

## **28 REDEVELOPMENT OF HORNSBY AQUATIC CENTRE. REVIEW OF IMPACT ON CWA ROOMS**

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### **EXECUTIVE SUMMARY**

The Crown Lands Division has requested Council as the Reserve Trust for Hornsby Park to review the need to demolish the building currently occupied by the Country Women's Association (CWA), in order to provide vehicular access to the proposed new Hornsby Aquatic Centre. Consideration is given to the material supplied by the Crown Lands Division. The history of Council's consideration of this matter is detailed and seven options for access that have been considered by Council are detailed in this report. Information regarding current actions to provide accommodation for the CWA in the short and long term is provided. It is recommended that, following this review, Council adhere to its previous decision regarding access, and proceed to lodge a development application for the project.

### **PURPOSE/OBJECTIVE**

The purpose of this report is to advise Council of correspondence received from the Crown Lands Division requesting that Council, as the Hornsby Park (R52588) Reserve Trust, review the need to demolish the CWA Rooms (in order to provide vehicular access to the new Hornsby Aquatic Centre). The report provides Council with information to assist in its review.

### **DISCUSSION**

Council has received correspondence from the Crown Lands Division (Attachment 1) advising of the National Trust listing of the CWA Rooms in Hornsby Park. In particular, the Crown Lands Division writes "*Whilst I understand that consideration has previously been given to alternative access for the proposed redevelopment, given the National Trust listing, it would be appropriate for the Hornsby Park (R52588) Reserve Trust to review the need for the CWA rooms to be demolished*".

Council has been separately advised by the National Trust in identical terms to those contained in the above-referenced correspondence, regarding the Trust's action. Noted in the Trust's listing advice (Statement of Significance) is the information that the building has been listed by the Institute of Architects. While this advice is noted, Council has no record of receipt of correspondence from the NSW Institute of Architects.

Council has also been advised that the building has been identified by the Twentieth Century Heritage Society of NSW (affiliated with the National Trust), as warranting retention.

### **Previous Consideration by Council**

Council has previously considered options for access to the new Hornsby Aquatic Centre.

At its meeting of 17 March 2010 (Report WK20/10), Council was advised of heritage constraints associated with the site, the desirability of providing parking on site for the proposed new Aquatic Centre, and of four options to provide access for such parking. The

provision of access from opposite Coronation Street was identified as the preferred option at this time, and was further pursued following Council's resolution WK20/10 to proceed with planning for the centre.

At its meeting of 27 April 2011 (Report WK26/11), Council considered a report on design options identified for consideration in the deliberative forum that had involved the community in March and April 2011. That report addressed the issue of parking and alternatives to avoid an impact on the CWA Rooms. Council resolved to obtain further information to assist in this consideration.

At its meeting of 20 July 2011 (Report WK39/11), Council gave further consideration to concerns raised at the 27 April 2011 meeting regarding the potential impact of the proposed access on the CWA Rooms. This report further discussed options for access from Dural Street and the northern driveway of Hornsby Park. The competing heritage considerations in Hornsby Park (which included the CWA Rooms) were considered by Council. At that meeting, following further consideration of the options identified, Council resolved that access from opposite Coronation Street should proceed.

It can be seen that, in an attempt to avoid impact on the CWA Rooms, Council has considered alternative options for access on a number of occasions. Other than the correspondence now under consideration, there has been no new development or other action that would lead to a recommendation from staff that Council's previous decision to demolish the CWA Rooms not be pursued.

### **NATIONAL TRUST LISTING REPORT**

The National Trust is a non-government, community organisation which promotes the conservation of both the built and natural heritage. The Trust maintains a 'Register' of landscapes, townscapes, buildings, industrial sites, cemeteries and other items or places which the Trust determines have cultural significance and are worthy of conservation. There are approximately 12,000 items registered on the Trust's Register.

The Trust's Register is intended to perform an advisory and educational role. The listing of a place in the Register has no legal force and listing does not imply a right of access by the public, nor that the owner should open the property for inspection. The Trust does not contribute towards the repair or maintenance of buildings listed. The Trust recognises that the powers to protect heritage places are vested in local councils, which consider various criteria when they determine development applications.

In May 2011, The Trust listed the CWA building on its Register. The Trust did so without prior consultation with Council and did not seek Council's advice regarding its expertise of local heritage items. The CWA building is not included within the approximate 800 items of local, regional and State heritage significance under Council's Hornsby Shire Local Environmental Plan.

Whilst the Trust recognises the architectural merits of the building, the primary basis of the Trust's listing of the CWA building appears to be its recognition of the CWA movement generally. Council is responding to this by ensuring that the CWA branch has a future in Hornsby and within the general location of the existing building.

Review of the National Trust submission in the context of existing heritage studies of the Park generally, as well as the CWA Rooms in particular, and the other considerations

outlined in this report do not, in the opinion of Council staff, provide new information that would warrant Council changing its decision.

