



Community & Environment Committee

Agenda: *Community & Environment Committee*

Date: *Monday 10 March 2008*

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).

Delegated Authority (“D” Items):

- Community Services and Programmes.
- Health.
- Liquor Licences.
- Fire Protection Orders.
- Residential Parking Schemes (surveillance and administration).
- Traffic Management (Traffic Committee Recommendations).
- Waverley/Woollahra Process Plant.
- 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 Meeting.
- 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 below.
- Library Services
- Licensing.
- Regulatory.
- Waste Minimisation

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 the 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, or which are not the subject of a Business Agenda (current or past).
- Matters reserved by individual Councillors, in accordance with any Council policy on "safeguards".
- Parks and Reserve Plans of Management (Strategies, Policies and Objectives)
- Residential Parking Schemes - Provision and Policies

Committee Membership:

7 Councillors

Quorum:

The quorum for a Committee meeting is 4 Councillors.

WOOLLAHRA MUNICIPAL COUNCIL

Notice of Meeting

6 March 2008

To: His Worship The Mayor, Councillor Geoff Rundle, ex-officio
Councillors Tanya Excell (Chair)
Anthony Boskovitz
Marcus Ehrlich
Andrew Petrie
Isabelle Shapiro (Deputy Chair)
Fiona Sinclair King
John Walker

Dear Councillors

Community & Environment Committee Meeting – 10 March 2008

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 10 March 2008 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 25 February 2008	1
D2	Woollahra Traffic Committee Minutes - 4 March 2008	2

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

R1	Minutes of the Floodplain Risk Management Committee (FPRMC) meeting held on Thursday 14 February 2008 and Recommendations – 626.G Committee	16
R2	Organics Collection – 588.G	21
R3	Gap Park Masterplan – 190.G	24

Item No: D1 Delegated to Committee
Subject: **Confirmation of Minutes of Meeting held on 25 February 2008**
Author: Les Windle, Manager - Governance
File No: See Council Minutes
Reason for Report: The Minutes of the Meeting of Monday 25 February 2008 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 25 February 2008 be taken as read and confirmed.

Les Windle
Manager – Governance

Item No: D2 Delegated to Committee
Subject: **Woollahra Traffic Committee Minutes - 4 March 2008**
Author: Warwick Hatton, Director – Technical Services
File No: 595.G 2008
Reason for Report: For the Committee to consider the recommendations of the Woollahra Local Traffic Committee.

Recommendation:

THAT the Recommendations Y1-Y14 contained in the minutes of the Woollahra Traffic Committee, and as signed by the members of the Committee, held on Tuesday 4 March 2008 be adopted.

Warwick Hatton
Director – Technical Services

Woollahra Local Traffic Committee Minutes

The meeting of the Woollahra Local Traffic Committee was held in the Council Committee Room, Double Bay, on Tuesday 4 March 2008 at 10.00am.

1. Attendances

Committee Members:

Present:	Mr Warwick Hatton (Chairman)	(Woollahra Municipal Council)
	Mr Navin Prasad	(Roads and Traffic Authority)
	Snr Const David Peters	(Rose Bay Police - Traffic)
	Ms Robyn Attuell	(Clover Moore MP Representative)
Staff:	Mr Alan Opera	(Woollahra Municipal Council)
	Mr Frank Rotta	(Woollahra Municipal Council)
	Ms Lorna Oliver	(Woollahra Municipal Council)
	Ms Armodee Reece	(Woollahra Municipal Council)
Observer:	Mr Eric Graham	(State Transit Authority)
Apologies:	Mr Don Dunn	(Peter Debnam MP Representative)
<u>Also in Attendance:</u>	Mr John McDonagh	(Harbour View Residents Group – Item Y2)
	Cr. John Comino	(Woollahra Municipal Council – Item Y5)

2. Minutes of Previous Meeting

The minutes of Meeting No.1/08 held in Council Chambers, Double Bay, on Tuesday 5 February 2008 were confirmed by Snr Const David Peters and the Extraordinary Meeting No.1a/08 held by email on Tuesday 19 February, 2008 were confirmed by Mr Frank Rotta.

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

An Extraordinary Meeting 10a/08 was held by email on Tuesday 19 February, 2008.

6. Late Correspondence

Nil

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
File No: (Refer to Table 1)
Reason for Report: Various parking restriction changes throughout the Woollahra Council area.

Item Y1-1: No.662-666 Old South Head Road, Rose Bay – Alteration of Signposting

Decision: Unanimous Support

Recommendation:

1. That the existing “No Parking, Weddings and Funeral Vehicles Excepted” zone which extends from the prolongation of the boundary between Nos.660 and 662 Old South Head Road in a northerly direction for 27.5 metres be replaced with “15 Minute Parking 8.30am-9.30am, 2.30pm-4.00pm Mon-Fri / 2P Parking At Other Times”.

Item Y1-2: New South Head Road, Rose Bay – Vehicle and Trailer Advertising

Decision: Unanimous Support

Recommendation:

1. That Council approach the RTA Policy & Guidelines section with a request to consider introducing regulations that unless a trailer is attached to a registered vehicle it must not be parked on a public road.

Item Y1-3: Glenmore Road at Fiveways, Paddington – Alteration to Loading Zone

Decision: Unanimous Support

Recommendation:

1. That this matter be deferred to enable Council to discuss with the shopkeepers the issue of appropriate parking restrictions in the Loading Zone or whether the Loading Zone will remain in this vicinity due to present abuse and potential obstruction of the bus route.
-

Item Y1-4: Glenmore Road, Edgecliff – Rumble Bars

Decision: Unanimous Support

Recommendation:

1. That the rumble bars installed on the unbroken centreline on the curve in Glenmore Road just south of Walker Avenue, Paddington (in the vicinity of No.454 Glenmore Road) be removed and replaced with Raised Pavement Markers (RPMs) at 1.5 metre centres (apart).
-

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

Subject: **Woollahra 2 Residents Permit Parking Scheme**

Author: Frank Rotta – Traffic Engineer

File No: 422.G

Reason for Report: To report on the review of the Woollahra 2 Residents Permit Parking Scheme.

Note: Mr McDonagh addressed the Committee in relation to this item

Decision: Unanimous Support

Recommendation:

- A. That the following alterations be made to the Woollahra 2 Residents Permit Parking Scheme:
 - i. The three (3) parking spaces immediately to the north of the “No Parking” restriction from 3:30pm – 6:30pm Monday to Friday on the eastern side Ocean Street near Wallis Street be designated 2P Monday to Friday 8am to 6pm, Permit Holders Excepted, Wool2.
 - ii. Ten (10) parking spaces on the southern side of Wallis Street immediately east of Woods Avenue be designated 2P Monday to Friday 8am to 6pm, Permit Holders Excepted, Wool2.
 - iii. Four (4) of the current 6 RPP spaces on the southern side of Wallis Street immediately east of Nelson Street be designated 2P Monday to Friday 8am to 6pm.
 - iv. Two (2) parking spaces on the eastern side of Nelson Street immediately south of Queen Street be designated 2P Monday to Friday 8am to 6pm, Permit Holders Excepted, Wool 2.
 - v. Two (2) parking spaces on the eastern side of Nelson Street immediately south of the short term drop off zone in the middle of the street be designated 2P Monday to Friday 8am to 6pm, Permit Holders Excepted, Wool2.
 - vi. Two (2) parking spaces on the western side of Nelson Street immediately north of Queen Street be designated 2P Monday to Friday 8am to 6pm, Permit Holders Excepted, Wool2.
 - vii. An additional 3 parking spaces be designated on the southern side of Forth Street east of Kilminster Lane as 2P Monday to Friday 8am to 6pm, Permit Holders Excepted, Wool2.
 - viii. An additional 4 parking spaces be designated on the eastern side of Edgecliff Road immediately to the south of Graycairn Place as 2P Monday to Friday 8am to 6pm, Permit Holders Excepted, Wool2.

