



Community & Environment Committee

Agenda: *Community & Environment Committee*

Date: *Monday 8 March 2004*

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:

8 Councillors

Quorum:

The quorum for a Committee meeting is 5 Councillors.

WOOLLAHRA MUNICIPAL COUNCIL

Notice of Meeting

4 March 2004

To: The Mayor, Councillor John Comino, ex-officio
Councillor S van Vegchel (Chair)
K Berry
K Huxley
S Kent
A Petrie
G Rundle
F Sinclair King
R Watson

Dear Councillors

Community & Environment Committee Meeting – 8 March 2004

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 8 March 2004 at 6.00pm.**

Gary James
General Manager

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 23 February 2004	1
D2	Woollahra Traffic Committee Minutes – 2 March 2004	2
D3	Watsons Bay Baths – 149G Part 9	11
D4	Girls' Sports Update – 119.G	15
D5	Walking Bus Pilot Project – 1041.G CSC	18
D6	Minutes of the Environmental Levy Community Reference Group Meeting Tuesday 3 February 2004	21

Item No: D1 Delegated to Committee

Subject: **CONFIRMATION OF MINUTES OF MEETING HELD ON 23
FEBRUARY 2004**

Author: Les Windle, Manager - Governance

File No: See Council Minutes

Reason for Report: The Minutes of the Meeting of Monday 23 February 2004 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 23 February 2004 be taken as read and confirmed.

Les Windle
Manager - Governance

Item No: D2 Delegated to Committee
Subject: WOOLLAHRA TRAFFIC COMMITTEE MINUTES 2 MARCH 2004
Author: John Stephens, Team Leader – Traffic & Transport
File No: See Traffic Committee Minutes
Reason for Report: For the Committee to consider the item requiring the decision of the Committee.

Recommendation:

THAT the Recommendations of the Traffic Committee meeting held on Tuesday 2 March 2004, Section 7, Items Y1 to Y4, including Late Items Y5 to Y8 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 Chambers, Double Bay on Tuesday 2 March 2004, at 10.00am.

1. Attendances

Committee Members:

Present:	Mr W Hatton (Chairman)	(Woollahra Municipal Council)
	Mr Francois La Rue	(Roads and Traffic Authority)
	Sen Const S McKenna	(Rose Bay Police)
	Mr R Caldwell	(Peter Debnam MP representative)
	Mrs R Attuell	(Clover Moore MP representative)

Staff:	Mr J Stephens	(Woollahra Municipal Council)
	Mr G Yonge	(Woollahra Municipal Council)

<u>Also in Attendance:</u>	Mr E Yeung	(Sydney Buses)
	Mr R Balkin	(Wingadal Place – Item Y3)
	Mr M James	(Wingadal Place – Item Y3)
	Mrs M Clark	(Rose Bay Residents’ Association Inc)
	Mr J McDonagh	(Harbour-View Park Residents Group)

Apologies:	Mr Dean Russell	(Roads and Traffic Authority)
	Sgt G Thompson	(Rose Bay Police)

2. Minutes of Previous Meeting

The minutes of the meeting No.01/04 held in Council Chambers, Double Bay on Tuesday 3 February 2004 were confirmed.

3. Matters Arising from Minutes of Previous Meetings

Nil.

4. Extraordinary Meetings

Nil.

5. Late Item/Correspondence

- A submission from Mrs M Balkin for Item Y3 was tabled.
 - A request from Kim O'Connor for a Disabled Parking Space in Dalley Avenue, Vaucluse.
 - Mrs Clark, Rose Bay Residents' Association Inc, spoke to the Committee about the concerns of Rose Bay residents regarding transport, traffic and parking conditions in their area.
-

6. SEPP11 Development Referrals for Assessment

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: Gareth Yonge – Traffic Engineer

File No: (Refer to Table 1)

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

Recommendation:

THAT the recommendations of Items Y1-1 to Y1-7 inclusive contained in Annexure 1 be adopted.

Item Y1-1 : 36 Stafford Street, Paddington – Disabled Parking

THAT:

1. A 'Disabled Parking Only' zone not be installed outside 36 Stafford Street, Paddington.
 2. The existing 'No Standing' zone between 36 Stafford Street and Stafford Lane be upgraded to a 'No Parking' zone.
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3. The applicant be advised that the new 'No Parking' zone can be utilised by vehicles picking up and dropping him off, for short term (2 minute) parking and a vehicle displaying a valid Mobility Permit is exempt to the 2 Hour parking restrictions.

Item Y1-2 : Flinton Street, Paddington – No Parking

THAT a kerb blister and appropriate street planting be extended from the existing street tree and blister to the corner outside 28 Flinton Street from both sides to prevent parking in this area.

