



# Community & Environment Committee

**Agenda:** *Community & Environment Committee*

**Date:** *Monday 16 November 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

12 November 2009

To: His Worship The Mayor, Councillor Andrew Petrie ex-officio  
Councillors Sean Carmichael (Chair)  
Anthony Boskovitz  
Nicola Grieve  
Susan Jarnason  
Greg Medcraft  
Isabelle Shapiro  
Susan Wynne (Deputy)

Dear Councillors

### **Community & Environment Committee Meeting – 16 November 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 16 November 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 2 November 2009	1
D2	Woollahra Local Traffic Committee Minutes 3 November 2009	2
D3	Review of the Paddington 4 Resident Permit Parking Scheme – 422.G	16
D4	Review of the Woollahra 2 Resident Permit Parking Scheme – 422.G	40
D5	Dunbar Anchor – Proposed Maintenance Works – 190.G Gap Park	56

### **Items to be Submitted to the Council for Decision with Recommendations from this Committee**

R1	Ward Based Community Meetings – 900.G	84
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**Item No:** D1 Delegated to Committee  
**Subject:** **Confirmation of Minutes of Meeting held on 2 November 2009**  
**Author:** Les Windle, Manager - Governance  
**File No:** See Council Minutes  
**Reason for Report:** The Minutes of the Meeting of Monday 2 November 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 2 November 2009 be taken as read and confirmed.

Les Windle  
Manager – Governance

**Item No:** D2 Delegated to Committee  
**Subject:** **Woollahra Local Traffic Committee Minutes – 3 November 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:**

- A. That the Recommendations Y1-Y14 contained in the minutes of the Woollahra Traffic Committee, and as signed by the members of the Committee, held on Tuesday 3 November 2009 be adopted.
- B. That the Traffic Committee items be funded as outlined in Annexure 1.

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The Traffic Committee Police Representative provided apologies and an email with comments on each Traffic Committee item on the Agenda. Where the Police Representative has indicated support for the Traffic Committee recommendation, the Committee Vote has been documented as Unanimous Support. Where the Police Representative has not indicated a specific vote or the recommendation has been altered, the Committee Vote has been documented as Majority Support.

**Warwick Hatton**  
**Director - Technical Services**

**Annexure 1**

<b>Traffic Item</b>	<b>Title</b>	<b>Funding</b>
Y1-1	Old South Head Road at Macquarie Road, Vaucluse – Request for parking restrictions	Council’s Block Grant for Traffic Facilities
Y1-2	Wingadal Place, Point Piper - Request for parking restrictions	Council’s Block Grant for Traffic Facilities
Y1-3	View Street, Woollahra - Alterations to Resident Permit Parking scheme	Council’s Block Grant for Traffic Facilities
Y1-4	Fern Place, Woollahra – Alterations to Resident Permit Parking scheme	Council’s Block Grant for Traffic Facilities
Y1-5	Neild Avenue, Paddington – Installation of Bus Zone	Council’s Block Grant for Traffic Facilities
Y1-6	Norfolk Street, Paddington – Alterations to Resident Permit Parking scheme	Council’s Block Grant for Traffic Facilities
Y2	Paddington 40K Zone – Alterations	To be funded from the 2009/2010 budget allocation for these works.
Y3	Darling Point Road, Darling Point – Traffic Calming north of Yarranabbe Road	Nil
Y4	New Beach Road, Darling Point – Revisions to proposed traffic calming	To be funded from the 2009/2010 budget allocation for New Beach Road in the Traffic Facilities Capital Works.
Y5	Residents Permit Parking in streets adjacent to Marinas	To be funded from Council’s Block Grant for Traffic Facilities
Y6	Plumer Road / O’Sullivan Road, Rose Bay – Kerb Extensions	To be funded from the 2010/ 2011 capital works program.
Y7	John Street, Woollahra – Temporary road closure	All costs associated with the event are to be borne by the applicant.
Y8	No.23 Victoria Street, Watsons Bay – Works Zone	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 for this zoning.
Y9	No.130 Boundary Street, Paddington – Works Zone	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 for this zoning.
Y10	Pine Hill Avenue, Double Bay – Shared Traffic Zone proposal	To be funded from the 2009/2010 budget allocation for these works.
Y11	Parking Regulation in the Oxford Street, Paddington Business Centre	To be funded from the 2009/2010 budget allocation for these works.
Y12	Parking Regulation in the Double Bay Business Centre	To be funded from the 2009/2010 budget allocation for these works.
Y13	Special Event Traffic Management Pre & Post New Years Eve 2009	To be funded Council’s allocation for this event.
Y14	733 New South Head Road, Rose Bay – Works Zone	Works Zone is in an area zoned as Business (General). The fee payable shall be in accordance with Council’s adopted fees and charges for this zoning.



# Woollahra Local Traffic Committee Minutes

The meeting of the Woollahra Local Traffic Committee was held in the Council Committee Room, Double Bay, on Tuesday 3 November 2009 at 10.00am.

## 1. Attendances

### Committee Members:

Present:	Mr Warwick Hatton (Chairman)	(Woollahra Municipal Council)
	Mr Navin Prasad	(Roads and Traffic Authority)
	Mr Kyle Wells	(Roads and Traffic Authority)
	Ms Robyn Attuell	(Clover Moore MP Representative)
	Mr John Giblin	(Peter Debnam MP Representative)
Staff:	Mr Frank Rotta	(Woollahra Municipal Council)
	Mr Daniel Pearse	(Woollahra Municipal Council)
	Mr Paul Davidson	(Woollahra Municipal Council)
	Mr Alan Opera	(Woollahra Municipal Council)
	Ms Armodee Reece	(Woollahra Municipal Council)
Apologies:	Const Louise Tsolakis	(Rose Bay Police - Traffic)
	Mr E Graham	(Sydney Buses)
Observer:	Mr J McDonagh	(Harbour View Park Residents Group)

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## 2. Minutes of Previous Meeting

The minutes of Meeting No.09/09 held in Council Chambers, Double Bay, on Tuesday 6 October 2009 were confirmed by Mr N Prasad.

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## 3. Matters Arising from Minutes of Previous Meetings

Nil

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

Nil

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## 5. Extraordinary Meetings

Nil

## Late Correspondence

1. Comments on each Traffic Committee item by Constable Louise Tsolakis of Rose Bay Police
2. Submission in relation to Items Y2 and Y4 by Eric Graham on behalf of STA

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## 6. 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 Y1-6 contained in Annexure 1 be adopted.

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### **Item Y1-1: Old South Head Road, Vacluse – Request for parking restrictions**

**Committee Vote:** Unanimous Support

### Recommendation:

That a “No Stopping” (arrow left) be located on the western kerb of Old South Head Road, 10m. north of its intersection with Macquarie Road, Vacluse.

### **Item Y1-2: Wingadal Place, Point Piper – Request for parking restrictions**

**Committee Vote:** Unanimous Support

### Recommendation:

1. That ‘No Parking’ restrictions be installed on the southern side of Wingadal Place from the existing ‘No Stopping’ restrictions located 10 metres from the western kerblineline in Wolseley Road to the northern side of the driveway to No.3 Wingadal Place, Point Piper.
2. That the owners of properties with frontage to Wingadal Place be advised of the above signposting due to safety and access requirements for this street.

**Item Y1-3: View Street, Woollahra – Alteration to Residents Permit Parking scheme**

**Committee Vote:** Unanimous Support

**Recommendation:**

1. That “2P 8.00am-9.00pm PHE Area Wool 1” be installed on the northern side of View Street, Woollahra from the prolongation of the common boundary between Nos 103 & 105 Adelaide Parade, Woollahra in an easterly direction for 10 metres (4, 90 degree angle parking spaces)
2. That residents of properties with frontage to View Street be advised of these changes to parking restrictions.

**Item Y1-4: Fern Place, Woollahra – Alteration to Residents Permit Parking scheme**

**Committee Vote:** Unanimous Support

**Recommendation:**

1. That the existing ‘2P 8.00am- 6.00pm, Mon-Fri PHE Area Wool 1’ in Fern Place and Magney Lane, Woollahra be changed to ‘1P 8.00am- 6.00pm, Mon-Fri PHE Area Wool 1’.
2. That the existing Permit Parking zone in front of Nos 11 & 12 Fern Place be extended from 3.7 metres west of the prolongation of the common boundary between Nos 11 & 12 Fern Place in a westerly direction for 10 metres (4 spaces).
3. That the residents with frontages to Fern Place and Magney Lane, Woollahra be advised of the above alterations.

**Item Y1-5: Neild Avenue, Paddington – Installation of Bus Zone**

**Committee Vote:** Majority Support – for referral to Kings Cross Police Command

**Recommendation:**

1. That a 20m long Bus Zone “9am – 4pm School Days Only”, No Parking at Other Times” be installed on the eastern side of Neild Avenue Paddington, between the existing No Stopping restriction adjoining New South Head Road to the ELP (SY09345).

**Item Y1-6: Norfolk Street, Paddington - Alteration to Residents Permit Parking scheme**

**Committee Vote:** Unanimous Support

**Recommendation:**

1. That “2P 8.00am-11.00pm Mon - Sat PHE Pgn 3” be installed on the southern side of Norfolk Street, Paddington from the ‘No Stopping’ (Arrow Right) in front of No. 22 Norfolk Street, in an easterly direction for 12.5 metres (5, 90 degree angle parking spaces).
2. That residents of properties with frontage to Norfolk Street be advised of these changes to parking restrictions.

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

**Subject:** **Paddington 40k Zone – Alterations**

**Author:** Frank Rotta – Traffic Engineer

**File No:** 445.G Paddington Traffic

**Reason for Report:** Consideration of alterations to the Paddington 40K Zone as required by the RTA to restrict vehicle speeds to 40kph.

**Committee Vote:** Unanimous Support

**Recommendation:**

That the matter be deferred for further discussion with the STA and that the matter be reported back to the December Traffic Committee.

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

**Subject:** **Darling Point Road, Darling Point - Traffic Calming North of Yarranabbe Road**

**Author:** Frank Rotta – Traffic Engineer

**File No:** 255.G Darling Point Traffic Study

**Reason for Report:** To report on the proposal for a pedestrian refuge in Darling Point Road, Darling Point just north of Yarranabbe Road.

**Committee Vote:** Unanimous Support

**Recommendation:**

That Council not proceed with the construction of a pedestrian refuge in Darling Point Road just north of Yarranabbe Road, Darling Point due to the loss of on-street parking involved with the installation of this facility.

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

**Subject:** **New Beach Road, Darling Point – Revisions to Proposed Traffic Calming Measures**

**Author:** Daniel Pearse – Traffic and Development Engineer

**File No:** T327

**Reason for Report:** To present amendments to the proposed traffic calming measures for New Beach Road, Darling Point arising from the detailed design.

**Committee Vote:** Unanimous Support

**Recommendation:**

That plans No.15010/4 Rev C, 15010/3 Rev C and 15010/2 Rev C for New Beach Road, Darling Point be approved and the works be implemented.

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

**Subject:** **Residents Permit Parking in Streets Adjacent to Marinas**

**Author:** Frank Rotta – Traffic Engineer

**File No:** 255.G

**Reason for Report:** To respond to a request for a report by Council

**Committee Vote:** Unanimous Support

**Recommendation:**

- A. That the proposal to change the existing Residents Permit Parking in New Beach Road, Darling Point from ‘2P 8am – 8pm, Authorised Resident Vehicles Excepted, Area Rush 1’ to ‘1P 8am – 10pm, Permit Holders Excepted, Area Rush 1’ be approved in principle.
- B. That the residents of New Beach Road be surveyed and advised of the perceived advantages and disadvantages of changing the operational hours of the current scheme before any alterations are implemented and the results of this consultation be brought back to the next available Traffic Committee meeting.

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

**Subject:** **Plumer Road/O’Sullivan Road, Rose Bay - Kerb Extensions**

**Author:** Daniel Pearse – Traffic and Development Engineer

**File No:** 360.

**Reason for Report:** To address concerns raised regarding pedestrian amenity and recurrent illegal parking at this intersection.

**Committee Vote:** Unanimous Support

**Recommendation:**

That construction of two concrete kerb extensions located on each side of Plumer Road, Rose Bay adjoining the intersection with O’Sullivan Road as shown on the plan attached in Annexure 1, be approved.

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

**Subject:** **Temporary Road Closure of John Street, Between Dwyer Lane & Victoria Avenue, Woollahra – Local Christmas Party**

**Author:** Daniel Pearse – Traffic and Development Engineer

**File No:** T256

**Reason for Report:** Request from Mr Andrew Rowland on behalf of residents in this section of John Street for a temporary road closure of John Street between Dwyer Lane and Victoria Avenue from 3.00pm to 7.00pm on Sunday 6 December, 2009 for a neighbourhood Christmas Party.

**Committee Vote:** Majority Support

**Recommendation:**

1. That approval be granted for the temporary road closure of John Street, Woollahra from Dwyer Lane to Victoria Avenue for a neighbourhood Christmas Party from 3.00pm-7.00pm on Sunday 6 December, 2009.
2. That the above special event be categorised as a category 3 event.
3. That the approval of the above event and the associated road closure be subject to the following conditions :
  - i. The applicant must obtain approval for the event from Police by completing a “Notice of Intention to Hold a Public Assembly” form.
  - ii. The applicant must submit a Traffic Management Plan prepared by an RTA accredited traffic consultant to Council. Council will advise the RTA’s Sydney Transport Management Centre (TMC) of the temporary road closure.
  - iii. The applicant must inform all business proprietors, residents and other occupants in the vicinity of the proposed activities, at least fourteen (14) days before the event via a letterbox drop.

- iv. The applicant must supply and erect any barriers and traffic signs necessary for the road closure and remove them at the completion of the event.
- v. Council must be indemnified against all claims for damage or injury that may result from either the activities or from the occupation of part of the public way during the activities. A copy of Public Liability Insurance Cover to the value of \$10,000,000 shall be provided to Council prior to the event and Council must be listed as interested party on the insurance.
- vi. Council must be reimbursed for the cost of repair of any damage caused to Council property as a result of the activities.
- vii. The applicant must inform all Emergency Services of the proposed road closure (that is Fire Brigade, Ambulance and the RTA) and must maintain a four-metre emergency vehicle lane at all times, with all services (eg. fire hydrants) remaining free of any obstruction.
- viii. Noise created by use of equipment or activity must be controlled as required by the "Protection Of The Environment Operations (Noise Control) Regulation 2000".
- ix. The applicant must make arrangements to remove all waste from the site at the end of the event.
- x. Woollahra Council reserves the right to cancel this approval at any time.

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

**Subject:** **23 Victoria Street, Watsons Bay – Works Zone**

**Author:** Frank Rotta – Traffic Engineer

**File No:** 407.G Pt13

**Reason for Report:** Request for a Works Zone

**Committee Vote:** Majority Support

**Recommendation:**

- A. That approval be granted for a Works Zone to be temporarily installed for No.23 Victoria Street, Watsons Bay. The proposed Works Zone is to be located on the opposite side of the road on the eastern side of Victoria Street from 4 metres south of the prolongation of the common boundary between Nos 21 & 23 Victoria Street for a distance of 17 metres in a northerly 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 52 weeks from November, 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 are 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. 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.