- ix. An additional 4 parking spaces be designated on the eastern side of Edgecliff Road immediately to the north of the bus zone between Stanley Street and Chester Lane as 2P Monday to Friday 8am to 6pm, Permit Holders Excepted, Wool2.
 - x. An additional 2 parking spaces be designated on the eastern side of Edgecliff Road immediately to the south of the bus zone between Stanley Street and Chester Lane as 2P Monday to Friday 8am to 6pm, Permit Holders Excepted, Wool2.
 - xi. An additional 3 parking spaces be designated on the western side of Edgecliff Road immediately to the north of Wallis Street as 2P Monday to Friday 8am to 6pm, Permit Holders Excepted, Wool2.
 - xii. An additional 2 parking spaces be designated on the northern side of Edgecliff Road to the east of Robinson Lane as 2P Monday to Friday 8am to 6pm, Permit Holders Excepted, Wool2.
- B. That no action be taken to include Edward Street or Russell Street into the Woollahra 2 Residents Parking Scheme.
- C. That the proposed alterations to the Woollahra 2 RPS be advertised and local residents be informed and their comments sought on these proposed alterations.

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

Subject: Resident Parking – Boundary Adjustments

Author: Frank Rotta – Traffic Engineer

File No: 422.G

Reason for Report: Report on parking boundary difficulties for residents

Decision: Unanimous Support

Recommendation:

- A. That the boundaries of all existing and future Resident Parking Schemes include both sides of the boundary streets.
- B. That the signposting of Residents Parking Zones in boundary streets include resident exemption for both adjoining resident parking areas.
- C. That as part of the current review of Woollahra's Resident Parking Schemes, Council officers investigate further opportunities to provide greater convenience to residents by varying boundaries or combining areas.

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

Subject: **William Street, Double Bay – School Children Safety**

Author: Alan Opera – Manager Public Infrastructure

File No: T497.

Reason for Report: Request to improve pedestrian safety outside Double Bay Public School.

Decision: Unanimous Support

Recommendation:

- A. That the RTA be requested to investigate the introduction of a raised pedestrian crossing, flashing school lights or flashing road pavement markers at the school pedestrian crossing in William Street outside Double Bay Public School.

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

Subject: **No. 32-34 New South Head Road (Petrarch Avenue), Vacluse – Works Zone**

Author: Frank Rotta – Traffic Engineer

File No: 407.G Pt10

Reason for Report: Request for a Works Zone

Note: Cr Comino addressed the Committee in relation to this item

Decision: Unanimous Support

Recommendation:

- A. That approval be granted for a Works Zone to be temporarily installed for No.32-34 New South Head Road, Vacluse. The proposed Works Zone is to be located on the southern side of Petrarch Avenue from 1 metre north of the prolongation of the common boundary between Nos 34 and 36 New South Head Road in a westerly direction for 12 metres 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 26 weeks from 18th March, 2008 to 18th September, 2008.
 - 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. Unrestricted parking is to be maintained outside of the Works Zone hours of operation.
 - v. 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.
 - vi. The applicant must inform Council's Traffic Engineer when the project is completed and the Works Zone can be removed.

- vii. This Works Zone is in an area zoned as Business Neighbourhood 3(c). The fee payable shall be in accordance with Council's adopted fees and charges applying to the period for which the approval is given, and must be paid prior to the Works Zone being installed. Should the Works Zone be required for a shorter period, application may be made for a pro-rata refund.
 - 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. Should the Works Zone be required for additional hours of operation on any particular day, any amendment will require the approval of the Woollahra Traffic Committee.
- B. That the applicant notifies all residents and businesses whose property frontage is within 50 metres of the Works Zone.
- C. Two 6 metre No Stopping zones must be introduced on the northern side of Petrarch Avenue (across the road from the Works Zone) at either end of the Works Zone to ensure that vehicles can travel unhindered along Petrarch Avenue.
- D. The developer shall provide Council with a dilapidation survey for all of Petrarch Avenue before the project commences and at its completion. Should the second survey indicate that damage has been caused to the Petrarch Avenue road pavement, the developer will be required to repair this road pavement to the satisfaction of Council's Asset Engineer.
- E. The truck size used for this development (not including the floating in of excavators and other large plant) shall be limited to trucks with an individual GVM of 15 tonnes (fully loaded).
- F. That the applicant be requested to investigate and discuss with Council the shortening of the Works Zone time period in Petrarch Avenue by a combination of utilising "Permit To Stand Plant" for the concrete pours for each level and a Works Zone in New South Head Road for the fit-out stage of each level.

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

Subject: No. 12 Edgecliff Road, Woollahra – Works Zone

Author: Melissa Tranter – Traffic Engineer

File No: 407.G Pt10

Reason for Report: Request for a Works Zone

Decision: Unanimous Support

Recommendation:

- A. That approval be granted for a Works Zone to be temporarily installed for No.12 Edgecliff Road, Woollahra in Tindale Lane. The proposed Works Zone is to be located on the eastern side of Tindale Lane, extending from 2.9 metres north of the southern boundary of the affected property for a distance of 6 metres in a northerly 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 10 weeks from 18th March, 2008 to 27th May, 2008.
 - 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. Unrestricted parking is to be maintained outside of the Works Zone hours of operation.
 - v. 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.
 - vi. The applicant must inform Council's Traffic Engineer when the project is completed and the Works Zone can be removed.
 - vii. This Works Zone is in an area zoned as Residential 2(b). The fee payable shall be in accordance with Council's adopted fees and charges applying to the period for which the approval is given, and must be paid prior to the Works Zone being installed. Should the Works Zone be required for a shorter period, application may be made for a pro-rata refund.
 - 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. Should the Works Zone be required for additional hours of operation on any particular day, any amendment will require the approval of the Woollahra Traffic Committee.
- B. That the applicant notifies all residents and businesses whose property frontage is within 50 metres of the Works Zone.

Item No: Y7 Traffic Matters on Local Roads – Recommendation to C&E for Consideration.

Subject: No. 2-22 Knox Street (Short Street), Double Bay – Works Zone

Author: Frank Rotta – Traffic Engineer

File No: 407.G Pt10

Reason for Report: Request for a Works Zone

Decision: Unanimous Support

Recommendation:

- A. That approval be granted for a Works Zone to be temporarily installed for the Cosmopolitan Hotel, at 2-22 Knox Street Double Bay. The proposed Works Zone is to be located on the northern side of Short Street from 28 metres east of the prolongation of the eastern boundary of Bay Street for 25 metres in an easterly direction. This Works Zone will incorporate the currently unused vehicular access to the Cosmopolitan carpark and part of the Loading Zone at this location 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-5.30pm Mon-Fri and 7.00am-1.00pm Sat for a period of 44 weeks from 23 April, 2008 to 23 February, 2009.
 - 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. Unrestricted parking is to be maintained outside of the Works Zone hours of operation.
 - v. 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.
 - vi. The applicant must inform Council's Traffic Engineer when the project is completed and the Works Zone can be removed.
 - vii. This Works Zone is in an area zoned as Business General 3(a). The fee payable shall be in accordance with Council's adopted fees and charges applying to the period for which the approval is given, and must be paid prior to the Works Zone being installed. Should the Works Zone be required for a shorter period, application may be made for a pro-rata refund.
 - 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. Should the Works Zone be required for additional hours of operation on any particular day, any amendment will require the approval of the Woollahra Traffic Committee.
- B. That the applicant notifies all residents and businesses whose property frontage is within 50 metres of the Works Zone.

