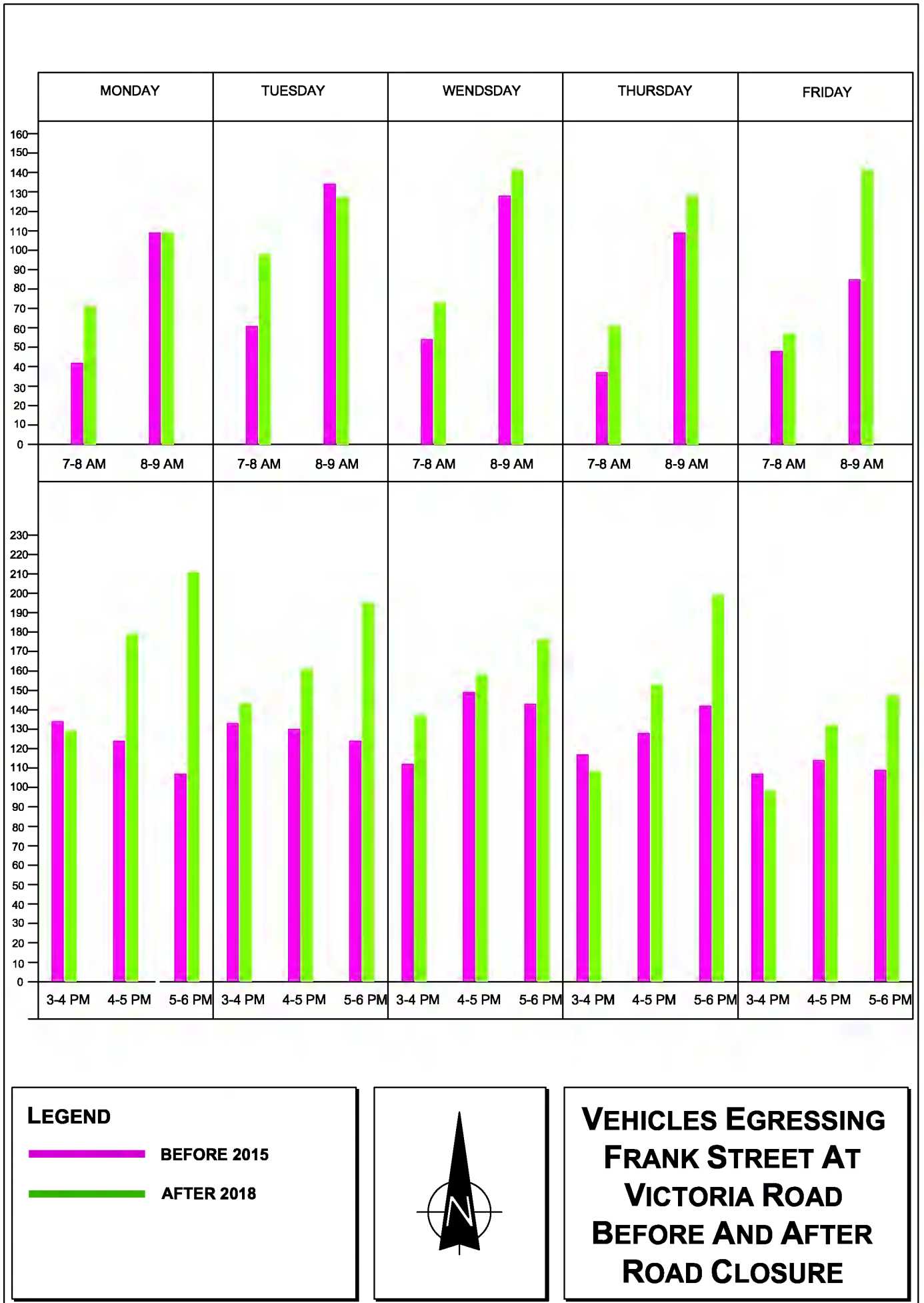
There is no record available of any queuing which may have occurred in Frank Street in the afternoon school departure period prior to the closure. However, the graph comparison of the RMS SCATS count data provided overleaf for before and after closure reveals relatively minor change in the egress volumes during the 3.0 to 4.0 pm period. The results of the intersection survey reveal that the total approach movement in Frank Street is relatively consistent between 2.30pm and 6.00pm with the 1 hour peak occurring in the 4.30 – 5.30 period (worker departure).

However, the survey results reveal an increase in the right turn movement out of Frank Street between 3.15 and 3.30pm (school departure) and this movement conflicts with the movement of school children crossing Victoria Road on the western side of Frank Street. This right turn movement is held on “red” while the pedestrians are crossing. However, this traffic signal operation was changed with the RMS road widening works and the before and after signal designs are reproduced with the related SCATS count data in Appendix G (although the after design shows the Frank Street widening). “Drilling down” into the details reveals that:

- the right turn movement out of Frank Street is now held for the WALK & CLEARANCE periods (24 seconds) which is significantly longer than just the WALK period (6 seconds) as per the previous (pre-widening) operation. This new signal timing reflects the proposed future circumstances when there will be

ITEM 7 (continued)

ATTACHMENT 1



ITEM 7 (continued)**ATTACHMENT 1***TRANSPORT AND TRAFFIC PLANNING ASSOCIATES*

2 lanes to turn right out of Frank Street (i.e. RMS policy for 2 lane turn conflicting with pedestrians).

The evidence shows that the current queuing circumstance in the 3.0-4.0 pm period is a result of short school generated vehicle peak movements conflicting with school children crossing movements in a circumstance where the traffic signal delay (pedestrian protection) has been increased significantly from what formerly prevailed.

It is apparent that the temporary road closure has acted to increase the volume of vehicles egressing from Frank Street into Victoria Road. The queuing which now occurs in Frank Street during the afternoon school departure time has been exacerbated by the changed RMS signal provisions in relation to the protected conflict between the right turn movement and of Frank Street and pedestrians crossing Victoria Road.

ITEM 7 (continued)

TRANSPORT AND TRAFFIC PLANNING ASSOCIATES

5. MITIGATION STRATEGIES / PROPOSALS

The formal and final requirement to review the operation of the temporary road closure will occur 12 months after the change to the Tennyson Road intersection.

The potential mitigation measures are:

- RMS to be requested to change the “red for pedestrian” protection back to the former walk only period or provide more “green time” to Frank Street until such time as the Frank Street widening is completed
- the closure to be modified to permit a one-way eastbound movement.

TRANSPORT AND TRAFFIC PLANNING ASSOCIATES

APPENDIX A

TMP PROFORMA

C. TMP FORMAT

- A. Description or detailed plan of proposed measures.
Is a detailed plan of the proposed measures necessary?
- Yes **Provided in the TMP**
~~No~~ (state reason)
- B. Identification and assessment of impact of proposed measures.
Is a detailed assessment required?
- Yes **Provided in the Bitzios Study.**
~~No~~ (state reason)
- C. Measures to ameliorate the impact of re-assigned traffic.
Is an assessment required?
- Yes **Cressy Street to be widened as identified in the Bitzios Study and the Victoria Road/Frank Street and Victoria Road/Tennyson Street intersections are to be upgraded.**
~~No~~ (state reason)
- D. Assessment of public transport service affected.
Is an assessment required?
- ~~Yes~~
No (state reason) **There are no public transport services affected. Bus priority measures on Victoria Road will be upgraded as a result of the Bunnings development.**
- E. Details of provision made for emergency vehicles, heavy vehicles, cyclists and pedestrians.
Are these details required?
- Yes **Pedestrians and cyclists will not be affected. Heavy vehicles and emergency vehicles will divert via Monash Road but will still be able to access College Street via Frank Street.**
~~No~~ (state reason)
- F. Assessment of effect on existing and future developments with transport implications in the vicinity of the proposed measures.
Is an assessment required?
- Yes **Assessment is provided in the Bitzios Study.**
~~No~~ (state reason)

ITEM 7 (continued)

- G. Assessment of effect of proposed measures on traffic movements in adjoining Council areas.

Is an assessment required?

~~Yes~~

No (state reason) **There will be no effect in the adjoining Council areas which are at least 2km away.**

- H. Public consultation process.

Is a public consultation process required?

~~Yes~~ **A comprehensive consultation was undertaken by Council and some 515 representations and letters of support were received and Council resolved to proceed with the trial closure.**

~~No~~ (state reason)

TRANSPORT AND TRAFFIC PLANNING ASSOCIATES

APPENDIX B

COMMUNICATION AND CONSULTATION STRATEGY

ITEM 7 (continued)

1 The trial closure of College Street – a communications and consultation strategy

About this strategy

The purpose of this strategy is to ensure that impacted stakeholders – particularly local residents, adjacent business owners and operators and people accessing the nearby school, Holy Cross Ryde, are informed about the trial closure of College Street.

Through a proactive upfront communication approach, the element of surprise will be alleviated and stakeholders will have the opportunity to make alternative arrangements to minimise any frustration or negative impacts upon stakeholders.

Implementation strategy

Activity	When	Times
Key stakeholder meeting – Holy Cross Ryde	Offer a briefing with the project team to Holy Cross Ryde to: <ul style="list-style-type: none"> » establish a good relationship with the key stakeholder » provide relevant information to the school, to distribute to students and school users. May also offer electronic versions of easy-to-read maps and details about the closure for inclusion in written and/or electronic school communication with students and school families. 	Three weeks prior to commencement of works
Key stakeholder meetings – Emergency services	Offer briefings on the changes to emergency services including Police, ambulance and fire services.	Early 2016

ITEM 7 (continued)

Newsletter / letter to stakeholders	<p>A newsletter detailing the trial full closure to be distributed via letterbox drop to local stakeholders, including residents, local business owners/operators and the Holy Cross Ryde school community. The catchment area will be agreed with the project team.</p> <p>The newsletter will include:</p> <ul style="list-style-type: none"> » an introduction to the project and context » easy-to-read maps showing traffic changes » contact information for the project team (including dedicated project email address and infoline) and the City of Ryde. 	Min. 2 weeks prior to commencement of trial full closure of College Street
Email notification to Council database	<p>An electronic form of the above letter to stakeholders will be distributed to stakeholders listed on the Council database, with some tailored language. Council has the email contacts of most of the people who made submissions during previous consultation phases relating to the proposal.</p>	Min. 2 weeks prior to commencement of trial full closure of College Street (same day as the above letterbox distribution)
Project infoline	<p>A project infoline (1800 number) will be set up to field comments, concerns and feedback from stakeholders about the trial full closure of College Street. Elton Consulting would organise set up and management of the infoline. Where necessary, the calls will be escalated to the project team for response or action. All feedback received via the infoline will be captured and reported back to the project team for inclusion in the review of the trial.</p>	Min. 2 weeks prior to commencement until 4 weeks following implementation.

ITEM 7 (continued)

Project email	A dedicated project email will be set up to field comments, concerns and feedback from stakeholders about the trial full closure of College Street. Elton Consulting would organise set up and monitoring of the inbox, including providing agreed responses. Where necessary, the emails will be escalated to the project team for response or action. All feedback received via the project email will be captured and reported back to the project team for inclusion in the review of the trial.	Min. 2 weeks prior of commencement until completion of trial full closure
Newspaper notifications	Notifications / advertisements will be placed in local newspapers to advise the community about the traffic changes to College Street.	Min. 1 and 2 weeks prior to the commencement of the trial full closure Weekly for the first 3 weeks of the trial
Online survey	Provide an online survey to capture thoughts and feedback about the trial full closure. The purpose of the survey would be to: » provide useful, comparable data for analysis in the review of the trial full closure of College Street » demonstrate that the project team is actively seeking feedback on the trial » investigate <i>what the traffic changes mean to key stakeholders.</i>	Available online continuously, from the commencement of the trial to completion (12 months)
Variable message signs (VMS)	» Install two VMS units at suitable locations to the trial closure, so as to inform drivers of the closure, who may not be captured via other consultation methods.	From commencement of work until 4 weeks following implementation
Four week review	» Adjacent businesses and residents in College St will be consulted four weeks after the commencement of the pilot to understand potential issues with the new traffic conditions. » Consultation could include a door knock or online survey and a preliminary report would be provided to Council outlining feedback received.	From commencement of work until 4 weeks following implementation

Elton Consulting would draft copy, content and graphic design of written and electronic communications listed above. Where required, the project team will provide technical input and drawings, including maps, as required.

TRANSPORT AND TRAFFIC PLANNING ASSOCIATES

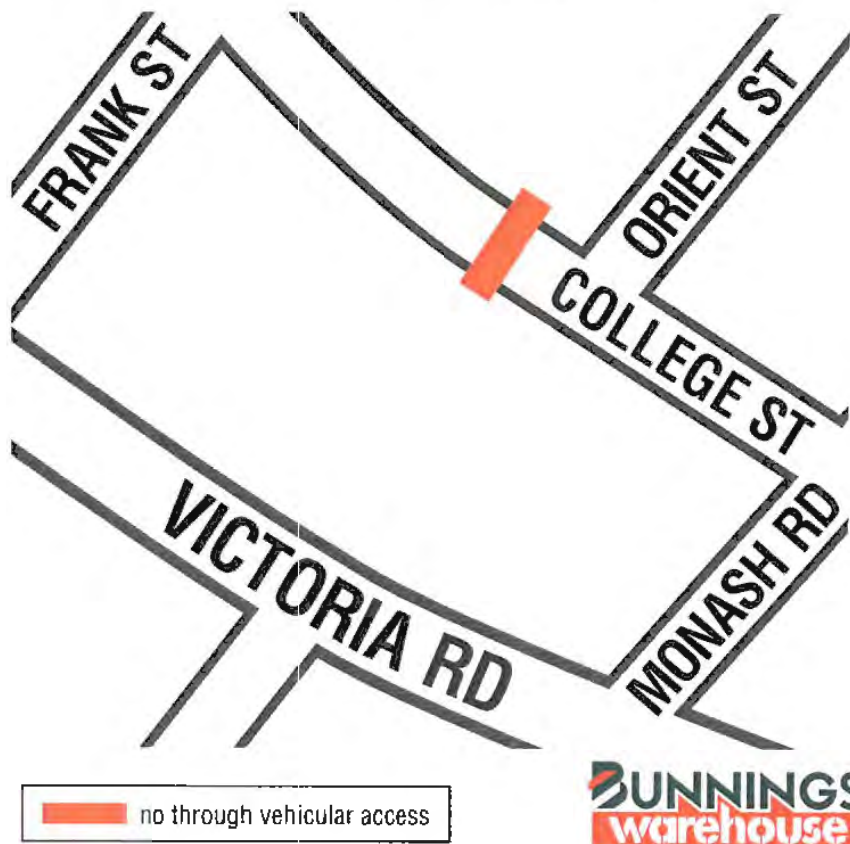
APPENDIX C

DETAILS OF LETTER BOX DROP/ADVERTISING



HAVE YOUR SAY

Trial Road Closure - College Street and Frank Street, Gladesville



From midnight Sunday, 6 November 2016 barricades will be located on College Street approximately 45 metres west of the intersection of Orient Street.

During this trial period, there will be no vehicle access between College Street and Frank Street, Gladesville except for emergency service vehicles.

The traffic changes do not affect vehicle access to businesses and residential properties in College Street or Frank Street. The trial closure will assist City of Ryde to evaluate the traffic management for the new Bunnings Warehouse located at 461 – 495 Victoria Road.

Feedback can be made via an online survey at www.ryde.nsw.gov.au/haveyoursay

For more information about the trial closure, call 1800 959 965 or email BunningsGladesville@bunnings.com.au

ITEM 7 (continued)

TRIAL ROAD CLOSURE

Traffic changes to College St and Frank Street, Gladesville

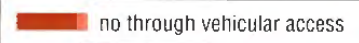
From midnight Sunday, 6 November 2016 there will be no vehicle access between College Street and Frank Street, Gladesville.

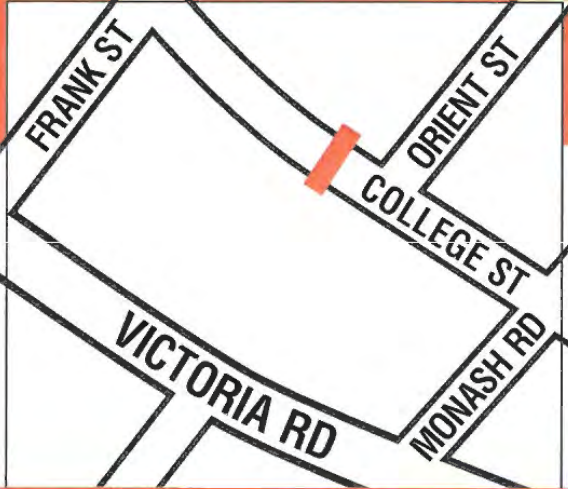
Barricades will be located on College Street approximately 45 metres west of the intersection of Orient Street. No vehicles will be allowed to travel between Frank Street and College Street, Gladesville during this trial.


The traffic changes do not affect vehicle access to businesses and residential properties in College Street or Frank Street.

The trial closure will assist Ryde City Council to evaluate the traffic management for the new Bunnings Warehouse located at 461 – 495 Victoria Road.


You can give us feedback on the trial at research.net/r/bunnings_gladesville, or via Ryde City Council's website ryde.nsw.gov.au








For more information about the trial closure please contact 1800 959 965 or email BunningsGladesville@bunnings.com.au





TRANSPORT AND TRAFFIC PLANNING ASSOCIATES

APPENDIX D

EXTRACT OF COMMUNITY CONSULTATION SUMMARY

Draft Bunnings Gladesville Traffic and Parking Study -- Summary of Submissions to exhibition 17 December 2014 to 30 January 2015				
No.	FILE REF	Summary of Submission	Consideration of Issues	Recommendation
1	D14/11547 0 (Duplicate: D14/12213 9) And D15/9225	<p>Full Closure Form Submissions - Resident Orient St</p> <p>Comments received 1 December 2014 following Information Session held 27 November 2014</p> <ul style="list-style-type: none"> • Thanks Council for community consultation • Strongly SUPPORTS traffic study recommendations, in particular full closure of College St • Sensible responses to existing problems and to identified future issues • Closure of College St has greatest impact on most people. Over 8,000 residents live in the traffic study area, risking losing residential amenity with Bunnings and other developments imminent • Residents are not opposing the Bunnings development <p>Full Closure Form Submission:</p> <p>Submission dated 29 January 2015</p> <ul style="list-style-type: none"> • SUPPORTS recommendations traffic study • Strongly SUPPORTS FULL closure College St, and separation of residential and industrial traffic <p>Reasons for supporting full closure:</p> <ul style="list-style-type: none"> • The Bunnings and other, future development along College St would unreasonably impact local residential streets if no measures were put in place. • Full closure College St will provide a solution that does not need to be revisited as development grows. • The Bunnings and future development in the industrial area will cause loss of residential amenity on surrounding streets • A closure would provide an effective separation between industrial/commercial traffic and residential traffic • College St is currently a rat run with speeding common and the safety of residents, school students and users of the industrial park compromised. A full closure would eliminate this issue. • Businesses on College St will benefit from better access via Frank St, increased exposure, increased industrial property values increased safety for their employees on a quieter College St. There would be the small inconvenience of reduced access through College St. Over 50% of industrial units in College St are currently unoccupied. <p>One-way option for College St will not work for the following reasons:</p> <ul style="list-style-type: none"> • The one-way option proposed for College St will not work. As already evidenced in the Eltham St trial • Unenforceable especially as the one-way section is necessarily short. In Eltham St one-way trial drivers are ignoring the one-way requirements • Full closure would negate the need for complicated traffic arrangements at Bunnings' Frank St entrance, allow exiting traffic to proceed to other businesses within the industrial area • One-way option does not take into consideration inevitable future development on the northern side of College St West • The one-way option would require all industrial traffic to enter and exit the business park via Victoria Rd • All residents would prefer the minor inconvenience of no access to/from Frank St – i.e. a full closure 	<p>Comments in Response to Full Closure Form Submission</p> <p>A preference for full closure in College Street is noted</p> <p><u>Expected growth in the Gladesville Industrial Area</u></p> <p>It is acknowledged that the Gladesville Industrial Area has and will continue to experience change, both as a result of broader economic and local issues. Change will be experienced both in the type of business operating in the area and also in the type of built form.</p> <p>While many sites in the Gladesville industrial area are developed to their full potential, the Bunnings and some other sites are below the permissible floor space under the existing planning controls and as a result could reasonably be expected to redevelop. Accordingly, the Gladesville industrial area may still experience some growth.</p> <p><u>Residential Amenity</u></p> <p>It is acknowledged that residents nearest the Bunnings site will experience the greatest amenity impacts resulting from redevelopment as increased traffic converges on the industrial area and the Bunnings site. The Bunnings peak is expected to occur during Saturday trading hours, when it is currently quiet relatively quiet in College Street with fewer businesses operating.</p> <p>The proposal by the Bunnings (Gladesville) Traffic and Parking Study (traffic study) for one-way/partial or full closure College Street is to specifically address residential amenity and meet the study aims to reduce impacts from redevelopment and Bunnings operations on local residents.</p> <p><u>Rat running</u></p> <p>The data collection phase of the traffic study observed through traffic in College and other local streets due to existing congestion at the intersections of Victoria/Monash, Victoria/Cressy and Victoria/ Pittwater. The preferred network responds to these circumstances and reduces rat running in local streets directing traffic to collector roads including Monash and Cressy Roads.</p> <p><u>Property values</u></p> <p>No evidence is provided or available regarding the impact of Bunnings on College Street business or industrial property values. However, it is noted that land owners from College Street have advised Council over a period of years that it is increasingly difficult to attract new tenants to the area and that vacancies exist (some long term). There is some evidence therefore that factors, other than the Bunnings proposal, influence tenant decisions to locate in</p>	<p>Recommendations in response to Full Closure Form Submission</p> <p>Amend the Bunnings Gladesville Traffic and Parking Study to include the outcomes of the exhibition (add the Council report and the Council resolutions of 14 April 2015 to the study report).</p> <p>Amend the site specific Bunnings DCP to require implementation of Council's resolutions with respect to the Bunnings Gladesville Traffic and Parking Study.</p> <p>A report containing traffic data and results of community feedback will be submitted to Ryde Traffic Committee for final decision on whether to retain, remove or modify the current arrangements in Eltham Street.</p> <p>Requests for speed management and a safer pedestrian environment in Orient, Higginbotham and Thompson Streets and Buffalo Road will be forwarded to Council's Traffic/Transport and Development Management to prepare a report for consideration of the Ryde Traffic Committee for the development of the speed management scheme in the area that considers</p> <ul style="list-style-type: none"> • Signage • Pedestrian safety • Traffic calming devices