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

**Subject:** **130 Boundary Street, Paddington – Works Zone**

**Author:** Frank Rotta – Traffic Engineer

**File No:** 407.G Pt13

**Reason for Report:** Request for a Works Zone

**Committee Vote:** Majority Support

**Recommendation:**

- A. That approval be granted for a Works Zone to be temporarily installed for No.130 Boundary Street, Paddington. The proposed Works Zone is to be located on the eastern side of Boundary Street from 3.5 metres north of the prolongation of the common boundary between Nos 130 & 132 Boundary Street for a distance of 6 metres in a southerly 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 10 weeks from November, 2009 (to be calculated from sign installation date).
  - iii. A Permit to Stand Plant will be required for all concrete pours, deliveries and/or truck presences in relation to the construction works.
  - iv. Existing parking restrictions (1P 8am-11pm ARVE Pgtn 1) 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. Failure to comply with any of these conditions may result in the cancellation of the Works Zone at Council's discretion.
  - viii. 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.
  - ix. 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:** Y10 Traffic Matters on Local Roads – Recommendation to C&E for Consideration

**Subject:** **Pine Hill Avenue, Double Bay – Shared Traffic Zone Proposal**

**Author:** Frank Rotta – Traffic Engineer

**File No:** 363.

**Reason for Report:** To respond to parking and pedestrian access problems in Pine Hill Avenue, Double Bay.

**Committee Vote:** Unanimous Support

**Recommendation:**

- A. That the Traffic Committee support a submission to the RTA for the installation of a Shared Traffic Zone in Pine Hill Avenue, Double Bay as shown on Plan No.15052.
  - B. That the residents/owners of all properties with a frontage to Pine Hill Avenue, Double Bay, be surveyed with a clear explanation of the ramifications of a Shared Traffic Zone in this street including Council’s reasons for pursuing this zone.
  - C. That the outcome of resident consultation be included in the submission to the RTA.
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**Item No:** Y11 Traffic Matters on Local Roads – Recommendation to C&E for Consideration

**Subject:** **Proposed Parking Regulation in the Oxford Street, Paddington, Business Centre**

**Author:** Alan Opera – Manager, Engineering Services

**File No:** 1038.G

**Reason for Report:** To seek approval for parking layout changes in the Paddington business centre

**Committee Vote:** Majority Support - for referral to Surry Hills Police Command

**Recommendation:**

- A. That no change be made to the current parking time restrictions in Oxford Street, Paddington, in conjunction with the installation of the new Pay & Display ticket dispenser network.
  - B. That all parking signs be changed to “Ticket” parking signs to accommodate the new Pay & Display meters.
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**Item No:** Y12 Traffic Matters on Local Roads – Recommendation to C&E for Consideration

**Subject:** **Proposed Parking Regulation in the Double Bay Business Centre**

**Author:** Alan Opera – Manager, Engineering Services

**File No:** 1038.G

**Reason for Report:** To seek approval for parking layout changes in Double Bay business centre

**Committee Vote:** Majority Support

**Recommendation:**

- A. That time restrictions in accordance with the attached Double Bay Business centre Parking Layout – Proposed Parking, Plan No. 15048/2, dated 7 October 2009, and detail plans Nos. 15051/1-15051/12, be implemented in conjunction with the installation of the new Pay & Display ticket dispenser network.
- B. That all Loading Zones in Double Bay be altered to 8am-3pm Monday-Saturday in combination with the installation of the new meters.
- C. That these Loading Zone time restrictions in Double Bay be reduced to 8am-12.30pm Monday- Saturday from 1 July 2010.
- D. That, outside of the Loading Zone times in C and D, the underlying period parking restrictions for each adjacent area are to apply.
- E. That all existing “Meter” parking signs be changed to “Ticket” parking signs to accommodate the new Pay & Display meters.

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**Item No:** Y13 Traffic Matters on Local Roads – Recommendation to C&E for Consideration

**Subject:** **Special Event Traffic Management Pre and Post New Years Eve 2009 - Yarranabbe Park**

**Author:** Paul Davidson – Traffic & Transport Team Leader

**File No:** 37.G Traffic – Special Events

**Reason for Report:** To provide vehicular access to Yarranabbe Park for the set-up and pack-down of the NYE event.

**Committee Vote:** Majority Support

**Recommendation:**

- A. That Council make an application to the RTA for the implementation of a Special Event Clearway from 8.00am Tuesday 29 December 2009 to 1.00pm Saturday 2 January, 2010 to facilitate set-up and pack-down of the Yarranabbe Park NYE venue.

- B. That the signs be installed for the full frontage of Yarranabbe Park on the western side of New Beach Road from opposite the common property boundary No.53 & No.54 New Beach Road to the northern end of New Beach Road, including the cul-de-sac turning head. The regulatory signs be installed by the RTA at the earliest opportunity to advise and remind residents of the temporary special parking restrictions before, during and after NYE.
- C. That Local residents within 100m of Yarranabbe Park be advised of the temporary special parking restrictions for NYE celebrations.

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**Item No:** Y14 Traffic Matters on Local Roads – Recommendation to C&E for Consideration

**Subject:** 733 New South Head Road (Norwich 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:** Majority Support

**Recommendation:**

- A. That approval be granted for a Works Zone to be temporarily installed for No.733 New South Head Road in Norwich Road, Rose Bay. The proposed Works Zone is to be located on the eastern side of Norwich Road from 6.4 metres north of the prolongation of the common boundary between No.733 New South Head Road & No.2B Norwich Road for a distance of 5 metres in a northerly 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 4 weeks from November, 2009 (to be calculated from sign installation date).
  - iii. A Permit to Stand Plant will be required for all concrete pours, deliveries and/or truck presences in relation to the construction works.
  - iv. Existing unrestricted angle parking restrictions 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. Failure to comply with any of these conditions may result in the cancellation of the Works Zone at Council's discretion.
  - viii. 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.
  - ix. 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.

## **7. Late Items**

### Military Road, Watsons Bay – Special Event Clearway for New Years Eve

STA have advised they will be making an application for the installation of a Special Event Clearway to facilitate bus movements on New Years Eve.

There being no further business, the meeting concluded at 11.30pm.

**Warwick Hatton**  
**Chair**

**Item No:** D3 Delegated to Committee  
**Subject:** **Review Of The Paddington 4 Resident Permit Parking Scheme**  
**Author:** Alan Opera – Manager Engineering Services  
**File No:** 422.G  
**Reason for Report:** To report on the review of the Paddington 4 Resident Permit Parking Scheme and the submissions received following the public exhibition of the proposed alterations to the parking scheme.

**Recommendation:**

- A. That all period parking in the Paddington 4 Resident Permit Parking Scheme cover the period of 9am-6pm Mon-Sun.
- B. That permit parking in Queen Street and in the northern section of Holdsworth Street near to the Lord Dudley Hotel in the Paddington 4 Resident Permit Parking Scheme cover the period of 8am-9pm Mon-Sun.
- C. That all other permit parking in the Paddington 4 Resident Permit Parking Scheme cover the period of 8am-9pm Mon-Sat.
- D. That the section of Holdsworth Street between Morrell Street and Jersey Road be transferred from the Paddington 2 Scheme to the Paddington 4 Resident Permit Parking Scheme.
- E. That the section of Jersey Road between Oxford Street and Moncur Street be transferred from the Paddington 2 Scheme to the Paddington 4 Resident Permit Parking Scheme.
- F. That the following alterations be made to the Paddington 4 Residents Permit Parking Scheme.
  - i. The existing eight (8) 1P period parking spaces on the northern side of Queen Street between Moncur Street and Spicer Street be designated “½P 9am-6pm Mon-Sun”.
  - ii. The existing eight (8) ½P 9am-6pm Mon-Fri 9am-12.30pm Sat period parking restrictions on the northern side of Queen Street between Spicer Street and Holdsworth Street be designated “½P 9am-6pm Mon-Sun”.
  - iii. The existing six (6) 1P period parking restrictions on the northern side of Queen Street between Holdsworth Street and Alton Street be designated “1P 9am-6pm Mon-Sun Permit Holders Excepted Area Padd 4”.
  - iv. The existing ten (10) 1P 9am-6pm Mon-Fri 9am-12.30pm Sat period parking restrictions on the southern side of Queen Street between Spicer Street and Holdsworth Street be designated “1P 9am-6pm Mon-Sun”.
  - v. The existing eight (8) 2P permit parking spaces on the southern side of Queen Street between Holdsworth Street and Ocean Street be designated “1P 8am-9pm Mon-Sun Permit Holders Excepted Area Padd 4”.
  - vi. That ten (10) 2P permit parking spaces on the eastern side of Holdsworth Street north of Morrell Street be designated “2P 8am-9pm Mon-Sat Permit Holders Excepted Area Padd 4”.

- vii. That the existing five (5) 1P 5pm-11pm Thurs-Sun permit parking spaces on the eastern side of Holdsworth Street south of Jersey Road be designated "2P 8am-9pm Mon-Sun Permit Holders Excepted Area Padd 4".
- viii. That the existing three(3) 1P period parking spaces on the western side of Holdsworth Street between Queen Street and Peaker Lane be designated "½P 9am-6pm Mon-Sun".
- ix. That the existing two(2) 1P period parking spaces on the eastern side of Holdsworth Street between Queen Street and Peaker Lane be designated "½P 9am-6pm Mon-Sun".
- x. That the existing four(4) 1P period parking spaces on the western side of Spicer Street between Queen Street and Peaker Lane be designated "½P 9am-6pm Mon-Sun".
- xi. That the existing four(4) 1P period parking spaces on the eastern side of Spicer Street between Queen Street and Peaker Lane be designated "½P 9am-6pm Mon-Sun".
- xii. That three (3) additional spaces on the eastern side of Spicer Street immediately north of Peaker lane be designated "2P 8am-9pm Mon-Sat Permit Holders Excepted Area Padd4"
- xiii. That five (5) spaces on the eastern side of Alton Street, immediately south of Weldon Lane be designated "2P 8am-9pm Mon-Sat Permit Holders Excepted Area Padd 4".
- xiv. That five (5) spaces on the eastern side of Alton Street between Queen Street and Peaker Lane be designated "2P 8am-9pm Mon-Sat Permit Holders Excepted Area Padd 4".
- xv. That eight (8) spaces on the northern side of Peaker Lane between Moncur Street and Spicer Street be designated "2P 8am-9pm Mon-Sat Permit Holders Excepted Area Padd4".
- xvi. That no alterations be made to the period parking and loading zone restrictions in the Dorhauer Lane Carpark and the matter be the subject of consultation with the Queen Street West Woollahra Association.
- xvii. That an additional two (2) spaces on the southern side of Queen Street between Moncur Street and Victoria Avenue, between the existing permit parking zones, be designated "1P 8am-9pm Mon-Sat Permit Holders Excepted Area Padd4".
- xviii. That five (5) spaces on the northern side of Queen Street outside premises Nos. 86-92 be designated "1P 8am-9pm Mon-Sat Permit Holders Excepted Area Padd4".
- xix. That five (5) spaces on the western side of Moncur Lane between Queen Street and Smith St be designated "1P 8am-9pm Mon-Sat Permit Holders Excepted Area Padd4".
- xx. That existing 1P and 2P 8.30am-6pm Mon-Fri, 8.30am-12.30pm Sat period parking restrictions in Queen Street between Moncur Street and Halls Lane/Victoria Avenue be designated as "1P 9am-6pm Mon-Sat" and "2P 9am-6pm Mon-Sat".
- xxi. That the existing 15 Minute parking outside the Woollahra Post Office be designated as "15 Minute parking 9am-6pm Mon-Fri, 1P 9am-6pm Sat-Sun"

- xxii. That seven (7) spaces on the northern side of Queen Street outside premises Nos. 8-18 between the two existing westernmost permit zones be designated "2P 8am-9pm Mon-Sat Permit Holders Excepted Area Padd 4".
  - xxiii. That the existing 2P permit parking on the northern side of Queen Street between Oxford Street and Halls lane be designated "2P 8am-9pm Mon-Sat Permit Holders Excepted Area Padd 4".
  - xxiv. That the existing 1P period parking on the northern side of Queen Street between Oxford Street and Halls Lane be designated "2P 9am-6pm Mon-Sun".
  - xxv. That the existing 2P permit parking on the southern side of Queens Street between Victoria Avenue and Oxford Street and three (3) existing unrestricted spaces on the southern side of Queen Street outside premises 47-51 be designated "2P 8am-9pm Mon-Sat Permit Holders Excepted Area Padd 4".
  - xxvi. That three (3) existing unrestricted spaces on the western side of Halls Lane between Smith Street and Rush Street be designated "2P 8am-9pm Mon-Sat Permit Holders Excepted Area Padd 4".
  - xxvii. That three (3) existing unrestricted spaces on the eastern side of Moncur Street between Queen Street and the Dorhauer Lane Carpark driveway be designated "1P 9am-6pm Mon-Sun".
  - xxviii. That ten (10) existing unrestricted parking spaces on the eastern side of Moncur Street between the Dorhauer Lane Carpark driveway and John Street be designated "1P 8am-9pm Mon-Sat Permit Holders Excepted Area Padd 4".
  - xxix. That two (2) 15 Minute parking spaces on the western side of Moncur Street outside the Woollahra Post Office immediately south of Queen Street be designated as "15 Minute parking 9am-6pm Mon-Fri, 1P 9am-6pm Sat-Sun".
  - xxx. That an additional seven (7) existing unrestricted parking spaces on the southern side of John Street between Dwyer Lane and Victoria Avenue be designated "2P 8am-9pm Mon-Sat Permit Holders Excepted Area Padd 4".
  - xxxi. That existing 2P permit parking in the remainder of John Street be designated "2P 8am-9pm Mon-Sat Permit Holders Excepted Area Padd 4".
- G. That arising from submissions received, a questionnaire survey be conducted of residences fronting Wallis Street and Bowden Street to determine the demand for permit parking in these streets.
- H. That an investigation be carried out to determine current the level of demand for permit parking in Jersey Road, as this section was not included in the original report.

## **Executive Summary:**

A review of the Paddington 4 Resident Permit Parking Scheme was completed in 2008 and was subsequently placed on public display for comment. Following this review and consultation, a further review has been conducted which shows some significant changes in demand for permit parking in some streets. This report recommends changes to the Paddington 4 Resident Permit Parking Scheme to cater for the current demand and proposes changes to the number and location of permit parking and period parking in these streets. This report also recommends some changes to the Paddington 4 boundaries.

This report recommends that existing resident permit parking zones and period parking zones (which are not resident permit exempt) be standardised to avoid user confusion and to reflect more accurately the nature of this shopping precinct. It is proposed to standardise all resident permit parking zone restrictions in Queen Street and in Holdsworth Street (in close proximity to the Lord Dudley Hotel) to 8am-9pm Monday-Sunday, and all other resident permit parking zones to 8am-9pm Monday-Saturday. All period parking restrictions in the shopping centre are to be standardised to 9am-6pm Monday-Sunday.

Resident permit parking zones are not proposed in the busier areas of the shopping district. Generally period parking is not proposed outside residential premises.

All restrictions are proposed in a radial pattern extending from short term (½P-1P) at the centre of the shopping centre to medium term (2P-3P) as you move away from the centre.

A summary outlining the differences between the current recommendation (November 2009) and the exhibited recommendations (February 2009) is provided below.

### **Comparison of Current Recommendations – November 2009 with exhibited recommendation February 2009**

- A. Expanded from Part C4. of the original recommendation. This will make all non-permit parking restrictions uniform and will apply to all existing period parking within the Paddington 4 Scheme.
- B. Not part of original recommendation. This will make permit parking restrictions uniform in the shopping centre and around the Lord Dudley Hotel for the extended trade hours at these locations.
- C. Not part of original recommendation. It is not necessary to impose permit parking restrictions on Sundays for the areas outside those mentioned in B. above.
- D. Part C1. of the original recommendation.
- E. Not part of original recommendation. This will provide uniformity of permit restrictions in Jersey Road.
- F.
  - i. This was Option 1 in Part C2. of the original recommendation.
  - ii. This was Option 1 in Part C2. of the original recommendation.
  - iii. This was Option 2 in Part C2. of the original recommendation.
  - iv. Part C3. of the original recommendation was for 1P permit parking in this location. This has been changed to 1P period parking.



- v. Unchanged from Part C3. of the original recommendation.
- vi. Proposed permit parking zone of Part C11. of original recommendation relocated to eastern side of the street to meet current demand and reduced from 4P to 2P for uniformity. Part C16. of original recommendation was to increase permit parking by six spaces immediately south of Jersey Road. Current permit demand does not support this increase and therefore this addition is no longer proposed.
- vii. Added as a result of adding this section of Holdsworth Street to the Paddington 4 Scheme.
- viii. Part C15. of original recommendation proposed 15 Minute parking. This has been increased to ½P to better suit shopping centre requirements for short term parking.
- ix. Part C15. of original recommendation proposed 15 Minute parking. This has been increased to ½P to better suit shopping centre requirements for short term parking.
- x. Not part of original recommendation. Considered as a result of submissions. This has been reduced from 1P to ½P to better suit shopping centre requirements for short term parking.
- xi. Not part of original recommendation. Considered as a result of submissions. This has been reduced from 1P to ½P to better suit shopping centre requirements for short term parking.
- xii. Not part of original recommendation. Additional permit parking identified as part of the current review of permit demand.
- xiii. Part C12. of original recommendation. Reduced from 4P to 2P for uniformity and to provide better turnover and parking availability for residents.
- xiv. Not part of original recommendation. Additional permit parking identified as part of the current review of permit demand.
- xv. Part C10(iii). of original recommendation.
- xvi. Not part of original recommendation. Considered as a result of submissions. To be discussed with the QSWWA.
- xvii. Part C6. of original recommendation. Reduced from 2P to 1P to better suit shopping centre requirements for short term parking.
- xviii. Part C5. of original recommendation. Additional permit parking identified as part of the current review of permit demand.
- xix. Part C10(ii). of original recommendation. Additional permit parking identified as part of the current review of permit demand. Reduced from 2P to 1P to better suit shopping centre requirements for short term parking.
- xx. Part C5. & C6. of original recommendation. Signposting changes to standard hours.
- xxi. Not part of original recommendation. 1P introduced on Saturday and Sunday to better suit shopping centre requirements for short term parking.

