



Community & Environment Committee

Agenda: *Community & Environment Committee*

Date: *Monday 14 September 2009*

Time: *6.00pm*

Outline of Meeting Protocol & Procedure:

- The Chairperson will call the Meeting to order and ask the Committee/Staff to present apologies or late correspondence.
- The Chairperson will commence the Order of Business as shown in the Index to the Agenda.
- At the beginning of each item the Chairperson will ask whether a member(s) of the public wish to address the Committee.
- If person(s) wish to address the Committee, they are allowed four (4) minutes in which to do so. Please direct comments to the issues at hand.
- If there are persons representing both sides of a matter (eg applicant/objector), the person(s) against the recommendation speak first.
- At the conclusion of the allotted four (4) minutes, the speaker resumes his/her seat and takes no further part in the debate unless specifically called to do so by the Chairperson.
- If there is more than one (1) person wishing to address the Committee from the same side of the debate, the Chairperson will request that where possible a spokesperson be nominated to represent the parties.
- The Chairperson has the discretion whether to continue to accept speakers from the floor.
- After considering any submissions the Committee will debate the matter (if necessary), and arrive at a recommendation (R items which proceed to Full Council) or a resolution (D items for which the Committee has delegated authority).

Recommendation only to the Full Council (“R” Items)

- Such matters as are specified in Section 377 of the Local Government Act and within the ambit of the Committee considerations.
- Matters which involve broad strategic or policy initiatives within responsibilities of Committee.
- Matters requiring the expenditure of moneys and in respect of which no Council vote has been made.
- Matters delegated to the Council by the Traffic Authority of NSW.
- Matters not within the specified functions of the Committee,
- Matters reserved by individual Councillors in accordance with any Council policy on "safeguards" and substantive changes.
- Parks and Reserves Plans of Management (Strategies, Policies and Objectives).
- Residential Parking Schemes - Provision and Policies.

Delegated Authority (“D” Items)

- Community Services and Programs.
- Library Services
- Health.
- Licensing.
- Liquor Licences.
- Regulatory.
- Fire Protection Orders.
- Residential Parking Schemes (surveillance and administration).
- Traffic Management (Traffic Committee Recommendations).
- Waste Minimisation.
- To require such investigations, reports or actions as considered necessary in respect of matters contained within the Business Agendas (and as may be limited by specific Council resolution).
- Confirmation of the Minutes of its Meetings.
- Any other matter falling within the responsibility of the Community and Environment Committee and not restricted by the Local Government Act or required to be a Recommendation to Full Council as listed above.
- Statutory reviews of Council's Delivery Program and Operational Plan.

Committee Membership:

7 Councillors

Quorum:

The quorum for a Committee meeting is 4 Councillors.

WOOLLAHRA MUNICIPAL COUNCIL

Notice of Meeting

10 September 2009

To: His Worship The Mayor, Councillor Andrew Petrie ex-officio
Councillors Peter Cavanagh (Chair)
Anthony Boskovitz
Susan Jarnason
Greg Medcraft
Ian Plater
Isabelle Shapiro
Susan Wynne (Deputy)

Dear Councillors

Community & Environment Committee Meeting – 14 September 2009

In accordance with the provisions of the Local Government Act 1993, I request your attendance at a Meeting of the Council's **Community and Environment Committee** to be held in the **Council Chambers, 536 New South Head Road, Double Bay, on Monday 14 September 2009 at 6.00pm.**

Gary James
General Manager

Additional Information Relating to Committee Matters

Site Inspection

Other Matters

Meeting Agenda

Item	Subject	Pages
1	Leave of Absence and Apologies	
2	Late Correspondence	
3	Declarations of Interest	

Items to be Decided by this Committee using its Delegated Authority

D1	Confirmation of Minutes of Meeting held on 24 August 2009	1
D2	Woollahra Local Traffic Committee Minutes – 4 September 2009	2
D3	Lawson Street/Glenmore Road Intersection – Request for pedestrian Crossing – 255.G	13
D4	Proposed Improvements to the Lyne Park Amenities Building to Accommodate A Kiosk/Café – 195.G Lyne Park	15

Items to be Submitted to the Council for Decision with Recommendations from this Committee - Nil

Item No: D1 Delegated to Committee
Subject: **Confirmation of Minutes of Meeting held on 24 August 2009**
Author: Les Windle, Manager - Governance
File No: See Council Minutes
Reason for Report: The Minutes of the Meeting of Monday 24 August 2009 were previously circulated. In accordance with the guidelines for Committees' operations it is now necessary that those Minutes be formally taken as read and confirmed.

Recommendation:

That the Minutes of the Community and Environment Committee Meeting of 24 August 2009 be taken as read and confirmed.

Les Windle
Manager - Governance

Item No: D2 Delegated to Committee
Subject: **Woollahra Local Traffic Committee Minutes – 4 August 2009**
Author: Warwick Hatton –Technical Services
File No: 595.G 2009
Reason for Report: For the Committee to consider the recommendations of the Woollahra Local Traffic Committee.

