

AGENDA



LOCAL TRAFFIC COMMITTEE MEETING

MONDAY 17 APRIL 2023

11.00am

Function of the Local Traffic Committee

Background

Roads and Maritime Services (RMS) is legislated as the Authority responsible for the control of traffic on all NSW Roads. The RMS has delegated certain aspects of the control of traffic on local roads to councils. To exercise this delegation, councils must establish a local traffic committee and obtain the advice of the RMS and Police. The Inner West Council Local Traffic Committee has been constituted by Council as a result of the delegation granted by the RMS pursuant to Section 50 of the Transport Administration Act 1988.

Role of the Committee

The Local Traffic Committee is primarily a technical review and advisory committee which considers the technical merits of proposals and ensures that current technical guidelines are considered. It provides recommendations to Council on traffic and parking control matters and on the provision of traffic control facilities and prescribed traffic control devices for which Council has delegated authority. These matters are dealt with under **Part A** of the agenda and require Council to consider exercising its delegation.

In addition to its formal role as the Local Traffic Committee, the Committee may also be requested to provide informal traffic engineering advice on traffic matters not requiring Council to exercise its delegated function at that point in time, for example, advice to Council's Development Assessment Section on traffic generating developments. These matters are dealt with under **Part C** of the agenda and are for information or advice only and do not require Council to exercise its delegation.

Committee Delegations

The Local Traffic Committee has no decision-making powers. The Council must refer all traffic related matters to the Local Traffic Committee prior to exercising its delegated functions. Matters related to State Roads or functions that have not been delegated to Council must be referred directly to the RMS or relevant organisation.

The Committee provides recommendations to Council. Should Council wish to act contrary to the advice of the Committee or if that advice is not supported unanimously by the Committee members, then the Police or RMS have an opportunity to appeal to the Regional Traffic Committee.

Committee Membership & Voting

Formal voting membership comprises the following:

- one representative of Council as nominated by Council;
- one representative of the NSW Police from each Local Area Command (LAC) within the LGA, being Newtown, Marrickville, Leichhardt and Ashfield LAC's.
- one representative from the RMS; and
- State Members of Parliament (MP) for the electorates of Summer Hill, Newtown, Heffron, Canterbury, Strathfield and Balmain or their nominees.

Where the Council area is represented by more than one MP or covered by more than one Police LAC, representatives are only permitted to vote on matters which effect their electorate or LAC.

Informal (non-voting) advisors from within Council or external authorities may also attend Committee meetings to provide expert advice.

Committee Chair

Council's representative will chair the meetings.

Public Participation

Members of the public or other stakeholders may address the Committee on agenda items to be considered by the Committee. The format and number of presentations is at the discretion of the Chairperson and is generally limited to 3 minutes per speaker. Committee debate on agenda items is not open to the public.

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Late Items

Nil at time of printing.

6 Part B - Items for Information Only

Nil at the time of printing.

7 Part C - Items for General Advice

Nil at the time of printing.

8 General Business

9 Close of Meeting

**Minutes of Local Traffic Committee Meeting
Held on 20 March 2023 at Ashfield Service Centre**

Meeting commenced at 11.00am

ACKNOWLEDGEMENT OF COUNTRY BY CHAIRPERSON

I acknowledge the Gadigal and Wangal people of the Eora nation on whose country we are meeting today, and their elders past and present.

COMMITTEE REPRESENTATIVES PRESENT

| | |
|----------------------|---|
| Mayor Darcy Byrne | Councillor – Baludarri-Balmain Ward (Chair) |
| Bill Holliday | Representative for Jamie Parker MP, Member for Balmain |
| Graeme McKay | Representative for Jo Haylen MP, Member for Summer Hill |
| Patricia Arcilla | Representative for Jenny Leong MP, Member for Newtown |
| Sgt Charles Buttrose | NSW Police – Leichhardt Police Area Command |
| Jerimia Tukadra | Transport for NSW (TfNSW) |

NON VOTING MEMBERS IN ATTENDANCE

| | |
|----------------------|--|
| Van Le | Transport for NSW (TfNSW) |
| Colin Jones | Inner West Bicycle Coalition (IWBC) |
| Manod Wickramasinghe | IWC's Traffic and Transport Services Manager |
| Sunny Jo | IWC's Coordinator Traffic Engineering Services (North) |
| George Tsaprounis | IWC's Coordinator Traffic Engineering Services (South) |
| Jason Scoufis | IWC's Traffic and Parking Planner |
| Charbel El Kazzi | Graduate Civil Engineer – Traffic Services |
| Zara Helal | Engineer – Traffic and Parking Services |
| Christina Ip | IWC's Business Administration Officer |

VISITORS

Nil.

APOLOGIES:

Jason Yat-sen Li MP Member for Strathfield

DISCLOSURES OF INTERESTS:

Nil.

CONFIRMATION OF MINUTES

The Minutes of the Local Traffic Committee meeting held on 20 February 2023, and the Minutes of the Extraordinary Local Traffic Committee meeting held on 28 February 2023 were confirmed.

MATTERS ARISING FROM COUNCIL'S RESOLUTION OF MINUTES

The Local Traffic Committee recommendations of its meeting held on 20 February 2023, and the Extraordinary Local Traffic Committee recommendations of its meeting held on 28 February 2023 were adopted at Council's meeting on 14 March 2023.

LTC0323(1) Item 1 Balmain LATM Study (Baludarri-Balmain Ward/Balmain Electorate/Leichhardt PAC)

SUMMARY

Council has prepared a draft Local Area Traffic Management (LATM) study to address key community concerns about traffic, pedestrian and cycling facilities in the Balmain LATM precinct area.

The recommendations aim to align with Council policies and strategies, with an emphasis on improving pedestrian and cyclist movements, whilst retaining safe and acceptable traffic volume and speeds in local streets.

Officer's Recommendation

That:

1. The final draft Balmain Local Area Traffic Management (LATM) Study be endorsed for community consultation; and
2. The report be placed on Public Exhibition, providing a minimum 28 days for community feedback and the results be reported back to the Traffic Committee.

DISCUSSION

The representative for the Member for Balmain requested that cyclists be excepted at the proposed one way restriction proposed for Hanover Street. Council Officers will investigate this request.

The TfNSW representative advised that:

- a TMP and notification is required as per Section 116 of the Roads Act for the proposed one-way of Hanover Street;
- Shared Zones are to comply with Transport's TTD 2016/001 including the installation of CFT's and changing the pavement surface;
- parking changes should not be considered as part of the LATM; they can be considered separately and endorsed by LTC;
- zebra and wombat crossings be installed in accordance to the Pedestrian Crossing Guideline;
- it is recommend that one Shared Zone treatment for the whole of Ellen Street be installed, instead of the current proposal of two small Shared Zone sections in Ellen Street.

Council officers noted that the comment about the Ellen Street Shared Zone treatment was a result of an error in the displayed signposting contained in Figure 9-44 of the report. Council Officers will amend this before it goes on Public Exhibition so that a Shared Zone treatment correctly extends through the street.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

That:

1. The final draft Balmain Local Area Traffic Management (LATM) Study be endorsed for community consultation; and
2. The report be placed on Public Exhibition, providing a minimum 28 days for

community feedback and the results be reported back to the Traffic Committee.

For motion: Unanimous

LTC0323(1) Item 2 Alfred Street, Annandale - Angled Parking Conversion (Gulgadya - Annandale/Balmain Electorate/Leichhardt PAC)

SUMMARY

Concerns have been raised regarding the lack of visibility for drivers exiting the 45° front to kerb angled parking on the western side of Alfred Street between Booth Street and Styles Street, Annandale. It has been reported that drivers reverse into oncoming traffic and parked vehicles especially at night. It is proposed to convert the existing 45° front to kerb angled parking into a 45° rear to kerb angled parking, including changing the direction of parking to support rear to kerb parking.

In addition, parking on the south side of Whites Creek Lane adjacent to property No.40 & 42 has been found to restrict vehicle movements, including trucks. It is proposed to implement full time 'No Parking' and 'No Stopping' on both sides of the lane to address this issue.

Officer's Recommendation

That:

1. The existing '45° Angle Parking Front to Kerb parking' signage in Alfred Street between Booth Street and Styles Street be replaced with '45° Angle Parking Rear to Kerb parking' as per attached plan;
2. Parking control linemarking be installed as shown in the attached plan to support rear to kerb parking; and
3. A 'No Parking' zone be installed on both sides of Whites Creek Lane along the side boundary of No.40 and 42 Alfred Street, with 10m 'No Stopping' zones from Alfred Street and Whites Creek Lane as per attached plan.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

That:

1. The existing '45° Angle Parking Front to Kerb parking' signage in Alfred Street between Booth Street and Styles Street be replaced with '45° Angle Parking Rear to Kerb parking' as per attached plan;
2. Parking control linemarking be installed as shown in the attached plan to support rear to kerb parking; and
3. A 'No Parking' zone be installed on both sides of Whites Creek Lane along the side boundary of No.40 and 42 Alfred Street, with 10m 'No Stopping' zones from Alfred Street and Whites Creek Lane as per attached plan.

For motion: Unanimous

LTC0323(1) Item 3 Stevens Lane, Marrickville - Proposed installation of 'No Parking' restrictions along both sides of the laneway (Midjuburi – Marrickville Ward / Newtown Electorate / Inner West PAC)

SUMMARY

Concerns have been raised with Inner West Council regarding the inconsistency of 'No Parking' restrictions along Stevens Lane, Marrickville especially after recent development in the area. This situation has been reviewed and a proposal has been developed which will provide a consistency of restrictions along the laneway. The proposal is to install full time 'No Parking' restrictions along both sides of the laneway.

Officer's Recommendation

That statutory 10m 'No Stopping' restrictions and full-time 'No Parking' restrictions be installed along both sides of Stevens Lane, Marrickville between Philpott Street and Fotheringham Lane in order to provide consistency of 'No Parking' restrictions along the laneway.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

That statutory 10m 'No Stopping' restrictions and full-time 'No Parking' restrictions be installed along both sides of Stevens Lane, Marrickville between Philpott Street and Fotheringham Lane in order to provide consistency of 'No Parking' restrictions along the laneway.

For motion: Unanimous

LTC0323(1) Item 4 Edgware Road, Enmore (at the Intersection of Alice Street and Llewellyn Street) - Proposed Traffic Signal Upgrade (Plan No. 10227) – Project 303097 (Midjuburi - Marrickville Ward / Newtown Electorate / Inner West PAC)

SUMMARY

Inner West Council is proposing to upgrade the existing traffic control signals at the intersection of Edgware Road, Alice Street and Llewellyn Street, Enmore. This project does not affect signs or line marking on Council's road network and work will only be carried out on signal posts / lanterns, therefore this report is provided for information purposes.

Officer's Recommendation

That the detailed Concept TCS Plan (303097 – TCS Concept Design Plan) and Civil Works Plan (303097 – 10227 Concept Civil Design) be noted.

DISCUSSION

The TfNSW representative asked that the kerb ramps be upgraded to standard. This may require changes to the location of signal posts and line marking. Council Officers will investigate this and submit the changes to TfNSW.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

That the detailed Concept TCS Plan (303097 – TCS Concept Design Plan) and Civil Works Plan (303097 – 10227 Concept Civil Design) be noted.

For motion: Unanimous

LTC0323(1) Item 5 Dudley Street, Dulwich Hill; Burrows Avenue, Railway Road, Gleeson Avenue and (Lower) Railway Parade, Sydenham - Temporary Parking Changes During Major Rail Shutdown Of T3 Line For Sydney Metro Upgrade Works - Bus Replacements For 4 Days Between Thursday 20 April To Sunday 23 April 2023 (Midjumburi - Marrickville Ward / Summer Hill Electorate / Inner West PAC)

SUMMARY

Council has been notified by Transport for NSW (TfNSW) that Sydney Metro works will require a major rail shutdown of the Sydenham to Bankstown rail line (T3) for a 4 day period between Thursday, 20 April to Sunday, 23 April 2023 (inclusive). During the shutdown buses will replace train services along the T3 line and to accommodate the increased bus movements and necessary holding areas some short-term parking changes are required at a number of locations.

Specifically, TfNSW is requesting approval for the temporary conversion of multiple parking spaces at the following locations: Dudley Street, Dulwich Hill; Burrows Avenue, Railway Road, Gleeson Avenue and (Lower) Railway Parade, Sydenham. It is recommended that no objections be raised, and Council approves the temporary short-term parking changes at the identified locations during the rail shutdowns.

Officer's Recommendation

THAT this report be received and noted and the following temporary short-term parking changes from Thursday 20 April to Sunday 23 April 2023 (inclusive) be approved and implemented by TfNSW:

Dulwich Hill Station Precinct - Dudley Street (4 parking spaces)

1. The short-term conversion of 7m (1 parking space) 'Loading Zone 8:30 am – 6 pm Mon – Fri & 8:30 am – 12:30 pm Sat' on the northern side of Dudley Street (between Wardell Road and School Parade) to a 'Bus Zone' be approved in order to provide an additional bus bay with adequate draw-in length;
2. The short-term conversion of 18m (3 parking spaces) 'P30 min 8:30 am – 6 pm Mon – Fri & 8:30 am – 12:30 pm Sat' on the northern side of Dudley Street (between Wardell Road and School Parade) to a 'Bus Zone' be approved in order to provide an additional bus bay with adequate draw-in length;

Sydenham Station Precinct - Burrows Avenue (23 parking spaces)

3. The short-term conversion of 50m (14 parking spaces) rear to kerb 'unrestricted parking' on the northern kerb of Burrows Avenue (west of Gleeson Avenue) to a 'Bus Zone' be approved in order to provide additional bus bays for adequate bus draw-in/draw-out length;
4. The short-term conversion of 58m (9 parking spaces) 'unrestricted parking' on the southern kerb of Burrows Avenue (west of Gleeson Avenue) to a 'Bus Zone' be APPROVED in order to provide additional bus bays for bus layover purposes;

Sydenham Station Precinct – Railway Road (3 parking spaces)

5. The short-term conversion of 18m (3 parking spaces) '2P 8:30 am – 10 pm Mon - Fri' on the eastern side kerb of Railway Road (between Burrows Avenue and Gleeson Avenue) to a 'Bus Zone' be approved in order to provide additional bus bays for bus layover purposes;

Sydenham Station Precinct - Gleeson Avenue (2 parking spaces)

6. The short-term conversion of 12m (2 parking spaces) '1P 9:00 am – 3:30 pm Mon - Fri and No Parking 6 am-9 am & 3:30 pm – 6:30 pm' on the eastern kerb of Gleeson Avenue (between Burrows Avenue and Unwins Bridge Road) to a 'Bus Zone' be approved in order to provide a bus stop extension with adequate draw-in/draw-out length;

Sydenham Station Precinct - Lower Railway Parade (57 parking spaces)

7. The short-term conversion of 122m (46 parking spaces) 45 degree angled 'unrestricted parking' on the southern side kerb of Lower Railway Parade (between Sydenham Road and Marrickville Road) to a 'Bus Zone' be approved in order to provide additional layover and standby bus bays;
8. The short-term conversion of 32m (11 parking spaces) 45 degree angled parking '4P 8:30 am – 6 pm Mon - Fri' on the southwest kerb of Lower Railway Parade (between Gleeson Avenue and Marrickville Road) to a 'Bus Zone' be approved in order to provide additional layover bus bays with adequate draw-in length; and
9. The applicant and Council Rangers be advised in terms of this report.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT this report be received and noted and the following temporary short-term parking changes from Thursday 20 April to Sunday 23 April 2023 (inclusive) be approved and implemented by TfNSW:

Dulwich Hill Station Precinct - Dudley Street (4 parking spaces)

1. The short-term conversion of 7m (1 parking space) 'Loading Zone 8:30 am – 6 pm Mon – Fri & 8:30 am – 12:30 pm Sat' on the northern side of Dudley Street (between Wardell Road and School Parade) to a 'Bus Zone' be approved in order to provide an additional bus bay with adequate draw-in length;
2. The short-term conversion of 18m (3 parking spaces) 'P30 min 8:30 am – 6 pm

Mon – Fri & 8:30 am – 12:30 pm Sat’ on the northern side of Dudley Street (between Wardell Road and School Parade) to a ‘Bus Zone’ be approved in order to provide an additional bus bay with adequate draw-in length;

Sydenham Station Precinct - Burrows Avenue (23 parking spaces)

- 3. The short-term conversion of 50m (14 parking spaces) rear to kerb ‘unrestricted parking’ on the northern kerb of Burrows Avenue (west of Gleeson Avenue) to a ‘Bus Zone’ be approved in order to provide additional bus bays for adequate bus draw-in/draw-out length;**
- 4. The short-term conversion of 58m (9 parking spaces) ‘unrestricted parking’ on the southern kerb of Burrows Avenue (west of Gleeson Avenue) to a ‘Bus Zone’ be APPROVED in order to provide additional bus bays for bus layover purposes;**

Sydenham Station Precinct – Railway Road (3 parking spaces)

- 5. The short-term conversion of 18m (3 parking spaces) ‘2P 8:30 am – 10 pm Mon - Fri’ on the eastern side kerb of Railway Road (between Burrows Avenue and Gleeson Avenue) to a ‘Bus Zone’ be approved in order to provide additional bus bays for bus layover purposes;**

Sydenham Station Precinct - Gleeson Avenue (2 parking spaces)

- 6. The short-term conversion of 12m (2 parking spaces) ‘1P 9:00 am – 3:30 pm Mon - Fri and No Parking 6 am-9 am & 3:30 pm – 6:30 pm’ on the eastern kerb of Gleeson Avenue (between Burrows Avenue and Unwins Bridge Road) to a ‘Bus Zone’ be approved in order to provide a bus stop extension with adequate draw-in/draw-out length;**

Sydenham Station Precinct - Lower Railway Parade (57 parking spaces)

- 7. The short-term conversion of 122m (46 parking spaces) 45 degree angled ‘unrestricted parking’ on the southern side kerb of Lower Railway Parade (between Sydenham Road and Marrickville Road) to a ‘Bus Zone’ be approved in order to provide additional layover and standby bus bays;**
- 8. The short-term conversion of 32m (11 parking spaces) 45 degree angled parking ‘4P 8:30 am – 6 pm Mon - Fri’ on the southwest kerb of Lower Railway Parade (between Gleeson Avenue and Marrickville Road) to a ‘Bus Zone’ be approved in order to provide additional layover bus bays with adequate draw-in length; and**
- 9. The applicant and Council Rangers be advised in terms of this report.**

For motion: Unanimous

LTC0323(1) Item 6 Leichhardt West Precinct – Stage 1 (Allen Street) Resident Parking Scheme (Gulgadya-Leichhardt Ward/Balmain Electorate/Leichhardt PAC)

SUMMARY

Council at its meeting on 12 April 2022 adopted the Leichhardt West Precinct Parking Study. The outcome of the study recommended a Resident Parking Scheme (RPS) expansion to residential streets within the Epicure Residential Complex Precinct. This report provides details of the proposed parking changes.

Officer's Recommendation

THAT:

1. '2P 8am-6pm (Mon-Fri) Permit Holders Excepted Area L1' be installed on sections of Elswick Street, Edith Street, Flood Street, Burfitt Street, Athol Street, Whiting Street, Lyall Street, Kalgoorlie Street and Allen Street, as shown in the attached plan;
2. Any existing restricted parking zones such as 'Bus Zone, Mobility Parking Zone, 'No Parking' zone and others, be retained;
3. Council's Compliance Manager be informed of the parking changes in Leichhardt; and
4. Council undertake investigation into a RPS expansion to Stage 2 (Marketplace) 6-12 months after the operation of the Stage 1 (Allen Street) RPS.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

1. '2P 8am-6pm (Mon-Fri) Permit Holders Excepted Area L1' be installed on sections of Elswick Street, Edith Street, Flood Street, Burfitt Street, Athol Street, Whiting Street, Lyall Street, Kalgoorlie Street and Allen Street, as shown in the attached plan;
2. Any existing restricted parking zones such as 'Bus Zone, Mobility Parking Zone, 'No Parking' zone and others, be retained;
3. Council's Compliance Manager be informed of the parking changes in Leichhardt; and
4. Council undertake investigation into a RPS expansion to Stage 2 (Marketplace) 6-12 months after the operation of the Stage 1 (Allen Street) RPS.

For motion: Unanimous

LTC0323(1) Item 7 Henry Street, St Peters – Sydenham Precinct (Area M4) Resident Parking Scheme Extension (Heffron Electorate / Inner West PAC)

SUMMARY

Council has received concerns regarding the increase in difficulty in finding available car parking spaces in the eastern section of Henry Street, St Peters. Henry Street has parking spaces which are unrestricted but is between streets which have existing 2P restrictions. In order to provide a consistency in restrictions Council is proposing to convert a section of 'unrestricted' parking in Henry Street, St Peters between Grove Street and Sutherland Street, to 2P Permit Holders Excepted parking.

This report provides the results of a localised 'resident parking scheme survey' relating to the extension of the M4 residential permit parking scheme into Henry Street, St Peters. There was a low response rate for the survey however, due to many localised issues, it is recommended that the proposed M4 extension be supported.

Officer's Recommendation

That the proposed extension of the M4 Residential Permit Parking Scheme of '2P 8.30am-6.00pm Mon-Fri Permit Holders Excepted Area M4' restrictions on the southern side of Henry Street, St Peters between Grove Street and Sutherland Street (as outlined in Figure 1 – Option B) be approved

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

That the proposed extension of the M4 Residential Permit Parking Scheme of '2P 8.30am-6.00pm Mon-Fri Permit Holders Excepted Area M4' restrictions on the southern side of Henry Street, St Peters between Grove Street and Sutherland Street (as outlined in Figure 1 – Option B) be approved.

For motion: Unanimous

LTC0323(1) Item 8 Maney Street, Rozelle - drop off and pick up zone (Baludarri - Rozelle/Balmain/Leichhardt PAC)

SUMMARY

As part of the consent conditions for the approved State Significant Development Application 27208140, St Aloysius College (48 Victoria Road and 2B Gordon Street, Rozelle) has applied for a 'No Parking' drop off and pick up (DOPU) zone on the west side of Maney Street between Quirk Street and Victoria Road, Rozelle.

The implementation of the 18m length DOPU zone will operate 8:00am-8:30am and 3:00pm-4:00pm during school days. Outside of these times, a '2P Permit Holders Excepted Area R1' restriction will apply. '2P 8am-6pm Mon-Fri Permit Holders Excepted Area R1, Other Days' will apply during non-school days.

Officer's Recommendation

That:

1. A 18m length of 'No Parking 8am-8:30am, 3pm-4pm School Days', '2P 8:30am-3pm School Days, Permit Holders Excepted Area R1', '2P 8am-6pm Mon-Fri Permit holders Excepted, Area R1 Other Days' zone be provided on the west side Maney Street, commencing from the common boundary alignment of 38 Victoria Road and 2B Gordon Street, Rozelle as per attached plan; and
2. It be noted that the St Aloysius College has applied for a School Zone to Transport for NSW.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

That:

1. **A 18m length of 'No Parking 8am-8:30am, 3pm-4pm School Days', '2P 8:30am-3pm School Days, Permit Holders Excepted Area R1', '2P 8am-6pm Mon-Fri Permit holders Excepted, Area R1 Other Days' zone be provided on the west side Maney Street, commencing from the common boundary alignment of 38 Victoria Road and 2B Gordon Street, Rozelle as per attached plan; and**
2. **It be noted that the St Aloysius College has applied for a School Zone to Transport for NSW.**

For motion: Unanimous

LTC0323(1) Item 9 Myrtle Street, Leichhardt - 10km/h Shared Zone and Line-Marked Parking Bays (Gulgadya - Leichhardt/Balmain Electorate/Leichhardt PAC)

SUMMARY

In response to concerns raised by residents regarding traffic safety in Myrtle Street, Leichhardt, Council is proposing to provide a 10km/h Shared Zone and footpath parking scheme in Myrtle Street between Elswick Street and Ivory Street, Leichhardt. The proposal was developed through community consultation to formalise parking on the footpath within marked parking bays, whilst maintaining a clear travel lane and improving pedestrian amenity.

Officer's Recommendation

That:

1. A 10km/h Shared Zone and footpath parking be supported in principle in Myrtle Street, Leichhardt between Elswick and Ivory Street, Leichhardt as per attached plan, subject to TfNSW approval; and
2. The project be listed for consideration on Council's Capital Works Program

DISCUSSION

The TfNSW representative advised that the Shared Zone is to comply with TfNSW's TTD 2016/001, including the installation of CFT's and changing the pavement surface. Council Officers advised that a detailed design, which will address feedback from TfNSW, will be presented to the Committee for consideration.

