

ROBERT PYMBLE PARK LANDSCAPE MASTERPLAN
SUMMARY OF INTERNAL STAKEHOLDER FEEDBACK

DEPARTMENT/ RESPONDENT	COMMENT	ACTION
Strategy - Guy Thomas (Strategic Recreation Planner)	<ul style="list-style-type: none">• A landscape masterplan is the perfect opportunity to include additional provisions to the tennis courts namely half-court basketball and court lighting. I have tried to activate dual use and lights at a number of existing tennis courts (via Council reports and consultation) and it can be met with strong objection from local residents. If it is included with the Landscape Masterplan it may still get knocked back but as it's not the sole inclusion for the park it may have a better chance.	Flood lights included on plan
	<ul style="list-style-type: none">• The improved provisions to the park will inspire greater demand/more frequency of use. I feel that the traffic flow and accessibility to the park will be enhanced if Park Crescent is considered as a one way circuit.	One Way circuit included on plan
Strategy - Joseph Piccoli (Strategic Transport Planner)	<ul style="list-style-type: none">• As an addition to the new accessible amenities building, it would be good to incorporate an open shelter as per Cameron Park, Turramurra that was completed a couple of years ago.	To be included as part of detail design for amenities
	Car Parking <ul style="list-style-type: none">• Accessible Parking. A space is proposed on Alma St at the corner of Park Ave (southern arm) which could be constructed similar to the accessible parking outside Cameron Park by using a raised/extended section of footpath delineated with bollards. This, to some extent, already exists as a kerb blister to reinforce the One Way traffic flow (southbound) in that section of Alma Street. There is also the potential to accommodate accessible parking in the Grandview Lane car park (if it is possible to achieve a compliant path between the car park and Alma Street).• The current car parking capacity of Park Crescent is as follows: REFER SHEET 2 Parking surveys in early 2018 show that the weekday peak occupancy of the 90 x No Parking (7am-9am Mon-Fri) spaces is 67% (at 12pm). The weekday peak occupancy of 8 x 2P (8:30am-6pm Mon-Fri & 8:30am-12:30pm Sat) spaces is 100% (at 11am), but this only occurred for one hour during the day – otherwise there was spare capacity. Weekend occupancies are less.	To be included as part of detail design
	It is unclear who the users of the No Parking (7am-9am Mon-Fri) are, but they are likely to be a combination of commuters, staff and nearby shops/offices and residents of the area.	
	Traffic Circulation <ul style="list-style-type: none">• The possibility of One Way traffic flow (clockwise?) around Park Crescent was discussed at the workshop. This would potentially reduce conflicts due to the narrow carriageway width and potentially improve the ability to consider angle parking and therefore minimise parking losses in Park Crescent. Any parking losses could potentially be accommodated by reallocating underutilised 2P parking spaces in the Grandview Lane car park. The minimum road width for 45 degree angle parking (from edge of parking space to opposite kerb) is 10.3m, and the minimum road width for 30 degree angle parking is 8.7m. Kerb blisters could be incorporated within parking bays for landscaping or pedestrian access. <ul style="list-style-type: none">•Council would need to seek approval from Transport for NSW/RMS for One Way circulation.	To be included as part of detail design. Additional survey information requested to develop concept options for parking
Cycling	<ul style="list-style-type: none">•The Ku-ring-gai Bike Plan identifies Station Street as the main bike route in the area, however a local cycle link to this main bike route is proposed in the Public Domain Plan via the southern arm of Park Cr and Grandview Lane. For a shared user path on the southern frontage of the site, an absolute minimum facility width of 2.5m should be provided, although the Public Domain Plan foreshadows a 3.0m wide facility.	To be included as part of detail design - review public domain with BR
	Pedestrian Accessibility <ul style="list-style-type: none">•Good pedestrian connections should be provided at the points C identified in the draft Master Plan. While probably not warranting a marked pedestrian crossing, consideration should be given to providing kerb blisters or pedestrian refuges at these locations. <ul style="list-style-type: none">•There is the potential to provide a combined pedestrian/cycle crossing of Alma Street just north of the southern arm of Park Crescent. This would provide pedestrian connectivity between the Grandview Lane car park and Robert Pymble Park, as well as a formal cycle crossing of Alma Street.	To be included as part of detail design. Additional survey information requested to develop concept options for pedestrian accessibility
Community - Samantha Marren (Community Development Officer)	<ul style="list-style-type: none">• Accessible Parking Accessible parking is required as close as possible to the main entrance of the park, preferably near the playground entrance. A flat continuous path of travel is required from the accessible car parking to the entrance of the park. Overhead clearance for the parking is required so big tress cannot overhang over the parking.	Accessible parking space included on plan