Recommendation:

THAT the Recommendations Y1-Y9 contained in the minutes of the Woollahra Traffic Committee, and as signed by the members of the Committee, held on Tuesday 1 September 2009 be adopted.

Warwick Hatton
Director - Technical Services

Woollahra Local Traffic Committee Minutes

The meeting of the Woollahra Local Traffic Committee was held in the Council Committee Room, Double Bay, on Tuesday 1 September 2009 at 10.00am.

1. Attendances

Committee Members:

Present:	Mr Warwick Hatton (Chairman)	(Woollahra Municipal Council)
	Mr Navin Prasad	(Roads and Traffic Authority)
	Const Louise Tsolakis	(Rose Bay Police - Traffic)
Staff:	Mr Frank Rotta	(Woollahra Municipal Council)
	Mr Daniel Pearse	(Woollahra Municipal Council)
	Mr Paul Davidson	(Woollahra Municipal Council)
Apologies:	Ms Robyn Attuell	(Clover Moore MP Representative)
	Mr Roy Bishop	(Clover Moore MP Representative)
	Ms Armodee Reece	(Woollahra Municipal Council)
	Mr John Giblin	(Peter Debnam MP Representative)
Observer:	Mr E Graham	(State Transit Authority)

2. Minutes of Previous Meeting

The minutes of Meeting No.07/09 held in Council Chambers, Double Bay, on Tuesday 4 August 2009 were confirmed by Mr N Prasad and Const L Tsolakis.

3. Matters Arising from Minutes of Previous Meetings

Nil

4. Local Traffic Committee recommendations not adopted or amended by Woollahra Council Community & Environment Committee

Nil

5. Extraordinary Meetings

Nil

6. Late Correspondence

Mr Roy Bishop (Clover Moore Representative) has provided correspondence expressing support for all relevant items.

7. Traffic Matters on Local Roads – Recommendation to C&E for Consideration

Item No: Y1 Traffic Matters on Local Roads – Recommendation to C&E for Consideration

Subject: **Parking Restrictions Changes**

Author: Frank Rotta – Traffic Engineer, Daniel Pearse – Traffic Engineer

File No: (Refer to Table 1)

Reason for Report: Various parking restriction changes throughout the Woollahra Council area.

Committee Vote: Unanimous Support

Recommendation:

That the recommendations of Item Y1-1 to Y1-3 contained in Annexure 1 be adopted.

Item Y1-1: Victoria Road, Bellevue Hill – Request for traffic mirror

Committee Vote: Unanimous Support

Recommendation:

That the installation of a mirror in Victoria Road at its intersection with Rivers Street not be introduced because:

- i. The use of traffic mirrors is not favoured in public areas as they are not recognised traffic facilities and give a distorted idea of vehicle distances.
- ii. A site inspection confirms that while the bend in Victoria Road does create sight distance difficulties for motorists wishing to turn right from Rivers Street into Victoria Road adequate sight distance can be achieved for if a motorist exercises the necessary care and attention.

Item Y1-2: Wallis Street, Woollahra – Request for pedestrian warning signage

Committee Vote: Unanimous Support

Recommendation:

1. That double sided Pedestrian Warning signs (W6-3) (Facing East & West) be installed on ELP No. SY24685, located on the southern side of Wallis Street opposite the common boundary between Nos 116-118 Wallis Street, Woollahra.
2. That double sided Pedestrian Warning signs (W6-3) (Facing East & West) be installed on ELP No. SY24688, located on the southern side of Wallis Street 15 metres west of its intersection with Nelson Street, Woollahra.

Item Y1-3: Windsor Lane, Paddington – Request for parking restrictions

Committee Vote: Unanimous Support

Recommendation:

That “No Parking” restrictions be installed on the southern side of Windsor Lane from 1 metre west of the prolongation of the common boundary between Nos 113 and 115 Windsor Street for a distance of 8.3 metres in an easterly direction.

Item No: Y2 Traffic Matters on Local Roads – Recommendation to C&E for Consideration

Subject: **Dudley Street, Rose Bay – Request For Pedestrian Crossing**

Author: Frank Rotta –Traffic Engineer

File No: 137.

Reason for Report: Request for Pedestrian Crossing across Dudley Street just west of Old South Head Road, Rose Bay.

Committee Vote: Unanimous Support

Recommendation:

- A. That the applicant be advised that a pedestrian crossing across Dudley Street, Rose Bay, just west of Old South Head Road is not considered appropriate for the following reasons:
- i) This location does not meet the warrants set out in AS 1742.10 – 1990 for a pedestrian crossing.
 - ii) The effect that a pedestrian crossing would have on queuing in Old South Head Road.
- B. That a kerb blister be installed on the northern side of Dudley Street, just west of Old South Head Road.
- C. That a speed cushion be installed across Dudley Road, 10m. back from the intersection of Old South Head Road.
- D. That following completion of a detailed design and cost estimate, consideration be given to funding this project in either the current Capital Works Program or the 2010/11 Capital Works Program.

