

Community & Environment Committee



Agenda: *Community & Environment Committee*

Date: *Monday 11 October 2010*

Time: *6.00pm*

Outline of Meeting Protocol & Procedure:

- The Chairperson will call the Meeting to order and ask the Committee/Staff to present apologies or late correspondence.
- The Chairperson will commence the Order of Business as shown in the Index to the Agenda.
- At the beginning of each item the Chairperson will ask whether a member(s) of the public wish to address the Committee.
- If person(s) wish to address the Committee, they are allowed four (4) minutes in which to do so. Please direct comments to the issues at hand.
- If there are persons representing both sides of a matter (eg applicant/objector), the person(s) against the recommendation speak first.
- At the conclusion of the allotted four (4) minutes, the speaker resumes his/her seat and takes no further part in the debate unless specifically called to do so by the Chairperson.
- If there is more than one (1) person wishing to address the Committee from the same side of the debate, the Chairperson will request that where possible a spokesperson be nominated to represent the parties.
- The Chairperson has the discretion whether to continue to accept speakers from the floor.
- After considering any submissions the Committee will debate the matter (if necessary), and arrive at a recommendation (R items which proceed to Full Council) or a resolution (D items for which the Committee has delegated authority).

Recommendation only to the Full Council (“R” Items)

- Such matters as are specified in Section 377 of the Local Government Act and within the ambit of the Committee considerations.
- Matters which involve broad strategic or policy initiatives within responsibilities of Committee.
- Matters requiring the expenditure of moneys and in respect of which no Council vote has been made.
- Matters delegated to the Council by the Traffic Authority of NSW.
- Matters not within the specified functions of the Committee,
- Matters reserved by individual Councillors in accordance with any Council policy on "safeguards" and substantive changes.
- Parks and Reserves Plans of Management (Strategies, Policies and Objectives).
- Residential Parking Schemes - Provision and Policies.

Delegated Authority (“D” Items)

- Community Services and Programs.
- Library Services
- Health.
- Licensing.
- Liquor Licences.
- Regulatory.
- Fire Protection Orders.
- Residential Parking Schemes (surveillance and administration).
- Traffic Management (Traffic Committee Recommendations).
- Waste Minimisation.
- To require such investigations, reports or actions as considered necessary in respect of matters contained within the Business Agendas (and as may be limited by specific Council resolution).
- Confirmation of the Minutes of its Meetings.
- Any other matter falling within the responsibility of the Community and Environment Committee and not restricted by the Local Government Act or required to be a Recommendation to Full Council as listed above.
- Statutory reviews of Council's Delivery Program and Operational Plan.

Committee Membership:

7 Councillors

Quorum:

The quorum for a Committee meeting is 4 Councillors.

WOOLLAHRA MUNICIPAL COUNCIL

Notice of Meeting

7 October 2010

To: Her Worship The Mayor, Councillor Isabelle Shapiro ex-officio
Councillors Susan Wynne (Chair)
Sean Carmichael (Deputy)
Anthony Boskovitz
Peter Cavanagh
Susan Jarnason
Greg Medcraft
Andrew Petrie

Dear Councillors

Community & Environment Committee Meeting – 11 October 2010

In accordance with the provisions of the Local Government Act 1993, I request your attendance at a Meeting of the Council's **Community and Environment Committee** to be held in the **Council Chambers, 536 New South Head Road, Double Bay, on Monday 11 October 2010 at 6.00pm.**

Gary James
General Manager

Additional Information Relating to Committee Matters

Site Inspection

Other Matters

Meeting Agenda

Item	Subject	Pages
1	Leave of Absence and Apologies	
2	Late Correspondence	
3	Declarations of Interest	

Items to be Decided by this Committee using its Delegated Authority

D1	Confirmation of Minutes of Meeting held on 20 September 2010	1
D2	Woollahra Local Traffic Committee Minutes – 5 October 2010 – 595.G 2010	2
D3	Eleanora Street/Iluka Street/Manion Avenue (The Rose Bay Gardens Estate) – Results of Resident Parking Survey – 150./249./299./219.G	15
D4	Viability of Providing an Aquatic Centre in the Woollahra Council Area – 123.G Part 7	35
D5	Regular Cleaning of the Gutters on Queen Street – 900.G	43

Items to be Submitted to the Council for Decision with Recommendations from this Committee - Nil

Item No: D1 Delegated to Committee
Subject: **Confirmation of Minutes of Meeting held on 20 September 2010**
Author: Les Windle, Manager - Governance
File No: See Council Minutes
Reason for Report: The Minutes of the Meeting of Monday 20 September 2010 were previously circulated. In accordance with the guidelines for Committees' operations it is now necessary that those Minutes be formally taken as read and confirmed.

Recommendation:

That the Minutes of the Community and Environment Committee Meeting of 20 September 2010 be taken as read and confirmed.

Les Windle
Manager – Governance

Item No: D2 Delegated to Committee
Subject: **Woollahra Local Traffic Committee Minutes – 5 October 2010**
Author: Tom O’Hanlon – Director, Technical Services
File No: 595.G 2010
Reason for Report: For the Committee to consider the recommendations of the Woollahra Local Traffic Committee.

Recommendation:

- A. That the Recommendations Y1-Y7 contained in the minutes of the Woollahra Traffic Committee, and as signed by the members of the Committee, held on Tuesday 5 October 2010 be adopted.
 - B. That the Traffic Committee items be funded as outlined in Annexure 1.
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Tom O’Hanlon
Director - Technical Services

Annexure 1

<u>Traffic Item</u>	<u>Title</u>	<u>Funding</u>
Y1-1	Old South Head Road, Vaucluse – Alteration of parking restrictions	Council's Block Grant for Traffic Facilities
Y1-2	Plumer Road, Rose Bay – Alteration of existing restrictions	Council's Block Grant for Traffic Facilities
Y1-3	Lyne Park Tennis Courts, Rose Bay – Request for timed parking restrictions	To be borne by developer
Y1-4	Balfour Road, Rose Bay – Proposed car share location	Cost of signposting to be charged to applicant
Y1-5	Cooper Park Road, Bellevue Hill – Linemarking	Council's Block Grant for Traffic Facilities
Y1-6	Drumalbyn Road, Bellevue Hill – Alteration of parking restrictions	Council's Block Grant for Traffic Facilities
Y1-7	Bowden Street, Woollahra – Alteration of parking restrictions	Council's Block Grant for Traffic Facilities
Y1-8	Queen Street, Woollahra – Alteration of parking restrictions	Council's Block Grant for Traffic Facilities
Y1-9	New South Head Road, Double Bay – Taxi Zone	RTA
Y1-10	Liverpool Street, Paddington – Alteration of parking restrictions	Council's Block Grant for Traffic Facilities
Y1-11	Goodhope Street, Paddington – Advisory signposting	Council's Block Grant for Traffic Facilities
Y1-12	Cascade Street, Paddington – Additional resident parking restrictions	Council's Block Grant for Traffic Facilities
Y1-13	Loftus Road, Darling Point – Signage to alert motorists to pedestrian activity	N/A
Y1-14	High Street, Edgecliff – Alteration of parking restrictions	Cost of signposting to be charged to applicant
Y2	Glenmore Road / Cascade Street / Hampden Road, Paddington – Petition by residents about safety of intersection	N/A
Y3	Cranbrook Road, Rose Bay – Temporary 'No Stopping' restrictions	To be borne by developer
Y4	Dorhauer Lane and Spicer Street, Woollahra - Temporary Road Closure	All costs associated with the closure to be borne by the event organiser.
Y5	No.6 Gosbell Street (Dillon Lane), Woollahra – Works Zone	Works Zone is in an area zoned as Residential 2(a). The fee payable shall be in accordance with Council's adopted fees and charges for this zoning.

Y6	No.81 Fitzwilliam Road, Vacluse – Works Zone	Works Zone is in an area zoned as Residential 2(a). The fee payable shall be in accordance with Council's adopted fees and charges for this zoning.
Y7	No.99 Hopetoun Avenue, Vacluse – Works Zone	Works Zone is in an area zoned as Residential 2(a). The fee payable shall be in accordance with Council's adopted fees and charges for this zoning.

Woollahra Local Traffic Committee Minutes

The meeting of the Woollahra Local Traffic Committee was held in the Council Committee Room, Double Bay, on Tuesday 5 October 2010 at 10.00am.

1. Attendance

Committee Members:

Present:	Mr Alan Opera (Chairman)	(Woollahra Municipal Council)
	Mr Kyle Wells	(Roads and Traffic Authority)
	Snr Const Steve Papageorgiou	(Rose Bay Police - Traffic)
	Ms Robyn Attuell	(Clover Moore MP Representative)
	Mr John Giblin	(Peter Debnam MP Representative)
Staff:	Mr Frank Rotta	(Woollahra Municipal Council)
	Ms Armodee Reece	(Woollahra Municipal Council)
Observer:	Mr Renette Hilder	(Sydney Buses)
	Mr James Forsyth	(Sydney Buses)
	Mr John McDonagh	(Harbour View Residents Group)
Apologies:	Mr Tom O'Hanlon	(Woollahra Municipal Council)

2. Minutes of Previous Meeting

The minutes of Meeting No.08/10 held in Council Chambers, Double Bay, on Tuesday 7 September 2010 were confirmed by Mr A Opera and Mr J Giblin.

The minutes of the Extraordinary Meeting No.08a/10 held by email, on Tuesday 10 September 2010 were confirmed by Mr A Opera and Mr J Giblin.

3. Matters Arising from Minutes of Previous Meetings

Nil

4. Local Traffic Committee recommendations not adopted or amended by Woollahra Council Community & Environment Committee

Nil

5. Extraordinary Meetings

Meeting No.08a/10 held by email on Friday 10 September, 2010.

6. Late Correspondence

Y1-9: New South Head Road, Double Bay – Taxi Zone

Correspondence received from Mr Peter Ramshaw of the NSW Taxi Council

Y2: Glenmore Road / Cascade Street / Hampden Road, Paddington – Safety of Intersection

Email received from Snr Const Steve Papageorgiou in relation to the accident history of this intersection.

7. Traffic Matters on Local Roads – Recommendation to C&E for Consideration

Item No: Y1 Traffic Matters on Local Roads – Recommendation to C&E for Consideration

Subject: **Parking Restrictions Changes**

Author: Frank Rotta – Traffic Engineer,
Daniel Pearse – Traffic Engineer

File No: (Refer to Table 1)

Reason for Report: Various parking restriction changes throughout the Woollahra Council area.

