

Precinct resolution

PRECINCT: Malabar Precinct

EMAIL: malabarprecinct@gmail.com

**MEETING
DATE:** 10 July 2024

FILE: F2004/07372

ACTIONED TO: Tony Lehmann, Manager Integrated Transport

**RESOLUTION
NUMBER:** **Mal20240710-A**

Resolution

The Chair noted the absence of follow-up response to Traffic Management Malabar Ref:13092022 RCC D04739321 in respect of the Traffic Flow issues and left hand turn signal at Malabar Junction. A formal request has been sent to the General Mgr Ray Brownlee to assist with progressing the issues and a meeting is now planned for 15th July 2024.

Resolution Mal20240710-A: Malabar Precinct reaffirms the request to assess the Traffic Flow and Pedestrian Safety Issues at Malabar Junction and propose the options/solutions for consultation if needed noting the previous suggested changes made by the precinct executive.

Council response update:

A on-site meeting and 'drive around' was held between the Precinct Chair, Jason Lister, and Council's Manager Integrated Transport, Tony Lehmann. This has clarified actions required – as confirmed by follow up email.

Council contact

Tony Lehmann

Manager Integrated Transport
10 January 2025

Precinct resolution

PRECINCT: Malabar Precinct

EMAIL: malabarprecinct@gmail.com

**MEETING
DATE:** 10 July 2024

FILE: F2004/07372

ACTIONED TO: Ryan Zammit, Manager Infrastructure Services

**RESOLUTION
NUMBER:** Mal20240710-B

Resolution

Resolution MAL20240710-B: request that the council provide a status update on Malabar's current and approved improvement projects to facilitate ease of reporting updates.

That an agreed format be reached with council and **provided prior to each Precinct Meeting.**

- Malabar Memorial Hall
- Malabar Pool Amenities
- Malabar Boat Ramp
- Malabar Pool Pump
- All active projects

Council response:

Malabar Memorial Hall

The development application was approved in May. Detailed documentation by the architects and subconsultant team is now underway.

Malabar Pool Amenities

Detailed documentation has been completed, and final infrastructure requirements are being coordinated.

Malabar Boat Ramp Upgrade

We have successfully installed new stormwater pits and connecting pipelines to the base of the new sea facing wall.

Some delays have been encountered. Upon the excavation works of the lower boat ramp area, we found that the existing retaining wall is constructed primarily of mass concrete with interwoven brickwork. Unfortunately, the original retaining wall was in severe deterioration, rendering it structurally compromised.

Upon this discovery we obtained Structural Engineering advice. The Structural Engineer has advised that given its condition, we should demolish the current wall and construct a new one to ensure the stability.

The modified design has been obtained and issued to the Contractor.

Due to the proximity of the sea to the works, a Construction Environmental Management Plan (CEMP) was required before works could recommence.

Site works recommenced as of Monday 8th July. The former sea facing retaining wall has been demolished.

Mass concrete infill at base of the lower deck was poured 11th July, and was followed by the pour of the new sea facing retaining wall.

On 23rd July the concrete form work was stripped from the new retaining wall and now requires curing time of approximately 1x month. See attached photo.

Next step, we will move towards preparing to form blinding slab.

It is estimated that most works will be complete (weather pending), in early September.

Malabar Ocean Pool Pump Station

Hydraulic and electrical design is complete. The pump will be a dual arrangement with duty and standby configuration. This is the best arrangement to ensure continued service reliability.

Design activities for the pump-shed are complete and all relevant planning approvals have been complied with.

Upon verification of the structural integrity of the concrete elements of the pool that this project will affect, we've discovered there may be the need to undertake more extensive investigations.

The scope for this set of professional services includes a detailed condition assessment and the generation of multiple options which may be employed to address ongoing structural issues with the existing structure. The deliverables of the project include a formalised report containing details of the inspection including, but not limited to, identified defects and likely causes. Outputs will determine options to address identified structural defects, including Multi-Criteria Analysis (MCA) and the development of three (3) high level options to address the existing defects.