- xxii. Part C7. of original recommendation.
- xxiii. Part C7. of original recommendation.
  
- xxiv. Part C7. of original recommendation.
  
- xxv. Part C8. of original recommendation. Original recommendation was for five spaces. This has been reduced to three spaces to reflect current demand. Reduced from 4P to 3P as 3P will provide ample parking for the shopping centre and will deter commuter parking.
  
- xxvi. Part C10(i). of original recommendation.
  
- xxvii. Part C9. of original recommendation modified so that the three spaces closest to the shopping centre are designated as 1P period parking in lieu of 1P permit parking. This will better suit shopping centre requirements for short term parking.
  
- xxviii. Part C9. of original recommendation.
  
- xxix. Part C13. of original recommendation. Added 1P on Saturday and Sunday to better suit shopping centre requirements for short term parking.
  
- xxx. Part C17. of original recommendation.
  
- xxxi. Part C17. of original recommendation. Added that all permit restrictions be changed to standard hours.
  
- G. Not part of original recommendation. Added as a result of public exhibition.
  
- H. Not part of original recommendation. Added as a result of boundary changes.

It is not considered necessary to re-exhibit these changes as they generally provide more resident parking spaces in residential areas and provide a balance of short-medium term parking within the shopping centre.

### **Background:**

The Paddington 4 Resident Permit Parking Scheme operates in the area generally bounded by Oxford Street, Jersey Road, Holdsworth Street, Queen Street and Ocean Street (see plan attached as Annexure 1) which is the area surrounding the Queen Street/Moncur Street Shopping Centre. The parking scheme was introduced to regulate the competing demand for the available on-street parking in the area between residents and shopper, shopkeepers, employees and hotel parking generated by the Queen Street/Moncur Street Shopping Centre.

A review of the Paddington 4 Resident Permit Parking Scheme was carried out late last year and a report on the findings of the review as well as recommended alterations to the parking scheme was presented to the Community and Environment Committee for consideration on 13 October, 2008.

Following consideration of this report, the Community and Environment Committee resolved as follows:

- “A. That the proposed alterations to the Paddington 4 Resident Permit Parking Scheme as detailed in Part C below, be advertised and placed on public exhibition for a minimum period of 28 days*
- B. That at the end of the exhibition period, a further report incorporating an assessment of any submissions received, be submitted to the Woollahra Traffic Committee for approval.*
- C. Recommended alterations to the Paddington 4 Resident Permit Parking Scheme:*
- 1. That the boundary of the Paddington 4 Resident Permit Parking Scheme Area be extended to include the northern section of Holdsworth Street between Morrell Street and Jersey Road, presently located in the Paddington 6 Area.*
  - 2. That Options be advertised for parking on the northern side of Queen Street between Moncur Street and Ocean Street being Option 1 - ½ Hour Parking and Option 2 – 1 Hour Parking.*
  - 3. That all the parking on the southern side of Queen Street between Moncur Street and Ocean Street be signposted as 1 Hour Parking, Permit Holders Excepted (PHE).*
  - 4. That the hours of operation of the non-resident time limited parking (shopper parking) in Queen Street between Moncur Street and Alton Street be extended to be in force until 6pm on Saturdays.*
  - 5. That the parking on the northern side of Queen Street between Moncur Street and Halls Lane be signposted as 1 Hour Parking.*
  - 6. That the parking on the southern side of Queen Street between Moncur Street and Victoria Avenue, excluding the existing 15 minute parking and existing Mail Zone outside the Woollahra Post Office, be signposted as 2 Hour Parking, PHE.*
  - 7. That the existing time limited parking on the northern side of Queen Street between Halls Lane and Oxford Street, both resident permit and shopper parking, be signposted as 2 Hour Parking, PHE.*
  - 8. That the existing Resident Permit Parking on the southern side of Queen Street between Victoria Avenue and Oxford Street, as well as the 5 unrestricted parking spaces immediately west of Victoria Avenue, be signposted as 4 Hour Parking, PHE.*
  - 9. That the unrestricted parking spaces on the eastern side of Moncur Street between Queen Street and John Street be signposted as 1 Hour Parking, PHE.*
  - 10. That the unrestricted parking spaces:*
    - i. in Halls Lane between Queen Street and Rush Street*
    - ii. in Moncur Lane between Queen Street and Smith Street, and*
    - iii. in Peaker Lane between Moncur Street and Spicer Street**be signposted as 2 Hour Parking, PHE.*
  - 11. That nine of the existing unrestricted parking spaces on the western side of Holdsworth Street immediately north of Morrell Street be signposted as 4 Hour Parking, 8am -2pm Mon – Fri, PHE.*
  - 12. That the 5 existing unrestricted parking spaces on the eastern side of Alton Street, just south of Weldon Lane be signposted as 4 Hour Parking, PHE.*
  - 13. That two 15 minute parking spaces be provided on the western side of Moncur Street just south of Queen Street, adjacent to the Post Office.*
  - 14. That two 15 minute parking spaces be provided on the southern side of Queen Street just east of Victoria Avenue, adjacent to the Woollahra Laundry.*
  - 15. That the five existing 1 Hour parking spaces in Holdsworth Street between Queen Street and Peaker Lane be converted to 15 minute parking.*
  - 16. That the six unrestricted parking spaces on the eastern side of Holdsworth Street between the existing signposted Resident Permit Parking Spaces and Jersey Road be signposted as 2 Hour Parking 8am -8pm Mon - Sat, PHE.*
  - 17. That the whole of the southern side of John Street between Dwyer Lane and Victoria Avenue be signposted as 2 Hour Parking, PHE.”*

**Public Exhibition:**

In accordance with Part A of the above resolution, the proposed alterations to the Paddington 4 Resident Permit Parking Scheme were advertised and placed on public exhibition. The closing date for the receipt of submissions was Friday 27 February, 2009.

**Submissions Received:**

A total of eight (8) submissions have been received in response to the public exhibition of the proposed alterations to the Resident Permit Parking Scheme. A summary of the issues raised in these submissions is detailed below:

No.	Submitted by	Issues Raised/Suggested Changes
1	Peter Benjamin 60 Wallis St	<ul style="list-style-type: none"> <li>• Wallis St has minimal resident parking (while most of John St has permit parking &amp; most properties on southern side have rear lane access)</li> <li>• Wants all of Wallis St to have permit parking</li> <li>• Cites parking demand in Wallis St as being much heavier than John St</li> <li>• Cites parking situation as continually getting worse</li> </ul>
2	Tom Vanovac 58 Queen St	<ul style="list-style-type: none"> <li>• Support advertised changes in regard to parking in Queen St between Moncur St and Oxford St</li> <li>• Supports other advertised changes within Paddington 4 precinct</li> </ul>
3	Elizabeth Gervay President – QSWWA	<ul style="list-style-type: none"> <li>• Supports 15min drop-off/pick-up zones around Post Office, Holdsworth Community Centre and Woollahra Senior Citizens Centre</li> <li>• Support time restrictions (3hrs?) Mon-Fri 8am-6pm Sat 8am-12pm along commercial centre</li> <li>• Would like parking permits for businesses</li> </ul>
4	Petition tabled at Council meeting 23/2/09	<p>21 signatories to petition</p> <ul style="list-style-type: none"> <li>• Request for resident parking in Wallis St and Bowden St (2HR 9am-10pm)</li> <li>• Cited much difficulty in obtaining parking due to the high coverage of resident parking in all other nearby streets</li> <li>• State that 2HR restrictions would also service Ronald Coleman Lodge for Aged Persons, Jewish Funeral Home, Phoenix Hotel, Emanuel Synagogue (Ocean St) and Centennial Park (ie Moonlight Theatre in summer)</li> <li>• Petitioners indicated total of 31 cars and only 1 off-street parking space</li> </ul>

5	Stephen Mowbray Queen St Deli 142 Queen St	<ul style="list-style-type: none"> <li>• Defines 2 types of parking requirements in shopping centre – short term and longer term</li> <li>• Proposed 1/2HR permit parking on southern side Queen St between Spicer St and Holdsworth St</li> <li>• Proposed 1HR parking on both sides of Queen St from Holdsworth St to Ocean St</li> <li>• Proposed mix of 1HR and 2HR in Queen St between Moncur St and Oxford St</li> <li>• Proposed 1HR parking in Peaker Lane between Moncur St and Spicer St</li> <li>• Proposed 1HR parking in Moncur St between Queen St and John St</li> <li>• Proposed changing the Loading Zone outside Woollahra Hotel (Moncur St) from all day Mon-Fri to 7am-11am Mon-Fri</li> <li>• Proposed 1/2HR parking in Spicer St between Queen St and Peaker Lane</li> <li>• Proposed 1/2HR parking in Holdsworth St between Queen St and Peaker Lane</li> <li>• Proposed changing Dorhauer Lane carpark from 2HR to 1HR parking and changes to Loading Zone</li> <li>• Proposed extending all parking restrictions to 6pm each day and to include all day Sunday</li> <li>• Notes that some unrestricted parking needs to be retained to enable workers to obtain parking</li> <li>• Would like more physical barriers be built to deter illegal parking</li> <li>• Request much more rigorous enforcement</li> </ul>
6	Petition supplied as submission 27/2/09	<ul style="list-style-type: none"> <li>• 19 signatories to petition – all listed as residents or businesses in Queen Street between Moncur St and Oxford St</li> <li>• Requests resident parking on northern side of Queen St between Moncur Street and Victoria Avenue (currently only on southern side). Objects to removal of 7 unrestricted spaces on southern side of Queen St between Moncur St and Victoria Ave. Proposed change of restricted parking on northern side of Queen St between Moncur St and Victoria Ave to be resident parking.</li> <li>• Requests additional enforcement of restrictions to ensure turnover</li> <li>• Requests proposed 15min parking outside Drycleaners in Queen St (cnr Victoria Ave) be located in Victoria Ave instead</li> </ul>
7	Jacqui Bonner	<ul style="list-style-type: none"> <li>• Advised that changing restrictions won't work until current restrictions are rigorously enforced</li> <li>• Suggested investigation of parking meters for shopping precinct</li> <li>• Suggested permit issue should be rigorously managed</li> </ul>
8	Mary Read Cambodia House / Reads 130 Queen St	<ul style="list-style-type: none"> <li>• Wanted to clarify the number of unrestricted spaces that would be lost in Queen St on the basis of the advertised proposal</li> <li>• This information was supplied by staff but no further submission was received</li> </ul>

All of the matters raised in these submissions are discussed in the following sections.

### **Review of Original Recommendations:**

In the period since the original review was carried out a number of requests in relation to resident parking in this area have been received from residents in the Paddington 4 area. These requests stem from changing resident demand for permit parking in this area.

As a result a further review has been carried out of the permit parking demand in Paddington 4 and additional recommendations, in addition to the original recommended changes for Paddington 4 Resident Permit Parking Scheme, are provided in this report.

### **Permit Parking for Businesses**

Submission No. 3 has requested the provision of permits for businesses in the shopping centre.

The RTA guidelines for permit parking do provide for the establishment of a Business Permit Parking Scheme, however, this type of scheme is not supported in the Queen Street shopping centre.

Generally a Business Permit Parking Scheme is introduced where ample off-street shopper parking is available and therefore shopper parking is not affected by business parking. In the Queen Street shopping centre shopper parking is predominantly on-street and immediately outside commercial premises. If parking in the shopping centre is turned over to business permit parking then patronage of the shopping centre will be seriously affected. On the other hand, if business permit parking is introduced in residential areas adjoining the shopping centre then residents will be seriously affected.

It is therefore not proposed to introduce a Business Permit Parking Scheme in the Queen Street shopping centre.

### **Uniform Restrictions in the Paddington 4 Area**

Currently, the Paddington 4 resident permit parking area is made up of ½P, 1P and 2P period parking restrictions and 1P and 2P resident permit parking restrictions. The range of hours covered by these restrictions varies considerably from street to street and even within some streets. As part of this review it is proposed to standardise, wherever possible, the period of all parking restrictions to make these restrictions more easily understood by users and to reflect the nature of this parking scheme area.

It is proposed to standardise period parking restrictions by extending all ½P and 1P period parking restrictions in this area to 6pm on Sundays, thereby standardising all period parking zones to 9am-6pm Mon-Sun. This will improve turnover and increase parking availability commensurate with the operation of the shopping centre on a seven day basis. (Note: This will not apply to 15 minute period parking.)

It is proposed to standardise permit parking in Queen Street to 8am-9pm Mon-Sun to reflect the high demand for parking by residents and the competition from shoppers in the areas immediately adjacent to the shopping centre. It is also proposed to apply 8am-9pm Mon-Sun restrictions to the northern section of Holdsworth Street near to the Lord Dudley Hotel, where competition for parking exists between residents and patrons to the hotel. For all other permit parking zones in the Paddington 4 area it is proposed to standardise to the hours of 8am-9pm Mon-Sat.

Whilst some existing restrictions operate to 11pm these restrictions are considered to be superfluous and logistically unenforceable. It is therefore proposed to limit restrictions to no later than 9pm.

It is recommended:

- A. That all ½P and 1P period parking in the Paddington 4 Resident Permit Parking Scheme cover the period of 9am-6pm Mon-Sun.
- B. That permit parking in Queen Street and in the northern section of Holdsworth Street near to the Lord Dudley Hotel in the Paddington 4 Resident Permit Parking Scheme cover the period of 8am-9pm Mon-Sun.
- C. That all other permit parking in the Paddington 4 Resident Permit Parking Scheme cover the period of 8am-9pm Mon-Sat.

**Review of Scheme Boundaries:**

At present the section of Holdsworth Street north of Morrell Street and the section of Jersey Road west of Moncur Street are located within the Paddington 2 Resident Permit Marking Scheme whereas other sections of Holdsworth Street and Jersey Road are located within the Paddington 4 Scheme. As part of the review of the Paddington 4 area it is proposed to transfer these sections into the Paddington 4 area. This will permit residents of each street to access all permit parking zones in their street.

- D. That the section of Holdsworth Street between Morrell Street and Jersey Road be transferred from the Paddington 2 Scheme to the Paddington 4 Resident Permit Parking Scheme.
- E. That the southern side of Jersey Road between Oxford Street and Moncur Street be transferred from the Paddington 2 Scheme to the Paddington 4 Resident Permit Parking Scheme.

**Street-by-Street Review:**

Each Street has been reassessed in view of the current demand for permit parking (see Annexure 1) and where changes in permit demand have been identified appropriate changes are proposed to the original recommendation. These proposed changes are discussed in detail in the following sections and it is recommended:

- F. That the following alterations be made to the Paddington 4 Residents Permit Parking Scheme.

**Queen Street East - Moncur Street to Ocean Street**

This portion of Queen Street includes a mix of commercial development and residential properties. The shopping centre occupies the northern side of the street between Moncur Street and Holdsworth Street and the southern side of the street between Moncur Street and Spicer Street. The remainder of the properties up to Ocean Street are predominantly residential in nature.

On the northern side of Queen Street 1P period parking currently applies between Moncur Street and Spicer Street, ½P period parking applies between Spicer Street and Holdsworth Street, and 1P applies between Holdsworth Street and Alton Street. Between Alton Street and the No Stopping restrictions at the Ocean Street traffic signals, unrestricted parking applies except for 4-6pm Mon-Fri No Parking restrictions and full time No Stopping restrictions for the Ocean Street traffic signals.

On the southern side of Queen Street 1P period parking applies from opposite Spicer Street to opposite Holdsworth Street and generally 2P resident permit parking applies up to the No Stopping restrictions at the Ocean Street traffic signals.

All existing ½P and 1P period parking restrictions in this section of Queen Street operate between 9am-6pm Mon-Fri and 9am-12.30pm Sat. The existing 2P permit parking restrictions operate between 8am-11pm Mon-Fri.