Committee Vote: Unanimous Support

Recommendation:

A. That the recommendations of Item Y1-1 to Y1-14 contained in Annexure 1 be adopted.

Item Y1-1: Old South Head Road, Vaucluse – Alteration of parking restrictions

Committee Vote: Unanimous Support

Recommendation:

1. That 'No Stopping' restrictions be installed on the western side of Old South Head Road, Vaucluse, from the southern kerblin in Macquarie Road in a southerly direction for 22 metres.

Item Y1-2: Plumer Road, Rose Bay – Alteration of existing restrictions

Committee Vote: Unanimous Support

Recommendation:

1. That the existing 'No Parking' restrictions covering the driveway to No.36 Balfour Road located in Plumer Road, Rose Bay be extended 14m in a westerly direction to cover the adjoining driveway to No.46 Salisbury Road.
2. That excess signage at this location be rationed to provide a No Parking sign at each end of the zone, and the removal of the two existing signs in the middle of this zone.

Item Y1-3: Lyne Park Tennis Courts, Rose Bay – Request for timed parking restrictions

Committee Vote: Unanimous Support

Recommendation:

1. That the 90 degree angle parking spaces on the western side of the amenities building at the Lyne Park Tennis Courts be signposted as '4P, 8am- 8pm'.
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Item Y1-4: Balfour Road, Rose Bay – Proposed Car Share location

Committee Vote: Unanimous Support

Recommendation:

1. That one 5 metre Carshare Parking Space be installed on the eastern side of Balfour Road immediately north of the driveway to No.29 Balfour Road, Rose Bay.
2. That the location be signposted 'No Parking Woollahra Council Authorised Car Share Vehicles Excepted Area CS-Rose Bay'.
3. That residents with frontages within 50m of the signage changes be notified.
4. That the zone be trialled for an initial twelve months and, if deemed unsuccessful at the end of the period, the zone be removed and revert to the existing unrestricted parking restrictions.

Item Y1-5: Cooper Park Road, Bellevue Hill – Alteration of parking restrictions

Committee Vote: Unanimous Support

Recommendation:

1. That unbroken centreline (rpms at 1.5 m centres) from the northern side of the driveway to No.23 Northland Road and joining the existing unbroken centreline in Northland Road and 35 metres of broken centreline be installed in Cooper Park Road, Bellevue Hill at its intersection with Northland Road as illustrated in Annexure Y1-5a.

Item Y1-6: Drumalbyn Road, Bellevue Hill – Alteration of parking restrictions

Committee Vote: Unanimous Support

Recommendation:

1. That 10 metres of 'No Stopping' restrictions be installed south of the southern building alignment of Drumalbyn Road, Bellevue Hill, on the eastern side of the unnamed lane which provides vehicular access to Nos.86 to 92 Drumalbyn Road.

Item Y1-7: Bowden Street, Woollahra – Alteration of parking restrictions

Committee Vote: Unanimous Support

Recommendation:

1. That 5 metres of 'No Stopping' restrictions be installed on the southern side of Bowden Street just east of the eastern kerb line of Bowden Lane, Woollahra.

Item Y1-8: Queen Street, Woollahra – Alteration of parking restrictions

Committee Vote: Unanimous Support

Recommendation:

1. That 8 metres of 'No Stopping' restrictions be installed on the northern side of Queen Street east of Kilminster Lane, Woollahra.
 2. That 10.5 metres of 1/2P 8.30am-6.00pm Mon-Fri, 8.30am-12.30pm Sat period parking restrictions be introduced on the northern side of Queen Street immediately east of the abovementioned No Stopping restrictions.
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Item Y1-9: New South Head Road, Double Bay – Taxi Zone

Committee Vote: Unanimous Support

Late Correspondence: Correspondence received from Mr Peter Ramshaw of the NSW Taxi Council

Recommendation:

1. That 38 metres of ‘Taxi Zone, 9pm-3am, No Stopping at other times’ be installed on the southern side of New South Head Road just east of the existing Bus Zone located between Kiaora Road and Knox Street, Double Bay.
2. That the Taxi Council be advised that the provision of a single space ‘No Stopping, taxis excepted, 1 minute limit’ zone to the western side of the traffic signals at this location is not supported.

Item Y1-10: Liverpool Street, Paddington – Alteration of parking restrictions

Committee Vote: Unanimous Support

Recommendation:

1. That the 1.5 metres of ‘No Stopping’ on the eastern side of Liverpool just north of the Macdonald Street be replaced with ‘P, Motor Bikes Only’.

Item Y1-11: Goodhope Street, Paddington – Advisory signposting

Committee Vote: Unanimous Support

Recommendation:

1. That the existing parallel parking on the western side of Goodhope Street, Paddington in front of Nos 6-14 Goodhope Street be signposted “parallel parking” in addition to the existing parking restrictions.

Item Y1-12: Cascade Street, Paddington – Additional resident parking restrictions

Committee Vote: Unanimous Support

Recommendation:

1. That ‘No Stopping’ restrictions be installed on the eastern side of Cascade Street, Paddington from the edge of the kerb blister in Windsor Street in a southerly direction for 10 metres.
2. That ‘No Stopping’ restrictions be installed on the eastern side of Cascade Street from the kerblineline in Paddington lane for a distance of 8 metres in a northerly direction.
3. That the available parking spaces on the eastern side of Cascade Street between Windsor Street and Paddington Lane be converted from unrestricted parking to ‘2P, 8am-11pm, Mon-Sat, PHE, Area Pgn 3 & Pgn 6’.

Item Y1-13: Loftus Road, Darling Point – Signage to alert motorists to pedestrian activity

Committee Vote: Unanimous Support

Recommendation:

1. That the applicant be advised that pedestrians/visitors to and from the Jean Colvin Centre should be using a trafficable footpath at all times and should only be crossing the roadway at defined crossing points where sight distances to motorised traffic can be satisfactorily achieved.

Item Y1-14: High Street, Edgecliff – Alteration of parking restrictions

Committee Vote: Unanimous Support

Recommendation:

1. That the existing No Parking (Arrow Left) 2P, 8am-6pm, PHE Area Edge 1 (Arrow Right) sign and stem located immediately west of the driveway to No.5 High Street be relocated 1.5 metres in a westerly direction.

Item No: Y2 Traffic Matters on Local Roads – Recommendation to C&E for Consideration

Subject: **Glenmore Road / Cascade Street / Hampden Street Intersection, Paddington – Petition By Residents About Safety of Intersection**

Author: Frank Rotta – Traffic Engineer

File No: T191 / T87 / 216.

Reason for Report: Petition to Council by residents of Cecil and Hampden Streets about traffic issues relating to the removal of the roundabout at the above location.

Committee Vote: Unanimous Support

Late Correspondence: Email received from Snr Const Steve Papageorgiou in relation to the accident history of this intersection.

Recommendation:

- A. That the information contained in this report be noted.

Item No: Y3 Traffic Matters on Local Roads – Recommendation to C&E for Consideration

Subject: **Cranbrook Road, Rose Bay – Temporary ‘No Stopping’ Restrictions**

Author: Frank Rotta – Traffic Engineer

File No: T119

Reason for Report: Request for temporary ‘No Stopping’ restrictions to allow traffic to proceed during crane operations.

Committee Vote: Unanimous Support

Recommendation:

1. That temporary ‘No Stopping’ restrictions be installed on the eastern side of Cranbrook Road, Rose Bay from the southern kerbline in New South Head Road for a distance of 65 metres in a southerly direction at 5pm on Thursday, 14 October 2010 (22 October 2010 as a back-up) and removed immediately after the crane lift is completed on Friday, 15 October 2010 (23 October 2010 as a back-up).
2. That the applicant advise (in writing) all neighbouring properties within 200 metres of the site of the crane lifting activity and its impact on traffic flows and parking at this location. This notification must occur at least 7 days prior to the works with a reminder 24 hours prior to the works.

Item No: Y4 Traffic Matters on Local Roads – Recommendation to C&E for consideration.

Subject: **Dorhauer Lane (Including Adjoiniong Council Carpark) And Spicer Street Woollahra - Temporary Road Closure For Woollahra Festival Event**

Author: Daniel Pearse – Traffic and Development Engineer

File No: 131.

Reason for Report: Request from the event organiser of the Woollahra Festival 2010 for a temporary road closure of Dorhauer Lane (including Council carparking area) and Spicer Street on the 13 November to 14 November 2010.

Committee Vote: Unanimous Support

Recommendation:

- A. That the above special event be categorised as a Category 3 event.
- B. That approval be granted for the temporary road closure of the section of Dorhauer Lane and public Right Of Way adjacent to Council’s carpark on Saturday 13 November 2010 between 5am-8pm and on Sunday 14 November 2010 between 5am-6pm, and the temporary closure of Spicer Street, Woollahra on Saturday 13 November 2010 between 8am-8pm and on Sunday 14 November 2010 between 8am-6pm, as shown in Annexures 2, 3, 4 and 5, subject to the following conditions:
 - i. The event organiser must obtain approval for the proposed event activities to be conducted on a public roadway in accordance with Section 68 of the Local Government Act 1993. This may be progressed by submitting an Activity Application to Council’s Compliance Section.
 - ii. The event organiser must obtain Development Consent for the proposed event activities on Council carpark and Right of Way adjacent Dorhauer Lane.
 - iii. The event organiser must obtain approval for the event from Police by completing a “Notice of Intention to Hold a Public Assembly” application.
 - iv. The event organiser must submit a Traffic Management Plan prepared by an RTA accredited traffic consultant to Council at least 14 days prior to the event. Council will advise the RTA’s Sydney Transport Management Centre (TMC) of the temporary road closure.
 - v. The event organiser must inform all business proprietors, residents and other occupants in 200m radius of the proposed activities, at least fourteen (14) days before the event via a letterbox drop and an advertisement placed in the local paper at least seven (7) days before the event.
 - vi. The event organiser must supply and erect all temporary regulatory, advisory and advance warning signs plus engage RTA accredited Traffic Controllers, required to implement the Traffic and Transport Management Plan. All signs and traffic controls must be removed from the site at the completion of the event.
 - vii. Council must be indemnified against all claims for damage or injury that may result from either the activities or from the occupation of part of the public way during the activities. A copy of Public Liability Insurance Cover to the value of \$10,000,000 shall be provided to Council prior to the event and Council must be listed as in interested party on the insurance.
 - viii. Council must be reimbursed for the cost of repair of any damage caused to Council property as a result of the activities.