### **OPTIONS FOR ACCESS**

Council is now provided with information regarding the options considered for access to the site.

In this report seven (7) options are being considered with additional information added to assist in the review of Council's previous decision to provide access via the intersection of Pacific Highway and Coronation Street into Hornsby Park.

The Seven (7) options for access investigated are:

- Option 1 - Access into Hornsby Park opposite Coronation Street.
- Option 2 - Access to north of CWA building.
- Option 3 - Northern end of Hornsby Park – widen existing roadway
- Option 4 – Access through TAFE carpark
- Option 5 – Access through private property (4 Dural Street)
- Option 6 - Access through No 6 Dural Street, (“Norwood” - Montessori preschool)
- Option 7 - Access via fire trail off Quarry Road

Two (2) strategic decisions previously made by Council regarding the Centre are also identified for review:

- Option A – No on-site parking – use existing on-street parking together with Dural Street carpark
- Option B – Relocate Aquatic Centre out of Hornsby Park

Plans and sections for the seven options are included as Attachments 2 and 3 to this report.

#### **Option 1 - Access into Hornsby Park opposite Coronation Street**

1. Vehicles can enter from all directions – Access at Aquatic Centre frontage preferred (easy for patrons to find)
2. Vehicles can leave in all directions
3. Access is easy and safe via signalised intersection, dedicated right turn bay on highway would be required in order to prevent blocking of through movements when a vehicle is waiting to turn right into the site, and safe pedestrian access provided via the signalised intersection
4. No loss of on-street parking
5. Grades for medium rigid vehicle (MRV) easily achieved
6. Turning path for MRV easily achieved
7. Access located away from residential area and allows for the main Aquatic Centre building and pools to be further away from residential properties
8. Good access for construction traffic
9. Provides for easy access to proposed construction site compound area in southern section of Hornsby Park
10. On Crown Land for which Council is the Reserve Trust
11. Minimal impact on Hornsby Park and maintains access to Old Mans Valley via heritage stairs at the northern end of the site.
12. Moderate heritage impact - Requires the demolition of the CWA building. CWA to be relocated in Aquatic Centre redevelopment or at the northern end

of the park if further funding becomes available. Temporarily relocate CWA to a mutually agreed site during construction

13. Other issues include the demolition of the main public toilets in the park, however, the accessible toilet near the Pacific Highway is to remain, and if not considered sufficient, additional toilet facilities will be provided
14. Cost – approximately \$800K including adjustments to intersection and traffic signals, together with the additional cost of providing a room in the proposed Aquatic Centre for use by CWA

*This option is recommended for consideration*

### **Option 2 - Access north of CWA building.**

1. Entry only from the south - majority of Aquatic Centre patrons come from the north – Access at Aquatic Centre frontage preferred (easy for patrons to find)
2. Exit only to the north.
3. Unsignalised intersection making manoeuvres difficult. Cannot be linked to traffic signals – potential traffic conflict and safety issues. Requires RTA concurrence on issues of proximity to signalised intersection. Locating driveway in accordance with AS2890.1 'Parking Facilities – off-Street car parking', will fail a road safety audit as vehicles turning left into the site will need to stop immediately after signals to give way to pedestrians, risking rear end collision. New aquatic centre will attract more pedestrians. Even if no pedestrians present, vehicles will be slowing to enter driveway when following vehicles will be accelerating away from green signals, which is known to result in increased rear end crashes. Conflict with median separation provided for police vehicles on the Pacific Highway opposite this entry/exit
4. Loss of on-street parking due to relocation of bus stop
5. Grades for medium rigid vehicle (MRV) easily achieved
6. Turning path for MRV easily achieved
7. Access located away from residential area and allows for the main Aquatic Centre building and pools to be further away from residential properties
8. Difficult access for construction traffic and greater impact on park users during construction
9. Minimises available space for proposed site compound area in southern section of Hornsby Park. Other land not available in close proximity
10. On Crown Land for which Council is the Reserve Trust
11. Significant impact on Hornsby Park with greater intrusion into the park and removal of curved pathway, together with a number of trees
12. Significant heritage impact due to access road intrusion into park, removal of curved pathway, pergola, bus shelter, and alienation of CWA building
13. Other issues include CWA amenity compromised with close proximity of access road, and the demolition of the main public toilets in the park, however, the accessible toilet near the Pacific Highway is to remain, and if not considered sufficient, additional toilet facilities will be constructed at the northern end of Hornsby Park
14. Cost – approximately \$500K

*This option is not recommended for consideration mainly based on traffic safety and heritage impact on Hornsby Park*