Item Y1-3 : Newcastle Street, Rose Bay – Commercial Parking

THAT:

1. The existing '1P, 8.30am-6pm, Mon-Fri, 8.30am-12.30pm Sat' restriction be extended 15 metres to the north.
2. The 'No Standing' restrictions on Newcastle Street at the corner of New South Head Road be upgraded to 'No Stopping'.

Item Y1-4 : 770 New South Head Road, Rose Bay – 'No Stopping'

THAT the applicant be advised that Council can extend the existing 'No Stopping' restriction on the western corner of New South Head Road and Dumaresq Road, 3 metres to the west to the eastern edge of the driveway to 770 New South Head Road at her expense or wait several months for the RTA to undertake the work.

Item Y1-5 : South Avenue, Double Bay – 'No Stopping'

THAT the existing 'No Standing' restrictions around the intersection of South Avenue and Cooper Street, Double Bay be upgraded to 'No Stopping' restrictions.

Item Y1-6 : Edgecliff Road, Edgecliff – 'No Parking'

THAT:

1. A 6 metre long 'No Parking' zone be installed across the driveway to 432 Edgecliff Road, Edgecliff.
2. The applicant be charged for the installation of the signs.
3. The existing 'No Standing' signs across driveways be upgraded to 'No Parking'

Item Y1-7 : Vickery Avenue, Rose Bay

THAT:

1. 16 metres of '2P' restricted parking be installed on the west side of Vickery Avenue, 77.5 metres north of New South Head Road.
2. 29 metres of '2P' restricted parking be installed on the east side of Vickery Avenue, 27.3 metres north of New South Head Road.

3. The feasibility of relocating some of the existing 'No Parking' restriction on the east side of Vickery Avenue to maintain views from the Club over the water be investigated as part of the separate review of parking regulation in Lyne Park.

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

Subject: **WALLIS STREET, WOOLLAHRA – RESIDENTS PARKING**

Author: Gareth Yonge – Traffic Engineer

File No: 482

Reason for Report: Parking issues in Wallis Street, between Ocean Street and Edgecliff Road, Woollahra.

Recommendation:

THAT

1. The following parking restrictions be installed in Wallis Street, between Ocean Street and Edgecliff Road, and in Woods Avenue:
2. The residents who responded to the survey be advised of the changes to the proposed extension to the Residents Parking Scheme and the reasons.

Wallis Street, north side

1. Install an 18 metre '1/2P, 8am-6pm, Mon-Fri ARVE' zone on the northern side of Wallis Street west of the existing 1 hour zone west of Woods Avenue.
2. Install a 34 metre '1/4P, 8.30am-9.30am, 2.30pm-3.30pm, School Days Only' zone on the northern side of Wallis Street east of the existing 1 hour zone east of Woods Avenue.
3. Install a 17 metre '1P, 8.00am-6.00pm, Mon-Fri ARVE' zone on the northern side of Wallis Street, immediately west of the 'No Stopping' zone at Edgecliff Road.

Wallis Street, south side

4. Install an 80 metre '4P, 8am-6pm, Mon-Fri' zone on the southern side of Wallis Street between Nelson Street and Woods Avenue. This zone is not Residents Exceeded.
5. Install a 21 metre '1P, 8am-6pm, Mon-Fri ARVE' zone on the southern side of Wallis Street east of Nelson Street.

Woods Avenue

6. Extend the '1P, 8am-6pm, Mon-Fri ARVE' zone on the east side of Woods Avenue for a distance of 22 metres to the south.

Nelson Street

7. Install a 6 metre 'Disabled Parking' zone for the Sir Moses Montefiore Jewish Home on the east side of Nelson Street, 10 metres north of Wallis Street. This is currently unrestricted parking.

General

8. Install 'No Stopping' R5-400 signs on Wallis Street, 10 metres from the corners of Edgecliff Road.
9. Replace 'No Standing' with 'No Stopping' R5-400 (L) and (R) signs on the southern side of Wallis Street either side of Wallis Lane.

10. Install 'No Stopping' R5-400 signs around the corners of the intersection of Wallis Street and Nelson Street.
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Item No: Y3 Traffic Matters on Local Roads – Recommendation to C&E for Consideration

Subject: WINGADAL PLACE, POINT PIPER – WORKS ZONE

Author: Gareth Yonge - Traffic Engineer

File No: 45.G 03

Reason for Report: Works Zone application received from Infinity Constructions associated with the site at 2 Wingadal Place, Point Piper.