- ix. The event organiser must inform all Emergency Services of the proposed road closure (that is NSW Police, Fire Brigade, Ambulance, SES and the RTA) and must maintain a four-metre emergency vehicle lane at all times, with all services (eg. fire hydrants) remaining free of any obstruction.
- x. Noise created by use of equipment or activity must be controlled as required by the "Protection Of The Environment Operations (Noise Control) Regulation 2000".
- xi. The event organiser must make arrangements to remove all waste from the event site at the end of the event.
- xii. Woollahra Council reserves the right to cancel this approval at any time.

Item No: Y5 Traffic Matters on Local Roads – Recommendation to C&E for consideration.

Subject: No. 6 Gosbell Street (Dillon Lane), Paddington – Works Zone

Author: Frank Rotta – Traffic Engineer

File No: 407.G Pt15

Reason for Report: Request for a Works Zone

Committee Vote: Unanimous Support

Recommendation:

- A. That approval be granted for a Works Zone to be temporarily installed for No.6 Gosbell Street, Paddington. The proposed Works Zone is to be located on the northern side of Dillon Lane, from the western side of the driveway to No. 4 Gosbell Street extending 6 metres in a westerly direction and is subject to the following conditions:
 - i. Any directive provided by the NSW Police Department is to be complied with.
 - ii. The Works Zone is to operate between the hours of 7.00am-4.00pm Mon-Fri and 7.00am-1.00pm Sat for a period of 8 weeks from October, 2010 (to be calculated from sign installation date).
 - iii. Suitable traffic control measures are to be put in place to manage truck movements to and from the construction site, and if necessary to and from the adjacent street system, in accordance with the RTA's Traffic Control at Works Sites manual.
 - iv. A Permit to Stand Plant will be required for all concrete pours, deliveries and/or truck presences in relation to the construction works.
 - v. Existing unrestricted parking shall be maintained outside of the Works Zone hours of operation.
 - vi. The applicant must ensure that the traffic lanes, footpaths and driveways, adjacent to the Works Zone, remain free of obstruction at all times during the construction.
 - vii. The applicant must inform Council's Traffic Engineer when the project is completed and the Works Zone can be removed.
 - viii. Failure to comply with any of these conditions may result in the cancellation of the Works Zone at Council's discretion.
 - ix. Should the Works Zone be required for a period longer than the approved period, permission from the Director of Technical Services is required to extend the Works Zone.
 - x. Any alteration to the hours of operation of the Work Zone will require the approval of the Woollahra Local Traffic Committee.
- B. That the applicant notifies all residents and businesses whose property frontage is within 50 metres of the Works Zone.

Item No: Y6 Traffic Matters on Local Roads – Recommendation to C&E for consideration.

Subject: **No. 81 Fitzwilliam Road Vaocluse – Works Zone**

Author: Daniel Pearse – Development and Traffic Engineer

File No: 407.G Pt15

Reason for Report: Request for a Works Zone

Committee Vote: Unanimous Support

Recommendation:

- A. That approval be granted for a Works Zone to be temporarily installed for No.81 Fitzwilliam Road, Vaocluse. The proposed Works Zone is to be located on the eastern side of Fitzwilliam Road from the southern side of the existing driveway to the site and extending 7.4 metres in a southerly direction and is subject to the following conditions:
- i. Any directive provided by the NSW Police Department is to be complied with.
 - ii. The Works Zone is to operate between the hours of 7.00am-4.00pm Mon-Fri and 7.00am-1.00pm Sat for a period of 20 weeks from October, 2010 (to be calculated from sign installation date).
 - iii. Suitable traffic control measures are to be put in place to manage truck movements to and from the construction site, and if necessary to and from the adjacent street system, in accordance with the RTA's Traffic Control at Works Sites manual.
 - iv. A Permit to Stand Plant will be required for all concrete pours, deliveries and/or truck presences in relation to the construction works.
 - v. Existing unrestricted parking shall be maintained outside of the Works Zone hours of operation.
 - vi. The applicant must ensure that the traffic lanes, footpaths and driveways, adjacent to the Works Zone, remain free of obstruction at all times during the construction.
 - vii. The applicant must inform Council's Traffic Engineer when the project is completed and the Works Zone can be removed.
 - viii. Failure to comply with any of these conditions may result in the cancellation of the Works Zone at Council's discretion.
 - ix. Should the Works Zone be required for a period longer than the approved period, permission from the Director of Technical Services is required to extend the Works Zone.
 - x. Any alteration to the hours of operation of the Work Zone will require the approval of the Woollahra Local Traffic Committee.
- B. That the applicant notifies all residents and businesses whose property frontage is within 50 metres of the Works Zone.
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Item No: Y7 Traffic Matters on Local Roads – Recommendation to C&E for consideration.

Subject: **No. 99 hopetoun avenue vaocluse – works zone**

Author: Daniel Pearse – Development and Traffic Engineer

File No: 407.G Pt15

Reason for Report: Request for a Works Zone

Committee Vote: Unanimous Support

Recommendation:

- A. That approval be granted for a Works Zone to be temporarily installed for No.99 Hopetoun Avenue, Vaocluse. The proposed Works Zone is to be located on the eastern side of Hopetoun Avenue from the northern side of the existing driveway to the site and extending 7.4 metres in a southerly direction and is subject to the following conditions:
- i. Any directive provided by the NSW Police Department is to be complied with.
 - ii. The Works Zone is to operate between the hours of 7.00am-4.00pm Mon-Fri and 7.00am-1.00pm Sat for a period of 4 weeks from October, 2010 (to be calculated from sign installation date).
 - iii. Suitable traffic control measures are to be put in place to manage truck movements to and from the construction site, and if necessary to and from the adjacent street system, in accordance with the RTA's Traffic Control at Works Sites manual.
 - iv. A Permit to Stand Plant will be required for all concrete pours, deliveries and/or truck presences in relation to the construction works.
 - v. Existing unrestricted parking shall be maintained outside of the Works Zone hours of operation.
 - vi. The applicant must ensure that the traffic lanes, footpaths and driveways, adjacent to the Works Zone, remain free of obstruction at all times during the construction.
 - vii. The applicant must inform Council's Traffic Engineer when the project is completed and the Works Zone can be removed.
 - viii. Failure to comply with any of these conditions may result in the cancellation of the Works Zone at Council's discretion.
 - ix. Should the Works Zone be required for a period longer than the approved period, permission from the Director of Technical Services is required to extend the Works Zone.
 - x. Any alteration to the hours of operation of the Work Zone will require the approval of the Woollahra Local Traffic Committee.
- B. That the applicant notifies all residents and businesses whose property frontage is within 50 metres of the Works Zone.
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8. Late Items

Nil

There being no further business, the meeting concluded at 11.02am.

Alan Opera
Chair

Item No: D3 Delegated to Committee

Subject: **Elanora Street / Iluka Street / Manion Avenue (The Rose Bay Gardens Estate) – Results of Resident Parking Survey**

Author: Alan Opera, Manager – Engineering Services

File No: 150. / 249. / 299. / 219.G

Reason for Report: To report on the results of the parking questionnaire distributed to residents of these streets.

Recommendation:

- A. That the RBGE Resident Permit Parking Scheme be retained in its current layout,
- B. That the existing unrestricted parking on the western side of Elanora Street be retained as unrestricted parking,
- C. That the restriction of 1 permit per household in the RBGE be enacted immediately with the number of permits issued reflecting the demand by residents.
- D. That Council approach park user groups to promote the use of car pooling or bus transport to sports fixtures at Woollahra Park and Dangar Playing Fields
- E. That Council investigate the introduction of Car Share in the RBGE.

Background:

The residential area which includes Elanora Street, Iluka Street and Manion Avenue, Rose Bay, is known as the Rose Bay Gardens Estate and herein is referred to as the RBGE.

This area has a long history of parking problems driven by a high demand for parking from residents, a large proportion of residential flat buildings in the area with limited or no off-street parking, and a finite amount of public on-street parking space. Recent actions in response to these problems include:

- A Resident Permit Parking Scheme was introduced in the RBGE approximately 7 years ago. This scheme covered weekends to address the parking problems for residents stemming from use of the adjoining sports grounds/ovals (i.e. Woollahra Park and Dangar Playing Fields).
- In 2006 Council extended this permit parking scheme to cover weekdays thereby addressing parking problems for residents stemming from an influx of commuter parking from the nearby Rose Bay ferry terminal.

Whilst each of these parking measures was to some degree successful in the short term the number of complaints from residents escalated in 2009. This followed the closure of the Rose Bay Bowling Club parking area at the eastern end of Iluka Street (which previously provided an informal “overflow” parking option for residents), increased parking and traffic disruptions due to the current Cranbrook School redevelopment, and an overall increase in motor vehicle ownership.

As a result of these fresh complaints a report on parking problems in the RBGE was submitted to the Woollahra Local Traffic Committee in July 2009. This report focused on a review of the permit parking scheme operating in the area, and a review of the parking arrangements in the Woollahra Park car park at the southern end of Manion Avenue. At the Community and Environment Committee meeting held on 13 July 2009 it was resolved:

- A. *That the proposed parking layout and amendment to parking restrictions as indicated in Plan “Woollahra Park Car park Alterations – Manion Avenue, Rose Bay” - No.15035 dated 25 June 2009 be approved and implemented.*
- B. *That “1P 7am – 9am Sat-Sun” parking restrictions in accordance with the RTA’s document “Restricted Parking Areas”, be implemented in the Woollahra Park car park located at the southern end of Manion Avenue.*
- C. *That a survey of the residents of Elanora Street, Iluka Street and Manion Avenue, Rose Bay be carried out to determine resident opinion on the potential application of parking restrictions to the west side of Elanora Street.*
- D. *That the residents be informed of the proposed parking restrictions to be implemented in the Woollahra Park car park at the south end of Manion Avenue.*
- E. *That Council restrict the issue of new Parking Permits for the Rose Bay Gardens Estate Area (Elanora Street, Iluka Street and Manion Avenue) to one per residence and that residents be informed of this change.*

The actions proposed by this resolution were temporarily placed on hold as major works had commenced in Elanora Road and Iluka Street (by both public utilities and by the developer of the Cranbrook site) and residents were therefore experiencing significant parking problems. The review of parking restrictions was deferred to allow residents to maintain access to resident parking and unrestricted use of the Woollahra Park car park, as well as to ensure that the survey of residents (as called for in Part C. of the resolution) focused on parking issues and was not overwhelmed by comments relating to the redevelopment of the Cranbrook site.

The closure of the privately owned Rose Bay Bowling Club car park by Cranbrook in 2009 aggravated what was already an unfavourable situation as it restricted residents to parking in the limited on-street parking available in Elanora Street, Iluka Street and Manion Avenue. Since that time, and escalating once Cranbrook redevelopment works commenced in late 2009, residents have complained to Council about the lack of parking and the ineffectiveness of the resident parking scheme in this area.