We have received fee proposals from 3x Structural Engineers and have evaluated these.

This assessment will commence shortly and once the appointment is made, the timeframe for the report will be known, however it is estimated to take approximately 20x weeks.

The Communications team will be preparing a 'comms plan/ strategy' for this project.

All active projects and agreed format of updates

It is suggested that the Precinct request updates for specific projects that can then be directed to the relevant team, keeping in mind the long-term nature of such project work.

Council contact

Joe Santangelo

Coordinator Projects Infrastructure Services

Hayley Segedin

Coordinator Major Projects City Services

26 August 2024

Precinct resolution

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**MEETING
DATE:** 10 July 2024

FILE: F2004/07372

ACTIONED TO: Tony Lehmann, Manager Integrated Transport

**RESOLUTION
NUMBER:** **Mal20240710-C**

Resolution

Resolution MAL20240710-C: Council to provide an update on the RMS Blackspot project [Franklin St and Anzac Pde Intersection (near Bob Clark Reserve)] and if design is available or if Project has ceased.

Council response:

On behalf of the local community, Council officers regularly raise this matter with Transport for NSW (TfNSW).

So, nothing to report at the moment – but if we do receive an update we will relay the details to the Councillors and the Precinct as soon as possible.

Council contact

Tony Lehmann
Manager Integrated Transport

06 September 2024

Precinct resolution

PRECINCT: Malabar Precinct

EMAIL: malabarprecinct@gmail.com

**MEETING
DATE:** 10 July 2024

FILE: F2004/07372

ACTIONED TO: Todd Clarke, Director City Services

**RESOLUTION
NUMBER:** **MAL20240710-D**

Resolution

Resolution MAL20240710-D: resolution to request RCC to provide an update on all safety barricades and fencing within Malabar and to signpost any which require repair.

In addition, that RCC conduct an audit of all public infrastructure in Malabar so as to determine the risk to residents and an action plan fix any that require repair and maintenance.

Also noted the slime from run-off on the footpath adjacent to the return & earn out Randwick Golf Club as a major slip hazard.

Council response:

Fencing

Council officers conducted an audit of all out timber rail fencing between May and July 2024. The fencing was assessed for compliance with relevant standards and structural integrity.

We identified remedial works including replacement of posts, top rails, mid rails and brackets.

A list of this work was prioritised and has been issued to our Trades team.

Based on our assessment, signs are not required.

Footpath adjacent to Return and Earn

An instruction has been issued to our Waste and Cleaning Team to attend and clean the slip hazard.

Council contact

Joe Ingegneri

Manager Technical Services
10 September 2024

Precinct resolution

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EMAIL: malabarprecinct@gmail.com

**MEETING
DATE:** 10 July 2024

FILE: F2004/07372

ACTIONED TO: Tony Lehmann, Manager Integrated Transport

**RESOLUTION
NUMBER:** **MAL20240710-E**

Resolution

Traffic Safety is a recurring topic and various traffic safety issues have been raised with the Chair and solutions proposed:

1. Downslope intersections of Howe, Raglan, Napier and Ireton streets and their cross sections with Prince Edward and Victoria Streets have regular accidents. Various problems exist with unfamiliarity, vision and signage. Corner parking setbacks and Painted stop signs have been suggested, speed is not always a contributor.
2. Parking adjacent to Raglan Street on Austral street, there should be no parking adjacent to Raglan street as cars which travel east from Anzac and West from Bilga merge into 1 lane if cars are parked here.
3. Buses travelling along Prince Edward need to note the speed limit.
4. St Andrews School drop off zones in Ireton Street result in traffic gridlock, can we work with the school for a Park N Walk program.

Resolution MAL20240710-E: Council to work with the precinct to identify & assess noted safety issues and consult on options by Sept 2024 meeting.