Item No: Y8 Traffic Matters on Local Roads – Recommendation to C&E for Consideration.

Subject: No. 25 Manning Road, Double Bay – Works Zone

Author: Melissa Tranter – Traffic Engineer

File No: 407.G Pt10

Reason for Report: Request for a Works Zone

Decision: Unanimous Support

Recommendation:

- A. That approval be granted for a Works Zone to be temporarily installed for No.25 Manning Road, Double Bay. The proposed Works Zone is to be located on the western side of Manning Road, extending from 10 metres south of the southern kerblines of Pine Hill Avenue for a distance of 15 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 28 weeks from 17th March, 2008 to 27th September, 2008.
 - 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. The applicant shall submit a Traffic Control Plan prepared by an RTA Accredited Traffic Control Consultant indicating how trucks are to gain access to the site. This plan must be received by Council, prior to works commencing on the site.
 - v. Unrestricted parking is to be maintained outside of the Works Zone hours of operation and the statutory No Stopping restrictions between the Works Zone and Pine Hill Avenue be signposted.

- 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. This Works Zone is in an area zoned as Residential 2(b). The fee payable shall be in accordance with Council's adopted fees and charges applying to the period for which the approval is given, and must be paid prior to the Works Zone being installed. Should the Works Zone be required for a shorter period, application may be made for a pro-rata refund.
 - ix. Failure to comply with any of these conditions may result in the cancellation of the Works Zone at Council's discretion.
 - x. 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.
 - xi. Should the Works Zone be required for additional hours of operation on any particular day, any amendment will require the approval of the Woollahra Traffic Committee.
- B. That the applicant notifies all residents and businesses whose property frontage is within 50 metres of the Works Zone.

Item No: Y9 Traffic Matters on Local Roads – Recommendation to C&E for Consideration.

Subject: **No. 11A SALISBURY ROAD, ROSE BAY – WORKS ZONE**

Author: Frank Rotta – Traffic Engineer

File No: 407.G Pt10

Reason for Report: Request for a Works Zone

Decision: Unanimous Support

Recommendation:

- A. That approval be granted for a Works Zone to be temporarily installed for No.11A Salisbury Road. The proposed Works Zone is to be located on the western side of Salisbury Road, from the prolongation of the common boundary between Nos 11A and 15 Salisbury Road in a northerly direction for 6 metres 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 25 weeks from 24 March, 2008 to 15 August, 2008.
 - 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. Unrestricted parking is to be maintained outside of the Works Zone hours of operation.
 - v. 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.
 - vi. The applicant must inform Council's Traffic Engineer when the project is completed and the Works Zone can be removed.

- vii. This Works Zone is in an area zoned as Residential 2(b). The fee payable shall be in accordance with Council's adopted fees and charges applying to the period for which the approval is given, and must be paid prior to the Works Zone being installed. Should the Works Zone be required for a shorter period, application may be made for a pro-rata refund.
 - 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. Should the Works Zone be required for additional hours of operation on any particular day, any amendment will require the approval of the Woollahra Traffic Committee.
- B. That the applicant notifies all residents and businesses whose property frontage is within 50 metres of the Works Zone.

Item No: Y10 Traffic Matters on Local Roads – Recommendation to C&E for Consideration.

Subject: **Five Ways Streetscape Project – TCP & Signage**

Author: Frank Rotta – Traffic Engineer

File No: 191.Project Pt 2 / T191

Reason for Report: Traffic Committee approval of TCP and signage for Warranty Repairs for recently completed Streetscape Project.

Decision: Unanimous Support

Recommendation:

- A. That the TCP and Signage for Stages 1 & 2 of the Warranty repairs to the Five Ways Streetscape Project as detailed on the Drawing Nos N5173 – DETR – TRAF – 4010 Rev B and N5173 – DETR – TRAF – 4011 Rev B respectively be approved.
- B. That Stages 1 & 2 of these Warranty repairs be carried out on weekends.

Item No: Y11 Traffic Matters on Local Roads – Recommendation to C&E for Consideration.

Subject: **Draft Designs for Grosvenor Street section of Bike Route 3**

Author: Lorna Oliver - Traffic & Transport Planner

File No: 256.G

Reason for Report: Draft designs for consideration of the Traffic Committee

Decision: Unanimous Support

Recommendation:

- A. That the draft plans for Option A (Grosvenor Street, Woollahra) be approved in principle.
 - B. That draft plans for Option A (Grosvenor Street, Woollahra) be placed on Public Exhibition.
 - C. That the traffic signal plan at Edgecliff Road and Grosvenor Street be updated to include the new bicycle facilities.
-

Item No: Y12 Traffic Matters on Local Roads – Recommendation to C&E for Consideration.

Subject: **Draft Designs for Nelson Street - Bike Route 27**

Author: Lorna Oliver - Traffic & Transport Planner

File No: 256.G

Reason for Report: Draft design for consideration of the Traffic Committee

Decision: Unanimous Support

Recommendation:

- A. That the draft plans for Route 27 (Nelson Street, Woollahra) be approved in principle.
 - B. That the draft plans for Route 27 (Nelson Street, Woollahra) be placed on Public Exhibition.
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Item No: Y13 Traffic Matters on Local Roads – Recommendation to C&E for Consideration.

Subject: **Draft Designs for Trelawney Street - Bike Route 29**

Author: Lorna Oliver - Traffic & Transport Planner

File No: 256.G

Reason for Report: Draft design for consideration of the Traffic Committee

Decision: Unanimous Support

Recommendation:

- A. That the draft plans for Route 29 (Trelawney Street, Woollahra) be approved in principle.
- B. That the draft plans for Route 29 (Trelawney Street, Woollahra) be placed on Public Exhibition.
- C. That the traffic signal plan at Ocean Street and Queen Street be updated to include the new bicycle facilities.

Item No: Y14 Traffic Matters on Local Roads – Recommendation to C&E for Consideration.

Subject: **Fernleigh Avenue Reconstruction Project – TCP & Signage**

Author: Frank Rotta – Traffic Engineer

File No: 191.Project Pt 2 / T191

Reason for Report: Traffic Committee approval of TCP and Signage for the Fernleigh Avenue Reconstruction Project.

Decision: Unanimous Support

Recommendation:

- A. That the TCP and Signage for Stages 1, 2 & 3 of the Fernleigh Avenue Reconstruction Project as attached in Annexure 1 be approved subject to:
 - i. All residents on both sides of Fernleigh Avenue, Mitchell Road, Dudley Road, Chamberlain Avenue, Courtenay Road, Ebsworth Road, Spencer Street, Hamilton Street, and Carlisle Street being letterboxed about the proposed closures and the timings for these closures and kept up to date about any changes which occur during the construction works. These notifications must occur at least 7 days before the works commence.
 - ii. All residents of Fernleigh Avenue be given access to and from their properties during each stage of these construction works.
 - iii. Signage relating to No Right Turn from Old South Head Road into Fernleigh Avenue and signage advising traffic diversion via Hamilton Street being placed on Old South Head Road.
 - iv. Approval be sought from the RTA's Traffic Management Centre for all signage to be placed on Old South Head Road.

8. Late Items

Pedestrian Crossing across Gurner Street just north of Cascade Street, Paddington

The Police representative has received requests from a blind person who has problems crossing this pedestrian crossing as vehicles stopping at the Stop sign then encroach on the crossing for better visibility. Once vehicles are on the crossing, her guide dog refuses to cross the road.

There are no alternative solutions to the location of the pedestrian crossings and Stop signs at this location and it is considered that she be advised to cross at other crossings at this intersection to reach her destination.

