

WILBERFORCE AVENUE CAR PARK REDEVELOPMENT – PUBLIC MEETING

Tuesday 4 July 2023 6pm – Club Rose Bay

Meeting Notes:

Topic	Response	Further Action
Welcome to Country		
<p>Introduction to meeting, summary of project</p> <ul style="list-style-type: none"> - Investment in Rose Bay - meeting demands of community for increased parking, community facilities and public toilets in Rose Bay - Council has experience in developing and delivering these type of projects (Double Bay, Plumer Road) 		
<p>Presentation on Development:</p> <ul style="list-style-type: none"> - Separation of development and DA within Council - History of proposal and scope - Explanation of time frame for construction - Car parking during construction - Retail development - Misinformation - DA process and timeline to possible construction 		
Requests time restricted parking all the way up Wilberforce Avenue including resident parking – noted that business workers park out the street and residents cannot get a park now	Mayor agreed restrictions were part of the plan and time restrictions are needed to force vehicle turnover and provide parking availability	To be considered as part of traffic management for Rose Bay during construction
Loading docks – there are 2 in the street, heavy vehicles using all day and when these are already occupied the delivery vehicles are parking in the Wilberforce Car Park to unload (to both IGA and Parisi's)	Delivery vehicles need to be included in the Traffic Management Plan for the site	To be considered as part of traffic management for Rose Bay during construction

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Rat runs from NSHR into Norwich Road – right turn needs to be banned	State road management issues – Council will need to discuss with TfNSW	
Enforcement – speeding and not stopping at Stop signs	Council will work with local police to enforce traffic management issues	
Asked if there was any consideration of timed parking along NSHR north of the shopping centre (and south) – currently this is unrestricted parking and it is also parked out all day by businesses and teachers from Kambala and residents cannot get a park	State road management issue – Council will need to discuss with TfNSW Mayor noted Council has already been liaising with TfNSW for restrictions to manage boat and trailer parking.	To be considered as part of traffic management for Rose Bay during construction
In addition to Brenda's comments, noted there is also unrestricted parking in Collins Avenue behind the businesses on the north side of NSHR where vehicles are parked all day – suggests these should also be time-restricted	To be investigated as part of Rose Bay traffic management during construction	To be considered as part of traffic management for Rose Bay during construction
Presentation identified 229 parking spaces in development, but only stated 200 public spaces?	The additional 29 spaces are required for the community centre and retail development proposed as part of the redevelopment (though the spaces will not be separately cordoned off)	
Where are businesses going to park during construction?	Acknowledged it is a difficult balance – pushing long stay parking further out from the shopping centre, considering all other options such as pick-up / drop-off facilities etc – Council happy to explore all suggested options	
Can Council get illegally parked / overstaying vehicles towed away?	No, Council does not have that power	
Good presentation, thinks the proposal is fabulous		
Suggested that Pannerong Reserve could be temporarily converted to parking (or specifically tradie parking during development) – Provide an opportunity to then upgrade Pannerong Reserve at the end to improve the park and its amenity	Council does not support the use of public open space for parking even on a temporary basis	
Can the basketball courts at Lyne Park be used for tradie parking	As above	