Item No: Y3 Traffic Matters on Local Roads – Recommendation to C&E for Consideration

Subject: **Carlisle Street, Rose Bay – Request for Raised Crossing at Existing Pedestrian Crossing**

Author: Frank Rotta – Traffic Engineer

File No: T80.

Reason for Report: Request by parents for consideration of safety measures including a raised pedestrian crossing across Carlisle Street south-east of Hamilton Street.

Committee Vote: Unanimous Support

Recommendation:

- A. That Council apply to the RTA for the approval and funding of a Raised Crossing across Carlisle Street, south of Hamilton Street, Rose Bay on the site of the existing pedestrian crossing outside the primary school at this location.
- B. That the Raised Crossing be 75mm high to accommodate Sydney Buses and coaches servicing the school.

Item No: Y4 Traffic Matters on Local Roads – Recommendation to C&E for consideration.

Subject: **Mona Road and Darling Point Road, Darling Point – Traffic Calming / Pedestrian Friendly Facilities**

Author: Frank Rotta – Traffic Engineer

File No: T55.G Darling Point Traffic Study / T123 / 315

Reason for Report: Consideration of plan for traffic calming / pedestrian friendly facilities in Mona Road and Darling Point Road as per the Darling Point Traffic Study.

Committee Vote: Unanimous Support

Recommendation:

- A. That the installation of a 75mm recycled rubber speed cushion between the gutters in Mona Road between the two(2) driveways to No.42 Mona Road in a location and configuration as shown in Annexure 1 be approved in principle.
- B. That the installation of a 75mm recycled rubber speed cushion and median strip in Darling Point Road, just north of Marathon Road in a location and configuration as shown in Annexure 2 be approved in principle.
- C. That the installation of a pedestrian refuge in Darling Point Road just north of Yarranabbe Road in a location and configuration as shown in Annexure 3 be deferred to the October 2009 Traffic Committee Meeting pending advice from the RTA in regards to technical requirements.
- D. That the installation of a 75mm recycled rubber speed cushion and median strip in Darling Point Road, just north of St Marks Road in a location and configuration as shown in Annexure 4 be approved in principle.

- E. That all residents of Mona Road and Darling Point Road and the Darling Point Society be invited to comment on the proposal to introduce the traffic calming and pedestrian friendly facilities detailed in this report and that the results of this consultation be referred to the November, 2009 meeting of the Woollahra Traffic Committee.

Item No: Y5 Traffic Matters on Local Roads – Recommendation to C&E for Consideration

Subject: **Paddington PAMP Projects**

Author: Daniel Pearse – Development and Traffic Engineer

File No: 445.G Paddington Traffic

Reason for Report: Consideration of Stage 2 & 3 - Paddington PAMP Project Designs

Committee Vote: Unanimous Support

Recommendation:

That the pedestrian crossings, kerb extensions and signposting at the following locations in the Paddington area be approved for construction:

- i. Elizabeth Street, south of Windsor Street – Plan No.15000 subject to increasing the width between kerb extensions to 3.6 m. and ensuring the radius of the corner island accommodates all vehicle movements turning left from Windsor Street into Elizabeth Street.
- ii. Liverpool Street, south of Glenmore Road – Plan No.15003 subject to deletion of the pedestrian crossing and the provision of an additional kerb blister on the eastern side of Liverpool Street, just south of Glenmore Road.

Item No: Y6 Traffic Matters on Local Roads – Recommendation to C&E for Consideration

Subject: **No. 203 Edgecliff Road, Woollahra – Works Zone**

Author: Frank Rotta – Traffic Engineer

File No: 407.G Pt13

Reason for Report: Request for a Works Zone

Committee Vote: Unanimous Support

Recommendation:

- A. That approval be granted for a Works Zone to be temporarily installed for No.203 Edgecliff Road. The proposed Works Zone is to be located on the northern side of Edgecliff Road from the prolongation of the common boundary between Nos 201 & 203 Edgecliff Road for a distance of 8 metres in a westerly direction and is subject to the following conditions:
- i. Any directive provided by the NSW Police Department is to be complied with.
 - ii. The Works Zone is to operate between the hours of 7.00am-4.00pm Mon-Fri and 7.00am-1.00pm Sat for a period of 13 weeks from mid September, 2009 (to be calculated from sign installation date).
 - iii. Suitable traffic control measures are to be put in place to manage truck movements to and from the construction site, and if necessary to and from the adjacent street system, in accordance with the RTA's Traffic Control at Works Sites manual.