Draft Report – City East Traffic Study

Clover Moore's representative brought a report, called City East Traffic Study, by the City Of Sydney to the attention of the Committee. The report includes consideration of making Neild Avenue two-way for traffic flow.

The Committee noted the report and the matter will be further investigated by Council Officers.

Superboats – Sunday 9 March, 2008

Sydney Buses representative requested advice on any alteration in traffic arrangements in the Woollahra Municipality due to the Superboat Race on Sunday 9 March, 2008 and also requested that Council Rangers assist in policing the parking restrictions in Vaucluse Road on that day, as additional buses will be using this street in conjunction with this event.

There being no further business, the meeting concluded at 12.10pm.

Warwick Hatton
Chair

Item No: R1 Recommendation to Council
Subject: **Minutes of the Floodplain Risk Management Committee (FPRMC) meeting held on Thursday 14 February 2008 and Recommendations**
Author: Jake Matuzic, Manager – Civil Works
File No: 626.G Committee
Reason for Report: To report on the outcomes of the Floodplain Risk Management Committee meeting, held Thursday, 14 February 2008, and recommend further actions.

Recommendation:

- A. That the minutes of the FPRMC meeting, 14 February 2008, be noted.
- B. That the following Recommendations included in the Minutes of the FPRMC meeting be adopted:
- i. That Council staff finalise the Consultant’s brief incorporating any comments from members of the FPRMC and DECC, and invite quotations for the preparation of the Double Bay Catchment Floodplain Risk Management Study and Plan.
 - ii. That the current membership of the FPRMC continue.
 - iii. That all other recommendations contained in the Minutes to the FPRMC be noted

Summary:

A meeting of the FPRMC was held in the Committee Room of the Council Chambers on Thursday, 14 February 2008. The minutes of the meeting (including the reports presented to the FPRMC) are attached as Annexure 1. The minutes provide an update on various issues related to the Floodplain Management Program.

The Committee received progress reports on the Woollahra Floodplain Management Program, Flood Studies and Floodplain Risk Management Studies for Double Bay, Rose Bay and Rushcutters Bay Catchments as well as reports on The Crescent Vacluse, and Watsons Bay Drainage Study and adopted works programs. A summary of these matters are outlined in the Minutes.

Identification of Income & Expenditure:

Recommendations A, B (i), (ii) and (iii) do not have any direct financial impacts on Council’s adopted budgets.

Jake Matuzic
Manager – Civil Works

Warwick Hatton
Director Technical Services

Annexures:

Minutes of the FPRMC meeting, held Thursday, 14 February 2008, including report presented to the Committee and slides of the presentations.

Floodplain Risk Management Committee Minutes

Thursday, 14 February 2008

Members:

Cr Geoff Rundle (Chairperson)	Woollahra Municipal Council
Cr Wilhelmina Gardner	Woollahra Municipal Council
Ms Maureen Clark	Rose Bay Residents Association
Mr Tony Gregory	Double Bay Residents Association
Mr Adam Dunn	Sydney Water
Mr Bart Foley	Department of Environment & Climate Change
Mr Jost Preis	State Emergency Services

Staff:

Mr Warwick Hatton	Woollahra Municipal Council
Mr Myl Senthilvasan	Woollahra Municipal Council
Mr Jake Matuzic	Woollahra Municipal Council

Consultants:

Mr Richard Dewar	Webb McKeown & Associates Pty Ltd (Rose Bay Catchment Flood Study)
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Apologies

Councillor Julian Martin	Woollahra Municipal Council
Dr Nina Mistilis	The Paddington Society
Dr Ben Goodman	Resident, Cecil Street, Paddington
Ms Kim Edwards	State Emergency Services

Minutes of Previous Meeting

The minutes of the Floodplain Risk Management Committee held in the Committee Room of Council Chambers, Double Bay, on Thursday 14 February, 2008 were confirmed.

Items for Information and Discussion

3.1 Woollahra Floodplain Management Program

A progress report was presented by Mr Myl Senthilvasan summarising the progress of Council's floodplain risk management process.

Grants have been received to progress four of the studies in Council's adopted floodplain risk management plan, however in some instances the grants are not sufficient to complete the individual studies and further application for grants will be made under the 2008/09 program.

Recommendation:

- A. That the information be noted

Recommendation carried by Committee.

3.2 Double Bay Catchment Flood Study & Floodplain Risk Management Study

A report presented by Mr Myl Senthilvasan summarized that:

- The Double Bay Catchment Flood Study is complete
- Copy of Study will be made available to local libraries and posted on Council's website
- Next phase involves completion of Floodplain Risk Management Study and Plan
- Grants received to commence study, but not adequate to complete entire study – Council has reapplied for further grant funds under 2008/09 Program
- Draft consultants' brief for preparation of Study and Plan has been prepared
- Council staff to finalise the brief, incorporating comments from members of the FPRMC and the DECC, then invite quotations from preferred list of consultants.
- Council staff to report back to FPRMC recommending a consultant

Recommendation:

- A. That Council staff finalise the Consultants' brief incorporating any comments from members of the FPRMC and the DECC, and invite quotations for the preparation of the Double Bay Catchment Floodplain Risk Management Study and Plan.

Recommendation carried by Committee.

3.3 Rose Bay Catchment Flood Study and Floodplain Risk Management Study

A report presented by Mr Myl Senthilvasan summarized that:

- The Rose Bay Catchment Flood Study is 90% complete – completed to draft stage
- Presentation by Mr Richard Dewar of Webb McKeown & Associates Pty Ltd on the findings of the Flood Study
- Following meeting of FPRMC, Council staff and DECC will review the draft report
- Comments from FPRMC, Council staff and DECC will be assessed and incorporated into final report and be prepared for public exhibition
- If FPRMC agrees, staff can arrange public exhibition of study as soon as ready – allow public exhibition to occur - results be reported back to next FPRMC meeting of 8 May 2008

Recommendation:

- A. That the draft report be finalised incorporating any comments arising from FPRMC, Council staff and the DECC.
- B. That the Draft Rose Bay Catchment Flood Study be placed for public exhibition for not less than 28 days.
- C. That a further report be prepared addressing any submissions received during the exhibition period.

Recommendation carried by Committee.

3.4 Rushcutters Bay Catchment Flood Study and Floodplain Risk Management Study

A report presented by Mr Myl Senthilvasan summarized that:

- The Rushcutters Bay Catchment Flood Study is complete
- Copy of final report available at local libraries and on Council website
- Next phase is completion of the Floodplain Risk Management Study and Plan
- As per FPRMC recommendation of 8 November 2007, Webb McKeown & Associates Pty Ltd have been commissioned to carry out the study
- Presentation by Mr Richard Dewar of Webb McKeown & Associates Pty Ltd on the progress of the study

Recommendation:

- A. That the information be noted.

Recommendation carried by Committee.

3.5 The Crescent, Vacluse – Drainage Works

A report was presented by Mr Myl Senthilvasan summarising the current status.

As reported at previous meetings, three stage drainage improvement strategy was prepared by Council. The Stage1 works has been tendered for construction. A report on the outcome of this tender will be reported through Council's Corporate and Works Committee on 18 February 2008. We have applied for grant funding in 2008/09 program to fund future stages of the works.

Recommendation:

- A. That the information be noted.

Recommendation carried by Committee.

3.6 Watsons Bay – Drainage Works

A report presented by Mr Myl Senthilvasan summarized that:

- Council has prepared a Drainage Study for the area – recommends a three-stage drainage improvement works to address flooding problems
- Council has completed Stage 1 works (Cliff St drainage)
- Remaining stages awaiting allocation of funds
- Report received from the Department of Defence regarding works completed on their property – staff currently reviewing this report
- Council has sought financial assistance from the owners of upstream land, Department of Defence and Department of Environment to fund future stages of the proposed drainage works - to date no funding received from either department.