Recommendation:

1. THAT the existing Works Zone installed on the western side of Wolseley Road, Point Piper, south of Wingadal Place, associated with the site at 2 Wingadal Place be amended as follows:
 - a) The Works Zone length is to be reduced on the western side of Wolseley Road and extend from a point 2 metres south of the southern side of the driveway of 62 Wolseley Road, for a distance of 12 metres to the south.
 - b) The operational time period of the Works Zone is to be extended to 7.00am-5.30pm Mon-Fri and 7.00am-1.00pm Sat, until the expiry of the current Works Zone.
 - c) The applicant must ensure that the traffic lanes and driveways adjacent to the Works Zone remain free of obstruction at all times during the construction.
 - d) The applicant must provide licensed Traffic Controllers when the Works Zone is being used by large vehicles to manage traffic circulation and in particular to assist any motorist accessing the driveway of No.62 Wolseley Road.
 - e) The applicant is to provide details of the traffic control to be provided when cranes, concrete pumps and other machinery are standing in Wolseley Road.
 - f) The applicant is to inform Council's Traffic Engineer when the project is completed and the Works Zone can be removed.
 - g) Failure to comply with any of these conditions may result in the cancellation of the Works Zone at Council's determination.

The developer should be advised that:

- 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.
- Should the Works Zone be required for additional hours of operation, any amendment will require the approval of the Woollahra Traffic Committee.

2. THAT the applicant notifies all adjacent residents and business owners by a letterbox drop of the conditions of the Works Zone.

3. THAT a 'No Parking 7.00am-5.30pm Mon-Fri, 7.00am-1.00pm Sat' zone be installed on both sides of Wingadal Place for the duration of the construction period.
4. THAT a 'No Stopping' zone be placed from the northern end of the proposed Works Zone to the corner of Wolseley Road and Wingadal Place for the duration of the construction period.
5. THAT a report be brought back to the next meeting of the Traffic Committee concerning the possible widening of Wingadal Place in consultation with Infinity Constructions for the purpose of relocating the Works Zone into Wingadal Place.

Item No: Y4 Traffic Matters on Local Roads – Recommendation to C&E for Consideration
Subject: **WOLSELEY ROAD, POINT PIPER – PARKING RESTRICTIONS**
Author: John Stephens –Team Leader, Traffic and Transport
File No: T503
Reason for Report: Correspondence received from residents of Wolseley Road concerned about the removal of on-street parking spaces.

Recommendation:

THAT:

1. No action be taken to remove the existing 'No Stopping' restrictions on the north side of Wolseley Road between Wolseley Crescent and number 154 Wolseley Road.
2. The residents who wrote to Council objecting to the provision of the subject signs be advised of the reasons for retaining the subject signs.

Late Items

Y5 DALLEY AVENUE, VAUCLUSE

File 122.

In a letter dated 28 February 2004, Ms O'Connor requested on behalf of her mother for the installation of a disabled parking space outside her mother's property in Dalley Avenue, Vacluse.

Recommendation:

THAT the installation of a disabled parking space in Dalley Avenue, Vacluse be investigated and a report be forwarded to the Committee members for their consideration.

Y6 LYNE PARK, KENT ROAD, ELANORA STREET, ILUKA STREET, MANION AVENUE, ROSE BAY

File 195.G Pt 15

Mrs Clark expressed the concerns of Rose Bay residents over the influx of commuter parking around the area, especially around Lyne Park and Elanora Street, Iluka Street and Manion Avenue. There were also concerns that metered parking being introduced to Lyne Park would add to the commuter traffic parking in surrounding streets.

The Committee noted that Council had previously considered parking arrangements in Lyne Park, and recently resolved to install ticket parking meters for car and trailer parking. The issue of commuter parking was deferred for a further report.

Council is also intending to survey the nearby affected residents, once the ferry service returns to the Double Bay Wharf, with the view to extending the resident parking scheme in the local streets.

Recommendation:

THAT Mrs Clark's comments be considered as part of the investigation of parking conditions for Lyne Park and the nearby local streets.

Y7 BUS SERVICES

File 261.G Pt5

Mrs Clarke expressed the concerns of the Rose Bay residents over the loss of the Route 321 bus service and enquired as to the status of the Hon. Barrie Unsworth Report into the review of bus services in NSW.

Mr Caldwell advised that Sydney Buses should be providing a feeder bus service to the Rose Bay ferry wharf as this ferry service was providing an efficient transport service to and from the CBD by running on time and with frequent services in the peak periods, unlike the bus service which was not reliable.

Recommendation:

THAT the comments be received and noted, and considered when the Minister for Transport Services releases his comments on the Hon. Barrie Unsworth's Report into the review of bus services in NSW.

ANNENDUM:

The Ministry of Transport was contacted on 3 March 2004 and the Secretariat advised that "The Report has been finalised and arrangements are being made for its release".

Y8 NEW SOUTH HEAD ROAD, ROSE BAY

File T329. Pt3

Mrs Clark advised the Committee that the Rose Bay Chamber of Commerce had written to the RTA requesting a reduction of the speed limit through the Rose Bay Shopping Centre. The Chamber requested for the speed limit to be reduced to 50km/h and the RTA had rejected the Chamber's request.

The Committee noted that the RTA had recently reduced the speed limit in New South Head Road to 50km/h through the Vaucluse Shopping Centre.