ITEM 7 (continued)

ITEM 4 (continued)

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ATTACHMENT

Draft Bunnings Gladesville Traffic and Parking Study -- Summary of Submissions to exhibition 17 December 2014 to 30 January 2015				
No.	FILE REF	Summary of Submission	Consideration of Issues	Recommendation
				Amend the site specific Bunnings DCP to require implementation of Council's resolutions with respect to the Bunnings Gladesville Traffic and Parking Study.
63	D15/6499	<p>(Resident, Higginbotham Rd)</p> <ul style="list-style-type: none"> Agrees with most of the traffic study Does not agree with traffic calming in Higginbotham Rd traffic calming as cause for annoyance for emergency services, buses and local traffic. Police can monitor those who speed. 	<p><u>Speed Management in Higginbotham Rd/Thompson St Corridor</u></p> <p>The traffic study recommends treatments for Higginbotham Rd and Thompson Street to slow down traffic in this area. However, the type of speed management measures is not detailed</p> <p>Refer comments on Full Closure Form Submission No 1 In relation to Speed Management</p>	Refer recommendations for Submission No 1 In relation to Speed Management
64	D15/6656	<p>BUSINESS Form Submission - Employee College St business</p> <p>Prefers partial closure to full closure College St – however, both result in inconvenience to staff and deliveries and may impact on business</p> <p>Objects to Bunnings if full closure is the outcome of this process.</p>	<p>Preference for a one-way closure over full closure is noted. OBJECTION to full closure in College St is noted.</p> <p>Refer comments on BUSINESS Form Submission No 4</p>	Refer recommendations for Submission No 4
65	D15/6675	<p>Supports Full Closure Form Submission – Resident Brereton St</p> <ul style="list-style-type: none"> SUPPORTS recommendations traffic study Strongly SUPPORTS FULL closure College St, and separation of residential and industrial traffic <p>Additional comments re Tennyson Road/Sth Victoria Road:</p> <ul style="list-style-type: none"> Disappointed study re traffic issues on southern side of Victoria Rd Tennyson Rd and surrounding streets under pressure from Putney development & RALC traffic Bunnings will add to current traffic issues Even more development planned – 2-12&14 Tennyson Road PP, child care centre cnr Victoria Rd/Tennyson Rd, Primrose Hill, expansion of Putney Hill. 	<p>Refer comments on Full Closure Submission No 1</p> <p>Tennyson Road/South of Victoria Road</p> <p>The scope of the traffic study included assessment of whether or not traffic volumes will exceed acceptable growth and if so recommend mitigation measures. The traffic model identifies and quantifies traffic growth in Tennyson Rd. It also indicates that the Tennyson/Victoria intersection experiences congestion on the Victoria Rd leg in the PM peak due to the storage capacity i.e. the short distance between Tennyson and Morrison Rd.</p> <p>As a result of the study and traffic modelling, the consultants did not identify a need for mitigation measures in Tennyson Road/south of Victoria Road, as a result of traffic associated with the Bunnings planning proposal.</p>	Refer recommendations for Submission No 1
66	D15/6676	<p>(Outside LGA, regular visitor to relatives in College St)</p> <ul style="list-style-type: none"> Concerned about speeding vehicles and additional traffic in College St Traffic access to College St is an issue 	<p>The traffic study puts forward two options – one-way or full closure - to reduce traffic in College St. Both options address through traffic and speeding traffic.</p>	Refer recommendations for Submission No 1
67	D15/6677	<p>Supports Full Closure Form Submission – Resident Searle St</p> <ul style="list-style-type: none"> SUPPORTS recommendations traffic study Strongly SUPPORTS FULL closure College St, and separation of residential and industrial traffic <p>Additional comments re Tennyson Road/Sth Victoria Road:</p> <ul style="list-style-type: none"> Disappointed study re traffic issues on southern side of Victoria Rd Tennyson Rd and surrounding streets under pressure from Putney development & RALC traffic 	<p>Refer comments on Full Closure Submission No 1</p> <p>Refer comments on Tennyson Road/South of Victoria Road on Submission No 65</p>	<p>Refer recommendations for Submission No 1</p> <p>Refer recommendations for Submission No 65</p>

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Draft Bunnings Gladesville Traffic and Parking Study -- Summary of Submissions to exhibition 17 December 2014 to 30 January 2015				
No.	FILE REF	Summary of Submission	Consideration of Issues	Recommendation
		<ul style="list-style-type: none"> Council needs to consider childcare centres on College and Frank Sts Does not SUPPORT small one-way option because it will not sufficiently limit traffic on College St, will put residents at risk if motorist disobey the one-way – already evident at Eltham St trial one-way. 		
116	D15/7691	<p>(Resident, Cressy Road)</p> <ul style="list-style-type: none"> Strongly SUPPORTS Bunnings and other developments, but impact on residents is a major factor sharing the burden of traffic and noise Hidden issues slowly changing the dynamics in the area need addressing – including: <ul style="list-style-type: none"> Parking for residences Increase in traffic flow Access for school children – Holy Cross College Reduction in traffic delays – am/pm school pickup/drop off Reduce damage caused by illegal drop offs. <p>Suggestions re Cressy Road:</p> <ul style="list-style-type: none"> Wants Cressy Road made one-way southbound towards Buffalo Road – this will widen Cressy Rd to 2 lanes, allow parking in off peak times for at least half of Cressy Rd (currently nearly all taken up during work hours) Limit drop off same side of road (no u-turns) Increase flow of traffic out of Cressy onto Victoria Allow parking in bus bay in non-school times Eliminate traffic blockage at end of school time for students awaiting buses to depart Permit left turn at end of Cressy Rd Achievable at minimum cost. <ul style="list-style-type: none"> Applauds Council for approach, professional manner. 	<p>Victoria Rd is considered a regional road and Cressy Rd a higher order road in the road hierarchy than other local streets such as College St. As a result options such as one way were not considered by the traffic study.</p> <p>The Bunnings traffic impacts will be experienced on Cressy Road as all options - do nothing, partial or full closure College St – result in increased traffic. Both options for partial and full closure College St divert traffic to Cressy Road, but mitigation measures are able to decrease wait times at the northern approach to the Victoria/ Cressy Rd intersection and improve the intersection performance.</p> <p>The mitigation measures include widening the street at the intersection. This in particular will benefit locals and reduce wait times at the lights.</p>	Refer recommendations for Submission No 1
117	D15/7698 Duplicate: D15/9954	<p>(Part owner factory units, College St)</p> <ul style="list-style-type: none"> Strongly OBJECTS to full closure – cul-de-sac in College St If the Bunnings development is only possible with full closure, then OBJECTS also to Bunnings development One-way option would give Bunnings what they want, and residents a large part of what they want Questions why changes are being considered without informing them or their neighbours Questions why Council exhibited traffic study at a time when schools and factories closed for the holidays Understands there are two options for College St, has Council considered the following: <ul style="list-style-type: none"> Full closure with a cul-de-sac would result in trucks turning at where child care centre is proposed Cul-de-sac would result in very restricted access for emergency vehicles – shouldn't this require clearance from the appropriate emergency authorities Full closure would result in severe disruption to businesses – all deliveries, clients and workers needing to enter/leave via Frank St which is already congested at times without adding Bunnings traffic Adding issues by adding industrial traffic to Frank St used by Holy Cross College, plus two proposed child care Refer Business Form Submission. 	<p>Preference for a one-way closure over full closure is noted. OBJECTION to full closure in College St is noted.</p> <p>Refer comments on BUSINESS Form Submission No 4</p>	Refer recommendations for Submission No 4
118	D15/7701	<p>(Resident, Tennyson Rd, Gladesville)</p> <ul style="list-style-type: none"> Current traffic Tennyson Rd traffic at saturation, difficult to cross or gain access from driveway Extremely concerned regarding traffic Wants residents not to be inconvenienced and to be heard over the needs of big business. 	Concerns re traffic issues are noted.	No further action recommended

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Draft Bunnings Gladesville Traffic and Parking Study -- Summary of Submissions to exhibition 17 December 2014 to 30 January 2015				
No.	FILE REF	Summary of Submission	Consideration of Issues	Recommendation
310	D15/9229	(Employee, College St business) OBJECTS to full closure because <ul style="list-style-type: none"> • Parking would be difficult for business and residents • Would affect my work • Questions the need for another Bunnings. 	Refer comments on Business Form Submission No 4	Refer recommendations for Submission No 4
311	D15/9231	(Resident, Eltham St) OBJECTS to a Bunnings development due to traffic and parking impacts	Objection to Bunnings development/planning proposal is noted.	No further action is recommended
312	D15/9234	(Employee, College St business) SUPPORTS partial closure because works at College St business and deliveries on a daily basis	Refer comments on Business Form Submission No 4	Refer recommendations for Submission No 4
313	D15/9235	(Relatives live in Orient St) SUPPORTS full closure of College St as it provides best separation residential and industrial areas, addresses safety and residents amenity.	Refer comments on Full Closure Submission No 1	Refer recommendations for Submission No 1
314	D15/9236	(Relatives live in Orient St) SUPPORTS full closure of College St as it provides best separation residential and industrial areas, addresses safety and residents amenity. And other recommendations of the Traffic Study	Refer comments on Full Closure Submission No 1	Refer recommendations for Submission No 1
315	D15/9248	(Resident, College St) SUPPORTS full closure of College St as it provides best separation residential and industrial areas, addresses safety and residents amenity.	Refer comments on Full Closure Submission No 1	Refer recommendations for Submission No 1
316	D15/9250	(Resident, Orient St) SUPPORTS full closure of College St as it provides best separation residential and industrial areas, addresses safety and residents amenity.	Refer comments on Full Closure Submission No 1	Refer recommendations for Submission No 1
317	D15/9252	(Past resident of Nelson St) SUPPORTS full closure of College St as it provides best separation residential and industrial areas, addresses safety and residents amenity.	Refer comments on Full Closure Submission No 1	Refer recommendations for Submission No 1
318	D15/9253	(Resident, Buffalo Rd) SUPPORTS full closure of College St as it provides best separation residential and industrial areas, addresses safety and residents amenity. AND Requests additional measures to address pedestrian safety in Buffalo Rd (safe crossing near Orient St intersection).	Refer comments on Full Closure Submission No 1	Refer recommendations for Submission No 1
319	D15/9256 Duplicate: D15/9316	BUSINESS form submission - Runs a business in College St <ul style="list-style-type: none"> • OBJECTS to full closure College St, and any changes to traffic flow/condition on College St • Half, or worse, full closure will inconvenience staff, deliveries, clients by having limited access to College St • OBJECTS to Bunnings development if full closure is the result 	OBJECTION to ANY closure of College St is noted - Do nothing option preferred Refer also comments on BUSINESS Form Submission No. 4 Refer also comments on "Do Nothing" Submission No. 24	No further action is recommended in response.

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Draft Bunnings Gladesville Traffic and Parking Study -- Summary of Submissions to exhibition 17 December 2014 to 30 January 2015				
No.	FILE REF	Summary of Submission	Consideration of Issues	Recommendation
		Council should give weight to protection of amenity, social and health issues		
445	D15/11670	Supports Full Closure Form Submission – Resident Stanbury St Gladesville <ul style="list-style-type: none"> SUPPORTS recommendations traffic study Strongly SUPPORTS FULL closure College St, and separation of residential and industrial traffic 	Refer comments on Full Closure Submission No 1	Refer recommendations for Submission No 1
446	D15/11675	Supports Full Closure Form Submission – Resident East Ryde <ul style="list-style-type: none"> SUPPORTS recommendations traffic study Strongly SUPPORTS FULL closure College St, and separation of residential and industrial traffic 	Refer comments on Full Closure Submission No 1	Refer recommendations for Submission No 1
447	D15/11679	Supports Full Closure Form Submission – Resident Albert St Gladesville <ul style="list-style-type: none"> SUPPORTS recommendations traffic study Strongly SUPPORTS FULL closure College St, and separation of residential and industrial traffic 	Refer comments on Full Closure Submission No 1	Refer recommendations for Submission No 1
448	D15/11684 Duplicate: D15/11708	Supports Full Closure Form Submission (Outside Ryde LGA) <ul style="list-style-type: none"> SUPPORTS recommendations traffic study Strongly SUPPORTS FULL closure College St, and separation of residential and industrial traffic 	Refer comments on Full Closure Submission No 1	Refer recommendations for Submission No 1
449	D15/11687	Supports Full Closure Form Submission – Resident Buffalo Rd Gladesville <ul style="list-style-type: none"> SUPPORTS recommendations traffic study Strongly SUPPORTS FULL closure College St, and separation of residential and industrial traffic <p>Additional comment Council should give weight to protection of amenity, social and health issues</p>	Refer comments on Full Closure Submission No 1	Refer recommendations for Submission No 1
450	D15/11690	Supports Full Closure Form Submission – Resident East Ryde <ul style="list-style-type: none"> SUPPORTS recommendations traffic study Strongly SUPPORTS FULL closure College St, and separation of residential and industrial traffic 	Refer comments on Full Closure Submission No 1	Refer recommendations for Submission No 1
451	D15/11694	Supports Full Closure Form Submission – Resident Sunnyside St Gladesville <ul style="list-style-type: none"> SUPPORTS recommendations traffic study Strongly SUPPORTS FULL closure College St, and separation of residential and industrial traffic 	Refer comments on Full Closure Submission No 1	Refer recommendations for Submission No 1
452	D15/11697	Supports Full Closure Form Submission (No address provided) <ul style="list-style-type: none"> SUPPORTS recommendations traffic study Strongly SUPPORTS FULL closure College St, and separation of residential and industrial traffic 	Refer comments on Full Closure Submission No 1	Refer recommendations for Submission No 1
453	D15/11701	Supports Full Closure Form Submission – Resident Sunnyside St Gladesville <ul style="list-style-type: none"> SUPPORTS recommendations traffic study Strongly SUPPORTS FULL closure College St, and separation of residential and industrial traffic 	Refer comments on Full Closure Submission No 1	Refer recommendations for Submission No 1
454	D15/11707	Supports Full Closure Form Submission – Resident Parry St Ryde <ul style="list-style-type: none"> SUPPORTS recommendations traffic study Strongly SUPPORTS FULL closure College St, and separation of residential and industrial traffic 	Refer comments on Full Closure Submission No 1	Refer recommendations for Submission No 1

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Draft Bunnings Gladesville Traffic and Parking Study -- Summary of Submissions to exhibition 17 December 2014 to 30 January 2015				
No.	FILE REF	Summary of Submission	Consideration of Issues	Recommendation
510	D15/12717	Supports Full Closure Form Submission - Resident, Eltham Street <ul style="list-style-type: none"> SUPPORTS recommendations traffic study Strongly SUPPORTS FULL closure College St, and separation of residential and industrial traffic 	Refer comments on Full Closure Submission No 1	Refer recommendations for Submission No 1
511	D15/14083	(Received 4 Feb) (Residents, College St) <ul style="list-style-type: none"> Concern about increase in traffic volumes - impact on traffic safety Need for lights to control traffic using College St as a speedway Don't turn lovely suburb into another Chatswood 	Concerns about increased traffic volumes and safety issues are noted. Refer comments on Full Closure Submission No 1	Amend the site specific Bunnings DCP to require implementation of Council's resolutions with respect to the Bunnings Gladesville Traffic and Parking Study. Refer recommendations for Submission No 1
512	D15/14084	(Received 4 Feb) (Residents, Owen St, Gladesville) <ul style="list-style-type: none"> Concerned with proposed traffic changes Current problems of doing a right turn out of Owen St into Buffalo Road will increase with the proposed development Cumulative impact when Putney Hill complete – traffic will use Morrison and Buffalo Roads as alternate to Victoria Road Proposed roundabout and lights at Eltham Street will slow traffic even more causing build up difficulty driving up to Victoria Road. 	Refer comments on Full Closure Submission No 1 in relation to speed management A roundabout at the intersection of Buffalo and Monash is recommended to be implemented.	Refer recommendations for Submission No 1
513	D15/13312	Supports Full Closure Form Submission – Regular visitor College Street <ul style="list-style-type: none"> SUPPORTS recommendations traffic study Strongly SUPPORTS FULL closure College St, and separation of residential and industrial traffic 	Refer comments on Full Closure Submission No 1	Refer recommendations for Submission No 1
515	D15/13314	Supports Full Closure Form Submission – Regular visitor College Street <ul style="list-style-type: none"> SUPPORTS recommendations traffic study Strongly SUPPORTS FULL closure College St, and separation of residential and industrial traffic 	Refer comments on Full Closure Submission No 1	Refer recommendations for Submission No 1

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TRANSPORT AND TRAFFIC PLANNING ASSOCIATES

APPENDIX E

4 WEEK REVIEW SUMMARY REPORT



Trial Road Closure of College Street 4 Week Review of Consultation - Summary Report

Overview

On 6 November 2016 the trial road closure of College Street was implemented.

COR's approval of the Traffic Management Plan in March 2016 required the completion of a 4 week review following implementation. This report provides a compilation of feedback received from all sources.

In November, there were seven calls to the 1800 number, three emails and 37 respondents to the online survey. City of Ryde Council received feedback from ten members of the local community. Feedback from stakeholders were generally negative and non-supportive of the road closure.

The online survey results show that most respondents were made aware of the trial via road signage. The majority of the respondents do not live in Gladesville and either work or visit businesses in Frank or College streets or travel through to another destination.

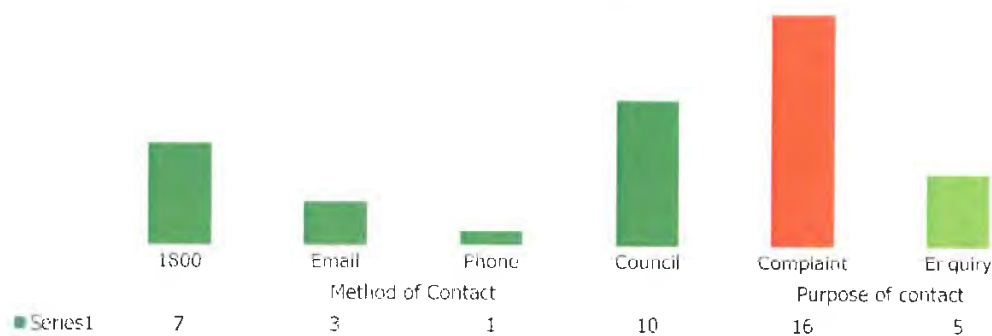
All respondents have noted the trial having a negative and/or significant impact on them.

A low number of the respondents use these streets to drop their children to Holy Cross College.

Stakeholder and community contact via Bunnings 1800 number and email, and Gladesville Council

There were 21 contacts made with Bunnings or Council in relation to the trial road closure. A majority of the calls were from local businesses or community members complaining about the inconvenience of the road closure to access properties such as the child care or Holy Cross College.

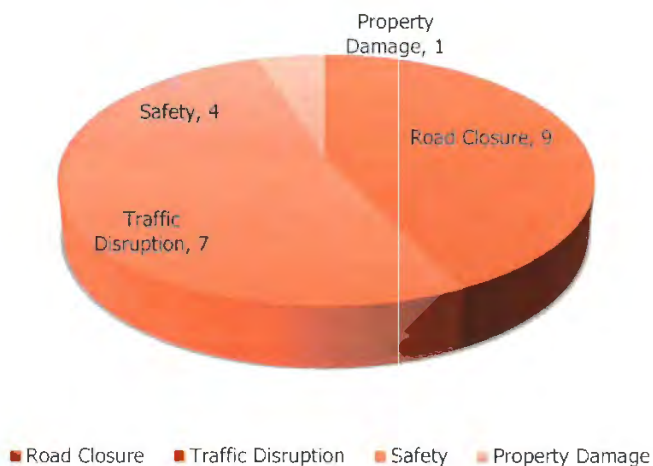
Community Contact



ITEM 7 (continued)

Area of interest via 1800 number and email

The main feedback was the inconvenience of the road closure and the increased traffic congestion to the local area as a result of the trial. Safety concerns were also raised in relation to the narrow street and the high volume of children frequenting Frank and College streets.