Council response:

Thank you for raising these matters. I apologise for the delayed response.

Regarding the matters you've raised:

1. Downslope intersections of Howe, Raglan, Napier and Ireton streets and their cross sections with Prince Edward and Victoria Streets have regular accidents. Various problems exist with unfamiliarity, vision and signage. Corner parking setbacks and Painted stop signs have been suggested, speed is not always a contributor.

At the June 2024 meeting of Randwick Traffic Committee, it was recommended that, in order to induce a slower speed along Prince Edward Street and to facilitate better lane discipline, 9m of double centrelines and 25m of broken centrelines be installed in Prince Edward Street, on approach to each of the following intersections:

- Howe Street,
- Napier Street,
- Raglan Street and
- Ireton Street.

The recommended road markings were installed by mid-September 2024. The objective of the centre line marking is to raise a greater awareness for motorists that they are approaching intersections. A 9m length of double centre line was also suggested in Howe Street, on approach to Prince Edward Street.

Slower speeds, better lane discipline and greater awareness of approaching intersections will likely result in a better road safety outcome along Prince Edward Street in Malabar.

2. Parking adjacent to Raglan Street on Austral street, there should be no parking adjacent to Raglan street as cars which travel east from Anzac and West from Bilga merge into 1 lane if cars are parked here.

Clarification is required in order to better respond to this matter. Currently a lengthy No Stopping control extends along the SW side of Austral Street, from a point opposite the centreline of Raglan Street, westerly. Austral Street road width through the intersection seems to be consistent. The nature of the concern raised is unclear. The Precinct Chair (or the actual resident raising this concern) is welcome to call or email me to provide the details of this concern.

3. Buses travelling along Prince Edward need to note the speed limit.

The local bus operator has been informed of the community's concerns about the speed of buses. We have asked that the operator relay these concerns to their bus drivers and seek their cooperation to travel along Malabar streets at an appropriate speed.

4. St Andrews School drop off zones in Ireton Street result in traffic gridlock, can we work with the school for a Park N Walk program.

Clarification of the term "Park N Walk" is required in order to better respond to this matter. Delays and localised gridlock are a feature of almost all of the twenty plus schools within the Randwick LGA. Such occurrences are generally short-lived, clearing within 10-15 minutes. Would the Precinct (or the relevant resident) please provide more information as to the suggested "Park N Walk" program?

Council contact

Tony Lehmann - Manager Integrated Transport
08 October 2024

Precinct resolution

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**MEETING
DATE:** 10 July 2024

FILE: F2004/07372

ACTIONED TO: Todd Clarke, Director City Services

**RESOLUTION
NUMBER:** MAL20240710-F

Resolution

Residents have raised a concern about regular maintenance services such as potholes, safety fencing, parks, trees and weed maintenance. In addition improvements and refresh of street furniture, Program delivery such as Tree Planting and whilst council does a good job it can be improved.

Malabar has a “Plan of Management” from October 1994 which is still referred to today, this document should provide updated guidelines to inform council policy and services within the area. This would be a more effective way to meet community aspirations and avoid inefficiency or rework which leads to negative outcomes.

It was noted that a request to review the Plan of Management or an updated Master Plan was made to the previous GM in 2020.

The Plan of Management should be updated to contain:

1. Location Character Description
2. Major/Minor maintenance areas and schedule
3. Traffic Management Plans
4. Environment and Restoration Plans
5. Capital Works – Identify Future improvements
6. Parks, Recreation & foreshore management
7. Heritage, Historical/cultural management
8. Summer Management Plan

Resolution MAL20240710-F: That council engages with the Precinct to review the POM for Malabar and schedule section reviews with community consultation, with the view to have an updated POM within the next 12 Months. If this document is no longer operational then a like SOP created to address these concerns within a Master Plan for Malabar.

Council response:

As a result of the new Crown Land Management Act, 2016, Council will be required to review all of our area specific PoMs to:

- Meet the requirements of the new Crown Land Management Act, 2016 for community land.