Four additional submissions were received taking the total of responses received to 25. Of the responses received, five were in support of option 1, seventeen were in support of option 2, two were undecided and one supported neither option.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

That:

1. **A 10km/h Shared Zone and footpath parking be supported in principle in Myrtle Street, Leichhardt between Elswick and Ivory Street, Leichhardt as per attached plan, subject to TfNSW approval; and**
2. **The project be listed for consideration on Council's Capital Works Program**

For motion: Unanimous

General Business

LTC0323(1) Item 10 Update on improvements to the Frederick Street, Ashfield crossing

The TfNSW representative advised that works to reduce the speed limit of Frederick Street from 60km/h to 50km/h is planned for next month. TfNSW is in the process of engaging a civil designer to prepare design drawings for the signalised intersection. Funding for the construction of the signalisation will be sought after the design drawings are completed.

LTC0323(1) Item 11 Safety around Marrickville West Public School

Cr Byrne stated that a parent has written to Council regarding safety issues around Marrickville West Public School. Council Officers advised that a number of maintenance issues raised by the parent has already been addressed. Council Officers are now investigating more permanent measures to improve safety in the area and will report back to the Committee.

LTC0323(1) Item 12 Traffic speeding on Grove Street, Lilyfield

Cr Byrne stated that a resident had raised concerns with traffic speeding at the hill of Grove Street, Lilyfield. Council Officers identified that reinstating the cycle lane road markings in that section of Grove Street will assist by narrowing the carriageway. In addition, traffic counts will be undertaken in that section of road to determine if further measures are required. Council Officers will directly contact the resident to discuss the investigation.

LTC0323(1) Item 13 Excepting cyclists when two-way streets are converted to one-way

The representative for the Member for Balmain requested that Council adopt as policy that when a two-way street is being converted to one-way, cyclists be excepted where possible. Council Officers advised that consideration is given to make one-way streets cyclists excepted when opportunities arise.

LTC0323(1) Item 14 Signage on the M4

The representative for the Member for Newtown raised concerns with the signage for the Ashfield exit on the M4 underground, with respect to the recent accident in Ashfield. Concerns related to the exit signage being too close to the exit. The representative for the Member for Balmain raised similar concerns with signage for the Ashfield entrance of the M4 tunnel. Council Officers advised that they also raised concerns with unclear signage at the exit of the St Peters Interchange during a recent Air Quality Community Consultation Committee meeting in which TfNSW representatives were present. TfNSW will investigate these issues.

Meeting closed at 11.17am.

Item No: LTC0423(1) Item 1

Subject: TERRY STREET NEAR WISE STREET, ROZELLE - PROPOSED LINE MARKING TREATMENTS (BALUDARRI-BALMAIN WARD/BALMAIN ELECTORATE/LEICHHARDT PAC)

Prepared By: Zara Helal - Engineer - Traffic and Parking Services

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

Council is proposing linemarking improvements at the intersection of Terry Street and Wise Street, Rozelle. This proposal was one of the recommendations from the Rozelle North Local Area Traffic Management (LATM) Study adopted by Council in September 2022.

This section of Terry Street is used by students from the Sydney Secondary College Balmain Campus to cross Terry Street to access the Darling Street shopping village. The changes will discourage speeding behavior and thereby improve safety for all road users.

The proposed line marking provisions include new edge lines around the existing median islands and edge lines on Terry Street and Give Way lines across Wise Street.

The proposed treatment does not result in the loss of on-street parking.

RECOMMENDATION

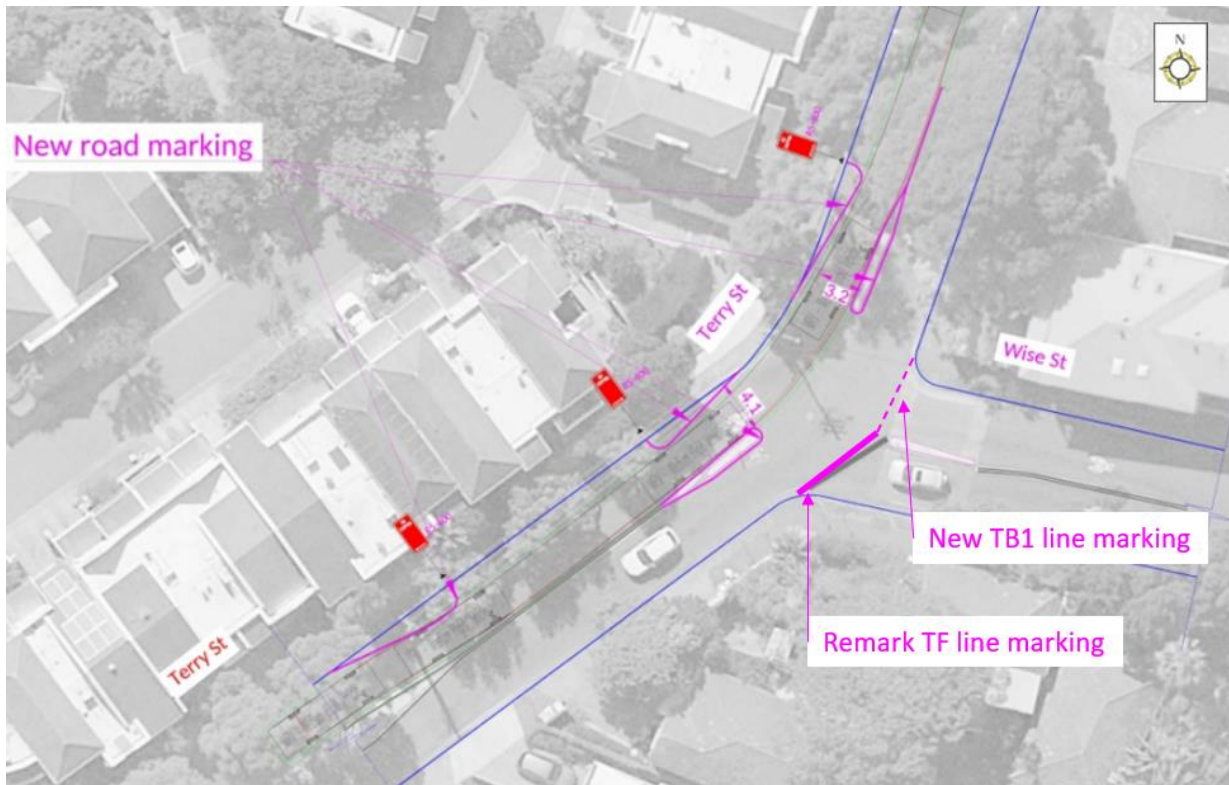
That the proposed linemarking treatment at the intersection of Terry Street and Wise Street, Rozelle including new edge lines around the existing median islands and edge lines on Terry Street, and TB lines across Wise Street, as shown in the attached linemarking plan be APPROVED.

BACKGROUND & OTHER STAFF COMMENTS

The Rozelle North LATM study has recommended minor line marking improvements be implemented to reduce vehicle speeds by defining the travel path along the intersection of Terry Street near Wise Street. The proposed line marking will guide vehicles away from the median islands, on-street parked cars on Terry Street, and the intersection with Wise Street.

The concept plan below illustrates the proposed line marking treatment to be implemented in this area.

The proposed treatment does not result in the loss of on-street parking.



FINANCIAL IMPLICATIONS

The costs of installation of the line marking as recommended can be funded within Council's signs and line marking budget.

PUBLIC CONSULTATION

Nil.

ATTACHMENTS

Nil.

Item No: LTC0423(1) Item 2

Subject: WARDELL ROAD/RIVERSIDE CRESCENT, DULWICH HILL- PROPOSED BICYCLES EXCEPTED SIGNPOSTING (DJARRAWUNANG-ASHFIELD WARD/SUMMER HILL ELECTORATE/INNER WEST PAC)

Prepared By: Jason Scoufis - Traffic and Parking Planner

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

Council is planning to improve cyclists' connectivity by introducing a 'Bicycles Excepted' sign in association with the existing 'No Left Turn' sign at the Wardell Road/Riverside Crescent intersection which will allow cyclists heading northeast in Wardell Road to make a left turn into Riverside Crescent.

RECOMMENDATION

That the existing 'No Left Turn' restriction be supplemented with 'Bicycles Excepted' signposting at the Wardell Road/Riverside Crescent intersection.

BACKGROUND

Council has received representations from the Inner West Bicycle Coalition requesting cyclists be allowed to turn left into Riverside Crescent when heading northeast in Wardell Road. Under the current 'No Left Turn' signposting, cyclists are banned from making this maneuver.

A review of the intersection indicates that the road geometry allows clear sight lines between cyclists heading northeast in Wardell Road making a left turn into Riverside Crescent and vehicles heading southwest in Wardell Road making a right turn into Riverside Crescent.

The proposal will improve cyclist connectivity to the Greenway and is shown on the following plan.



FINANCIAL IMPLICATIONS

Nil.

PUBLIC CONSULTATION

Not applicable.

ATTACHMENTS

Nil.

Item No: LTC0423(1) Item 3

Subject: HOLDEN STREET, ASHFIELD - PROPOSED PEDESTRIAN REFUGE, MOBILITY (DISABLED) PARKING SPACE AND POSTAL SPACE ADJACENT TO LEWIS HERMAN RESERVE. (DJARRAWUNANG-ASHFIELD WARD/SUMMER HILL ELECTORATE/BURWOOD PAC)

Prepared By: Boris Muha - Engineer – Traffic and Parking Services

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

The Lewis Herman Reserve in Ashfield is currently being developed under a Plan of Management for community recreational purposes. The Park is being designed to be a family park with a special emphasis on older adults needs including being Sydney's first dementia friendly park.

In association with this development a pedestrian refuge is proposed adjacent to the reserve in Holden Street to improve pedestrian safety for visitors accessing the reserve whilst crossing Holden Street.

Similarly, a mobility parking space is also proposed adjacent to the reserve to cater for mobility impaired or elderly visitors attending the reserve. An existing Australia Post Box facility in the area will be formally designated as 'No Parking Australia Post Vehicles Excepted'.

RECOMMENDATION

That the design concept plan Option 2 (attachment 3) be **APPROVED** in principle and listed for consideration on Council's capital works program, subject to detailed design and community consultation being undertaken on the following measures:

1. A pedestrian refuge be constructed in Holden Street, Ashfield, to the north of Park Avenue, outside the Lewis Herman Reserve, with a kerb blister extension only to the eastern side of the street.
2. A 7.8m mobility parking space (line marked and with a pram ramp) be allocated on the eastern side of Holden Street at the southern end of The Lewis Herman Reserve.
3. A 'No Parking Australia Post Vehicle Excepted' zone 8-10 metres in length be allocated and signposted south of the mobility parking space at the end of the park.

BACKGROUND

The Plan of Management as shown in **Attachment 1** details the history and naming of the Reserve after the former Mayor of Ashfield, Mr Vale Lewis Herman (1976-1991), including the purpose and future management of the park.

On 1 February 2019, Inner West Council signed an agreement with the Roads and Maritime Services (as the road reserve owner) for the use of the land as public reserve.

Council at its meeting on 14 June 2022 in endorsement of the Plan of Management for Lewis Herman Reserve moved in part to:

'Investigate and report back to Council's Traffic Committee on community feedback in relation to expressed community needs for a pedestrian crossing to the new reserve in Holden Street, Ashfield.'

Diagram 1 below shows the development of the park extracted from The Plan of Management document. A pedestrian crossing has been suggested where an existing speed hump is currently located in Holden Street (next to Palace Lane, approximately 30m south of the park entry).



Diagram 1. Recreational development of Lewis Herman Reserve.

FINANCIAL IMPLICATIONS

The work on the proposed pedestrian refuge, implementation of the mobility parking space, postal reserve and other associated line marking is estimated at around \$40,000 and will be considered under Council's Capital Works Program.

OTHER STAFF COMMENTS

Site location and Road Network

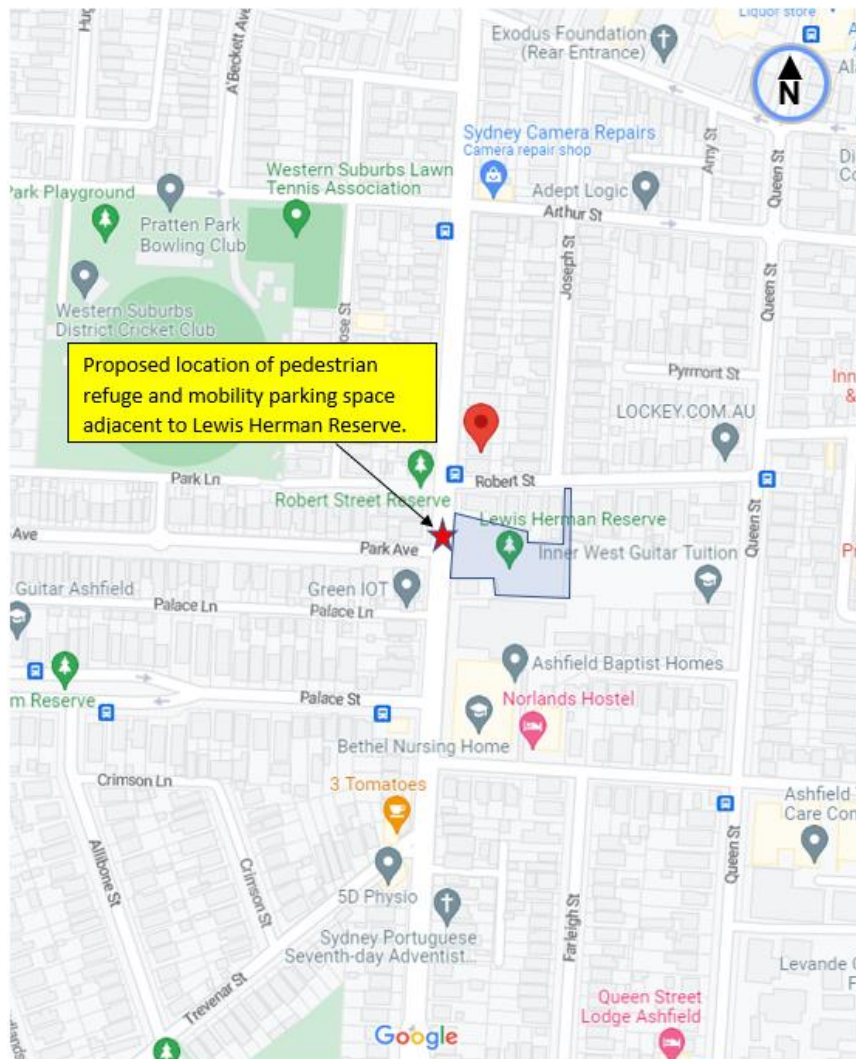


Diagram 2. Locality Plan.

| Street Name | Holden Street (at intersection with Park Avenue) |
|---|--|
| Carriageway width (m) kerb to kerb | Varies from approx.10.4m to 12.5m |
| Carraigeway type | Two-way, one travel lane each direction, kerb side parking both sides. |
| Classification | Local |
| Speed Limit km/h | 50 |
| 85 th percentile speed km/h | 48-50 |
| Vehicles per day (vpd) | 8500-9500 |
| Reported crash history July 2016-Dec 2021 | No accidents in the vicinity of the intersection and outside the Lewis Herman Reserve. |
| Parking arrangements | Eastside, unrestricted parking. Westside, Bus zone and No Parking/No Stopping |

| | |
|---------------------|---|
| | in area of the intersection with Park Avenue. |
| Side streets | Park Avenue - local street -approx.12.8m wide-around 2600vpd. |

Examination into the pedestrian crossing.

Prior to consulting the community of any planned pedestrian safety measures in the area, it was necessary to establish through whether a pedestrian crossing could be justified under a reduced warrant with practicing guidelines the Transport for NSW utilises in accordance with the *Supplement to Australian Standards AS 1742.10-2009*.

It was considered that a crossing facility be best positioned adjacent to the park for easier access, and to cater for likely desire line movement of pedestrians south and north of Holden Street, and west of Park Avenue.

Pedestrian movements on site were observed to be very low with less than 5 pedestrians per hour in peak periods of the day. Holden Street being a local-collector road links high volumes of traffic movement from Liverpool Road in Ashfield to south of the LGA towards Canterbury Road, Canterbury. Traffic volumes were observed to be up to 950 vehicles per hour in peak periods of the day. Pedestrian numbers are required to be equal to or over 30 per hour to meet the reduced warrant for a crossing. Traffic volumes are over the required 200 per hour under reduced warrant. Both pedestrian numbers and traffic volumes must be met to consider a pedestrian crossing.

Noting the low pedestrian volumes but considering the need for improved pedestrian safety in the area, it is proposed that a pedestrian refuge be implemented in Holden Street at the intersection with Park Avenue as an alternative measure for pedestrian safety failing the warrant of a pedestrian crossing at this point of time. A refuge allows pedestrians to cross safely in two stages. Pedestrians can stand safely within the refuge in the middle of the road before crossing under the second stage.

Location of the Pedestrian refuge.

The refuge is proposed in Holden Street to the northern side of the intersection with Park Avenue. By doing so this provides least impact to parking changes and avoids removing any parking adjacent to residential properties. Any parking changes associated with the refuge is generally contained within the boundary of the Lewis Herman Reserve. The refuge would be so designed to retrofit and upgrade to a pedestrian crossing if pedestrian activity to the park increases in future and if revised warrants and other criteria (e.g. sight view distances) are considered to be met.

Two (2) conceptual plan options are shown below with the refuge and associated parking changes. The purpose of this report is to show to the committee the technical design aspects of the proposal and to consider the best option to then go out to community consultation.

Option 1 (Attachment 2)

- The refuge is to the northern side of the intersection.
- The refuge is 2m wide and offset in the middle of the road closer to the western side.
- A kerb island blister 2.5m wide is provided and connected to the footway with a steel (grid) plated fixture going over the gutter.
- No kerb blister island is provided to the western side, as buses need to approach close and parallel to the Bus Stop 10 metres to the north of the refuge.
- A mobility parking space is provided to the north of the refuge outside the park. As the space will serve for general disability requirements, it will be signposted, bay marked with a disabled logo insignia, together with a pram ramp added to coincide with Australian Standard practice. The space will be dimensioned 7.8m long and 3.2m wide.

- 'No Stopping' on approach and departure sides on the eastern side to the refuge will be 7.5m in length, acceptable under the TfNSW Technical directions where there is a kerb extension/blister connection of 2.5m wide.
- The existing Australia Post Box (having infrequent collection times) and located to the north of the maintenance driveway to the park will be formalised with signposting reading 'No Parking Australia Post Vehicles Excepted'. The zone will be extended over the driveway to provide an additional length and clearance opportunity for the public to drop off and pick up of passengers to the park.
- Three (3) unrestricted parking spaces would be lost on the eastern side of Holden Street. One (1) additional parking space will be converted as a mobility parking space. All parking changes are carried out within the boundary length of the park.
- No parking spaces are affected to the western side of the refuge facility.

Option 2 (Attachment 3)

All the points above remain the same with the exception that the mobility parking space is proposed to the south of the refuge and that the Australia Post box space designated with signposted zone will be placed to the south of the maintenance driveway access and main pathway to the reserve. Current 'No Parking' to the western side of Holden Street south of Park Avenue will be converted to 'No Stopping' to allow further offset in centreline marking for south bound traffic to veer around the mobility parking space. No vehicles park to the western side of Holden Street leading back to the speed hump located approximately 30 metres south of the park entry.

Option 1 serves to provide a mobility parking space near to a secondary pathway located to the northern end of the reserve. -see *diagram 1*. The mobility parking space would be positioned and protected from traffic by vehicles parking to the north. An existing tree at this location may pose obstruction for proper mobility vehicular access. Southbound traffic may need to swerve/kink around the widened mobility parking space in approach to the refuge.

Option 2 serves to provide a mobility parking space near to the main pathway located to the southern end of the reserve. An existing Australia Post Box would need to be relocated to the south of the driveway servicing the park. This will in turn allow full footway clearance access to the mobility parking space. The current unrestricted parking spot to the south of the maintenance driveway (still within the frontage of the park) will be converted to accommodate 'No Parking Australia Post Vehicles Excepted' zoned area. The southern end of the physical kerb blister can be lengthened out to guide traffic away from the mobility parking zone. Southbound traffic would have a cleaner approach into the refuge with the kerb space width to the north being down to 2.5m. Traffic can veer to the west coming around the mobility parking space south of the refuge.

Both options have the pedestrian refuge proposed in Holden Street, just north of Park Avenue.

Option 2 is considered more appropriate as the mobility parking space is positioned near/outside the main pathway to the park. Traffic is considered to have a cleaner approach into the refuge and departure out of the refuge. Edge lines and centreline markings will be incorporated to guide and control traffic through the refuge and around the mobility parking space.

Parking Changes

It is proposed under the design concept plan Option 2 that three (3) unrestricted parking spaces will need to be lost on the eastern side of Holden Street to accommodate the refuted kerb blister and required 'No Stopping' zones for pedestrian sight view. An additional one (1) unrestricted parking spot will be converted to accommodate the mobility parking space. Under the Road Rules vehicles should not park within 3 metres of an Australian Post box. The

Australian Post box will be relocated to the south of the driveway and zoned 8-10 metres in length spanning over the maintenance driveway. The loss or conversion of parking is within the boundary length of the park.

Streetlighting

The lighting in the area will be examined under detailed design.

PUBLIC CONSULTATION

Nil.

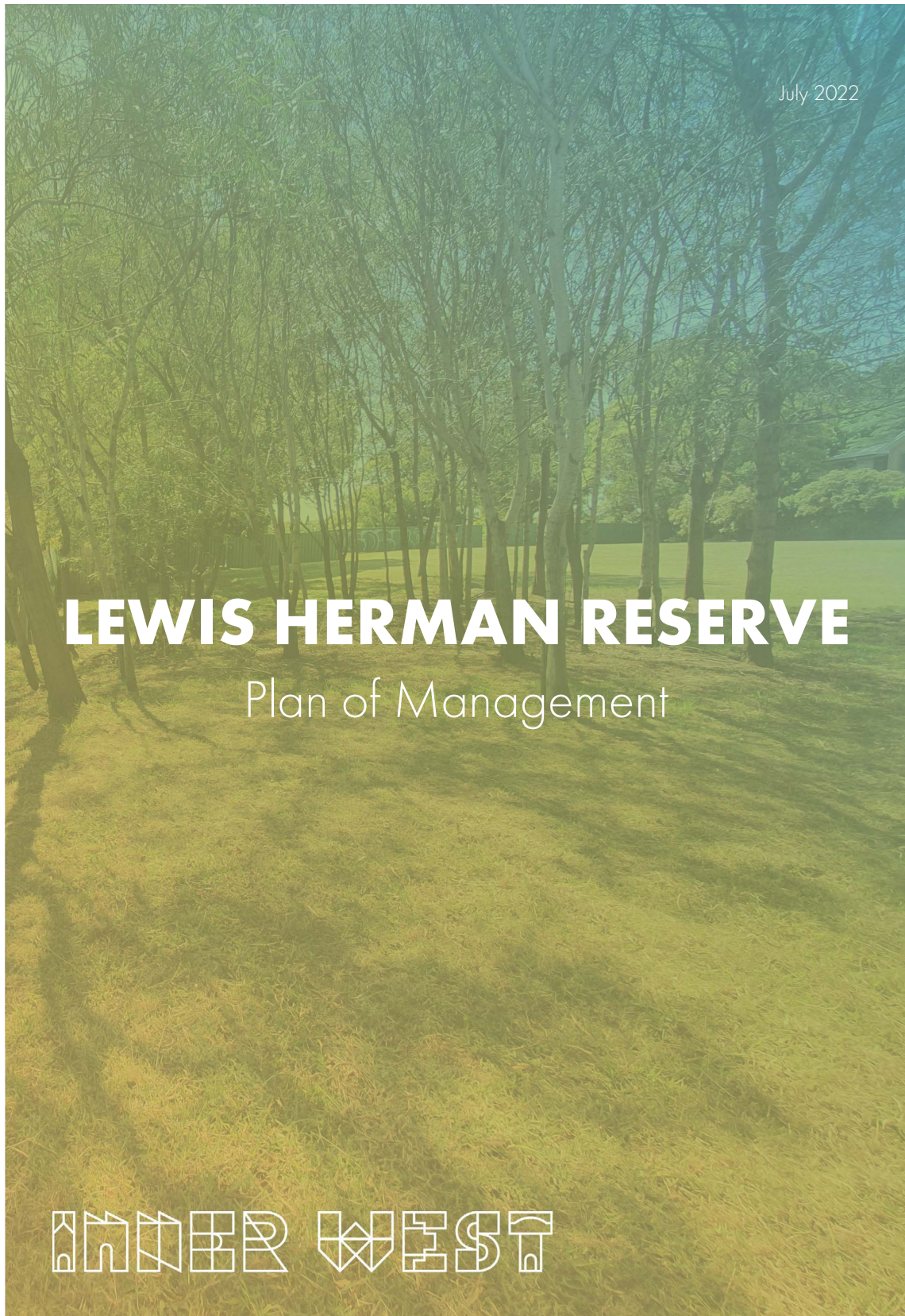
CONCLUSION

In view of the above, for improved pedestrian safety and needed parking changes outside the Lewis Herman Reserve in Holden Street, Ashfield, it is recommended that the design concept plan Option 2 (attachment 3) be APPROVED in principle, subject to detailed design and community consultation being undertaken on the following measures:

1. A pedestrian refuge be constructed in Holden Street, Ashfield, to the north of Park Avenue, outside the Lewis Herman Reserve, with a kerb blister extension only to the eastern side of the street.
2. A mobility parking space 3.2 metres wide and signposted approximately 7.5-8.0 metres in length (line marked and logoed together with a pram ramp) be allocated on the eastern side of Holden Street at the southern end of The Lewis Herman Reserve.
3. A 'No Parking Australia Post Vehicle Excepted' zone 8-10 metres in length be allocated and signposted south of the mobility parking space at the end of the park.