Recommendation:

THAT the RTA be requested to reconsider a reduction of the speed limit in New South Head Road on the approaches to and through the Rose Bay Shopping Centre.

There being no further business, the meeting concluded at 11.45am.

Warwick Hatton
Chair

Item No: D3 Delegated to Committee
Subject: **WATSONS BAY BATHS**
Author: Greg Stewart - Manager Public Infrastructure
File No: 149.G Part 9
Reason for Report: To report on a petition presented to Council and a request from Councillors for a report on the condition of the baths.

Recommendation:

- A. That it be noted that the necessary short term repair works to the Watsons Bay Baths, as listed on page 4 of this report, have been scheduled for implementation.
- B. That a further report on the options available for the reconstruction and upgrading of the Watsons Bay Baths be presented to the Corporate & Works Committee following the completion of the repair works.

Background:

A petition, in the following terms, was tabled at the Council meeting of 9 February 2004:

"In 2005, Watsons Bay Swimming Baths will be 100 years old. Over the last five – ten years the baths condition has deteriorated quite drastically. As regular users of this wonderful facility we feel that repair and restoration is urgently required to ensure long term preservation of this local icon. We request that Woollahra Council repair the swimming pool to enable continued recreational enjoyment for both locals and visitors."

At the meeting it was resolved:

"That the petition lie on the table for fourteen (14) days and be considered when the report on the repair and condition of Watsons Bay baths is submitted to Council"

At the Council meeting, the following Question without Notice was also asked by Councillor Watson on behalf of Councillor Berry:

"When will the report on the condition and improvements of Watsons Bay baths be brought to the Community and Environment Committee?"

The Director of Technical Services provided the following response to the Question without Notice:

This matter would normally go to the Corporate and Works Committee but, as requested, the report will go to the next Community and Environment Committee"

The following information is provided in response to the petition and Question without Notice:

Description of the Watsons Bay Baths

The Watsons Bay Baths consist of two pools, the main or inner pool and the outer or racing pool. The main or inner pool is approximately 40 metres square and consists of concrete piles and arches upon which a 1.2 metre wide timber walkway has been constructed. The outer or racing pool is approximately 15 metres wide and 50 metres long and consists of turpentine piles and timber walings upon which a 1.2 metre wide cantilevered timber boardwalk has been constructed. Along the western side of the outer pool, the boardwalk has been widened at two locations. Shark proofing is achieved by vertical steel rods sheathed in plastic held in place by timber walings.

History of the Watsons Bay Baths

The original baths were constructed in 1905 at the southern end of Gibsons Beach. In 1923, the Vacluse Municipal Council took a decision to demolish the 1905 built enclosure as a result of a notice from Sydney Harbour Trust to repair the baths or forfeit the lease to the baths. The construction of the baths was started in October 1924 and was not completed until June 1927 due to construction and contractual problems.

In 1949, the former Municipality of Vacluse was incorporated into the Municipality of Woollahra and the lease, care and responsibility of the Watsons Bay Baths passed on to the Municipality of Woollahra.

In 1962, the Vacluse Progress Association wrote to Council suggesting a number of improvements to the Baths, the main one being to provide lanes of 50-metre length for racing. By 1963, plans for the proposed extension of the Baths had been prepared. The extension would be carried out from the existing western perimeter and provide for six, 8 foot wide swimming lanes. A walkway 4 foot 3 inches wide was to be built around the perimeter supported on timber piles and bearers.

The 1970's showed a dramatic fall in the use of the pool by the public and the Baths became a financial liability. As the repairs to maintain the pool increased, the removal of the Baths and their replacement by a shark proof net was considered. However, it was found more costly to demolish the structure and replace it with shark proof netting than retain it and, in 1975, \$38,000 was spent to completely renew the concrete walls.

Early in the 80's, the Baths' viability was again questioned. In 1983, Council's Engineer was asked to report on a number of options including demolition and restoring the area back to a harbour-side beach. After two resident petitions, the final decision was made in July 1985 by the then Council to keep and provide a free of charge and unattended swimming enclosure.

Condition of the Watsons Bay Baths

a) Main or Inner Pool

The concrete structure of the main pool, which is approximately 30 years old, is generally in good condition. The timber boardwalk is also in reasonable condition although a number of the decking planks and bearers require refixing and/or replacement. The handrailing to the pool is old and in average to poor condition and requires repair or replacement. A number of the timber walers supporting the sharkproofing require replacement, as do a number of the shark bars. Marine growth also needs to be removed from the ladders and new depth gauge indicators and lifebuoys installed.

The estimated cost of the necessary repair works required to the main or inner pool is \$60,000.

b) Outer or Racing Pool

The timber piled structure of the outer pool is some forty years old and is reaching the end of its life. Four of the timber piles are in poor condition and require replacement whilst another pile requires repair. It is anticipated, because of its age and condition, that all piles of the outer pool will require replacement in the next ten years.