### **Option 3 - Northern end of Hornsby Park – widen existing access**

1. Vehicles can enter from all directions – Access at Aquatic Centre frontage preferred (easy for patrons to find) – poor sight distance turning right with central garden light posts and palm trees in centre median. This would require modification (heritage impact)
2. Exit only to the north
3. Due to traffic conditions, vehicles turning right into and if permitted, out of the site would experience delay as they have to give way to traffic on the main road. Sight distance issues with parked cars to the south, would require kerb and gutter realignment. Conflict with TAFE entrance immediately to north. Unsignalised intersection making manoeuvres difficult. A dedicated right turn bay on the highway would be required in order to prevent blocking of through movements when vehicles are waiting to turn right into the site
4. No loss of on street parking, however, loss of overflow carpark to north of existing pool
5. Grades for medium rigid vehicle (MRV) cannot be achieved without major impact. Road entry level at Highway is approximately 2.3 metres higher than option 1. Access road starts to go below existing surface level approximately 15 metres into park and 4m below existing level approximately 65metres into park, requiring safety fences and significant retaining walls
6. Turning path for MRV easily achieved
7. Access located away from residential area, however, to permit northern access the main Aquatic Centre building and pools will be closer to residential properties to the south of Hornsby Park
8. Difficult access for construction traffic and impact on significant trees (heritage)
9. Minimises available space for proposed site compound area in Hornsby Park, with reasonable access
10. On Crown Land for which Council is the Reserve Trust
11. Significant impact on Hornsby Park with existing entry wall and gardens requiring partial demolition, two (2) mature Turpentine (heritage trees) require removal and potential impact to the root system of many others. Impact on existing sandstone retaining walls. Isolates playground and BBQ area. Play area would need to be relocated elsewhere in park. Would be difficult to optimise the use of this area of the park. Pedestrian bridge in park over road for access to Old Mans Valley required. Significant visual impact of road through park requiring fencing
12. Significant heritage impact due to access road intrusion into park, removal of mature Turpentine trees and potential impact on others, impact on existing retaining walls, and existing entry wall and gardens requiring partial demolition. Access to heritage stairs to Old Man Valley compromised, and would require a bridge from the park over the proposed access road. Modifications to Pacific Highway centre median to improve sight distance.
13. Other issues include – possible impact on utility services
14. Cost approximately \$1.4M

*This option is not recommended for consideration mainly based on limited egress from site, traffic safety, heritage impact on Hornsby Park and Pacific Highway, and cost*

**Option 4 – Access through TAFE carpark**

1. Entry only from the south - majority of Aquatic Centre patrons come from the north – Possible confusion with access to TAFE. Disbenefit to TAFE with no right turn imposed
2. Exit only to the north.
3. Due to traffic conditions, vehicles turning right (if permitted) into and out of the site would experience delay as they have to give way to traffic on the main road. Unsignalised intersection making manoeuvres difficult. The existing access is one-way and controlled with a boom gate. Requires reconfiguration of TAFE internal access road. If a right turn was permitted from the highway, a dedicated right turn bay would be required in order to prevent blocking of through movements when vehicles are waiting to turn right into the site. The right turn bay median will impact on the operation of Council carpark access
4. No loss of on street parking without a right turn bay, however, loss of overflow carpark to north of existing pool
5. Grades for medium rigid vehicle (MRV) cannot be achieved without major impact. Road entry level at Highway is approximately 2.4 metres higher than option 1. Access road would require proposed pool to be raised by 2.8 metres for clearance under pool.
6. Turning path for MRV easily achieved
7. Access located away from residential area, however, to permit northern access the main Aquatic Centre building and pools will be closer to residential properties to the south of Hornsby Park
8. Difficult access for construction traffic
9. Minimises available space for proposed site compound area in Hornsby Park, with reasonable access
10. Land owned by Dept Tech & Further Education requiring owners consent to use land which may involve lengthy negotiation with uncertain outcome
11. Detrimental impact on the visual amenity of the park as the Aquatic Centre would need to be raised significantly to provide for the necessary clearance for vehicles under the Aquatic Centre
12. Significant heritage impact due to access road intrusion into park, removal of mature Turpentine trees and potential impact on others. Access to heritage stairs to Old Man Valley compromised, and would require a bridge from the park over the proposed access road. Significant impact of raising Aquatic Centre by 2.8 metres.
13. Other issues include the loss of potential to extend carpark under the pool, compromises Stage 2 (WOW factor) and the link with Old Mans Valley, and impact on mature Lemon Scented Gum in TAFE property.
14. Cost approximately \$900K (excludes additional cost for raising pool 2.8 metres)

*This option is not recommended for consideration mainly based on (visual) impact on pool development levels, limited egress from site, traffic safety, heritage impact, and ownership of property*

**Option 5 - via No 4 Dural Street, privately owned land.**

1. Currently with no right turn into Dural Street during peak hours (7am-9am and 3pm-6pm) restricts access for vehicles from the north during the key time for Aquatic Centre patrons - majority of Aquatic Centre patrons come