ATTACHMENTS

1. [↓](#) Plan of Management for Lewis Herman Reserve
2. [↓](#) Proposed pedestrian refuge and parking changes- Option 1
3. [↓](#) Proposed pedestrian refuge and parking changes-Option 2



Report By: Inner West Council
Project Name: Lewis Herman Reserve Plan of Management
Project Number: 2157
Date: 23.05.2022
Report Contact: Aaron Callaghan (Inner West Council)

| Revision | Status | Date | By | Checked |
|----------|---------|------------|----|---------|
| A | Draft | 19.05.2022 | JV | AC |
| B | Final | 23.05.2022 | JV | AC |
| C | Amended | 25.07.2022 | JV | AC |



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LEWIS HERMAN RESERVE

Plan of Management

Inner West Council

25.07.2022



Item 3

Attachment 1

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EXECUTIVE SUMMARY

Lewis Herman Reserve today

Located within the suburb of Ashfield, Lewis Herman Reserve presently comprises a vacant and unused open space. The Park is an irregular shaped allotment, bound by Holden Street to the west. Development adjoining the site to the south is an aged care facility, while low density residential land adjoins the site to the north.

Prior to the arrival of European settlers in 1788, the area of land now known as Ashfield was home to the Wangal and Cadigal people of the Eora Nation. It is likely the area would have been relatively attractive for First Nations people, as the Iron Cove and the mangrove-lined estuaries of Iron Cove Creeks would have provided a good source of fish and molluscs, the most common food of the coastal tribes.

At the Ashfield Council Ordinary Meeting on 24 February 2004, Council resolved to name the site Lewis Herman Reserve, named after former Mayor of Ashfield, Mr Vale Lewis Herman. Lewis Herman was Ashfield's longest serving Mayor, serving from 1976-1991.

The Park is owned by Roads and Maritime Services (RMS) and has undergone significant remediation works, as a result of site contamination consisting of Benzo(a)pyrene and bonded cement sheet fragments. On the 1st Feb 2019 Inner West Council signed an agreement with RMS for the use of the land as public reserve (no buildings are permissible). As part of this agreement an updated Plan of Management is required along with a proposed Master Plan for further community consultation.

Why the Plan is needed

There is currently no Plan of Management in place to identify the long-term objectives and management of the Park. In response to this, a draft Plan of Management and master plan has been developed to guide Council and the community in the future objectives, maintenance and management of Lewis Herman Reserve. The Plan of Management provides the basis for managing Lewis Herman Reserve in a manner that respects the values and significance of new public open space in Ashfield.

What is a Plan of Management

A Plan of Management is the principle document that guides Council's long-term future planning, design, development and management of public land.

Relationship to other Plans, Policies and Documents

The Plan of Management forms the overall guiding document for the future management and future directions for Lewis Herman Reserve. The Master Plan provides direction to Council and the community on how the park will be developed, its key community and recreation features. Importantly the master plan seeks to increase open space, improve local recreational opportunities, enhance community well-being and improve the natural environment.

Council Resolution

At its Council meeting on the 12 March 2018 Inner West Council resolved the following:

THAT Council:

1. Write to the Minister for Roads, Maritime and Freight thanking the State government for agreeing to transfer care, control and management of Lewis Herman Reserve to Council, to allow the creation of a new public park;
2. Proceed to report the draft Plan of Management for Lewis Herman Reserve to Council; and
3. Prepare a Masterplan for Lewis Herman Reserve, in consultation with the community.

Structure of Plan

The Plan of Management is set out in the following format:

Introduction – defines what a Plan of Management is and why it is needed. It also details changes and improvements made to Park over the past 10 years as well as identifying the purpose and life cycle of the Plan.

Background – describes the Park and its broader context. It outlines ownership of the Park and the legislative requirements impacting its management and usage.

Site Analysis – details the Park and its historical context including key demographic features and accessibility to key services. It explores the Park in detail and identifies existing facilities, vegetation and features.

Basis for Management – explains the management of the Park including objectives, values existing and proposed uses. It also outlines arrangements of leases and licenses of the Park.

Themes – explores the themes associated with the Park and details the issues, opportunities, constraints and directions to address these themes.

Implementation

The Action Plan section of this Plan details the summary of proposed capital improvement works along with the recommended priorities for implementation. The recommended works will be costed based on Council's capital expenditure and will permit Council to prepare a program and budget for progressive implementation of the works.



Figure 1: Lewis Herman Reserve Location Map

Introduction

1. INTRODUCTION

1.1 What is a Plan of Management

The Plan of Management [POM] is a guiding framework which directs the future vision, planning, management and use of Lewis Herman Reserve. It will be used to inform the development of the reserve over the next ten years.

Review of this Plan

The Lewis Herman Reserve Plan of Management is to be reviewed in ten years to ensure it aligns with Council's operational plans and objectives.

Master Plan

The Master Plan is a design report outlining the actions required for improvement, intended to guide the physical upgrade of the site over the next ten years. It does this by suggesting how the strategies set out in the Plan of Management can be translated into site specific gestures for application to the reserve. The Master Plan is a critical design element of the Plan of Management given that the reserve is not currently open to the public and has not been developed as public open space.

How to use this document

Development of the POM and Master Plan involved some overlap of research and analysis. As such the POM and Master Plan were undertaken simultaneously and are presented together within the same document. The site has been considered and designed as a whole and has included the following key considerations:

- Policy review identifying the opportunities and constraints presented by national and local government initiatives.
- Demographic review identifying the local community profile.
- Review of site ownership and legal categorisation.
- Identification of applicable statutory conditions and legislation.
- Undertaking a detailed site analysis.

- Undertaking Community Engagement through drop in sessions and online survey.
- Analysis of the outcomes of the Context Review, Site Analysis and Community Engagement Outcomes to develop Key Objectives and Strategies for management and action.

1.2 Purpose of this Plan

The purpose of the Plan is to provide an integrated approach to the management of Lewis Herman Reserve to ensure its place as a valued recreational space within Ashfield Council (former) and the Inner West Council.

The Plan seeks to recognise the significance of the Park, particularly its passive recreational significance in a local setting. There has been progressive interest in opening Lewis Herman Reserve to the public to provide a diverse range of Park offerings and uses.

The Plan aims to set out a way to appropriately manage the Park and identify recreational facilities to meet these demands over the next 10 years.

The Plan of Management has a number of purposes. These include:

1. Identification of Park values;
2. Detailed site analysis of the Park;
3. Broad management objectives for the Park;
4. Identification of existing and potential park uses;
5. Identification of opportunities for acquiring additional land to expand Council's open space areas and enhance recreational opportunities; and
6. Identification of issues, opportunities and threats associated with Park uses.

2. BACKGROUND

2.1 Location and description

Lewis Herman Reserve is a vacant block of land bound by Holden Street to the west. Development adjoining the site to the south comprises an age care facility, while low density residential land adjoins the site to the north.

The park provides an area of approximately 3,516 square metres.

The site is owned by Roads and Maritime Services (RMS) and has been treated for contamination associated with Benzo(a)pyrene and bonded cement sheet fragments through the implementation of a capping layer. RMS has granted control of the Reserve Land to Council by Order published in the Government Gazette, pursuant to section 159 of the Roads Act, 1993.

There are currently no amenity or park facilities established on the site.

The odour control structure, located to the north east boundary of the site, is not included as part of the site. This land is described as Lot 12 DP 11457261 and is owned by Sydney Water Corporation.

There is an existing easement for water supply purposes, transecting the site in an east west direction.

The Park comprises two individual allotments identified as:

| Lot | Deposited Plan (DP) |
|-----|---------------------|
| 11 | 1145726 |

Table 1: Lot and Deposited Plan

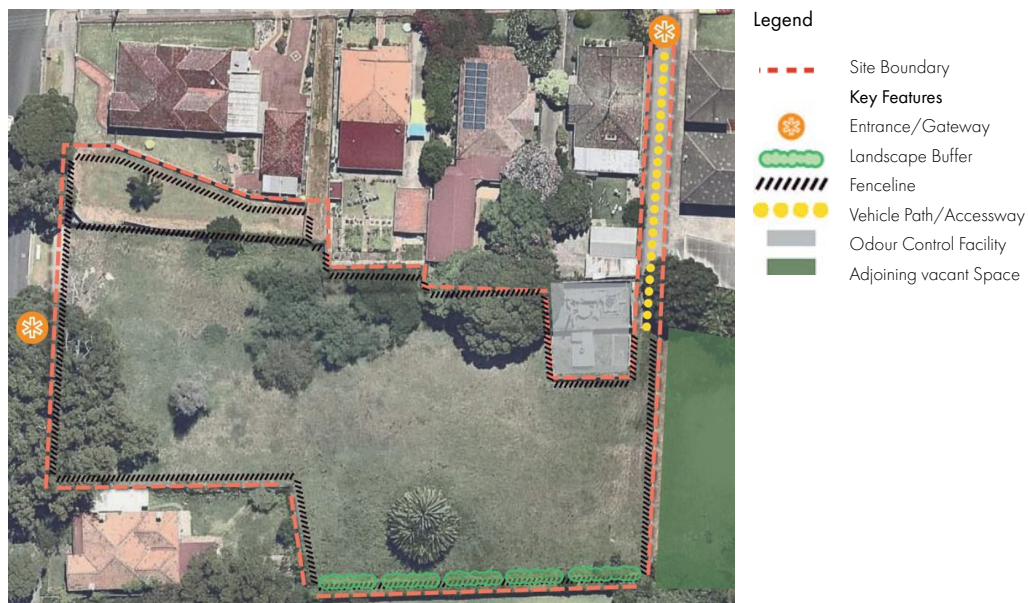


Figure 2: Lewis Herman Reserve Location Map

Background

2.2 History of the Park

In the mid 1940's Lewis Herman Reserve was occupied with low density suburban residential dwellings. A map extract is attached and marked Figure 3. The buildings have since been demolished.

The site was acquired by Department of Main Roads (DMR), now known as RMS, for the proposed Ashfield By-Pass.

The land was never utilised for road infrastructure purposes and has since been in the ownership of RMS.

Remediation works were undertaken in 2008 and validated by Coffey Environments Pty Ltd, which involved capping and fill. Additional remediation works were undertaken by Parsons Brinkerhoff in 2012, which involved increasing the capping thickness.

In 2010, Ashfield Baptist Homes proposed a new residential age care development, east of Lewis Herman Reserve at 43-51 Queen Street and 3-7 New Street, Ashfield. Ashfield Baptist Homes explored the opportunity of providing a concept landscape plan for Lewis Herman Reserve in return for utilising the land for on-site construction storage (refer to Figure 4).

An Environmental Management Plan was prepared by Parsons Brinckerhoff dated May 2013, which aimed to identify soil contamination at the site and management measures to protect human health and the local environment. The EMP provides details relating to the contamination of the site and recommended management measures including:

1. Receptors;
2. Exposure pathways;
3. Occupational health and Safety;
4. Environmental Protection;
5. Unexpected Contamination;
6. Soil Excavation and Removal;
7. Duration; and
8. Monitoring and Reporting.

A full copy of this report is attached and marked Attachment 1.

Naming of the Lewis Herman Reserve

The naming of the reserve as "Lewis Herman Reserve" was resolved at the Ashfield Council Ordinary Meeting on 24 February 2004. The Reserve was named after the former Mayor of Ashfield Council, Mr Lewis Herman.

Lew Herman (AO) was Ashfield's longest serving Mayor from 1976-1991 and a proud advocate for Ashfield and the community he lived and served.

After leaving school at 15, Lew worked in the family business, eventually taking over from his father. It was as a cap maker that Lew became involved in the Hatters Union, through



Lewis Herman, Mayor of Ashfield from 1976-1991

which he joined the ALP and subsequently embarked on his 35 years as an Ashfield Councillor, beginning in 1971.

Lew was a compassionate community leader and took up many key fights, including against the expansion of Kingsford Smith Airport in the 1980s. Lew worked tirelessly for his local community and took great pride in his work. He has a keen sense of humour and a twinkle in his eye.

Also a great advocate of multiculturalism, Lew was actively involved in several ethnic associations, also ensuring that the Ethnic Community Council held its annual meeting at the Ashfield Town Hall every year, from 1974 to 2003. In 1982, he was awarded an Order of Australia

2.3 Ownership and Management

Lewis Herman Reserve is dedicated for public recreation in accordance with The Local Government Act 1993. Full details relating to the ownership of the Park are detailed in the table below:

| Park | Lewis Herman Reserve |
|-------------------|---|
| Address | 80-84 Holden Street, Ashfield |
| Ownership | RMS will grant control of the Reserve Land to Council by Order published in the Government Gazette, pursuant to section 159 of the Roads Act, |
| Management | Ashfield Council (former)/IWC |
| Appointed Manager | Ashfield Council (former)/IWC |
| Area | 0.352ha |
| Lot | Lot 11 DP 1145726 |
| Land Category | Park |
| Purpose | Public Recreation |
| Zoning | RE1 Public Recreation – Ashfield Local Environmental Plan 2013 |
| Leases | None |
| Park Hierarchy | Local Park |

Table 2: Ownership Summary

Background



Figure 3: Lewis Herman Reserve in 1943 (Source: SixMaps)

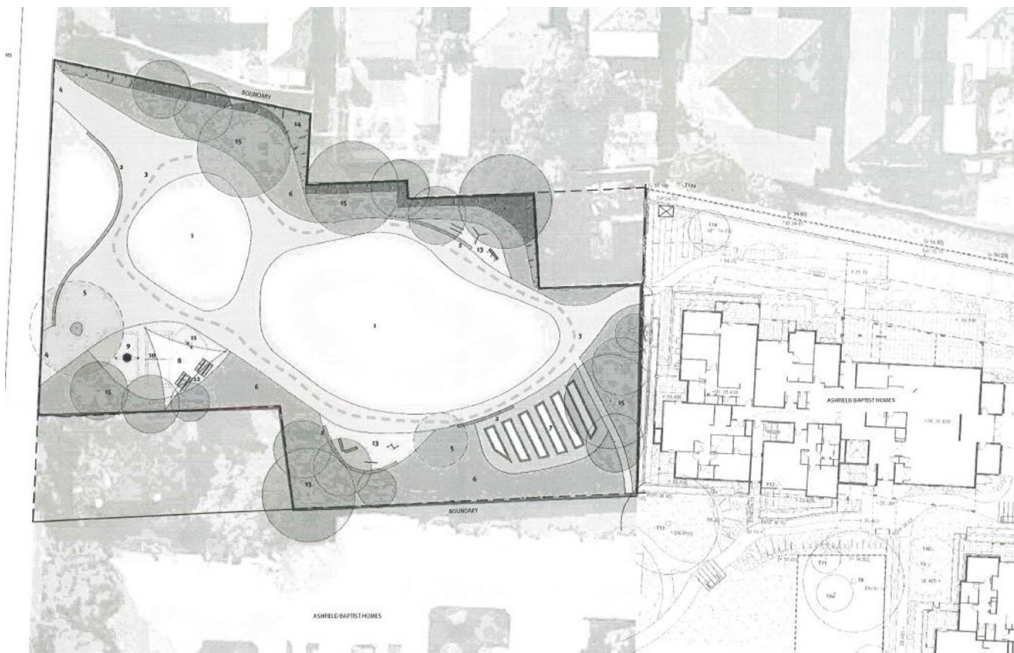


Figure 4: Concept Landscape Plan (Ashfield Baptist Homes 2010)

Background

2.4 Local Government Act

The Local Government Act 1993 identifies that Council's must prepare and adopt Plans of Management for all community land.

The Act states that the Plan must identify the following:

1. Category of land;
2. Objectives and performance targets of the Plan with respect to land;
3. Means by which Council proposes to achieve the plans objectives and performance targets;
4. Manner in which Council proposes to assess its performance with respect to the Plan's objective and performance.

Lewis Herman Reserve is classified as community land and categorised as Park.

The purpose of categorising land is to ensure the essential nature of the land and how that may best be managed. It also enables community land to be managed more appropriately as to achieve a responsible balance between protection of relevant values and use of the land by the community.

2.4.1 Objectives of Park

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

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

2.5 State Environmental Planning Policy (Infrastructure) 2007

Division 12 of State Environmental Planning Policy (infrastructure) 2007 (ISEPP) identifies that certain works are permitted without consent where it is carried out by or on behalf of a council on a public reserve under the control of or vested in the Council.

Division 12 of ISEPP is provided in the Annexures.

2.6 Ashfield Local Environmental Plan 2013

At the time of writing this Plan of Management the Ashfield Local Environmental Plan (LEP) 2013 is the principle document that guides planning, development and sets the framework and land use structure for Lewis Herman Reserve. It ensures that land is appropriately used to meet the needs of the community through land zoning, development standards and heritage protection.

On 23 June 2020, Council endorsed the planning proposal to facilitate the draft Inner West Local Environmental Plan (LEP) 2020 to consolidate the provisions of the three former Council LEPs into a single new LEP that operates across the Inner West Local Government Area.

Some of the provisions of the former 2013 LEP include:

- a. to promote the orderly and economic development of Ashfield in a manner that is consistent with the need to protect the environment,
- b. to retain and enhance the identity of Ashfield as an early residential suburb with local service industries and retail centres,
- c. to identify and conserve the environmental and cultural heritage of Ashfield,
- d. to protect the urban character of the Haberfield, Croydon and Summer Hill urban village centres while providing opportunities for small-scale, infill development that enhances the amenity and vitality of the centres,
- e. to ensure that development has proper regard to environmental constraints and minimises any adverse impacts on biodiversity, water resources, riparian land and natural landforms,
- f. to require that new development incorporates the principles of ecologically sustainable development.

2.6.1 Zoning

Pursuant to the Ashfield Local Environmental Plan 2013, Lewis Herman Reserve is zoned RE1 Public Recreation.

The types of development permitted without consent, permitted with consent and prohibited within the Zone are summarised as follows:

Objectives of zone

- To enable land to be used for public open space or recreational purposes.
- To provide a range of recreational settings and activities and compatible land uses.
- To protect and enhance the natural environment for recreational purposes.
- To ensure that development has proper regard to environmental constraints and minimises any adverse impacts on biodiversity, water resources, riparian land and natural landforms.

- To allow land to be used for a limited range of facilities that are compatible with or will complement the specific recreational use for which it is zoned.

Under council's license agreement with RMS no buildings are permissible within the reserve.

In accordance with zoning, works proposed within the reserve must be permissible with consent pursuant to Ashfield LEP 2013 and satisfy the objectives of the RE1 Public Recreation Zone.



Figure 5: Lewis Herman Reserve Land Zoning (Source: Ashfield LEP 2013)

3. SITE ANALYSIS

3.1 Context

Lewis Herman Reserve is located in the suburb of Ashfield, which comprises largely low residential suburban dwelling houses. The Park is located in close proximity to Pratten Park in the north and Peace Park (Canterbury/Bankstown Local Government Area) in the south.

The Park is located in close proximity to Ashfield Town Centre, which provides a range of mixed use, commercial, educational establishments and residential development.

The Park is an irregular shaped allotment with pedestrian access available on the western boundary towards Holden Street. The site is bound by residential land to the northern and southern boundaries. Land to the east is separated by a barbed wire fence.

The park is largely grassed and provides a handful of trees and shrubs within the site. Trees are located in the north eastern portion of the site and along the Holden Street frontage. There are some shrubs and screening located to the southern boundary towards the Ashfield Baptist Home.

A bus stop is located outside the Park along Holden Street, which services the 491 bus service to Hurstville and Five Dock.

An existing odour control facility located in the north eastern boundary of the site, which is owned operated by Sydney Water.

The site provides no on-site parking.

Legend

- Site Boundary
- - - 400m Radius
- Land use**
 - Mixed Use
 - Open Space
- Transport**
 - Smartbus Stops
 - Bus Stops
 - Smartbus Routes
 - - - Bus Routes

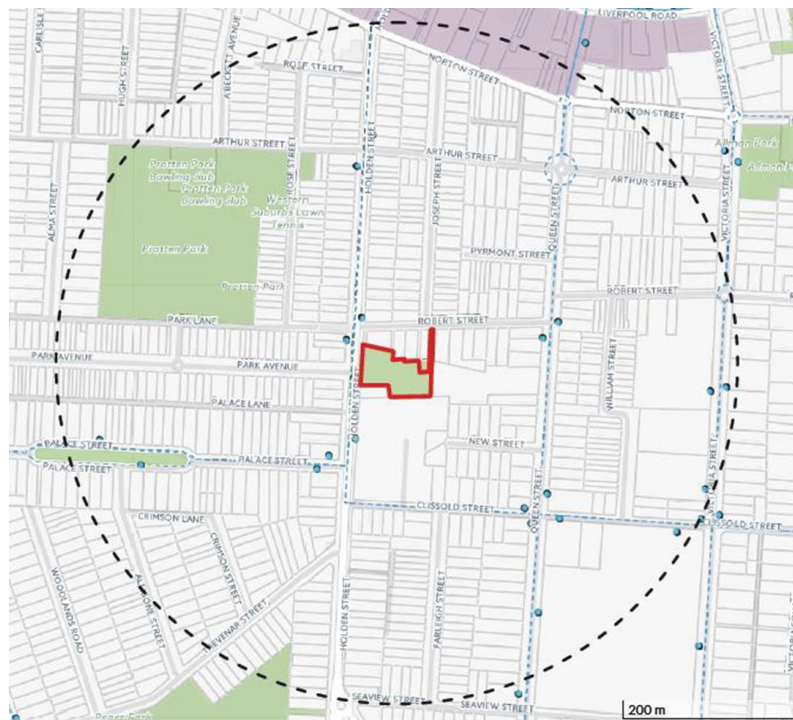


Figure 6: Lewis Herman Reserve Context (Source: OneMap 2016)

3.2 Demographic Analysis

3.2.1 Dwelling Density

Lewis Herman Reserve is surrounded by predominantly low and medium density residential development, with most areas providing dwelling densities of 38-41 dwellings per hectare.

This reflects a medium built form environment, which can be attributed to the areas close proximity to Ashfield town centre, which has seen progressive increases in medium density development around the town centre.

It is anticipated there may be increases in dwelling density within this area, increasing pressure for Lewis Herman Reserve to be open to the public and to cater for growing open space demands.

3.3 Existing Vegetation

Lewis Herman Reserve contains a number of trees scattered throughout the site. These comprise a combination of mature, native exotic species and an assortment of shrubs. Species include Camphor laurel along the Holden Street frontage and a cluster of Phoenix palms, located centrally within the site.

The majority of larger existing trees are located along the perimeter of the site, with the exception of some random and localised tree species in the central portion of the site.

The southern boundary provides a screen of shrubs, trees and various plantings from the Ashfield Baptist Home. There may be potential to review the condition of this vegetation and carry out additional tree and shrub (boundary) screen planting.