The western portion of the outer pool sways, even under minimal choppy conditions, from a westerly wind and additional vertical (diagonal) bracing is required to properly stabilise the western deck.

Due to the cantilevered construction method used for the timber deck, a "piano key" effect has developed in a large part of the timber deck. This has occurred due to the "cupping" of the decking planks, the warping of the timber kick boards supporting the decking planks and loose decking spikes. Also, because of the construction method used, it is likely that the top of a number of the deck support bearers have been split as a result of the installation of the deck spikes, allowing the ingress of water and rotting of the timber bearers. It is impossible to determine exactly how many bearers have incurred this problem without removing the deck, but it is likely that this may have occurred over a large portion of the structure.

As with the inner pool, the handrailing to the outer pool is old and in average to poor condition requiring repair or replacement. The handrail fixings to the number of the timber bearers require tightening or replacement. A number of the kick boards supporting the decking planks require replacement and improved fixing to the timber bearers.

Most of the timber walers supporting the sharkproofing is in poor condition and requires replacement. A number of bent and damaged shark bars also require replacement.

All the ladders in the outer pool require replacement and new depth gauge indicators and lifebuoys installed.

The estimated cost of the necessary repair works to the outer or racing pool is \$210,000.

Options for the Upgrading of the Watsons Bay Baths

In 2001, a report from Taylor Lauder Bersten Pty Ltd on the Options for the Design & Documentation of the Reconstruction and Upgrading of Watsons Bay Pool was presented to Council staff. The purpose of the report was to assist Council in formulating a preferred option for the upgrading of the baths with a view to minimising the long-term maintenance costs and public liability risk, and improving the utilisation of the facility.

Before the options report prepared by Taylor Lauder Bersten Pty Ltd could be presented to Council for consideration, Council, at its meeting of 10 March 2003, adopted the following Notice of Motion:

"That, before any action is taken on the recently released consultant's report on the Watsons Bay baths, Council's Heritage Officer submit a report to the Community & Environment Committee on the heritage status of the baths with a view to recommending the inclusion of the Watsons Bay baths on the State Heritage Register as has been done with Wylie's Baths at Coogee."

As the above report is yet to be presented to Council, the options report prepared by Taylor Lauder Bersten Pty Ltd on the Watsons Bay Baths has not yet been presented to Council.

As detailed above, substantial funds are required for the necessary repair works to the Watsons Bay Baths to bring them to a satisfactory condition. As Council will also be aware, marine structures such as the baths and wharves have a high maintenance and repair cost. The numbers of people using the Watsons Bay Baths has also declined over the years with practically no organised groups using the outer pool for its original purpose, this being for swimming races and organised water sports.

Prior to making a decision on the expenditure of the substantial funds necessary to repair the Watsons Bay baths, it is recommended that the options report prepared by Taylor Lauder Bersten be presented to Council for its consideration.

As it is likely that it will be some time before a decision is made and funding being available for the upgrading of the baths, the following maintenance works have been scheduled for immediate implementation:

- Repair of loose handrailing
- Repair of a dislodged pile
- Replacement of defective decking planks
- Replacement of defective walers
- Replacement of damaged or defective shark bars
- Installation of bracing to western deck of the outer pool
- Replacement of warped kick boards
- Provision of a new ladder in the outer pool
- Removal of marine growth from existing ladders
- Provision of new depth gauges and lifebuoys

It is possible that during the above works, additional repair works may be identified.

Identification of Income & Expenditure:

An amount of \$48,600 is available in this year's budget for Capital Works at Watsons Bay baths. Sufficient funds are available for the maintenance works listed above to be carried out.

Greg Stewart
Manager Public Infrastructure

Warwick Hatton
Director Technical Services

Annexures:

nil

Item No: D4 Delegated to Committee
Subject: **GIRLS' SPORTS UPDATE**
Author: Coby Ryan – Parks Facilities Planner
File No: 119.G
Reason for Report: To provide an update of the progress of Girls' Sports Working Party.

Recommendation:

- A. That the report be noted.
- B. That the provision of an all weather hockey facility at Lyne Park not proceed.

Background:

The Girls' Sport Working Party was formed in October 2001 to investigate the lack of venues for girls' sports in the local area. It sought contributions from Councillors, local girls' schools and sporting associations. It was found that students from local schools within the Municipality, were in the majority of instances, participating in Saturday sporting fixtures outside the Municipality and as far away as Moorebank and the Southern Highlands. The Working Party set out to identify the availability of venues and the needs of the girls' schools, then further develop plans for venues for female-based sport in the local area.

All of the girls' schools in the local area were invited to contribute to the Working Party. Kambala, Kincoppal Rose Bay, Ascham School, and SCEGGS Darlinghurst contributed to the outcomes of the group, accompanied by valuable advice from the Association of Heads Of Independent Girls' Schools (AHIGS), which was formerly known as Independent Girls' School Sports Association (IGSSA).