Recommendation:

A. That the information be noted

Recommendation carried by Committee.

General Business

4.1 Committee Membership Review - Update

In accordance with Council resolution of 17 December, 2007 advertisements were placed in the Wentworth Courier on 23 and 30 January, 2008 inviting community representatives and individuals to join the FPRMC. No responses were received. Therefore current members are invited to continue to be members of the Floodplain Risk Management Committee.

Recommendation:

A. That the current membership of the FPRMC continue.

4.2 Contributions of Committee Convenor – Mr Myl Senthilvasan

Mr Jake Matuzic noted to the Committee that Myl Senthilvasan is leaving Woollahra Municipal Council. On behalf of the FPRMC, Jake thanked Myl for his contribution and efforts to the FPRMC.

Next Meeting

The next FPRMC meeting is to be held on Thursday 8 May, 2008 at 6.00pm

There being no further business, the meeting concluded at 7.30pm.

Item No: R2 Recommendation to Council
Subject: Organics Collection
Author: Mark Ramsay – Manager Depot and Waste Services
File No: 588.G
Reason for Report: To respond to Councillors request for further information on other options for this service

Recommendation:

A. That \$150,000 be allocated from DWM reserves for the purchase of “kitchen tidy” bins

Background:

At the Community and Environment meeting on Monday 11 February 2008, the committee resolved that:

- A. *That the collection of food and garden organics become a full time service.*
- B. *That, where feasible, the service be expanded into other areas of the municipality.*
- C. *That the Manager – Depot & Waste Services, report on the options available for the service.*
- D. *That consideration of the allocation of funds be deferred until the report in C is tabled*

At this meeting, Neil Thompson of BioBag Australasia Pty Ltd made a presentation to Council in regards to his companies bio-bags and Max Air kitchen tidy bins.

Throughout the 24 months that we have been trialling the organics collection service, we have investigated various options for carrying out this service.

These options include:

- 1. The provision of kitchen tidy bins
- 2. The provision of kitchen tidy bins with bio-degradable bags
- 3. The provision of bio-degradable bags with no kitchen tidy bin
- 4. The provision of kitchen tidy bins and an aerated bio-bin, to replace the normal 240lt green waste bin
- 5. A once weekly collection of organics with a fortnightly collection of the residual waste bin.

As part of these investigations we have contacted various Councils who have also been carrying out trials and have used these methods, used them ourselves, or obtained information from the websites and reports of councils around Australia and in other countries.

The outcome of the investigations into these options are:

1. Kitchen Tidy Bin

Every trial undertaken has found that no matter what else was provided, the provision of a kitchen tidy bin to assist the residents in getting the food scraps from the kitchen to the disposal bin played a major part in the success of the service. Focus groups held during the course of our trial and later discussions with participating residents, have also shown that the provision of these bins played an important role in residents' participation.

2. Bio-degradable bags.

There are various findings on the effectiveness of providing corn starch and other bio-degradable bags. Some trials have found them to be useful in the collection of food scraps and reducing odours and when used properly, can increase the effectiveness of the service.

Other trials have found that people use the bags to hide non-compostable items, therefore increasing contamination levels. Depending on the final treatment site, these bags may also hinder the composting process and reduce the quality of the end product. As many treatment plants sort contamination by hand, identifying compostable bags from non-compostable bags is very difficult and results in many compostable bags being removed and discarded to landfill.

When using compostable bags, residents need to have an adequate supply and an outlet to purchase them from, or they will return to using normal plastic bags. As there are very few retailers who sell them, it falls on Council to provide them to residents. These bags sell for 8 cents per roll of 120. The manufacturers state that trials have shown that each household will use 120 bags in a year. This equates to 3 bags per week (bags are slightly smaller than normal plastic carry bags). Even at this rate, with 29,000 residences, this would result in a recurring annual cost to Council of \$23,200. As stated earlier, unless residents are provided with enough bags to cater for their needs for the entire year, they will resort to using ordinary plastic bags and it is debatable that the provision of 3 bags per week would be enough to adequately cover the needs of most families and that it was more likely that each household would use at least one bag per day. If this were the case, it would result in a recurring annual cost of \$69,600.

The proven effectiveness of using these bags, when used correctly, would result in some of this cost being returned in lower tipping fees, but when other factors, such as contamination rates and the use of non bio-degradable bags are taken into consideration, the actual net benefit is hard to determine.

3. Aerated Bio-Bin

These bins are designed to allow air to pass through the bin and dry out the waste and immediately begin the composting process. With a fortnightly service, this has the effect of reducing the weight of the water within the food scraps, and therefore the tonnages tipped and the associated tipping costs. Trials that we have carried out have shown that the design of these bins causes food scraps and green waste to get caught in the bin and makes emptying and cleaning very difficult. As we provide a weekly service, the amount of water that can be dried from the food scraps is minimal and residents have stated that they prefer to use the plain 240lt bin currently provided.

4. A once weekly collection of organics with a fortnightly collection of the residual waste bin.

Currently we provide a weekly service for the collection of the residual waste bin and the organics bin. Many trials and waste audits, have proven that if the organics collection service is used properly, the amount of waste discarded in the residual bin is reduced by 40 - 45%. This allows for the weekly collection of the residual bin to be moved to a fortnightly collection. Trials have also proven that providing a fortnightly residual bin collection is a useful tool to enhance residents participation in using the organics service.

Whilst this may be the case, the reduction of the level of services provided to our residents is not advocated until the organics service has been in place for some time and further assessments can be made on its impact.

Conclusion:

The trial method of using our existing 240lt organics bin and providing residents with a one off kitchen tidy bin, at a cost of \$160,000, which must be provided whether we use bio-degradable bags or not, is considered to be the most cost effective and efficient method for the long term provision of an effective service within our Municipality.

Mark Ramsay
Manager – Depot & Waste Services

Warwick Hatton
Director -Technical Services

Item No: R3 Recommendation to Council
Subject: **Gap Park Masterplan**
Author: David Sheils – Manager Public Open Space
Rod Ward - Public Open Space Project Manager
File No: 190.G
Reason for Report: To respond to the submissions received from the exhibition of the draft Gap Park Masterplan and recommend that the Plan be adopted by Council.

Recommendation:

- A. That Council adopt the Gap Park Masterplan (Annexure 1), with the following amendments:
- i. A drinking fountain be installed adjacent to ‘The Gap’ entrance.
 - ii. The informal path used by bushcare staff and volunteers adjacent to St Peter’s Church be identified for improvement.
- B. That the Mayor write to the relevant Federal and State Government Ministers seeking substantial funding assistance for the works outlined in the Masterplan in the interest of reducing acts of self harm and in recognition of the site being one of Sydney’s most popular tourist destinations.

Background:

The Community and Environment Committee, at its meeting of 12 November 2007, considered a report (Annexure 2) and supporting presentation by staff and Landscape Architect, Glenn Berrill. The Committee, subsequently, resolved:

- “A. *That the draft Gap Park Masterplan be placed on public exhibition commencing 21 November and submissions closing 19 December 2007.*”
- B. *That following the submission period a report be presented to Council for consideration.*”

Consultation:

In the preparation of the Gap Park Masterplan, prior to seeking submissions, extensive investigation and consultation was undertaken to assess social, indigenous, ecological and recreational issues that affect the park and its users. This included meetings with Council’s Community Safety Committee, conducting a self-harm minimisation workshop, a community workshop, distribution of a local resident questionnaire and on-site interviews.