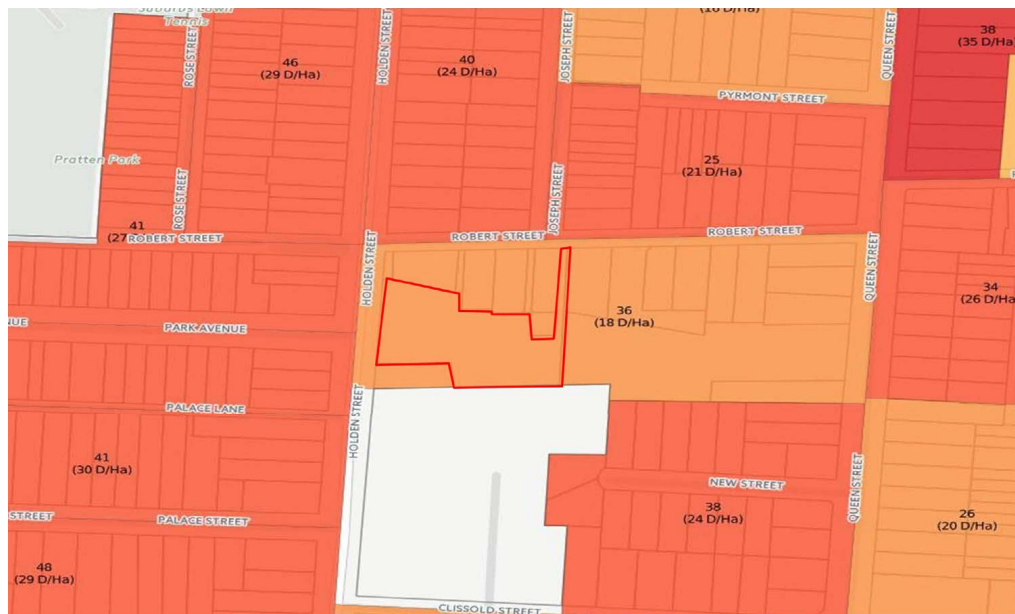


Figure 7: Dwelling Density around Lewis Herman Reserve (Source: OneMap 2016)

Basis for Management

4. BASIS FOR MANAGEMENT

4.1 Preparation of a Masterplan

Community Engagement outcomes have been utilised to inform the creation of a park masterplan for Lewis Herman Reserve. The masterplan establishes a place based design for the park based on identified evidence based planning which builds on the known and expressed recreational needs of the wider community.

As part of preparing a masterplan Inner West Council has developed a masterplan for the park which is reflective on current recreational needs of the area.

Park Master Planning-Stakeholder Engagement

On 17th November 2021, Council commenced community engagement on the development of a Park Master Plan for Lewis Herman Reserve. An onsite Planning meeting was held with the community on 21st November 2021. Contributors were encouraged to include ideas, comments and suggestions to assist in master planning for the park. In addition to the on-site master planning day local residents and future park users were also encouraged to participate in an online survey for the future parkland by outlining and prioritising their key recreation and open space needs. A proposed master plan for Lewis Herman Reserve is attached to the Draft Plan of Management.



4.2 Design Vision

The design vision for Lewis Herman Reserve is based on the site's context, community engagement, and Council consultation. The vision for the Reserve is to provide:

"a park with facilities that support multi-generational use by the community and reflects the diverse background of the community."

Lewis Herman Reserve forms a blank canvas for future uses and provides numerous opportunities. The following pages provide a summary of the opportunities for the site based on the community consultation and site analysis.

A central objective of the upgrade to Lewis Herman Reserve is to provide a play space. Other opportunities include the provision of a youth space, native and sensory gardens, picnic shelters, BBQ facilities and seating, a circuit track and pathways for different age groups, exercise stations, and a safe pedestrian crossing over Holden St.

4.2.1 Provide a youth space

Through the community consultation process, the community has indicated they would like to see an inclusive play space in Lewis Herman Reserve.

The most popular type of play was nature and adventure play. Water play was also regularly mentioned and could be considered as well. A small water play feature, such as a water play pump or similar could be considered. The park is not considered suitable for a large water play park with jets and treated and recirculated water due to the limited size of the park and the associated facilities required (e.g. accessible toilets).



4.2.2 Provide a youth space

Several high schools are located in the vicinity of Lewis Herman Reserve and the community has indicated they would like to have a teens/youth space included in the park.

Several opportunities for the youth space include seating elements, ping-pong tables, and a performance stage.

People of all ages, including residents from the aged-care facility and future retirement village, can use these amenities.



4.2.3 Provide native sensory gardens

In keeping with Ashfield's 'Garden Suburb' character, there is an opportunity to provide lush gardens and trees in Lewis Herman Reserve for shade, ecology, and greenery.

Sensory gardens with native vegetation could be created, providing sensory stimulus to both young and elderly visitors of the park. The native plant species also provide ecological benefits and generally require less water than exotic/european species.

The native garden planting could also be used to screen the fences that surround the park.

Basis for Management



4.2.4 Provide picnic shelters and seating

There is an opportunity to provide picnic shelters and seating in the park. The shelters could be clustered, creating a picnic area, whereas throughout the park benches could be placed. Particularly around the play space seating would be welcomed by the community.



4.2.5 Circuit track & accessibility

The community suggested a circuit track with pump track for kids to ride their bikes and scooters on. The circuit track would provide an additional play element in the park.

Throughout the park accessible paths will provide access for all park users.

Consideration should be given to potential conflict of kids using the path network on their scooters or bikes, and elderly park users.



4.2.6 Exercise stations

Exercise stations, for a wide range of abilities, could be provided in the park.



4.2.7 Provide a pedestrian crossing

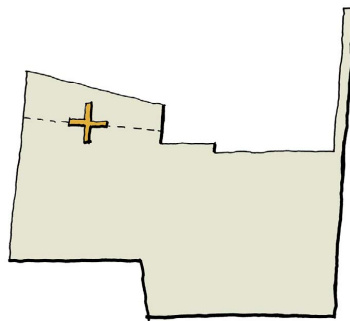
It can be difficult for pedestrians to cross Holden St. The upgrade of Lewis Herman Reserve will attract more visitors, including kids. Providing a pedestrian crossing across Holden St is an opportunity to improve safety and access into the Reserve.

The existing speed bump on Holden St at the end of Palace Ln could potentially be transformed into a safe pedestrian crossing.

Basis for Management

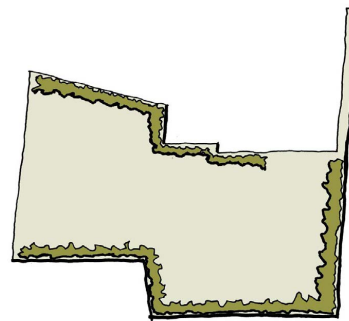
4.3 Site Strategies

The site strategies include key moves that will enable the objectives for the reserve. These strategies are high-level design principles that will inform the design of the Masterplan for Lewis Herman Reserve.



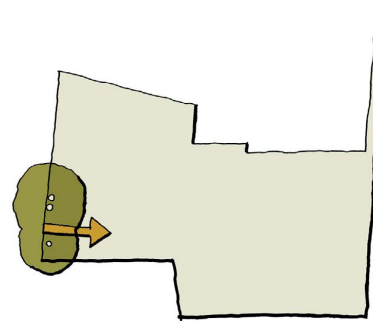
4.3.1 Connect the two spaces

A overgrown fence divides a section of the park from the rest of it. It is proposed to remove the fence and connect the two spaces.



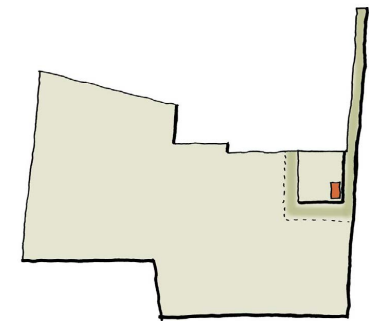
4.3.2 Screen planting along fence

Residential fences mark the boundary of the site. By providing vegetation along the fence line, a green, backdrop can be created that embraces the park, while also creating a buffer between the private residencies and the park, improving their privacy.



4.3.3 Mark the entrance

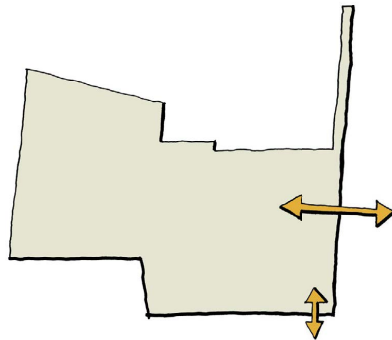
There is an opportunity to mark the entrance and create an arrival experience into the park, by providing an access pathway into the park between the large Camphor laurels. These mature trees form a natural gateway into the park.



4.3.4 Access to odour control unit

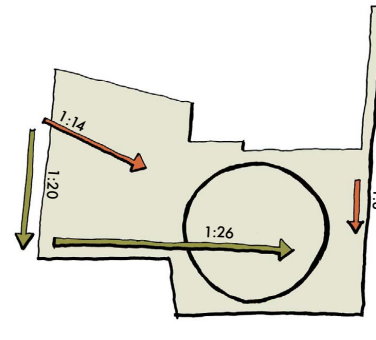
A Sydney Water odour control unit is located in the north-eastern corner of the site. Vehicular access will be required to be maintained into this area.

Basis for Management



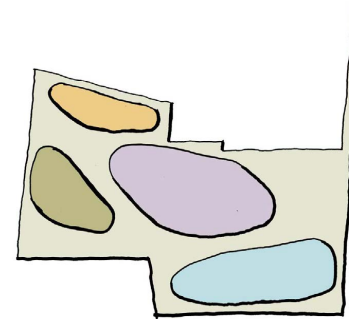
4.3.5 Through link to Queen St

There is an opportunity to connect the park to the adjacent planned development and provide a link to Queen St. The design for the park will consider this and provide a possible connection that will provide access into the park from the future development.



4.3.6 Accessibility and circuit track

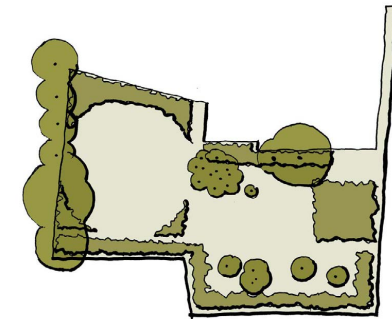
Create an accessible path structure including a circuit track that provides access throughout the park for users of all abilities and age. The path network forms the spine of the park and defines the various spaces.



4.3.7 Activate the park

Activate the park with program and park elements to suit the community's needs and wishes, based on community engagement.

A youth space could be placed along Holden St, to maintain passive surveillance. A playground could be located central in the park, away from traffic and neighbouring residents. There is the potential for a dog park (green) and native and sensory gardens (lilac) to the east of the site. A lawn and picnic area could be located between the youth space and playground.



4.3.8 Gardens & shade trees

In keeping with Ashfield's character, lush gardens could be created and shade trees could be planted.

These gardens would enclose the spaces, while providing sensory experiences to park visitors, as well as providing environmental benefits, such as water retention, urban cooling, and provide habitats for native fauna.

Basis for Management

4.4 Masterplan

The proposed elements for Lewis Herman Reserve are intended to be multi-purpose and multi-generational: play elements can also be used for seating and exercise, mounds and raised planters provide seating and play opportunities, while also enabling trees to be planted above the sandstone capping layer.

The Masterplan includes two pathways that form the main movement spine of the Reserve. The path network provides a connection through to Queen St with the paths in Lewis Herman Reserve link to a proposed path through the proposed aged care facility immediately to the west of Lewis Herman Reserve.

A series of circular spaces link to the two main pathways and create well-defined spaces. The path network provides for diverse opportunities for ambulating around the park as well as for children to ride and scoot around the park.

Key spaces in the Reserve include:

- mounded play space
- a nature play area amongst the acacias
- a more formal play space under a shade canopy
- an area with table tennis tables and seating
- a multi-use lawn
- BBQ and picnic areas with shelters
- nature play space
- sensory garden areas
- multi-generational play space
- accessible pathways.

A formal entrance into the park is provided through the camphor laurel trees and also includes a new seating area taking advantage of the shade in this area.

4.4.1 Path networks and accessibility

Throughout the park accessible paths, including loop tracks, will provide access for all park users. The two main pathways that form the spine of the park are proposed to be 2.0m wide and the circular pathways are proposed to be 1.5m wide.

The main pathway that runs east-west from Holden St to the future link to Queen St has grades gentler than 1 in 20 and provides accessible connections to all areas of the park. A secondary informal path network is proposed through the park to provide for a diversity of walking opportunities.

Currently due to the traffic volumes on Holden St it can be difficult to cross the road. An opportunity has been identified to upgrade the existing speed control device on Holden St at the end of Palace Ln and transform this into a safe pedestrian crossing.

4.4.2 Multi-generational play spaces

Throughout the park diverse play opportunities are provided that can be used by all generations.

For the space within the most north-western circle it is proposed to provide seating elements, table tennis stages, and a play and multi-purpose climbing/seating/stage element.

Within the central circle it is proposed to formalise the existing drainage into a swale feature with sandstone blocks, potentially a water play pump, and several adventure and nature play elements. The nature play elements continue along the creek and under the existing acacia trees.

The space within the most southern circle is proposed to be used for several play elements, such as swings, climbing structure, etc. A large circular shade sail is proposed above this area due to the lack of existing shade in the central part of the site.

Two large play mounds are proposed, on which play elements could be incorporated as well, such as a slide and spaces for imaginary play.

4.4.3 Sensory and native gardens

A sensory garden with native vegetation is proposed near the future entrances from Ashfield Baptist Homes, providing sensory stimulus and a quiet place for contemplation and relaxation. This space also provides the opportunity for productive gardens such as fruit trees and/or community gardens. Along the edges of the park native gardens are proposed.

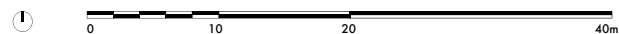
The gardens would enclose the spaces, provide a green backdrop to the park, create a buffer between the private residences and the park, while providing sensory experiences to park visitors. The gardens also provide environmental benefits, such as opportunities for more dense bird friendly planting, water retention, urban cooling, and areas where additional soil volume for trees can be provided.

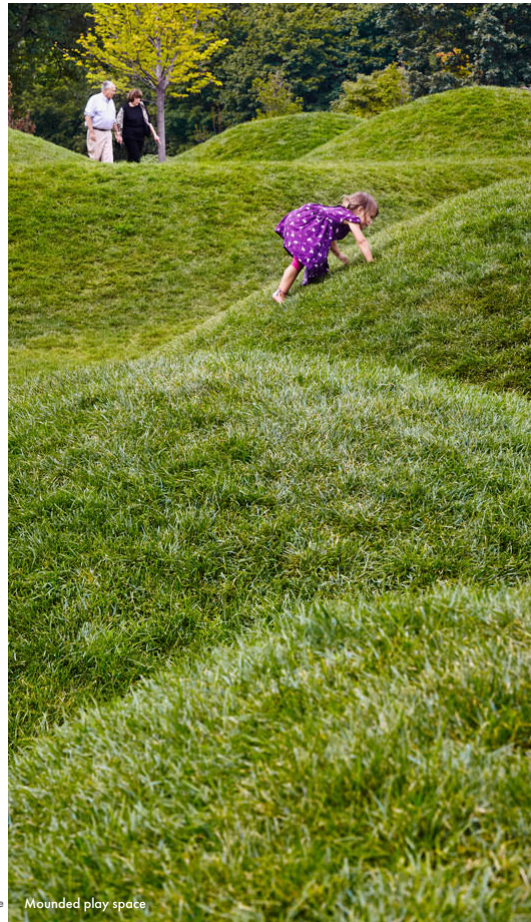
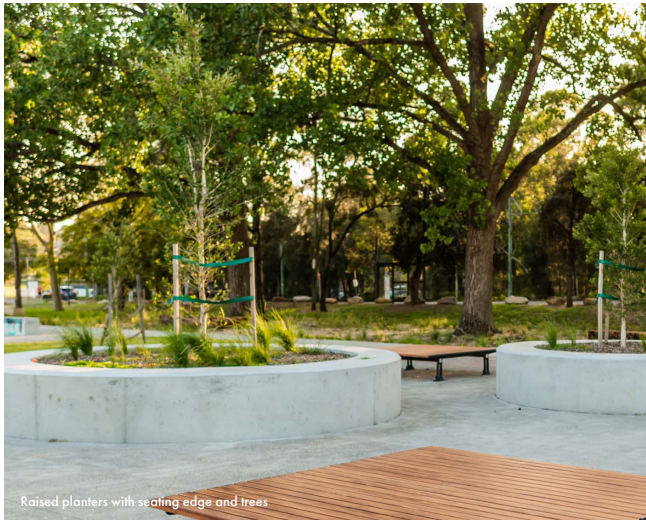
4.4. 4 Picnic areas and seating

Throughout the park, along the path network accessible seating and picnic tables are proposed. Two shelters with picnic tables, a BBQ, drinking fountain and bins are proposed as a cluster, creating a picnic area. Fully accessible seating and tables are proposed to be used in this area linking to the fully accessible entrance path.

On the following pages precedent images are included to illustrate the look and feel of the proposed designs elements.

Basis for Management







4.5 Grounds, Leases and Infrastructure

This Plan of Management expressly authorises Inner West Council to grant licenses for Lewis Herman Reserve for the purposes and uses which are identified or consistent with those in Table 3 below.

4.6 Dogs in Parks

4.6.1 Aims and Objectives

- Recognise the need for companion animal access in Parks.
- Lewis Herman Reserve is dedicated as an on leash park.
- Monitor the control of dogs in the Park;
- Install dog waste bins where needed;
- Off-leash area will be informed by the masterplan; and
- Ensure dog bag dispensers have a constant supply of dog bags.

4.7 Children's Playgrounds

4.7.1 Aims and Objectives

- Provide play areas that are inclusive, accessible and encourage children to learn, socialise, imagine, create and play;
- Ensure play areas provides a range of diverse activities and that incorporate both play facilities and natural play environments; and
- Inspect and maintain play equipment regularly to ensure equipment is safe and secure for use.
- Provide natural and structured play experiences and an open space where children can explore, imagine and grow in confidence and ability

4.7.2 Issues, Opportunities and Constraints

Lewis Herman Reserve will be developed to provide a new and diverse children's playground which is inclusive, accessible and available to all children to play, explore and create.

The design of the playground and the facilities is illustrated in the Lewis Herman Reserve masterplan. This master plan includes a range of opportunities for recreation, play, exploration, structured equipment, sails and soft fall. The play area take into account site specific access linkages within the Park the provision of appropriate transitional spaces for both structured and unstructured play.

It is acknowledged that there may be potential conflicts arising from sources of noise, specifically in relation to the age care facility directly adjoining the Park. Appropriate landscaping buffers should be introduced on all Park boundaries to ensure that noise and privacy impacts are minimised in relation to adjoining residents.

| Type of Arrangement Authorised | Categorisation | Purpose for which licensing / leasing will be granted |
|--------------------------------|-----------------------|---|
| Licence | General Community Use | <ul style="list-style-type: none"> - Conducting a commercial photography session - Filming - Catering - Picnics and private celebrations such as birthdays, family gatherings and weddings - Playing a musical instrument or singing for fee or reward - Engaging in trade or business - Delivering a public address |
| Licence | General Community Use | <ul style="list-style-type: none"> - Access over the park to transport building materials and equipment required for building on adjoining land and to remove waste that is consequential to such work. |

Table 3: Permissible Short Term Uses - up to 12 months

4.8 The Arts

4.8.1 Aims and Objectives

- Support artists and develop new ways to promote and sustain their practice in Parks; and
- Provide opportunities for cultural development for local artists and the broader community.

4.8.2 Issues, Opportunities and Constraints

Parks are venues for events, places for Public Art, homes for cultural venues and precincts, and opportunities for place making. Parks are for the people to create places of meaning and relevance alongside nurturing and supporting creatives to embellish place and space that is inclusive for all.

There may be opportunity to investigate integrating some Art programs or installations in the Park, when considered appropriate by Council. Public art should consider the artwork within the context of Ashfield and the suitability of the art for the Park. In particular, the Parks proximity to Thirning Villa could facilitate the establishment of a potential artist link.

4.9 Culture and Heritage

4.9.1 Aims and Objectives

- Recognise and maintain the significance of the Park, including existing features, facilities and vegetation.

4.9.2 Issues, Opportunities and Constraints

While there is not known to be any areas of high cultural or archaeological heritage significance within the boundary of the Park, the Park is located within an area that could have been a habitable place for the Cadigal and Wangal peoples.

There are opportunities to use native species, which interpret some of the cultural heritage values and values of the aboriginal community. Additionally, there may be opportunities to provide dual naming to the site that recognise Cadigal and Wangal links to the area.

5. ACTION PLAN

The Action Plan below identifies management objectives, strategies and associated actions and priorities. The actions aim to:

- Improve the Park;
- Repair past damage;
- Prevent further degradation;
- Maintain and enhance the amenity of the area;
- Continuously improve and maintain facilities;
- Manage the planned sharing of the Park by organisations involved in passive (and active) recreation; and
- Preserve the Park as a place for relaxation, passive recreation and a place of significant heritage.

The implementation of the actions in Action Plan will be coordinated on a yearly basis in accordance with the assigned priorities. These priorities are linked to the following time frame:

High Commenced within the next 2 years

Medium Commenced in 2 – 5 years

Low Commenced after 5 years

It should be recognised, however, that the commencement and completion of the actions will be dependent on available Council resources and funding and on Council priorities in its yearly program. The priority of each action will need to be reassessed annually to determine its continuing relevance.

| Aims and Objectives | Future Directions | Priority |
|--|---|----------|
| Masterplan Preparation | | |
| In consultation with the Community prepare and develop a park masterplan that provides the open space parameters, layout and design principles for the Park. | – Council to prepare concept masterplan for Lewis Herman Reserve in consultation with the community. | H |
| Grounds, Leases, and Infrastructure | | |
| Apply minimum standards to ensure grounds are properly maintained (mowing, weed removal, irrigation, aeration, building repairs, painting, rubbish collection and addressing vandalism); Ensure all pathways, facilities and associated amenities within the Park are accessible for People with Disabilities; Maintain the integrity of the capping layer, which was installed as part of the site remediation works. | – Grounds and infrastructure to be determined based on the creation of a masterplan; | H |
| | – Ensure the proposed masterplan does not impact on existing works undertaken on the site to contain the contamination; | H |
| | – Any works carried out under this PoM should endeavour to maintain the integrity of the site's capping layer and all/any requirements of the EMP (PB, 2013) should be adhered to at all times; | Ongoing |
| | – Establish lawns, edges, paths, seating, table sand shelters to maximise the Park as a safe and attractive place to visit and walk. | Ongoing |
| Ensure appropriate allocation of leases and licenses within the Park to promote fair and equitable use; and Enhance the quality and safety of built structures, access and play surfaces. | – Provide seating and drinking fountains where considered appropriate along pathways | H |

| Access | | |
|---|--|----------|
| Enhance access to and from the Park, as well as improve connections within the Park; Ensure footpaths and buildings comply with Disabilities Discrimination Act and AS1428; Minimise impact of local traffic generation and parking in surrounding streets; and Encourage access to the Park through public transport, cycle routes and street connections. | – Masterplan should guide the location and arrangement of pathways and access; | H |
| | – Ensure emergency vehicles have unhindered access to the Park; | H |
| | – Promote awareness of access to the Park via public transport; | Ongoing |
| | – Design of access arrangements should consider the existing and future demographic users of the park; and | H |
| | – Park utilities and furniture should be located to ensure no obstructions to movement of pedestrians. | H |
| Aims and Objectives | Future Directions | Priority |
| Landscape Character and Visual Amenity | | |
| Provide consistent landscape palette across the Park; Improve visual presentation of the Park along pathways, street frontages and open areas; Manage the Park in accordance with Council's principles of Ecologically Sustainable Development; and Plant additional vegetation to improve local amenity and shading where appropriate. | – Introduce landscape buffers on all Park boundaries to minimise noise and privacy impacts to adjoining development. This should be considered in the design of the masterplan; | H |
| | – Provide substantial tree planting to create a 'sense of place' and natural shade; | H |
| | – Engage an arborist to undertake full inspection of the Parks vegetation assets to determine their values and significance; and | H |
| | – Maintain existing landscape buffer to the southern boundary. | H |
| Dogs in Parks | | |
| Recognise the increase in on-leash dog use in Parks; Consider the rights and safety of other users in the Park when a dog is on-leash provision. | – Investigate opportunities for on-leash dog area in the Park; | H |
| | – Monitor the control of dogs in the Park; | H |
| | – Install dog waste bins where needed; | Ongoing |
| | – Off-leash area will be informed by the masterplan; and | H |
| | – Ensure dog bag dispensers have a constant supply of dog bags. | Ongoing |
| Children's Playgrounds | | |
| Provide play areas that encourage children to learn, socialise, imagine, create and play; Ensure play areas provides a range of diverse activities and that incorporate both play facilities and natural play environments; and Inspect and maintain play equipment regularly to ensure equipment is safe and secure for use. | – Design of children's playground to be informed by masterplan; | H |
| | – Provide children's playground with play equipment; | H |
| | – Ensure appropriate shading is introduced around the playground either through shade sails or deciduous tree planting; | H |
| | – Ensure an appropriate transitional area in the Park to clearly delineate between children's playground and other themed use areas; and | H |
| | – Ensure the Park provides accessible play equipment. | H |
| The Arts | | |
| Support artists and develop new ways to promote and sustain their practice in Parks; and Provide opportunities for cultural development for local artists and the broader community. | – Encourage growth of public art where appropriate in line with Council's Public Art Policy; | H |
| | – Explore opportunities to integrate art installations within the Park, subject to Council approval; and | H |
| | – Support initiatives in the Park that enhance community cohesiveness. | Ongoing |
| Culture and Heritage | | |
| Recognise and maintain the significance of the Park, including existing features, facilities and vegetation. | – Explore potential dual naming opportunity for the Park; | H |
| | – Council will develop as a matter of urgency a Park Tree Strategy and Park Tree Management Plan; and | H |
| | – Adopt native and exotic (introduced) species as appropriate with interpret cultural history of both First Australians and the cultural heritage of contemporary cultural groups. | H |

Table 4: Action Plan



Item 3

Attachment 1



Parsons Brinckerhoff Australia Pty Limited

ABN 80 078 004 798

3 May 2013

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Certified to ISO 9001, ISO 14001, AS/NZS 4801
A GRI Rating: Sustainability Report 2011

Our ref: 2171407A-CLM-LTR_6593

By email
glen.blair@rms.nsw.gov.au

Dear Glen

Lewis Herman Reserve, Holden Street, Ashfield, NSW - Environmental Management Plan

1. Introduction

Parsons Brinckerhoff Australia Pty Ltd (Parsons Brinckerhoff) was commissioned by the Roads and Maritime Services NSW (RMS) to prepare an environmental management plan (EMP) for the vacant area of land located to the east of Holden Street and opposite Park Avenue, Ashfield, NSW, 2131 ('the site'). The legal description of the site is Lot 11 and 12 in DP1145726 and the location of the site is shown on Figure 1, enclosed.