- from the north – Access not at Aquatic Centre frontage making access more complex.
2. Exit to north and south possible. Poor sight distance to west when exiting access road onto Dural Street
  3. Unsignalised intersection at highway making manoeuvres difficult. Significant loss of parking on Pacific Highway to allow right turn into Dural Street during peak hours. Delays for vehicles turning right out of Dural Street during peak hours, which may force these drivers to consider exiting via William Street putting more traffic through residential area. Would attract vehicles that currently turn right at Dural Lane or William Street during peaks due to the peak period right turn restriction. The redistributed traffic may increase delays and queue length of vehicles wishing to turn right into Dural Street. Signalising Dural Street intersection not viable due to network implication of having four closely spaced signal sites – William St, Station St, Dural St and Coronation St.
  4. Some loss of on-street parking in Dural Street as well as approximately 12 parking spaces lost on Pacific Highway for right turn lane. If parking was retained and vehicles were permitted to turn right into Dural Street during peak periods, the queue length on Pacific Highway north approach would be in excess of 130 metres. This would impact on the operation of the signalised intersection of Pacific Highway with Coronation Street
  5. Significant modification of road verge/footpath to get acceptable grades.
  6. Turning path for MRV very difficult because of narrow roadway – requires realignment of kerb and gutter
  7. Access located in residential area, however, allows for the main Aquatic Centre building and pools to be further away from residential properties
  8. Difficult access for construction traffic
  9. Minimises available space for proposed site compound area in Hornsby Park, with reasonable access
  10. Land not owned by Council - Cost of land acquisition or easement for access high and time to complete unknown
  11. Minimal impact on Hornsby Park
  12. Minimal heritage impact
  13. Other issues include compromises Westside Masterplan which provides potential for outdoor dining on Pacific Highway, steep footpaths/steps required in Dural Street to meet new levels, significant level difference to adjacent property to the west to allow suitable grading for truck access, stormwater drainage issues on Dural Street footpath and low point in the property requiring regrading, acoustic wall(s) may be required, impact on utility services including overhead cables. This option requires the demolition of the main public toilets in the park, however, the accessible toilet near the Pacific Highway is to remain, and if not considered sufficient, additional toilet facilities will be constructed at the northern end of Hornsby Park
  14. Cost approximately \$2M

*This option is not recommended for consideration mainly based on limited access to the site from the north along the Pacific Highway, potential impact upon on-street parking, traffic safety and delays, cost and ownership of property*

**Option 6 - via No 6 Dural Street, the Montessori preschool site (Norwood).**

1. Currently with no right turn into Dural Street during peak hours restricts access for vehicles from the north - majority of Aquatic Centre patrons come from the north. – Access not at Aquatic Centre frontage making finding access more complex
2. Exit to north and south possible. Poor sight distance to west when exiting access road onto Dural Street
3. Unsignalised intersection at Highway making manoeuvres difficult. Significant loss of parking on Pacific Highway to allow right turn into Dural Street during peak hours. Delays for vehicles turning right out of Dural Street during peak hours, which may force these drivers to consider exiting via William Street putting more traffic through residential area. Would attract vehicles that currently turn right at Dural Lane or William Street during peaks due to the peak period right turn restriction. The redistributed traffic may increase delays and queue length of vehicles wishing to turn right into Dural Street. Signalising Dural Street intersection not viable due to network implication of having four closely spaced signal sites – William St, Station St, Dural St and Coronation St.
4. Some loss of on-street parking in Dural Street and approximately 12 parking spaces lost on Pacific Highway for right turn lane. If parking was retained and vehicles were permitted to turn right into Dural Street during peak periods, the queue length on Pacific Highway north approach would be in excess of 130 metres. This would impact on the operation of the signalised intersection of Pacific Highway with Coronation Street
5. Significant modification of road verge/footpath to get acceptable grades.
6. Turning path for MRV extremely difficult because of narrow roadway – given close proximity of adjacent steep driveway, realignment of kerb and gutter is not considered feasible
7. Access located in residential area, however, allows for the main Aquatic Centre building and pools to be further away from residential properties
8. Difficult access for construction traffic
9. Minimises available space for proposed site compound area in Hornsby Park, with reasonable access
10. Council owned land
11. Minimal impact on Hornsby Park
12. Significant heritage impact. Requires demolition of listed heritage building “Norwood”
13. Other issues include relocation of Montessori preschool and the time to complete relocation unknown, compromises Westside Masterplan which provides potential for outdoor dining on Pacific Highway, steep footpaths/steps required in Dural Street to meet new levels, significant level difference to adjacent property to the west to allow suitable grading for truck access, stormwater drainage issues on Dural Street footpath and low point in the property, acoustic wall(s) may be required, requires removal of two mature trees on footway area, pedestrian access difficult to achieve due to narrow (10m) block, impact on utility services including overhead cables.
14. Cost approximately \$700K