Strategy - Andreanna Kennedy (Heritage Specialist Planner)	<ul style="list-style-type: none">• Accessible Toilets <p>Due to the plans for the park to become a place for major events, the proximity of the park to a train station and the walking tracks and sporting facilities available in the park, a changing places bathroom would be a useful addition. In the recent consultation with the community on Council's 'Access and Disability Inclusion Plan' several community members suggested Ku-ring-gai needs a changing places bathroom. Please read the link below to find out more information on the changing places bathroom or ask me if you have any questions. Obviously a male and female toilet is still required on top of the changing places toilet.</p> <p>https://changingplaces.org.au/</p>	To be included as part of detail design for amenities
	<ul style="list-style-type: none">• Entry Points <p>I note that there are plans to make the entry point from the post office street entrance accessible via a ramp. Is the opposite entry point accessible also? I read somewhere that the entrance points had concrete stairs but maybe that was just describing the entrance from the post office street. If both entrances have stairs it would be best to have an accessible pathway for both those entrances. I note that the playground entrance is already accessible.</p>	Not feasible to incorporate ramped access into the park on northern side of Park Crescent
	<ul style="list-style-type: none">• Walking Track <p>I note that the proposed walking track around the perimeter of the park will not be accessible in parts due to the gradient. Because the gradient is steep that does not mean people who have disabilities will not use the path. To better accommodate people who have disabilities use the pathway, I think putting more regular seating in place would be advisable so that people can walk parts, have a rest and then keep walking. My understanding is that seating is required every 60 metres on a pathway but if the gradient is steeper then more frequent seating is recommended. Obviously the seating would need to have back rests and arm rests and have space next to it for wheelchairs and prams to park.</p>	Seating at min. 60m intervals included on the plan
	<ul style="list-style-type: none">• Sand Pit <p>A built in elevated sand pit is recommended for the playground. Having an elevated sandpit allows children who use wheelchairs to interact with children in the sand pit. Being at the same height while they play is really important and sand play is interactive and a good senses play activity. Please see attached an example of an elevated sandpit.</p>	To be reviewed as part of detail design
Strategy - Sophia Findlay (Water & Catchments Program Leader)	<ul style="list-style-type: none">• Retaining the historic use of the park as a gathering place for local community events is an important outcome for the park. Providing vehicular access to the potential event staging will support this use.	Noted
	<ul style="list-style-type: none">• The Operations guys joked the only question that will be asked is "why did you pick that colour playground equipment?". Could the playground be more thematic building upon the association with Robert Pymble and the orcharding history of the Pymble area. Maybe the playground could be citrus coloured (orange, green and yellow). Still bright but avoiding the often contentious primary colour scheme. As the boat sandpit is not an option could a bespoke playground piece be considered that fits with the orcharding theme but also meets the inclusive play objectives, something that encourages imaginative and cooperative play?	To be included as part of detail design for playground
	<ul style="list-style-type: none">• I can't find it in the masterplan but there was some mention of themed plantings reinterpreting the orchards – flowering prunus would be a good inclusion with showy spring display	To be included as part of detail design for playground
	<ul style="list-style-type: none">• Inclusion of interpretive signage – something brief about Robert Pymble and the history of the park. More historic photos and fewer words.	To be included as part of detail design
	<ul style="list-style-type: none">• We really need that tree assessment report so we know what trees should be removed or can be removed due to health – given the presence of BHGF across the site, tree retention is likely to be a key limiting factor and may impact of the feasibility of many options, such as the location of the perimeter path and stormwater management features.	Sophia and Penny to advise if offsets are required for trees to be removed that are part of EEC
	<ul style="list-style-type: none">• The tree assessment should also include identification of any hollows that may be present – if we're choosing a tree to remove to facilitate an essential feature, knowing where the hollows are will help us make an informed decision.	Further testing required to establish structural stability - Greg Narker to provide specifications
	<ul style="list-style-type: none">• In regards to a potential GPT and/or rainwater storage system we would need to do a feasibility assessment and develop concept plans first. (As mentioned above, knowing what trees can/need to go will be)	Feasibility assessment to be instigated
	<ul style="list-style-type: none">• Unless there is a high demand for water on the site a stormwater re-use system is unlikely to be feasible. A rainwater tank on the building might be worthwhile, however that will also depend on expected demand.	Noted

Strategy - Greg Narker (Tree Management Coordinator) Operations - Will Birt (Coordinator Design)	<ul style="list-style-type: none">• The budget outlined for the “drainage upgrade” is unlikely to be enough and input on levy funds for treatment will depend on the potential treatment performance.	Noted
	<ul style="list-style-type: none">• The location of the playground would probably be the easiest place to put a treatment system such as a bioretention garden so the plans will probably need to focus on “rainscaping” (directing runoff from small areas of hardstand and paths to landscaped areas which are not constructed bioretention/rain garden systems) and lots of smaller treatment areas, such as biofilter planter boxes/beds around the buildings and courts . If rainscaping is used it will need to be carefully planned to avoid creating boggy areas or negatively impacting BGHF remnants.	Noted - to be included as part of detail design
	<ul style="list-style-type: none">• The playground location will also mean that consideration of drainage will be important, and there are the same complexities with working under/near BGHF.	Noted
	<ul style="list-style-type: none">• I know it was a lower priority, however if the court re-surfacing is considered a permeable paving option council be investigated to reduce runoff impacts	Reviewed with G Thomas - not currently an option
Operations - Chris Houghton (Open Space Asset Supervisor)	Recommend that we do an Preliminary Arboricultural report to inform development	Review species that are classified as part of EEC, but listed with 'Low' retention value
	- As per yesterday’s discussion pg 8 & 9 Circultation etc maps may need review in terms of space for pedestrian crossings/traffic islands etc?.	To be included as part of detail design - review public domain with BR
	- I like the pared down playground concept and the introduction of 3 options but not sure whether we should be showing a clear image of the pared down concept (Masterplan – Sheet 2). Would prefer to see a sheet with indicative play equipment, furnishes and finishes shown – perhaps over the top of translucent area you have now?	Playground plan updated
	- Feedback on masterplan – generally acceptable – no changes	Noted
	- Would recommend incorporating the fitness equipment at stations along the circuit path	Plan updtaed to show fitness stations around park
	- Sand play presents maintenance challenges through the need to regularly top-up, sieve (scheduled to be done 4 times per year), and relocate into play area. Children move sand into locations where it is not designed to be which has to be rectified	Noted