We understand the site is proposed to be relinquished to Ashfield Municipal Council who intend to design, develop and manage the site as Lewis Herman Reserve as part of their Management Plan for 2010 – 2014. The current and proposed land use of the site is public open space, as defined in *National Environmental Protection (Assessment of Site Contamination) Measure (NEPM) Schedule B (7b)* (National Environment Protection Council (NEPC)), 1999).

2. Objectives

This EMP has been prepared to assist the management of soil contamination identified at the site in a manner that facilitates the protection of human health and the local environment and ensures the site is suitable for the proposed land use as a local park.

3. Conceptual Site Model

A conceptual site model (CSM) describes the possible pathways by which exposure to contamination at the site may occur. For exposure to occur, a complete linkage must exist between the source of contamination and the "receptor" (i.e. the person or ecosystem components potentially affected by the contamination) by means of a transport mechanism.

2171407A-CLM-LTR_6593:AP/MW: 1/6

This section identifies the potential contaminants of concern, sources, pathways and receptors that may be associated with the site with respect to the current and proposed land use.

3.1 Ground conditions

The subsurface ground conditions at the site comprise a capping layer (topsoil, sandstone and gravel), which is underlain by fill, which in turn is underlain by superficial natural soils overlying bedrock.

A summary of the subsurface profile at the site is presented in Table 3-1.

Table 3-1 General description of subsurface conditions

| Depth (m BGL) | General soil description |
|----------------|--|
| 0.0 m to 0.5 m | Capping layer comprising topsoil, sandstone and gravel. The capping layer is underlain by geotextile fabric and is described in more detail in Section 4.2. |
| 0.5 m to 0.8 m | FILL: clayey sand, fine to coarse grained, brown/black, much-sub angular coarse gravel, dry to moist, loose to medium density, low plasticity, inclusions of anthropogenic material (glass, brick fragments, metal, plastic and occasional asbestos containing material) |
| 0.8 m to 8.6 m | Silty clay, red brown, with ironstone inclusions (clay, silty clay, sandy clay, gravelly clay), fine to medium grained, low to high plasticity, dry to wet (residual soils). |
| 8.6 m to 9.1 m | Clay with shale (brown to grey weathered Ashfield Shale) |

3.2 Contamination sources and contaminants

Benzo(a)pyrene (up to 10 mg/kg) and bonded asbestos cement sheet fragments (containing chrysotile) have been identified during environmental site assessments undertaken at the site by Parsons Brinckerhoff in 2006 (report Ref: 2115057A PR_2543REVA) and 2011 (Report Ref: 2106741A PR_4487REVA) at concentrations exceeding those deemed acceptable for a public open space land use.

A plan showing the location of samples collected and analysed during the additional ESA (Parsons Brinckerhoff, 2011) with concentrations of benzo(a)pyrene recorded above the acceptable criteria, is provided as Figure 2, enclosed.

It was considered that the probable source of these contaminants was from the demolition of houses (circa 1970) historically located on the site and the importation of impacted fill (Parsons Brinckerhoff, 2011). The contaminants are present within fill material beneath the current capping layer.

3.3 Transport medium

The anticipated primary transport mechanisms for the migration of identified contaminants comprise direct contact with contaminated soil/dust and windblown particulates.



3.4 Receptors

Likely receptors of the contaminants at the site include the general public and maintenance, construction and utility workers using or working on the site once the underlying material had been exposed (during maintenance) or the cap was removed.

3.5 Exposure pathways

The pathways through which contaminants may reach receptors are in part dependent by the nature and behaviour of the contaminant. Considering the contamination source, contaminants of concern and receptors at the site, the following potential exposure pathways have been identified:

- Dermal contact with soil/dust.
- Incidental ingestion of soil/dust.
- Inhalation of fibres, soil particles and dust.

3.6 Potential pollutant linkages

Based on the ground conditions, potential source of contamination, contaminants of concern, potential exposure pathways and sensitive receptors present at the site there is a low risk of receptors being exposed to identified contaminants to the presence of a capping layer. The potential pollutant linkages identified are summarised in Table 3-2.

Table 3-2 Identified potential pollutant linkages

| Link | Source and medium | Analytes | Receptors | Exposure Pathways | Likelihood of potential pollutant linkages |
|------|--|-------------------|--|---|---|
| 1 | Impacted soil (fill) beneath capping layer | Asbestos (bonded) | Recreational users, maintenance and excavation workers | Inhalation of fibres | Low – presence of capping layer reduces risk of complete potential pollutant linkage |
| 2 | | benzo(a)pyrene | | Dermal contact, ingestion and dust inhalation | |

4. Achievement and management of objectives

The objectives of the EMP can be achieved through:

- Maintaining the integrity of the capping layer installed at the site to restrict access to contaminated soil by recreational users of the site.
- Implementing controls on any future excavation or maintenance works that involves potential contact with impacted soil at the site beneath the capping layer.

4.1 Responsibilities

The owner of the site (as defined in the Real Property Act, 1990 - Sect 135A) is to ensure that this EMP and any variations are complied with.



The owner of the site should provide any lessee, contractors, representatives or agents associated with maintenance or development of the site with a copy of the EMP prior to commencement of any site works. All persons conducting excavation work at the site must comply with the requirements of the EMP.

4.2 Capping

Remedial works were undertaken circa 2008 which were validated by Coffey Environments Pty Ltd (Coffey, 2008), which involved the installation of a capping layer, comprising a geotextile fabric covered by gravel and topsoil. The thickness of the cap was found to be variable across the site ranging from 0.2 to 0.4 m, where identified (Parsons Brinckerhoff, 2011).

Additional remedial works were undertaken at the site by Parsons Brinckerhoff in 2012 (report Ref: 21071407A PR_6572) which involved increasing the capping thickness. The western portion of the site was pegged out at specific coordinates where the depth of cap was known (from data obtained from previous reports) and imported validated material was spread evenly between the pegs such that the cap was increased to at least 0.5 m thick across the area. In the north of the site (beyond the Sydney Water pipeline alignment) where there was no cap originally present, imported material comprising crushed sandstone and topsoil was graded towards the northern site boundary. The thickness of the cap at specific locations, before and after remedial work, is outlined in Table 4-1 and presented on Figure 3, enclosed.

Table 4-1 Western portion capping thickness

| Coordinates | | Thickness of cap prior to 2012 remedial works (m) | Approximate thickness of cap following 2012 remedial works (m) |
|-------------|----------|---|--|
| Easting | Northing | | |
| 326689 | 6247977 | 0.53 | 0.53 |
| 326657 | 6247988 | 0.3 | 0.5 |
| 326667 | 6247994 | 0.38 | 0.5 |
| 326664 | 6248002 | 0.25 | 0.5 |
| 326695 | 6247994 | 0.3 | 0.5 |
| 326709 | 6247985 | 0.3 | 0.5 |
| 326726 | 6247997 | 0.4 | 0.5 |
| 326730 | 6247982 | 0.2 | 0.5 |

Notes:

NR Not recorded

Photographs of the site during remedial works in 2012 are enclosed.

The integrity of the cap should be maintained to reduce potential exposure of site workers and park users to impacted soils. Vegetation should be maintained to minimise access to impacted soils and prevent erosion of the cap and underlying impacted soils.

4.3 Induction

All site workers and subcontractors should complete a site induction prior to commencing any, gardening, maintenance or construction works at the site such that they are aware of the requirements of this EMP.

4.4 Occupation health and safety

A safework method statement or workplace health and safety (WHS) management plan which satisfies relevant obligations of the Work Health and Safety Regulation 2011 should be developed for all site work involving excavation at the site. Should excavation work be required beneath the capping layer, the plan must specifically address the hazards associated with the soil contamination outlined in Section 2 (comprising benzo(a)pyrene and bonded asbestos) and define the measures required to be implemented to remove or manage the associated health and environmental risks.

4.5 Environmental protection

An environmental management plan (EMP) should be prepared for any works relating to excavation, removal or disposal of soil from beneath the capping layer to provide a system and outline procedures to ensure best practice controls are established and maintained to manage potential environmental impacts during works.

4.6 Unexpected contamination

If during any site earthworks or excavation, any olfactory or visual evidence of contamination not previously detected is noted, site works are to cease in that area and action taken to immediately abate any potential risk to human health or the environment. The administering authority is to be notified in writing within two business days of detection and advised of appropriate remedial action.

Any remedial action is to be planned and documented by an appropriately qualified environmental consultant in accordance with contaminated land guidelines approved by the NSW Office of Environment and Heritage under s105 of the Contaminated Land Management Act, 1997.

4.7 Soil excavation and removal

Any soils excavated from the site for off-site disposal purposes should be classified in accordance with the NSW EPA (2009) 'Waste Classification Guidelines' prior to being disposed of to a suitably licenced waste facility under the Protection of Environment Operations Act 1997.

4.8 Duration

The EMP should remain applicable to the site until such a time as the conditions are deemed to no longer apply such as the source of contamination is removed by remediation and validation.

5. Monitoring and reporting

A biannual inspection should be undertaken by the owner of the site to ensure that capping and protective barriers including vegetative covers remain in sound condition in accordance with Section 4.2.

Monitoring of any site maintenance and excavation works may be undertaken, as required (i.e. prior to commencement and regularly during site works), to check whether this EMP is being effectively implemented by the maintenance workers and subcontractors and whether any corrective actions are required.



6. References

- Ashfield Council, Management Plan 2010 – 2014, accessed 15 November 2012
<http://www.ashfield.nsw.gov.au/files/your_council/policies_plans_and_reports/management_plans_and_reports/management_plan_2010_-_2014.pdf>
- Coffey Environments Pty Ltd, 2008. Letter Summarising the Validation of the Capping Works – Site Located at Holden Street/Robert Street/Queen Street, Ashfield, dated 28 April 2008.
- Parsons Brinckerhoff (August 2006) *Combined Stage 1 and 2 Environmental Site Assessment (ESA), Holden Street / Robert Street / Queen Street, Ashfield, NSW* (Ref: 2115057A PR_2543REVA).
- Parsons Brinckerhoff (August 2011) *ESA, Ashfield RMS site, Holden Street, Robert Street and Queen Street, Ashfield, NSW* (Ref: 2106741A PR_4487REVA).
- Parsons Brinckerhoff (December 2012) *Remediation and validation report, 43 Queen Street and adjacent parkland, Ashfield NSW, Draft Report* (Ref: 2171407A PR_6572_RevA).
- National Environmental Protection Council (NEPC), 1999. *National Environmental Protection (Assessment of Site Contamination) Measure* (NEPM).
- New South Wales Department of Environment and Conservation (NSW DEC), 2006. *Guidelines for the NSW Site Auditor Scheme (2nd edition)*.

7. Closure

This EMP has been prepared in general accordance with the *Contaminated Sites: Guidelines for the NSW Site Auditor Scheme (2nd edition)* guidelines (Department of Environment and Conservation, April 2006) to manage site contamination risks present at the issue date. Changes in site conditions (including modification of the capping layer or remedial works) or land use from public open space may result in the need to review and revise the plan.

Should you have any questions or require anything further, please do not hesitate to contact the undersigned.

Yours sincerely

Anthony Plumb
Environmental Scientist,
Contaminated Land Management
Parsons Brinckerhoff

Encl: Enclosure 1 - Limitations
Enclosure 2 - Figures
Enclosure 3 - Photographs



Lewis Herman Reserve - Environmental Management Plan

Item 3

Enclosure 1

Limitations

2171407A-CLM-LTR_6593:AP/MW

Attachment 1

Limitations

Scope of services

This environmental site assessment report (the report) has been prepared in accordance with the scope of services set out in the contract, or as otherwise agreed, between the client and Parsons Brinckerhoff (scope of services). In some circumstances the scope of services may have been limited by a range of factors such as time, budget, access and/or site disturbance constraints.

Reliance on data

In preparing the report, Parsons Brinckerhoff has relied upon data, surveys, analyses, designs, plans and other information provided by the client and other individuals and organisations, most of which are referred to in the report (the data). Except as otherwise stated in the report, Parsons Brinckerhoff has not verified the accuracy or completeness of the data. To the extent that the statements, opinions, facts, information, conclusions and/or recommendations in the report (conclusions) are based in whole or part on the data, those conclusions are contingent upon the accuracy and completeness of the data. Parsons Brinckerhoff will not be liable in relation to incorrect conclusions should any data, information or condition be incorrect or have been concealed, withheld, misrepresented or otherwise not fully disclosed to Parsons Brinckerhoff.

Environmental conclusions

In accordance with the scope of services, Parsons Brinckerhoff has relied upon the data and has conducted environmental field monitoring and/or testing in the preparation of the report. The nature and extent of monitoring and/or testing conducted is described in the report.

On all sites, varying degrees of non-uniformity of the vertical and horizontal soil or groundwater conditions are encountered. Hence no monitoring, common testing or sampling technique can eliminate the possibility that monitoring or testing results/samples are not totally representative of soil and/or groundwater conditions encountered. The conclusions are based upon the data and the environmental field monitoring and/or testing and are therefore merely indicative of the environmental condition of the site at the time of preparing the report, including the presence or otherwise of contaminants or emissions.

Also, it should be recognised that site conditions, including the extent and concentration of contaminants, can change with time.

Within the limitations imposed by the scope of services, the monitoring, testing, sampling and preparation of this report have been undertaken and performed in a professional manner, in accordance with generally accepted practices and using a degree of skill and care ordinarily exercised by reputable environmental consultants under similar circumstances. No other warranty, expressed or implied, is made.

Report for benefit of client

The report has been prepared for the benefit of the client and no other party. Parsons Brinckerhoff assumes no responsibility and will not be liable to any other person or organisation for or in relation to any matter dealt with or conclusions expressed in the report, or for any loss or damage suffered by any other person or organisation arising from matters dealt with or conclusions expressed in the report (including without limitation matters arising from any negligent act or omission of Parsons Brinckerhoff or for any loss or damage suffered by any other party relying upon the matters dealt with or conclusions expressed in the report). Other parties should not rely upon the report or the accuracy or completeness of any conclusions and should make their own enquiries and obtain independent advice in relation to such matters.

Other limitations

Parsons Brinckerhoff will not be liable to update or revise the report to take into account any events or emergent circumstances or facts occurring or becoming apparent after the date of the report.

The scope of services did not include any assessment of the title to or ownership of the properties, buildings and structures referred to in the report nor the application or interpretation of laws in the jurisdiction in which those properties, buildings and structures are located.



Lewis Herman Reserve - Environmental Management Plan

Item 3

Enclosure 2

Figures

2171407A-CLM-LTR_6593:AP/MW

Attachment 1

**PARSONS
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ENVIRONMENTAL MANAGEMENT PLAN
Roads and Maritime Services

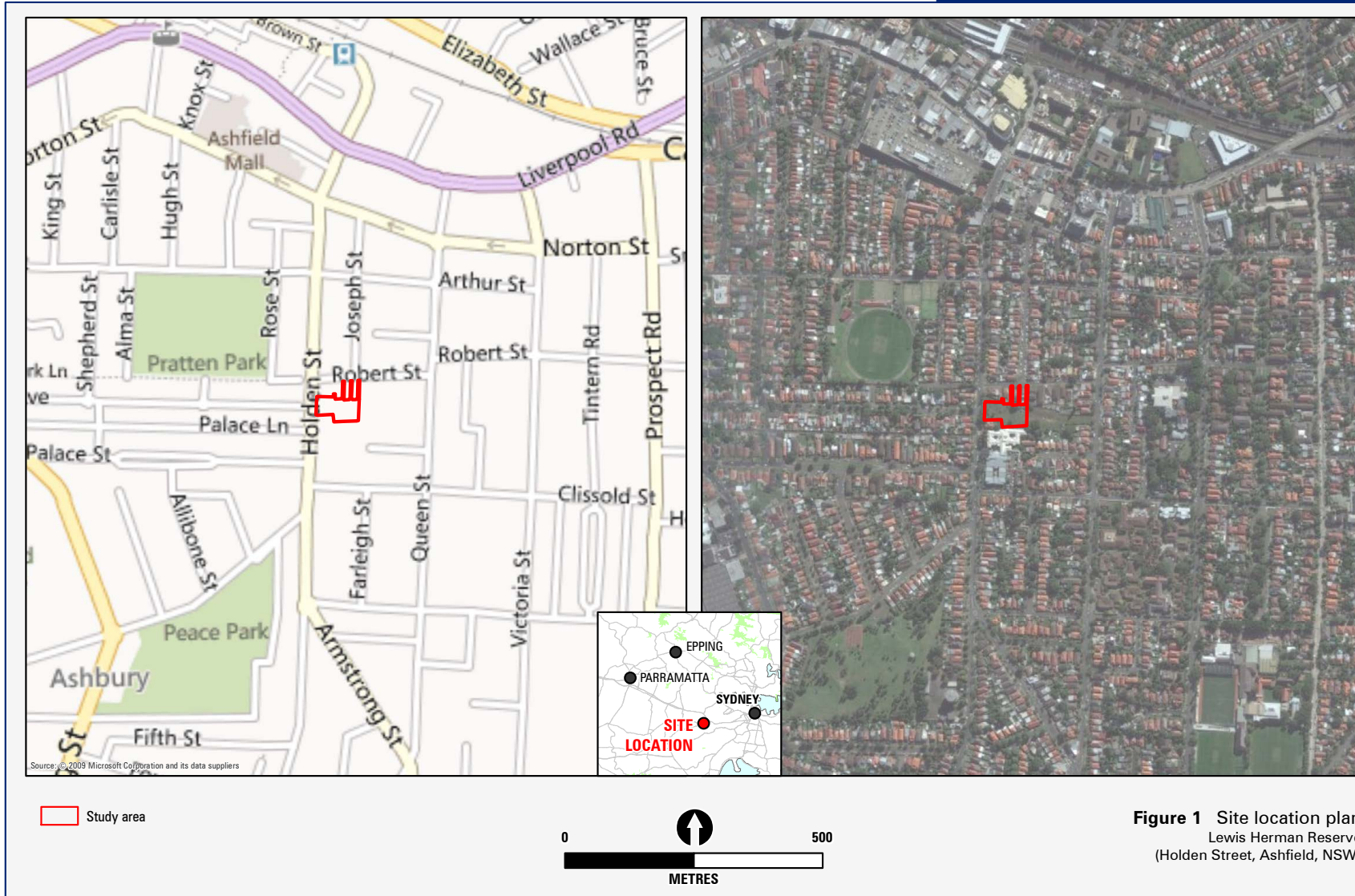
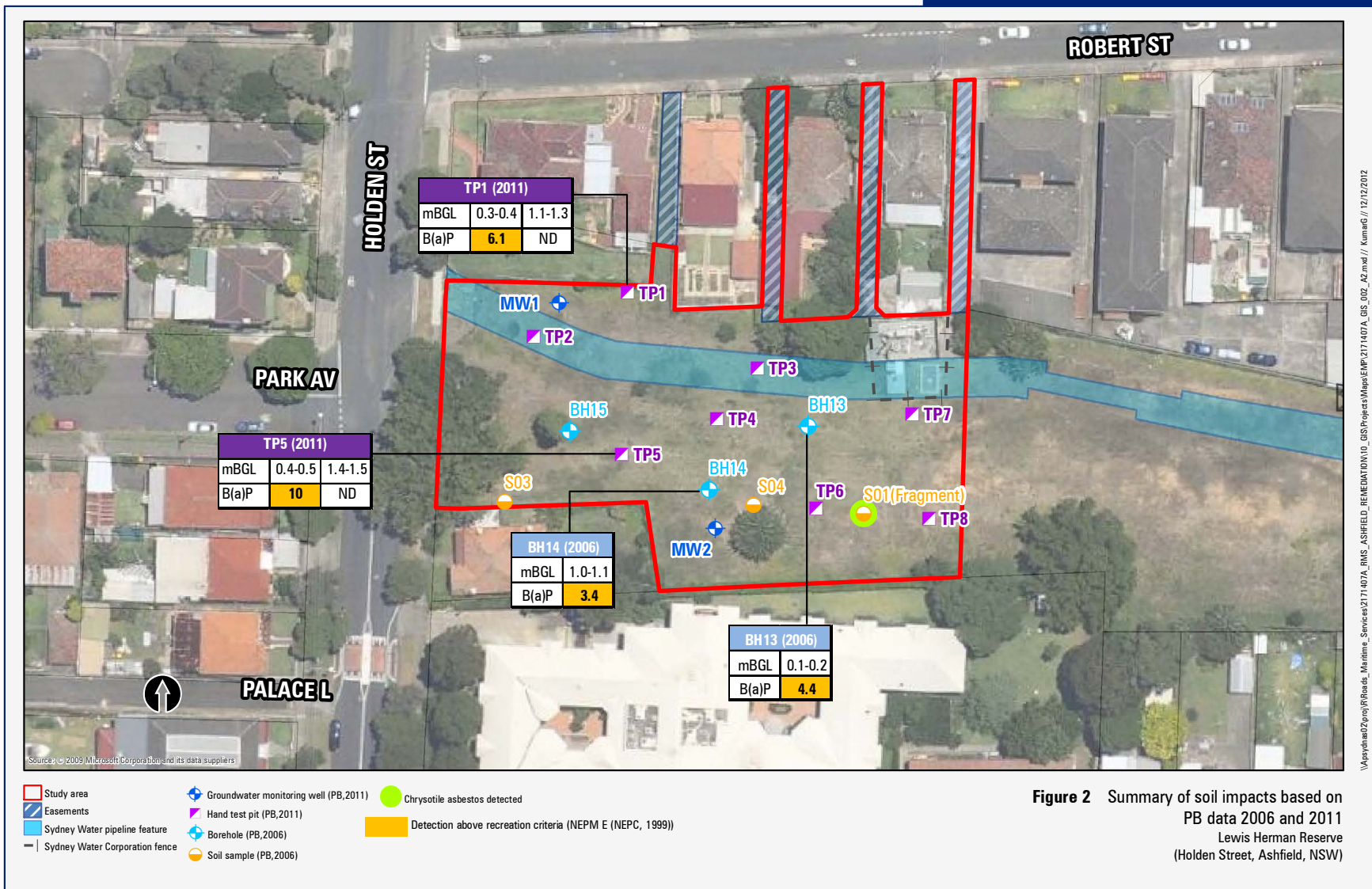


Figure 1 Site location plan
Lewis Herman Reserve
(Holden Street, Ashfield, NSW)