- iv. A Permit to Stand Plant will be required for all concrete pours, deliveries and/or truck presences in relation to the construction works.
 - v. Existing parking restrictions (2P 8am-6pm Mon-Fri ARVE Wool2) is to be maintained outside of the Works Zone hours of operation.
 - vi. The applicant must ensure that the traffic lanes, footpaths and driveways, adjacent to the Works Zone, remain free of obstruction at all times during the construction.
 - vii. The applicant must inform Council's Traffic Engineer when the project is completed and the Works Zone can be removed.
 - viii. This Works Zone is in an area zoned as Residential 2(a). The fee payable shall be in accordance with Council's adopted fees and charges applying to the period for which the approval is given, and must be paid prior to the Works Zone being installed. Should the Works Zone be required for a shorter period, application may be made for a pro-rata refund.
 - ix. Failure to comply with any of these conditions may result in the cancellation of the Works Zone at Council's discretion.
 - x. Should the Works Zone be required for a period longer than the approved period, permission from the Director of Technical Services is required to extend the Works Zone.
 - xi. Should the Works Zone be required for additional hours of operation on any particular day, any amendment will require the approval of the Woollahra Traffic Committee.
- B. That the applicant notifies all residents and businesses whose property frontage is within 50 metres of the Works Zone.
- C. That in order to protect the trees located on Council's nature strip in front of the development site the applicant shall contact Council's Tree Officer and abide by any instructions required by this officer to protect these trees during the construction works.

Item No: Y7 Traffic Matters on Local Roads – Recommendation to C&E for Consideration

Subject: **650 New South Head Road, Rose Bay – Works Zone**

Author: Frank Rotta – Traffic Engineer

File No: 407.G Pt13

Reason for Report: Request for a Works Zone

Committee Vote: Unanimous Support

Recommendation:

- A. That subject to the RTA's Traffic Management Centre granting a Road Occupancy Permit, approval be granted for a Works Zone to be temporarily installed for No.650 New South Head Road, Rose Bay. The proposed Works Zone is to be located on the northern side of New South Head Road from the eastern side of the driveway to No. 648 New South Head Road for a distance of 6 metres in an easterly direction and is subject to the following conditions:
- i. Any directive provided by the NSW Police Department is to be complied with.
 - ii. The Works Zone is to operate between the hours of 7.00am-4.00pm Mon-Fri and 7.00am-1.00pm Sat for a period of 48 weeks to be calculated from the sign installation date (which is subject to the issue of a Construction Certificate for this site).

- iii. Suitable traffic control measures are to be put in place to manage truck movements to and from the construction site, and if necessary to and from the adjacent street system, in accordance with the RTA's Traffic Control at Works Sites manual.
 - iv. Existing parking restrictions (1P 8.30am-6.00pm Mon-Fri, 8.30am-12.30pm Sat) are to be maintained outside of the Works Zone hours of operation.
 - v. The applicant must ensure that the traffic lanes, footpaths and driveways, adjacent to the Works Zone, remain free of obstruction at all times during the construction.
 - vi. The applicant must inform Council's Traffic Engineer when the project is completed and the Works Zone can be removed.
 - vii. This Works Zone is in an area zoned as Business General 3(a). The fee payable shall be in accordance with Council's adopted fees and charges applying to the period for which the approval is given, and must be paid prior to the Works Zone being installed. Should the Works Zone be required for a shorter period, application may be made for a pro-rata refund.
 - viii. Failure to comply with any of these conditions may result in the cancellation of the Works Zone at Council's discretion.
 - ix. Should the Works Zone be required for a period longer than the approved period, permission from the Director of Technical Services is required to extend the Works Zone.
 - x. Should the Works Zone be required for additional hours of operation on any particular day, any amendment will require the approval of the Woollahra Traffic Committee.
- B. That the applicant notifies all residents and businesses whose property frontage is within 50 metres of the Works Zone.

Item No: Y8 Traffic Matters on Local Roads – Recommendation to C&E for Consideration

Subject: 156 Edgecliff Road (Grosvenor Street), Woollahra – Works Zone

Author: Frank Rotta – Traffic Engineer

File No: 407.G Pt13

Reason for Report: Request for a Works Zone

Committee Vote: Unanimous Support

Recommendation:

- A. That approval be granted for a Works Zone to be temporarily installed for No.156 Edgecliff Road. The proposed Works Zone is to be located on the western side of Grosvenor Street from the southern side of the redundant driveway to the site, in a northerly direction for 15 metres and is subject to the following conditions:
- i. Any directive provided by the NSW Police Department is to be complied with.
 - ii. The Works Zone is to operate between the hours of 7.00am-4.00pm Mon-Fri and 7.00am-1.00pm Sat for a period of 26 weeks from late September, 2009 (to be calculated from sign installation date).
 - iii. Suitable traffic control measures are to be put in place to manage truck movements to and from the construction site, and if necessary to and from the adjacent street system, in accordance with the RTA's Traffic Control at Works Sites manual.
 - iv. A Permit to Stand Plant will be required for all concrete pours, deliveries and/or truck presences in relation to the construction works.