*This option is not recommended for consideration mainly based on limited access to the site from the north along the Pacific Highway, potential impact upon on-street parking, traffic safety and delays, and heritage impact*

#### **Option 7 - Access via Old Mans Valley**

1. Currently with no right turn into Dural Street during peak hours restricts access for vehicles from the north - majority of Aquatic Centre patrons come from the north. – Access not at Aquatic Centre frontage - Access is circuitous and not direct particularly for vehicles approaching from areas north of Hornsby
2. Exit to north and south possible
3. Unsignalised intersection at Dural Street making manoeuvres difficult. Significant loss of parking on Pacific Highway to allow right turn into Dural Street during peak hours Delays for vehicles turning right out of Dural Street during peak hours, which may force these drivers to consider exiting via William Street putting more traffic through residential area
4. Some loss of on-street parking in Dural Street and approximately 12 parking spaces lost on Pacific Highway for right turn lane. If parking was retained and vehicles were permitted to turn right into Dural Street during peak periods, the queue length on Pacific Highway north approach would be in excess of 130 metres. This would impact on the operation of the signalised intersection of Pacific Highway with Coronation Street
5. Very steep grades
6. Turning paths for MRV very difficult because of hairpin bends
7. Access located in residential area, however, allows for the main Aquatic Centre building and pools to be further away from residential properties
8. Difficult access for construction traffic
9. Minimises available space for proposed site compound area in Hornsby Park, with reasonable access
10. On Crown Land for which Council is the Reserve Trust
11. Significant impact on Hornsby Park with the extensive loss of bushland and wildlife habitat. Compromise of planned mountain bike trail.
12. Minimal heritage impact.
13. Other issues include, approximately 400 metres of road construction required through very steep terrain (extensive cut and fill and approx 25 metre rise), requires upgrade of fire trail off Quarry Road
14. Cost approximately \$3M

*This option is not recommended for consideration mainly based on limited access to the site from the north along the Pacific Highway, potential impact upon on-street parking, traffic safety and delays, cost, the circuitous route to access the carpark and significant impact on Hornsby Park bushland*

**Option A – No on-site parking** (use of Dural St carpark approx 300 metres away together with on-street parking).

The decision to provide parking on site arose from consideration of patron needs and marketing considerations as outlined in report WK20/10. This was a key decision. Other matters for consideration in the event that Council wishes to re-visit this decision include:

1. Increased congestion on Pacific Highway and surrounding streets
2. Poor access for less able bodied people.
3. Difficult to access in wet weather
4. Reduced patronage as parking is difficult resulting in reduced income and increased cost of operation
5. Access for construction traffic needs to be provided together with site compound

6. Undesirable road safety outcome where parents with children parking on east side of Pacific Highway attempting to cross a busy road
7. Road safety issues in crossing Dural Street
8. Increased demand for public carparks in Dural Street and William Street may impact on parking availability for shoppers
9. Dural Street carpark does not lend itself to extension – inefficient layout
10. Deliveries would use existing northern access road
11. Reduces cost to construct aquatic centre
12. Loss of current design expenditure
13. Council would be treating itself differently to other applicants

*This option is not recommended for consideration based on the issues raised above*

### **Option B - Relocate Aquatic Centre out of Hornsby Park**

The decision to locate the centre in Hornsby Park arose from consideration of options as outlined in report WK20/10. This was a key strategic decision that took into account the history of the Park, location in relation to public transport as well as other considerations relating to its location in Hornsby generally. Other considerations are listed for Council to consider in the event that it may wish to re-visit this decision:

1. Costs to walk away including demolition and basic site rehabilitation approximately \$2M, as well as loss of current design investment
2. Pool construction delayed for more than one year
3. New site need to be found
4. Cost of new site if not on Council owned land approximately \$6M to \$10M depending on area required for parking
5. Time required to find a new site
6. Source of additional funds not known

*This option is not recommended for consideration based on the issues raised above*

### **Intersection and Road Network Modelling**

In order to determine the impact of the Coronation Street Option and the Dural Street Option on the operation of the Pacific Highway particularly at the intersections with Coronation Street and Dural Street, traffic modelling was undertaken.

#### **Pacific Highway/Coronation Street Junction**

Intersection modelling was carried out by an external consultant using SIDRA software and Paramics, a micro-simulation software. The modelling tasks completed included a base model calibrated and validated to 2010 AM, Business and PM peak traffic data. The base model was subsequently used to model the 2010 and 2021 scenarios.

Attachment 4 shows the intersection layout used to model traffic conditions at the intersection of Pacific Highway with Coronation Street with the new link road to Hornsby Aquatic Centre.

The new phasing arrangements coded for the intersection are also shown in the attachment. Vehicles from the north accessing Hornsby Aquatic Centre are controlled by signalised dedicated right turn movements in order to eliminate conflict with south bound vehicles thereby optimising safety for road users. A filter turn is not possible because when large

vehicles, particularly buses, use the opposing right turn bay, sight distance is extremely limited for motorists attempting to turn right into the aquatic centre.