It should be noted that the re-marking of parking bays and the introduction of 1P restrictions on weekends in the car park (Parts A. and B. of Council’s resolution) have still not been completed despite being rescheduled five times, due to rain interruptions and the inability to move parked vehicles. These works will be completed as soon as is possible.

Issues:

In developing a resident parking questionnaire it was also decided to prepare a Frequently Asked Questions (FAQ) sheet for distribution to residents to clarify a number of issues. Copies of the letter, the FAQ sheet and the questionnaire which were hand-delivered to all 270 properties in the RBGE on 23 June 2010 are attached as Annexures 1, 2 and 3.

The FAQ sheet sought to separate the primary issues of on-street parking and parking restrictions from secondary issues relating to the rights of use of the Woollahra Ovals 2 & 3 car park. Some residents have suggested that this car park has always been for resident use and that its use as a car park for the sport fields is only a new occurrence. Whilst residents do currently use, and have in the past used this car park, this premise must be dispelled as the car park is on community land forming part of Woollahra Park and it is not public road or a privately owned car park. This open space is intended solely to serve the public using the sports fields and it is not intended to be used for residential parking.

Dedicated use of open space community land for the purpose of parking by local residents can not be formalised as it would not be consistent with the core objectives of the land under Section 36 of the Local Government Act. To formally use this land for the purpose of parking by residents it would be necessary to reclassify the land as operational land and this is unlikely to be condoned by the general public or approved by Council as it would alienate public open space. Additionally this would set an undesirable precedent for other locations in the municipality where parking demand is high adjacent to public open space parking facilities.

It has always been Council's view that this car park should be available on an informal basis for use by residents at "after-hours" times to assist with the parking deficiency in the RBGE. However the flip-side of making this car park available to residents is that the car park must be free for use by oval patrons during its peak demand times (i.e. during weekend sports and weekday evening training). It was as a result of this need for balance that Council adopted 1P parking restrictions for the oval car park on Saturdays and Sunday between 7am and 9am (see Part B. of Council's resolution above), to force long-stay or residents' vehicles out of the car park at these times. At other times the car park remains unrestricted and residents can use this facility freely.

The purpose of the questionnaire to residents is two-fold. Primarily, the RTA's Permit Parking Guidelines require that Council determine there is a demand for resident parking restrictions and to ascertain individual resident's eligibility for parking permits. For this reason Council's questionnaire canvassed matters such as vehicle ownership and parking demand times, and measured resident support for an extension of the permit parking zone in Elanora Street (Part C. of Council's resolution) which would almost entirely eliminate unrestricted parking in the RBGE.

Secondly, the survey was issued to all 270 residences to present the opportunity to all residents to provide feedback, rather than to rely on the comments/complaints of a small number of local residents. It is pointed out that whilst there has been numerous recent complaints (i.e. received over the past 1-2 years) these represent only 14 of the 270 residences in the RBGE. It was considered that the silent majority may not have been aware of the issues being raised by a vocal minority and it was considered essential that all residents be able to comment in order to provide a fair and equitable review of this area.

The questionnaire also sought residents' opinion on the rationing of permits. Residents were asked to provide their views on how to equitably allocate resident parking permits if the number of permits in the RBGE was limited. In the event that demand for parking permits is greater than the available on-street parking spaces in a permit parking scheme area, the RTA's Guidelines require that permits be rationed either in the total number of permits which can be issued to a residence, or on the basis of available off-street parking spaces. Essentially this means that Council can limit the number of permits per residence, or give preference to residences with no off-street parking (over residences with 1 or more off-street parking spaces). At its meeting of 13 July 2009 the Community and Environment Committee considered the parking problems in the RBGE and resolved to restrict the issue of new parking permits for the RBGE to 1 per residence (see Part E. of Council's resolution above) in lieu of the previous maximum of 2 per residence. Note that the issuing of new permits has been placed on hold during this current review.

This is a parking problem which is peculiar to the RBGE as the parking scheme only covers 3 streets. This problem does not apply to other permit parking schemes in the Woollahra LGA as generally these schemes extend over a large network of streets, and a local deficiency of parking in one street is normally offset by the availability of spaces in neighbouring streets. Unfortunately, due to the small size of the RBGE and its isolated nature, residents do not have the luxury of parking in resident parking zones in nearby streets. It is pointed out that there are only 120 on-street parking spaces, 45 off-street parking spaces, and 270 residences in the RBGE. There is therefore a large discrepancy between the amount of parking available and the number of residential properties in this area.

The questionnaire also sought the opinion of residents on the provision of a car share scheme in the RBGE. This is seen as a viable alternative to private vehicle ownership and has been successfully introduced in other locations throughout the Municipality. While the introduction of a car share scheme would result in the loss of one parking space per car share vehicle allocated to the area, this is likely to be off-set by a long-term reduction in vehicle ownership, particularly resident ownership of a second vehicle. It is considered that as there is minimal scope to increase parking availability in the RBGE a significant focus needs to be placed on alternative transport and/or reducing vehicle ownership.

Survey Results:

A total of 270 questionnaires were distributed to residences in the RBGE on 23 June 2010. 48 responses (17.8%) were received, of which 4 were letters that did not include a completed questionnaire. (Note: Whilst these 4 written submissions did not provide all the information requested in the questionnaire, pertinent information has been extracted wherever possible.)

A response rate of 15-20% would normally be expected for this type of survey, however, given the number of complaints previously received by Council the response rate of 17.8% is surprisingly low. It is noted that a number of respondents indicated that they were both aware of and accepting of the difficulty of parking in these streets, and while they were appreciative of Council's efforts to find alternatives to the current situation, they accept that parking difficulties are a feature of this residential area. This may account for the lower than expected return rate. Additionally, the low response rate may reflect that recent complaints are driven by only a small number of residents.

A summary of responses to the 15 questions (i.e. Q1 - Q15) follows:

Q1 - Q6: Car Ownership and Availability of Off-Street Parking

Residents were asked details on the number of vehicles registered to their address and how many off-street spaces are available on their property for their use.

Of the 48 responses:

- 12 respondents have 2 cars
- 31 respondents have 1 car only
- 4 respondents indicated they did not own a car
- 1 respondent did not answer to the question of car ownership
- 7 respondents indicated that they use a company vehicle and 3 of these respondents indicated they use 2 company vehicles
- Only 3 respondents indicated they have a car and an off-street parking space for that vehicle

Residents of residential flat buildings (i.e. units) were also asked to indicate how many off-street parking spaces are available to them. Only 4 respondents across 3 properties indicated the availability of off-street parking.

Q7: Times when parking is difficult

Residents were requested to identify the times when on-street parking is most difficult for them. This is aimed at identifying external influences and the main generators of parking demand (e.g. residents, commuters, sports field activities, tradesmen, etc.).

Time and Day		Percentage with difficulty at this time of day
Weekdays	8am-4pm	16%
	4pm-8pm	84%
	8pm-Midnight	98%
	Midnight – 8am	80%
Saturday	8am-4pm	89%
	4pm-8pm	68%
	8pm-Midnight	85%
	Midnight – 8am	75%
Sunday	8am-4pm	64%
	4pm-8pm	77%
	8pm-Midnight	82%
	Midnight – 8am	73%

The period most frequently identified for parking difficulty (identified by 98%, or 43 of 44 respondents) was on weekdays between 8pm and midnight. The results for the same time period (8pm-midnight) on Saturday and Sunday nights are 85% and 82% respectively. This indicates that residents are finding parking most difficult at night when residents are competing with each other for the finite number of parking spaces in the street. Between 8pm and midnight there are no external generators and therefore commuters, oval users, visitors and tradespeople would not be causing parking congestion.

This result indicates that a resident permit parking scheme will not work effectively between 8pm and midnight as residents with permits will be competing directly with each other for the available parking. It would therefore be of no use to extend the existing restrictions beyond the current 8am-6pm period. It is important to note that abandoning the resident permit parking scheme, however, would be a retrograde step as this would result in significant problems for residents at other times of the day. If the scheme was abandoned it is inevitable that parking problems for residents will worsen due to on-street commuter parking (weekdays) and oval-user parking (weekends) as was experienced in the RBGE prior to the introduction/expansion of the scheme.

The second highest period of concern (identified by 89%, or 39 of 44 respondents) was between 8am-4pm on Saturdays in keeping with respondents complaints about high oval usage. The same period is however less problematic on Sundays (64%) and even less on weekdays (16%). This clearly indicates that parking is affected by sports field events on the weekends, especially Saturdays.

Respondents also experience parking difficulty between 4pm-8pm on weekdays (84%) but to a lesser extent on Saturdays (68%) and Sundays (77%). Weekday difficulty at these times could reflect parking congestion due to training at the adjacent sports fields. These statistics, however, may also reflect the conflict between residents returning home in the evenings, and this is reinforced by lower weekend results for this period (as training at the adjacent sports fields does not occur in the evenings on weekends).

Historical and anecdotal evidence suggests that the time period when parking congestion should be highest is on weekends during the day when the Woollahra Park ovals are heavily utilised. This survey however indicates that in the residents' view parking problems are even more severe on weekday evenings, reinforcing the argument that parking congestion in the RBGE is directly related to there being more residents' vehicles in the RBGE than there is available on-street parking spaces.

Q8 - Q10: Retain or Extend the Resident Permit Parking Scheme

Residents' opinion was sought in relation to extending the existing resident permit parking scheme to include the angle parking on the western side of Elanora Street as per Part C. of Council's resolution. Residents were also asked whether they agree with retention of the permit parking scheme in the RBGE, and whether they were in favour of a blanket conversion of all on-street parking in the RBGE to resident parking.

In the FAQ sheet Council addressed the issue of saturating these streets with resident parking restrictions and residents were informed that this has disadvantages in that visitors, tradespeople, residents who do not wish to have a parking permit, and residents with vehicles that cannot obtain a permit (i.e. a second vehicle) can only park for limited times.

The FAQ also addressed the issues of "Resident Only" parking which is not permitted under current legislation, the issue of having a parking permit but not being able to obtain parking, and the issue of restricting the number of permits issued in the RBGE.