- v. Existing parking restrictions (2P 8am-9pm PHE Wool 1) is to be maintained outside of the Works Zone hours of operation.
 - vi. The applicant must ensure that the traffic lanes, footpaths and driveways, adjacent to the Works Zone, remain free of obstruction at all times during the construction.
 - vii. The applicant must inform Council's Traffic Engineer when the project is completed and the Works Zone can be removed.
 - viii. This Works Zone is in an area zoned as Neighbourhood Business 3(c). The fee payable shall be in accordance with Council's adopted fees and charges applying to the period for which the approval is given, and must be paid prior to the Works Zone being installed. Should the Works Zone be required for a shorter period, application may be made for a pro-rata refund.
 - ix. Failure to comply with any of these conditions may result in the cancellation of the Works Zone at Council's discretion.
 - x. Should the Works Zone be required for a period longer than the approved period, permission from the Director of Technical Services is required to extend the Works Zone.
 - xi. Should the Works Zone be required for additional hours of operation on any particular day, any amendment will require the approval of the Woollahra Traffic Committee.
- B. That the applicant notifies all residents and businesses whose property frontage is within 50 metres of the Works Zone.
- C. That in order to protect the trees located on Council's nature strip in front of the development site the applicant shall contact Council's Tree Officer and abide by any instructions required by this officer to protect these trees during the construction works.

Item No: Y9 Traffic Matters on Local Roads – Recommendation to C&E for Consideration.

Subject: **Special Event Traffic Management**
2009 World Masters Games 12 – 17 October, 2009

Author: Paul Davidson – Traffic & Transport Team Leader

File No: 37.G Traffic – Special Events

Reason for Report: Sydney 2009 World Masters Games Organising Committee (SWMGOC) is organising and holding the World Masters Games Sailing event to be hosted at Woollahra Sailing Club

Committee Vote: Unanimous Support

Recommendation:

- A. That Council approve the World Masters Games Sailing Competition Traffic Management Plan (Draft), subject to the following amendments and conditions:
- i. That the Traffic Management Plan be amended to;
 - Have all traffic associated with trailer and boat parking enter and exit via Vickery Avenue.
 - All traffic associated with carparking for the event, enter and exit via Lyne Park carpark/ ferry wharf roadway.
 - All traffic movements into and out of Vickery Avenue be limited to left turn in and left turn out only.

- No traffic associated with the event shall use Sunderland Avenue entrance or the carpark adjacent to the tennis courts.
- ii. The organisers must have submitted and had approved by the Director of Technical Services, the Traffic Management Plan that includes the Risk Assessment and Contingency Plan and traffic management procedures for the pick-up of competitors' trailers and boats, prior to the commencement of the Event. (i.e. Friday 9th October 2009). No parking shall be permitted on Lyne Park until this information is submitted and approved.
- iii. Compliance with Woollahra Council's Community and Environment Committee resolution of 24 August, 2009. The Traffic Management conditions are:
 - The organizers shall be responsible for installation and removal of Para webbing around the car park area and the provision of security at their own cost. The area of Para webbing is to be determined by Council staff prior to the event. The Para webbing will be required to be completely removed by Sunday 18 October 2009;
 - Only vehicles under 3 tonnes and under 6 metres in length will be permitted to access and park in the park;
 - In the event of excessive rain, either before or during the period when the parks are to be used for car parking, the General Manager may direct that the park not be used for car parking, if, in his opinion, excessive damage will result;
 - The organisers shall advise all residents of New South Head Road (adjacent to Lyne Park), Elanora Road, Iluka Street, Manion Avenue, Catalina's Restaurant, Lyne Park Tennis Centre, Rose Bay RSL Club, and Rose Bay Aquatic Hire of the World Masters Games Sailing activities and parking arrangements by way of letter box drop a minimum of two weeks prior to the event;
 - Signage within the area used as trailer and car parking within Lyne Park and on New South Head Road to be erected 2 weeks prior to the event advising park users of the event.
- iii. The applicant must supply and erect any barriers and traffic signs necessary for the control of vehicle and pedestrian movements and remove them at the completion of the event.
- iv. The applicant must also inform all emergency services of the proposed road closure (i.e. Fire Brigade, Ambulance and the SES) and must maintain a four-metre emergency vehicle lane at all times, with all services (eg. fire hydrants) remaining free of any obstruction.
- v. The Sydney 2009 World Masters Games Organising Committee through the RTA will implement all temporary regulatory, advisory and warning signage and remove them at the completion of the event.
- vi. All costs associated with the Event Traffic Management Plan are to be borne by
- vii. the applicant.

8. Late Items

Nil

There being no further business, the meeting concluded at 10.40am.

Warwick Hatton
Chair

Item No: D3 Delegated to Committee
Subject: **Lawson Street/Glenmore Road Intersection – Request for Pedestrian Crossing**
Author: Frank Rotta – Traffic Engineer
File No: 255.G
Reason for Report: Request for report on installation of pedestrian crossing at Lawson Street/Glenmore Road intersection.

Recommendation:

That a pedestrian crossing not be introduced in Lawson Street at Glenmore Road for the reasons detailed in this report.

Background

At its meeting held on 10 August, 2009, Council adopted the following Notice of Motion:

“That a report be made to the Community and Environment Committee on the installation of a pedestrian crossing at the corner of Lawson Street and Glenmore Road, given the high amount of pedestrian traffic in the area, and the risks to pedestrians given the role of Lawson Street as a key peak hour rat run to and from the city.”