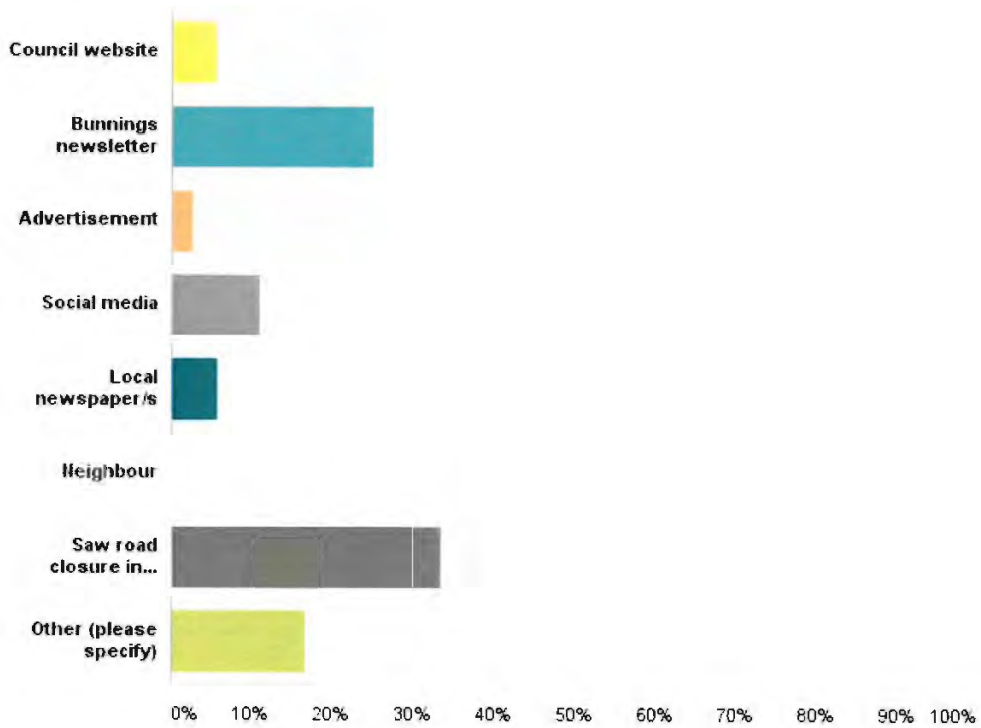


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Online Survey

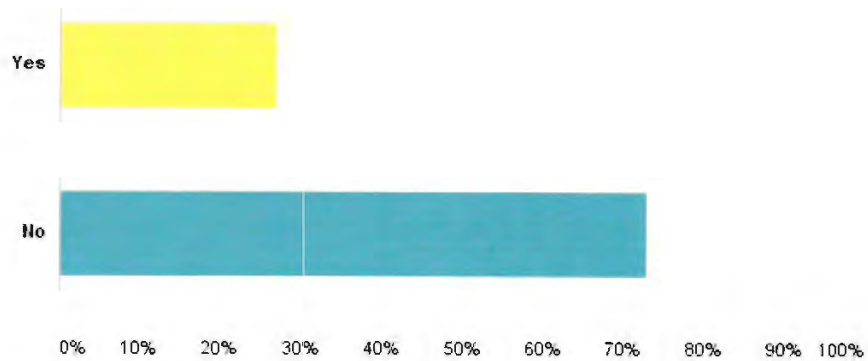
Q1 How did you first become aware of the trial road closure?

Answered: 36 Skipped: 1



Q2 Do you live in Gladesville?

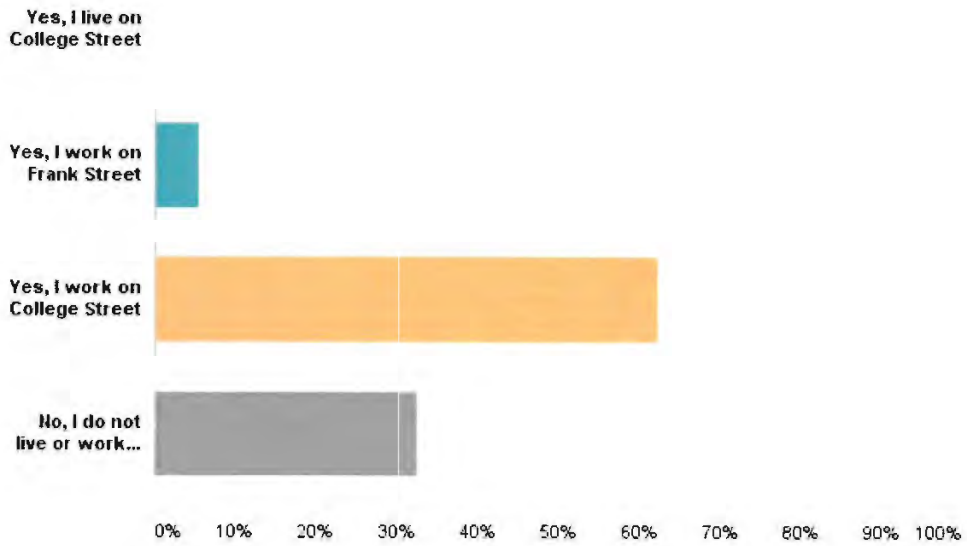
Answered: 37 Skipped: 0



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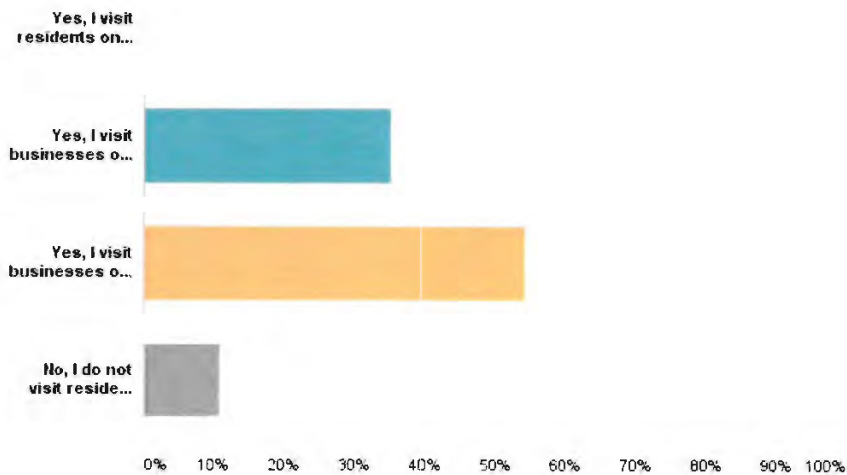
Q3 Do you live or work on Frank Street or College Street, Gladesville?

Answered: 37 Skipped: 0



Q4 Do you visit residents or businesses on Frank Street or College Street, Gladesville?

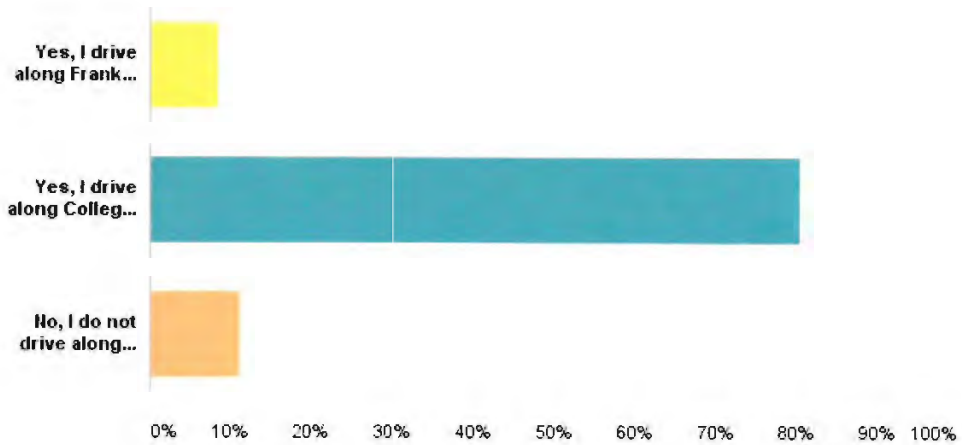
Answered: 37 Skipped: 0



ITEM 7 (continued)

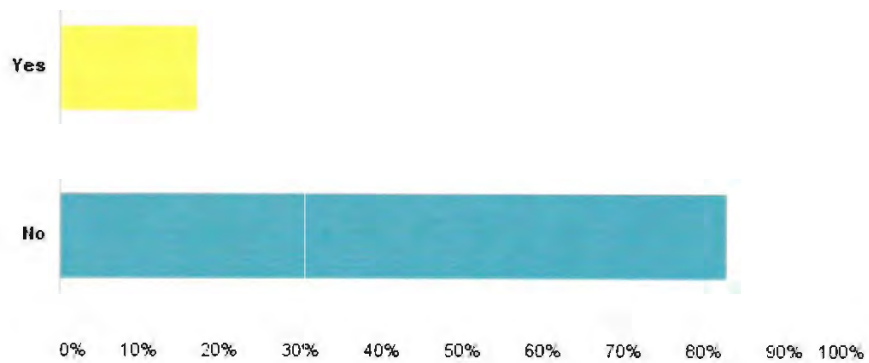
Q5 Do you drive along Frank and/or College streets to get to other destinations?

Answered: 36 Skipped: 1



Q6 Do you use the Frank/College streets to pick up/drop off children attending Holy Cross College?

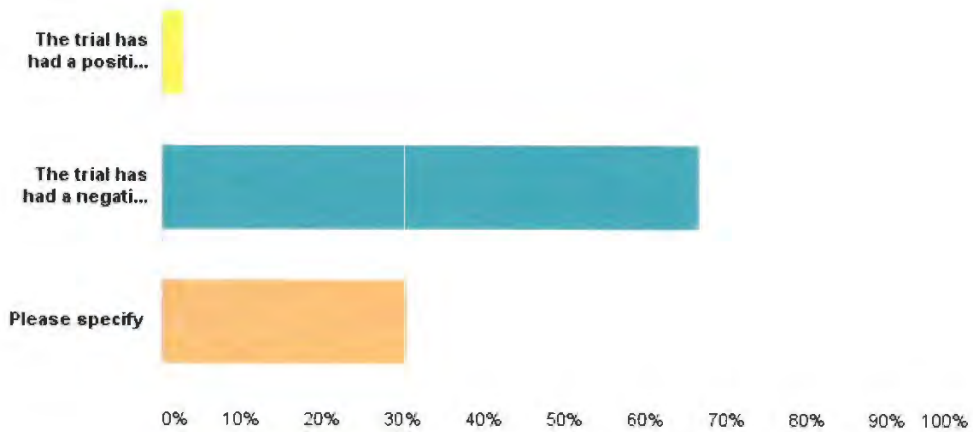
Answered: 35 Skipped: 2



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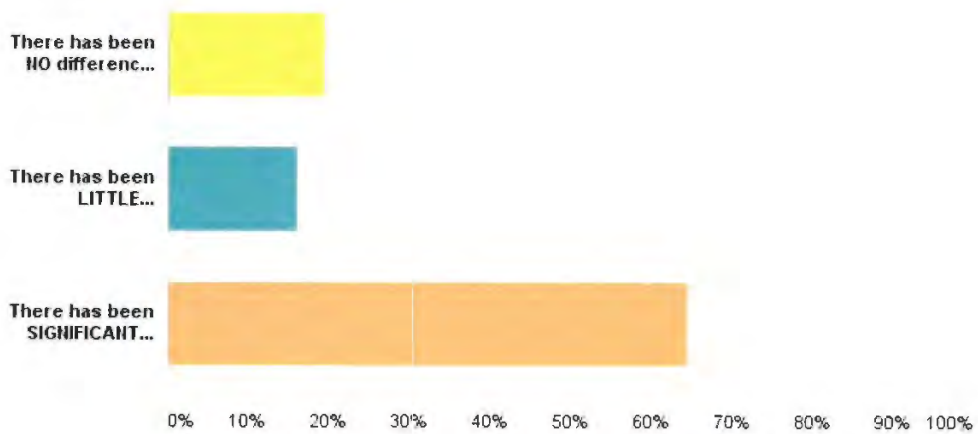
Q7 Which of the following statements captures your views on the trial road closure?

Answered: 36 Skipped: 1



Q8 How has the trial changed traffic in the local area?

Answered: 31 Skipped: 6



TRANSPORT AND TRAFFIC PLANNING ASSOCIATES

APPENDIX F

EXTRACT OF BITZIOS REPORT

ITEM 7 (continued)

BUNNINGS GLADESVILLE
TRAFFIC AND PARKING STUDY

FOR
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Project No: P1688

Version No: 004

Issue date: 22 June 2014

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Bunnings Gladesville
Traffic and Parking Study

BITZIOS
CONSULTING

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1. INTRODUCTION

1.1 BACKGROUND

Gladesville is located within the City of Ryde, approximately 12km north-west of the Sydney CBD. The suburb is made up of residential, commercial, light industrial, retail, schools and recreational areas. In recent years, there has been significant redevelopment interest and there are currently a number of 'live' planning proposals, including one lodged by Bunnings Group Limited in March 2012 for amendments to the Ryde Local Environmental Plan 2010 (RLEP2010) to enable a Bunnings Warehouse and adjacent Bulky Goods Retail development (hereafter referred to as the "Bunnings Site") at 461-495 Victoria Road.

There is an emerging potential for a significant increase in traffic in the area. Victoria Road is already heavily congested in peak periods, with long delays observed in the eastbound direction in the morning peak, and westbound in the afternoon peak. This has resulted in the increasing use of parallel routes such as Morrison Road and Buffalo Road with traffic filtering through to the next order of roads such as College Street, Orient Street and Eltham Street as well. Increasing through traffic volumes is also placing pressure on a number of lower order north-south links between Victoria Road and its parallel routes.

Plans for further development under the potential in the LEP, including the Bunnings proposal, are raising concerns in the local community regarding associated traffic and parking impacts. Measures will be required to manage traffic volumes in residential streets but also on the higher order road network whilst maintaining business and residential accessibility and catering for pedestrians, cyclist and buses.

1.2 PROPOSED SITE

The proposed Bunnings development site is located at 461-495 Victoria Road, and is bounded by Frank Street to the west and College Street to the north. The broader study area is bounded by Higginbotham Street / Thompson-street to the north, Pittwater Road / Meriton Street to the east, Morrison Road to the south, and Charles Street to the west. A map of the study area is shown in Figure 1.1.



Figure 1.1: Study Area and Subject Site

The 3.83 hectare site was occupied by a variety of light industrial and commercial buildings. It is situated near the Holy Cross College Ryde, Gladesville Business Park, Ryde Aquatic Leisure Centre and a Fitness Centre.

A separate Development Application associated with the Bunnings site has been lodged to construct a new vehicle crossing at the intersection of Victoria Road and Tennyson Road. This proposal includes the demolition of an existing industrial building and construction of a new vehicle ramp from Victoria Road down to the ground level of the proposed Bunning's Site.

Also, the Bunnings Site has dedicated land across its Victoria Road frontage to allow for the widening of Victoria Road to provide a continuous bus lane in each direction through this section.

1.3 PURPOSE OF THE STUDY

Bitzios Consulting has been commissioned by the City of Ryde to develop traffic and parking strategies to manage the performance of the network in the future as growth throughout the study area occurs. The study has a particular focus on immediate impacts and needs generated by the development of the Bunnings Site but considers these impacts in the context of the cumulative impact of all expected development in the study area to 2031. Year 2031 is a common future assessment year used in similar studies reflecting a typical horizon for which planning and growth information is available. Both traffic and parking impacts have been assessed.

As part of this study, a traffic model was developed for the study area to quantify the impacts of the proposed development in the study area and determine to test a variety of mitigation measures. The key outcomes of the study are a recommended traffic network improvement strategy including implementation responsibilities and timeframes as well as a parking management strategy.

This report describes:

- the existing traffic and transport system (Chapter 2);
- the data collected for this study (Chapter 3);
- the development of the traffic model (Chapter 4);
- an assessment of the existing traffic and parking issues (Chapter 5);
- the calculation of development-related traffic volumes and parking demands (Chapter 6);
- the development of the future year traffic models and the identification of "do nothing" traffic conditions in 2031 (Chapter 7);
- the testing of mitigation treatments to manage future traffic issues (Chapter 8);
- the culmination of the modelling and evaluation in a preferred network strategy (Chapter 9) and a Parking Strategy (Chapter 10); and
- Conclusions (Chapter 11) and summary recommendations (Chapter 12).

1.4 STUDY PROCESS

The study process has been divided into four stages, namely:

- **Stage 1:** Data Collection and Validation;
- **Stage 2:** Model Development and Calibration;
- **Stage 3:** Options Development and Testing; and
- **Stage 4:** Plan Development, Consultation, Staging and Reporting.

The study process and tasks associated with each stage is shown in Figure 1.2.

Prior to the Final Report (this report) being submitted, the Draft Report and study recommendations were considered by Council at its meeting of the 28th April 2015. Council's resolution from this meeting is contained in Chapter 13.

8. MITIGATION TREATMENTS TESTING

8.1 OBJECTIVES

In most traffic and transport studies, the focus is on providing sufficient capacity in the network to cater as best as possible for future year traffic increases. Whilst this was a key consideration for this study, the study also targeted ways of reducing the use of local streets by through traffic and ensuring that additional development in the area did not exacerbate current levels of usage of local streets by through traffic. The aim therefore was, through recommended infrastructure interventions, to encourage the right type of traffic on the streets/roads most appropriate for carrying this traffic.

At a Community Forum on the 28th of August 2014 at the City of Ryde Civic Hall to introduce the study, the overwhelming feedback from the community was the need to preserve street amenity as development (and particularly the development of the Bunnings Site) occurred in the area. The consensus feedback from the meeting was that the collected data and model reflected the existing situation effectively and that amenity impacts were of greatest concern related to increasing traffic volumes in residential streets during week-day off-peak periods and weekend periods.

This feedback was critical in shaping the treatments assessed to mitigate impacts and for generating the preferred traffic network strategy. The options development process subsequently considered methods to prohibit or restrict through traffic using local streets and consequentially to introduce infrastructure upgrades on the higher order road network to cater for the traffic diverted out of residential areas due to these measures.

Before identifying local upgrades and treatments to test in the model and evaluate thereafter, it was important to clearly define the objectives of the upgrades or management measures being considered.

The primary objectives of the mitigation treatment testing and options development are outlined as follows:

- to minimise the impacts of development traffic in residential streets, particularly in off-peak times;
- to optimise traffic operations during peak periods on through traffic-carrying roads within the study area;
- to limit the impact of parking demand growth on residential streets whilst allowing business to prosper; and
- to improve pedestrian safety and convenience.

8.2 TREATMENT OPTIONS

Given the objectives listed above, treatment options needed to be considered at two levels, namely:

- localised treatments at specific locations that aim to address a particular traffic issue in accordance with the objectives above (both amenity and capacity objectives); and
- combinations of localised treatments that logically “work together” to form a network of improvements.

A total of 13 localised treatments were generated by the study team in consultation with the project steering group for testing to address the identified issues in accordance with the objectives. These treatments and their reasoning are listed in Table 8.1.

Table 8.1: Treatments Options

No.	Treatment	Reasoning
1	Cressy Road approach to Victoria Road – widened to 2 lanes (double right turn)	To offset the impacts of any closure/one-way scheme tested in Frank Street or College Street.
2	New link - Frank Street to Buffalo Road	To offset the impacts of any closure/one-way scheme tested in Frank Street or College Street.
3	Speed management scheme : Higginbotham-Thompson	To better manage the identified speed and traffic safety issues in this street.
4	College Street closed just west of Orient Street	To effectively ban through traffic to/from the Frank Street/Victoria Road intersection from using College or Orient Streets.
5	College Street/Eltham/Monash signals	To overcome issues with traffic not being able to safely exit side streets in peak periods, as well as to provide formalised pedestrian crossing opportunities as this area redevelops.
6	Ryde Road/Monash Road signals	To test if signalisation of this intersection improves operations locally and in the broader area.
7	Monash approach to Victoria Road widened	To see whether an additional (third) lane at this approach will appreciably reduce delays at peak times.
8	Signalised right turn from Victoria to Westminster	To see whether introducing this turn takes pressure off the right turn into Monash Road to and understand the consequential impacts and benefits of this.
9	Close Eltham east of Westminster	To see what impacts this closure would have on local traffic circulation and congestion.
10	Eltham Street one-way eastbound between Aldi and west of the Oxford/Westminster roundabout	To see what impacts this closure would have on local traffic circulation and congestion.
11	Afternoon peak right turn ban from Victoria into Jordan Street	To see what benefits might accrue to through traffic by taking this opposing movement away at peak times, to facilitate more northbound green time.
12	Frank Street left in/out at Victoria and new 4 way signals at Weaver/Victoria/Bunnings (all movements)	To test an alternative Bunnings Site access arrangement opposite Weaver Street rather than opposite Tennyson Road, to understand the pros and cons of this arrangement.
13	Frank Street access for Bunnings	A theoretical "what if" scenario should for some unforeseen reason access not be available off Victoria Road.

8.3 LAND USE SCENARIOS AND MODEL RUNS

The treatment option testing was modelled across three different land use scenarios (as also discussed previously in Section 7.1). The three land use/development scenarios tested were:

- **Scenario 1:** Bunnings Site development only;
- **Scenario 2:** All other expected development only (i.e. without Bunnings Site); and
- **Scenario 3:** Bunnings Site + all other expected development.

These land use scenarios were necessary to isolate the Bunnings Site impacts from impacts caused by other development in the area, as well as to understand cumulative impacts of all development.

A total of 14 network options were subsequently created as combinations of land use scenarios and local treatment options. These network options and model run combinations are presented in Figure 8.1. Figure 8.2 shows the locations of the localised treatment options.

11. CONCLUSIONS

The Gladesville area is growing with many new residential, commercial, and retail developments planned through to 2031 and some already well into their construction phase. With the Gladesville area already experiencing some amenity and congestion issues associated with through traffic, these new developments, including the Bunnings Site development, will impact the traffic and parking across the broader road network. Traffic modelling undertaken has identified that these issues will be exacerbated unless a Traffic Management Plan is put in place.