Of 48 responses:

- 98% of respondents support the retention of the resident permit parking scheme
- 75% of respondents support extending the restrictions to cover the angle parking on the western side of Elanora Street (angle parking)
- 56% of respondents supported extending restrictions to cover all legal parking spaces in these streets (thereby leaving no unrestricted parking available in the RBGE)

Although a high percentage of respondents support the conversion of the angle parking spaces in Elanora Street to resident parking, and although the previous report to the Community & Environment Committee made this recommendation, this course of action is now no longer supported. The recent survey clearly shows that residents experience parking problems most significantly in the evenings (8pm-midnight, 7 days) and in the day time on weekends (8am-4pm Saturdays, and to a lesser extent on Sundays). The introduction of residents parking in Elanora Street during normal hours (i.e. 8am-6pm) will offer minimal benefit to residents as the survey shows that the major problems stem from residents competing with each other for on-street parking spaces. It is important to note that with the change from a maximum of 2 permits per household to 1 permit per household in the RBGE, there will be some 25 residents' vehicles which will no longer be eligible for a parking permit and the expansion of the scheme will actually disadvantage these residents.

When the Cranbrook redevelopment is completed the school's internal road will be used by Dangar Fields users and this should alleviate some of the parking congestion which currently occurs on weekends. It is therefore proposed that the angle parking in Elanora Street remain unrestricted and that this matter be reassessed following the completion of the Cranbrook redevelopment.

Q11: How to Ration Permits?

The questionnaire invited residents' to make suggestions on equitable means of rationing permits in the RBGE.

Under the RTA's Guidelines Council cannot issue more permits than there are on-street parking spaces and Council has already taken steps to address this by reducing the number of permits in the RBGE to a maximum of 1 permit per residence rather than 2 permits per residence (see Part E. of Council's resolution above). This means that residents of a property with any off-street parking are ineligible for a permit, and residents with no off-street parking and 2 or more vehicles are only eligible for 1 permit.

This strategy of phasing out 2nd permits will reduce by 25 the existing number of permits in the RBGE. Nevertheless, the number of 1st permits in the RBGE is still above the total on-street parking spaces available.

Residents have made a number of suggestions on the most equitable manner of issuing permits to eligible residents, namely:

- Permit 1 permit per residence up to the number of on-street parking spaces available (i.e. first come – first served)
- Permit 1 permit per residence, irrespective of the total number of permits issued
- Allocate permits by ballot
- Give preference to rate payers (i.e. property owners, not tenants)
- Give preference to those who require a vehicle for work
- Give preference to those who have a small car
- Give preference to those who have lived longest in the RBGE
- Give preference to elderly / single females / those with young children

26 of 48, or 54% of respondents supported one permit per residence with many of these residents commenting that having more permits than spaces was acceptable and that this was the only fair methodology. Some of these respondents also commented that this is generally how the system is operating now and residents are generally prepared to take their chances to obtain parking.

The restriction of 1 permit per household as previously adopted by Council should be enacted immediately with the number of permits which are issued reflecting the demand by residents. The issue of 2nd permits should cease at the current expiry date of existing 2nd permits.

All of the other suggestions are either not equitable or are not permissible under current legislation and guidelines.

Q12 - Q14: Car Share Scheme

Residents were asked if they would be in favour of a car share scheme being introduced in the RBGE, if they would be likely to utilise a car share facility, and if the provision of a car share scheme would be likely to reduce their car ownership.

Resident response was low with only:

- 21% of respondents indicating support for the introduction of a car share scheme
- 15% of respondents indicating they would be likely to use car share if it was conveniently located to their property
- 15% of respondents indicating that car share may reduce their car ownership

One respondent indicated they are already a member of GoGet car share (already in operation within the Woollahra Municipality) and they would be very keen to see this introduced, as without being located close to their home it has already reduced their need for a car. Another respondent indicated they were thinking about buying a car and the availability of car share would delay their purchase of a vehicle. It was also suggested that a subsidy for use of the facility by Council may encourage more users. Some respondents indicated that while car share doesn't suit their current needs, they would be happy to consider using it in the future.

It should be noted that a proposal for a car share zone in Balfour Road, Rose Bay, will be considered by the Woollahra Traffic Committee and the Community & Environment Committee in October 2010.

Car Share is still a new concept but is gathering momentum in Sydney. Council supports car share as a means of reducing car ownership and therefore the survey results will be forwarded to the various car share companies to investigate the feasibility of a scheme in the RBGE.

Q15: General Comments and Suggestions

Residents were invited to make any additional comments or suggestions and there were a number of suggestions that repeated in the submissions received. These are summarised below:

- **Motorcycle Parking**

Some residents requested that motorbike parking be introduced.

This is a viable option to encourage residents to use alternative transport. Between 3-5 motorbikes can be accommodated in a standard vehicle parking space and some motorbike parking can be located in residual areas where a full car space is not practical.

One resident has also suggested that motorcycle parking be accommodated on many of the properties where insufficient space is available for cars to park. It is noted that this is already occurring within some properties.

Other suggestions to provide motorbike parking in existing No Stopping restrictions cannot be condoned, however, as these are statutory restrictions which are in place because of sight distance requirements at intersections.

The amount of support for motorbike parking is unknown, as too is the likelihood of residents giving up their cars for motorbikes. However, the provision of motorbike parking in residual locations (i.e. without sacrificing an existing on-street car space) will be examined and, if suitable, this will be reported to the Woollahra Traffic Committee for consideration.

- **Marked Parking Bays On-Street**

Several residents have commented that motorists do not always park efficiently and have suggested that parking bays be marked on the road in order to maximise the parking of vehicles in these streets.

Council generally does not mark parking bays on a public road. The only exceptions to this are for angle parking bays where guidance for motorists is necessary, and previously in metered parking bays where parking bays need to be defined (Note: with Pay-and-Display meters this no longer occurs in Woollahra).

The problem with marking on-street parking bays is that these bays have to comply with the Australian Standard which requires for low-volume, low-speed streets such as in the RBGE that standard parking bays be 6.0 metres in length. This is generally a counter-productive measure as in areas where residents know that there is a parking problem they are inclined to park efficiently to help each other. This would also be inefficient with small vehicles as they would not be able to be parked closer together.

Marking on-street parking bays is not considered to be beneficial in the RBGE.

- **Remote Parking and Car-Pooling**

Several submissions have suggested that the onus be placed on sporting groups to find other ways of bringing sports field users to Woollahra Park and Dangar Fields, including:

- Provision of a pick-up/drop-off zone in the car park for sports field users whilst parking the vehicle away from the site (i.e. in New South Head Road, O'Sullivan Road, Lyne Park, etc.).
- Schools to provide private bus services from their site to the ovals, with parents leaving their cars parked within school grounds or in the vicinity of the school (i.e. remote from the RBGE).
- Encourage sporting groups to use a car pool system

The provision of a pick-up/drop-off zone in the car park could be a beneficial and viable proposal, however, there are associated problems with this type of facility. The changes to the car park (Part A. of Council's resolution) were aimed at increasing the capacity of the car park and the introduction of a pick-up/drop-off zone would result in some of these gained spaces being forfeited. Although this facility would encourage users to drop-off passengers to the ovals and then park "off-site", the zone in itself does not stop these motorists from parking in close proximity (i.e. in Elanora St / Iluka St / Manion Ave). This does not therefore effectively change the problems currently experienced by residents during weekend daylight hours.

Encouraging schools and sporting groups to bring oval users to the area by bus or by car pooling arrangements is the best of these options but is difficult to oversee. Large buses cannot easily navigate these streets, so small buses may be required, potentially requiring more of these vehicles travelling through the RBGE streets. Council would have to make the hire of the public open space conditional on the transporting of visitors to the site by these means. If individual users then elect to ignore this method of visiting the site, Council cannot prevent any driver from accessing a public road (Elanora St / Iluka St / Manion Ave) and cannot restrict access to the car park that is intended to service the ovals unless the ovals were restricted by boom-gate operation. This method may back-fire on residents with residents also being physically prevented from accessing the car park, which is a measure Council wishes to avoid.

All of these are viable suggestions, however they each have negative impacts and may be fundamentally impossible to enforce. Council will nevertheless approach park user groups to promote the use of car pooling or bus transport to sports fixtures at Woollahra Park and Dangar Playing Fields

- **Oval Users to park in Kent Road**

Some respondents have suggested that Woollahra Park and Dangar Fields users should be made to park in Kent Road. It should be noted that Council has previously also received correspondence from residents of Kent Road objecting to the number of vehicles parking in this road. Although most properties in Kent Road have off-street parking and residents are less inconvenienced by on-street parking congestion than are residents of the RBGE, Council cannot force users of the RBGE to park in Kent Road.

- **Multi-storey car park**

A number of residents have requested the construction of a multi-storey car park to be built on the site of the current Woollahra Ovals car park. One respondent recommended that the car park should be built underground to retain the amenity of the area.

It would have to be determined if a multi-storey car park would be allowed at this location as this area is zoned public open space and is classified as Community Land under the Local Government Act. Any expansion of car parking that was aimed primarily at servicing residents or commuters would clearly be inconsistent with the core objectives of Community Land and in order to construct such a facility it would probably be necessary to reclassify this land to Operational. Even if it was determined that a car park could be justified as a community use building for Woollahra Park it would then be necessary to determine the type of structure and the costs-benefits of such a building.

If the proposed car park was constructed above ground then it would be out of character with the surrounding open space areas and would contravene the DCP for the RBGE Heritage Conservation Area as views/vistas would be compromised. If it were to be an underground car park then interference with the water table would be a crucial consideration. In either case costs would be substantial and a feasibility study would be necessary to determine the size and scope of the car park to be constructed on the site and the cost associated with such a project.

It is also likely that in order to recoup the significant construction costs and to cover on-going maintenance costs, parking in the car park would have to be charged, and Council would have to determine whether parking would be provided free to residents, or whether residents would be able to rent a permanent space in the car park.

This option is not considered to be practical.

- **Remove mulch pile from car park to provide additional parking**
This has already been investigated and the mulch pile has already been reduced in size to maximise car parking. Additionally, the mulch pile is placed over the exposed root system of one of the large trees, so this small area could not be used for parking.
- **Angle parking in Manion Avenue**
Manion Avenue is a narrow street of only 15.2 metres overall width and a carriageway of 9.2 metres. Existing footpaths are 1.8 metres wide on the western side and 4.2 metres on the eastern side.

This has already been investigated by the Traffic Section and has been discarded as being impractical. In order to meet the Australian Standard for On-Street Parking (A.S. 2890.5) the carriageway of Manion Avenue would have to be 18.4 metres wide to support 90 degree angle parking on one side of the street and parallel parking on the other side. Even if only 90 degree angle parking was proposed (i.e. with no parallel parking on the other side) a carriageway of 16.1 metres would be required. (Note: As Manion Avenue is a dead-end street angle parking at 90 degrees only is considered to be appropriate).