Issues

The Paddington Pedestrian Access and Mobility Plan(PAMP) was prepared by consultants on behalf of Council in 2005. This study examined

- i. Pedestrian activity nodes (i.e. pedestrian attractors/generators).
- ii. Pedestrian data (i.e. pedestrian movement surveys at various locations during peak weekday periods).
- iii. Pedestrian accident data (from 1999 – 2003).
- iv. Vehicular traffic data (i.e. vehicle volume counts along major roads within the study area).
- v. Public transport (i.e. buses through the area and to the Edgecliff Station).

The study also involved public consultation in the form of survey questionnaires and workshops involving interested stakeholders.

From the above information the consultants recommended a number of pedestrian facilities including pedestrian refuges, kerb blisters and/or pedestrian crossings at various locations throughout the Paddington area. The report was analysed by Council’s Traffic Section and the Paddington Traffic Working Party and a 3 Staged priority/implementation plan was adopted by Council. This plan has been progressively implemented over the past three years and continues in 2009/2010.

The Lawson Street/Glenmore Road intersection was not identified as a pedestrian access problem during the PAMP investigations and therefore no pedestrian facilities were recommended for this location in the PAMP. Nor has this intersection been identified by the Paddington Traffic Working Party or Council’s Traffic Section as a problem location. Only 3 complaints in relation to pedestrian safety at this intersection have been received since 2002 and two of these complaints relate to perceived rat-running after the Cross City Tunnel was opened.

The RTA stipulates a warrant for the introduction of pedestrian crossings. Under normal circumstances this warrant requires that in two separate one hour periods of a typical weekday there are no fewer than 60 pedestrians crossing the roadway and 600 vehicles passing the site, subject to the product of these two numbers (i.e. pedestrians times vehicles) being or exceeding 90,000.

In Paddington a reduced warrant has been applied in the past by the RTA which matches situations where the majority of pedestrians are children. This reduced warrant requires that in three separate one hour periods of a typical weekday, there are no fewer than 30 pedestrians crossing the roadway and 500 vehicles passing the site, subject to the product of these two numbers (i.e. pedestrians times vehicles) being or exceeding 60,000.

Whilst this location may meet the minimum warrant for pedestrian traffic (i.e. 30 pedestrians per hour for three one hour periods), vehicle traffic counts show that this location falls below the minimum vehicle warrant for a pedestrian crossing with the three highest one hour average weekday vehicle counts being of the order of only 460, 340 and 340 vehicles per hour. This is well below the minimum requirement and therefore a pedestrian crossing cannot be justified at this location.

It should be noted that even if the minimum vehicle volume of 500 vehicle per hour for three one hour periods was met, there would still have to be a minimum of 120 pedestrians crossing the road per hour over the same three one hourly periods.

Conclusion:

This intersection has not been identified in the PAMP report or by the Paddington Traffic Working Party as a safety issue for pedestrians. Neither has Council received correspondence to indicate that there is a pedestrian problem at this location.

Vehicle counts show that a warrant does not exist for a pedestrian crossing, even with the reduced warrant applied in Paddington, and therefore the RTA will not approve a crossing in this location.

Frank Rotta
Traffic Engineer – Engineering Services

Warwick Hatton
Director Technical Services

Item No: D4 Delegated to Committee
Subject: **Proposed Improvements to The Lyne Park Amenities Building to Accommodate a Kiosk/Cafe**
Author: Rod Ward, Project Manager – Public Open Space
File No: 195.G Lyne Park

Reason for Report: To respond to the Adopted Notice of Motion that requested that a Report be brought to the appropriate Committee of Council addressing proposed improvement works, such to include a kiosk, to the Lyne Park Change Shed and Toilet Block and incorporating a program for implementation (subject to any DA requirements)

Recommendations:

That:

- A. Council give in principle support to the development of a cafe/kiosk in the present amenities building at Lyne Park
- B. That a further report be provided amending for exhibition the Plan of Management for Lyne Park to permit the development of a kiosk/cafe as part of the existing amenities building.
- C. Council note the estimates of cost to undertake the improvements to the amenities building and fit out a kiosk/cafe as per the concept design.
- D. Council note the estimated rental income for a kiosk/cafe located at the Lyne Park amenities building.
- E. Given the scale and cost of the project, which would tie up funds for an extended period, subject to the amendment of the Plan of Management being adopted, Expressions of Interest be invited from parties interested to redevelop the amenities block to include a cafe/kiosk and to operate and/or lease the cafe/kiosk.

Background

Lyne Park has two venues in the vicinity where refreshments and meals are offered, Catalina's Restaurant, which is generally a la carte, and the Lyne Park Tennis Courts café, which is considered too far away at over 200 metres from the ferry wharf and therefore inconvenient. Neither of these services users of the ferry wharf and park. There are food establishments on New South Head Road and O'Sullivan Road but these are also considered too inconvenient for ferry commuters and park users.