The proposal which was placed on public display recommended that the northern side of Queen Street in this section be either ½ P (Option 1) or 1P (Option 2) period parking, and that the southern side of Queen Street in this section be 1P resident permit parking. The study conducted in 2008 shows that there is both a heavy demand for parking and a lack of turnover in Queen Street adjacent to commercial premises on the northern side. It is therefore proposed that the northern side of Queen Street between Moncur Street and Holdsworth Street which is currently a combination of ½P and 1P, be converted to ½ P period parking.

Submission No. 5 suggests that the southern side of Queen Street between Spicer Street and Holdsworth Street should be converted to ½ P permit parking as opposed to the 1P permit parking originally recommended. The provision of ½P on the southern side of Queen Street is, however, not favoured. It is proposed to increase ½P parking on the northern side of the street and with the original recommendation to provide 1P on the southern side this will result in a balance of short term and medium term parking for shoppers. It is now proposed to introduce this 1P on the southern side of Queen Street as period parking to promote turnover for the shopping centre, and not as 1P permit parking as originally recommended.

It should also be noted that it is proposed to increase short term parking adjacent to Queen Street by replacing existing 1P parking in Spicer Street and Holdsworth Street with ½P parking. (See sections below on Spicer Street and Holdsworth Street).

Submission No. 5 also suggests that both sides of Queen Street between Holdsworth Street and Ocean Street be converted to 1P permit parking. This suggestion is considered appropriate given the high demand for resident parking in this area.

Submission No. 5 favours extension of parking restrictions to include Sundays. This suggestion is also favoured as the Queen Street shopping centre operates seven days a week and on-street parking availability for shoppers on Sundays is hampered by long-stay parking. It should be noted that Mon-Sun parking restrictions within shopping centres is now the norm (e.g. Oxford Street, Paddington).

It is considered that the existing 1P period parking restrictions on both sides of Queen Street east of Holdsworth Street should be replaced with 1P permit parking and that the existing 2P permit parking on the southern side of Queen Street east of Holdsworth Street should be converted to 1P resident parking. This will promote parking turnover and thereby increase availability for local residents, at the same time providing medium term parking adjacent to the shopping centre.

The existing unrestricted parking/4-6pm No Parking zone on the northern side of Queen Street east of Alton Street is to remain unaltered.

It is recommended that:

- i. The existing eight (8) 1P period parking spaces on the northern side of Queen Street between Moncur Street and Spicer Street be designated “½P 9am-6pm Mon-Sun”.
- ii. The existing eight (8) ½P 9am-6pm Mon-Fri 9am-12.30pm Sat period parking restrictions on the northern side of Queen Street between Spicer Street and Holdsworth Street be designated “½P 9am-6pm Mon-Sun”.



- iii. The existing six (6) 1P period parking restrictions on the northern side of Queen Street between Holdsworth Street and Alton Street be designated "1P 9am-6pm Mon-Sun Permit Holders Excepted Area Padd 4".
- iv. The existing ten (10) 1P 9am-6pm Mon-Fri 9am-12.30pm Sat period parking restrictions on the southern side of Queen Street between Spicer Street and Holdsworth Street be designated "1P 9am-6pm Mon-Sun".
- v. The existing eight (8) 2P permit parking spaces on the southern side of Queen Street between Holdsworth Street and Ocean Street be designated "1P 8am-9pm Mon-Sun Permit Holders Excepted Area Padd 4".

### **Holdsworth Street**

Holdsworth Street is predominantly a residential street which intersects with Queen Street at its southern end. Parking in the street is in heavy demand due to its proximity to the Queen Street shopping centre and Holdsworth Street Community Centre.

At present the section of Holdsworth Street north of Morrell Street is in the Paddington 2 Resident Parking Scheme and it is proposed as part of this review to transfer this section into the Paddington 4 area. This will allow residents of Holdsworth Street to access all permit parking zones in their street.

Existing restrictions comprise five (5) 1P 5pm-11pm Thurs-Sun permit parking on the eastern side of Holdsworth Street south of Jersey Road, twelve (12) 8am-8pm Mon-Sat permit parking spaces on either side of Holdsworth Street between Morrell Street and Peaker Lane, and three (3) and two (2) 1P 8.30am-6.00pm Mon-Sat period parking spaces on the west and east side respectively between Peaker Lane and Queen Street. All other spaces are unrestricted.

Submission No. 3 suggests the introduction of 15 minute parking outside the Holdsworth Street Community Centre. Council has previously introduced "No Parking Council Authorised Vehicles Excepted" in Morrell Street to assist bus parking adjacent to the Community Centre, reflecting the difficulty in parking near to the Community Centre. However, no requests have been received from the Community Centre for public short-term parking and this matter should be dealt with as a separate issue if a request is placed by the Centre.

Submission No. 5 has requested that the five (5) existing 1P period parking spaces in Holdsworth Street between Queen Street and Peaker Lane be made ½P parking. The original recommendation was to replace this 1P parking with 15 Minute parking. A 15 Minute period restriction is more appropriate in locations such as outside Post Offices and is too short to be of value to general shoppers. This area is heavily utilised by patrons to the local Queen Street shops and the introduction of ½P parking will improve turnover significantly to the advantage of the shopping centre. It is therefore proposed that this be altered to ½P parking.

The original recommendation was to provide nine (9) 4P permit parking spaces on the western side on Holdsworth Street north of Morrell Street. To provide for the current demand for permits in Holdsworth Street north of Morrell Street it is proposed that nine spaces be established as permit parking on the eastern side of Holdsworth Street rather than on the western side. It is also recommended that these restrictions be introduced as 2P permit parking in lieu of the recommended 4P permit parking to improve turnover for residents.

It is also proposed that the existing 1P permit parking zone south of Jersey Road be altered to the standard 8am-9pm hours but that this zone cover seven days (i.e. Mon-Sun) due to the parking demand generated by the Lord Dudley Hotel.

It is recommended:

- vi. That nine (9) 2P permit parking spaces on the eastern side of Holdsworth Street north of Morrell Street be designated "2P 8am-9pm Mon-Sat Permit Holders Excepted Area Padd4".
- vii. That the existing five (5) 1P 5pm-11pm Thurs-Sun permit parking spaces on the eastern side of Holdsworth Street south of Jersey Road be designated "2P 8am-9pm Mon-Sun Permit Holders Excepted Area Padd 4".
- viii. That the existing three(3) 1P period parking spaces on the western side of Holdsworth Street between Queen Street and Peaker Lane be designated "½P 9am-6pm Mon-Sun".
- ix. That the existing two(2) 1P period parking spaces on the eastern side of Holdsworth Street between Queen Street and Peaker Lane be designated "½P 9am-6pm Mon-Sun".

### **Spicer Street**

Spicer Street is a narrow two-way street which runs north from the middle of the Queens Street shopping centre.

The section of Spicer Street between Queen Street and Peaker Lane is 1P period parking (4 spaces on each side). The majority of the remainder of the street is covered by 2P 8am-11pm Mon-Sat permit parking restrictions.

Submission No. 5 has requested that the eight (8) existing 1P period parking spaces in Holdsworth Street between Queen Street and Peaker Lane be made ½P parking. This area is heavily utilised by patrons to the local Queen Street shops and the suggestion is supported as this will improve shopper turnover.

A review of resident demand shows a deficiency of three spaces and therefore it is proposed to extend the existing 2P permit parking on the eastern side of Spicer Street immediately north of Peaker Lane by three (3) spaces.

It is recommended:

- x. That the existing four(4) 1P period parking spaces on the western side of Spicer Street between Queen Street and Peaker Lane be designated "½P 9am-6pm Mon-Sun".
- xi. That the existing four(4) 1P period parking spaces on the eastern side of Spicer Street between Queen Street and Peaker Lane be designated "½P 9am-6pm Mon-Sun".
- xii. That three (3) additional spaces on the eastern side of Spicer Street immediately north of Peaker lane be designated "2P 8am-9pm Mon-Sat Permit Holders Excepted Area Padd4".

### **Alton Street**

Alton Street is a residential street at the eastern end of the shopping centre. Existing parking restrictions comprise three 2P 8am-8pm Mon-Sat permit parking spaces on the western side of the street immediately north of Peaker Lane. All other on-street parking is unrestricted.

The proposal placed on public display incorporated the addition of five (5) 4P permit parking spaces on the eastern side of Alton Street immediately south of Weldon Lane.

No submissions were received in respect of Alton Street.

A review of resident demand since the 2008 study was completed shows there are eighteen current permits issued to residents of properties with a frontage to Alton Street, however, some of these residents can be accommodated in permit parking zones in Queen Street. It is proposed to supplement the originally recommended five additional permit spaces by a further five permit spaces on the eastern side of Alton Street between Queen Street and Peaker Lane. Due to the close proximity to the shopping centre it is also proposed to reduce the proposed time restriction from the 4P originally recommended to 2P so as to improve turnover and availability for residents.

- xiii. That five (5) spaces on the eastern side of Alton Street, immediately south of Weldon Lane be designated "2P 8am-9pm Mon-Sat Permit Holders Excepted Area Padd 4".
- xiv. That five (5) spaces on the eastern side of Alton Street between Queen Street and Peaker Lane be designated "2P 8am-9pm Mon-Sat Permit Holders Excepted Area Padd 4".

### **Peaker Lane**

The proposal placed on public display recommended that the unrestricted parking in Peaker Lane (between Moncur Street and Spicer Street) be changed to 2P permit parking.

This parking is in close proximity to the shopping centre and is heavily utilised by shoppers and employees and by residents of nearby Spicer Street and Moncur Street.

Submission No. 5 suggests that this area should be designated 1P parking, however, it is recommended that this be retained as 2P so as to provide some medium term parking in close proximity to the shopping centre. It is recommended that this be designated as permit parking to also provide opportunity for residents of Spicer Street/Moncur Street.

- xv. That eight (8) spaces on the northern side of Peaker Lane between Moncur Street and Spicer Street be designated "2P 8am-9pm Mon-Sat Permit Holders Excepted Area Padd4".

### **Dorhauer Lane Carpark**

The Dorhauer Lane carpark runs between Moncur Street and Dorhauer Lane to the south of Queen Street. The original report did not make a recommendation on the parking restrictions in this carpark. The carpark provides thirteen 2P period parking spaces, one disabled persons space and one loading zone.

Submission No. 5 requests that the 2P period parking be changed to 1P period parking and that the Loading Zone be changed to operate only in the mornings thereby providing an additional period parking space in the afternoons.

Parking restrictions in this carpark were reviewed when this carpark was upgraded in 2008. The suggested change to 1P parking is considered to be premature given the proposed increases in ½P and 1P period parking spaces in neighbouring streets and therefore it is not recommended to change these restrictions.

The suggestion to change the Loading Zone in the carpark to mornings is in keeping with trends in other shopping centres (e.g. Oxford Street and Double Bay), but needs further investigation and consultation with businesses in the area.

It is recommended:

- xvi. That no alterations be made to the period parking and loading zone restrictions in the Dorhauer Lane Carpark and the matter be the subject of consultation with the Queen Street West Woollahra Association.

### **Queen Street West - Moncur Street to Oxford Street**

This section of Queen Street includes a mix of commercial development and residential properties. Commercial properties are interspersed throughout the street with parking demand increasing towards Moncur Street.

Parking restrictions in this section of Queen Street include both period parking and permit parking.

Period parking ranges from 15 Minute parking outside the Woollahra Post Office up to 2P period parking, and generally covers 8.30am-6pm Mon-Fri and 8.30am-12.30pm Sat.

Permit parking is 2P between 8am-11pm Mon-Sat.

The original recommendations for the northern side of Queen Street included the retention of 1P period parking between Moncur Street and Halls Lane, and the retention of, or conversion to, 2P permit parking between Halls Lane and Oxford Street.

The original recommendations for the southern side of Queen Street included the retention of the existing 15 Minute period parking and Mail Zone, the retention of, or conversion to, 2P permit parking between Moncur Street and Victoria Avenue, the conversion of existing 2P permit parking between Victoria Avenue and Oxford Street to 4P permit parking, and the addition of five 4P permit parking spaces immediately west of Victoria Avenue.

Submission No. 2 supports the proposed changes in Queen Street West.

Submission No.3 supports the introduction of longer-stay parking (e.g. 3 hours or more).

Submission No. 5 suggests a mix of 1P and 2P parking in Queen Street between Moncur Street and Oxford Street. It is also suggested that the five existing unrestricted parking spaces on the western side of Moncur Lane be changed to 1P parking.

Submission No. 6 suggests that permit parking is in demand on the northern side of Queen Street between Moncur Street and Halls Lane and that the proposal to convert all parking on the southern side to 2P permit parking is not equitable. The original recommendation was that all parking, other than 15 Minute parking, on the southern side of Queen Street between Moncur Street and Victoria Avenue be converted to 2P permit parking. The recent review of parking demand shows that this assertion is correct with six permits having been issued to premises on the northern side of the street between Moncur Street and Halls Lane.

The review shows that twenty-two permits have been issued to residents of Queen Street between Moncur Street and Halls Lane. In order to match the existing demand it is proposed to supplement the existing ten permit spaces in this section of Queen Street by twelve spaces with two (2) spaces on the southern side of Queen Street between the existing permit parking restrictions, five (5) spaces on the northern side of Queen Street outside premises 86-92 and five (5) spaces on the western side of Moncur Lane. It is proposed that all of the existing and proposed permit parking in Queen Street between Moncur Street and Halls Lane/Victoria Avenue be converted to 1P permit parking.

It is also proposed that exiting 1P and 2P period parking restrictions be altered to 9am-6pm Mon-Sun.

The 15 Minute period parking zone will operate only between Mon-Fri and will revert to 1P period parking 9am-6pm Sat-Sun.

It is recommended:

- xvii. That an additional two (2) spaces on the southern side of Queen Street between Moncur Street and Victoria Avenue, between the existing permit parking zones, be designated "1P 8am-9pm Mon-Sat Permit Holders Excepted Area Padd4".
- xviii. That five (5) spaces on the northern side of Queen Street outside premises Nos. 86-92 be designated "1P 8am-9pm Mon-Sat Permit Holders Excepted Area Padd4".
- xix. That five (5) spaces on the western side of Moncur Lane between Queen Street and Smith Street be designated "1P 8am-9pm Mon-Sat Permit Holders Excepted Area Padd4".
- xx. That existing 1P and 2P 8.30am-6pm Mon-Fri, 8.30am-12.30pm Sat period parking restrictions in Queen Street between Moncur Street and Halls Lane/Victoria Avenue be designated as "1P 9am-6pm Mon-Sat" and "2P 9am-6pm Mon-Sat".
- xxi. That the existing 15 Minute parking outside the Woollahra Post Office be designated as "15 Minute parking 9am-6pm Mon-Fri, 1P 9am-6pm Sat-Sun"

The original recommendation provided that two 15 minute parking spaces be provided on the southern side of Queen Street just east of Victoria Avenue, adjacent to the Woollahra Laundry and this is an appropriate use of this restriction as fast-turnover of parking is of benefit to this type of commercial activity. Submission No. 6 requests that this 15 Minute period parking restriction be relocated to the Victoria Avenue frontage of the Woollahra Laundry rather than in Queen Street. The Woollahra Laundry has two off-street parking spaces for its customers and no requests have been received from the business for a parking zone. It is therefore proposed that this parking zone be considered if or when a request is received.

The recent parking review shows that thirty-seven permits have been issued to residents of Queen Street between Oxford Street and Halls Lane/Victoria Avenue whilst only twenty-seven permit parking spaces are available (Note: includes 2 spaces in James Street which are used by Queen Street residents). In order to match the existing demand it is proposed to supplement the existing permit zones in this section of Queen Street by ten spaces with seven (7) spaces on the northern side of Queen Street outside premises 8-18 and between the two existing westernmost permit zones, and three (3) spaces on the southern side outside premises 47-51.

It is proposed to convert all permit and period parking on the northern side to 2P as per the original recommendation. It is proposed to convert existing and proposed permit parking on the southern side to 3P rather than 4P as originally proposed as 3P it considered to provide ample parking for the shopping centre and 4P will encourage commuter parking.

It is recommended:

- xxii. That seven (7) spaces on the northern side of Queen Street outside premises Nos. 8-18 between the two existing westernmost permit zones be designated "2P 8am-9pm Mon-Sat Permit Holders Excepted Area Padd 4".