This outcome was determined through modelling a "Do Nothing" scenario, where no mitigation measures were put in place. The issues observed from the modelling results as well as the major concerns raised by members of the community, are summarised as follows:

- through traffic from new developments, specifically the Bunnings Site development, accessing local residential streets;
- congestion and long traffic queues observed along Victoria Road corridor across all three peaks (AM, PM and Saturday peak periods) with concerns that more development will result in more congestion; and
- Saturday peak traffic growing significantly as a result of new development, particularly the retail development proposed in the Victoria Road corridor.

Based on an assessment of the current and expected future traffic and parking issues within the study area, as well as considering community input, the key objectives for "designing" mitigation treatments were identified as:

- to minimise the impacts of development, commercial, industrial and retail traffic in local residential areas, particularly in off-peak times;
- to optimise traffic operations in the study area during peak periods;
- to limit the impact of parking demand growth on residential streets whilst allowing business to prosper; and
- to improve pedestrian safety and convenience.

The most effective mitigation measures to achieve the above objectives involved a combination of full and partial street closures, intersection upgrades and Local Area Traffic Management (LATM) Schemes. Through consideration of the modelling results and the assessment of various treatment options, in consultation also with the community and the study steering group, a preferred traffic network was generated.

The main purpose of the preferred network which followed the treatments testing was to address existing and forecast capacity and amenity issues identified during the study process as best possible given the geometric and property constraints in the area. The draft preferred network was run through the Aimsun traffic model, and the results demonstrated that many of the current and expected future amenity issues in the study area will be overcome primarily surrounding the Bunnings Site development. The impacts of additional development on the operations of the major road network can also be effectively managed with targeted upgrades.

The preferred network effectively prohibited movements to/from the Bunnings Site and Victoria Road via Orient Street-College Street-Frank Street and essentially splits College Street into a light industrial section and a residential section. A one-way scheme in Eltham Street (eastbound movements allowed only) reduced traffic in this road as well whilst signalling the Monash Road/Eltham Street intersection will improve capacity and safety in this area for vehicles and pedestrians.

Other measures such as the new right turn into Westminster Road from Victoria Road and the extra turning lane for turning out of Cressy Road to Victoria Road augments existing turning capacity to cater for increased development demands and traffic diverted away from local residential streets. Also, a LATM scheme in Orient Street and in the Higginbotham-Thompson corridor will act to discourage speeding and improve safety for all road users. A new local roundabout is also proposed at the Monash Road/Bufalo Road intersection.

Traffic modelling of the preferred network showed achievement of the following key objectives:

- reducing through traffic on residential streets, including College Street, Eltham Street, and Orient Street;
- preventing any Bunnings Site related traffic from accessing residential streets including College Street, Eltham Street, and Orient Street, with minimal traffic accessing residential streets south of Victoria Road;
- preventing the pre-existing issue of westbound and eastbound "rat-running" through College Street and Eltham Street at all times of the day and week;
- separating College Street into industrial and residential sections, and effectively reducing the number of heavy vehicles accessing the residential section, including Orient Street;
- improving the safety and efficiency of intersections on Monash Road, especially as development is expected to increase nearer to Victoria Road, generating more pedestrians to and from this area; and
- optimising the major through traffic movements on Victoria Road during peak times.

Whilst more traffic is expected on Morrison Road and Tennyson Road further south, the Tennyson Road traffic is mostly associated with a new major development proposed at 2-14 Tennyson Road. The Morrison Road corridor has attracted through traffic for some time now and is related to a broader issue of congestion on most of the length of Victoria Road through Gladesville and Meadowbank.

The closure of College Street results in more traffic using Cressy Road to head north-south and there is a minor reduction in impact on Cressy Road traffic if College Road only has a one-way threshold treatment to allow eastbound movements only. In any event, Cressy Road is a major collector road to access Victoria Road, and with development and background growth expected to increase, it is evident that more traffic will be diverted to Cressy Road to Victoria Road. Furthermore, it is more appropriate for a road such as Cressy Road, as it is a current bus route and major collector road, to cater for the expected additional traffic compared to this traffic funnelling through other lower order residential streets.

Heavy Rigid Vehicle turning path assessments for each light industrial driveway in College Street have identified that these vehicles will be able to drive in or reverse in to driveways under the proposed new cul de sac arrangement. There are benefits to both truck traffic and pedestrians in this area of the full closure through the removal of passing traffic.

In terms of expected parking impacts, the Bunnings Site development concept (submitted with the planning proposal) includes well in excess of its on-site parking requirements and the potential for on-street parking by staff and customers is minimal. Other development in other areas may however impact on heavily used on-street parking areas and methods to manage this include:

- line marking of parking bays where simple parking lanes currently exist;
- introduction of more time-regulated parking areas near commercial development; and
- introduction of metered parking as needed near new retail areas.

In addition, there may be the opportunity in Eltham Street (where the trial one-way scheme is being introduced) to use the spare road space for 45 degree parking, particularly as retail/commercial development moves into the southern side of Eltham Street.

In terms of future development in the area, it will be important that it provides its parking in accordance with the rates in Council's DCP so that the risk of overspill into already heavily parked areas is minimised.

Overall, should the recommended upgrades identified in Chapter 12 be implemented, then the impacts of development traffic, and particularly Bunnings Site traffic, will be effectively managed to ensure the right types of traffic and parking in the right types of streets, and that sufficient capacity at major intersections is provided to manage the impacts of traffic growth.

12. RECOMMENDATIONS

12.1 TRAFFIC

The key infrastructure elements of the preferred network and recommended apportionment of responsibilities of these elements (and timing) are summarised in Table 12.1.

Table 12.1: Recommended Infrastructure, Responsibilities, and Staging of Works

	Preferred Network Element	Responsibility	Reasoning	Staging
1	College Street closure separating the industrial complex and residential complex	Bunnings Site	To stop Bunnings traffic accessing the site via Orient-College-Frank	(*) Stage 1 of Bunnings Site development
2	Cressy Road widened to two lanes to allow double right turn into Victoria Road	Bunnings Site	A consequential impact of Item 1	(*) Stage 1 of Bunnings Site development
3	Proposed Bunnings access point at Tennyson Road	Bunnings Site	Required for primary access	(*) Stage 1 of Bunnings Site development
4	New signalised intersection at Monash/College/Eltham	Future Development	Due to local development growth	As development occurs
5	Eltham Street one-way eastbound between Aldi and commercial development	Future Development	Due to local development growth	As development occurs
6	No parking on Monash Road (eastern side) south of Eltham Street during all peaks	Future Development	Due to local development growth	As development occurs
7	Introduce signalised (non-filtered) right turn into Westminster Road from Victoria Road	Future Development	Due to local development growth	As development occurs
8	Ban right turn into Jordan Street from Victoria Road during PM peak	Future Development	Due to local development growth	As development occurs
9	New roundabout at Buffalo Road / Monash Road intersection	City of Ryde	Cumulative impact, existing issues and safety concerns	Subject to CoR programming
10	LATM measures in Orient Street	City of Ryde	Cumulative impact, existing issues and speed management	Subject to CoR programming
11	Speed management scheme in Higginbotham/Thompson corridor	City of Ryde	Cumulative impact, existing issues and speed management	Subject to CoR programming

(*) Prior to issue of any "staged" or "interim" occupational certificate.

12.2 PARKING

The following recommendations have been made regarding parking in the study area:

- any new development in the study area be required to provide its full parking requirement in accordance with the DCP parking rates of City of Ryde (and City of Hunters Hill if outside of CoR);
- parking rates for new developments not be reduced as part of any short-to-medium term review of the DCP;
- new parking duration restrictions be put in place in areas adjacent to and surrounding proposed commercial and retail developments as future development occurs;
- line-marking of parking bays throughout the study area, where on-street parking is provided via a parking lane and is heavily occupied. This achieves a cost-effective use of street space; and
- further investigation be undertaken into accommodating additional on-street, 45 degree angled parking on the road space generated by the proposed Eltham Street one-way scheme (subject to the impending trial of the one-way scheme being successful).

13. COUNCIL DECISION

Council considered the draft of this report, along with the Council Officer's report (see Appendix H) and community representations at its meeting of the 28th April 2015. At that meeting Council made the following resolution (also see Appendix I):

- a) *That Council exercise the delegation issued by the Minister for Planning and Infrastructure to make the planning proposal to amend the land use zone applicable to 461-495 Victoria Road from IN2 Light Industrial to B5 Business Development and the permissible height under Ryde Local Environmental Plan (LEP) 2014 applicable to the site from 10m to RL63, RL52 and RL42 (stepping down from 12-15m on Victoria Road to approximately 7-17m on College Street).*
- b) *That in making the LEP amendment Council will adjust the exhibited map site boundaries to reflect the Victoria Road widening in accordance with recent subdivision approval to create LOT 300 DP 1194688, 461-495 Victoria Road, Gladesville.*
- c) *That Council adopt the following for inclusion in the Bunnings Gladesville Traffic and Parking Study:*
 - i. *Trial full closure of College Street to be implemented prior to Bunnings commencing construction (at no cost to Council by Bunnings). The trial shall be reviewed after 12 months of operation of the Bunnings store and the results reported back to Council at that time. The applicant shall cover the full cost of the traffic review, surveys and any supporting technical studies*
 - ii. *Cressy Road carriageway widening to be implemented prior to Bunnings commencing operations (at no cost to council by Bunnings)*
 - iii. *Cressy Road (eastern side) full width footpath and safety fence from Victoria Road corner to Holy Cross College entry to be implemented prior to Bunnings commencing operations (at no cost to council by Bunnings)*
 - iv. *Tennyson Road and Frank Street site access to be implemented at stage 1 and operable on commencement of Bunnings operations (at no cost to Council by Bunnings)*
 - v. *Traffic signals changes and site access at Tennyson Road to be implemented prior to Bunnings commencing operations (at no cost to Council by Bunnings)*
 - vi. *Pedestrian and road safety audit and management plan be prepared that considers the high probability that parents will park at Bunnings to pick up school children or for access to sporting fields (at no cost to council by Bunnings) and also to consider the impact of the two proposed child care centres in that location*
 - vii. *A parking optimisation plan for Frank Street and College Street between Frank Street and Orient Street be prepared to counteract any loss of parking due to the Bunnings development and implemented (at no cost to Council by Bunnings)*
 - viii. *Roundabout at Monash/Bufalo Road intersection.*
 - ix. *Detailed study into the impacts of a right hand turn at Westminster Street and a right hand turn ban during the evening peak at Jordan Street from Victoria Road (at no cost to Council - developer funded)*
 - x. *Detailed study into the traffic and parking impacts be undertaken for any proposed rezoning that includes land use changes and increased densities for sites adjoining Tennyson Road. The aforementioned traffic and parking impact study is to be modelled on the Bunnings Gladesville Traffic and Parking Impact Study in terms of its scope and deliverables. (at no cost to Council - developer funded).*
 - xi. *An additional traffic and parking study, as detailed in part (x) above, be undertaken for the area bounded by Pittwater Road to Monash Road and Ryde Road to Victoria Road. (at no cost to Council - developer funded).*
- d) *That a Roundabout at Monash/Bufalo Road intersection be included in the 2016/2017 City of Ryde Delivery Plan with the funds drawn from the Section 94 reserve.*
- e) *That Council refer the following matters to the Traffic Committee for consideration:*
 - i. *Speed management for the area bounded by Cressy, Pittwater, Higginbotham and Victoria Roads*
 - ii. *Parking optimisation for Eltham Street*
- f) *That Council adopt a site specific Development Control Plan for 461-495 Victoria Road Gladesville amended in accordance with the above changes in the Bunnings Gladesville Traffic and Parking Study.*
- g) *That Council delegate the General Manager to make amendment to the site specific Development Control Plan for 461-495 Victoria Road Gladesville to implement Council's resolutions prior to notifying the plan in accordance with the Environmental Planning and Assessment Act.*
- h) *That Council notify all community members who made a submission regarding the planning proposal of the outcomes and thank them for taking the time to become involved in local planning.*

ITEM 7 (continued)

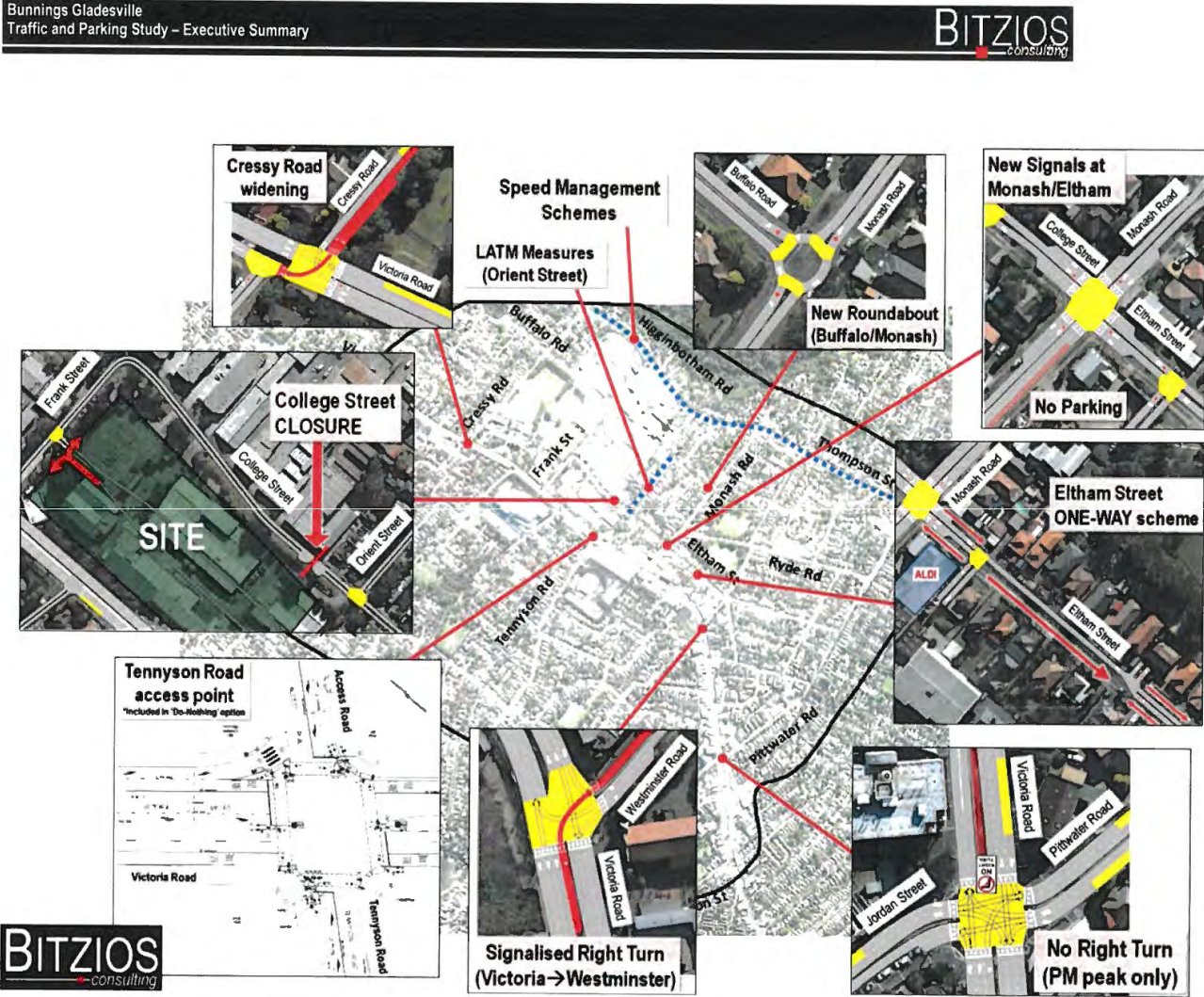


Figure ES18: Preferred Network

MODELLING RESULTS FOR THE PREFERRED OPTION

The preferred network was run in the Aimsun traffic model to test its combined performance, any refinements to intersections required and to determine if the objectives of reducing through traffic off local streets was achieved, whilst managing peak operational performance on the major road system.

Results from the preferred network option modelling were compared with the “Do Nothing” option. It is important to note that the preferred network was tested as two separate options for comparison purposes, namely:

- **Preferred Option A:** the preferred network with the College Street one-way scheme in place and existing priority intersection at Buffalo Road / Monash Road intersection; and
- **Preferred Option B:** the preferred network with adjustments following community feedback (i.e. with College Street full closure and new roundabout at Buffalo Road / Monash Road intersection).

The results show that the two preferred network options A and B effectively bring traffic volumes on College Street, Orient Street and Eltham Street back to similar levels as in 2014 weekdays, even with all of the proposed development in place by 2031. Both options also effectively prevent traffic associated with Bunnings accessing these residential streets. The Preferred Network Option B, with the full closure of College Street, means that volumes on College Street west are limited to only traffic coming into and out of the industrial sites off College Street. The closure also reduces the use of College Street as a ‘rat-run’, which was an issue evident in both directions in the 2014 base case and the 2031 “Do Nothing” case.

The consequence of the preferred network through closing College Street, or implementing a one-way scheme is that volumes increase on Monash Road, Cressy Road and Victoria Road in particular to accommodate the diverted traffic, particularly seen during the Saturday peak. These results are shown in Figures ES19-ES22. These roads however are more appropriate to absorb this additional traffic from an amenity impact perspective.

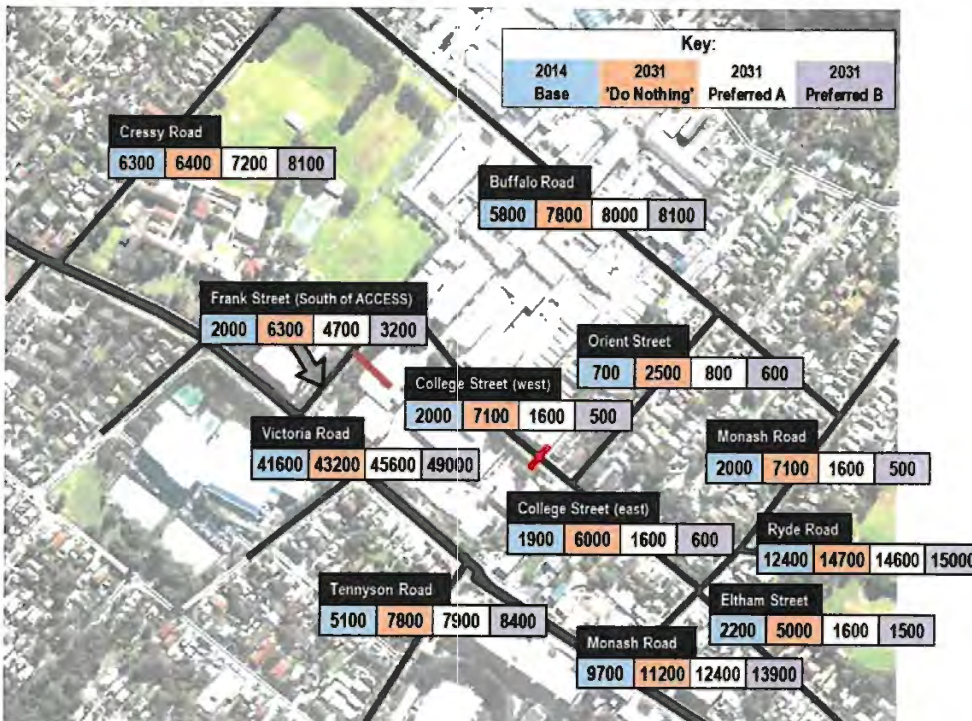


Figure ES19: Preferred Network Weekday Traffic Volume Comparison (Bunnings + Other Growth)

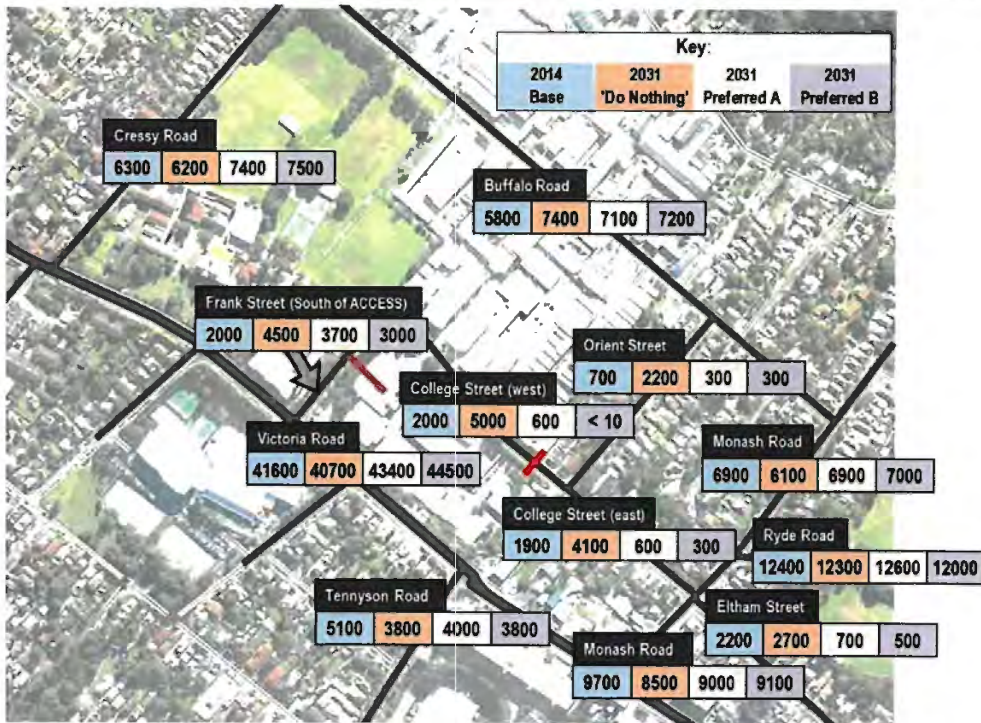


Figure ES20: Preferred Network Weekday Traffic Volume Comparison (Bunnings Site Only)