It is recognised that there is potential for providing a kiosk or café to service the ferry wharf and park user market for food and beverages. In September 2007 Council resolved that a report be prepared investigating the potential for a kiosk/café at Lyne Park:

“That a Report be brought to the appropriate Committee of Council addressing proposed improvement works, such to include a kiosk, to the Lyne Park Change Shed and Toilet Block and incorporating a program for implementation (subject to any DA requirements) by November 2007.”

Since that time design consultants have been engaged to prepare concept drawings for evaluation, (see Annexure 1) and building and property consultants have been engaged to evaluate the cost of construction and rental returns that may be generated if the proposal is pursued.

Plan of Management

The Lyne Park Plan of Management 2003, volume 2, proposes investigation of the feasibility of a kiosk/cafe within the park.

Section 1.6. 3 of the Plan of Management states

Use of facilities

Kiosk / Coffee Cart

The installation of either a kiosk within the existing amenity building, on the western side of Lyne Park, or a mobile coffee cart within the western carpark should be investigated to determine the feasibility of such services. (Under Dept of Land & Water Conservation's Food and Beverage Policy, a kiosk is defined as an outlet that provides snacks, packages and prepared light food with non-alcoholic beverages to take away.) A kiosk or coffee cart would service both users of the park for recreation as well as those people who access Lyne Park as a public transport interchange. Furthermore, this type of service will be of benefit to users of Sydney Harbour who access the public boat ramp at Lyne Park.

Any kiosk / coffee cart development within the park must not detract from the visual and recreational values of the park and must comply with DLWC's (now know as Dept of Environment and Climate Change) Food and Beverage Policy, must be discreet, have a lease of a suggested 5 year period and will be limited in operations hours to 7am until sunset. All other elements, such as signage etc must be consistent with DLWC's Food and Beverage Policy.

15% of the rental of received from any new kiosk or coffee cart development is to be given to the Public Reserve Management Fund. This fund is a State Government initiative that raises funds to assist other reserve trusts throughout New South Wales.

This report provides information on feasibility of costs and anticipated returns. However the present open space zoning under the Woollahra LEP only permits such a use (without development consent) where it is "*Development pursuant to, or approved in accordance with the Plan of Management adopted in Division 2 of part 2 of Chapter 6 of the Local Government Act 1993 and for the time being applicable to the subject land.*" In order to progress this matter further it is recommend that the Plan of Management be amended to authorise a redevelopment of the existing amenities block to include a kiosk/cafe.

In this case the land being crown land the proposed development will require Ministers consent. The Dept of Lands has developed a policy for food and beverage outlets on Crown Reserves. The proposed cafe/kiosk meets the relevant guidelines.

Coffee Cart

It should be noted that on 23 February Council adopted a Notice of Motion:

"That a report be brought to the relevant committee promptly on the process that would be needed to be undertaken to allow for a privately run mobile coffee cart to be set up at the Rose Bay Ferry Wharf."

Council has been approached by a number of prospective operators who may be interested in running a coffee cart adjacent to the Lyne Park Ferry Wharf. A report is being prepared to come to Council in the near future. This coffee cart could be treated as a short term interim facility which could be offered pending the development of the cafe/kiosk.

Café Concept design

Thompson Berrill Landscape Design was engaged to develop a concept for the Lyne Park amenities building to include a café. The other requirements were to:

- redesign the change rooms and toilets to provide improved facilities
- provide separate disabled toilet
- renovate the existing change rooms, maintaining existing floor area

The café was to be designed to:

- accommodate both indoor and outdoor dining areas
- provide food preparation areas
- contain a food pantry
- contain washing up facilities
- contain refrigeration facilities
- provide outdoor dining area on a raised deck

To allow suitable floor area for the kiosk/café, the space currently occupied by an electrical services and store room and passageway at the northern end of the building is to be given over to the design proposal. The floor area of the café is proposed to be 44.46m². The outdoor dining area is proposed to be 65.68m².

The outdoor dining area will comprise an elevated deck area to the north of the building 46.18m² in area. It is required to be elevated approximately 1metre above existing levels to minimise impact on the root system of the mature fig tree that is located in the garden area to the north west of the building. The outdoor dining area will be accessed via a ramp to the café, with a walkway area between deck and café of 19.50m².

To progress the design beyond concept stage it is intended to engage a suitably qualified professional design consultants to develop and document the design to DA and tender stages. The concept drawings are included as Annexure 1.

Costs and Rental Returns

Costs

Building consultants Page Kirkland Group were engaged to assess the cost of construction for the renovation of the building which includes:

- Relocation of the male toilet to the southern end of the building to allow for the cafe.
- Relocation of the disabled toilet.
- Infill of the northern passageway to allow for the cafe.
- Renovations to the change rooms.
- Modifications to and additional services
- Construction and fit out of the cafe as per the concept design.
- Construction of outdoor terrace deck.

In the cost summary the components of the project were assessed as follows.