- xxiii. That the existing 2P permit parking on the northern side of Queen Street between Oxford Street and Halls lane be designated "2P 8am-9pm Mon-Sat Permit Holders Excepted Area Padd 4".
- xxiv. That the existing 1P period parking on the northern side of Queen Street between Oxford Street and Halls Lane be designated "2P 9am-6pm Mon-Sun".
- xxv. That the existing 2P permit parking on the southern side of Queens Street between Victoria Avenue and Oxford Street and three (3) existing unrestricted spaces on the southern side of Queen Street outside premises 47-51 be designated "3P 8am-9pm Mon-Sat Permit Holders Excepted Area Padd4".

### **Victoria Avenue**

No submissions were received.

No changes are proposed to the existing permit parking in Victoria Avenue.

### **James Street**

No submissions were received.

No changes are proposed to the existing permit parking in James Street.

### **Halls Lane**

No submissions were received.

The original recommendation was for the existing three unrestricted parking spaces in Halls Lane between Smith Street and Rush Street to be converted to 2P permit parking. This is still supported as parking in Rush Street is limited and this will alleviate parking problems for these residents.

It is recommended:

- xxvi. That three (3) existing unrestricted spaces on the western side of Halls Lane between Smith Street and Rush Street be designated "2P 8am-9pm Mon-Sat Permit Holders Excepted Area Padd 4".

### **Rush Street**

No submissions were received.

No changes are proposed to the existing permit parking in Rush Street.

### **Moncur Street**

Moncur Street runs through the middle of the shopping centre. The street is commercial in nature near to Queen Street but is predominantly residential at the extremities.

The original recommendation was for the existing unrestricted parking spaces on the eastern side of Moncur Street between Queen Street and John Street to be converted to 1P permit parking. No submissions were received in this respect. It is considered, however, more appropriate to provide period parking adjacent to the shopping centre and permit parking adjacent to residences. It is therefore now proposed to provide 1P period parking between Queen Street and the Dorhauer Lane Carpark driveway (three spaces), and to provide 1P permit parking from the Dorhauer Lane Carpark driveway to John Street (ten spaces).

It is recommended:

- xxvii. That three (3) existing unrestricted spaces on the eastern side of Moncur Street between Queen Street and the Dorhauer Lane Carpark driveway be designated "1P 9am-6pm Mon-Sun".

- xxviii. That ten (10) existing unrestricted parking spaces on the eastern side of Moncur Street between the Dorhauer Lane Carpark driveway and John Street be designated "1P 8am-9pm Mon-Sat Permit Holders Excepted Area Padd 4".

The original recommendation also provided for the addition of two 15 Minutes period parking spaces on the western side of Moncur Street immediately south of Queen Street outside the Woollahra Post Office. This is supported by Submission No. 3.

The Woollahra Post Office is a busy site and numerous complaints have been received in the past about lack of parking. Although two 15 Minute parking spaces are already provided in Queen Street it is considered that the demand for short-term parking is sufficient to require additional spaces. It is recommended that two 15 Minute period parking spaces be introduced to operate only between Mon-Fri, reverting to 1P period parking 9am-6pm on Saturday and Sunday.

It is recommended:

- xxix. That two (2) 15 Minute parking spaces on the western side of Moncur Street outside the Woollahra Post Office immediately south of Queen Street be designated as "15 Minute parking 9am-6pm Mon-Fri, 1P 9am-6pm Sat-Sun"

Submission No. 5 suggests that the Loading Zone outside the Woollahra Hotel be changed to operate only in the mornings. This is in keeping with trends in other shopping centres (e.g. Oxford Street and Double Bay), but needs further investigation and consultation with businesses in the area.

No other changes are proposed to permit parking in Moncur Street.

### **John Street**

Resident parking demand in John Street varies significantly from its western end (i.e. west of Moncur Street) where over thirty permits have been issued to its eastern end (i.e. east of Moncur Street) where only nine permits have been issued.

The original recommendation was to convert the entire southern side of John Street between Dwyer Lane and Victoria Avenue to 2P permit parking. This will result in the addition of seven (7) permit parking spaces and will bring the total in this section of John Street to twenty-eight spaces which is commensurate with the current demand for permit parking.

Eleven permit spaces are currently available in the eastern end of John Street. This meets the current resident demand which comprises nine resident permits in John Street and two resident permits in Ocean Street.

It is recommended:

- xxx. That an additional seven (7) existing unrestricted parking spaces on the southern side of John Street between Dwyer Lane and Victoria Avenue be designated "2P 8am-9pm Mon-Sat Permit Holders Excepted Area Padd 4".
- xxxi. That existing 2P permit parking in the remainder of John Street be designated "2P 8am-9pm Mon-Sat Permit Holders Excepted Area Padd 4".

### **Wallis Street**

The initial study did not make any recommendations for Wallis Street. Wallis Street between Oxford Street and Moncur Street currently has four permit parking spaces and seven permits issued. No permit parking currently exists in the section of Wallis Street between Moncur Street and Ocean Street.

Submissions No. 1 and No. 4 (a 19 name petition) have requested that resident parking zones be introduced in Wallis Street and/or Bowden Street to reflect what is stated to be a considerable demand. Several requests have been received in the past for resident parking in Wallis Street and based on these requests there is justification for the introduction of permit parking in this street. As the extent of the demand is not yet quantified it is proposed that a questionnaire survey be conducted of all residences fronting Wallis Street and Bowden Street to establish the extent of the parking demand.

It is recommended:

- G. That a questionnaire survey be conducted of residences fronting Wallis Street and Bowden Street to determine the demand for permit parking in these streets.

### **Jersey Road**

As part of this review it is proposed to transfer Jersey Street between Oxford Street and Moncur Street from the Paddington 2 Scheme to the Paddington 4 Scheme. This will provide uniformity with all residences on the south side of Jersey Road being within the Paddington 4 Scheme and all residents on the north side of Jersey Road being within the Paddington 2 Scheme.

It should be noted that Council has already adopted that residents from permit schemes on either side of a boundary street will be able to park on either side of that street. Signposting to this effect is to be installed in the New Year.

The original study did not recommend any changes in Jersey Road, however, it is evident from current permit statistics that demand for permit parking in Jersey Road is rising. It is proposed that a further investigation be carried out to determine the actual extent of this demand and to provide a recommendation on any changes to permit parking which may be necessary.

It is recommended:

- H. That an investigation be carried out to determine current the level of demand for permit parking in Jersey Road.

### **Expenditure:**

All changes to signposting is to be funded from Council's Block Grant for Traffic Facilities

### **Conclusion:**

Please refer to the Executive Summary at the beginning of this report.

Ala Opera  
Manager Engineering Services

Warwick Hatton  
Director Technical Services

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### **Annexures:**

1. Plan of Proposed Changes in Paddington 4 Resident Parking Scheme
2. Plan Index of Recommendations



**Item No:** D4 Delegated to Committee  
**Subject:** **Review of the Woollahra 2 Resident Permit Parking Scheme**  
**Author:** Alan Opera, Manager – Engineering Services  
**File No:** 422.G  
**Reason for Report:** To report on the submissions received following the public exhibition of the proposed changes to the Resident Permit Parking Scheme.

**Recommendation:**

- A. That all resident permit parking restrictions in the Woollahra 2 Resident Permit Parking Scheme be signposted “2P 8am-6pm Mon-Fri Permit Holder Excepted Area Wool 2”.
- B. That the following alterations be made to the Woollahra 2 Residents Permit Parking Scheme:
- i. That the three (3) parking spaces on the eastern side Ocean Street near Wallis Street immediately to the north of the “No Parking 3:30pm – 6:30pm Monday to Friday” restrictions be designated “2P Monday to Friday 8am to 6pm, Permit Holders Excepted, Wool2”.
  - ii. That eleven (11) parking spaces on the northern side of Wallis Street from the existing No Stopping sign approximately 11 metres west of Woods Avenue be designated “2P 8am-6pm Mon-Fri Permit Holders Excepted Area Wool 2”.
  - iii. That the existing “4P 8.00am-6.00pm Mon-Fri” on the southern side of Wallis Street between Woods Avenue and Nelson Street be designated “2P 8am-6pm Mon-Fri Permit Holders Excepted Area Wool 2”.
  - iv. That two (2) parking spaces on the eastern side of Nelson Street immediately south of Queen Street be designated “2P Monday to Friday 8am to 6pm, Permit Holders Excepted, Wool 2”.
  - v. That four (4) parking spaces on the eastern side of Nelson Street immediately south of the short term drop off zone in the middle of the street be designated “2P Monday to Friday 8am to 6pm, Permit Holders Excepted, Wool2”.
  - vi. That two (2) parking spaces on the southern side of Queen Street immediately east of Nelson Street be designated “2P Monday to Friday 8am to 6pm, Permit Holders Excepted, Wool 2”.
  - vii. That two (2) parking spaces on the western side of Nelson Street immediately north of Nelson Lane be designated as “2P Monday to Friday 8am to 6pm, Permit Holders Excepted, Wool2”.
  - viii. That two (2) angle parking spaces on the western side of Nelson Street immediately north of Queen Street be designated “2P Monday to Friday 8am to 6pm, Permit Holders Excepted, Wool2”.
  - ix. That an additional three (3) parking spaces on the southern side of Forth Street east of Kilminster Lane be designated “2P Monday to Friday 8am to 6pm, Permit Holders Excepted, Wool2”.
  - x. That two (2) of the existing six (6) permit parking spaces on the southern side of Wallis Street immediately east of Nelson Street be retained as “2P Monday to Friday 8am to 6pm”, and that the remaining four (4) spaces be returned to unrestricted parking.
  - xi. That four (4) parking spaces on the eastern side of Edgecliff Road immediately to the north of Stanley Street be designated “2P Monday to Friday 8am to 6pm, Permit Holders Excepted, Wool2”.
  - xii. That four (4) parking spaces on the eastern side of Edgecliff Road immediately to the north of the bus zone between Stanley Street and Chester Lane be designated “2P Monday to Friday 8am to 6pm, Permit Holders Excepted, Wool2”.

- xiii. That three (3) parking spaces on the western side of Edgecliff Road immediately to the north of Wallis Street be designated “2P Monday to Friday 8am to 6pm, Permit Holders Excepted, Wool2”.
- xiv. That two (2) parking spaces on the eastern side of Edgecliff Road immediately to the south of the bus zone between Stanley Street and Chester Lane be designated “2P Monday to Friday 8am to 6pm, Permit Holders Excepted, Wool2”.
- xv. That an additional four (4) parking spaces on the northern side of Edgecliff Road to the east of Robinson Lane be designated “2P Monday to Friday 8am to 6pm, Permit Holders Excepted, Wool2”.
- xvi. That no action be taken to include Edward Street or Russell Street into the Woollahra 2 Residents Parking Scheme.

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### **Executive Summary:**

A review of the Woollahra 2 Resident Permit Parking Scheme was completed in 2008 and was subsequently placed on public display for comment. Following this review and consultation, a further review has been conducted which shows some significant changes in demand for permit parking in some streets. This report recommends changes to the Woollahra 2 Resident Permit Parking Scheme to cater for the current demand (which includes both increases and decreases in on-street permit parking numbers) and proposes changes to the number and location of permit parking zones in these streets.

This report also recommends that the existing scheme parking zones be standardised to avoid user confusion and to reflect more accurately the uniform nature of this area. It is proposed to replace all existing 1/2P and 1P permit parking restrictions with 2P zones and to standardise all permit zone restrictions to 8am-6pm Monday-Friday across the entire Woollahra 2 area. Period parking for 1 Hour or less is normally reserved for extremely high demand areas such as in shopping or business precincts or in areas where longer restrictions have proven to be less effective in providing parking opportunities for residents. It is not considered this is applicable in Woollahra 2.

A summary outlining the differences between the current recommendation (November 2009) and the exhibited recommendations (February 2009) is provided below.

### **Comparison of Current Recommendations – November 2009 with exhibited recommendation February 2009**

- A. Not part of original recommendation. This will make all restrictions uniform and will apply to all existing resident parking which is currently variously restricted 1/2HR, 1HR and 2HR.
- B.
  - xxxii. Unchanged from original recommendation.
  - xxxiii. Added – this increases existing permit parking from 8 to 11 spaces to cater for increased resident demand.
  - xxxiv. Original recommendation was for 10 spaces to be altered – now entire 4P zone is recommended to be changed for consistency and to improve parking opportunities for residents.
  - xxxv. Unchanged from original recommendation.

- xxxvi. Original recommendation was for 2 spaces – now altered to be 4 to cater for increased resident demand.
- xxxvii. Added to cater for increased resident demand.
- xxxviii. Added to cater for increased resident demand.
- xxxix. Unchanged from original recommendation.
- xl. Unchanged from original recommendation.
- xli. Altered to remove 4 existing permit spaces – increased from 2 in original recommendation as a result of decreased resident demand.
- xlii. Altered – same number of spaces but relocated south from original position south of Graycairn Place to north of Stanley Street.
- xliii. Unchanged from original recommendation.
- xliv. Unchanged from original recommendation.
- xlv. Unchanged from original recommendation.
- xlvi. Altered – increased from 2 spaces in original recommendation to 4 spaces to cater for increased resident demand.
- xlvii. Unchanged – was item B. in original recommendation.

It is not considered necessary to re-exhibit these changes as they generally either provide more resident parking spaces, or only impact on non-resident users.

### **Background:**

The Woollahra 2 Resident Permit Parking Scheme operates in the area generally bounded by the southern municipal boundary to the south, Russell, Harkness and Rowe Streets to the east, Ocean Street to the west and Forth Street and Edgecliff Road to the north. The parking scheme was introduced to regulate the competing demand for available on street parking in the area between local residents and the major generators of parking in the area, namely, the Bondi Junction Commercial Centre, Centennial Park and transport and commuter parking demand along the Oxford Street and Edgecliff Road transport corridors.

A review of the Woollahra 2 Resident Permit Parking Scheme was carried out last year and a report on the findings of this review as well as recommended alterations to the parking scheme was presented to the Woollahra Traffic Committee for consideration on 4 March, 2008. Following consideration of this report, the Woollahra Traffic Committee recommended:

- A. *That the following alterations be made to the Woollahra 2 Residents Permit Parking Scheme:*
  - i. *The three (3) parking spaces immediately to the north of the “No Parking” restriction from 3:30pm – 6:30pm Monday to Friday on the eastern side Ocean Street near Wallis Street be designated 2P Monday to Friday 8am to 6pm, Permit Holders Excepted, Wool2.*

- ii. *Ten (10) parking spaces on the southern side of Wallis Street immediately east of Woods Avenue be designated 2P Monday to Friday 8am to 6pm, Permit Holders Excepted, Wool2.*
  - iii. *Four (4) of the current 6 RPP spaces on the southern side of Wallis Street immediately east of Nelson Street be designated 2P Monday to Friday 8am to 6pm.*
  - iv. *Two (2) parking spaces on the eastern side of Nelson Street immediately south of Queen Street be designated 2P Monday to Friday 8am to 6pm, Permit Holders Excepted, Wool 2.*
  - v. *Two (2) parking spaces on the eastern side of Nelson Street immediately south of the short term drop off zone in the middle of the street be designated 2P Monday to Friday 8am to 6pm, Permit Holders Excepted, Wool2.*
  - vi. *Two (2) parking spaces on the western side of Nelson Street immediately north of Queen Street be designated 2P Monday to Friday 8am to 6pm, Permit Holders Excepted, Wool2.*
  - vii. *An additional 3 parking spaces be designated on the southern side of Forth Street east of Kilminster Lane as 2P Monday to Friday 8am to 6pm, Permit Holders Excepted, Wool2.*
  - viii. *An additional 4 parking spaces be designated on the eastern side of Edgecliff Road immediately to the south of Graycairn Place as 2P Monday to Friday 8am to 6pm, Permit Holders Excepted, Wool2.*
  - ix. *An additional 4 parking spaces be designated on the eastern side of Edgecliff Road immediately to the north of the bus zone between Stanley Street and Chester Lane as 2P Monday to Friday 8am to 6pm, Permit Holders Excepted, Wool2.*
  - x. *An additional 2 parking spaces be designated on the eastern side of Edgecliff Road immediately to the south of the bus zone between Stanley Street and Chester Lane as 2P Monday to Friday 8am to 6pm, Permit Holders Excepted, Wool2.*
  - xi. *An additional 3 parking spaces be designated on the western side of Edgecliff Road immediately to the north of Wallis Street as 2P Monday to Friday 8am to 6pm, Permit Holders Excepted, Wool2.*
  - xii. *An additional 2 parking spaces be designated on the northern side of Edgecliff Road to the east of Robinson Lane as 2P Monday to Friday 8am to 6pm, Permit Holders Excepted, Wool2.*
- B. *That no action be taken to include Edward Street or Russell Street into the Woollahra 2 Residents Parking Scheme.*
- C. *That the proposed alterations to the Woollahra 2 RPS be advertised and local residents be informed and their comments sought on these proposed alterations.*

This recommendation was subsequently adopted by Council's Community and Environment Committee on 10 March 2008.