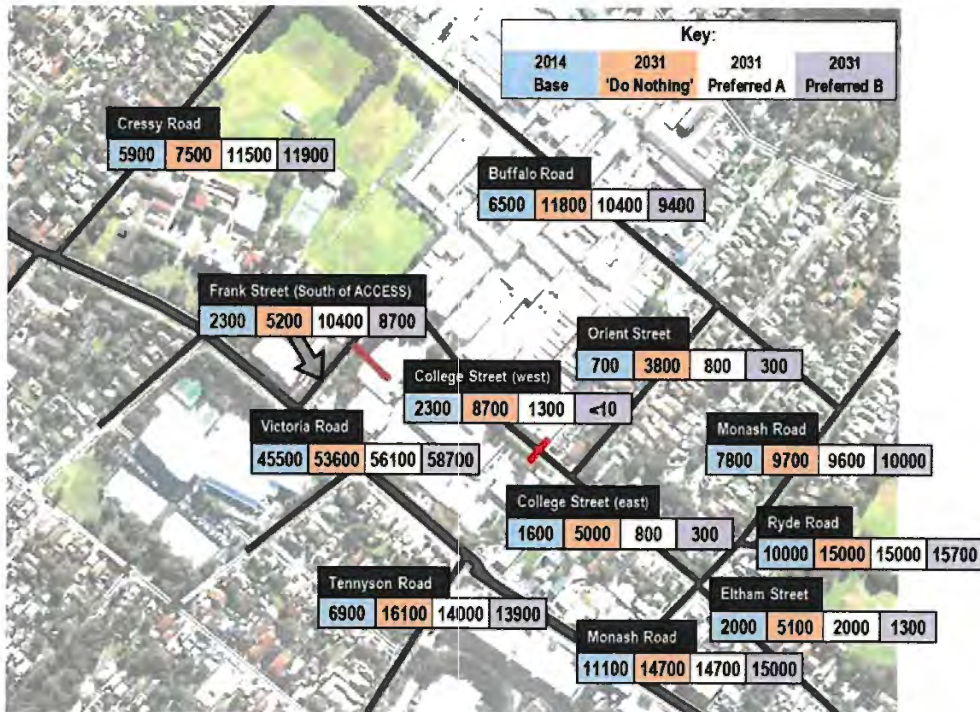


Figure ES21: Preferred Network Saturday Traffic Volume Comparison (Bunnings + Other Growth)

TRANSPORT AND TRAFFIC PLANNING ASSOCIATES

APPENDIX G

SCATS COUNTS

ITEM 7 (continued)

0165.387.VV.1987

DRAWN BY CADD
DO NOT AMEND MANUALLY

DATE IN SERVICE: 28/09/82

RTA

DETECTOR SPECIFICATION

Detector	Specifications
A	FN ALL1 ALE1 SG/PS A A DS - -
A-B-D	FN BIPR+ D1PR+ SG/PS A A DS Z- Z-2+
A-B-D	FN ALE1,REL D1L1 BPL1 D1L1 SG/PS A/B/D A/B/D B/D B/D DS Z- Z-2+ Z- Z-2+
A-B-D	FN ALE1 B1E1 D1E1 SG/PS A A D DS Z- A-B-D1PR+ B1NEXT1 D1NEXT1 B1NEXT1 B1NEXT1 FN ALL1 ALE21 ALE21 ALE21
A-B-D2	FN ALE1 B1E1 D1E1 SG/PS A A D DS Z- B1NEXT1, D1NEXT1 A1NEXT1, D1NEXT1
A-B-D2	FN D1E21 DS D
B-C-D	FN B1PR1 D1PR1 SG/PS B,C,D B,C,D DS C1E1+ C1E1+ C1NEXT1, B1NEXT1 FN C1E1+ C1E1+ D1E1+ SG/PS C D DS B1NEXT1, D1NEXT1 B1NEXT1, C1NEXT1
C	FN C1PR1 C1E21 SG/PS C C DS - -

DETECTOR SPECIFICATION CONT'D.

Detector	Specifications
A	FN A1PB3 C1L1 SG/PS A1WALK A1WALK DS - -
C1	FN C1PR1 C1E1+ SG/PS C1WALK C1WALK DS - - A,B,D
C2	FN C1PR1 A1L1 SG/PS C2WALK C2WALK DS - - A,B,D

MOVEMENTS

1. FILTER OPTION
A PHASE
B & D PHASE
ID Introduced by Z+1
C PHASE

NOTES:

- This site is SCATS linked.
- Audio-tactile push buttons located on posts 1,2,3,4,5 and 6.
- Special stop sign (R1-4) placed on post 4.
- Kerb ramps to be constructed at all pedestrian crossings in accordance with current Model Drawing MD.R173.801.A.1
- Trim trees to provide sight to A/B/D phase (lenses on post 1) and 6.
- Civil works:
 - (i) Construct 3m of concrete median island associated SF kerb shown.
 - (ii) Remove 4.1m of median island and rehabilitate 4.1m of pavement to match existing shown.
 - (iii) Construct 2m of SF kerb on out ends of median opening.
 - (iv) Remove existing kerb ramp and construct integral kerb and gutter to match existing.

SPECIAL SIGNAL GROUP DISPLAY SEQUENCE

SIGNAL GROUP	TABLE TYPE	REMARKS
A/B/D	3	
B/D	30	Timed R.A. protection for A phase. Z- Filter option.
B/C	77	Timed R.A. protection for C1 pedestrians. Δ
C Cond (L1)	23	Timed R.A. protection for A phase.
Cond	74	Timed red aspect protection for C2 pedestrians. #

POSTS

POST	TYPE	LENGTH	OFFSET	REMARKS
1	2	4.1	1.0	EXISTING
2	5XL	-	1.0	EXISTING
3	2	3.2	1.0	EXISTING
4	2	4.1	0.6	EXISTING
5	2	4.1	0.6	EXISTING
6	5XL	-	1.0	EXISTING

APPROVED: [Signature] DATE: 19/7/82

ACCEPTED: [Signature] DATE: 19/7/82

DESIGNER: [Signature] DATE: 19/7/82

TRAFFIC ENGINEER: [Signature] DATE: 19/7/82

RTA APPROVAL: [Signature] DATE: 19/7/82

RTA FILE: vv1987_30.dgn

SCALE: 1:1000

REG. NO: 387 TS 300

DESIGN NO: 0165.387.VV.1987

DATE: 28/09/82

DESIGNER: [Signature]

TRAFFIC ENGINEER: [Signature]

RTA APPROVAL: [Signature]

RTA FILE: vv1987_30.dgn

SCALE: 1:1000

REG. NO: 387 TS 300

DESIGN NO: 0165.387.VV.1987

DATE: 28/09/82

DESIGNER: [Signature]

TRAFFIC ENGINEER: [Signature]

RTA APPROVAL: [Signature]

ITEM 7 (continued)

ATTACHMENT 1

TCS 1987_SCATS Traffic Counts_18th May to 24th May 2015.txt
 Site: 1987 Monday, 18 May 2015 Traffic Flow filename:RYDE_20150518.VS

Monday, 18 May 2015

Approach		detector(s)...									
Approach	1	1	2	3	5	6	7	8	9		
01:00	Approach	1	2	64	38	1	99	95	0	2	301
02:00	Approach	1	0	48	17	0	52	55	0	0	172
03:00	Approach	1	1	39	26	1	36	31	0	1	135
04:00	Approach	1	6	74	26	1	29	25	0	1	162
05:00	Approach	1	17	148	87	2	57	51	1	3	366
06:00	Approach	1	111	455	375	2	175	120	4	7	1249
07:00	Approach	1	269	1049	1116	10	432	442	5	16	3339
08:00	Approach	1	213	934	964	11	799	915	8	34	3878
09:00	Approach	1	243	777	873	52	654	765	33	76	3473
10:00	Approach	1	148	754	792	12	549	627	16	22	2920
11:00	Approach	1	155	637	625	22	511	620	19	35	2624
12:00	Approach	1	127	622	557	9	482	586	20	38	2441
13:00	Approach	1	135	593	552	15	525	644	23	35	2522
14:00	Approach	1	164	599	532	13	601	691	20	28	2648
15:00	Approach	1	190	564	548	23	641	725	27	62	2780
16:00	Approach	1	217	604	588	32	677	798	33	101	3050
17:00	Approach	1	312	697	739	15	777	942	26	98	3606
18:00	Approach	1	442	807	862	16	759	913	22	85	3906
19:00	Approach	1	329	728	767	9	771	936	20	37	3597
20:00	Approach	1	146	447	424	4	522	646	4	28	2221
21:00	Approach	1	83	347	289	6	393	445	10	22	1595
22:00	Approach	1	31	283	229	3	353	389	2	17	1307
23:00	Approach	1	5	46	363	4	302	292	7	9	1028
24:00	Approach	1	0	0	200	0	193	173	0	1	567

Approach 1 AM peak 3915 06:45 - 07:45 PM peak 3954 16:45 - 17:45 Daily Total 49887

Tuesday, 19 May 2015

Approach		detector(s)...									
Approach	1	1	2	3	5	6	7	8	9		
01:00	Approach	1	0	0	103	2	119	71	1	3	299
02:00	Approach	1	0	0	61	0	59	58	2	3	183
03:00	Approach	1	0	0	62	3	41	42	3	2	153
04:00	Approach	1	7	50	56	0	53	21	1	7	195
05:00	Approach	1	23	152	84	1	64	46	1	2	373
06:00	Approach	1	117	462	387	3	172	124	2	7	1274
07:00	Approach	1	260	1042	1070	8	450	492	8	14	3344
08:00	Approach	1	261	953	1002	19	754	882	10	51	3932
09:00	Approach	1	225	771	915	63	710	812	35	95	3626
10:00	Approach	1	170	776	797	16	547	679	25	31	3041
11:00	Approach	1	151	664	628	17	498	556	17	32	2563
12:00	Approach	1	156	665	607	17	496	625	23	45	2634
13:00	Approach	1	150	621	575	6	593	693	30	40	2708
14:00	Approach	1	166	626	556	13	618	694	19	45	2737
15:00	Approach	1	166	600	532	10	656	791	21	55	2831
16:00	Approach	1	246	627	687	21	700	774	38	95	3188
17:00	Approach	1	352	715	779	37	797	871	28	102	3681
18:00	Approach	1	509	852	912	27	765	958	33	91	4147
19:00	Approach	1	380	780	797	29	750	962	22	65	3785
20:00	Approach	1	173	498	457	6	593	734	9	33	2503
21:00	Approach	1	71	361	295	5	430	497	13	42	1714

ITEM 7 (continued)

ATTACHMENT 1

TCS 1987_SCATS Traffic Counts_18th May to 24th May 2015.txt

22:00	Approach	1	71	364	281	5	416	505	3	17	1662
23:00	Approach	1	30	260	152	4	325	357	3	23	1154
24:00	Approach	1	13	150	74	1	219	197	3	6	663

Approach	1	AM peak	3932	07:00 - 08:00	PM peak	4164	17:15 - 18:15	Daily Total	52390
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Wednesday, 20 May 2015

		Approach	detector(s)...								
		Approach	1	2	3	5	6	7	8	9	
01:00	Approach	1	6	72	29	0	120	102	0	1	330
02:00	Approach	1	1	46	10	1	56	54	0	0	168
03:00	Approach	1	0	53	15	1	29	40	0	1	139
04:00	Approach	1	7	78	28	0	40	24	0	1	178
05:00	Approach	1	34	157	99	4	62	49	1	4	410
06:00	Approach	1	129	465	411	8	174	111	4	7	1309
07:00	Approach	1	231	1051	1116	5	471	452	4	23	3353
08:00	Approach	1	240	872	984	18	771	897	10	44	3836
09:00	Approach	1	224	780	879	42	659	771	30	98	3483
10:00	Approach	1	196	786	829	15	562	676	25	29	3118
11:00	Approach	1	191	710	695	12	510	608	16	35	2777
12:00	Approach	1	152	678	629	16	524	636	22	42	2699
13:00	Approach	1	155	664	607	12	580	707	34	40	2799
14:00	Approach	1	141	662	567	16	634	736	26	38	2820
15:00	Approach	1	187	574	544	17	686	756	24	51	2839
16:00	Approach	1	263	667	653	27	689	726	31	81	3137
17:00	Approach	1	362	769	786	22	777	977	30	119	3842
18:00	Approach	1	460	833	890	29	807	896	44	99	4058
19:00	Approach	1	370	782	816	12	750	937	15	66	3748
20:00	Approach	1	169	514	486	13	587	681	7	37	2494
21:00	Approach	1	104	399	305	5	449	555	6	30	1853
22:00	Approach	1	102	394	297	2	449	484	3	20	1751
23:00	Approach	1	41	296	180	1	374	398	0	6	1296
24:00	Approach	1	14	148	58	1	211	234	2	3	671

Approach	1	AM peak	3875	06:45 - 07:45	PM peak	4063	16:45 - 17:45	Daily Total	53108
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Thursday, 21 May 2015

		Approach	detector(s)...								
		Approach	1	2	3	5	6	7	8	9	
01:00	Approach	1	1	80	41	0	128	119	0	0	369
02:00	Approach	1	2	50	19	0	81	73	0	0	225
03:00	Approach	1	4	47	16	0	51	38	0	0	156
04:00	Approach	1	4	76	24	0	38	29	0	1	172
05:00	Approach	1	18	160	72	2	46	64	0	0	362
06:00	Approach	1	136	431	385	5	176	121	0	4	1258
07:00	Approach	1	260	1075	1126	6	441	489	2	18	3417
08:00	Approach	1	222	889	931	19	752	908	4	33	3758
09:00	Approach	1	241	798	902	44	690	817	24	85	3601
10:00	Approach	1	198	804	841	17	581	680	24	33	3178
11:00	Approach	1	184	653	692	12	523	650	26	44	2784
12:00	Approach	1	154	672	637	11	553	664	23	32	2746
13:00	Approach	1	172	657	577	17	592	658	22	48	2743
14:00	Approach	1	185	676	629	13	637	768	26	43	2977
15:00	Approach	1	190	642	631	16	675	777	26	32	3039
16:00	Approach	1	262	643	643	30	719	795	28	89	3209

ITEM 7 (continued)

ATTACHMENT 1

TCS 1987_SCATS Traffic Counts_18th May to 24th May 2015.txt

17:00	Approach	1	403	753	823	32	778	873	26	102	3790
18:00	Approach	1	494	825	891	25	848	969	35	107	4194
19:00	Approach	1	349	739	820	13	717	933	14	51	3636
20:00	Approach	1	196	542	492	4	613	756	13	36	2652
21:00	Approach	1	129	451	367	6	468	536	8	24	1989
22:00	Approach	1	87	414	344	6	403	555	8	10	1827
23:00	Approach	1	61	292	186	5	200	679	4	15	1442
24:00	Approach	1	14	200	104	27	36	478	0	3	862

Approach 1 AM peak 3820 06:30 - 07:30 PM peak 4194 17:00 - 18:00 Daily Total
54386

Friday, 22 May 2015

		Approach	detector(s)...								
		Approach	1	1	2	3	5	6	7	8	9
01:00	Approach	1	7	113	49	1	149	109	0	1	429
02:00	Approach	1	2	62	20	0	94	87	0	0	265
03:00	Approach	1	5	61	16	1	60	47	1	3	194
04:00	Approach	1	6	83	24	0	57	40	0	0	210
05:00	Approach	1	14	171	77	1	65	49	2	1	380
06:00	Approach	1	118	468	358	3	149	139	2	5	1242
07:00	Approach	1	234	1000	1022	9	427	431	3	23	3149
08:00	Approach	1	210	891	949	15	697	817	11	37	3627
09:00	Approach	1	187	716	778	23	642	766	25	60	3197
10:00	Approach	1	168	767	795	23	581	702	18	26	3080
11:00	Approach	1	185	692	665	14	566	673	30	31	2856
12:00	Approach	1	163	660	641	13	539	683	11	31	2741
13:00	Approach	1	157	681	621	17	583	752	20	38	2869
14:00	Approach	1	186	659	602	18	628	766	26	55	2940
15:00	Approach	1	195	645	622	22	671	804	23	63	3045
16:00	Approach	1	258	663	664	17	669	735	24	83	3113
17:00	Approach	1	329	816	825	11	694	887	29	85	3676
18:00	Approach	1	430	778	795	11	798	921	23	86	3842
19:00	Approach	1	343	806	739	9	733	847	14	41	3532
20:00	Approach	1	165	609	508	6	539	615	7	28	2477
21:00	Approach	1	99	449	312	2	367	429	4	10	1672
22:00	Approach	1	62	405	241	4	384	461	2	15	1574
23:00	Approach	1	46	352	220	0	475	474	0	9	1576
24:00	Approach	1	34	323	173	2	376	399	2	13	1322

Approach 1 AM peak 3627 07:00 - 08:00 PM peak 3866 17:15 - 18:15 Daily Total
53008

Saturday, 23 May 2015

		Approach	detector(s)...								
		Approach	1	1	2	3	5	6	7	8	9
01:00	Approach	1	22	216	90	2	279	259	2	14	884
02:00	Approach	1	10	134	42	0	174	144	1	4	509
03:00	Approach	1	6	132	26	1	150	123	1	2	441
04:00	Approach	1	5	118	24	2	111	84	2	4	350
05:00	Approach	1	7	128	35	0	88	60	0	1	319
06:00	Approach	1	22	253	158	3	98	70	1	0	605
07:00	Approach	1	92	538	407	0	193	168	3	7	1408
08:00	Approach	1	106	521	470	4	364	384	5	11	1865
09:00	Approach	1	154	626	561	6	441	531	5	23	2347
10:00	Approach	1	158	697	701	9	548	695	9	31	2848
11:00	Approach	1	227	830	884	13	678	827	19	32	3510

ITEM 7 (continued)

ATTACHMENT 1

TCS 1987_SCATS Traffic Counts_18th May to 24th May 2015.txt

12:00	Approach	1	253	829	829	15	781	918	18	40	3683
13:00	Approach	1	243	898	846	13	789	905	23	31	3748
14:00	Approach	1	251	844	786	10	790	947	9	29	3666
15:00	Approach	1	238	763	769	11	767	911	15	23	3497
16:00	Approach	1	223	747	698	4	770	856	10	25	3333
17:00	Approach	1	289	807	770	6	730	827	11	37	3477
18:00	Approach	1	302	852	791	9	775	875	7	25	3636
19:00	Approach	1	293	876	797	2	674	766	3	11	3422
20:00	Approach	1	156	696	571	2	431	458	1	14	2329
21:00	Approach	1	65	438	348	4	386	380	4	2	1627
22:00	Approach	1	76	442	322	3	468	471	2	6	1790
23:00	Approach	1	63	485	332	4	552	602	2	8	2048
24:00	Approach	1	53	321	184	5	541	540	1	1	1646

Approach 1 AM peak 3683 11:00 - 12:00 PM peak 3748 12:00 - 13:00 Daily Total
52988

Sunday, 24 May 2015

Approach		detector(s)...									
Approach	1	1	2	3	5	6	7	8	9		
01:00	Approach	1	35	216	113	6	378	387	2	7	1144
02:00	Approach	1	14	173	61	1	234	222	1	1	707
03:00	Approach	1	12	146	46	2	182	181	0	2	571
04:00	Approach	1	9	125	26	1	159	128	0	2	450
05:00	Approach	1	4	108	25	0	118	92	0	1	348
06:00	Approach	1	11	167	71	0	95	79	0	1	424
07:00	Approach	1	24	247	160	0	134	128	0	1	694
08:00	Approach	1	61	343	328	3	186	203	3	6	1133
09:00	Approach	1	98	493	476	5	310	316	9	6	1713
10:00	Approach	1	158	701	750	2	503	576	13	15	2718
11:00	Approach	1	153	672	672	11	529	664	13	16	2730
12:00	Approach	1	213	858	839	7	670	839	13	18	3457
13:00	Approach	1	216	806	749	13	655	787	13	20	3259
14:00	Approach	1	215	765	739	11	683	788	10	26	3237
15:00	Approach	1	208	714	669	7	737	908	13	25	3281
16:00	Approach	1	188	676	655	11	756	882	10	19	3197
17:00	Approach	1	205	649	651	3	775	894	10	17	3204
18:00	Approach	1	196	706	638	5	718	809	5	33	3110
19:00	Approach	1	115	574	508	6	493	610	3	17	2326
20:00	Approach	1	71	394	283	7	371	400	1	17	1544
21:00	Approach	1	42	321	231	0	374	401	1	5	1375
22:00	Approach	1	32	289	195	2	388	409	2	6	1323
23:00	Approach	1	17	199	121	1	327	346	1	1	1013
24:00	Approach	1	7	121	64	1	200	184	0	0	577

Approach 1 AM peak 3457 11:00 - 12:00 PM peak 3418 13:30 - 14:30 Daily Total
43535

ITEM 7 (continued)

0165.387.VV.1987

DRAWN BY CADD
DO NOT AMEND MANUALLY

DATE IN SERVICE 28/09/62

SIGNAL GROUP PHASE CHART

SIGNAL GROUP	PHASE	ORIGIN	TABLE	REMARKS	
A	B	C	D		
V1	X	X	1		
V2	X	X	3		
V3	X	X	39	Timed RA protection for P1 pedestrians. Z-filter Drillon	
V4	C		74	Timed Red hold protection for P2 pedestrians. Push button Post 3 extends the RED subject to timer	
V5		C	23	Timed RA protection for P1 pedestrians	
V6	X	C	X	77	Timed RA protection for P2 pedestrians. Push button on Post 7 extends RA subject to timer
P1	X	X	2		
P2	X	X	2		
P3	X	X	2		