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Expressed support for the design – what can be done to stop loitering in the area / laneway? Also suggested better lighting in Pannerong Reserve would encourage people to use area eg sit and have a coffee etc	Mayor explained that the retail element, the design, the public art and improved lighting would all contribute to activating the area and make it appealing and better utilized	
Bus shelter in Dover Road	There is no plan to install a shelter at Dover Road near NSHR	
Purpose of timed parking already in existence? How will this help during construction?	Parking restrictions in the commercial centres where there is a car park are designed to have shorter parking times / faster turnover in those streets in order to encourage longer-term parking in the carpark. Parking restrictions will be changed during construction to allow a better mix, but will revert to the above-mentioned model once the car park is complete.	
Concerns about excavation of site given the high water table	Detailed plans relating to this process were required as part of the DA – all the studies were undertaken and best possible consultants were engaged for the assessment. Underground construction is limited to a single split-level basement to minimise impact on water table	Approval is required by relevant authority for any dewatering of the site
Any consideration given to a staged opening of the site? Longer build time and earlier access to parking?	That option was looked at in considerable detail – final analysis was that cost wise it was extremely prohibitive – the time that was gained was very minimal while the cost was significant	Can be further looked at as part of building tender process
No mention of parking changes on NSHR – tradie vehicles outside his shop (existing bus zone and loading zone) – already lost parking due to the expansion of the footpath	As discussed previously, management of traffic and parking on a state road (NSHR) is under the jurisdiction of TfNSW. Council does its best to work with TfNSW and negotiate options. The footpath expansion works were TfNSW, but we will definitely be discussing all of the existing restrictions with them.	

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Asked if TfNSW can attend meetings Questions about damage and risk from scooters and bikes on footpaths Signage and restrictions on footpaths	Mayor advised that most of these subjects are outside the purpose of this meeting. Contact details for TfNSW can be supplied and these issues can be raised directly with them	Provide resident with TfNSW details
Issues with site during development – sheet piling / vibrations / dewatering? Her property is nearby and already experiences some of these issues with other local developments	These issues will all be addressed as part of the DA assessment process	
Parking around Pannerong are workers from the supermarket parking all day	Confirmed that parking for the entire area will be modified to manage parking for the benefit of both businesses and residents during construction	
Rose Bay Councillor – strongly in support of improvements to Rose Bay commercial area and has been pushing for more things to be done in Rose Bay		
Does the development have a back-up power supply included? Solar panels?	Great suggestion – roof will be open parking, so no opportunity for solar panels (though installed on most Council buildings), but option for back-up power will be explored	To be raised with design team
Positive feedback for development, looks great – can see it is a complex development. The existing car park is great just too small, was the option of just putting in footing and upper levels over existing at grade park explored? Not as expensive and easier to build?	Mayor noted Council did not want an ad hoc development – want to invest in infrastructure that will service the community for a long time, and this was an opportunity to provide facilities that are missing in Rose Bay (community centre, toilets etc) Staff also noted that it is not easier or cheaper to try and build high rise levels – any additional levels require access (ramps), facilities etc	
Car park exit to Dover Road – this exit already gets backed up due to schools in the morning and afternoon, feels there needs to be greater thought in the traffic management for the completed car park access	Council has already engaged traffic studies that recommended this option, and the DA has been submitted that includes this option.	
Traffic management impacts to the other side of Rose Bay – right turn from Newcastle Street into OSHR could assist?	This is a TfNSW issue with state road and traffic lights, but can be explored.	

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Rose Bay Councillor – outlined the benefits from the Kiaora development in Double Bay – the library brought people back to the shopping precinct and the community centre will have the same impact. This will also be a Council-owned asset that will remain for the community for the long-haul.		
Could this site be changed to just parking, and the lan Street site be developed for the community centre etc – much smaller site, won't provide as parking anyway	Options for developing both sites have been explored in detail over a number of years – costs for developments have substantially increased and Council has elected to develop the Wilberforce site at this time and include an integrated development on that site. lan Street site not currently contemplated for redevelopment as per Council resolution of 9 December 2019.	
What is the community centre intended to be used for?	Council's Community Team will be undertaking consultations with key user groups and more broadly to facilitate a broad range of uses in the centre, however it is likely a range of community groups and associations will utilise the centre on a regular basis, as is done across other similar facilities across the LGA.	
Perfection Chocolates has been trading in Rose Bay for 80+ years and they have been waiting for this development for 30 years. Very excited by it, love the idea, supports the toilets and community centre. Noted that they are aware it will impact business and may do it tough for a couple of years, but will get through it and have incredible benefit of the development at the end. Very supportive.	Mayor thanked him for his support	