Following are the results of the Coronation Street Option analysis:

- Overall, the network modelled for the study operates satisfactorily with no significant areas of congestion with Hornsby Aquatic Centre development in place.
- There are no significant impacts on the intersection of Pacific Highway/Station Street/William Street in terms of increased queue lengths or delays with the additional Hornsby Aquatic Centre traffic demands.
- Queues on Pacific Highway/Coronation Street intersection are of short duration only and generally clear in one cycle for both northbound and southbound vehicles on Pacific Highway.
- The short 15 metre right turn bay into Hornsby Aquatic Centre from Pacific Highway generally stores 2 vehicles (sometimes 3 depending on vehicle size) per cycle. In instances where there are more than 3 vehicles on the right turn storage bay, the queue encroaches onto the median lane, but causes no significant queuing or delay to the southbound through traffic because the volumes turning are relatively low hence queues are short and do not extend up to the 15 minute parking zone adjacent to the post office. It is also observed that there are generally no queues on the left turn lane into Coronation Street which will enable southbound through traffic to pass any right turn queued vehicle by doing a 'S' manoeuvre.
- Pacific Highway/Coronation Street operates at a Level of Service B for all peak periods with and without the development traffic in place. Average delays for the intersection during peak periods do not exceed more than 30 seconds for the modelled scenarios.

#### Pacific Highway/Dural Street Junction

Intersection modelling was carried out by Council's Traffic and Road Safety Branch using SIDRA software and VISSIM, a micro-simulation software.

The modelling was based on existing traffic conditions during the morning and afternoon peak periods for the following scenarios:

- Existing arrangement allows kerbside parking along the eastern side of the carriageway between Coronation Street and Dural Street. Currently right turn vehicle movement from Pacific Highway north approach into Dural Street is not permitted during peak periods;
- A dedicated right turn bay would be required in order to prevent blocking of through movements when a vehicle is waiting to turn right into Dural Street. This would require removal of kerbside parking along the eastern side of the carriageway between Coronation Street and Dural Street. Approximately 12 car parking spaces will be lost as a result of this option.

Following are the results of the analysis:

- If current parking is retained and vehicles are permitted to turn right into Dural Street during peak periods, the queue length on Pacific Highway north approach will be in excess of 130 metres. In addition to increased delays at the Pacific Highway/Dural intersection, the operation of the signalised intersection of Pacific Highway with Coronation Street will also deteriorate.

- Delays at the Dural Street/Pacific Highway intersection may result in traffic using residential streets (William Street, Frederick Street) to access the signalised intersection of William Street and Pacific Highway. This will result in additional total traffic on the road network, and contribute to a reduction in the level of service at this intersection.
- A dedicated right turn bay would improve the intersection Level of Service. This will come at the expense of the loss of kerbside parking which may have a detrimental impact on business viability and therefore should not be supported.

### **Conclusion**

On the basis of the above analysis, confirmation of the key strategic decisions to locate the centre in Hornsby Park and to provide parking on site is considered appropriate. Access to the centre via a new link located south of the Hornsby Pool directly opposite Coronation Street is the preferred and recommended arrangement.

### **ACCOMMODATION OPTIONS - CWA**

The building occupied by the CWA was constructed by Council in 1958, and was used as a women's rest centre from that date. While today's lifestyles and travel preferences have meant that this need is decreasing, the building continues to provide a space that is used by the Hornsby CWA and other community groups. Council is aware that the CWA members have expressed a desire to stay on the western side of Hornsby, and in particular, to remain in Hornsby Park.

Council's decision to provide access to the new Aquatic centre from opposite Coronation Street means that this building will be demolished. At its meeting of 20 July 2011, Council resolved (WK39/11) to terminate the current Licence with the CWA as at 1 March 2012. At this meeting, Council also resolved to offer the use of a facility within the new aquatic centre, and subject to funds being available at the conclusion of the project, will consider the construction of a new facility at the northern end of Hornsby Park.

Subsequent to this decision, Council staff have met with the CWA to discuss interim accommodation options for the group whilst the Hornsby Aquatic Centre is being constructed. At the time of writing this report, it is understood that the CWA are considering a range of interim accommodation options put to them by staff. The CWA have been asked to nominate a preferred option to officers by the close of business on 14 September 2011. Once this preference is known, the allocation of funding to this option will need to be considered by Council. The funding of interim accommodation options for the CWA was not considered by Council in Executive Manager's Report No. WK39/11.