Initiatives:

Netball

To meet the heavy demands for a netball venue, the Working Party considered various locations and opportunities to provide all-weather netball courts. Initially, the existing turf netball courts at Lough Playing Fields were considered as an option for conversion to all-weather surfaced courts and we undertook extensive community consultation and a detailed traffic study on the proposal. However, during the process of exploring the proposal, additional all-weather netball courts at Centennial Parklands became available for use by IGSSA. This negated the need for Council to pursue the proposal further and we are now planning to renovate two of the existing turf courts, which will be sufficient to accommodate local training requirements.

Hockey

Hockey was considered for Lyne Park, Steyne Park and Lough Playing Fields. Steyne Park was developed as a grass hockey venue as it already had an excellent couch surface and we spent \$40,000 from the Girls' Sport Working Party budget to upgrade and re turf Lyne Park as the second field. An alternative hockey field is currently being prepared at Christison Park for the forthcoming hockey season, which will replace Lyne Park. After trialing Lyne Park last winter season as a hockey venue, it was found that the performance of the multi-use playing surface could not withstand the pressure of hosting hockey and soccer at the ground, hence the relocation to the harder wearing surfaces of Christison Park.

From last winter season Council secured bookings from the Eastern District Women's Hockey Association and AHIGS for Saturday competition fixtures at both Steyne and Lyne Park. Ascham is also heavily booking Steyne Park for use as a hockey training venue for before and after school hours training throughout the winter season.

We applied to the Department of Sport and Recreation for funding assistance to purchase two sets of regulation hockey goal posts suited for competition and we were successful with the Department contributing \$3,500 towards the purchase of a set of goal posts for each venue. Council funded the remaining costs being \$4,000 from the Girls' Sport Working Party budget.

We have also investigated the feasibility of installing an all weather hockey facility at Lyne Park and concluded that it would be inappropriate considering:

- the high cost to construct and maintain;
- the negative visual impact to the harbourside location; and
- the negative impacts caused to the current sportground users .

It is recommended that we do not proceed with this proposal.

Softball

The Girls' Sport Working Party considered many locations for both senior and junior softball diamonds including Lough Playing Fields, North, Lower and Upper Cooper Park, Lyne Park, Woollahra Park and Steyne Park. Softball is a summer sport and the majority of our parks have previously been dedicated as cricket fields, therefore restricting opportunities to establish softball.

Senior

We have arranged for Woollahra Oval No 1 to host senior softball competition on Saturdays commencing Term 1 this summer. The ground is large and can accommodate up to three softball diamonds. The removal of the turf cricket wicket at Woollahra Oval No 1 this summer provided the opportunity to use the venue for softball by AHIGS. The existing fencing surrounding the venue was ideally suited as a backstop for the diamonds.

Junior

Junior softball was trialled at Lyne Park with up to six junior diamonds in the summer of 02/03 and is being used again this season. The use of Lyne Park for junior softball represents a significant gain by the Working Party in terms of providing a large multi-field venue which is readily accessible by private and public transport.

Touch Football

Touch Football is one of the fastest growing sports in the schoolgirl community. Currently the local school girls participate in the Eastern Suburbs Touch Football Association competition, which is hosted at Centennial Parklands during Term 4 of each school year. With the current competition growing at such a rapid rate, the number of fields available at Centennial Parklands is insufficient to cope with the number of games to be scheduled during the Saturday morning peak period. The organisers of the competition are looking for alternative locations to supplement the booking at Centennial Parklands playing fields.

By opening up Woollahra Oval No 1 from turf cricket for softball in Term 1, the opportunity now exists to use the venue during Term 4 to host Saturday girls' touch football. Softball and Touch Football are two sports which complement each other and therefore extra twilight touch football bookings can be scheduled throughout the summer, increasing on-ground play time at the venue.

The Eastern Suburbs Touch Football Association has indicated that they would be interested to commence use of Woollahra Oval No 1 for the girls' touch football competition later this year.

Cricket

Prior to the introduction of the Working Party, AHIGS had not approached Council for venues for senior girls' cricket in the Woollahra area, presuming that no such venues would be available. However, immediate opportunities did exist at Woollahra Oval 2 & 3 for bookings in Term 4, and the fields were used by AHIGS for girls' cricket during the 02/03 season. The current works at Woollahra 2 & 3 this summer have prevented any bookings of these sports fields by any user group and AHIGS have been transferred to Lough Playing Fields in the interim.

Following the current renovations of the Woollahra Ovals 2 & 3, girls' cricket will again be made available at this venue.

AFL

Last season a female AFL Team under the banner of the UTS AFL Club played and trained at Trumper Oval. These arrangements will continue again this winter season.