POSTS

POST	TYPE	LENGTH	OFFSET	REMARKS
1	2	4.1	1.0	EXISTING
2	2	4.1	0.6	NEW
3	2	4.1	1.0	NEW
4	2	3.2	1.0	NEW
5	2	4.1	1.0	NEW
6	2	4.1	1.0	NEW
7	9	-	1.0	NEW**

** TYPE B MAST ARM WITH 7.0m OUTREACH

DETECTOR SPECIFICATION

Detector	Specifications
A	FN A(L) A(E1) SGPS A A DS - -
A-B-D1 Depart & Approach	FN B(PB) D(PB) SGPS A A DS Z Z-2+
A-B-D1 Approach	FN A(L) B(L) O(L) R(L) D(L) SGPS V2 V2 V3 V3 DS Z Z-2+ Z Z-2+
cont. A-B-D1 Approach	FN A(E3) B(E3) D(E3) SGPS A B D DS Z-A-B-D1(PB) B(NEXT) D(NEXT) D(NEXT) B(NEXT)
A-B-D2	FN A(L) A(E2) SGPS V2 A B DS - B(NEXT) D(NEXT) A(NEXT) D(NEXT)
cont. A-B-D2	FN D(E2) SGPS D DS A(NEXT) B(NEXT)

CONT'D

B-C-D	FN B(PB) D(PB) B(E1) SGPS B C D B C D DS - C Z+ C C(NEXT) D(NEXT) cont. C(E1) D
B-C-D	FN C SGPS C DS B(NEXT) D(NEXT) B(NEXT) C(NEXT)
C	FN C(PB) C(E2) SGPS C C DS - -
P1 P.B.	FN A(PB) O(L) SGPS P1(WALK) A.P1(WALK) DS - B.C.D
P2 P.B.	FN C(PB) A(L) SGPS P2(WALK) C.P2(WALK) DS - A.B.D
P3 P.B.	FN C(PB) A(L) SGPS P3(WALK) C.P3(WALK) DS - A.B.D

NOTES

- This site is SCATS linked
- Special stop sign (R1-4) placed on Post 5
- All push buttons are auto tactile, except button on Post 2
- Kerb ramps to be constructed at all pedestrian crossings in accordance with Model Drawing MD.R173.B01.A.1
- For details of civil road works refer to plan 165.387 CD.0003 prepared by GHD Pty Ltd

MOVEMENTS

A. ORIGINAL ISSUE

PROJECT MANAGED BY: [Signature]

DESIGNED BY: [Signature]

CHECKED BY: [Signature]

DATE: 15/09/18

ROADS AND MARITIME SERVICES

TRAFFIC SIGNALS AT
VICTORIA ROAD (MR 165) AND FRANK STREET
RYDE

DESIGN LAYOUT

EXISTING PROPOSED

CADD FILE: VV1907_12C.dgn

SCALE: 1:2000

FILE: 367 TS 300

REGN: 0165.387.VV.1987

SHEET: 12

ITEM 7 (continued)

ATTACHMENT 1

TCS 1987_SCATS Traffic Counts_05 Mar to 11th Mar 2018.txt

Monday, 05 March 2018

Approach		detector(s)...										
Approach	1	1	2	3	5	6	7	8	9	10		
01:00	Approach	1	6	69	31	1	3	124	99	4	0	337
02:00	Approach	1	1	67	9	1	1	59	58	1	0	197
03:00	Approach	1	3	74	17	1	3	56	50	2	1	207
04:00	Approach	1	5	84	23	1	1	53	31	1	0	199
05:00	Approach	1	28	199	119	3	2	87	58	1	5	502
06:00	Approach	1	173	610	538	8	26	226	194	6	6	1787
07:00	Approach	1	252	1082	1161	16	27	532	483	19	14	3586
08:00	Approach	1	232	923	1000	49	60	775	866	41	30	3976
09:00	Approach	1	211	769	879	107	51	673	741	49	60	3540
10:00	Approach	1	189	817	887	60	50	573	660	29	25	3290
11:00	Approach	1	155	685	679	42	39	564	627	47	33	2871
12:00	Approach	1	156	710	649	42	25	612	644	40	44	2922
13:00	Approach	1	152	655	617	31	32	638	677	58	52	2912
14:00	Approach	1	195	633	622	52	44	643	653	37	39	2918
15:00	Approach	1	191	584	581	38	48	722	755	44	50	3013
16:00	Approach	1	282	617	632	66	68	672	716	59	70	3182
17:00	Approach	1	344	770	840	61	59	790	852	76	103	3895
18:00	Approach	1	469	832	873	73	83	781	842	91	120	4164
19:00	Approach	1	394	682	729	31	82	696	775	50	63	3502
20:00	Approach	1	153	494	497	6	49	621	664	25	43	2552
21:00	Approach	1	73	399	328	4	26	502	510	19	28	1889
22:00	Approach	1	70	387	265	4	15	395	411	5	9	1561
23:00	Approach	1	29	252	156	0	12	356	326	8	8	1147
24:00	Approach	1	7	160	52	0	5	229	176	1	3	633
Approach 1 AM peak			3976	07:00 - 08:00				PM peak	4229	16:40 - 17:40		Daily Total
54782												

Tuesday, 06 March 2018

Approach		detector(s)...										
Approach	1	1	2	3	5	6	7	8	9	10		
01:00	Approach	1	6	96	34	1	6	132	106	3	2	386
02:00	Approach	1	3	56	18	0	1	86	47	2	1	214
03:00	Approach	1	4	69	12	0	2	64	51	2	1	205
04:00	Approach	1	6	86	23	2	2	45	28	3	1	196
05:00	Approach	1	33	191	125	4	1	86	47	1	3	491
06:00	Approach	1	161	544	520	7	13	227	178	3	1	1654
07:00	Approach	1	259	1093	1129	23	26	562	523	15	13	3643
08:00	Approach	1	207	909	961	66	58	762	844	50	48	3905
09:00	Approach	1	233	830	840	106	58	650	715	55	72	3559
10:00	Approach	1	199	870	920	68	48	604	686	41	26	3462
11:00	Approach	1	195	767	787	33	27	564	628	43	29	3073
12:00	Approach	1	150	718	622	28	31	597	646	36	35	2863
13:00	Approach	1	159	682	664	46	33	673	698	46	44	3045
14:00	Approach	1	161	705	633	35	35	679	707	40	37	3032
15:00	Approach	1	181	606	616	41	46	726	766	40	44	3066
16:00	Approach	1	236	665	680	47	60	639	722	57	86	3192
17:00	Approach	1	390	791	827	69	59	802	873	77	84	3972
18:00	Approach	1	488	850	900	60	50	784	810	95	100	4137
19:00	Approach	1	379	783	809	19	47	785	881	33	52	3788
20:00	Approach	1	188	559	537	15	44	705	734	22	26	2830
21:00	Approach	1	94	482	374	5	26	531	563	19	43	2137
22:00	Approach	1	69	398	332	4	23	514	529	8	29	1906

ITEM 7 (continued)

ATTACHMENT 1

TCS 1987_SCATS Traffic Counts_05 Mar to 11th Mar 2018.txt

23:00 Approach	1	47	282	207	2	13	406	376	3	5	1341
24:00 Approach	1	8	183	79	1	10	279	231	1	2	794

Approach 1 AM peak	3988	06:40 - 07:40	PM peak	4227	16:30 - 17:30	Daily Total	56891
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Wednesday, 07 March 2018

Approach	1	1	2	3	5	6	7	8	9	10	
01:00 Approach	1	4	98	47	1	4	143	114	1	2	414
02:00 Approach	1	2	56	24	1	2	90	70	1	2	248
03:00 Approach	1	3	66	16	3	2	64	43	0	4	201
04:00 Approach	1	9	94	27	1	1	47	45	3	2	229
05:00 Approach	1	28	200	117	2	1	88	53	0	3	492
06:00 Approach	1	180	553	550	7	18	257	172	4	6	1747
07:00 Approach	1	225	1069	1102	23	22	563	540	26	9	3579
08:00 Approach	1	239	946	1000	55	57	766	852	37	36	3988
09:00 Approach	1	229	829	929	102	57	661	726	57	84	3674
10:00 Approach	1	196	707	679	77	89	479	586	49	43	2905
11:00 Approach	1	181	756	747	38	29	596	625	52	40	3064
12:00 Approach	1	188	750	692	32	26	601	660	36	36	3021
13:00 Approach	1	178	734	660	31	32	647	648	47	45	3022
14:00 Approach	1	173	682	641	44	39	691	706	34	36	3046
15:00 Approach	1	228	661	635	41	47	756	837	41	56	3302
16:00 Approach	1	297	752	735	49	77	698	743	65	72	3488
17:00 Approach	1	379	815	850	52	54	794	826	67	91	3928
18:00 Approach	1	476	888	908	61	86	801	852	82	94	4248
19:00 Approach	1	357	784	846	24	62	787	859	39	36	3794
20:00 Approach	1	192	596	583	18	47	661	749	20	27	2893
21:00 Approach	1	105	486	402	6	32	577	592	15	26	2241
22:00 Approach	1	80	420	328	4	19	519	522	12	21	1925
23:00 Approach	1	46	338	221	3	9	478	471	8	14	1588
24:00 Approach	1	20	205	102	0	11	307	272	4	4	925

Approach 1 AM peak	3990	06:55 - 07:55	PM peak	4287	16:45 - 17:45	Daily Total	57962
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Thursday, 08 March 2018

Approach	1	1	2	3	5	6	7	8	9	10	
01:00 Approach	1	6	87	51	0	7	178	138	2	2	471
02:00 Approach	1	4	64	18	0	1	112	86	1	0	286
03:00 Approach	1	3	54	15	0	4	78	59	0	0	213
04:00 Approach	1	5	97	30	0	1	57	51	6	3	250
05:00 Approach	1	27	205	106	4	2	89	71	0	2	506
06:00 Approach	1	183	560	526	9	16	239	170	4	3	1710
07:00 Approach	1	269	1108	1151	19	20	535	519	17	19	3657
08:00 Approach	1	249	954	990	43	39	770	815	29	32	3921
09:00 Approach	1	233	817	890	115	49	634	744	53	75	3610
10:00 Approach	1	187	851	898	62	40	621	646	43	29	3377
11:00 Approach	1	206	771	799	40	53	573	613	44	35	3134
12:00 Approach	1	178	713	673	34	110	644	634	43	42	3071
13:00 Approach	1	179	698	623	32	48	674	719	45	43	3061
14:00 Approach	1	181	695	651	50	92	719	752	43	39	3222
15:00 Approach	1	244	689	670	53	171	695	716	57	80	3375
16:00 Approach	1	296	719	729	55	60	654	729	55	53	3350
17:00 Approach	1	400	845	882	58	64	820	866	67	86	4088
18:00 Approach	1	507	866	894	68	64	825	894	93	106	4317
19:00 Approach	1	371	788	824	24	65	806	876	32	65	3851

Page 2

ITEM 7 (continued)

ATTACHMENT 1

TCS 1987_SCATS Traffic Counts_05 Mar to 11th Mar 2018.txt

20:00	Approach	1	180	579	572	11	49	730	775	15	47	2958
21:00	Approach	1	125	522	459	6	42	584	595	20	49	2402
22:00	Approach	1	96	457	384	3	28	531	554	11	12	2076
23:00	Approach	1	49	325	238	5	18	502	492	3	5	1637
24:00	Approach	1	19	250	106	1	11	322	299	1	1	1010

Approach 1 AM peak 3983 06:45 - 07:45 PM peak 4365 16:40 - 17:40 Daily Total 59553

Friday, 09 March 2018

Approach	1	2	3	5	6	7	8	9	10			
01:00	Approach	1	4	127	39	1	8	188	165	2	3	537
02:00	Approach	1	3	94	30	0	1	125	97	2	2	354
03:00	Approach	1	3	88	32	2	3	100	75	0	1	304
04:00	Approach	1	6	101	36	3	1	75	52	4	3	281
05:00	Approach	1	23	194	111	2	4	90	65	2	3	494
06:00	Approach	1	182	579	502	12	26	238	174	5	6	1724
07:00	Approach	1	258	1095	1129	23	26	508	484	20	14	3557
08:00	Approach	1	223	914	977	47	48	753	769	30	27	3788
09:00	Approach	1	246	795	901	107	50	619	690	54	87	3549
10:00	Approach	1	182	814	885	61	49	582	621	30	42	3266
11:00	Approach	1	234	777	790	42	30	614	615	44	42	3188
12:00	Approach	1	164	738	689	31	27	663	664	36	35	3047
13:00	Approach	1	175	683	673	55	30	695	696	48	59	3114
14:00	Approach	1	209	702	654	40	30	758	763	49	37	3242
15:00	Approach	1	243	668	655	37	55	756	792	41	71	3318
16:00	Approach	1	271	738	746	44	80	673	770	48	50	3420
17:00	Approach	1	387	834	906	50	59	770	829	58	74	3967
18:00	Approach	1	483	903	914	40	58	788	846	67	80	4179
19:00	Approach	1	309	762	750	28	106	777	827	31	47	3637
20:00	Approach	1	177	676	608	15	46	701	729	20	43	3015
21:00	Approach	1	101	555	450	2	18	527	506	8	9	2176
22:00	Approach	1	83	489	366	5	18	519	546	3	11	2040
23:00	Approach	1	76	443	284	1	19	562	559	5	15	1964
24:00	Approach	1	42	379	209	2	11	431	478	3	0	1555

Approach 1 AM peak 3803 06:25 - 07:25 PM peak 4238 16:50 - 17:50 Daily Total 59716

Saturday, 10 March 2018

Approach	1	2	3	5	6	7	8	9	10			
01:00	Approach	1	17	238	113	1	12	325	289	0	0	995
02:00	Approach	1	10	178	54	1	6	246	208	1	2	706
03:00	Approach	1	8	148	34	2	7	202	143	2	3	549
04:00	Approach	1	9	140	46	0	3	153	109	2	1	463
05:00	Approach	1	15	162	65	3	2	133	104	3	4	491
06:00	Approach	1	40	311	223	5	3	153	109	0	4	848
07:00	Approach	1	144	618	520	6	19	266	205	3	10	1791
08:00	Approach	1	138	623	599	7	31	375	361	4	8	2146
09:00	Approach	1	197	723	717	32	38	493	516	11	17	2744
10:00	Approach	1	223	760	817	22	44	616	703	29	33	3247
11:00	Approach	1	221	811	824	27	47	727	743	17	18	3435
12:00	Approach	1	242	820	827	22	37	735	776	27	45	3531
13:00	Approach	1	232	828	781	21	41	779	854	25	29	3590
14:00	Approach	1	233	813	812	16	57	821	843	17	12	3624
15:00	Approach	1	220	803	783	9	34	750	822	23	30	3474
16:00	Approach	1	212	789	765	5	27	765	841	10	15	3429

ITEM 7 (continued)

ATTACHMENT 1

TCS 1987_SCATS Traffic Counts_05 Mar to 11th Mar 2018.txt

17:00	Approach	1	239	797	744	10	40	817	866	6	10	3529
18:00	Approach	1	252	852	820	12	60	788	813	14	11	3622
19:00	Approach	1	220	851	785	4	33	724	704	9	5	3335
20:00	Approach	1	174	710	579	4	26	567	560	2	9	2631
21:00	Approach	1	84	583	441	3	16	521	529	5	5	2187
22:00	Approach	1	89	516	397	1	17	529	539	4	4	2096
23:00	Approach	1	58	478	330	2	14	575	595	0	6	2058
24:00	Approach	1	50	418	256	1	17	569	614	3	1	1929

Approach 1 AM peak 3531 11:00 - 12:00 PM peak 3744 13:25 - 14:25 Daily Total
56450

Sunday, 11 March 2018

Approach	1	1	2	3	5	6	7	8	9	10		
01:00	Approach	1	17	270	121	1	10	425	396	0	1	1241
02:00	Approach	1	10	207	80	0	4	267	243	0	0	811
03:00	Approach	1	12	156	52	1	5	201	202	1	2	632
04:00	Approach	1	10	162	52	0	6	186	152	0	2	570
05:00	Approach	1	5	119	52	0	2	133	108	2	3	424
06:00	Approach	1	17	200	106	0	1	106	73	1	3	507
07:00	Approach	1	32	302	178	0	10	152	115	2	3	794
08:00	Approach	1	71	395	328	7	18	215	193	3	5	1235
09:00	Approach	1	106	504	521	9	26	334	318	7	11	1836
10:00	Approach	1	179	746	746	55	39	475	505	18	51	2814
11:00	Approach	1	196	752	790	28	56	604	650	11	25	3112
12:00	Approach	1	224	854	852	56	177	653	664	32	42	3554
13:00	Approach	1	251	808	825	30	43	717	754	44	83	3555
14:00	Approach	1	205	807	775	16	26	710	744	25	59	3367
15:00	Approach	1	183	792	745	21	51	669	744	27	71	3303
16:00	Approach	1	176	739	693	13	108	761	819	11	10	3330
17:00	Approach	1	179	656	665	9	36	753	816	12	14	3140
18:00	Approach	1	174	686	628	11	29	725	764	7	16	3040
19:00	Approach	1	108	595	489	8	23	663	665	9	6	2566
20:00	Approach	1	105	499	406	8	17	586	558	8	1	2188
21:00	Approach	1	57	400	312	5	23	533	530	7	1	1868
22:00	Approach	1	55	413	266	1	11	483	443	1	3	1676
23:00	Approach	1	23	284	185	0	10	398	355	0	2	1257
24:00	Approach	1	10	141	87	0	6	250	223	3	1	721

Approach 1 AM peak 3554 11:00 - 12:00 PM peak 3555 12:00 - 13:00 Daily Total
47541

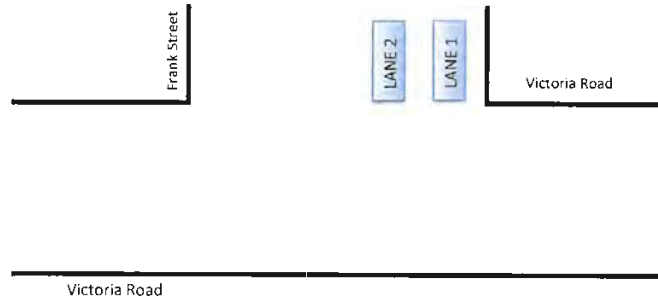
TRANSPORT AND TRAFFIC PLANNING ASSOCIATES

APPENDIX H

QUEUE RECORDING RESULTS

ITEM 7 (continued)

Client	T.T.P.A.			
Location	NORTH EAST Frank Street	SOUTH EAST Victoria Road	SOUTH WEST	NORTH WEST Victoria Road
Date	Monday, 26 March 2018			
Survey Time	0800 - 0930	1430 - 1800		
Description	Queue length survey			



AM		
	LANE 1	LANE 2
8:00 to 8:15	2	2
8:15 to 8:30	3	6
8:30 to 8:45	3	8
8:45 to 9:00	3	6
9:00 to 9:15	2	2
9:15 to 9:30	3	2

PM		
	LANE 1	LANE 2
14:30 to 14:45	2	3
14:45 to 15:00	3	3
15:00 to 15:15	3	18
15:15 to 15:30	3	18
15:30 to 15:45	3	6
15:45 to 16:00	3	4
16:00 to 16:15	3	9
16:15 to 16:30	3	4
16:30 to 16:45	3	5
16:45 to 17:00	6	10
17:00 to 17:15	3	7
17:15 to 17:30	4	8
17:30 to 17:45	5	9
17:45 to 18:00	3	6

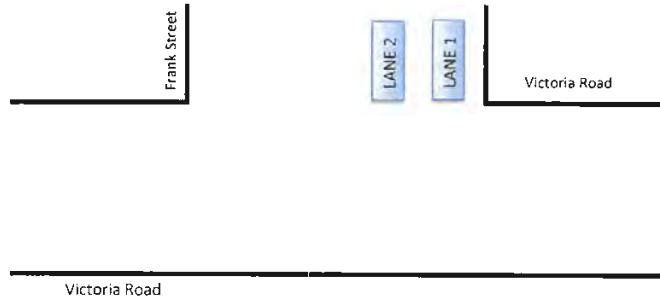
Traffic Information Specialists

ABN: 42 613 389 923

Email info@traffinfospecialist.com.au

ITEM 7 (continued)

Client	T.T.P.A.			
Location	NORTH EAST Frank Street	SOUTH EAST Victoria Road	SOUTH WEST	NORTH WEST Victoria Road
Date	Tuesday, 27 March 2018			
Survey Time	0800 - 0930	1430 - 1800		
Description	Queue length survey			



AM		
	LANE 1	LANE 2
8:00 to 8:15	3	3
8:15 to 8:30	2	4
8:30 to 8:45	4	4
8:45 to 9:00	3	3
9:00 to 9:15	2	2
9:15 to 9:30	2	2

PM		
	LANE 1	LANE 2
14:30 to 14:45	2	4
14:45 to 15:00	2	4
15:00 to 15:15	3	9
15:15 to 15:30	2	16
15:30 to 15:45	3	7
15:45 to 16:00	3	5
16:00 to 16:15	3	5
16:15 to 16:30	2	3
16:30 to 16:45	3	4
16:45 to 17:00	4	3
17:00 to 17:15	5	5
17:15 to 17:30	7	4
17:30 to 17:45	4	3
17:45 to 18:00	7	3