Given the low vehicle speeds and volumes in Manion Avenue, and given the fact that Manion Avenue is a dead-end street, it maybe possible for the width of the carriageway to be reduced from the Australian Standards requirement of 16.1 metres to 12.6 metres (i.e. for 90 degree angle parking on one side and no parking on the other side). This will result in footpaths being reduced to only 1.3 metres on each side of the street which is below the preferred standard width of 1.5 metres for two-way pedestrian flow.

The introduction of 90 degree angle parking is an expensive exercise which has a very low cost-benefit ratio given that the probable net gain in parking would only be 7 or 8 spaces. In addition, the severe narrowing of both footways will adversely impact on the streetscape, will require the removal of all street trees and grass nature strips, and is unlikely to be supported by residents.

- **Cranbrook should provide more parking within their site for Dangar Fields users**

Some respondents have stated that much of the parking congestion on weekends relates to the use of the Dangar Playing Fields and therefore have suggested that Cranbrook School should provide parking for these users within the Cranbrook site or on Dangar Fields.

Both the Cranbrook school site and the Dangar Playing Fields are private land under the control of the school and Council has limited scope to dictate how parking occurs on these lands. As part of the Traffic Management Plan for the current development, however, the school is required to open the school site for parking by users when the Dangar Playing Fields are being used for school activities/sports (i.e. weekends). When redevelopment is completed this will alleviate many of the current weekend daytime problems as the school's internal circulation road will not operate as a pick-up/drop-zone (as it will do in the morning and afternoon schooldays peak hours) but will operate as a normal kerbside parking area thereby providing extensive additional parking.

It is important to note that the school is within its rights to limit parking on the Cranbrook site to school users only, and it is not known at this time whether the school will prohibit parking to others (i.e. residents and users of Woollahra Park). Previous discussions between Council's Traffic Section and Cranbrook School (at pre-DA stage) indicated that the school hierarchy may be amenable to residents parking overnight in part of the school grounds provided this activity did not interfere with school parking in the mornings. This possibility has unfortunately soured since the redevelopment works began, but will nevertheless be the subject of future discussions. If the school is to permit access to its car park out of school hours then this will help to alleviate the worst period of parking congestion, namely weekday evenings.

- **Introduce Resident Permit Parking in Lyne Park**

Lyne Park is Crown Land and the two car parking areas in Lyne Park are intended for recreational use.

The Lyne Park car parks are currently frequented by many users including park users, commuters, restaurant patrons, short term and long term boating, tourists, tourist buses, and even residents. The Plan of Management for Lyne Park however states that "*for car parking to continue within the reserve, it must be linked to the use of Lyne Park as a place of recreation*".

Whilst some parking restrictions are already in force in the daytime to improve parking turnover in the car parks, the Plan of Management recognises that additional restrictions, including paid meter parking, should be pursued to so as to further benefit park users.

Use of these car parks by residents overnight (i.e. outside of the normal recreational peak periods) is possible and is not out of keeping with the Plan of Management as it does not interfere with park users. It appears that this is already occurring on a small scale and does not need to be supplemented by the introduction of resident parking restrictions. The introduction of resident parking restrictions in the day time would be contrary to the Plan of Management, and the introduction of resident parking restrictions in the night time would be superfluous as ample parking is available.

Other Matters identified by Staff:

The following parking related matters have also been investigated:

- **Provide Vehicle Access to Manion Avenue properties from the rear**

Whilst most residences in Manion Avenue do not have and are not able to provide vehicle access from Manion Avenue, it may be possible to provide access from an easement across the open space lands at the rear of these properties. This would open up rear yard areas for possible parking solutions.

Properties on the eastern side of Manion Avenue have a rear frontage to Dangar Playing Fields (Nos. 2A-22) or to Woollahra Park (Nos. 22-26) and most of these properties have room to park vehicles nose-in (at the sacrifice of their back yards). This proposal, however, would require the approval of Cranbrook School which owns the Dangar Playing Fields and of Woollahra Council which controls Woollahra Park. It would be necessary for an easement (minimum 4.5 metres wide) to be established over these lands and for the playing fields to be shortened/narrowed to permit an access road to be constructed. It would also be necessary for these residents to submit a development application to approve this car parking.

This is not considered to be a viable proposition as it is unlikely that Cranbrook School would permit an easement to be established, and this proposal would require the co-operation of residents to establish parking spaces on each site. Further the cost of the proposal compared to the net gain in off-street parking spaces would be considerable.

A similar proposal for an easement and access road was considered for properties on the western side of Manion Avenue which back on to Woollahra Golf Course. This would include Nos. 3, 5 & 7 Manion Avenue only. An access road to Nos. 9-15 Manion Avenue is impractical due to the stormwater channel at this location.

This proposal would require an easement on the Woollahra Golf Course site and may require a service easement for Sydney Water. If this proposal were to proceed it would be possible for up to 6 parking spaces to be provided on each of these three properties at the sacrifice of some of the rear yard private open space. For this proposal to be effective it will require co-operation from these residents who will be required to submit a development application.

The RBGE is a heritage conservation area. Development for the purposes of providing parking is not in itself contrary to the DCP, however, the reduction in private open space, the replacement of deep soil landscaping with impermeable hard stand parking areas, and the construction of parking structures would be out of keeping with the character of this conservation area. These proposals are therefore not considered practical.

- **Expand the Woollahra Park Car Park**

Expansion of the car park at ground level was examined either to the north of the Woollahra 2 & 3 Ovals (i.e. adjacent to the southern boundary with Dangar Playing Fields), or to the south of the Ovals (adjacent to the northern boundary with Woollahra Gold Course).

Whilst space exists for creation of an additional 30-40 parking spaces at either location, the extension of car parking into the public open space lands would be possible only if this increased parking can be attributed to the use of Woollahra Park. This would need to be considered as part of a future plan of management for the park and therein be subject to public comment.

Summary:

The RBGE has a long history of parking problems which are directly related to two major factors, namely, the large number of residential flat buildings in the area with little or no off-street parking provision which creates a large disparity between the number of available on-street parking spaces and the number of residents' vehicles, and the demand for parking from external sources such as users of the Dangar Playing Fields and Woollahra Park.

Numerous suggestions have been made which have been over-simplified and which are not achievable or financially viable. Many suggestions relate to permissible use of public open space and most of these suggestions are not practical as the proposals would require a significant deviation from the intended usage of these open space lands. In some cases the proposals not only call for alienation of public open space but would also require the significant co-operation of residents via development of their lands. Whilst these proposals may be possible in theory, the reality is that these proposals are at the very best long-term goals.

The demand for parking from the users of the playing fields is a daytime problem, predominantly on Saturdays and to a lesser degree on Sundays, which should have some respite once the Cranbrook development is completed and users of the Dangar Fields park their vehicles within the Cranbrook site. This will be reviewed upon completion of the school redevelopment. In the meantime it is proposed that Council approach park users (including Cranbrook School and Colleagues Rugby Club) to promote the use of car pooling or bus transport to sports fixtures.

Although there is scope to introduce resident parking restrictions on weekends in Elanora Street, this is no longer supported as this will eliminate the majority of unrestricted parking spaces in the RBGE and will adversely impact on residents who are ineligible for parking permits.

The net finding of this survey is that there is a known and well-accepted deficiency in parking in the RBGE and that there is very limited scope to improve this situation, and that this deficiency relates to residents' vehicles rather than to any other source. Whilst a number of complaints were received over the past 1-2 years, the majority of these complaints come from a small number of residents and the larger proportion of residents accepts that parking in this area is difficult.

The remarking of parking bays and the introduction of 1P parking on weekends in the Ovals car park should proceed in accordance with Council's resolution of 13 July 2009. Also the restriction of 1 permit per household should be enacted immediately with the number of permits issued reflecting the demand by residents. The issue of 2nd permits should cease at the current expiry date of individual permits.

Identification of Income & Expenditure:

Nil

Alan Opera Manager Engineering Services	Tom O'Hanlon Director Technical Services
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Annexures:

1. Letter to residents
2. FAQ Sheet
3. Questionnaire

(Note: All of the above were delivered to all residences in the RBGE on 23 June 2010).

Item No: D4 Delegated to Committee
Subject: **Viability of Providing an Aquatic Centre in the Woollahra Council Area**
Author: Greg Stewart - Project Manager Strategic Projects & Policy
File No: 123.G Part 7
Reason for Report: Council Notice of Motion calling for a report

Recommendation:

- A. That Council take no further action to analyse the commercial and environmental viability of providing an aquatic centre, featuring a 50m pool, within the Woollahra Council Area.

Background:

The following Notice of Motion was adopted by Council on 23 February, 2009:

“That a report be prepared and brought to the appropriate committee analysing both the commercial and environmental viability of an aquatic centre, featuring a 50 metre pool, to be built in the Woollahra Council Municipality. The report will include identifying possible sites and all community uses.”

Need to undertake a feasibility study:

In order to fully respond to the above Notice of Motion, a feasibility study identifying possible suitable sites together with an analysis of the commercial and environmental viability of an aquatic centre in the Municipality would have to be carried out. As Council staff do not have the specialist expertise that would be required to undertake such a feasibility study, Council would need to engage specialist external consultants to undertake this study. These consultants would need to be able to determine and report to Council on the current community demand for such a facility, estimates of income and expenditure, management options and possible funding options. It has been estimated that the cost of undertaking this feasibility study would be approximately \$40 - \$50,000. Prior to Council considering the allocation of funds to undertake this feasibility study it is considered Councillors should be aware of the contents and results of previous feasibility and other studies carried out by consultants on behalf of Council and reports submitted to Council in the 1990s on the possible provision of an aquatic centre to service the needs of the Municipality. A summary of these studies and reports follows.

Summary of previous studies carried out and reports presented to Council on the possible provision of an Aquatic Centre to service the needs of the Municipality:

Note: Contained in brackets after any \$values in this section of the report is the estimated escalated current \$ value based upon a 5% annual escalation in construction costs and fees.

The 1992 “Woollahra Recreation and Open Space Strategy” identified a need for the provision of an aquatic centre to service the needs of the Municipality.