- Review land categorisation and the associated permitted land uses, development / improvements and leases or licences that can be issued for certain land categories
- Outline management requirements for the land

Council is currently finalising the development of a Generic Plan of Management for all Community Land. The document will shortly be placed on public exhibition. This PoM is statutory document that permits activities, licencing and leasing to be approved on all community land across the LGA.

We have also substantially completed the area specific - Maroubra Beach PoM which will require endorsement from DPHI – Crown Lands prior to public exhibition.

The next area specific Plans of Management to be updated are Coogee Beach Foreshore and Clovelly Bay. The development of a PoM is a long process that can take over 12 months.

Malabar Beach Foreshore PoM is on the list of Plans to be updated. It will include development of a masterplan. At this stage, we cannot provide a definitive timeframe for the new PoM.

Council contact

Joe Ingegneri

Manager Technical Services

10 September 2024

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DATE:** 10 July 2024

FILE: F2004/07372

ACTIONED TO: Todd Clarke, Director City Services

**RESOLUTION
NUMBER:** **MAL20240710-G**

Resolution

Council has selected and approved a location for what is termed a BMX Pump Park within the western section of Cromwell Park and is due to be delivered during FY2025. The precinct has previously been supportive of recreational improvements for all user groups and this proposal has good merits.

The Precinct Committee considers this a prime example of a council/community partnership initiative and would like council to engage in early design and planning taking in local expertise and knowledge to achieve a positive outcome for all.

In the absence of a current MasterPlan this should still be treated as though one exists with the additional key considerations and suggestions:

- Community Consultation Workshop
- Integrated planning and design with Pioneer Park
- Traffic Flow Management plan
- Mobility Accessible options
- Minimal vegetation removal – Established Trees
- EV Charging station
- CCTV
- 10 Klm speed zone from roundabout
- Residential noise considerations
- Identification of any hazards from Sydney Water adjacent sites
- Community offsets & relocation for displaced users
 - Malabar Community Disc Golf
 - Shaded Walking Area's
 - Sydney Water fence line running trail
- Retention of Wires release zone and breeding boxes
- Shaded walking in Pioneer Park
- Open space offset end of Fisherman's Rd

Resolution MAL20240710-G: that council engage with representatives of the local precinct committee and generate an integrated plan for the area, identify its impacts and offsets as part of early design for consultation.

Council response:

The proposal for a pump park arose from an Open Space and Recreation Needs Study that council undertook in 2020 and incorporated into our Open Space and Recreation Strategy, 2021.

At this stage, we have only undertaken a feasibility of the location. This was a technical analysis of the various sites considered. Cromwell Park was selected.

The development of the pump park design will consider the size and scope of the facility and include community consultation. Transport and parking will be considered as part of the design.

As with many of our large open spaces, the facilities are located within certain areas and therefore the open space can be enjoyed for passive and active recreation.

Based on our assessment of the site, a significant portion of the park will still be available for passive recreation.

Community feedback will be sought when the concept design is developed.

Council contact

Joe Ingegneri

Manager Technical Services

10 September 2024

Precinct resolution

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**MEETING
DATE:** 10 July 2024

FILE: F2004/07372

ACTIONED TO: Tony Lehmann, Manager Integrated Transport

**RESOLUTION
NUMBER:** **MAL20240710-H**

Resolution

MAL20240710-H: Council to inform the precinct who manages Bus shelters and can council install a shelter at the Bus stop of the corner of Napier St and Prince Edward St, there is no sheltered bus stops for elderly or the mobility restricted.

Council response:

Council as the land owner is the manager of Bus Shelter Infrastructure across the LGA. Council has not identified this location as a priority for a bus shelter. The shelter will be made available if appropriate budget is identified and the site conditions allow. Unfortunately there is no timeline for this at present.

Council contact

Morgan Clifton

Open Space Assets Officer
03 September 2024