Traffic Information Specialists

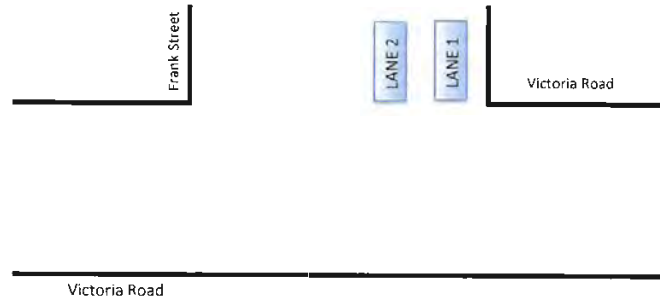
ABN: 42 613 389 923

Email info@traffinfospecialist.com.au

ITEM 7 (continued)

ATTACHMENT 1

Client	T.T.P.A.			
Location	NORTH EAST Frank Street	SOUTH EAST Victoria Road	SOUTH WEST	NORTH WEST Victoria Road
Date	Wednesday, 28 March 2018			
Survey Time	0800 - 0930	1430 - 1800		
Description	Queue length survey			



AM		
	LANE 1	LANE 2
8:00 to 8:15	3	2
8:15 to 8:30	3	4
8:30 to 8:45	4	5
8:45 to 9:00	4	3
9:00 to 9:15	1	3
9:15 to 9:30	1	2

PM		
	LANE 1	LANE 2
14:30 to 14:45	3	5
14:45 to 15:00	2	4
15:00 to 15:15	2	18
15:15 to 15:30	3	18
15:30 to 15:45	3	6
15:45 to 16:00	2	2
16:00 to 16:15	3	4
16:15 to 16:30	3	3
16:30 to 16:45	4	6
16:45 to 17:00	3	5
17:00 to 17:15	7	7
17:15 to 17:30	8	5
17:30 to 17:45	4	5
17:45 to 18:00	7	3

Traffic Information Specialists

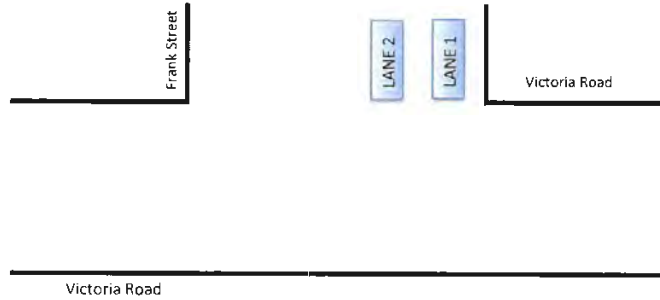
ABN: 42 613 389 923

Email info@traffinfospecialist.com.au

ITEM 7 (continued)

ATTACHMENT 1

Client	T.T.P.A.			
Location	NORTH EAST Frank Street	SOUTH EAST Victoria Road	SOUTH WEST	NORTH WEST Victoria Road
Date	Thursday, 29 March 2018			
Survey Time	0800 - 0930	1430 - 1800		
Description	Queue length survey			



AM		
	LANE 1	LANE 2
8:00 to 8:15	2	5
8:15 to 8:30	3	3
8:30 to 8:45	3	6
8:45 to 9:00	6	6
9:00 to 9:15	7	3
9:15 to 9:30	3	4

PM		
	LANE 1	LANE 2
14:30 to 14:45	6	3
14:45 to 15:00	3	3
15:00 to 15:15	4	5
15:15 to 15:30	4	8
15:30 to 15:45	5	3
15:45 to 16:00	2	4
16:00 to 16:15	5	3
16:15 to 16:30	5	6
16:30 to 16:45	6	5
16:45 to 17:00	4	5
17:00 to 17:15	5	7
17:15 to 17:30	5	7
17:30 to 17:45	4	7
17:45 to 18:00	3	7

Traffic Information Specialists

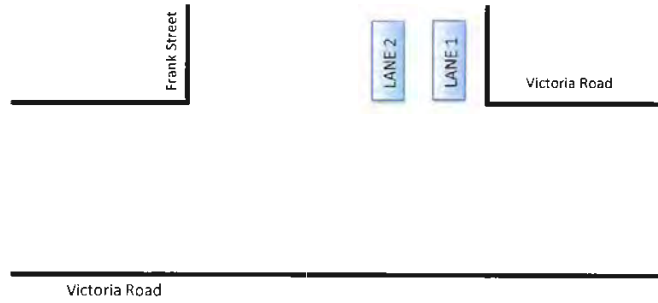
ABN: 42 613 389 923

Email info@trafficinfospecialist.com.au

ITEM 7 (continued)

ATTACHMENT 1

Client	T.T.P.A.			
Location	NORTH EAST Frank Street	SOUTH EAST Victoria Road	SOUTH WEST	NORTH WEST Victoria Road
Date	Friday, 16 March 2018			
Survey Time	0800 - 0930	1430 - 1800		
Description	Queue length survey			



AM		
	LANE 1	LANE 2
8:00 to 8:15	1	4
8:15 to 8:30	2	6
8:30 to 8:45	3	5
8:45 to 9:00	6	5
9:00 to 9:15	4	4
9:15 to 9:30	2	4

PM		
	LANE 1	LANE 2
14:30 to 14:45	3	5
14:45 to 15:00	5	5
15:00 to 15:15	3	6
15:15 to 15:30	2	15
15:30 to 15:45	3	4
15:45 to 16:00	4	7
16:00 to 16:15	4	5
16:15 to 16:30	6	6
16:30 to 16:45	4	6
16:45 to 17:00	2	5
17:00 to 17:15	5	9
17:15 to 17:30	5	3
17:30 to 17:45	3	4
17:45 to 18:00	4	3

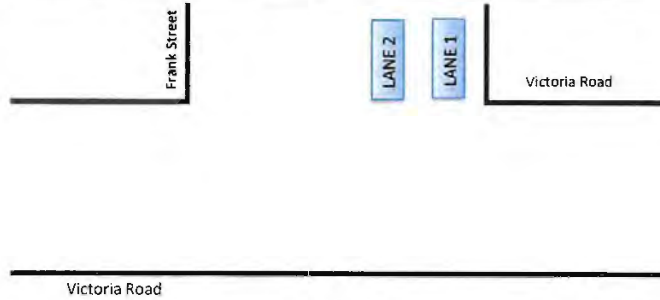
Traffic Information Specialists

ABN. 42 613 389 923

Email info@trafficinfospecialist.com.au

ITEM 7 (continued)

Client	T.T.P.A.			
Location	NORTH EAST Frank Street	SOUTH EAST Victoria Road	SOUTH WEST -	NORTH WEST Victoria Road
Date	Monday, 26 March 2018			
Survey Time	1500 - 1530			
Description	Queue length survey			



AM	Number of Car queue at start of Green Phase		Number of cars Left in Queue after Green Phase	
	LANE 1	LANE 2	LANE 1	LANE 2
1st Cycle	1	2	0	0
2nd Cycle	1	2	0	0
3rd Cycle	1	2	0	0
4th Cycle	3	2	0	0
5th Cycle	3	13	0	10
6th Cycle	1	11	0	8
7th Cycle	2	14	0	10
8th Cycle	5	17	0	13
9th Cycle	2	18	0	10
10th Cycle	3	10	0	4
11th Cycle	1	6	0	2
12th Cycle	2	5	0	0
13th Cycle	2	3	0	0
14th Cycle	1	1	0	0

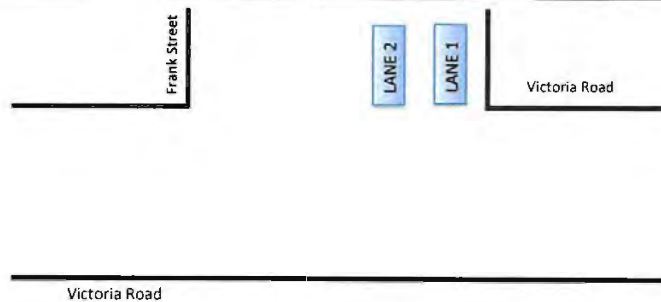
Traffic Information Specialists

AIBN: 42 613 389 923

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ITEM 7 (continued)

Client	T.T.P.A.			
Location	NORTH EAST Frank Street	SOUTH EAST Victoria Road	SOUTH WEST	NORTH WEST Victoria Road
Date	Wednesday, 28 March 2018			
Survey Time	1500 - 1530			
Description	Queue length survey			



AM	Number of Car queue at start of Green Phase		Number of cars Left in Queue after Green Phase	
	LANE 1	LANE 2	LANE 1	LANE 2
1st Cycle	0	1	0	0
2nd Cycle	2	0	0	0
3rd Cycle	3	4	0	0
4th Cycle	1	4	0	0
5th Cycle	2	5	0	0
6th Cycle	1	3	0	0
7th Cycle	3	16	0	12
8th Cycle	3	18	0	14
9th Cycle	3	18	0	15
10th Cycle	2	18	0	12
11th Cycle	7	8	1	6
12th Cycle	1	1	0	0
13th Cycle	4	4	0	0
14th Cycle	1	2	0	0
15th Cycle	2	3	0	0

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TRANSPORT AND TRAFFIC PLANNING ASSOCIATES

APPENDIX I

SCHOOL ACCESS COUNTS

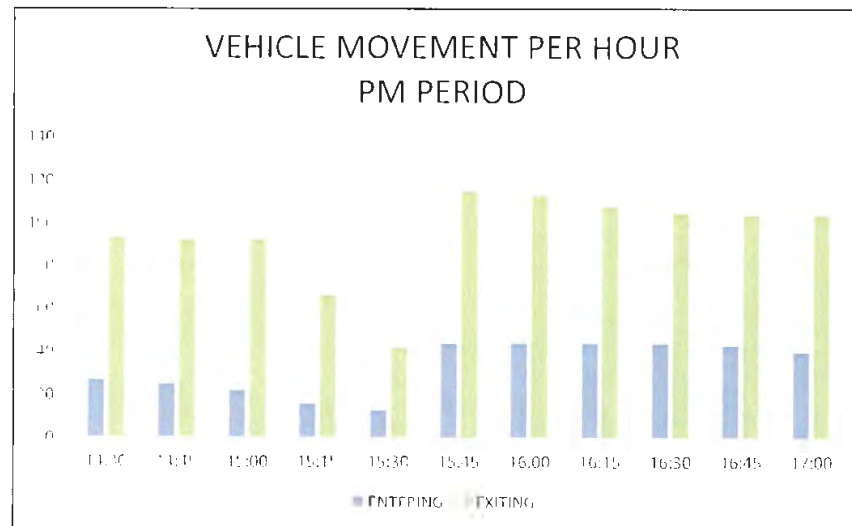
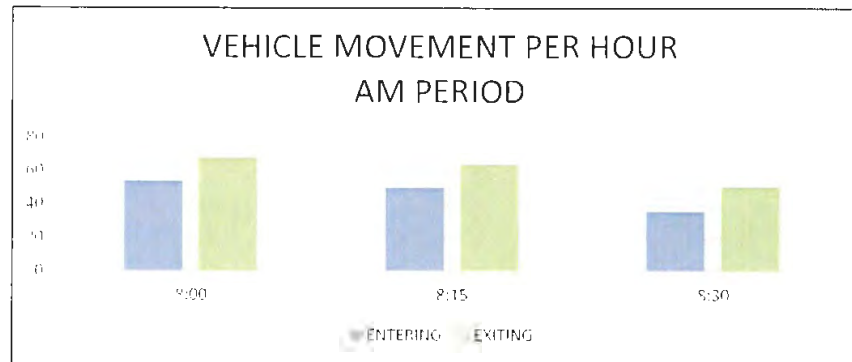
ITEM 7 (continued)



LOCATION	NORTH	Frank Street	TIME PERIOD	0800 - 0930
	EAST	-		1430 - 1800
	SOUTH	-		-
	WEST	-	DATE	Wednesday, 28 March 2018
SUBURB	GLADESVILLE		WEATHER	-

Vehicle ENTERING Vehicle EXITING

MOVEMENTS			1	2	
Time Per HOUR			ENTERING	EXITING	
8:00	-	9:00	54	68	122
8:15	-	9:15	50	64	114
8:30	-	9:30	36	51	87
Period End			140	183	323
14:30	-	15:30	27	93	120
14:45	-	15:45	25	92	117
15:00	-	16:00	22	92	114
15:15	-	16:15	16	66	82
15:30	-	16:30	13	42	55
15:45	-	16:45	44	115	159
16:00	-	17:00	44	113	157
16:15	-	17:15	44	108	152
16:30	-	17:30	44	105	149
16:45	-	17:45	43	104	147
17:00	-	18:00	40	104	144
Period End			362	1034	1396



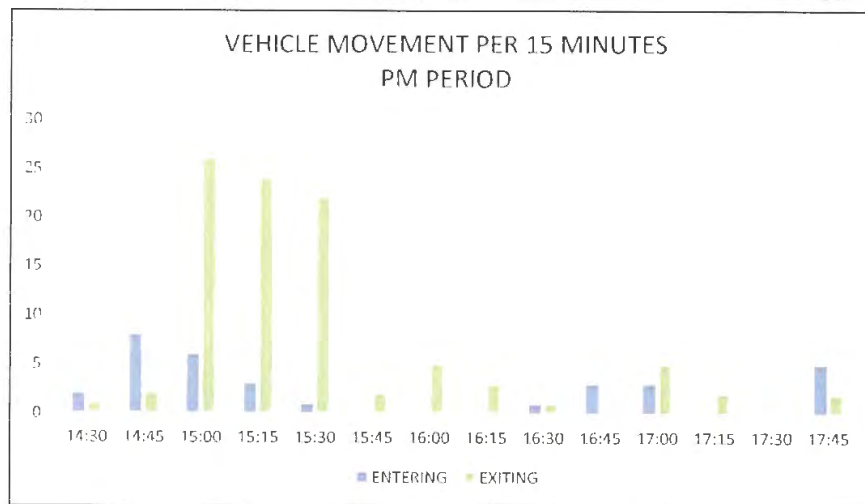
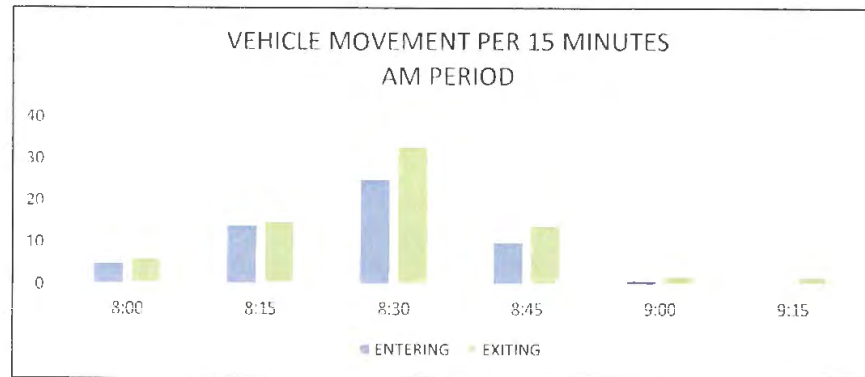
ITEM 7 (continued)



LOCATION	NORTH	Frank Street	TIME PERIOD	0800 - 0930
	EAST	-		1430 - 1800
	SOUTH	-		-
	WEST	-	DATE	Wednesday, 28 March 2018
SUBURB	GLADESVILLE		WEATHER	-

Vehicle ENTERING Vehicle EXITING

MOVEMENTS			1	2	
Time Per 15 Mins			ENTERING	EXITING	
8:00	-	8:15	5	6	11
8:15	-	8:30	14	15	29
8:30	-	8:45	25	33	58
8:45	-	9:00	10	14	24
9:00	-	9:15	1	2	3
9:15	-	9:30	0	2	2
Period End			55	72	127
14:30	-	14:45	2	1	3
14:45	-	15:00	8	2	10
15:00	-	15:15	6	26	32
15:15	-	15:30	3	24	27
15:30	-	15:45	1	22	23
15:45	-	16:00	0	2	2
16:00	-	16:15	0	5	5
16:15	-	16:30	0	3	3
16:30	-	16:45	1	1	2
16:45	-	17:00	3	0	3
17:00	-	17:15	3	5	8
17:15	-	17:30	0	2	2
17:30	-	17:45	0	0	0
17:45	-	18:00	5	2	7
Period End			32	95	127



TRANSPORT AND TRAFFIC PLANNING ASSOCIATES

APPENDIX J

INTERSECTION SURVEY RESULTS

ITEM 7 (continued)



Location	Frank Street	Duration	0800 - 0930
	Victoria Road		1430 - 1800
	-		-
	Victoria Road	Day/Date	Friday, 23 March 2018
Suburb	GLADESVILLE	Weather	-

All Vehicles Time Per Hour	NORTH EAST Frank Street				SOUTH EAST Victoria Road				SOUTH WEST		NORTH WEST Victoria Road				TOTAL
	L	I	R	TOTAL	L	I	R	TOTAL			L	I	R	TOTAL	
8:00 - 9:00	45		90	135		1313	103	1416			77	1853		1930	3481
8:15 - 9:15	54		86	140		1329	99	1428			72	1839		1911	3479
8:30 - 9:30	53		77	130		1287	82	1369			80	1853		1933	3432
Period End	152		253	405		3929	284	4213			229	5545		5774	10392
14:30 - 15:30	56		93	149		1437	44	1481			48	1587		1635	3265
14:45 - 15:45	56		103	159		1486	47	1533			50	1653		1703	3395
15:00 - 16:00	57		110	167		1516	48	1564			43	1733		1776	3507
15:15 - 16:15	60		106	166		1555	42	1597			43	1866		1909	3672
15:30 - 16:30	70		84	154		1623	35	1658			38	1888		1926	3738
15:45 - 16:45	77		89	166		1674	35	1709			35	1994		2029	3904
16:00 - 17:00	80		84	164		1682	33	1715			41	2080		2121	4000
16:15 - 17:15	83		91	174		1676	45	1721			38	2079		2117	4012
16:30 - 17:30	69		88	157		1681	53	1734			38	2135		2173	4064
16:45 - 17:45	61		86	147		1673	54	1727			37	2032		2069	3943
17:00 - 18:00	61		77	138		1642	56	1698			31	2006		2037	3873
Period End	730		1011	1741		17645	492	18137			442	21053		21495	41373

Traffic Information Specialists

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ITEM 7 (continued)



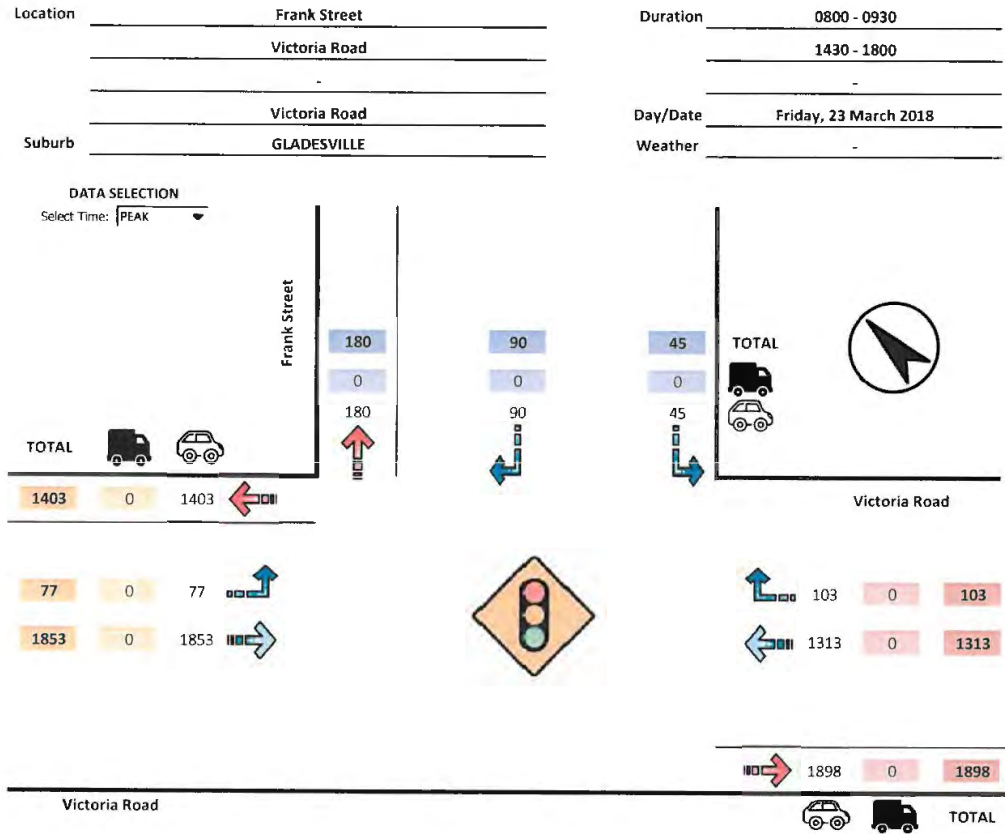
Location	Frank Street	Duration	0800 - 0930
	Victoria Road		1430 - 1800
	-		-
	Victoria Road	Day/Date	Friday, 23 March 2018
Suburb	GLADESVILLE	Weather	-