### **Public Exhibition:**

In accordance with Part C of the above resolution, the proposed alterations to the Woollahra 2 Resident Permit Parking Scheme were advertised in the Wentworth Courier and on Council's web page and placed on public exhibition for 28 days. The closing date for the receipt of submissions was 27 February, 2009.

### **Submissions Received:**

One submission was received in response to the public exhibition of the proposed changes to the Woollahra 2 Resident Permit Parking Scheme. This submission was from a resident of Woods Avenue who has requested that the two existing unrestricted parking spaces on the western side of Woods Avenue be converted to Resident Permit Parking spaces. Several other issues relating to traffic management in the area were also raised in this submission and have been referred to the appropriate staff members for attention.

### **Consideration of the submission received:**

There is a total of 14 resident permit and 2 unrestricted parking spaces in Woods Avenue to service the parking needs of the residents and visitors of the 17 terrace houses in this street, all but two of which have no provision for off-street parking.

A total of fourteen Resident Permit Parking permits have been issued to the residents of Woods Avenue and therefore the current ratio of one resident permit parking space per parking permit is suitable. Notwithstanding this, in recommendation B(ii), it is proposed to introduce additional resident parking in Wallis Street as there a significant deficiency between resident demand and available permit parking in this area. This additional nearby permit parking will assist the residents of Woods Avenue, Wallis Street and Ocean Street.

Whilst it would be possible to convert the two remaining unrestricted parking spaces in Woods Avenue to resident permit parking, it is considered that it would be preferable to retain these unrestricted parking spaces for use by visitors and tradesmen to the area. It is therefore not proposed to convert the two remaining unrestricted parking spaces in Woods Avenue to permit parking.

### **Review of original recommendations:**

In the period since the original review was carried out, a number of requests in relation to resident parking in this area have been received from residents in the Woollahra 2 area. These requests stem from changing resident demand for resident parking in this area.

As a result a further review has been carried out of the permit parking demand in Woollahra 2 and additional recommendations, in addition to the original recommended changes for Woollahra 2 Resident Permit Parking Scheme, are recommended in this report.

### **Uniform Resident Permit Parking restrictions in Woollahra 2 area**

Currently, the Woollahra 2 resident permit parking area is made up of 1/2 Hour and 1 Hour permit parking restrictions. The recommendations in the original Woollahra 2 review proposed the introduction of 2 Hour permit parking restrictions for all new restrictions being introduced. This would result in a confusing and complex range of parking restrictions side by side in most streets of the Woollahra 2 Resident Permit Parking Scheme.

The aim of resident parking restrictions is to provide a turn-over of non-resident vehicles, thereby providing a better opportunity for residents to obtain parking in resident exempt areas in closer proximity to their residence. However, the time restrictions allocated in resident parking zones should enable visitors, tradespeople and residents who do not wish to participate in a resident parking scheme to obtain parking for a reasonable period on a public road. Therefore, resident permit parking is usually introduced for 2 Hour parking restrictions, which is often sufficient for visitors and tradespeople to carry out their business. The introduction of period parking for lesser periods, such as 1 Hour or less, would normally be reserved for extremely high demand areas such

as shopping or business precincts, or areas where the longer restrictions have proven to be less effective in providing parking opportunities for residents.

As the Woollahra 2 Resident Permit Parking Scheme is not based in a shopping or business district, it is considered that the resident parking restrictions throughout the area should be made uniform.

It is recommended:

- A. That all resident permit parking restrictions in the Woollahra 2 Resident Permit Parking Scheme be signposted “2P 8am-6pm Mon-Fri Permit Holder Excepted Area Wool 2”.

### **Street-by-Street Review:**

Each Street has been reassessed in view of the current demand for permit parking (see Annexure 1) and where changes in demand have been identified appropriate changes are proposed to the original recommendation. These proposed changes are discussed in detail in the following sections and it is recommended:

- B. That the following alterations be made to the Woollahra 2 Residents Permit Parking Scheme.

### **Wallis Street between Ocean Street and Nelson Street**

This section of Wallis Street caters for several blocks of units and small terraces in Wallis Street, as well as the overflow of parking from properties on the southern most end of Ocean Street and Woods Avenue, which ends in a cul-de-sac.

#### Ocean Street

The original recommendation provided for the installation of three (3) resident permit parking spaces between the existing No Parking restrictions outside the Temple Emanuel at 7-9 Ocean Street and the existing ‘No Parking 3.30pm-6.30pm Monday – Friday’ restrictions that service the traffic signals at the intersection of Ocean Street/Wallis Street/Oxford Street during afternoon peak hours. These three spaces are the only wholly unrestricted parking spaces on the eastern side of Ocean Street between the Temple Emanuel and Wallis Street.

The demand for permit parking from the three blocks of flats fronting this section of Ocean Street, which have no off-street parking, has increased dramatically since the original review. It is considered that the alteration of the five (5) spaces covered by the ‘No Parking 3.30pm-6.30pm Monday – Friday’ restrictions would serve no purpose, as the existing restrictions already force a turnover in parking at this location on a daily basis, and the unrestricted period commencing from 6.30pm in the evenings would likely be utilised by residents. Therefore it is recommended that the original recommendation stand and that overflow permit parking be accommodated in Wallis Street.

It is recommended:

- i. That the three (3) parking spaces on the eastern side Ocean Street near Wallis Street immediately to the north of the “No Parking 3:30pm – 6:30pm Monday to Friday” restrictions be designated “2P Monday to Friday 8am to 6pm, Permit Holders Excepted, Wool2”.

### Woods Avenue

The ratio of permits to parking spaces in Woods Avenue was discussed earlier in this report as the subject of the only submission to the Woollahra 2 Resident Permit Parking Scheme public exhibition. As noted, any overflow of demand for resident parking in this street will be accommodated in Wallis Street.

Therefore it is not proposed to alter the number of spaces allocated for resident permit parking in Woods Avenue.

### Wallis Street between Ocean Street and Woods Avenue

This section of Wallis Street is a one-way street (east from Ocean Street to Woods Avenue), with parking on the northern side only. There are fourteen (14) parking spaces in this section of Woods Avenue, with three (3) of these spaces being “1/2P 8am-6pm Mon-Fri PHE Area Wool2” and five (5) being “1P 8am-6pm Mon-Fri PHE Area Wool2”. This leaves six (6) spaces unrestricted.

The original report did not recommend any changes to the existing combination of restricted and unrestricted parking at this location.

To ensure that the resident permit parking restrictions are uniform, it is proposed to alter the 1/2P and 1P parking to match the standard resident parking restrictions hours utilised throughout the Woollahra 2 area.

To accommodate the demand for resident permit parking overflow from Ocean Street, it is recommended that an additional three (3) spaces be incorporated in the resident permit parking restrictions, bringing the total number of spaces in this section to eleven (11) resident permit parking spaces.

It is recommended:

- ii. That eleven (11) parking spaces on the northern side of Wallis Street from the existing No Stopping sign approximately 11 metres west of Woods Avenue be designated “2P 8am-6pm Mon-Fri Permit Holder Excepted Area Wool 2”.

### Wallis Street between Woods Avenue and Nelson Street

This section of Wallis Street is two-way traffic with a travel lane and parking lane on each side of the road. Currently there are eight (8) resident permit parking spaces allocated on the northern side of Wallis Street, and a section of “15 Minute Parking, 8.30am-9.30am, 2.30pm-3.30pm, School Days Only” which covers five (5) parking spaces to provide drop-off and pick-up facilities for the kindergarten at the end of Woods Avenue, and forces a turnover of vehicles in this zone. This zone can be utilized by residents and visitors outside of these hours. There is currently fifteen (15) “4P 8.00am-6.00pm Mon-Fri” parking spaces and three unrestricted parking spaces on the southern side of Wallis Street between Woods Avenue and Nelson Street. These restrictions are intended to discourage commuter parking.

The original recommendation proposed that ten (10) parking spaces on the southern side of Wallis Street immediately east of Woods Avenue be designated 2P Monday to Friday 8am to 6pm, Permit Holders Excepted, Wool2.

Wallis Street suffers a heavy demand for resident parking which is further exacerbated by high resident demand in both Ocean Street and Woods Avenue. It is proposed that the entire length of existing 4P parking on the southern side of Wallis Street between Woods Avenue and Nelson Street (adjacent to Syd Einfeld Drive) be altered to resident permit parking. Further, it is considered that a change from 4 Hour to 2 Hour restrictions will still provide sufficient parking turnover for members of the public at this location and this change may also provide some assistance to the drop-off and pick-up for the Kindergarten.

It is recommended:

- iii. That the existing “4P 8.00am-6.00pm Mon-Fri” on the southern side of Wallis Street between Woods Avenue and Nelson Street be designated “2P 8am-6pm Mon-Fri Permit Holder Excepted Area Wool 2”.

### **Nelson Street**

Nelson Street is a two-way street with a travel lane and parking lane on both sides of the road and predominantly services local residents. The street also caters for a nursing home and a child care centre and kindergarten. Nelson Street ends in a cul-de-sac “stub” south of Wallis Street and a cul-de-sac with 90 degree angle parking to the north of Queen Street.

#### Nelson Street cul-de-sac south of Wallis Street

This cul-de-sac provides parking for 3 terraces fronting this small section of roadway, and provides two (2) resident permit parking spaces, currently signposted “1P 8am-6pm Mon-Fri PHE Area Wool2”. It is recommended that no change be made to the number of spaces at this location, but that the restrictions be altered to be in line with the uniform time restrictions proposed for all resident permit parking spaces in the Woollahra 2 Resident Permit Parking Scheme (i.e. Part A of the recommendation).

Therefore it is recommended that no change be made to the number of spaces allocated for resident permit parking.

#### Nelson Street between Wallis Street and Queen Street

This section of Nelson Street comprises a total of 42 on-street parking spaces, of which one is designated a disabled parking zone on the eastern side of Nelson Street immediately north of the statutory 10 metres of No Stopping, servicing Sir Moses Montefiore Jewish Home. Additionally three (3) spaces are signposted “1/4P 8.00am-10.00am; 3.30pm-5.30pm School Days Only” generally across the frontage to 27 Nelson Street to service the Child Care Centre at this location.

There are currently six (6) resident permit parking spaces on the eastern side of Nelson Street and four (4) resident permit parking spaces on the western side of Nelson Street. These are located in the northern half of this section of Nelson Street. As the two large properties that occupy a large portion of the southern end of Nelson Street (on the corners of Wallis Street) have sufficient off-street parking, no resident permit parking currently exists in the southern end of the street.

On the western side of Nelson Street, between Nelson Lane and Queen Street, the properties are primarily terrace houses with rear-lane access from Nelson Lane and the majority of these properties have off-street parking. However, on the eastern side of Nelson Street, there are a number of large unit blocks with little or no off-street parking and the majority of the demand for resident parking in this section of Nelson Street is generated by these properties.



The original recommendation proposed that two (2) parking spaces on the eastern side of Nelson Street immediately south of Queen Street be designated 2P Monday to Friday 8am to 6pm, Permit Holders Excepted, Wool 2, and that two (2) parking spaces on the eastern side of Nelson Street immediately south of the short term drop off zone in the middle of the street be designated 2P Monday to Friday 8am to 6pm, Permit Holders Excepted, Wool2.

The original recommendation would increase the resident permit parking in this section of Nelson Street from ten (10) spaces to fourteen (14) spaces. However the demand for resident permit parking from the residential flat buildings on the eastern side has increased substantially since the initial review was carried out. While it is considered that the number of resident permit parking spaces in this section should be increased, it should be noted that the presence of numerous driveways on both the eastern and western side of Nelson Street north of Nelson Lane makes the introduction of permit parking spaces difficult, and forces the location of these spaces further towards Wallis Street and away from the properties where demand is centralised.

It is proposed that two (2) additional spaces be provided on the western side of Nelson Street immediately north of Nelson Lane, two (2) extra spaces be provided in addition to the two spaces already recommended in Part (v) of the original recommendation, and that two (2) spaces be provided in Queen Street immediately east of Nelson Street, providing easier access to the units on the corner of Nelson Street and Queen Street, rather than much further south along Nelson Street. This would increase the total number of resident permit parking spaces to twenty (20).

It is recommended:

- iv. That two (2) parking spaces on the eastern side of Nelson Street immediately south of Queen Street be designated “2P Monday to Friday 8am to 6pm, Permit Holders Excepted, Wool 2”.
- v. That four (4) parking spaces on the eastern side of Nelson Street immediately south of the short term drop off zone in the middle of the street be designated “2P Monday to Friday 8am to 6pm, Permit Holders Excepted, Wool2”.
- vi. That two (2) parking spaces on the southern side of Queen Street immediately east of Nelson Street be designated “2P Monday to Friday 8am to 6pm, Permit Holders Excepted, Wool 2”.
- vii. That two (2) parking spaces on the western side of Nelson Street immediately north of Nelson Lane be designated as “2P Monday to Friday 8am to 6pm, Permit Holders Excepted, Wool2”.

#### Nelson Street north of Queen Street

This section of Nelson Street ends in a cul-de-sac, with 90 degree angle parking on the western side of the street and parallel parking on the eastern side of the street. The western side of the street comprises terrace houses bounded by Peaker Lane, and the eastern side of the street is comprised of several blocks of units, which have historically not been included in the resident permit parking scheme in this area.

The original recommendation proposed that two (2) parking spaces on the western side of Nelson Street immediately north of Queen Street be designated 2P Monday to Friday 8am to 6pm, Permit Holders Excepted, Wool2.

Demand for resident permit parking in this section of Nelson Street has been consistently low, with only one or two properties expressing interest in obtaining parking permits over a period of several years, and it is considered that the implementation of the original recommendation would provide a minimum level of resident permit parking that can be utilised by either residents in Nelson Street north of Queen Street, or even the residents on the southern side of this intersection.

It is recommended that the original recommendation be retained:

- viii. That two (2) parking spaces on the western side of Nelson Street immediately north of Queen Street be designated 2P Monday to Friday 8am to 6pm, Permit Holders Excepted, Wool2.

### **Queen Street between Edgecliff Road and Ocean Street**

This section of Queen Street is a busy link between two major roads, with a travel lane and parking lane on both sides of the road. A survey into the provision of resident permit parking restrictions in Queen Street between Nelson Street and Ocean Street was conducted in late 2007, and it was determined that there was little demand for resident permit parking, due to most properties having access to off-street parking via rear lane access.

However, during a review of the permit demand, it has been identified that a property in Queen Street on the corner of Nelson Lane has sought resident parking permits, although this property has a double garage and does not qualify for a resident parking permit under the guidelines.

Therefore it is recommended that no change be made to the parking restrictions in Queen Street between Nelson Street and Ocean Street.

### **Forth Street between Edgecliff Road and Ocean Street**

Forth Street is a two-way street with a travel lane and parking lane on both sides of the road and services local residents and parents accessing Forth Street Primary School. Woollahra Fire Station is also located in this street.

The majority of the northern side of Forth Street has parking restrictions designed to facilitate the drop-off and pick-up requirements for the primary school. The properties on the southern side of Forth Street are primarily terrace houses, with many of these properties having rear lane access in Pickering Lane.

The southern side of Forth Street has approximately twenty-two (22) parking spaces, with five (5) of these currently signposted "1P 8am-6pm Mon-Fri PHE Area Wool2". The original recommendation proposed that an additional 3 parking spaces be designated on the southern side of Forth Street east of Kilminster Lane as 2P Monday to Friday 8am to 6pm, Permit Holders Excepted, Wool2. This recommended change would increase the resident permit parking in Forth Street to eight (8) permit parking spaces, which would continue to suit the current demand for resident permit parking at this location.

It is recommended that the original recommendation be retained:

- ix. That an additional three (3) parking spaces on the southern side of Forth Street east of Kilminster Lane be designated "2P Monday to Friday 8am to 6pm, Permit Holders Excepted, Wool2".