Conclusion:

The Girls' Sports Working Party has been successful in opening up numerous opportunities for girls' sports in the local area that were previously unexplored. This involved introducing five female-based sports at seven different venues within the Woollahra Council area and in some cases replacing male dominated sports. We will continue to seek further opportunities for girls' sports each year as we improve the quality and accessibility of many of our sporting venues.

Coby Ryan
Parks Facilities Planner

Warwick Hatton
Director – Technical Services

Annexures:

Nil

Item No: D5 Delegated to Committee
Subject: WALKING BUS PILOT PROJECT
Author: Vissa Chandrasekaram
File No: 1041.G CSC
Reason for Report: To consider a proposal to facilitate a walking bus pilot project

Recommendation:

That the Community Safety Officer facilitate meetings with the three schools that have expressed an interest in establishing a Walking Bus, with the view to assisting them in setting up a pilot "Walking Bus" project at their schools.

Background:

In 2003, two local private schools approached Woollahra Council asking for assistance in setting up a "Walking Bus" project. The Community Safety Officer investigated the scheme through discussions with Kogarah Council staff who had established a local government supported scheme, and, at their request, met with principals of the two schools, Ascham Junior School and Sydney Grammar Preparatory School. A third school, Rose Bay Primary School, has recently expressed interest in participating.

Definition:

On a "Walking Bus", two volunteer parents walk up to twelve younger primary school aged children to school via a designated safe route, which has been approved by Police and Council's Traffic Engineers. Generally, the catchment for a walking bus is within 1.5 to 2 km of the school, and attracts families with younger children (usually Kindergarten to Year Four, as 11-12 year old children generally want to walk to school independently).

THE SOCIAL, HEALTH AND ENVIRONMENTAL BENEFITS:

- Less cars and traffic congestion around schools at school start and finish times
- Increased safety for younger children currently walking to school alone
- Health benefits of walking for parents and children
- Time-savings for many parents who currently drop off and pick up their children daily
- Development of local community networks and friendships for children and their parents
- Children form links to other responsible adults in their local community whom they can call on, if necessary, e.g. in case of emergencies
- Environmental benefits - less pollution being generated near schools and across the Municipality generally.

"Walking Buses" in Kogarah Council area

In 2001, Kogarah Council received funding from NSW Planning through "Pathways to Schools Fund" of the "Living Centres Program" for consultants (People for Places and Spaces) to establish the Walking Bus scheme for 2 primary schools. *This source of funding is no longer available.* The consultants convened parents' meetings, surveyed children's travel patterns and facilitated an initial public relations campaign to establish and run the program. The consultants arranged coffee carts at schools to contact parents and promote their participation, facilitated evening workshops for parents to work out routes and ran training workshops for parents in the skills needed to operate a "Walking Bus".

Kogarah Council's Traffic staff and the local Police checked the safety of the routes proposed by schools and provided road safety training for parents. The Scheme was then run independently by parent "Walking Bus" committees set up at the schools. These parents gained sponsorship e.g. for all weather coats with Walking Bus logos that were worn by parent volunteers to ensure safety of children from strangers. All parents also wore identification badges.

Insurance Coverage

Kogarah Council provided insurance coverage for parents under their general Volunteer Insurance policy. In late 2003, one of the two walking buses established in Kogarah closed down as questions had arisen in regard to that Council's insurance coverage of school children and their parents.

Woollahra Council's Risk Manager has advised that Council does not have an insurable interest in parents or school children.

In January this year, the principal of Ascham Junior School contacted Council to say that Ascham Junior School will be able to provide insurance for parents and children under their School Excursion Insurance which covers parents and children off-site. It is likely that Grammar will have a similar arrangement and be able to cover insurance. When Rose Bay Primary School expressed an interest in participating, Council's Community Safety Officer advised the principal to investigate whether the NSW Education Department Excursions insurance would provide coverage for parents and children on "Walking Buses".

Progress in Woollahra to date

In June 2003, the principals of the two private schools met with Council's Traffic Manager and Community Safety Officer to explore the possibility of setting up a "Walking Bus" Scheme. They were very concerned about traffic congestion problems around their schools at pick up and drop off times, and saw this scheme as a way of addressing these issues, promoting healthy exercise habits and community spirit.

They agreed to contact local parents, to hold a meeting to discuss the scheme, and to involve children in developing materials to promote the scheme to fellow students and parents.

Council staff agreed to assist in working out safe "walking bus routes" by providing large scale maps for parent meetings, checking road safety issues and liaison with Rose Bay Police to check route safety (in regard to location of residences of pedophiles etc.)

Progress went on hold while the Insurance issues were investigated, but now that the two schools have agreed to cover their own insurance, they have again asked for some assistance from Council in getting the scheme established.