During the Masterplan exhibition period, the Plan was made available through the Watsons Bay Library, a display at the Council’s Customer Service Centre, website and the Wentworth Courier. Signage advising of the exhibition was also placed at the southern and northern entries into the park.

In the week prior to the Plan’s exhibition period, tragically, Channel Ten newsreader, Charmaine Dragun, took her life at The Gap. This event was much publicised and The Gap Masterplan proposal, particularly our recommendations for self-harm minimisation, received mainstream media coverage.

Submissions received

We received 15 written submissions (Annexure 3) arising from the exhibition period. The majority of submissions were broadly supportive of the Plan's recommendations, including those from Rose Bay Police and The Watsons Bay Residents' Group. A summary table outlining the issues raised in each submission is provided in Annexure 4. We also received verbal support for the Plan from a Lifeline representative.

Some submissions also raised issues and concerns. The main issues are outlined below and our response to each provided.

- *The proposed shared access link is opposed because it would create a hazardous situation for pedestrians, particularly for the families with young children who frequent the area.*

The proposed shared access path is an alternative access path to the existing and more popular pathway available along the coastal route.

To minimise potential conflict between pedestrians and cyclists using the new path, it is proposed to define walking and cycle lanes with pavement treatment and/or signage and install chicanes to manage cycle speeds. The pathway also enjoys excellent sightlines for pedestrians and cyclists to further reduce any potential conflict. It is also acknowledged that the existing coastal path will continue to be the most popular and preferred pathway for pedestrians.

The proposed path will also provide a wheelchair accessible path along the tramline to the former tram stop and then onto the southern end of The Gap viewing area. This pathway will also permit opportunities to interpret the former tram line through the park.

Most urban transport strategies in Australia and overseas include the desire to increase walking, cycling and public transport and reduce reliance on the private car. Paths and footways are essential in the transport network in supporting walking and cycling activities. Providing a new shared path along the tram alignment assists in providing a sustainable form of transport and community well-being. The pathway is also supported by the Woollahra Bicycle Plan (2000) and the Woollahra Recreational Needs Assessment and Strategy (2006).

Shared pathways operate successfully throughout Sydney and other regional areas, such as the Bay Run, Canada Bay, Botany Bay Foreshore, Cooks River Cycleway, the Louise Savage pathway at Sydney Olympic Park and the Wollongong Coastal Cycleway. They are also provided internationally with extensive systems throughout Europe.

The proposal for a shared path received majority support at the Community Workshop held. Providing cyclists an off-road route also removes potential conflict between cyclists and vehicles. Safer cycling opportunities may also reduce the dependence on car travel to Watsons Bay by day trippers.

- *The use of the tramline as a pathway will cause the removal of much of the re-vegetation previously undertaken by Council.*

With the exception of the former tram loop, which has been subject to land fill, the tram line has not been re-vegetated as part of Council's bushcare program. Some of the vegetation comprising Coastal Tea-tree *Leptospermum laevigatum* arising from the 1980 plantings and self-sown Sweet Pittosporum *Pittosporum undulatum*, located adjacent to the tramline corridor would be required to be trimmed. The Coastal Tee-tree specimens are senescent and are being progressively replaced as part of the current bushcare works. Whilst the Sweet Pittosporum is a native, it is considered a weed in bushland reserves which are not subject to natural fire events. In Gap Park, Sweet Pittosporum is selectively removed by bushcare staff.

In the last 2 ½ years Council has converted 1,278m² of lawn area into bushland. The Masterplan proposes that an additional 490m² of current lawn area also be developed as bushland.

- *The height of the proposed fence is too high and views will be blocked.*

The height of the proposed fence is the same as the existing fence, being 1300mm, therefore existing views will not be altered.

- *The height of the fence is too low so it will not stop those wanting to self harm –*

The new style of balustrade design to be installed at the key lookout areas to the north and south of the Park, at the main viewing locations, is designed to make climbing over it difficult as it leans towards the viewer and footholds are absent. Notwithstanding this, if the fence is scaled, it is possible to climb back over from the sea-cliff side. Rose Bay Police and mental health experts felt it wasn't necessary to raise the height of the fence as it is recognised that there are those who will self harm regardless of the size of fence.

The fence design is seeking to balance the requirement to provide a positive experience for park visitors to the viewing areas provided, yet deter those who go there considering self harm.

- *Reinstating a picnic area at the southern end of the park is seen as a major negative due to its proximity to residential areas. Residents are concerned that the installation of picnic tables would lead to a significant increase in noise, as well as they may be used at night by rowdy youth and may place additional strain on limited parking.*

Re-establishing an area containing a small number of picnic tables will improve opportunities for the local community to use the area. With the selected thinning of low value shrub plantings, the area will be opened up to provide a more open and accessible area, with greater casual surveillance capacity to deter antisocial behaviour. It will encourage use for activities such as picnics or taking in the favorable views across Sydney Harbour and the CBD. It is intended to also provide interpretative signage regarding local history, flora and fauna.

- *Concerns are expressed over the removal of vegetation in this area as it is claimed that the vegetation harbours native bird life and possums and provides an attractive bushland setting.*

The land was subject to land filling in the 1970's and then planted up with native shrubs of limited species typical of that era. It is now regarded by our bush regeneration staff and consultant ecologists as being of low ecological value vegetation. Whilst the vegetation may provide some habitat for birds, the low-level nature of the plantings suggests it is unlikely to provide habitat for possums or other fauna. It is intended to selectively thin low value shrub plantings, and retain tree plantings. It is intended to plant higher value species to provide a more diverse and endemic plant ecology. Much of the planting proposed to be removed to facilitate the picnic area and improve views consist of the original shrub plantings which are in decline. Overall there will be a net gain of over 100m² of bushland created from the expansion of existing vegetated areas.

- *The limited lighting of the coastal pathway. It was requested that Council consider lighting the entire length of the pathway in a bid to dissuade those considering self harm behaviour.*

In consideration of the lighting of the park it was decided appropriate to only light the two main viewing areas. This is due to many factors as follows:

- Advice we have received from Police and psychologists suggest that this will offer little deterrent to those who are determined to self-harm. Approximately an equal number of self harm incidents occur during the day and night.
 - Lighting can attract anti-social behaviour into an area creating the potential for problems such as drunkenness, vandalism, assault, theft, etc. The two areas proposed to be lit will have CCTV coverage and can be seen from adjacent streets to deter anti-social behaviour.
 - The proposed low level lighting of the northern and southern viewing areas will also have CCTV coverage to allow Police to maintain night-time surveillance of those entering and leaving the park and give the ability to assess suspicious behaviour on a real time basis.
 - Lighting the park may contravene the Watsons Bay Heritage DCP where it states as a principle for Public Domain areas "Lighting standard should not extend above the adjacent tree line, nor the line of the cliffs, when viewed from the harbour." To install lighting through the park would undermine this principle.
- *The plantings near the Grieve Memorial are becoming too tall and obscure the view along the sea cliffs for adjacent residents who on occasion, identify people apparently bent on self harm, who climb over the cliff top fence.*

The planting in this area is proposed to be kept low to allow casual surveillance by residents, Police and others to deter anti-social behaviour and acts of self harm.

Identification of Income & Expenditure:

The development of the Gap Park Masterplan is funded in the 2007/08 budget by an allocation of \$25,000, with an additional \$31,000 grant from the NSW Department of Planning. We also have \$20,000 allocated to commence the restoration of the Dunbar Anchor. Following Council's adoption of the Masterplan for the site, funding recommendations for components of the project will be provided as part of the draft 2008/09 budget deliberations.