### **Edgecliff Road between Queen Street and Rowe Street and Wallis Street between Edgecliff Road and Nelson Street**

Edgecliff Road is a sub-arterial road in Council's road hierarchy, with a travel lane and parking lane in each direction. The street carries high traffic volumes and is a significant bus route.

The section of Wallis Street between Edgecliff Road and Nelson Street is a steep hill and therefore is not used by residents of the western end of Wallis Street.

#### Wallis Street between Edgecliff Road and Nelson Street

Because of the steep gradient of this street, the location of resident permit parking spaces restricts access to properties in the immediate vicinity of the parking zones. At the western end, at the top of the hill immediately east of Nelson Street, there are currently six (6) resident permit parking spaces on the southern side of Wallis Street. These spaces service the three terrace houses fronting the small stub of Nelson Street, and the two terrace houses fronting Wallis Street west of Wallis Lane.

The original recommendation proposed that this permit parking be reduced by two (2) spaces and that four (4) of the current 6 RPP spaces on the southern side of Wallis Street immediately east of Nelson Street be designated 2P Monday to Friday 8am to 6pm.

The properties fronting Nelson Street at this intersection have access to two (2) resident permit parking spaces in the small stub at the southern end of Nelson Street, and the retention of all six existing resident permit parking spaces in Wallis Street is excessive to local demand. With the recommended change to the existing parking restrictions in Wallis Street west of Nelson Street, it is considered that the reduction in the number of resident permit parking spaces at this location is appropriate and should be further reduced from six (6) permit parking spaces to two (2) permit parking spaces, and therefore that four unrestricted parking spaces should be reinstated.

It is recommended that:

- x. That two (2) of the existing six (6) permit parking spaces on the southern side of Wallis Street immediately east of Nelson Street be retained as "2P Monday to Friday 8am to 6pm", and that the remaining four (4) spaces be returned to unrestricted parking.

In the middle of this section of Wallis Street, on the southern side between Wallis Lane and Farran Lane, there are nine terrace houses, some of which have rear lane parking access from Leswell Lane. Currently there are five (5) resident permit parking spaces positioned centrally across the frontage of these properties and these spaces meet the current demand. With the steep hill at this location, it is considered prohibitive for these properties to access most of the nearby resident permit parking restrictions, and no change to the existing restrictions other than the uniform change to the period restrictions to 2P is proposed.

Of the remaining spaces in this section of Wallis Street, there are six (6) resident permit parking spaces on the northern side of Wallis Street immediately west of Edgecliff Road. There are another nine (9) unrestricted parking spaces on the northern side of Wallis Street west of these permit parking restrictions up to Nelson Street, and three (3) unrestricted spaces on the southern side of Wallis Street between Edgecliff Road and Farran Lane. The six (6) existing resident permit parking spaces also service residential flat buildings in Edgecliff Road north of Wallis Street, where the location of driveways severely impacts the availability of on-street parking. It is proposed to retain these spaces for this purpose.

Edgecliff Road between Queen Street and Wallis Street

The eastern side of Edgecliff Road between Queen Street and Wallis Street is made up of a number of renovated terraces and some residential flat buildings that primarily have access to off-street parking and do not generally require the provision of resident permit parking. There are thirteen (13) unrestricted on-street parking spaces between Queen Street and Stanley Street, and another eight (8) unrestricted on-street parking spaces south of Stanley Street to the bus zone just opposite Wallis Street.

The western side of Edgecliff Road between Queen Street and Wallis Street is made up of several large blocks of units, which have limited off-street parking. Demand for resident permit parking in this area has changed since the original review. Roughly the same number of permits have been issued as were issued at the time of the review, but the spread of demand across properties has changed significantly and the location of permit zones has been revised. Due to the presence of driveways, there are only nine (9) on-street parking spaces, of which three (3) are currently resident permit parking spaces and they are located closer to the Queen Street intersection.

The original recommendation proposed that an additional 4 parking spaces be designated on the eastern side of Edgecliff Road immediately to the south of Graycairn Place as 2P Monday to Friday 8am to 6pm, Permit Holders Excepted, Wool2, and that an additional 4 parking spaces be designated on the eastern side of Edgecliff Road immediately to the north of the bus zone between Stanley Street and Chester Lane as 2P Monday to Friday 8am to 6pm, Permit Holders Excepted, Wool2, and that an additional 3 parking spaces be designated on the western side of Edgecliff Road immediately to the north of Wallis Street as 2P Monday to Friday 8am to 6pm, Permit Holders Excepted, Wool2.

The number of permit spaces which has been proposed in the original recommendation is justified, however, the location of some of these spaces require adjustment to better suit the current spread of permits across properties. The primary change would be the location of the four (4) resident permit parking spaces on the eastern side of Edgecliff Road south of Graycairn Place. Rather than position these spaces immediately south of Graycairn Place, thereby positioning the parking spaces across the frontage of properties that do not currently require permit parking, it is recommended that the four spaces be located immediately north of Stanley Street, where there is a kerb blister occupying the No Stopping restrictions. One of the two properties fronting these parking spaces is a block of units which has off-street parking, and the other property currently has a permit issued.

Additionally, the six (6) resident permit parking spaces on the northern side of Wallis Street immediately to the west of Edgecliff Road will also continue to address the demand for resident parking in this section of Edgecliff Road.

It is recommended:

- x. That four (4) parking spaces on the eastern side of Edgecliff Road immediately to the north of Stanley Street be designated "2P Monday to Friday 8am to 6pm, Permit Holders Excepted, Wool2".
- xii. That four (4) parking spaces on the eastern side of Edgecliff Road immediately to the north of the bus zone between Stanley Street and Chester Lane be designated "2P Monday to Friday 8am to 6pm, Permit Holders Excepted, Wool2".
- xiii. That three (3) parking spaces on the western side of Edgecliff Road immediately to the north of Wallis Street be designated "2P Monday to Friday 8am to 6pm, Permit Holders Excepted, Wool2".

Edgecliff Road between Wallis Street and the Woollahra 2 boundary (Rowe Street)

Edgecliff Road east of Wallis Street is made up of some small shops, a number of renovated terraces and some unit blocks that primarily have access to off-street parking and do not generally require the provision of resident permit parking.

On the northern side of Edgecliff Road between the bus zone opposite Wallis Street and Chester Lane, there are four (4) existing time-restricted parking spaces (1/2P 8.00am-6.00pm Mon-Fri, 8.00am-12.30pm Sat) which service the dry-cleaners and hairdresser at this location. Between Chester Lane and Magney Street, there are approximately twenty-four (24) parking spaces, of which ten (10) of these are currently resident permit parking spaces.

The southern side of Edgecliff Road between Wallis Street and Vernon Street is made up of terraces, some of which have been converted to commercial useage (i.e. medical practices, small business offices etc). There are eight (8) parking spaces between Wallis Street and Leswell Street, of which five (5) spaces immediately east of Wallis Street are currently resident permit parking spaces. There are twenty (20) parking spaces between Leswell Street and Vernon Street, of which twelve (12) spaces located mid-block and at the eastern end of this block are currently resident permit parking spaces. Four (4) permit parking spaces are located in Vernon Lane to accommodate Edgecliff Road residences immediately east of Leswell Street.

The spread of permit demand on both sides of Edgecliff Road between Wallis Street and Vernon Street is fairly evenly spaced. The properties on the southern side have rear lane access via Vernon Lane, and many of these properties appear to have one off-street parking space and have taking up the option of obtaining one resident parking permit.

The original recommendation proposed that an additional 2 parking spaces be designated on the eastern side of Edgecliff Road immediately to the south of the bus zone between Stanley Street and Chester Lane as 2P Monday to Friday 8am to 6pm, Permit Holders Excepted, Wool2, and that an additional 2 parking spaces be designated on the northern side of Edgecliff Road to the east of Robinson Lane as 2P Monday to Friday 8am to 6pm, Permit Holders Excepted, Wool2.

It is proposed to convert two of the four 1/2P period parking spaces servicing the shops at this location to 2P resident permit parking to service the block of units immediately to the north of the shops. This residential property has a bus zone across its frontage. The two businesses require competing parking (i.e. short-stay for the dry cleaners and long-stay for the hairdresser) and the introduction of 2P parking will provide an equitable solution for both businesses and residents.

Generally, the current spread of resident permit parking spaces along this stretch of Edgecliff Road is well positioned to service the many properties. There has however been a significant increase in demand for permit parking from properties on the northern side of Edgecliff Road immediately east of Robinson Lane (i.e. west of Magney Street). It is therefore proposed to extend the resident parking in this area by four (4) spaces, up from two (2) spaces in the original recommendation.

It is recommended:

- xiv. That two (2) parking spaces on the eastern side of Edgecliff Road immediately to the south of the bus zone between Stanley Street and Chester Lane be designated "2P Monday to Friday 8am to 6pm, Permit Holders Excepted, Wool2".
- xv. That an additional four (4) parking spaces on the northern side of Edgecliff Road to the east of Robinson Lane be designated "2P Monday to Friday 8am to 6pm, Permit Holders Excepted, Wool2".

Edgecliff Road between Newland Street and the Woollahra 2 boundary (Rowe Street)

There is a small section of parallel parking on the southern side of Edgecliff Road between Newland Street and Rowe Street comprising two (2) on-street parking spaces which are both designated resident permit parking. Due to the existence of roundabouts at the intersections of Edgecliff Road/Newland Street/Harkness Street to the west and Edgecliff Road/Bathurst Street to the east, this is the only on-street parking between Bathurst Street and Magney Street. There are six terraces fronting this small section of parking, and additional resident permit parking is available in Rowe Street, where cross-boundary signs now allow parking for resident parking areas Woollahra 1 and Woollahra 2.

It is not proposed to alter the number of permit spaces in this locale.

**Magney Street**

Magney Street is a short street that ends in a cul-de-sac with a travel lane and parking lane on each side of the street. This street was the subject of a review of the parking restrictions in early 2007 in conjunction with significant upgrade works carried out by Council. The current ratio of resident permit parking to issued permits is well balanced and no issues have been raised by residents of this street.

It is not proposed to alter the number of permit spaces in this street.

**Harkness Street**

Harkness Street is a short street that ends in a cul-de-sac with a travel lane and parking lane on each side of the street. The current ratio of resident permit parking to issued permits is well balanced and no issues have been raised by residents of this street.

It is not proposed to alter the number of permit spaces in this street.

**Saber Street**

Saber Street is a small dead-end street accessed via Rowe Street, with 90 degree angle parking on the northern side and parallel parking on the southern side. The property occupying most of the street frontage on the southern side is a Religious Care Facility and the properties on the northern side are small terraces. Although these properties have rear lane access to Dudley Lane, very few have off-street parking. There is a high demand for parking from workers/commuters due to the proximity of Bondi Junction and the bus/train interchange. There are thirteen (13) on-street parking spaces, and eight (8) of these are resident permit parking spaces. The current ratio of resident permit parking to issued permits is well balanced and no issues have been raised by residents of this street.

It is not proposed to alter the number of permit spaces in this street.

**Edward Street/Russell Street**

The inclusion of Edward Street and Russell Street in the Woollahra 2 resident parking scheme was addressed in the previous report when it was recommended that no action be taken to include Edward Street or Russell Street into the Woollahra 2 Residents Parking Scheme. Conditions have not altered and therefore it is not proposed to include Edward Street or Russell Street in the Woollahra 2 Residents Parking Scheme.

**Expenditure:**

All changes to signposting is to be funded from Council's Block Grant for Traffic Facilities

**Conclusion:**

Please refer to the Executive Summary at the beginning of this report.

Alan Opera  
Manager – Engineering Services

Warwick Hatton  
Director Technical Services

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**Annexures:**

1. Plan of Proposed Changes in Woollahra 2 Resident Parking Scheme
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**Item No:** D5 Delegated to Committee  
**Subject:** **Dunbar Anchor - Proposed maintenance Works**  
**Author:** Rod Ward, Project Manager – Open Space and Trees  
**File No:** 190.G Gap Park  
**Reason for Report:** To respond to a Council Resolution

**Recommendations:**

- A. The Dunbar Anchor be retained in its current location by the scheduled application of a protective coating, along with the installation of Cathodic Protection system, to ensure its heritage and history will be preserved for future generations of visitors to Gap Park.
  - B. Note that the Dunbar Anchor's current display site has NSW heritage significance.
  - C. Note that conservation works to the Dunbar Anchor have been undertaken, with the assistance from the NSW Heritage Office.
- 

**Background**

The Community and Environment Committee resolved at its meeting on 31.03.08 that “a report be brought to the appropriate Committee of Council addressing:

- A. That the Dunbar Anchor be removed from Gap Park to allow for stage one maintenance works to be undertaken.
- B. That a further report be prepared for Council's consideration regarding preferred options for:
  - i) the anchor's preservation following stage one investigations;
  - ii) and the future long term display of the anchor.”

The Dunbar Anchor is located at the northern end of Gap Park on the rocky outcrop just back from the impressive high sandstone cliffs of The Gap. The Anchor monument includes a plaque to Dunbar Wreck and two engravings made in the sandstone relating to the wreck.

According to the NSW Heritage Office Listing's Statement of Significance "The Dunbar Anchor, Gap Park Watsons Bay is significant as a remnant of the worst maritime disaster in the shipwreck of the Dunbar. The shipwreck, which occurred in 1857, caused the death of all but one of the 122 persons aboard and the anchor, which was recovered from the wreck in c1907, is set as a memorial to the death of these people.

The anchor and plaque have historic and social significance for their association with the worst sea disaster to occur in the vicinity of Sydney Harbour in the nineteenth century. It also has significance for its association with many 'old colonists' who were amongst the 63 passengers to die. The shipwreck was responsible for the construction of lights on both North Head and Hornby Light on the tip of South Head and the memorial is significant as part of the historic remnants and structures which make up the features Gap Park and surrounds."

The two Anchors retrieved from the wreck in 1910 were subsequently placed at the grave site of the victims at Camperdown and at the Gap (1930). The anchor at the Gap is described as an Admiralty anchor and has lain ever since at its current location.

### **Maintenance Works**

Since being located at the Gap in 1930 the Dunbar Anchor has received treatment only once. In 1995 the anchor was removed, rust removal works were undertaken and an application of an epoxy paint system was applied, which subsequently failed and peeled off over time due to the inflexible nature of the epoxy paint on a metal surface which contracted and expanded with temperature variations. Stainless steel metal bands attached to the Anchor were also fixed into the sandstone rock behind the Anchor were installed at the time of its return to its location.

As per Council's resolution Part A "*That the Dunbar Anchor be removed from Gap Park to allow for stage one maintenance works to be undertaken as outlined in the report*" metal samples were taken for chloride analysis by conservation specialists Sydney Artefacts Conservation. Laboratory testing revealed that the chloride levels were high but not critical to the anchors conservation. A further report by archeological consultants International Conservation Services on treatment options assessed that rust removal and the application of rust prevention coatings would be the most cost effective option, and more costly treatments used on such corroded maritime metal objects such as a chloride bath would not be required.

For stage one maintenance works the Dunbar Anchor was then removed from its location and conservation treatments were undertaken involving the removal of rust and remnants of the epoxy paint system applied in 1995. Then several coats of fish oil as recommended by corrosion experts were applied. The Anchor has since been returned to its location at the southern end of the Gap viewing platform.

### **Further Preservation Measures**

Part B of the Council resolution calls for:

*"That a further report be prepared for Council's consideration regarding preferred options for:*

- i) the anchor's preservation following stage one investigations; and*
- ii) the future long-term display of the anchor."*

This report can advise that consideration has been given to further preservation measures that can be undertaken in consultation with leading expert on maritime archaeology, Dr Ian Macleod Executive Director of Collections Management and Conservation at the Western Australian Museum and conservators at International Conservation Services.



The assessment of treatment options revealed that the Dunbar Anchor would benefit from a Cathodic protection rust protection system **Cathodic protection** is a technique to control the [corrosion](#) of a metal surface by making it work as a [cathode](#) of an [electrochemical cell](#). This is achieved by placing in contact with the metal to be protected another more easily corroded metal to act as the anode of the [electrochemical cell](#). Cathodic protection systems are most commonly used to protect [steel](#), water or fuel [pipelines](#) and [storage tanks](#), steel pier [piles](#), ships, offshore [oil platforms](#) and onshore [oil well](#) casings.