In 1993, a feasibility study for the provision of an aquatic centre to service the needs of the Municipality was commissioned by Council. The main findings of this feasibility study, which was carried out prior to the construction of Cook and Phillip Park Aquatic and Fitness Centre and the upgrading of the Boy Charlton pool, were:

- There was a significant unmet demand for a year-round swimming centre
- That as a result of awareness at that time of the benefits of hydrotherapy for the health and well being of aged people, there was a long waiting list of up to 200 persons for the then available hydrotherapy exercise classes. (**Note:** The Cook and Phillip Park Aquatic Centre now contains a hydrotherapy pool open to the public)
- That an aquatic centre with hydrotherapy could be viable and was achievable

The feasibility study analysed a number of potential sites, developed architectural concept plans and calculated market returns to arrive at one preferred site and development proposal, this being the Waverley Bus Depot site at the intersection of Oxford Street and York Road, Bondi Junction. The report recommended the development of a comprehensive aquatic centre on the site comprising:

- a) 3 water spaces
 - i. Lap pool 33 metres x 10 lanes
 - ii. Leisure pool
 - iii. Hydrotherapy pool 15 metres x 8 metres
- b) ancillary components
- c) fitness / gym area
- d) multi purpose meeting room
- e) spa / sauna
- f) creche
- g) reception, office, first aid, change rooms
- h) kiosk / Cafe
- i) car parking

It was estimated that this facility would attract 480,000 users per annum which would result in an operating surplus, **excluding capital costs**, of \$175,000 per annum based on the following fee structure:

- Adult visit \$3.00
- Child visit \$2.00
- Learn to swim \$7.50 per visit
- Gym Membership \$500 per annum
- Aerobatics \$8.00
- Hydrotherapy \$5.00 pensioner discount

An updated detailed analysis of current cost structures has not been undertaken and could only be meaningfully undertaken as part of a full scale feasibility study. Anecdotal evidence suggests that other nearby aquatic centres have operating results ranging between +\$200,000 to -\$200,000 per annum excluding capital and loan repayment costs.

The capital cost of the proposed development was estimated to be \$7,100,000 (estimated current value \$16,273,000). As a result of the decision by State Transit not to relocate their Bus Depot and to retain ownership of the Waverley Bus depot site, this proposal did not proceed. **Note:** this proposal did not incorporate the provision of a 50 metre pool.

In August, 1997, Council endorsed the concept of a Lyne Park Leisure Centre and in February 1998, consultants were engaged by Council to undertake a feasibility study for a proposed leisure centre in the Woollahra Municipality. The aims and objectives of this study were to:

- Determine the extent and need for a leisure centre facility in the Woollahra Municipality
- Identify and evaluate alternative sites within the Municipality for siting the proposed facility
- Identify potential users
- Provide estimates of income and expenditure
- Provide options in relation to the development and operation of the facility
- Provide advice on management issues

As part of this feasibility study, a total of 19 possible sites within or adjacent to the Municipality were assessed as potential sites for a proposed leisure centre. These sites were:

- Cooper Park
- Lough Playing Fields
- Kiaora Lane Car Park
- Steyne Park
- Yarranabbe Park
- McKell Park
- Rose Bay Park
- Lyne Park
- Dover Road Car Park
- Woollahra Park
- Vaucluse Park
- Parsley Bay Reserve
- Gibsons Beach Reserve
- Robertson Park
- Bellevue Park
- Barracluff Park
- Dover Heights High School
- Railway site off Edgecliff Road
- Christison Park

The findings of the feasibility study were as follows:

- That there was a strong demand in the community for an aquatic based leisure / fitness facility and that the majority of the community would support such a development in the area
- That Lyne Park had strong support within the community as a potential site but has limitations in terms of future development. The opportunities for this site however would improve if the existing tennis courts were relocated. (see comments regarding site constraints later in this report)
- That Woollahra Park, adjacent to the Golf Clubhouse would be an alternative proposition but would not have the same exposure as Lyne Park
- That based on preliminary estimates, the proposed development would have the capacity to perform cash positively over a long period of time, **excluding capital, depreciation and loan repayment costs.**

The feasibility study was placed on Public Exhibition between 23 June and 14 August, 1998 and a public meeting was also held to discuss the contents of the study.

Following consideration of the submissions received in response to the public exhibition and public meeting, Council recommended that further investigation and consideration of a number of issues take place, the main one being a comprehensive evaluation of the Cook / Phillip and Boy Charlton Pool proposals as well as the White City redevelopment to assess their likely impact on the future market potential of a leisure facility in Woollahra.

In a supplementary report prepared by the consultants, it was indicated:

- That based on their analyses, Cook and Phillip Pool and the proposed facilities in Woollahra would share approximately 1/3rd of their respective primary catchment areas
- That the market potential from the feasibility study and feedback received during the consultation process, was significant in volume and would be able to sustain a larger facility than previously proposed and that the expectations of the community was also for a facility broader in scope
- That should two regional aquatic facilities be provided in close proximity, the potential exists for both to suffer financially
- That in siting an aquatic facility in Woollahra on the edge of the 5km catchment of the proposed regional complex at Cook and Phillip Park (i.e. at Lyne Park), it would be prudent from a planning perspective, to restrict the development to one that meets the needs of the district only but planned in such a way that future expansion would be possible
- That although it would be possible to site a small facility at Lyne Park, it would not be possible to increase the size of the facility without encroaching on valuable green space
- That should a regional size facility be considered, the only viable site within the Woollahra Municipality appeared to be the Woollahra Golf Course

It should be noted that in the 2005 City of Sydney Aquatic Leisure Facility Development Strategy, it is stated “The lap swimming, health and fitness and indoor sports focus of Cook and Phillip Park Pool mean that it will retain a predominantly municipal and sub-regional focus. The location of the centre also means that it will play an important regional role for eastern suburbs residents and a major role in meeting the recreation and health needs of City workers and tourists.”

Following consideration of this supplementary report, Council resolved inter alia:

- That an investigation be undertaken in reviewing sites for a district level development option only, between 6,500 – 10,000 m² in area.
- Provide a further understanding of the site analysis evaluation undertaken within the original study for the preferred sites, to include: the identification of site areas; external considerations including planning controls, access and location; traffic generation; ownership constraints; and the size of “model” tested.

As a result of the above resolution, another consultant was engaged by Council to prepare a Feasibility Appraisal of the proposal addressing the issues raised in the Council’s resolution. The consultants report was presented to Council in March, 1999 where it was resolved:

“A. *THAT the report of the Manager, Community Development be received and noted.*

- B. *THAT Council not commit to the project until such time as clear indications exist that at least one viable BOOT scheme partner has proposed to finance the construction and operation of an Aquatic Leisure Centre at no cost to Council and until a detailed financial analysis has been obtained to enable a proper assessment of its feasibility.*
- C. *THAT Option 3 be used for the purposes of obtaining an accurate financial analysis; Option 3 is to include a complying hydrotherapy pool as one of the facilities.*
- D. *THAT Council have discussions with potentially interested operators to enter into a BOOT scheme arrangement with Council on the construction of an Aquatic Leisure Centre in Lyne Park, Rose Bay, with a view to proceeding with formal processes for Expressions of Interest or Tenders, should satisfactory responses be received.*
- E. *THAT a Geotechnical report be obtained for the Lyne Park site.*
- F. *THAT a further report be submitted to the Council advising of the response to Parts B, C, D and E prior to proceeding with any formal processes.”*

The Option 3 proposal was for an indoor facility with:

- Lap Pool (25m x 25m)
- Leisure Pool (25m x 20m)
- Hydrotherapy Pool (12m x 8m)
- Spectator seating (56 sq m)
- Indoor landscaping (130 sq m)
- Circulation (660 sq m)
- Entry, office, kiosk, child minding, clubroom (520 sq m)
- Amenities (260 sq m)
- Plant Room (240 sq m)

RMP and Associates Pty Ltd were subsequently engaged by Council to prepare a ‘Financial Evaluation of Funding Options for the Proposed Woollahra Aquatic Leisure Centre at Lyne Park, Rose Bay’. The report found:

- That the constraints of the preferred location at Lyne Park restrict the inclusion of sufficient “profit centres’ to enable the proposed Option 3 proposal to attract commercial investment that would meet both capital and operational costs”
- That the option 3 proposal would likely cost \$11m (estimated current value \$18.8m) as a “turn around” operation and would involve Council in having to subsidise a commercial partner approximately \$500,000 per annum (estimated current value \$855,000 per annum) for 20 years to attract a BOOT proposal. (**Note:** this proposal does not include a 50 metre pool. The capital cost of a similar proposal with a 50 metre pool is therefore more likely to be in the vicinity of \$20m).
- That there is no precedent in NSW for a public pool to be financed by the private sector without government financial support

- That in order to structure a Brief to attract a private investor who would develop a hydrotherapy pool at Lyne Park at no cost to Council, option 3 would need to be substantially modified. The brief would need to include a commercial fitness centre and a 25m program / lap pool. This commercial approach to accommodate a substantial fitness centre relying on memberships for the majority of its revenue may be at odds with the “public recreation” requirements of the Crown Lands Act

The report was submitted to the Corporate and Works Committee for consideration in November, 1999 and Council subsequently resolved:

- “1. That Council take no further action to construct an aquatic centre complex on Lyne Park incorporating facilities identified in Option 3 of the JA Nicholas and Associates Report of June 1998.
2. That consideration of constructing a smaller complex which would incorporate a lap pool, hydrotherapy pool and leisure pool be deferred for further consideration having regard to the future development of “White City” lands”.

Developments that have occurred since the above Council resolution that may have a bearing on any decision to provide an aquatic centre in the Woollahra Municipality

Since the above resolution was adopted by Council, the following new aquatic facilities have been provided which may impact on the viability of a public aquatic centre in Woollahra:

- The Boy Charlton Pool has been upgraded
- The new Cook and Phillip Park Aquatic centre has been constructed incorporating the provision of a hydrotherapy pool
- The new Ian Thorpe Aquatic Centre has been constructed, and
- The Watsons Bay Baths are currently being upgraded which includes the provision of a 50m lap pool.

In addition, the Council’s 2006 “Recreational Needs Assessment and Strategy” document, which was developed and adopted by Council following extensive community consultation, states that there is evidence of low level demand for the development of a specialist indoor aquatic facility and contains the following recommendations / actions in relation to the provision of such a facility:

- Recommendation / Action No 32 – Long Term Priority – The development of a stand-alone indoor aquatic facility in Woollahra is not recommended in the short-medium term. Long-term (10+ years) demand may need to be reassessed against actual population growth, trends, population characteristics and an assessment of community demand at this time.
- Recommendation / Action No 35 – Short Term Strategy – Council should continue to maintain and upgrade where appropriate existing ocean pools as a means of facilitating participation in swimming e.g. Watsons Bay Baths, Redleaf Pool and Parsley Bay.