It most likely not feasible to immediately secure sufficient funding to undertake all works recommended in the Plan, estimated to exceed \$2.1 Million. Where funds are limited, the opportunity exists to undertake works in stages as funds becomes available and subject to Council approval. Funding assistance may also be obtained from other government agencies.

We have received preliminary opinion of probable cost prepared by TBLD in Table 1, for the various components of the project as follows.

Table 1. PRELIMINARY OPINION OF PROBABLE COST

Please note:

1. This preliminary opinion of probable cost has been prepared for planning purposes.

No.	Description	Qty	Item	Rate	TOTAL
1.0	GENERAL				
	<i>North & south entries, and other works areas as required.</i>				
1.1	Site establishment and preliminaries	3	Item	\$2,500	\$7,500
1.2	Installation of temporary chain link mesh fencing to perimeter of work areas for the period of contract works	3	Item	\$3,000	\$9,000
	Subtotal to General				\$16,500
2.0	"THE GAP" MAIN ENTRY AND VIEWING AREA				
	<i>Including all materials and labour, as required.</i>				
2.1	Earthworks including vegetation spray and removal off site, cut and fill (inc. rock-breaking) to achieve surface levels, as required	1	Item	\$5,000	\$5,000
2.2	Demolish existing steps and ramps to viewing area	1	Item	\$5,000	\$5,000
2.3	Max. 500mm high curved sandstone walls to street frontage, sides of new steps and front of new 1:6 entry ramp (inc. footings and light housings)	66	lin.m	\$800	\$52,800
2.4	Sandstone steps inc. concrete base and tactiles, as required	1	Item	\$40,000	\$40,000
2.5	Stainless steel railing to sides of new steps (inc. all fixings)	23	lin.m	\$500	\$11,500
2.6	Drainage to back of walls, as required	1	Item	\$2,000	\$2,000
2.7	Wall mounted lighting to street frontage, sides of new steps, and front of new 1:6 entry ramp (inc. higher intensity lighting areas)	20	No.	\$500	\$10,000
2.8	2.5m wide concrete with exposed agg. finish to proposed 1:6 ramp and all-ability path along former tram alignment (up to former tram stop)	358	m2	\$100	\$35,800
2.9	Restoration and preservation of historic concrete paving from former tram stop to The Gap viewing area (inc. former tram stop)	1	Item	\$5,000	\$5,000
2.10	Paving to street edge to be included in streetscape upgrade				
2.11	Bench seating to The Gap viewing area	6	Item	\$2,500	\$15,000
2.12	Feature arrival planting (inc. tubestock at 6 per m2, mulch and timber edging as required)	200	m2	\$60	\$12,000
	Subtotal to "The Gap" Main Entry and Viewing Area				\$194,100

3.0 "JACOB'S LADDER" MAIN ENTRY AND LOOKOUT AREA					
<i>Including all materials and labour, as required.</i>					
3.1	Earthworks including vegetation spray and removal off site, cut and fill to achieve surface levels, as required	1	Item	\$5,000	\$5,000
3.2	Max. 500mm high curved sandstone walls to back of lookout area (inc. footings and light housings)	20	lin.m	\$800	\$16,000
3.3	Drainage to back of walls, as required	1	Item	\$2,000	\$2,000
3.4	Coloured concrete paving to extension of lookout area	10	m2	\$100	\$1,000
3.5	Seating on new concrete wall incl. armrests, backrests, ss brackets, light housings and grill, cables, fixings and strip LED lighting (estimate only, subject to detailed design)	20	lin.m	\$1,500	\$30,000
3.6	Realign former railing to edge of viewing area	10	lin.m	\$500	\$5,000
3.7	Feature arrival infill planting (inc. tubestock infill to existing plantings at 2 per m2, mulch and timber edging as required)	553	m2	\$30	\$16,590
3.8	Feature arrival planting (inc. tubestock at 6 per m2, mulch and timber edging as required)	300	m2	\$60	\$18,000
Subtotal to "Jacob's Ladder" Main Entry and Lookout Area					\$93,590

4.0 LITTORAL RAINFOREST GULLY LANDSCAPE WORKS					
<i>Including all materials, installation and labour, as required.</i>					
4.1	Upgrade existing access pathways within rainforest gully, inc. new rest areas, repaving and balustrade, as required	1	Item	\$50,000	\$50,000
Subtotal to Littoral Rainforest Gully Landscape Works					\$50,000

5.0 "GUNYAH" LANDSCAPE WORKS					
<i>Including all materials, installation and labour, as required.</i>					
5.1	Upgrade of existing landscape adjacent to "Gunyah" building, inc. firebreak vegetation removal, turfing and seating, as required	1	Item	\$10,000	\$10,000
5.2	Gunyah memorial tree planting area for community use	1	Item	\$500	\$500
Subtotal to "Gunyah" Landscape Works					\$10,500

6.0 DRAINAGE					
<i>Including all trenching, excavations, materials, fittings, fixings and labour as per the drawings.</i>					
6.1	Drainage pits, trenches, and ag-lines, as required	1	Item	\$5,000	\$5,000
Subtotal to Drainage					\$5,000

7.0 SHARED PATH					
<i>Including all materials, installation and labour, as required.</i>					
7.1	Earthworks, including vegetation spray and removal off site, cut and fill to achieve surface levels, as required	1	Item	\$20,000	\$20,000
7.2	Drainage pits, trenches and ag-lines, as required	1	Item	\$5,000	\$5,000
7.3	Shared pathway 2.5m wide concrete with exposed aggregate finish, \$100 per m2 rate	1,200	m2	\$100	\$120,000
7.4	Shared pathway 2.5m wide timber boardwalk	50	lin.m	\$1,500	\$75,000
7.5	Lane markings	480	lin.m	\$5	\$2,400
7.6	Speed calming chicanes	4	No.	\$1,500	\$6,000
7.7	Timber post and rail fencing for steep area adjacent to sandstone cutting	300	lin.m	\$200	\$60,000
Subtotal to Shared Path					\$288,400

8.0 COASTAL PATH					
<i>Including all materials, installation and labour, as required.</i>					
8.1	Improve coastal path condition (inc. levelling & repairs, as required)	1	Item	\$10,000	\$10,000
8.2	Seats : 2000 x 500 x 450mm high Class 1 hardwood seat bases and fixings	6	No.	\$2,000	\$12,000
Subtotal to Coastal Path					\$22,000

9.0 SIGNAGE					
<i>Including all materials, installation and labour, as required.</i>					
9.1	Directional signage to local destinations and safety telephones (estimate only, subject to detailed design)	1	Item	\$5,000	\$5,000
9.2	Interpretive signage inc. research, graphic design and production (estimate only, subject to detailed design)	1	Item	\$50,000	\$50,000
Subtotal to Signage					\$55,000

10.0 SCULPTURAL / MEMORIAL					
<i>Including all materials, installation and labour, as required.</i>					
10.1	James Johnson memorial sculpture (subject to detailed design)	1	Item	\$100,000	\$100,000
10.2	Camera obscura interpretation (subject to detailed design)	1	Item	\$50,000	\$50,000
Subtotal to Sculptural/Memorial					\$150,000

11.0 DUNBAR ANCHOR					
<i>Including all materials, installation and labour, as required.</i>					
11.1	Removal off site, restoration, reinstallation, interpretation and protection	1	Item	\$170,000	\$170,000
Subtotal to Dunbar Anchor					\$170,000

12.0 HERITAGE PROTECTION					
<i>Including all materials, installation and labour, as required.</i>					
12.1	Former gun emplacements protection and restoration	2	Item	\$40,000	\$80,000
12.2	Grieve memorial restoration (subject to detailed design)	1	Item	\$50,000	\$50,000
12.3	Protect heritage fabric and historic artefacts found on site (subject to detailed design)	1	Item		TBC
Subtotal to Heritage Protection					\$130,000