Proposal:

That the Community Safety Officer convenes a meeting with the three interested schools to explore opportunities for a pilot program. The Community Safety Officer would invite the Council's Traffic Team Leader and Rose Bay LAC to the initial meeting with Principals and parents' representatives. Council staff would then provide large scale maps, assist in identifying appropriate safe "walking bus routes". These preferred routes would be referred to Rose Bay Police LAC to ensure that the route does not pass residences of registered pedophiles, etc, and checked by Council's Traffic staff and Police for road safety issues. Councils' staff will then have a small role in monitoring progress, setting up tools for schools to evaluate the pilot project, and assisting with pulling together an evaluation report to Council.

Consultation:

Council has responded to requests from the two School Principals who put forward this idea for a Walking Bus scheme, by including a "Walking Bus" pilot project in the Community Safety Plan, which is currently on public display. It is proposed that Council initially assist with a trial pilot project involving only three schools, subject to their provision of adequate Insurance coverage. It is not proposed that further consultation be undertaken by Council, at this time. If the trial pilot project

is successful, then it is envisaged that at an appropriate time in the future, Council will consider extension of the scheme to other primary schools in Woollahra municipality. The Community Safety Officer would then contact other schools to inform them of the results of the pilot project, with a view to assisting them to set up their own schemes, to run completely independently of Council once established.

Identification of Income & Expenditure:

It is not proposed that Community Services staff take on key responsibilities for the project other than facilitation of initial meetings to establish the pilot project, and preparing evaluation tools for schools to use. Major tasks will include provision of information, co-ordination of Traffic staff and Police and some co-ordination support with maps, venues for key meetings. It will be the schools' responsibility to pay all costs, such as training (e.g. by consultants) for volunteer parents in the safe operation of the "Walking Buses".

Conclusion:

Walking Buses have a variety of social, health and environmental benefits. There is sufficient interest from three local schools to support Council's Community Safety Officer facilitating initial meetings, exploring opportunities to establish a pilot "Walking Bus" project with three schools. Schools will then be expected to run their Walking Buses independently. Council staff will have no ongoing role, but will maintain contact with schools so that progress is monitored and the pilot project can be evaluated. A report evaluating the pilot project and considering any further expansion to the "Walking Bus" project will be put to Council, after completion of the pilot project.

Vissa Chandrasekaram
Community Safety Officer

Kylie Walshe
Director - Community Services

Item No: D6 Delegated to Committee
Subject: **MINUTES OF THE ENVIRONMENTAL LEVY COMMUNITY REFERENCE GROUP MEETING TUESDAY 3 FEBRUARY 2004**
Author: Scot Hedge
File No: 1142.G
Reason for Report: To report on the outcomes of the Environmental Levy Community Reference Group meeting held on Tuesday 3 February 2004

Recommendation:

That the minutes of the Environmental Levy Community Reference Group meeting, held on Tuesday 3 February 2004, be received and noted.

Purpose:

The purpose of this report is to provide the Community and Environment Committee with a copy of the minutes of the Environmental Levy Community Reference Group meeting held Tuesday 3 February 2004. The minutes will provide the Committee with an update on a variety of issues related to the expenditure of the environmental levy and the implementation of the Environmental Works Program.

Background:

The Minister for Local Government gave approval for Council to implement an environmental levy in 2002 for a three-year period, which allows Council to implement a range of improvements which preserve and protect the natural beauty of Woollahra. The levy, from residential and commercial properties, funds environmental works that cannot be funded from Council's core budget. The aims of the environmental levy include:

- the improvement of water quality
- a reduction in the amount of sediment, litter and pollutants entering our waterways and Sydney Harbour
- protection and enhancement of our natural bushland and green space
- prevention of long-term environmental problems; and
- provision of a better environment for everyone to enjoy.

Projects to be funded by the environmental levy are included in the Environmental Works Program (EWP), which is part of Council's Management Plan. As a condition of the levy, the Council is required to establish and coordinate an Environmental Levy Community Reference Group (ELCRG) to provide community input and help review and monitor the progress of the EWP. The ELCRG is to meet quarterly to align with Council's quarterly reporting requirements.

The role of the ELCRG is to:

- receive and review progress reports on the implementation of the EWP;
- annually review the EWP;
- promote the EWP and its environmental objectives to the community;
- liaise with the community and provide feedback on the implementation of the EWP; and
- assist Council in seeking supplementary funding opportunities

Conclusion:

Annexure 1 is a copy of the minutes taken from the ELCRG meeting held on Tuesday 3 February 2004. The minutes provide updates on a variety of issues related to the expenditure of the environmental levy and the implementation of the EWP. They identify the actions to be undertaken by Council staff and members of the group and it is proposed to provide Council with a report on the minutes of each ELCRG meeting for adoption by Council.

Reporting on the minutes of the ELCRG will keep Council informed on the progress of the expenditure of the environmental levy and the implementation of the various projects and initiatives of the EWP.

Scot Hedge
Project Officer - Environmental Works

Warwick Hatton
Director Technical Services

Annexures:

Minutes of the Environmental Levy Community Reference Group meeting of Tuesday 3 February 2004.