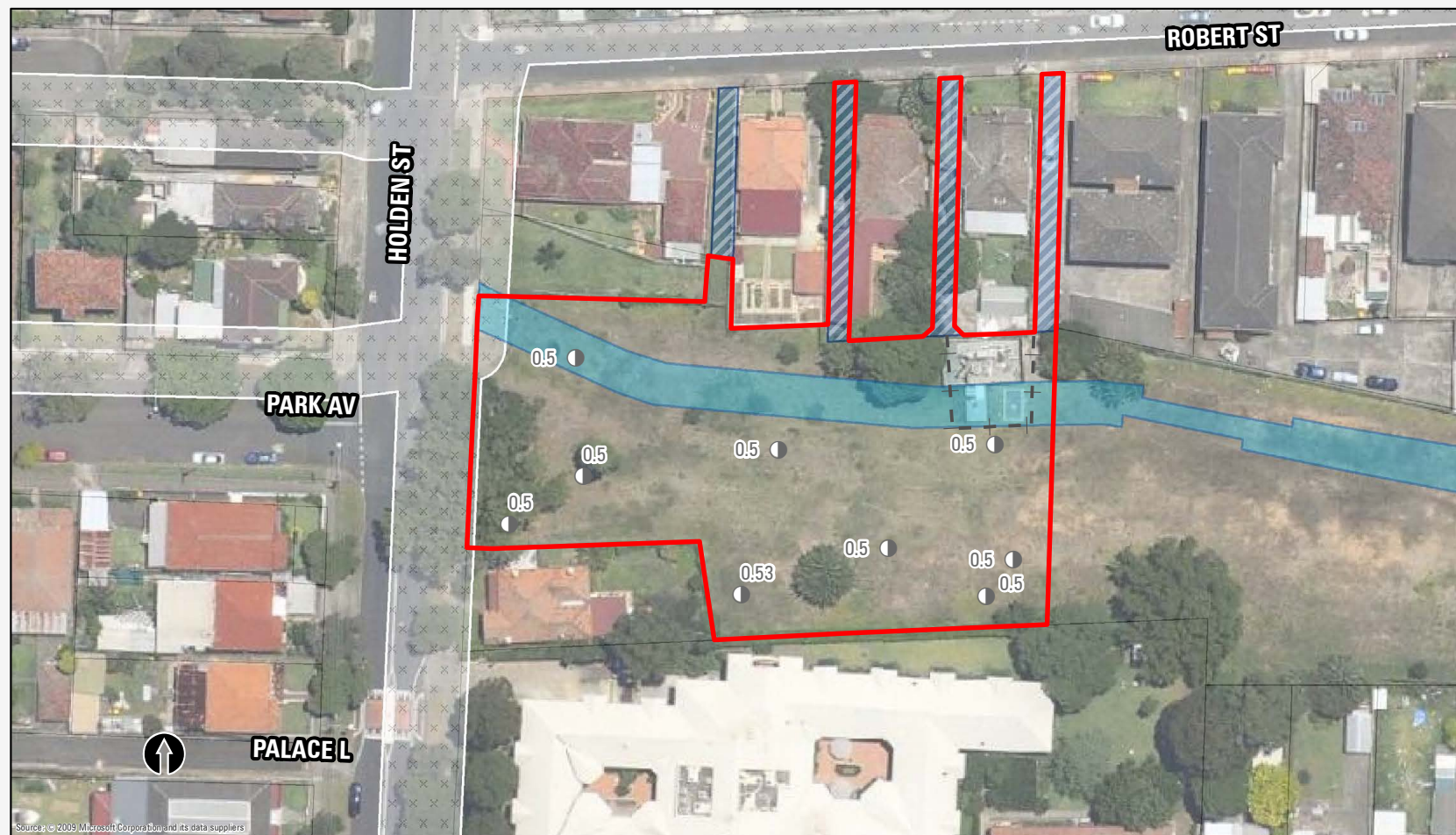
**PARSONS
BRINCKERHOFF**

ENVIRONMENTAL MANAGEMENT PLAN
Roads and Maritime Services



**PARSONS
BRINCKERHOFF**

ENVIRONMENTAL MANAGEMENT PLAN
Roads and Maritime Services



- Study area
- Easements
- Sydney Water pipeline feature
- Sydney Water Corporation fence
- 5 m buffer from Energy Australia cable
- (0.5) Approximate thickness of cap in metres

Figure 3 Approximate thickness of capping layer
Lewis Herman Reserve
(Holden Street, Ashfield, NSW)



Lewis Herman Reserve - Environmental Management Plan

Item 3

Enclosure 3

Photographs

2171407A-CLM-LTR_6593:AP/MW

Attachment 1



Site Photograph 1: View looking west – site prior to remedial works



Site Photograph 2: View looking west - imported sandstone and peg marking depth of cap required

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Site Photograph 3: View looking west – import of sandstone



Site Photograph 4: View looking west – import of sandstone

2171407A-CLM-LTR_6593:AP/MW



Site Photograph 5: View looking south – import of sandstone



Site Photograph 6: View looking west – import of sandstone

2171407A-CLM-LTR_6593:AP/MW



Site Photograph 7: View looking north-east – import of sandstone



Site Photograph 8: View looking west – site prior to spreading of topsoil

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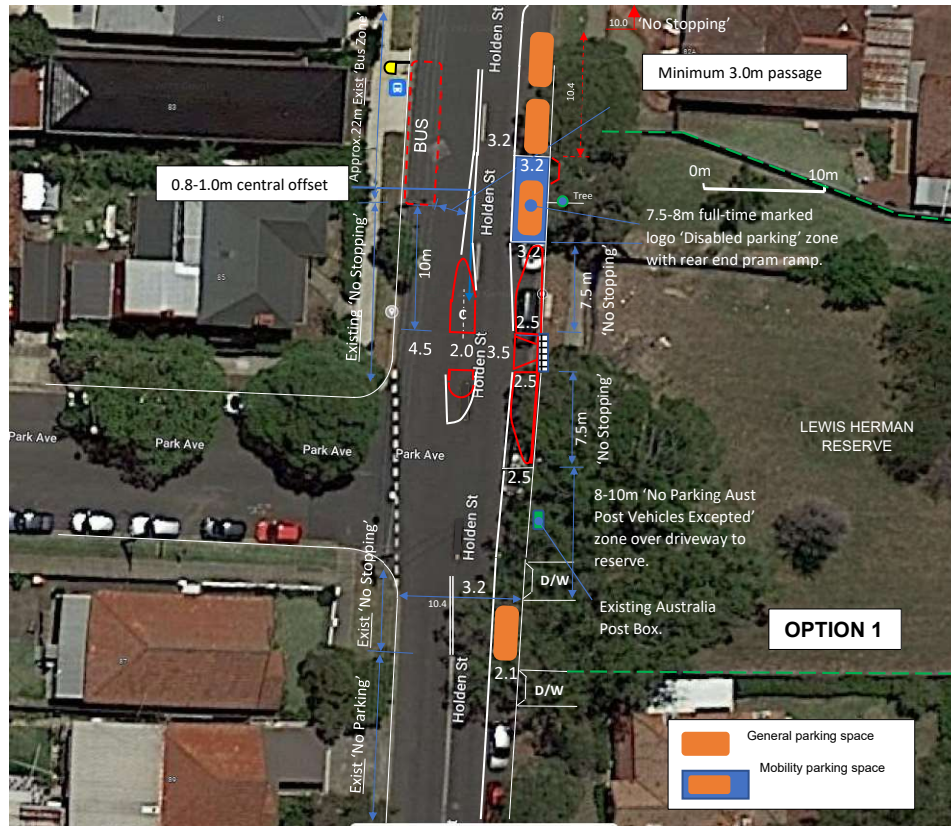


Site Photograph 9: View looking south-east – site during spreading of sandstone



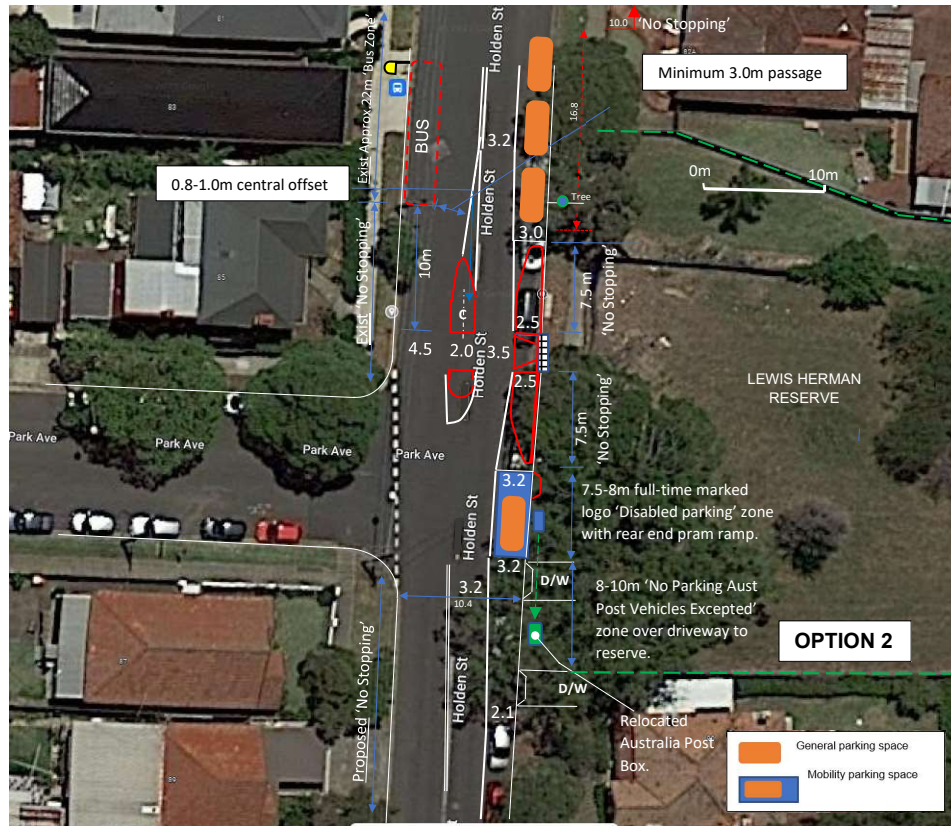
Site Photograph 10: View looking north-west – application of spray grass

2171407A-CLM-LTR_6593:AP/MW



Item 3

Attachment 2



Item 3

Attachment 3

Item No: LTC0423(1) Item 4

Subject: NORTHCOTE STREET, MARRICKVILLE – PEDESTRIAN SAFETY IMPROVEMENT WORKS – PROJECT 303082 - DESIGN PLAN 10239– NEW PEDESTRIAN REFUGE (MIDJUBURI - MARRICKVILLE WARD/ SUMMER HILL ELECTORATE/ INNER WEST PAC)

Prepared By: Jennifer Adams - Engineer – Traffic and Parking Services

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

Council has finalised a design plan for pedestrian safety improvement works in Northcote Street, Marrickville at its junction with Sydenham Road. The proposed works will include installing a pedestrian refuge island and a landscaped kerb blister to improve pedestrian safety at this locality.

RECOMMENDATION

That the detailed design plan for the installation of a pedestrian refuge island, a landscaped kerb blister and new adjacent kerb ramps and associated signs and line markings in Northcote Street at Sydenham Road, Marrickville (as per Plan No. 10239) be APPROVED.

BACKGROUND

Council is planning to improve safety for pedestrians by installing a pedestrian refuge island as well as a landscaped kerb blister island in Northcote Street (intersection with Sydenham Road), Marrickville. The proposal aims to improve safety for pedestrians and school children by providing a safe storage area at the centre of the road as they cross, whilst also better defining traffic lanes for motorists as they approach the intersection. This report details the design plan for those improvement works and its related consultation results.

FINANCIAL IMPLICATIONS

The project is listed on Council's Traffic Facilities Capital Works budget (PAMP) for 2023/24 and funding of \$62,000 has been allocated to this project.

OTHER STAFF COMMENTS

The proposed scope of works is shown in **Attachment 1** and includes the following:

- Construct a concrete pedestrian refuge island together with associated signage and line markings;
- Construct a landscaped kerb blister island;
- Construct 2 new concrete kerb ramps;
- Reconstruct damaged sections of concrete footpath with new concrete footpath (where shown on plans);
- Resurface the existing asphalt road with new asphalt (where shown on plans);
- Install 2 new "No Stopping" signs on either side of Northcote Street in the vicinity of the new pedestrian refuge island to comply with statutory requirements.

Parking Changes

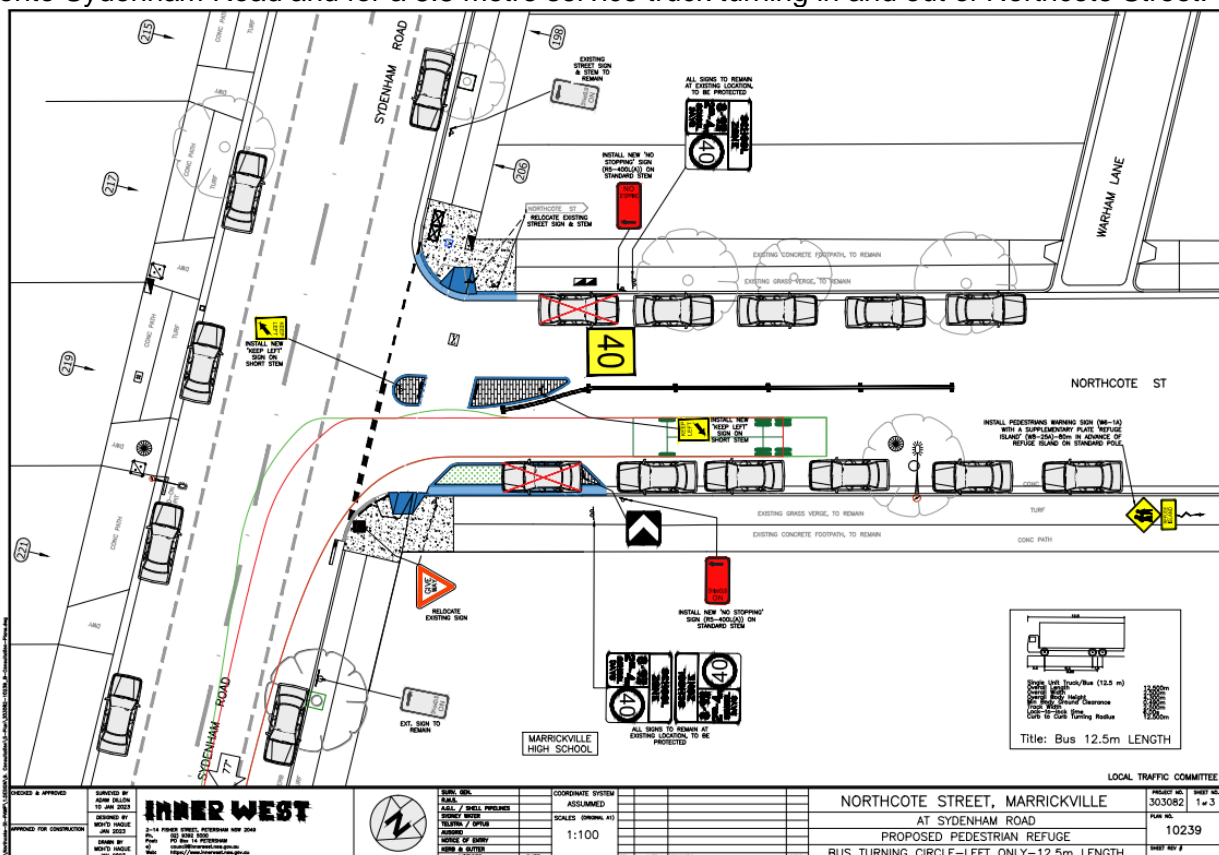
This proposal will require 2 new “No Stopping” signs to be installed which will result in the loss of two (2) on-street parking spaces in Northcote Street near Sydenham Road. Please refer to the attached Plans.

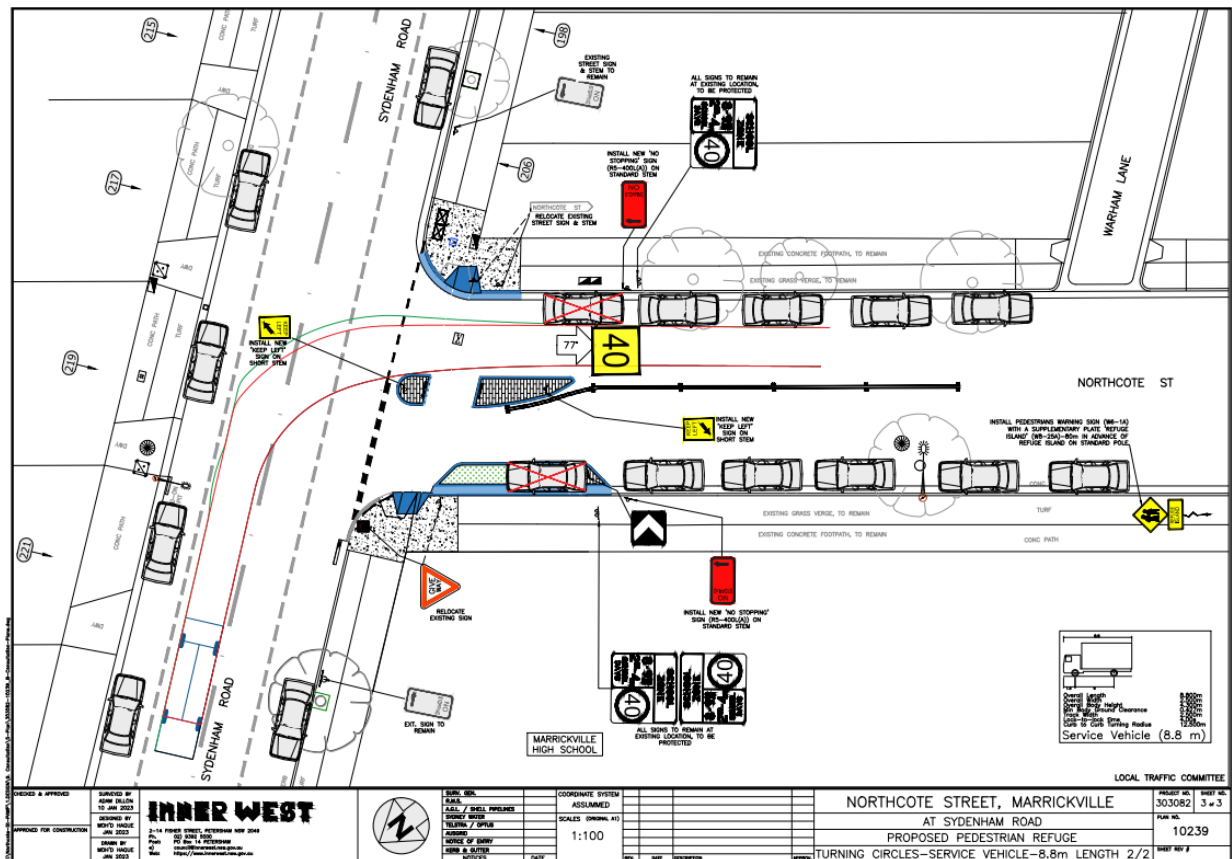
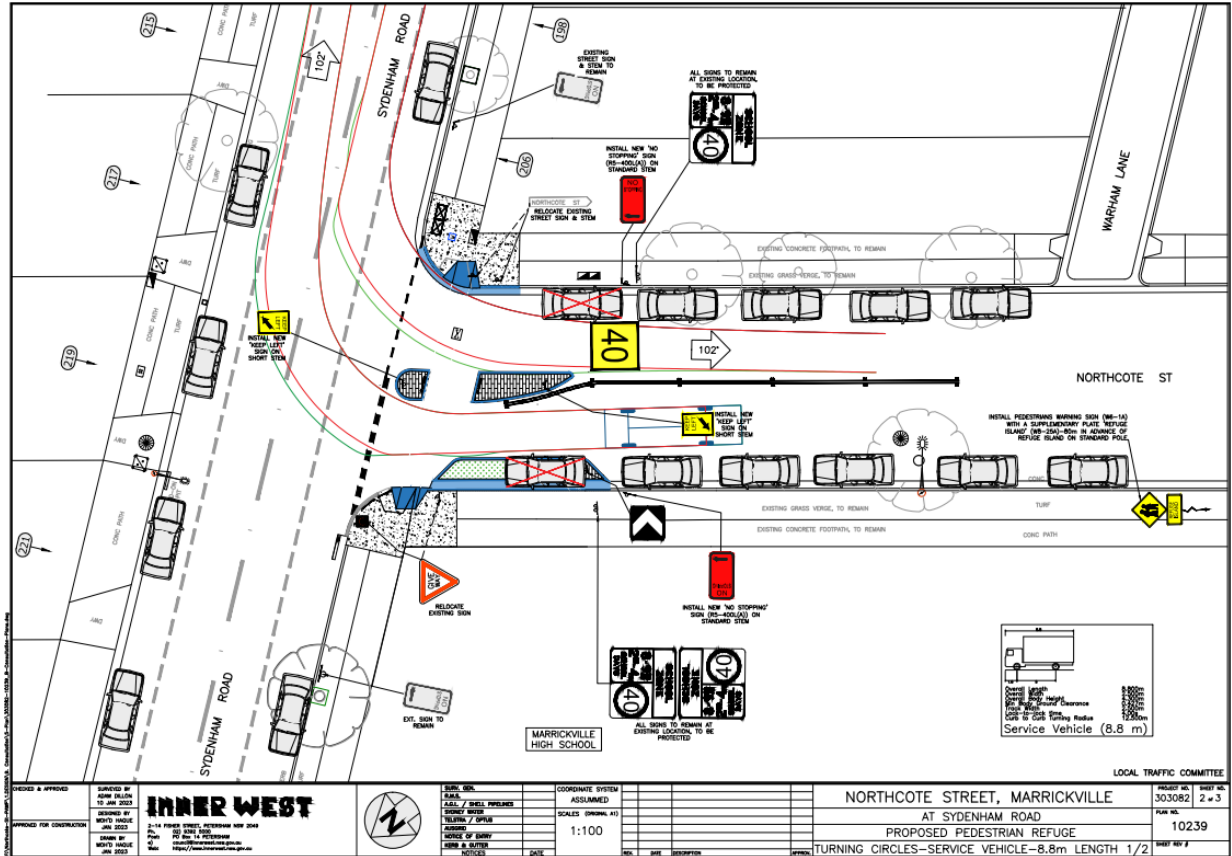
Streetlighting

The existing lighting is deemed adequate and therefore there will be no changes to the existing street lighting due to the proposed works.

Turning circles

Turning circle diagrams are shown below for a 12.5 metre bus turning out of Northcote Street onto Sydenham Road and for a 8.8 metre service truck turning in and out of Northcote Street.





Consultation was conducted between 28/02/2023 and 17/03/2023. A letter along with a copy of the design plan was sent to residents / businesses in the immediate locality. A total of 24 letters were distributed.



Two (2) residents responded, both raised the issue of local flooding in the area not being addressed as opposed to the design plan for the new pedestrian refuge. One resident wanted to know whether the proposed pedestrian refuge will compound the existing flooding issues on Northcote Street, Marrickville. Their concerns are listed below.

| Resident's Comments | Officer's response |
|---|---|
| <p>Support subject to below caveats:</p> <p>Prioritisation of commitments. The resident noted that the most pressing issue affecting residents, school staff and families, and pedestrians is the frequent and repeated flooding of Northcote Street, which makes the street both inaccessible and unsafe. They understand various stormwater upgrades are being designed this financial year, to be constructed in 2023/2024. Should it be necessary to prioritise funding or timing of works for these two initiatives, priority should be given to addressing the issue of flooding.</p> <p>Impact of refuge island on flooding. The resident queried whether the construction of the pedestrian refuge would further impede the removal of flood water. They requested confirmation that that construction would not worsen flooding in Northcote Street.</p> | <p>General support noted.</p> <p>The implementation of this project will not impact or intensify the flooding issues experienced in Northcote Street. It is noted that the gutter width at the proposed kerb blister island (garden bed) is proposed to be 600mm wide instead of normal 450mm wide, which will aid in the movement of any water.</p> <p>Council's Stormwater Team will be asked to see if a priority can be put on any proposed stormwater upgrades in Northcote Street.</p> <p>There is no foreseen impact on flooding due to the implementation of this pedestrian refuge island project.</p> |
| <p>A number of existing flooding issues in Northcote Street, Carew and Warham Lanes were raised opposed to any comment on the</p> | <p>It is noted that this PAMP project is the installation of a pedestrian refuge for pedestrians, students, visitors to improve their safety while crossing Northcote Street</p> |

proposed pedestrian refuge.

at Sydenham Road.

Many of the issues raised are outside the scope of the project and as the project does not impact any existing flooding and drainage issues all detailed concerns raised by the resident will be internally referred to Council's Stormwater Team for investigation and action.