13.0 FURNITURE					
<i>Including all materials, installation and labour, as required.</i>					
13.1	Picnic tables : 1800 x 1500 x 750mm high Class 1 hardwood tabletop, 450mm high seat bases and fixings	6	No.	\$3,000	\$18,000
13.2	Seats : 2000 x 500 x 450mm high Class 1 hardwood seat bases and fixings	6	No.	\$2,000	\$12,000
13.3	Bins to be included in streetscape upgrade				
13.4	Bike parking racks to be included in streetscape upgrade				
Subtotal to Furniture					\$30,000

14.0 VEGETATION					
<i>Including all soil preparation, plant material and labour as per drawings.</i>					
14.1	Grassing, incl. subgrade preparation, supply and spread site topsoil, hydro-seeding and minor weed control	2,500	m2	\$5.00	\$12,500
14.2	Indigenous planting (inc. tubestock at 6 per m2, mulch and timber edging as required. Works to be done by Council)				
14.3	Selective vegetation trimming to paths, as required. Works to be done by Council				
Subtotal to Vegetation					\$12,500

15.0 SELF HARM MINIMISATION STRATEGIES					
"The Gap" Main Entry and Viewing Area					
15.1	Lighting bollards and cabling to new 1:6 ramp and safety telephone	5	Item	\$1,500	\$7,500
15.2	Seating on existing concrete wall, incl. armrests, backrests, ss brackets, light housings and grill, cables, fixings and strip LED lighting (estimate only, subject to detailed design)	82	lin.m	\$1,500	\$123,000
15.3	Railing to The Gap viewing area, inc. ss blades, mountings, verticals, mesh, brackets, base plate, fixings and timber handrail (estimate only, subject to detailed design)	86	lin.m	\$2,500	\$215,000
15.4	CCTV and safety telephone (inc. supply, installation, all connections and testing, as required).	1	Item	\$45,000	\$45,000
15.5	Underground ADSL and power supply, connections, pits, meter installation, and transformers, as required, to lighting CCTV and safety telephone	1	Item	\$20,000	\$20,000
15.6	CCTV monitoring by Rose Bay Police Station	1	Item		TBC
"Jacob's Ladder" Main Entry and Lookout Area					
15.7	Lighting bollards and cabling to new 1:6 ramp and safety telephone	8	Item	\$1,500	\$12,000
15.8	Railing to Jacob's Ladder lookout area inc. ss blades, mountings, verticals, mesh, brackets, base plate, fixings and timber handrail (estimate only, subject to detailed design)	20	lin.m	\$2,500	\$50,000

15.9	CCTV and safety telephone (inc. supply, installation, meters, all connections and testing, as required).	1	Item	\$35,000	\$35,000
15.10	Underground ADSL and power supply, connections, pits, meter installation and transformers, as required, to lighting CCTV and safety telephone	1	Item	\$30,000	\$30,000
15.11	CCTV monitoring by Rose Bay police station	1	Item		TBC
Subtotal to Self Harm Minimisation Strategies					\$537,500

SUBTOTAL (EX GST)		\$1,765,090
INVESTIGATION, DESIGN AND DETAILED DOCUMENTATION 10%		\$176,509
Contingencies 10% (construction works only)		\$176,509
TOTAL PRELIM. OPINION OF PROBABLE COST INC. CONTINGENCIES (EX GST)		\$2,118,108

Funding priorities

1. Works associated with reducing acts of self-harm

The consultation process emphasised the immediate need to address the high incidence of self-harm at The Gap. The desire to reduce acts of self-harm is strongly supported throughout the broader community and several grant programs are available to fund works such as lighting, new fencing, installation of safety phone and CCTV. We estimate the cost to fund these works to be \$537,500 (see Table 1 - 15.0 Self Harm Minimisation).

We believe these works are also more readily able to receive funding contributions.

2. Works associated with improving the two main Park entries and viewing areas

Many submissions supported the proposal to improve the treatment of the main viewing areas with the addition of seating, new pavement and lighting. When considering the high level of visitation at these sites, the proposed upgrading works would provide real and immediate benefits to park users. We estimate these works to be \$287,690 (see Table 1 – 2.0 and 3.0).

It is logical for the self harm strategies and entry treatments to be undertaken in conjunction to minimise disruption to park visitors and ensure cost saving associated with construction setup and project management. Other works as outlined in the Masterplan may also be considered for funding from Council and external sources in future budgets.

Funding assistance

The NSW Government provides funding programs for regionally significant projects such as proposed at Gap Park, being the Sharing Sydney Harbour Access Program and the Sydney Metropolitan Greenspace Program, which contributed to the cost of preparing this Masterplan. Both these programs are on a dollar for dollar basis. However, the level of funding from these programs, if successful, is generally limited to less than \$100,000, which is insignificant when considering the scale of costs required to complete these works.

We also propose to make submissions to the NSW Police and the Federal and State Health Departments for financial contributions towards implementing the self-harm minimising strategies identified in the Plan. The cost of implementing these strategies is estimated to be \$540,000. The Australian Government Attorney General's Department manages a National Community Crime Prevention Program, which contributes funding to projects identified in a Council's Crime Prevention Plan. Council Crime Prevention Plan identifies opportunities to address sites such as Gap Park and we will seek a substantial contribution from the Federal Government under.

The NSW Heritage Office provides small grants (up to \$30,000) for projects associated with the protection and interpretation of heritage items. Eligible components of this Masterplan include restoration and protection of the Dunbar Anchor, interpretation of the Dunbar Wreck, tramline and gun emplacements.

No funding programs are available from either state or federal tourism bodies for 'on-ground' works at tourist destination sites. Funding provided by these bodies is almost exclusively directed to promotion and marketing.

Conclusion:

The Masterplan provides opportunities to improve the existing infrastructure; the recreational activities offered to the local community and enhance the historical associations inherent in the park. The Plan also integrates with adjoining plans for future improvements to Military Road and the major upgrade to Robertson Park. A report is currently being prepared for Council's consideration in April regarding bus management in the immediate area of Gap Park.

The Masterplan actively addresses the most pressing issue of self harm with a range of proposals that will seek to deter and offer assistance to those contemplating self harm using a mix of modern technology and better design. Throughout the development of the Masterplan the issues related to self harm were most evident and attracted much public interest. It has generally been acknowledged Police and mental health experts that the strategies proposed in this Plan will not stop all future self harm incidents, rather, it is hoped that the number may decline as those seeking help are provided the opportunity to do so. We therefore proposed that as self harm minimisation strategies are introduced, Council staff continue to liaise with Police and mental health experts to measure the impact the works may have on self harm cases and where necessary consider possible alternative actions. We could also consider extending some strategies such as emergency phone installation along other sections of the coast line where self harm incidents are known to occur such as Lighthouse Reserve.

The Masterplan also seeks to embellish the fabric of the park by delicately enhancing and peeling the layers of history open for the community and visitors to discover and enjoy whilst protecting the urban bushland environment and the coastal and harbour views that have made it famous.

The adoption of the Gap Park Masterplan will provide an important framework to provide a number of significant improvements to the park to address social, environmental and access issues that affect the Park. Gap Park is considered to be the second most visited tourist destination in Sydney, but it is also needs to be a park for the local community to enjoy.

David Sheils
Manager Public Open Space

Warwick Hatton
Director Technical Services

Rod Ward
Public Open Space Project Manager

ANNEXURES:

1. Gap Park Masterplan.
2. Community and Environment Committee report of 12 November 2007.
3. Submissions received.
4. Detailed submissions table.