No.	Item Description	Total
1	DEMOLITION	13,200
2	CAFE	97,740
3	TERRACE / EXTERNAL AREA	74,320
4	SERVICES CONNECTIONS	42,000
5	AMENITIES	137,680
6	PRELIMINARIES	133,440
7	MARGIN (10%)	49,838
8	SUBTOTAL (CONSTRUCTION)	548,218
9	CAFE FITOUT (Incl. Prelims & margin)	128,320
10	TOTAL (INCLUDING FITOUT)	676,538
11	CONSULTANTS FEES (12%)	81,185
12	TOTAL (INCLUDING CONSULTANTS)	\$757,723

The total construction cost as estimated is \$728,266 (excluding GST).

If the option of leasing a 'shell' is to be considered the cost of undertaking the works to provide this 'shell' ready for fit out would total \$629,403. This includes all works to the amenities section of the building and infill walls, and providing the required electricals, water supply, grease traps, external deck and provision of gas supply.

Rental Returns

Consultant McGees Property was engaged to assess the potential rental income and lease arrangements (see summary Annexure 2). The report lists existing café operations in similar comparable locations and rental costs to assess the potential for the Lyne Park cafe.

The estimated rental income based on current market conditions for a café operation in Lyne Park is \$80,000 gross per annum (excluding GST). This figure is for both with or without a licence to serve alcohol. However, there would be an additional turnover rent component with a licence.

The report also discusses the issue of whether the fit out costs should be undertaken by Council (or another developer) or by the lessee. According to McGees Property with the current market conditions being weak for cafes and available finance for cafe operations is difficult to secure it would be in Council's (or another developer's) interests to undertake the fit out to allow the lessee to generate income from Day 1. The costs of the fit out would be factored into the rental income.

McGees Property advice is that the current kiosk design allows for a total of 56 patrons, 16 seated internally, 40 externally.

Lease Details

McGees Property proposes the following lease terms and conditions:

Lessor:	Woollahra Municipal Council
Lessee:	To be identified
Term:	5 years
Option:	5 x 5 x 5 years
Base rent:	\$80,000 gross per annum
Reviews:	Annual CPI increase of 4% increase whichever is the greater
Annual Outgoings:	Payable by Lessor including the 15% contribution to the Public Reserve

	Management Fund, Any increase in outgoings that occur from the Base Year are to be paid by the lessee.
Demised Area:	Internal: 44.46m2 External: 65.68m2
Permitted Use:	Café for the provision of sales of coffee, soft drinks, snacks and light meals. Should a licensed facility be considered and an additional use to the above would be the provision of an a la carte menu.

Comments

- Should a licensed facility be considered a turnover rental percentage should apply.
- If the kiosk is leased as a 'shell' it will be to base building standards with all services in place with shop and fit out pertaining to customer usage carried out by the incoming lessor.

Rental Assessment Methodology

In assessing the market rent a range of comparable food and hospitality premises, mostly cafes, restaurants, along the southern foreshores of Sydney harbour in the suburbs of Woolloomooloo Bay, Double Bay, Rose Bay and Watsons Bay were reviewed.

Other cafe operations in recreational and beachside settings such as Balmoral, Clifton Gardens and within the eastern suburbs between Bondi and Coogee were assessed within the information that could be sourced on each operation.

Issues affecting Determination of Market Rent

The determination of the rental income will be affected by the following factors:

- Availability of finance. Lending for new hospitality ventures is very tight, with lenders making provisional offers for finance highly conditional; particularly for fit outs.
- Consideration may have to be given to fully fitting out the kiosk/cafe to allow operations from day one and amortising the costs into the rental agreement.
- A licensed premise may attract a more experienced operator in comparison to unlicensed premise and that a lessor could benefit by the increased revenues being achieved by the business driven by the liquor component.
- It would be expected that ultimately the issue of rental payments will be a matter that would be determined by an Expression of Interest or Tender process to identify a suitable operator.

Identification of Income and Expenditure

\$50,000 is budgeted this year for preliminary studies for this project but there has been no budget allocation for capital cost to date. The project has been identified in Council's adopted Section 94A plan as a short term (one to two years) project.

Conclusion

The Plan of Management raises the possibility of a cafe/kiosk at this location, but does not authorise such a development. In order to progress this proposal it is recommended that the Plan of Management be amended. A report will be provided.

Given the scale and cost of the project, which would tie up funds for an extended period, Council should seek Expressions of Interest from parties interested to redevelop the amenities block to include a café/kiosk and to operate and/or lease the cafe/kiosk.

It is recommended that advice be obtained from a hospitality specialist consultant to help prepare a brief for Expressions of Interest.

Rod Ward
Project Manager
Open Space and Trees

Warwick Hatton
Director
Technical Services

ANNEXURES

Annexure 1 – Lyne Park Café Plan View -TBLD 2006
Lyn

Annexure 2 – Summary Rent Assessment Lyne Park Café Report. McGees Property 2009

**POLITICAL DONATIONS DECISION MAKING FLOWCHART
FOR THE INFORMATION OF COUNCILLORS**