It is noted that the interim accommodation options that have been developed by staff have taken into account the CWA's expressed preference of remaining on the west side of Hornsby, for continuing to operate the Tea Rooms and for continuing to provide hireable space to the existing hirers of the Tea Rooms whilst the Hornsby Aquatic Centre is built. Officers can confirm that one option discussed with the CWA allows all of these goals to be achieved. It is not yet clear as to whether the CWA membership will vote to allow Council to consider this re-accommodation option or whether the group will choose to remain in the Tea Rooms until their licence for use of the premises ends on 1 March 2012. In the event that the latter option is taken by the CWA, officers cannot guarantee that the current interim accommodation options will still be available.

While this action in itself will not result in the retention of the current building, it demonstrates Council's commitment to assisting the organisation to retain its links (a social heritage consideration) to the Park.

### **PLANNING CONSIDERATIONS**

Notwithstanding the statements in the correspondence under consideration, Council is reminded that a formal decision regarding this matter will follow from the submission of a development application for the project. The development application will seek consent for the demolition of a number of improvements within Hornsby Park (including the CWA building), as well as the construction of a new centre. The application will be accompanied by a supporting Statement of Environmental Effects (SEE) that will provide information to assist in consideration of the impact of the proposal. A report by an independent heritage consultant will form part of the SEE. This report will be separately circulated to Council immediately on receipt, as it may assist in the re-consideration that is the subject of this report.

As Council is the proponent, and the proposal has a value in excess of \$5 Million, the application will be determined by the Sydney West Joint Regional Planning Panel following assessment by an independent planning consultant. The report now under consideration (WK59/11) is not to be construed as fettering Council in the exercise of any of its planning functions.

### **BUDGET**

Council's resolution WK20/10 authorised planning to proceed on the basis of a budget allocation for the project of \$20 Million. In the intervening period, an Architect has been appointed and extensive community consultation has taken place via public information sessions and a deliberative forum. The consultation identified a range of additional features for inclusion in the project that were not envisaged when planning commenced. These additional features have been incorporated in the design that will form part of the development application to be considered by Council, and will result in the need for Council to review the budget allocation for the project. Council will be further advised following finalisation of the cost report to be submitted with the development application.

### **POLICY**

There are no policy implications.

### **CONSULTATION**

Staff of all Divisions have been consulted as necessary in the preparation of this report. Consultation has also taken place with Council's appointed heritage consultant and the Architect for the pool redevelopment project, Michael Cook of Peter Hunt Architect. Specifically, the Executive Manager Environment, as Council's representative in respect of Reserve Trust matters, has endorsed the recommendations that follow under.

### **TRIPLE BOTTOM LINE SUMMARY**

Triple Bottom Line is a framework for improving Council decisions by ensuring accountability and transparency on social, environmental and economic factors. It does this by reporting upon Council's strategic themes.

### **Working with our Community**

The proposal to construct an Aquatic Centre reflects strongly held community expectations that such a Centre is required, that it be located in Hornsby Park, and that parking be provided on site. Provision of the Centre will demonstrate that Council is working with the community to provide these facilities. The proposal promotes social equity by providing enhanced access to recreational swimming, learn to swim activities, competitive swimming and aqua exercise facilities at a reasonable cost at a central location for the community. The opportunity will exist for social equity to be promoted in the programs that will be operated at the Centre.

### **Conserving our Natural Environment**

The proposed location is adjacent to a natural area and will incorporate the area used by the existing closed facility. Preparation of a development application in accordance with the relevant planning instruments will ensure that any adverse impact on the natural environment is identified. Initiatives that minimise the quantity of energy and water to be used by the facility have already been considered and will be further considered during the design phase. Where possible, the recovery, reuse and recycling of waste materials is being actively promoted. Water consumption will be minimised by the use of appropriate technology. Impact on adjacent bushland or biodiversity has been considered throughout the initial design stages and will continue to project completion.

### **Contributing to Community Development through Sustainable Facilities and Services**

Previous studies indicated that a facility at Hornsby is supported by the community. Public Information sessions and a Deliberative Forum process have been undertaken by Council and have resulted in demonstrated strong community support for the project. The proposal submitted for consideration will require a significant capital investment. Care has been taken and will continue in the design to ensure that the use of new technologies will reduce the carbon footprint for this type of facility. The facility will be able to be accessed by all sectors of the community.

### **Fulfilling our Community Needs in Planning for the Future of our Shire**

The proposal has been designed to be consistent with the existing built and natural environment. Care has been taken to ensure that the character and features of the existing area are maintained. The impact on items identified as being of heritage significance has been assessed and where possible, action taken to address such impact. The proposal will promote the well-being of the area's current and future population by providing quality swimming and leisure opportunities and providing the opportunity to participate in Learn to Swim or exercise programs.

### **Supporting our Diverse Economy**

The proposal is expected to have a small positive effect on economic development in that it is expected to provide additional part time jobs and a number of casual positions when in operation. Local contractors will have the opportunity to tender for work opportunities that may arise from construction and operation.