Summary of Issues:

Over the years Council has commissioned a number of feasibility and other studies on the viability of providing an aquatic centre to service the needs of the Woollahra Municipality. These studies, which were for an aquatic centre containing a lap pool of less than 50 metres, have indicated that the likely cost of providing such a centre, excluding land cost, would be **greater than \$20 million** (similar facilities recently built in Sydney have been in this price range) and would involve Council in having to heavily subsidise the aquatic centre on an annual basis to meet both capital and operational costs. They have also indicated that Council is unlikely to attract a private partner to invest in the venture without a substantial Council subsidy per annum. **Note:** the loan repayments for a \$20 million loan at 7.73% over 20 years would be \$1,980,521 per annum.

Apart from a possible joint use facility on the White City site, the studies undertaken have identified only two possible sites within the Municipality for an aquatic centre, these being within Lyne Park and Woollahra Park. Both of these sites have physical and community constraints relating to the possible provision of an aquatic centre, these being as follows:

Lyne Park Constraints:

- Land is Crown Land and not owned by Council
- A commercial facility incorporating a fitness centre, lap pool and hydrotherapy pool would most likely be at odds with the “public recreation” requirements of the Crown Lands Act
- There is community concern that any proposed aquatic facility at Lyne Park be built on land already developed and that it not encroach on existing green space or interfere with existing view corridors
- Land tenure issues due to the existing leases / licences to Rose Bay RSL, the Scouts and the Lyne Park Tennis Centre
- The constraints of the size and shape of the developed land which may restrict the inclusion of sufficient “profit centres” to minimise both capital and operational costs
- In 1999, it was estimated that some 70-85 car parking spaces would be required at peak times to service the then proposed aquatic centre. At that time it was determined that there was some 75 spare parking spaces in the area most of the time that would satisfy most of this demand. Parking in the area has however changed since 1999 due largely to a significant increase in the use and frequency of the ferry service from Lyne Park. Now, on most days, all available parking in the area is fully occupied. Additional parking facilities would therefore be required which would encroach on existing green space or require a multi level parking facility to be provided.
- The provision of an aquatic centre at Lyne Park is not expressly authorised in the current Plan of Management for the park.

Woollahra Park Constraints:

- The facility would most likely encroach on existing green space
- The facility would most likely severely impact on the golf course and the use of Woollahra Ovals 1 and 2
- Land tenure issues due to existing leases / licences to Eastern Suburbs Rugby Club and The Woollahra Golf Club
- The likely traffic and parking impact on the adjoining residential streets and properties

- An aquatic centre at this location would be less visible and less accessible than one at Lyne Park. It would certainly be less accessible by public transport
- The potential impact on the current users of the park
- The provision of an aquatic centre at Woollahra Park is not expressly authorised in the current Plan of Management for the park.

Woollahra Park does however have one main advantage over Lyne Park, this being that the land is owned by Council.

In relation to the White City site, although it is understood that the owners of the site propose to construct a multi purpose club on the site, the exact facilities to be provided are unknown and at this stage, no development application has been submitted to Council for approval.

Municipal Site Constraints:

One main constraint that this Municipality has in relation to its potential ability to attract users to an aquatic centre near the northern boundary of the Municipality is its location. Because Woollahra is located on the southern edge of Sydney Harbour, it is unable to draw potential customers from the area to the north of the Municipality and has a limited population base from which to draw customers from the area to the east.

Recommendation:

Having regard to the results of the previous studies undertaken by consultants on behalf of Council as detailed in this report, the likely Capital cost of providing an aquatic centre, the size of the potential annual subsidies that would be required by Council to fund the centre, there being no precedent in NSW for a public pool to be financed by the private sector without government financial support and the constraints of the two identified sites for the provision of an aquatic centre, **it is recommended** that Council take no further action to analyse the commercial and environmental viability of providing an aquatic centre, featuring a 50m pool, within the Woollahra Council Area.

Greg Stewart
Project Manager Strategic Projects & Policy

Tom O'Hanlon
Director Technical Services

Annexures:

Nil

Item No: D5 Delegated to Committee
Subject: **Regular Cleaning of the Gutters on Queen Street**
Author: Mark Ramsay – Manager Depot & Waste Services
File No: 900 G
Reason for Report: Council Notice of Motion calling for a report

Recommendation:

- A. That Council does not alter its current cleaning programme
- B. That Council does not implement “Short Term No Parking Zones” unless community acceptance is gained.

Background:

The following Notice of Motion was adopted by Council on 23 August 2010:

“That a report be brought to the Community and Environment Committee on options for regular cleaning the gutters on Queen Street including:

- (i) existing programme;*
- (ii) possible weekly mechanical cleaning aided by having a short no parking provision to assist with access for mechanical cleaners; and*
- (iii) increased manual cleaning of the gutters.”*

Current Cleaning Programme:

The current programme for cleaning Queen Street is as follows and is predominantly carried out between 6am and 7am.

From Oxford Street to Moncur Street & from Holdsworth Street to Ocean Street (Area 1)

The kerb & gutter and footpaths of these sections are swept by both hand and the small mechanical sweeper each Monday.

The kerb & gutter of these sections are also swept by the mechanical sweeper each Wednesday and Friday where possible.

From Moncur Street to Holdsworth Street (Area 2)

The kerb & gutter and footpath of this section are swept by both hand and the small mechanical sweeper 7 days a week.

Public litter bins are collected twice a day 7 days a week

From Ocean Street to Edgecliff Road (Area 3)

This section is cleaned in accordance with our normal residential street cleaning schedule of every four weeks.

Complaints:

Council records show that we have received 8 complaints in regards to the cleaning of Queen Street since January 1 2010.

Short Term No Parking Zones:

Queen Street is a mixture of residential and commercial properties, with the commercial properties varying in their service provision and opening hours. Gaining agreement from the various stakeholders on the best time to implement a “Short Term No Parking Zone” will prove to be extremely difficult and consultation with all parties would need to be undertaken prior to this option being implemented.

As the litter and leaves are swept out from between cars by hand once a week, it is felt that the implementation of “Short Term No Parking Zones” will have minimal affect on the over all cleanliness of the street over the course of the week.

Recommendation:

After looking at the small number of complaints received and taking into consideration the current cleaning programme, it is felt that the service provided to Queen Street is sufficient and it is not necessary to increase the cleaning programme.

The implementation of “Short Term No Parking Zones” would have little affect on the overall cleanliness of the street and should only be implemented after consultation with and acceptance from all relevant stakeholders.

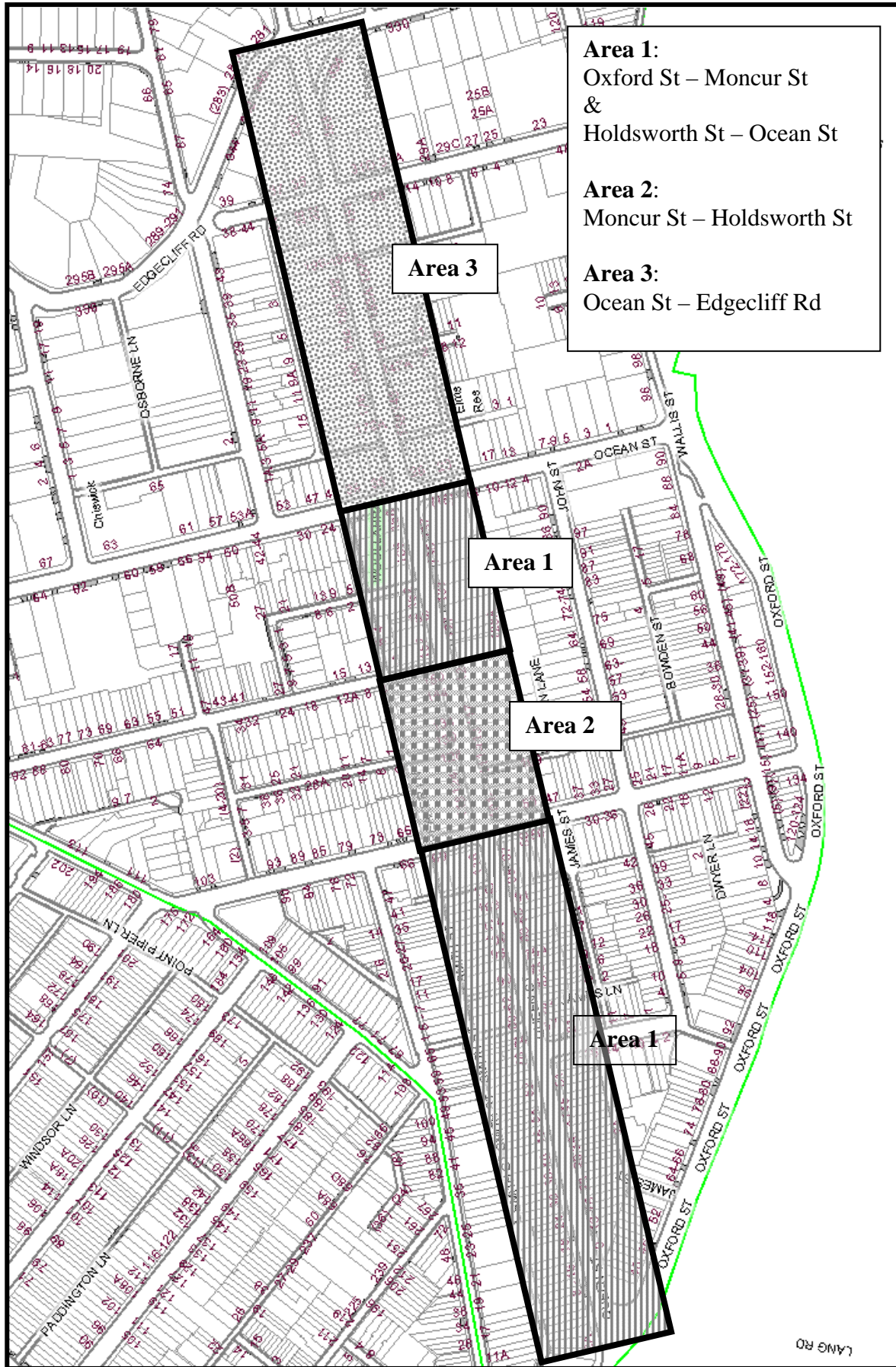
Mark Ramsay
Manager Depot & Waste Services

Tom O’Hanlon
Director Technical Services

Annexures:

1. Locality Map

Annexure 1



Area 1:
Oxford St – Moncur St
&
Holdsworth St – Ocean St

Area 2:
Moncur St – Holdsworth St

Area 3:
Ocean St – Edgecliff Rd

Area 3

Area 1

Area 2

Area 1

**POLITICAL DONATIONS DECISION MAKING FLOWCHART
 FOR THE INFORMATION OF COUNCILLORS**