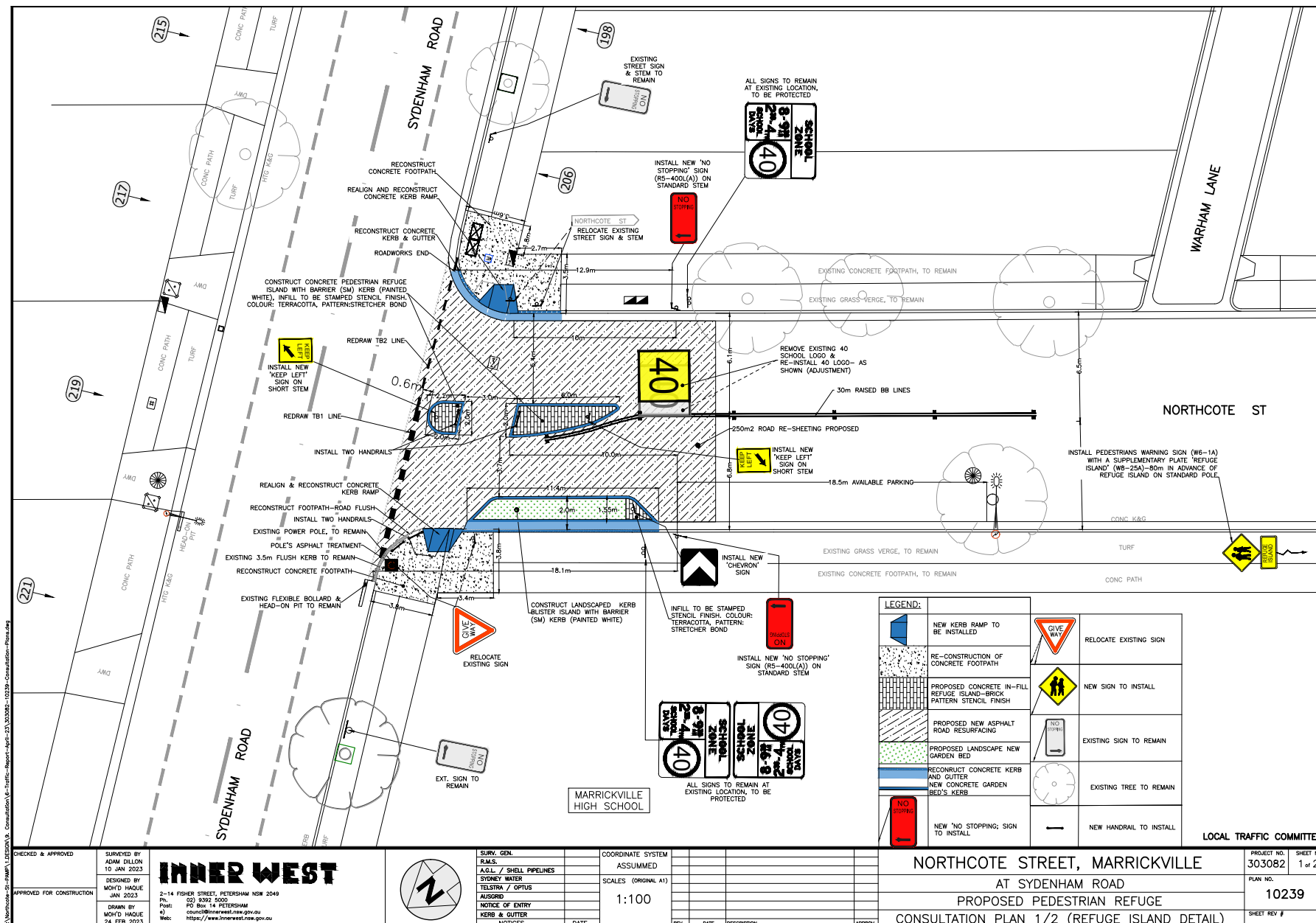
All supplied photos will also be forwarded to Council's Stormwater Team.

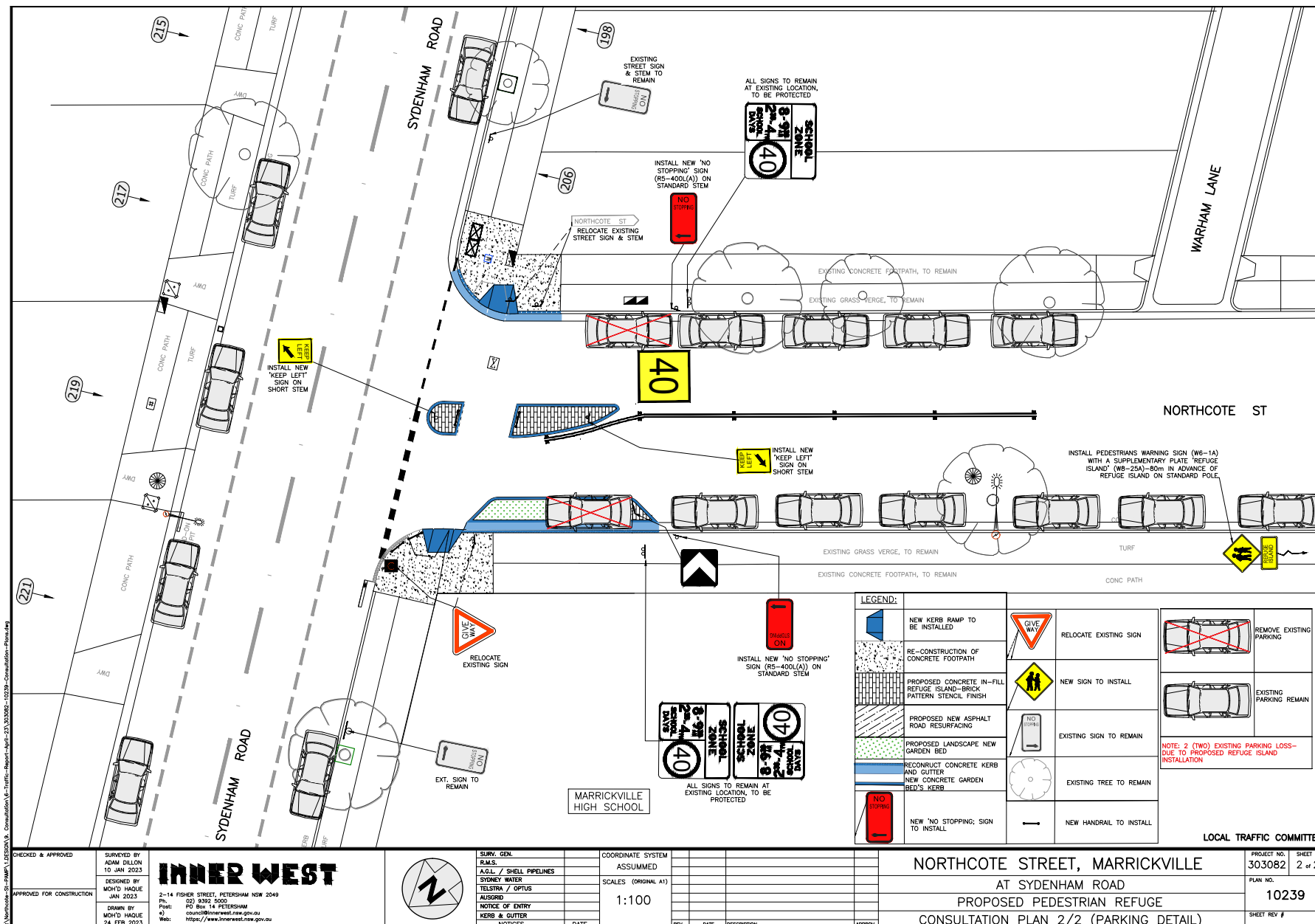
CONCLUSION

It is recommended that the detailed design plan for the proposed pedestrian refuge and associated signs and line markings be supported to improve pedestrian safety at this location.

ATTACHMENTS

1. [Download](#) 303082-10239-Consultation-Plans





Item No: LTC0423(1) Item 5

Subject: FAIRFOWL STREET AT PILE STREET, DULWICH HILL – PROPOSED
STREETSCAPE IMPROVEMENTS – PROJECT 302892 - DESIGN PLAN
10206-A - FORMALISATION OF ROAD CLOSURE (DJARRAWUNANG –
ASHFIELD WARD /SUMMER HILL ELECTORATE /INNER WEST LAC)

Prepared By: Jennifer Adams - Engineer – Traffic and Parking Services

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

Council has prepared a design plan to formalise the existing road closure at the intersection of Fairfowl Street and Pile Street, Dulwich Hill. The intention of the proposal is to improve the overall amenity and streetscape of this location by providing landscaping, improving pedestrian and vehicular access and formalising parking arrangements in the vicinity of the road closure whilst also replacing deteriorated road and footpath assets.

RECOMMENDATION

That the detailed design plan for the formalisation of the road closure at the intersection of Fairfowl Street and Pile Street, Dulwich Hill and associated signs and line marking (as per Plan No.10206-A) be APPROVED.

BACKGROUND

As part of the Traffic Facilities Capital Works Program, it is proposed to upgrade the intersection of Fairfowl Street and Pile Street, Dulwich Hill. The project was initiated via a local resident petition (35 properties) requesting an upgrade the existing streetscape of this intersection.

This project also includes improvement to pedestrian and motorist safety by providing new footpaths, a crossover facility and designated on-street parking.

Due to a number of objections to the loss of one on-street parking (in front of 3A Fairfowl Street) as proposed in the initial consultation plan (No.10206), Council has amended the original consultation plan (No.10206-A) accordingly to address the issue. This report details the final amended design plan for those improvement works and its related consultation results.

FINANCIAL IMPLICATIONS

Funding of \$15,000 has been allocated to this project for design only in the 2022/23 Capital Works Program. The project is listed on Council's Traffic Facilities Capital Works budget for 2023/2024 and further funding of \$159,000 will be allocated to this project.

OTHER STAFF COMMENTS

The following works are proposed and are illustrated on the attached consultation plan (Plan No. 10206-A). The proposed works will improve the overall amenity and streetscape of this location and improve pedestrian and vehicular access by formalising parking arrangements in the vicinity of the road closure.

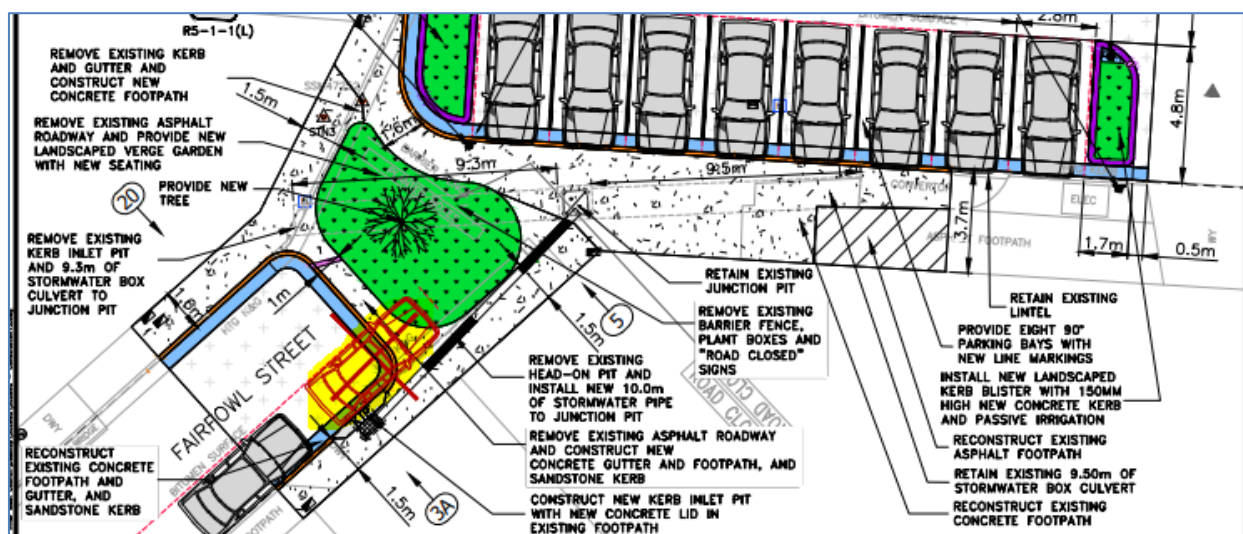
Specifically, the proposed scope of works includes the following:

- Construct new sandstone kerb (where possible, if not concrete) and concrete gutter to new design levels in Fairfowl Street and Pile Street to formalise and create a new landscaped road closure. Landscaping will consist of native grasses species, ground cover as well as one new street tree;
- Construct 2 new landscaped kerb blister islands in Pile Street to incorporate / formalise 8 x 90 degree angle parking spaces;
- Construct 1 new landscaped kerb blister island incorporating a kerb ramp, as well as a kerb ramp on the opposite side of the road, to provide an accessible crossing point for pedestrians (on the north side of Pile Street);
- Remove existing concrete footpath and construct new concrete footpaths (where shown on plans);
- Construct 1 new stormwater drainage inlet pit in front of No.3A Fairfowl Street to provide drainage for the street and connect to the existing drainage outlet in Pile Street with new stormwater pipes;
- Remove any redundant street stormwater pits and pipes which are no longer required due to the new works;
- Repair any damaged existing private stormwater lines leading from your property (only between the front boundary and gutter) and only within the excavated area of footpath work;
- Resurface some of the road pavement with new asphalt in both Pile Street & Fairfowl Street (where shown on plans);

Please refer to the attached Plan (No. 10206-A) at the end of this report which illustrates the proposed works.

Parking Changes

The original proposal would have resulted in the loss of one (1) on-street parking space (in front of 3A Fairfowl Street), refer to the section of original plan reproduced below. The amended plan results in the loss of no on-street parking spaces. It is noted that some street parking may be affected temporarily to facilitate the construction activities during construction.



PUBLIC CONSULTATION

Consultation was conducted between 28/02/2023 and 17/03/2023. A letter along with a copy of the design plan was sent to residents / businesses in the immediate locality. A total of 53 letters were distributed.

There were six (6) responses. Two (2) objected to the proposal and four (4) were in general support of the proposal.

| Resident's Comments | Officer's response |
|---|---|
| <p>Objection.</p> <p>Resident asks for an outline by whom or why this proposal was instigated and associated costs.</p> <p>Resident notes a number of parking issues in the street and locality due to lack of parking generally and use by non-residents and requests timed parking for residents. Lack of parking for residents is exuberated by overspill from new surrounding multi-residential development and proximity to Dulwich Hill High School.</p> <p>Resident has concerns about the narrow width of Fairfowl Street at its corner with Pile Street saying that it is a tight corner and there is minimal room to navigate now especially when another vehicle is travelling in the opposite direction. Having vehicles reverse parking simultaneously will add to the unsafe situation. Angle parking should be sited on the northern side of Pile Street as those properties do not have off-street parking.</p> <p>TransGrid recent works have left the street a mess and it needs resurfacing.</p> | <p>The project was initiated via a local resident petition requesting to make the location pedestrian friendly. The estimated cost is around \$159,000.</p> <p>In order for Council to investigate the possibility of introducing a Resident Parking Scheme and/or extend an existing one Council's current policy requires that requests be received from at least 10 individual properties in the street before consideration will be given to the introduction of any new schemes.</p> <p>TfNSW recorded crash data reveals no incidents along Fairfowl Street between Herbert Street and Pile Street. Converting the north side of Pile Street into angle parking requires a number of considerations to be met under Australian Standards such as the camber of the road, the number of driveways, the placement of trees and the width of the road, kerb height and clearances. Overall parking provision would be reduced if placed on the northern side mainly due to the statutory 10m 'No Stopping' restriction (10 to 7 spaces).</p> <p>Noted. This information will be provided to the Road Access team for action.</p> |
| <p>General support. No concern to new landscaping but the resident does not want large tree.</p> <p>Resident objects to the loss of the one (1) parking spot as lack of parking is an issue in the area. They suggest reducing the size of the landscaped area to retain the space.</p> <p>The resident raised concerns about the narrowness of Fairfowl Street and its corner with Pile Street and that ambulances / waste service vehicles have limited access.</p> | <p>Noted. The tree (Angophora Costata) will be a medium size tree.</p> <p>In response to feedback the original consultation plan has now been amended and the size of the landscaping has been reduced and kerb set back to retain the on-street parking space.</p> <p>Noted. Concerns raised are out of scope of the project. The proposal will not affect the existing width of the road.</p> |

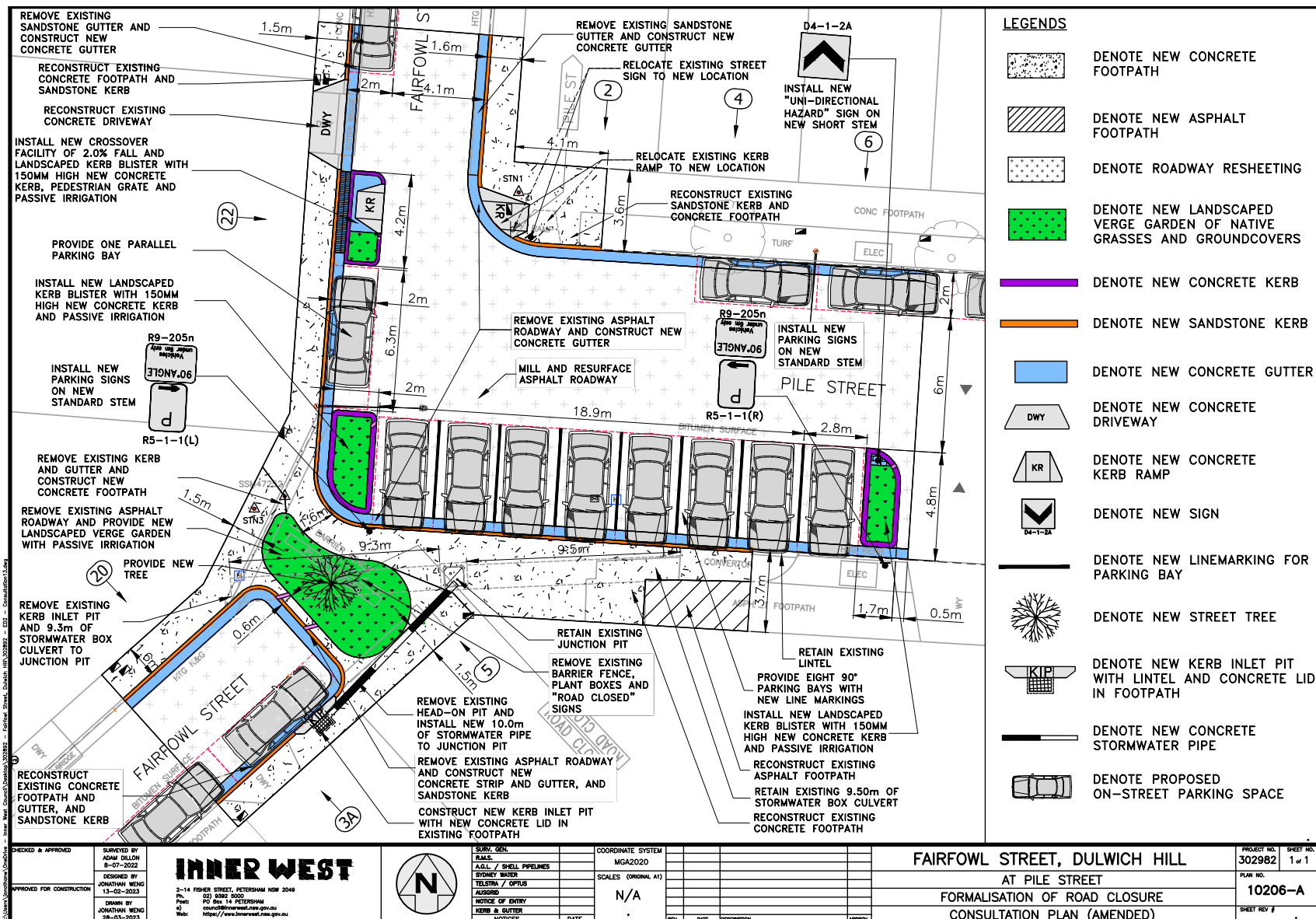
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| <p>Resident requests Council to consider restricting parking in Charlecot, Fairfowl and Pile streets to residents only and everyone else limited to 2 hours only outside school and business hours. They state that there is an increasing number of cars coming and going at all hours of the night and leaving and dumping rubbish.</p> | <p>In order for Council to investigate the possibility of introducing a Resident Parking Scheme and/or extend an existing one Council's current policy requires that requests be received from at least 10 individual properties in the street before consideration will be given to the introduction of any new schemes.</p> |
| <p>General Support (2 similar responses). Resident objects to the loss of 1 parking spot. She suggests reducing the size of the landscaped area</p> <p>Resident asks for restricted parking in the area</p> | <p>In response to feedback the original consultation plan has now been amended and the size of the landscaping has been reduced and kerb set back to retain the on-street parking space.</p> <p>In order for Council to investigate the possibility of introducing a Resident Parking Scheme and/or extend an existing one Council's current policy requires that requests be received from at least 10 individual properties in the street before consideration will be given to the introduction of any new schemes.</p> |
| <p>Support. Resident agrees with the proposal to reconstruct their driveway. Resident asks whether it's possible to add linemarkings to prevent vehicles parking right up to the garage. Resident has a slight concern of the distance of the crossover facility to the driveway.</p> <p>Resident requests traffic calming on Fairfowl Street to discourage non-residential traffic and speeding.</p> | <p>A 600mm wing allows additional space for the resident to leave and enter their garage The 1000mm distance from the garage to the kerb ramp is sufficient for both pedestrian and motorist safety. The new kerb blister also acts as a buffer to discourage vehicles to be parked too close to the garage.</p> <p>Noted. Previous request for traffic calming responded to separately.</p> |
| <p>Objection. Resident asks that repairs to footpaths and other local streets are carried out before this project is implemented.</p> <p>Resident has concerns that Council will not maintain the new streetscape corner.</p> <p>TransGrid recent works over the last two years have left the street a mess and caused a lot of disruption. The Resident believes further disruption for little gain is not preferable. Resident believes that there is potential for further rates rises to cover these costs</p> | <p>Council continually assesses the condition of existing footpaths and lists works in its future Capital Program. This project was identified and works planned for a period of time.</p> <p>It is noted that all new verge maintenance is undertaken on a 20 working day cycle from October to March, and a 40 working day cycle from April to September.</p> <p>Noted. The costs for this project will be provided for under the Traffic Facilities program. It should be noted that this project was created due to a petition raised by 35 properties from this area.</p> |

CONCLUSION

It is recommended that the detailed design plan of the proposed traffic treatment and associated signs and line markings be supported to improve traffic conditions at this location.

ATTACHMENTS

1. [Download](#) 302892 - 10206-A - Consultation Plan (Amended)



Item No: LTC0423(1) Item 6

Subject: CAVENDISH STREET AT HOLT STREET, STANMORE – PEDESTRIAN SAFETY IMPROVEMENT WORKS – PROJECT 303082 – DESIGN PLAN 10243-1 - RAISED PEDESTRIAN CROSSINGS (DAMUN - STANMORE WARD/ NEWTOWN ELECTORATE/ INNER WEST PAC)

Prepared By: Jennifer Adams - Engineer – Traffic and Parking Services

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

Council has finalised a design plan for pedestrian safety improvement works in Cavendish Street and Holt Street, Stanmore. The proposed works will include raising the existing pedestrian zebra crossings and will also improve pedestrian safety in the locality.

RECOMMENDATION

That the detailed design plan for the raising of the two existing pedestrian crossings and new adjacent kerb ramps and associated signs and line markings in Cavendish Street and Holt Street, Stanmore (as per Plan No.10243-1) be APPROVED.

BACKGROUND

Council is planning to improve pedestrian safety in Cavendish Street, & Holt Street Stanmore by converting the 2 existing at-grade pedestrian crossings to raised pedestrian crossings. The proposal aims to improve pedestrian safety and motorist safety and addresses concerns about pedestrian safety and driver behaviour in the area, particularly during busy periods. This report details the design plan for those improvement works and its related consultation results.

FINANCIAL IMPLICATIONS

The project is listed on Council's Traffic Facilities Capital Works budget (PAMP) for 2023/2024 and funding of \$122,000 has been allocated to this project.

OTHER STAFF COMMENTS

The following works are proposed and are illustrated on the attached consultation plan (Plan No. 10243-1). The proposed works will improve pedestrian safety and addresses concerns about pedestrian and driver behaviour in the area.

Specifically, the proposed scope of works includes the following:

- Construct a new raised concrete pedestrian crossing on Cavendish Street at Holt Street replacing the existing at grade pedestrian crossing
- Construct a new raised concrete pedestrian crossing on Holt Street at Cavendish Street replacing the existing at grade pedestrian crossing
- Both new pedestrian crossings will be slightly relocated from the existing locations - in Holt Street by approx. 3m, in Cavendish Street by approx. 5m (as shown on the attached plan)
- Construct "gutter bridges" with heel safe grating to provide safe access over existing kerb and guttering to the new raised pedestrian crossings (where required).
- Construct landscaped kerb blister islands as shown on attached plan

- Reconstruct some of the concrete footpath on both sides of the proposed pedestrian crossing
- Resurface some of the existing damaged asphalt road with new asphalt;
- Adjusting the existing 'No Stopping' signage and zones and provide new 'No Stopping' signs which affects some of the existing on-street parking (where shown on plan);
- Install associated pavement line marking and signage as required;
- Incorporate kerb build outs in Holt Street and Cavendish Street.