All Vehicles Time Per 15 Mins	NORTH EAST Frank Street				SOUTH EAST Victoria Road				SOUTH WEST -				NORTH WEST Victoria Road				TOTAL
	L	I	R	TOTAL	L	I	R	TOTAL	L	I	R	TOTAL	L	I	R	TOTAL	
8:00 - 8:15	4		15	19		341	20	361					20	453		473	853
8:15 - 8:30	6		20	26		334	28	362					16	451		467	855
8:30 - 8:45	18		30	48		315	35	350					14	469		483	881
8:45 - 9:00	17		25	42		323	20	343					27	480		507	892
9:00 - 9:15	13		11	24		357	16	373					15	439		454	851
9:15 - 9:30	5		11	16		292	11	303					24	465		489	808
Period End	63		112	175		1962	130	2092					116	2757		2873	5140
14:30 - 14:45	13		10	23		352	8	360					8	375		383	766
14:45 - 15:00	11		13	24		375	8	383					13	394		407	814
15:00 - 15:15	12		27	39		387	13	400					13	354		367	806
15:15 - 15:30	20		43	63		323	15	338					14	464		478	879
15:30 - 15:45	13		20	33		401	11	412					10	441		451	896
15:45 - 16:00	12		20	32		405	9	414					6	474		480	926
16:00 - 16:15	15		23	38		426	7	433					13	487		500	971
16:15 - 16:30	30		21	51		391	8	399					9	486		495	945
16:30 - 16:45	20		25	45		452	11	463					7	547		554	1062
16:45 - 17:00	15		15	30		413	7	420					12	560		572	1022
17:00 - 17:15	18		30	48		420	19	439					10	486		496	983
17:15 - 17:30	16		18	34		396	16	412					9	542		551	997
17:30 - 17:45	12		23	35		444	12	456					6	444		450	941
17:45 - 18:00	15		6	21		382	9	391					6	534		540	952
Period End	222		294	516		5567	153	5720					136	6588		6724	12960

Traffic Information Specialists

ABN: 42 613 389 923

Email info@trafficinfospecialist.com.au



Traffic Information Specialists

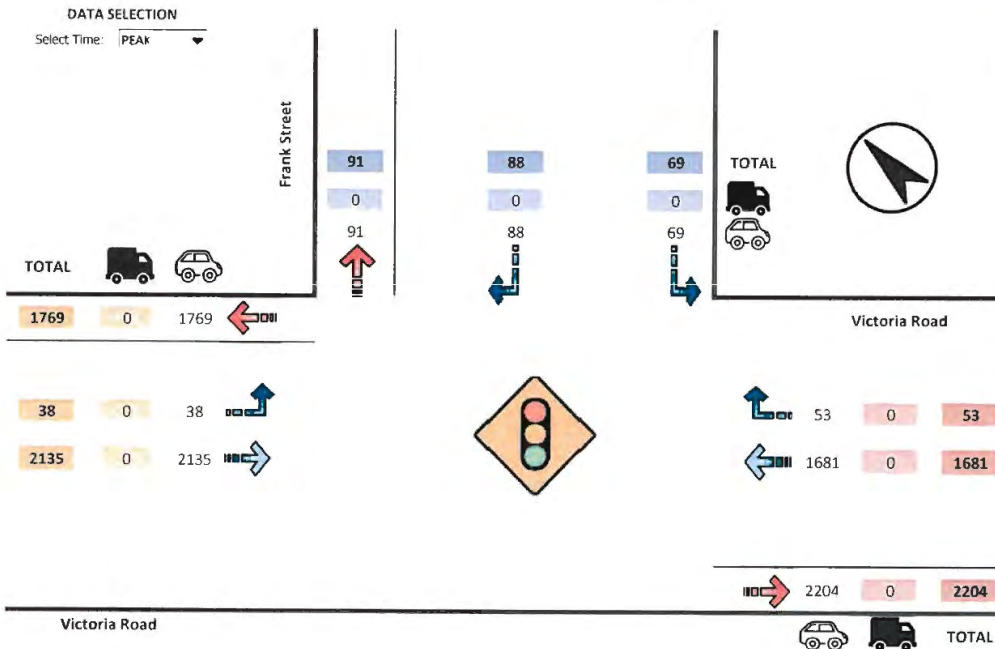
ABN: 42 613 389 923

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Location Frank Street
Victoria Road
Victoria Road
 Suburb GLADESVILLE

Duration 0800 - 0930
1430 - 1800
 Day/Date Friday, 23 March 2018
 Weather -



Traffic Information Specialists

ABN: 42 613 389 923

Email info@traffinfospecialist.com.au

TRANSPORT AND TRAFFIC PLANNING ASSOCIATES

APPENDIX K

SIDRA RESULTS

MOVEMENT SUMMARY

 Site: 101 [VICTORIA RD - FRANK ST WITH ROAD CLOSURE AM - 8.00-9.00AM]

New Site

Signals - Fixed Time Coordinated Cycle Time = 140 seconds (User-Given Cycle Time)

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Flows		Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate per veh	Average Speed km/h	
		Total veh/h	HV %				Vehicles veh	Distance m				
East: VICTORIA ROAD												
5	T1	1313	2.0	0.332	0.6	LOS A	0.9	6.1	0.03	0.03	59.0	
6	R2	103	2.0	0.481	6.8	LOS A	0.4	3.1	0.06	0.60	50.5	
Approach		1416	2.0	0.481	1.0	LOS A	0.9	6.1	0.03	0.07	58.0	
North: FRANK ST												
7	L2	45	2.0	0.202	44.1	LOS D	2.2	15.6	0.94	0.73	27.6	
9	R2	90	2.0	0.860	85.6	LOS F	6.8	48.7	1.00	0.95	20.3	
Approach		135	2.0	0.860	71.8	LOS E	6.8	48.7	0.98	0.88	22.1	
West: VICTORIA ROAD												
10	L2	77	2.0	0.062	6.1	LOS A	0.1	0.8	0.02	0.58	51.7	
11	T1	1853	2.0	0.832	1.2	LOS A	6.7	47.9	0.12	0.11	57.9	
Approach		1930	2.0	0.832	1.4	LOS A	6.7	47.9	0.11	0.13	57.5	
All Vehicles		3481	2.0	0.860	4.0	LOS A	6.8	48.7	0.12	0.13	53.2	

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians										
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue		Prop. Queued	Effective Stop Rate per ped		
					Pedestrian ped	Distance m				
P2	East Full Crossing	50	64.3	LOS F	0.2	0.2	0.96	0.96		
P3	North Full Crossing	50	15.6	LOS B	0.1	0.1	0.47	0.47		
P4	West Full Crossing	50	64.3	LOS F	0.2	0.2	0.96	0.96		
All Pedestrians		150	48.0	LOS E			0.80	0.80		

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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 APRIL 2018.sip7

MOVEMENT SUMMARY

Site: 101 [VICTORIA RD - FRANK ST WITH ROAD CLOSURE SCHOOL PEAK - 3.00-4.00PM]

New Site

Signals - Fixed Time Coordinated Cycle Time = 140 seconds (User-Given Cycle Time)

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Flows		Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate per veh	Average Speed km/h	
		Total veh/h	HV %				Vehicles veh	Distance m				
East: VICTORIA ROAD												
5	T1	1516	2.0	0.387	0.6	LOS A	1.1	7.7	0.03	0.03	58.9	
6	R2	48	2.0	0.248	6.2	LOS A	0.1	0.7	0.03	0.58	51.1	
Approach		1564	2.0	0.387	0.8	LOS A	1.1	7.7	0.03	0.05	58.5	
North: FRANK ST												
7	L2	57	2.0	0.291	47.0	LOS D	2.9	21.0	0.96	0.74	26.8	
9	R2	110	2.0	0.935	94.1	LOS F	8.9	63.4	1.00	1.04	19.1	
Approach		167	2.0	0.935	78.0	LOS E	8.9	63.4	0.99	0.94	21.1	
West: VICTORIA ROAD												
10	L2	43	2.0	0.034	6.0	LOS A	0.1	0.4	0.02	0.58	51.8	
11	T1	1733	2.0	0.759	1.1	LOS A	4.5	32.3	0.08	0.08	58.1	
Approach		1776	2.0	0.759	1.2	LOS A	4.5	32.3	0.08	0.09	57.9	
All Vehicles		3507	2.0	0.935	4.7	LOS A	8.9	63.4	0.10	0.11	52.2	

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue		Prop. Queued	Effective Stop Rate per ped	
					Pedestrian ped	Distance m			
P2	East Full Crossing	50	64.3	LOS F	0.2	0.2	0.96	0.96	
P3	North Full Crossing	50	14.7	LOS B	0.1	0.1	0.46	0.46	
P4	West Full Crossing	50	64.3	LOS F	0.2	0.2	0.96	0.96	
All Pedestrians		150	47.7	LOS E			0.79	0.79	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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MOVEMENT SUMMARY

 Site: 101 [VICTORIA RD - FRANK ST WITH ROAD CLOSURE SCHOOL PEAK - 4.30-5.30PM]

New Site

Signals - Fixed Time Coordinated Cycle Time = 140 seconds (User-Given Cycle Time)

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Flows		Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate per veh	Average Speed km/h	
		Total veh/h	HV %				Vehicles veh	Distance m				
East: VICTORIA ROAD												
5	T1	1681	2.0	0.416	0.6	LOS A	1.3	9.0	0.04	0.03	58.9	
6	R2	53	2.0	0.341	6.5	LOS A	0.1	1.0	0.04	0.59	50.8	
Approach		1734	2.0	0.416	0.8	LOS A	1.3	9.0	0.04	0.05	58.5	
North: FRANK ST												
7	L2	69	2.0	0.440	50.0	LOS D	3.7	26.4	0.99	0.75	26.0	
9	R2	88	2.0	1.121	196.4	LOS F	10.9	77.9	1.00	1.30	11.1	
Approach		157	2.0	1.121	132.1	LOS F	10.9	77.9	1.00	1.06	14.7	
West: VICTORIA ROAD												
10	L2	38	2.0	0.030	6.0	LOS A	0.1	0.4	0.02	0.58	51.8	
11	T1	2135	2.0	0.903	3.0	LOS A	14.1	100.1	0.19	0.19	55.0	
Approach		2173	2.0	0.903	3.1	LOS A	14.1	100.1	0.19	0.20	55.0	
All Vehicles		4064	2.0	1.121	7.1	LOS A	14.1	100.1	0.15	0.17	49.1	

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians										
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue		Prop. Queued	Effective Stop Rate per ped		
					Pedestrian ped	Distance m				
P2	East Full Crossing	50	64.3	LOS F	0.2	0.2	0.96	0.96		
P3	North Full Crossing	50	13.3	LOS B	0.1	0.1	0.44	0.44		
P4	West Full Crossing	50	64.3	LOS F	0.2	0.2	0.96	0.96		
All Pedestrians		150	47.3	LOS E			0.78	0.78		

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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 Project: T:\WORK\1616001 - BUNNINGS GLADESVILLE - From 10192\MODELLING\VICTORIA RD - FRANK ST WITH ROAD CLOSURE
 APRIL 2018.sip7

MOVEMENT SUMMARY

 Site: 101 [VICTORIA RD - FRANK ST WITH ROAD CLOSURE SCHOOL PEAK - 3.15-3.30PM]

New Site

Signals - Fixed Time Coordinated Cycle Time = 140 seconds (User-Given Cycle Time)

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Flows		Deg. Sat'n v/c	Average Delay sec	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate per veh	Average Speed km/h	
		Total veh/h	HV %				Vehicles veh	Distance m				
East: VICTORIA ROAD												
5	T1	1292	2.0	0.360	0.7	LOS A	0.9	6.3	0.03	0.03	58.8	
6	R2	60	2.0	0.353	6.6	LOS A	0.1	1.1	0.04	0.59	50.8	
Approach		1352	2.0	0.360	1.0	LOS A	0.9	6.3	0.03	0.05	58.2	
North: FRANK ST												
7	L2	80	2.0	0.322	42.4	LOS D	3.9	27.4	0.94	0.75	28.1	
9	R2	172	2.0	1.012	122.3	LOS F	16.4	116.6	1.00	1.16	16.1	
Approach		252	2.0	1.012	96.9	LOS F	16.4	116.6	0.98	1.03	18.5	
West: VICTORIA ROAD												
10	L2	56	2.0	0.046	6.1	LOS A	0.1	0.6	0.02	0.58	51.7	
11	T1	1856	2.0	0.900	3.6	LOS A	12.4	88.1	0.18	0.19	54.2	
Approach		1912	2.0	0.900	3.7	LOS A	12.4	88.1	0.18	0.20	54.1	
All Vehicles		3516	2.0	1.012	9.3	LOS A	16.4	116.6	0.18	0.20	46.6	

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue		Prop. Queued	Effective Stop Rate per ped	
					Pedestrian ped	Distance m			
P2	East Full Crossing	200	64.7	LOS F	0.8	0.8	0.97	0.97	
P3	North Full Crossing	200	18.7	LOS B	0.4	0.4	0.52	0.52	
P4	West Full Crossing	200	64.7	LOS F	0.8	0.8	0.97	0.97	
All Pedestrians		600	49.3	LOS E			0.82	0.82	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

SIDRA INTERSECTION 7.0 | Copyright © 2000-2017 Akcelik and Associates Pty Ltd | sidrasolutions.com
 Organisation: TRANSPORT AND TRAFFIC PLANNING ASSOCIATES | Processed: Wednesday, 11 April 2018 2:54:24 PM
 Project: T:\WORK\16\16001 - BUNNINGS GLADESVILLE - From 10192\MODELLING\VICTORIA RD - FRANK ST WITH ROAD CLOSURE
 APRIL 2018.sip7

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9 May 2018

Traffic and Development Engineer
City of Ryde
Locked Bag 2069
NORTH RYDE NSW 1670

**RE: COLLEGE STREET CLOSURE: 12 MONTH POST IMPLEMENTATION REVIEW
ASSESSMENT OF TTPA FINDINGS AND RECOMMENDATIONS**

Bitzios Consulting has been commissioned by the City of Ryde (CoR) to provide independent recommendations for the proposed traffic management (either one-way closure or full closure) of College Street as part of the proposed Bunning development at 461-495 Victoria Road, Gladesville. The College Street full road closure trial was implemented, and the assessment of the closure impacts and benefits were documented in the "12 Month Post Implementation Review Report" by TTPA (April 2018, Version E).

This letter provides our review of TTPA's findings and offers our recommendations as to a way forward with the closure.

1.0 KEY FINDINGS/CONCLUSIONS

Key findings from the review of the TTPA report are as follows:

- in terms of north-south travel, the closure appeared to remove approximately 80 vph in the AM peak from Orient Street with approximately 50 vph more appearing on Cressy Road. In the PM peak approximately 50 vph - 60 vph was removed off Orient Street and very few (if any) of these trips appeared on Cressy Road. A conclusion that could be drawn is that the AM peak traffic re-assignment onto Cressy Road may be associated with school-related traffic, given that the PM commuter peak is outside school hours;
- the closure has achieved its objective of significantly reducing traffic volumes on Orient Street and on College Street east of Orient Street;
- the impacts of the closure on Cressy Road traffic volumes are less than expected in pre-closure modelling and may suggest some broader route choice influences on roads such as Monash Road (but this is not expected to be significant);
- the site visits have confirmed the presence of very long queues in the Frank Street approach to the Frank Street/Victoria Road intersection at school peak times. This is particularly evident in the school PM (pick-up) peak when departures profiles are generally more condensed. The site visit also identified that when all of the available parking is taken, there is no opportunity to recirculate efficiently back to Frank Street to again search for a vacant space, leading to risky manoeuvres;

- the site visits have confirmed that the right turn out of Frank Street is now held at red for the entire pedestrian clearance time for pedestrians crossing the western side of the intersection. This additional delay to right turning vehicles out of Frank Street is expected to be the primary cause of the longer queues;
- TTPA has recommended that RMS be requested to change the 'red for pedestrian' protection time back to the former 'walk only' time until the Frank Street approach is widened to provide more green time for the right turn movement out of Frank Street and reduce its queues. As an alternative TTPA suggested that the College Street closure be modified to allow eastbound movements (i.e. allow the movements that must exit via the Frank Street/Victoria Road intersection an alternative egress); and
- it is unlikely that RMS will modify the signal timings back to the previous condition.

2.0 RECOMMENDATIONS

It is recommended that:

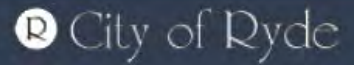
1. The College Street closure be made as a permanent one-way closure allowing eastbound traffic movements and prohibiting westbound traffic movements, consistent with the recommendations of the *Bunnings Gladesville Traffic and Parking Study (2015)*. The one-way closure achieves a balance between limiting the volume of through traffic along College Street and along Orient Street whilst supporting sufficient egress and circulation opportunities for school-related and local business-related traffic.

Please do not hesitate to contact me with any questions regarding this advice.

Yours faithfully

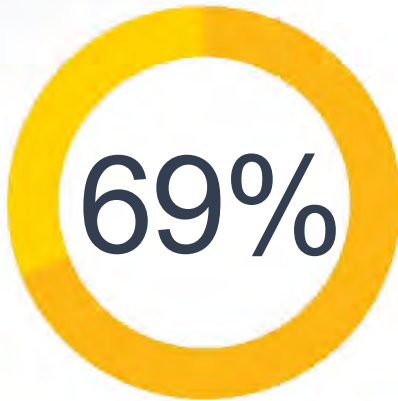
A handwritten signature in blue ink, appearing to read "D. Bitzios".

Damien Bitzios
Director
BITZIOS CONSULTING



College Street Partial Closure Feedback July 2018

Households/addresses (n=746**)



Supported some form of road opening*

50% One way / general support*

18% Two ways*

1% Mixed feedback*

* Percentage rounded to the nearest whole percent

** Duplicates (by household) were removed

60% n=105**	of respondents directly affected supported some form of road opening*	73% n=346**	of respondents in the Ryde LGA supported some form of road opening*	66% n=295**	of respondents out of the LGA/unknown supported some form of road opening*
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Top themes of respondent comments who want College St open

Size of text indicate the relative frequency of the response

General comments of support
Safer for pedestrians/drivers and emergency vehicles
Will improve the traffic/congestion
Better access/exits needed
Road closure negatively impacts business

Top themes of respondent comments who want College St closed

Size of text indicate the relative frequency of the response

Residential amenity
Goes against the original decision/trial period
Seeking the separation of industrial/residential traffic
Safety concerns
Traffic, speeding and rat run concerns

CONSULTATION RESULTS

TOTAL Respondents

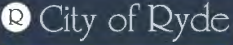

Households/addresses (n=745*)



Supported some form of road opening:

- 50% One way / general support
- 18% Two ways
- 1% Mixed feedback

*Duplicates (by household) were removed

 <i>College St</i>	1.	2.	3.	4. 	5.	6.
	BACKGROUND	TRAFFIC STUDY REPORT	CONSULTATION	CONSULTATION RESULTS	RECOMMENDATION	NEXT STEPS

ITEM 7 (continued)

CONSULTATION RESULTS

Respondents who live **INSIDE the Ryde Local Government Area**

Households/addresses (n=450*)

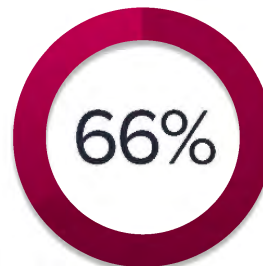


Support some form of road opening:

- 49% One way / general support
- 19% Two ways
- 2% Mixed feedback

Respondents who live **OUTSIDE the Ryde Local Government Area**

Households/addresses (n=273*)



Support some form of road opening:

- 51% One way / general support
- 15% Two ways

Respondents whose addresses were **UNIDENTIFIED**

Households/addresses (n=22*)



Support some form of road opening:

- 50% One way / general support
- 18% Two ways

*Duplicates (by household) were removed

1. BACKGROUND

2. TRAFFIC STUDY REPORT

3. CONSULTATION

4. CONSULTATION RESULTS

5. RECOMMENDATION

6. NEXT STEPS

ITEM 7 (continued)

CONSULTATION RESULTS

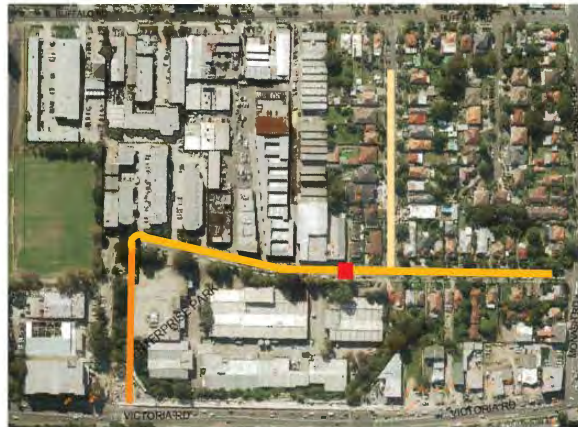
Respondents who are DIRECTLY affected

Households/addresses (n=105*)



Support some form of road opening:

- 37% One way / general support
- 20% Two ways
- 3% Mixed Feedback

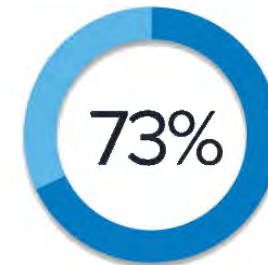


Legend:

- Frank St
- College St
- Orient St
- Closure point

Respondents who live in the WIDER Local Government Area

Households/addresses (n=345*)



Support some form of road opening:

- 52% One way / general support
- 19% Two ways
- 1% Mixed Feedback

*Duplicates (by household) were removed

<p>City of Ryde <i>College St</i></p>	<p>1.</p> <p>BACKGROUND</p>	<p>2.</p> <p>TRAFFIC STUDY REPORT</p>	<p>3.</p> <p>CONSULTATION</p>	<p>4.</p> <p>CONSULTATION RESULTS</p>	<p>5.</p> <p>RECOMMENDATION</p>	<p>6.</p> <p>NEXT STEPS</p>
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