### **Maintaining Sound Corporate and Financial Management**

Council will ensure that funding for the construction of the facility is available prior to any commitment being made to proceed with the project. When operating, it is expected the centre will generate revenue to allow it to break even or provide a small surplus. A new asset will be created which will require maintenance and therefore any surplus can be used to offset any future building maintenance costs.

### **RESPONSIBLE OFFICER**

This report has been prepared by Maxwell Woodward, Executive Manager Works. The responsible officer is the Manager Design and Construction, Rob Rajca, who can be contacted on 9847 6675.

### **SUMMARY AND CONCLUSIONS**

In planning for the redevelopment of the Hornsby Aquatic Centre, Council has agreed that the Centre should remain in the Hornsby Park. Council has also agreed that parking should be provided on site. A review of these decisions has shown that there is no other suitable site available to Council that meets the criteria of location and convenience to public transport. Other considerations flow from these strategic decisions.

Options to provide access to under pool parking have been reviewed. Consideration has been given to the competing considerations of heritage, road safety, local amenity, parking, access and cost. After consideration of the information available, access from opposite Coronation Street (option No 1) remains the preferred option. It is acknowledged that, if approved, this decision will result in the demolition of the building currently occupied by the CWA.

Review of the action taken by the National Trust to include the CWA Rooms in its register is noted, as is the Trust's advice that the action does not have any legal force. The Trust's statements of significance are noted, as is Council's commitment to provide new accommodation in Hornsby Park, thereby respecting the link of the CWA to Hornsby Park. Council has considered the National Trust's action in the context of other features of the Hornsby Park, the built and social heritage contained therein, and the need to provide a new facility that will serve the needs of the community in the years to come.

This report is now submitted to Council for its consideration and review.

### **RECOMMENDATION**

THAT

1. Council confirm its decision to reconstruct the Hornsby Aquatic Centre in Hornsby Park, and to provide access for parking via an access road opposite Coronation Street,
2. The development application currently in preparation to this effect be submitted in due course,
3. The Division of Crown Lands be advised accordingly,
4. The Minister for Primary Industries be advised in the terms of this resolution and requested to support Council's decision.

MAXWELL WOODWARD  
Executive Manager  
Works Division

**Attachments:**

- |  |                               |
|--|-------------------------------|
| 1. Correspondence from Division of Crown Lands           | Included under separate cover |
| 2. Hornsby Aquatic Centre- Access Options 1-7 - Plans    | Included under separate cover |
| 3. Hornsby Aquatic Centre- Access Options 1-7 - Sections | Included under separate cover |
| 4. Intersection and Road Network Plans                   | Included under separate cover |

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**ITEM 28 WK64/11 - Redevelopment of Hornsby Aquatic Centre. Review of Impact on CWA Rooms**

*Additional information with NO CHANGE" to Recommendation*

Further to the subject report, the costs associated with the seven (7) options for access to the proposed aquatic centre have been further considered. Additional comment is now made:

Option 1 (Access into Hornsby Park opposite Coronation Street): has an estimated cost of approximately \$800,000 and includes cost of demolition of the CWA building, roadworks on site and Pacific Highway and cost to rehouse the CWA in the proposed Aquatic Centre.

Option 4 (via TAFE): requires the pool structure to be raised by approximately 3 metres. Notwithstanding the unacceptable aesthetic impact, the additional costs are of the order of several million dollars.

Option 6 (via No 6 Dural Street, the Montessori preschool site): excludes the opportunity cost of occupying land that has value to the community for a purpose other than a road.

Council and Works Division staff have also rated the key elements of the various options under consideration. This assessment is subjective, but is considered to summarise the relative merits of each option.

**Access options – Summary & Rating**

	<b>OPTION 1</b>	<b>OPTION 2</b>	<b>OPTION 3</b>	<b>OPTION 4</b>	<b>OPTION 5</b>	<b>OPTION 6</b>	<b>OPTION 7</b>
Accessibility for Patrons	✓✓✓	✓✓✓	✓✓✓	✓	✓	✓	✓
Traffic & Parking	✓✓✓	x	✓	✓	✓	✓	✓
Impact on Park	✓✓	✓	✓	x	✓✓✓	✓✓✓	✓
Heritage	✓✓	✓	✓	✓✓	✓✓	✓	✓✓✓
Cost	✓✓✓	✓✓✓	✓✓	✓	✓	✓	✓
Ease of Construction (Aquatic Centre)	✓✓✓	x	✓	✓	✓	✓	✓
DA ready	✓✓✓	✓✓	✓✓	✓	✓	✓	✓

✓- relative merit

x – grounds on which option should not be further considered.

THAT

1. Council confirm its decision to reconstruct the Hornsby Aquatic Centre in Hornsby Park, and to provide access for parking via an access road opposite Coronation Street,
2. The development application currently in preparation to this effect be submitted in due course,
3. The Division of Crown Lands be advised accordingly,
4. The Minister for Primary Industries be advised in the terms of this resolution and requested to support Council's decision.

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