The system, if installed, would involve a sacrificial anode being discreetly located on the anchor with very low voltage current running through the anchor. There is no danger of electrocution if the anchor is touched.

Quotes are currently being received to provide the Cathodic protection rust protection system with a view to installation being completed by early 2010.

### **Maintenance of protective coating**

The anchor has received several coatings of fish oil, a non toxic, natural product that was recommended by maritime archeologists as it has plasticity to move with the metal as it expands and contracts and also reveals the texture of the metal rather than hiding it under a conventional paint system.

The coating of fish oil will need to be reapplied every six months to maintain the level of protection that it provides. This will need to be built into Council maintenance schedules.

### **Future long term display options**

The development of the Gap Park Masterplan reviewed the location of the Anchor and noted that to provide better environmental protection to reduce or remove the incidence of corrosion it could be relocated to a permanent museum, or another location away from the coastal environment, or a better protected site within the park and closer to the actual wreck site (approximately 530metres to the south from its current site). These suggestions are discussed below:

- **Move the Dunbar Anchor to a museum.** The Dunbar Anchor could be relocated permanently to a museum as it could be argued that its social significance to Gap Park has been lessened with time and the Dunbar wreck could be better presented with interpretative panels that more fully describe the Dunbar wreck and its significance to the young colony of Sydney. The Dunbar Anchor could then be better preserved from the ongoing harsh environment of its current location.

The issue with this suggestion is finding a museum that will take an anchor. Despite its significance there are few museums that would be considered appropriate to take the Dunbar Anchor, such as the Australian Maritime Museum or the Museum of Sydney. An approach will need to be made to gauge interest in the Dunbar Anchor.

To relocate the Dunbar Anchor a Development Application will be required to be approved, along with approval from the NSW Heritage Office on the proposed relocation.

There is the possibility that if the Dunbar Anchor was to be given to a museum it may end up in storage until an appropriate exhibition is developed with a need for the Dunbar Anchor to be displayed and Gap Park would lose a primary attraction and piece of the heritage fabric of its and Sydney's early transport links with Europe.

- **Move to another location within Gap Park.** As the Dunbar Anchor is currently located 530 metres from the Dunbar wreck there is a case for relocating it closer to the actual wreck site, such as the southern end of Gap Park or Jacobs Ladder where the sole survivor of the tragic shipwreck was rescued.

Within these locations there could be an opportunity for a more protected location to be found, reducing the maintenance requirements, and historical interpretative panels to be added to provide more information of the Dunbar wreck.

The Gap Park Masterplan has provided a cost estimate for restoration, reinstallation, interpretation and protection of \$170,000.

Again to relocate the Dunbar Anchor a Development Application will be required to be approved, along with approval from the NSW Heritage Office on the proposed relocation.

- **Leave the Dunbar in its original display location.**

There is a strong case for retaining the Dunbar Anchor in its current location. The Dunbar Anchor has been on display in the same location since 1930. The Anchor and its stone inscriptions are listed on the NSW State Heritage Register where its importance is recognised from the fact that it “The anchor and plaque have historic and social significance for their association with the worst sea disaster to occur in the vicinity of Sydney Harbour in the nineteenth century... and the memorial is significant as part of the historic remnants and structures which make up the features Gap Park and surrounds.”

It is also a point of interest at the southern end of The Gap viewing platform where the majority of visitors arrive from the southern end of the park. It is also seen from the northern entry of the Gap drawing many visitors to investigate its history and significance. Additional historical interpretative panels would enhance its location and provide visitors a greater insight into its significance.

### **Conclusion:**

The Dunbar Anchor has been on display in its current location since 1930 and forms part of the fabric of The Gap viewing area, as well as Gap Park. This display location and its recognition by the NSW Heritage Office suggest this association should be maintained, and that the anchor should not be relocated.

Rod Ward  
Project Manager  
Open Space and Trees

Warwick Hatton  
Director  
Technical Services

### **Annexures**

1. Dunbar Anchor Condition Report – International Conservations Services. December 2007
2. Dunbar Anchor Salt Analysis Report – Sydney Artefacts Conservation. June 2008
3. Report to Community and Environment Committee – Dunbar Anchor Proposed Maintenance Works. 31March 2008

**Item No:** R1 Recommendation to Council  
**Subject:** **Ward Based Community Meetings**  
**Author:** Les Windle - Manager Governance  
**File No:** 900.G  
**Reason for Report:** To advise Councillors of the results of the Councillor Survey on Ward Based Community Meetings.

**Recommendation:**

- A. That in view of the activities that the Council currently employs to interact with the community the Council does not conduct formal ward based community meetings.
- B. That it be noted that any Councillor or group of Councillors are able to organise a community meeting at any time, date and venue that suits the Councillors.

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**Background:**

At the meeting held on 27 April 2009 Council adopted the following Notice of Motion:

*That a report be made to the Community & Environment Committee on Council facilitating regular (6 monthly) ward based community meetings including where appropriate existing residents associations. The objective of the meetings being to act as a forum to brief local residents on current issues affecting their area, and receive feedback from residents.*

A report was submitted to the Community & Environment Committee on 10 August 2009 and the Committee:

1. Noted the current processes available for constituents to raise matters of interest with Councillors which include:
  - telephone,
  - e-mail,
  - facsimile,
  - direct mail to Council, or the Councillor's nominated public contact address,
  - scheduled meetings with Councillors and/or the Mayor at Council.
2. Noted the other avenues for members of the public to raise matters for consideration of Councillors including the Public Forum at Council Meetings and by participating in community based committees including:
  - Access Committee
  - Community Safety Committee
  - Animal Advisory Committee
  - Bicycle Working Party
  - Vegetation Management Working Party
  - Friends of Woollahra Library
  - Small Sculpture Prize Advisory Committee
  - Floodplain Risk Management Committee
  - Paddington Community Garden Association

3. Noted the actions taken by Council to advise the community on activities of the Council which include:
  - Council's website
  - Advertisements in the Wentworth Courier
  - A weekly Mayoral Column and notification page in the Wentworth Courier
  - Regular media stories in the local media
  - Meeting agendas available on Council's website, Redleaf Council Chambers and Libraries
  - Meeting minutes available on Council's website, Redleaf Council Chambers and Libraries
  - Letters sent to residents where Council will be undertaking works such as road works and tree removal/replacements
  - Letterbox drops to wider areas of the Municipality on proposed Council activities in the area or other matters of interest affecting the area
  - Over 1000 copies of the What's On calendar of events are printed and distributed each month. It is distributed to a mix of community groups, local schools, organisations, community centres, churches as well as a number of residents and other individuals who have requested to receive copies. The publication is also placed in all Council outlets, such as library branches and customer service. In addition to this, there are approximately 200 email subscribers. This service is also available by e-mail subscription.
  - Council staff are available during normal business hours to provide information and advice on matters of Council business and operations. Referral information provided by customer service staff and Council staff
  - Mayor/Councillor attendance at a range of community events
  - Display in customer service centre/ plasma screen power point rolling display
4. Noted the consultation actions taken by Council in the past which led to the preparation of the following strategic documents:
  - Social and Cultural Plan 2008-2013
  - Woollahra Library and Information Services Strategy 2007
  - Community Capacity Survey 2007
  - Woollahra Recreation Needs Assessment and Strategy 2006
5. Noted the community engagement activities being undertaken in the development of Council's Community Strategic Plan.
6. Resolved to survey Councillors to identify their interest in conducting ward based community meetings, including preferred format, location and frequency.

In relation to the current community engagement activities being undertaken to develop Council's Community Strategic Plan, the following activities are being conducted:

- An LGA wide intercept survey of 1,500 people at locations at shopping centres, events and parks, asking the community what is important to them about their area, now and in the future. This survey is also available on Council's website and due to cease by the end of November.
- Two community leaders workshops, scheduled for 26 and 27 November 2009.
- Workshops with people with a disability, including a workshop with the Access Committee.
- A schools photo survey for primary and secondary students, with students capturing images on what they like about the area and what can be improved.
- A random survey of residents to assess what is important to them in regards to Council services and how satisfied they are with service delivery, with a sample size of 800 randomly selected phone interviews with a +/- 3.4% error margin at 95% confidence level.

A survey was forwarded to Councillors on 20 August 2009. A copy of the survey is attached. At the 30<sup>th</sup> September only 7 completed surveys had been returned and a reminder was sent to Councillors requesting completion of the survey by 6<sup>th</sup> October. Council has now received 11 survey responses from Councillors.

A summary of the responses is as follows:

**Question:** Are you in favour of Councillors holding Ward based Community meetings?

**Response:** 9 Councillors are in favour of holding ward based community meetings.  
2 Councillors are not in favour of holding ward based community meetings.

**Question:** If Ward based Community meetings are held, would you attend the meetings?

**Response:** 9 Councillors indicated that they would attend ward based community meetings.  
1 Councillor indicated that they would not attend ward based community meetings.  
1 Councillor did not provide a response to this question.

**Question:** How often do you think Ward Based Community Meetings should be held?

**Response:** 2 Councillors indicated Yearly  
7 Councillors indicated Half yearly

**Question:** When would you prefer the meetings to be held?

**Response:** 5 Councillors indicated Tuesday  
3 Councillors indicated Wednesday  
1 Councillor indicated Tuesday, Wednesday or Thursday

**Question:** What time would you like the meetings to commence?

**Response:** 2 Councillors indicated 5.00pm  
3 Councillors indicated 6.00pm  
3 Councillors indicated 6.30pm  
1 Council did not indicate a preferred time

**Question:** How long would you like the meetings to last?

**Response:** 1 Councillor indicated 1 hour  
1 Councillor indicated 1 – 1.5 hours  
1 Councillor indicated 1 – 2 hours  
5 Councillors indicated 2 hours  
1 Councillor 2 + hours

**Question:** Where would you prefer the meetings to be held?

**Response:** 6 Councillors indicated within the respective ward area  
3 Councillors indicated at Redleaf Committee Room

**Question:** Would you like the format to be Formal with a set agenda or Informal with no set agenda?

**Response:** 3 Councillors indicated Formal with a set agenda  
2 Councillors indicated Informal with no set agenda

3 Councillors indicated Formal with a set agenda with an informal period for general discussion  
1 Councillor did not indicate a preferred format

**Question:** Do you think the Mayor should attend all ward community meetings?

**Response:** 3 Councillors indicated Yes  
5 Councillors indicated No  
1 Councillor indicated “not essential”

**Question:** Would you be happy for Councillors from other wards to attend your Ward community meetings?

**Response:** 4 Councillors indicated Yes  
1 Councillor indicated “Yes must”  
2 Councillors indicated No  
1 Councillor indicated “No – otherwise wards are irrelevant”  
1 Councillor indicated “indifferent”

**Question:** Would you be happy for Councillors of other Wards to hold community meetings and your Ward Councillors do not?

**Response:** 3 Councillors indicated Yes  
5 Councillors indicated No  
1 Councillor indicated “Generally No, but if only Paddington/Woollahra opt to do so then this is understandable”

**Question:** How do you think the meetings should be chaired?

**Responses were:**

- “The chair position itself should be determined either by Mayoral appointment, or alternatively whoever received the highest vote in the ward. A roundtable approach may allow shopkeepers and residents to feel more included in the decision-making process, as opposed to a more formalised podium-style meeting, where attendees feel more inclined to attack rather than to contribute. Such ward meetings should have the power of a standard Council subcommittee.”
- “Using safe meeting practices and facilitated not chaired on a rotation basis.”
- “Chaired by Councillors” – 2 Councillors
- “With politeness. Joint chair by resident and Councillor or separate professional chair.”
- “By a ward Councillor of the ward in question but by a different ward councillor each time.” – 2 Councillors
- “The Mayor or some other independent person, maybe a Council staffer”
- “A local resident chairing – rotated. Good meeting practice.”

An analysis of the responses shows:

1. 9 Councillors are in favour of holding the ward based community meetings with 2 Councillors advising they are not in favour of holding the meetings. 4 Councillors did not respond to the survey which could indicate that they are either not in favour of holding the meetings or are indifferent to holding the meetings.
2. 9 Councillors have indicated that they would attend the meetings. The ward composition of those Councillors are:

- All 3 Councillors from 2 wards
  - 2 Councillors from 1 ward
  - 1 Councillor from 1 ward
  - No Councillors from one ward have indicated that they would attend the meetings
3. There are differing views amongst the Councillors concerning the frequency of the meetings between yearly and half yearly with only one group of ward Councillors all indicating a preference for the same frequency, half yearly. The Councillors within each of the other wards differ in their preference.
  4. There are differing views amongst the Councillors concerning when the meetings should be held with only one group of Councillors all indicating a similar preference, that being for Tuesday meetings. The Councillors within each of the other groups of wards differ in their preferred days.
  5. There are differing views amongst the Councillors concerning the starting time for the meetings. The preferred commencement times range from 5.00pm to 6.30pm. There is no one group of ward Councillors where all Councillors indicated a preference for a common commencement time.
  6. There are differing views amongst the Councillors concerning the preferred duration of the meetings. The preferred duration times range from 1 hour to 2 plus hours. There is one group of ward Councillors all indicating 2 hours however the other groups of ward Councillors differ in their preferred duration times.
  7. There are differing views amongst the Councillors concerning the preferred location of the meetings. There is one group of ward Councillors all indicating that the meetings should be held within the ward area however the other groups of ward Councillors differ in their preferred location between within their respective ward and centrally located at Redleaf Committee Room.
  8. There are differing views amongst the Councillors concerning the preferred format of the meetings. There is no group of ward Councillors all indicating their preference for a formal format with a set agenda or an informal format with no set agenda. The responses from each group of ward Councillors include a combination of the above preferences with other responses indicating a formal agenda with an informal period for general discussions.
  9. There are differing views amongst the Councillors concerning the attendance of the Mayor at the meetings. There is no group of ward Councillors all indicating their preference for the Mayor to attend.
  10. There are differing views amongst the Councillors concerning the attendance of other ward Councillors at their ward meetings. There is no group of ward Councillors all indicating that they would be happy for other ward Councillors to attend their ward meetings.
  11. There are differing views amongst the Councillors concerning whether they would be happy for Councillors of other wards to hold community meetings if their ward Councillors did not. 3 of the 9 Councillors in favour of the meetings indicated that they would be in favour of individual groups of ward Councillors holding the meetings however 6 of the 9 Councillors indicated that they were “not” or “not generally” in favour of other groups of ward Councillors holding meetings if their ward Councillors did not.. This indicates that 66% of the Councillors responding as favouring the meetings believe that if all wards do not hold the meetings then no meetings should be held. There was only one group of ward Councillors

where all the Councillors indicated a similar preference for this questions with that united response from this group of ward Councillors being “No”.

- 12 There are differing views amongst the Councillors concerning how the meetings should be chaired.

It is evident from the responses received to the survey that there is no consensus among the Councillors or any individual group of ward Councillors on the holding of the ward based community meetings. Two groups of ward Councillors agree that meetings should be held but the individual Councillors within these groups differ in the operational details of the meetings, ie timing, duration, format, location and chairing of the meetings.

There is also a majority of Councillors (66%) who responded to the survey indicating that they would not be happy for Councillors of other wards to hold community meetings if their ward Councillors did not hold community meetings.

As the survey responses do not provide a clear indication from Councillors for Council staff to arrange the meetings, it is considered that the initiative of organising ward based community meetings should be at the discretion of ward Councillors or groups of Councillors.

The ward Councillors could discuss meeting details amongst themselves and arrive at an agreement on the details of the meetings.

Following the agreement by the ward Councillors or groups of Councillors on the details of specific meetings Council staff could provide assistance with venue bookings and advertising the meetings. As intended by the Notice of Motion, the conduct of the meetings would then be the responsibility of the ward Councillors or groups of Councillors.

### **Conclusion:**

The responses to the Councillor survey on ward based community meetings indicated that a majority of Councillors are in favour of holding the meetings but there is no consensus amongst the Councillors on the operational details of the meetings, ie timing, duration, format, location and chairing of the meetings.

In view of the activities that Council currently employs to interact with the community it is considered that further Council organised meetings are not necessary. There is, however, no reason why a Councillor or a group of Councillors, ie Ward Councillors, who wish to meet with their constituents could not organise the community meetings at a time, date and venue that suits the Councillors. When meeting details have been agreed Governance staff could provide assistance with venue booking and advertising the meetings.

Les Windle  
Manager Governance

Stephen Dunshea  
Director Corporate Services

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### **Annexures:**

1. Councillor Survey on Ward Based Community Meetings



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