Parking Changes

It is proposed to adjust the existing 'No Stopping' and 'Parking' signage and zones in both Holt Street and Cavendish Street to accommodate the new raised and relocated pedestrian crossings. This will result in the loss of 2 existing on-street parking spaces ie 1 in Cavendish Street & 1 in Holt Street. Conversely, 1 new on-street parking space will also be created in Holt Street (on the west side).

Therefore, the proposal will result in the overall loss of 1 on-street parking space (refer to the attached plans).

Streetlighting

The existing flood lighting for the pedestrian crossings is deemed adequate for the new raised pedestrian crossings. Other than a slight adjustment to the orientation of the existing flood lights so they align with the new pedestrian crossing locations, no other changes are proposed to the existing street lighting due to the works.

PUBLIC CONSULTATION

Consultation was conducted between 9 March 2023 and 24 March 2023. A letter along with a copy of the design plan was sent to residents / businesses in the immediate locality. A total of 46 letters were distributed. There were three (3) responses.



| Resident's Comments | Officer's response |
|--|--|
| <p>General support.</p> <p>Cavendish Early Learning Centre noted that parking in the area was challenging, especially on school days and additional works vehicles in the area will compound the situation.</p> <p>Concern was raised in regards to the loss of a parking spot within the existing 15min parking area in Cavendish Street (in front of Learning Centre) and it was requested that the existing three 15min spaces be maintained.</p> <p>Concerns were raised regarding the street lighting level in Cavendish Street (No.142 to Merchant Street) not being sufficient.</p> | <p>It is noted that the works will be constructed in 2023/2024 and will take approximately 2-3 weeks to complete and support will be forthcoming to have works planned for school holidays if possible.</p> <p>The existing 15min Parking Zone is 21m long. The proposal required adjustment of an existing No Stopping sign by 2.7m which would have reduced the available 15m Parking Zone length by 2.7m. Plans were subsequently amended to relocate the existing 15min Parking Zone sign by 3.1m so as to provide a 18m long 15min Parking zone which is adequate for 3 parking spaces. Accordingly, there is now no reduction in the number of existing parking spaces in the 15m parking Zone.</p> <p>The area noted is outside the scope of this project. Design team will check lighting as a separate issue.</p> |
| <p>Number of concerns raised.</p> <p>Concerns were raised as to why the project (ie to raise both existing pedestrian crossings) is being undertaken and the costs involved verses the benefit.</p> <p>Concern raised to the proposed loss one (1) parking spot in Cavendish Street - suggests building raised crossings in same locations as existing crossings to minimise this parking loss. Also, existing 'No Stopping' zones for the existing pedestrian crossings are there - so just keep these as is so the parking spot can be maintained.</p> <p>It was questioned why the raised threshold (associated with the new raised crossing) is being placed at the top of the hill to calm the traffic – resident states that this is not needed at this location (top of hills) but rather they are required at bottom of hills.</p> | <p>Council's PAMP study identified these 2 pedestrian crossings as requiring a safety upgrade by raising them. The project is being implemented to improve safety for pedestrians and school children who use these crossings. The cost is considered justified based on safety improvements.</p> <p>The existing pedestrian crossing (at-grade) in Cavendish Street is skewed. A skewed raised pedestrian crossing is not possible without affecting drive quality for motorists and is considered not safe. The proposal is to relocate the pedestrian crossing east into Cavendish Street and build it to be perpendicular to the existing kerb alignments for safety. The new location is considered better suited generally from a design and safety point of view. The loss of 1 on-street parking space in Cavendish Street is unavoidable as standards require a minimum 'No Stopping' zone on the departure side.</p> <p>The pedestrian crossing is being raised generally at its existing location in Holt Street (ie on the top of the hill) primarily to improve safety for pedestrians. The raised crossing is not being implemented primarily to calm traffic/manage speed of vehicles at this</p> |

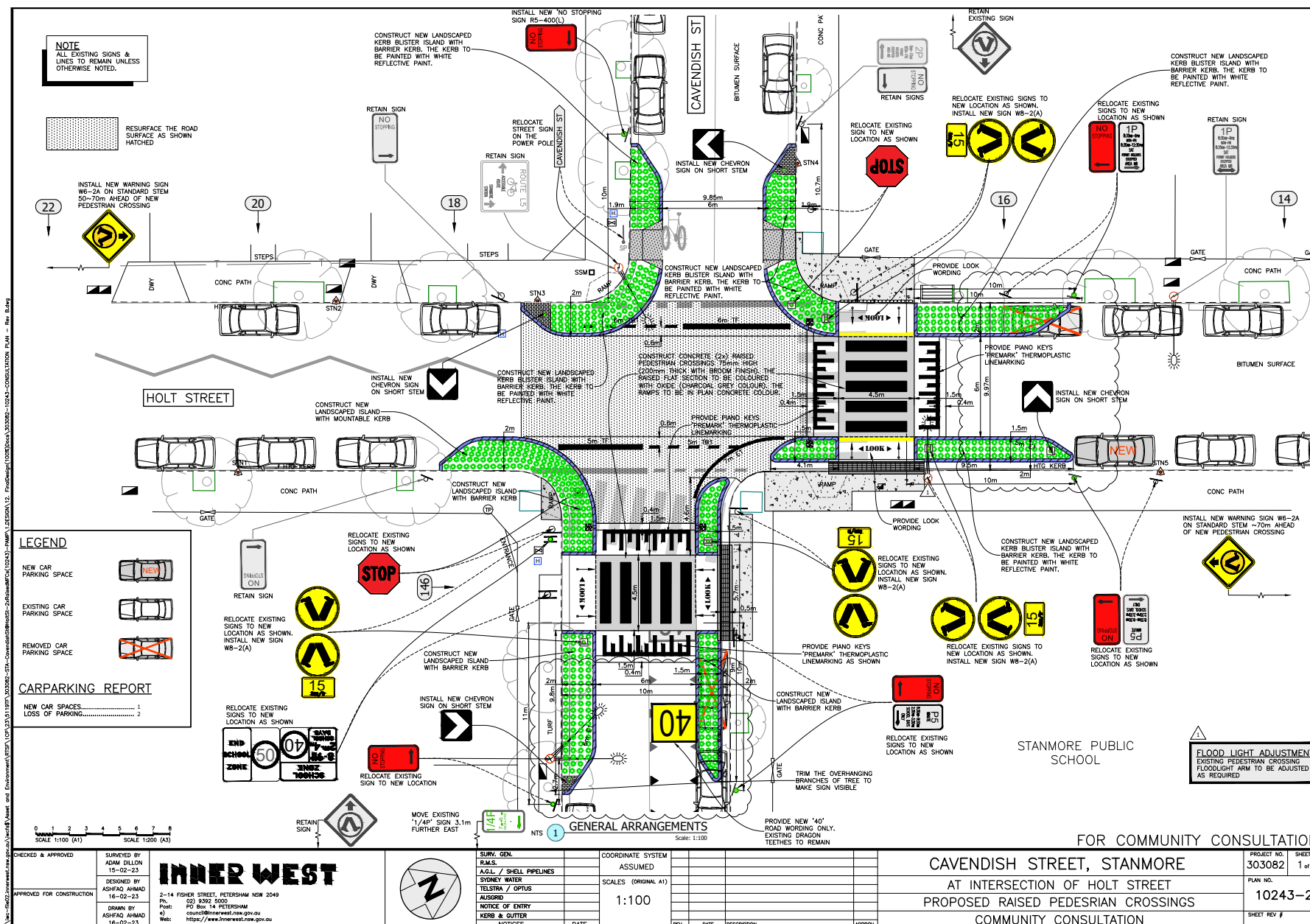
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|---|--|
| <p>Resident notes that car parking spaces are at a premium and should not be lost. Criticism towards bureaucrats and politicians for not recognising this and their views towards car ownership by various policies now being implemented.</p> <p>Concerns raised in regard to proposed plantings in the landscaped kerb blister islands and impact to sight distances for pedestrians and drivers given the location of the raised crossings on the ridge.</p> | <p>location.</p> <p>Noted - the loss of 1 on-street parking space in Cavendish Street is unavoidable (as per comments above).</p> <p>Final Design plans will specify low level native grasses (0.4-0.5m maximum height) and ground covers will be provided so as to not impede on sight distances.</p> |
| <p>General support.</p> <p>Resident supports the proposal and is happy with it. Also happy with similar works completed at the intersection of Holt Street and Cambridge Street, Stanmore.</p> <p>Resident expressed frustration at trailers and caravans using on-street parking around this intersection.</p> | <p>Support noted.</p> <p>Council's Rangers and Parking Services team can be contacted to investigate any long term parking of trailers/caravans/boats.</p> |

CONCLUSION

It is recommended that the detailed design plan for the proposed raised pedestrian crossings and associated signs and line markings be supported to improve pedestrian safety at this location.

ATTACHMENTS

1. Proposed raised pedestrian crossing



Item No: LTC0423(1) Item 7

Subject: LYALL STREET AT FLOOD STREET, LEICHHARDT – PROPOSED KERB RAMP REALIGNMENT AND LANDSCAPED BLISTER ISLAND MODIFICATION (GULGADYA - LEICHHARDT WARD/ BALMAIN ELECTORATE/ LEICHHARDT PAC)

Prepared By: Zara Helal - Engineer - Traffic and Parking Services

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

Council is planning to improve pedestrian access and safety in Lyall Street at its intersection with Flood Street, Leichhardt, in response to concerns regarding pedestrian access. The proposed works modify the existing landscaped blister island to include an opening to allow pedestrians to cross Lyall Street safely.

RECOMMENDATION

That the proposed realignment of kerb ramps and modification of landscaped blister island to include an opening for pedestrian access in Lyall Street at its intersection with Flood Street, be approved.

BACKGROUND & OTHER STAFF COMMENTS

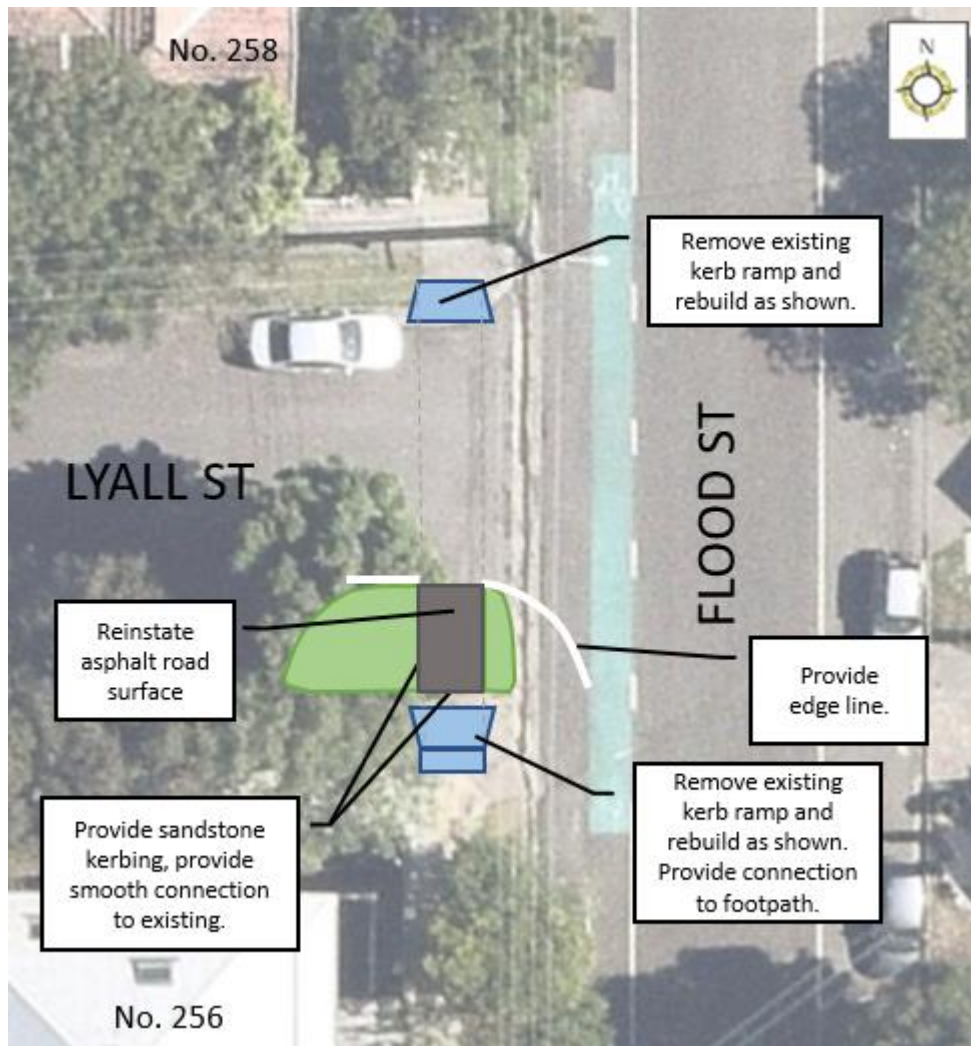
Concerns have been raised regarding pedestrian safety in Lyall Street at its intersection with Flood Street, Leichhardt, as the access between two kerb ramps is obstructed by a landscaped blister island. The proposed works will be carried out as part of the Pedestrian Access and Mobility Plan (PAMP) delivery program and will alleviate current access issues by removing the obstruction and providing a safe crossing path.

The proposed treatment will not result in the loss of any legal on-street car parking spaces in Lyall Street. All current vehicular access to adjoining properties will be retained.

It is expected that the dish drain and poor road surface at this intersection will be repaired by the developer for No.141 Allen Street, Leichhardt.

A concept design of the proposed changes is illustrated below.

Concept Design:



FINANCIAL IMPLICATIONS

The cost of the proposed realignment of kerb ramps and modification of existing landscaped blister island is estimated at \$15,000. Works are to be implemented as part of Council's PAMP delivery program.

PUBLIC CONSULTATION

Nil.

ATTACHMENTS

Nil.

Item No: LTC0423(1) Item 8

Subject: CHESTER STREET AT GEHRIG LANE, ANNANDALE - PROPOSED 'NO STOPPING' RESTRICTIONS (GULGADYA - LEICHHARDT WARD/ BALMAIN ELECTORATE/ LEICHHARDT PAC)

Prepared By: Vinoth Srinivasan - Engineer - Traffic and Parking Services

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

Council has received concerns regarding vehicles being parked close to the intersection of Chester Street at Gehrig Lane, Annandale and as a result obstructing sight lines and manoeuvring space. An investigation has now been completed and is presented in this report.

RECOMMENDATION

That the following parking restrictions be APPROVED:

1. 5m 'No Stopping' zone on the western side of Chester Street, north of Gehrig Lane.
2. 5m 'No Stopping' zone on the western side of Chester Street, south of Gehrig Lane.

BACKGROUND & OTHER STAFF COMMENTS

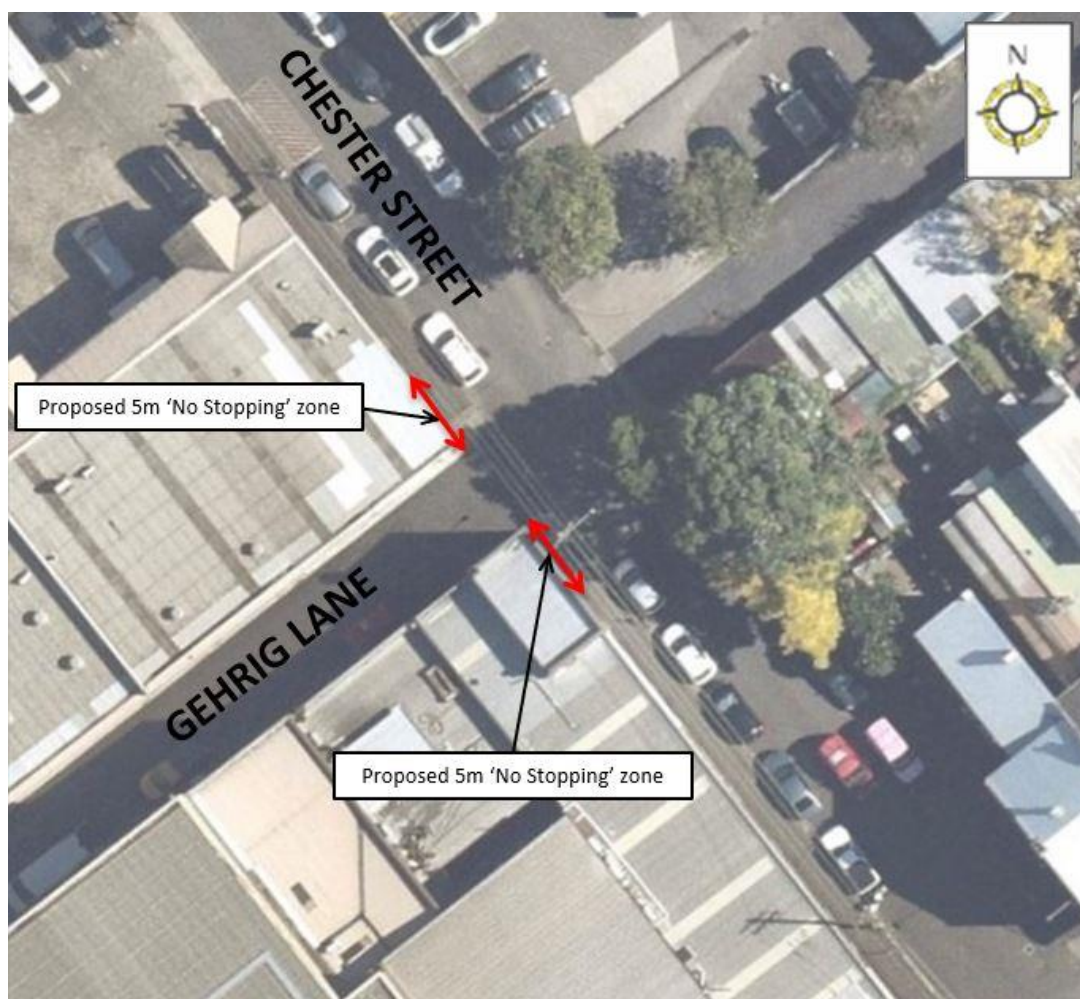
Council has received concerns regarding vehicles frequently being parked less than 10m metres on the west side of Chester Street at Gehrig Lane, Annandale. The parking of vehicles close to the intersection would obstruct sight lines and manoeuvring space.

Currently the west side of Chester Street near Gehrig Lane has no parking restrictions whilst the east side is signposted with a 'No Stopping' zone. It is proposed to signpost a reduced 'No Stopping' zones at the following locations and as shown on the plan:

- 5m 'No Stopping' zone on the western side of Chester Street, north of Gehrig Lane.
- 5m 'No Stopping' zone on the western side of Chester Street, south of Gehrig Lane.

Due to the existing building walls along the property boundaries, the proposed 5m 'No Stopping' zones does not reduce sight lines (SSID and MGSD) at the intersection of Chester Street at Gehrig Lane, Annandale as shown in the attached Risk Assessment. It is also noted that Gehrig Lane is a dead-end lane servicing a small number of properties and so carries minimal traffic volumes.

A swept path analysis was undertaken using an 8.8m service vehicle as shown in *Attachment 1* and it is deemed acceptable. This location is not a bus route.



FINANCIAL IMPLICATIONS

Nil.

PUBLIC CONSULTATION

A notification letter will be mailed out to the affected properties in Chester Street and Gehrig Lane prior to the installation of the 'No Stopping' signs.

ATTACHMENTS

1. [Download](#) Swept path analysis - Chester Street at Gehrig Lane
2. [Download](#) Risk Assessment - Chester Street at Gehrig Lane

8.8M MRV FORWARD IN (TO GEHRIG
LANE) SWEEP PATH

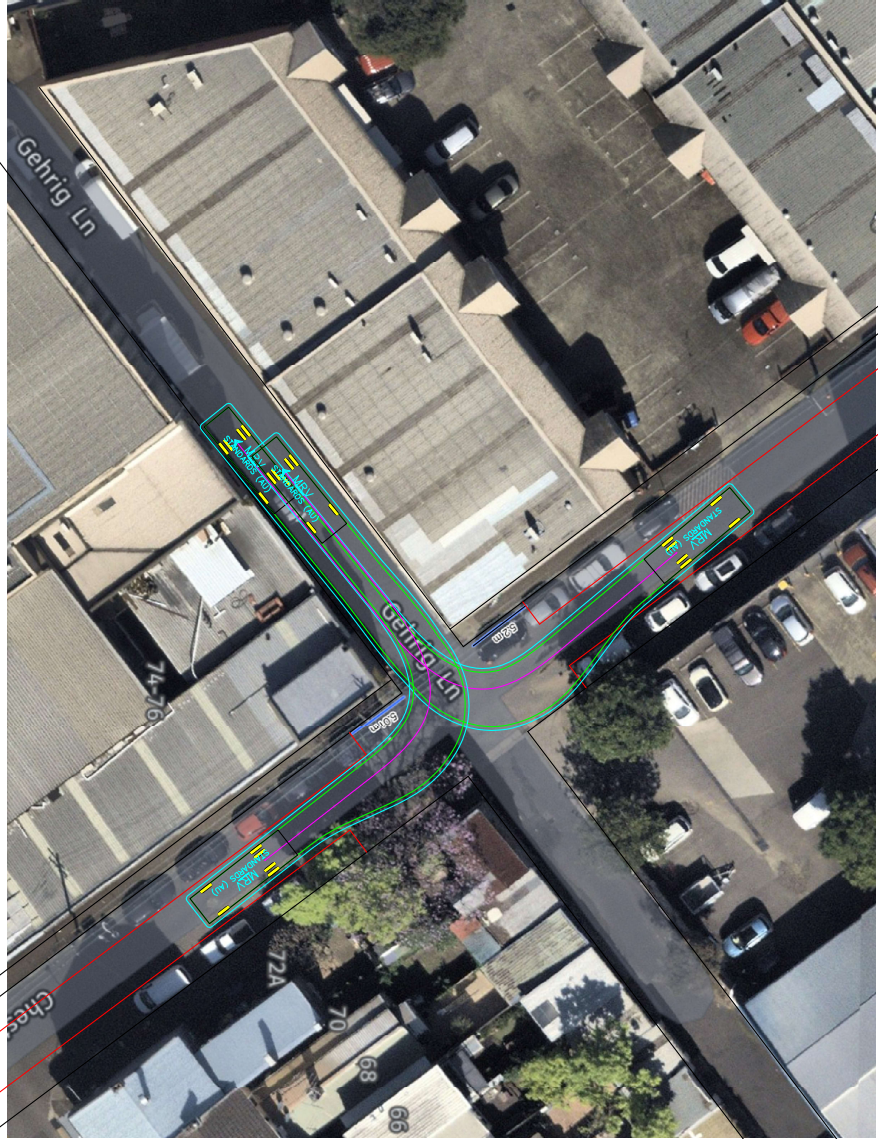


8.8M MRV REVERSE OUT (FROM GEHRIG
LANE) SWEEP PATH





8.8M MRV REVERSE IN (TO GEHRIG
LANE) SWEEP PATH



Intersection of Chester Street and Gehrig Lane, Annandale

Building and property alignment indicated in red line below. Dashed black lines denote existing kerb lines.



Risk Analysis – Introduction of reduced 5m No Stopping zone at the intersection of Chester Street at Gehrig Lane, Annandale.

| Criteria | Notes |
|-------------------------------|---|
| Current speed limit | 50km/h 85 th percentile speed 31km/h eastbound, 27km/h westbound |
| Road characteristics | Chester Street has kerb to kerb width 7.8-7.9m with a footpath width 1.2-1.3m on both sides. Parking is generally permitted on both sides and provides approximately 3.7m width carriageway for two-way travel. Gehrig Lane feature no footpaths, used for vehicular access to properties. |
| Crash history | There has been no recorded crashes at this intersection for the 5 year period ending in 2021 |
| Crossing Sight Distance (CSD) | This intersection does not feature a crossing facility. CSD for Chester Street being 8m wide at 30km/h is 93.3m. |

| | |
|---|--|
| Approach Sight Distance (ASD) | Due to the high property/building wall alignment, the proposed 5m No Stopping zone does not reduce the ASD. |
| Safe Intersection Sight Distance (SISD) | Due to the high property/building wall alignment, the proposed 5m No Stopping zone does not reduce the SISD. |
| Minimum Gap Sight Distance (MGSD) | Due to the high property/building wall alignment, the proposed 5m No Stopping zone does not reduce the MGSD. |
| Turning paths | Refer to attached 8.8m service vehicle turning path assessment. |
| Public transport | This location is not a bus route. |
| Emergency vehicle access | This proposal does not impact 8.8m service vehicles. |
| Angle parking manoeuvres | No angle parking is proposed at this location. |