



Community & Environment Committee

Agenda: *Community & Environment Committee*

Date: *Monday 22 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

18 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 – 22 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 22 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 8 March 2004	1
D2	Wolseley Road, Point Piper – Parking Restrictions – T503	2
D3	Wingadal Place, Point Piper – Works Zone – 500. Pt 2, T503	8
D4	Capital Assistance Grants – 604g	15

Item No: D1 Delegated to Committee
Subject: **CONFIRMATION OF MINUTES OF MEETING HELD ON 8 MARCH 2004**
Author: Les Windle, Manager - Governance
File No: See Council Minutes
Reason for Report: The Minutes of the Meeting of Monday 8 March 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 8 March 2004 be taken as read and confirmed.

Les Windle
Manager – Governance

Item No: D2 Delegated to Committee
Subject: **WOLSELEY ROAD, POINT PIPER - PARKING RESTRICTIONS**
Author: John Stephens, Team Leader – Traffic & Transport
File No: T503.
Reason for Report: Council, on 8 March 2004, resolved to defer item for an on-site inspection prior to the next Community and Environment Committee meeting.

Recommendation:

That, subject to the outcome of the on-site inspection to be held on 22 March 2004, the following items be approved:

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 Council's decision and the reasons for retaining the subject signs.

Background:

The Community and Environment Committee, at its meeting held on 8 March 2004, considered Item Y4 as part of the Minutes of the Woollahra Traffic Committee Meeting held on 2 March 2004.

The report to the Traffic Committee considered a number of submissions that Council had received requesting the removal of the 'No Stopping' restriction on the northern side of Wolseley Road, east of Wolseley Crescent.

Consequently, the Community and Environment Committee resolved:

1. *“That the matter be deferred to an on-site inspection prior to the next Community and Environment Committee scheduled 22 March 2004, at approximately 5.20pm (following the inspection of Item Y3).*
2. *That prior to the inspection, a letterbox drop to the surrounding residents and the Royal Prince Edward Yacht Club be actioned, informing the affected parties of the on-site meeting.”*

An on-site inspection has been arranged for 22 March 2004 at 5.20pm in Wolseley Road, near Wolseley Crescent, with the Committee members, affected residents and Royal Prince Edward Yacht Club (RPEYC).

PROPOSAL:

Refer to the attached Annexure for a copy of the previous report.

Conclusion:

It is considered that the recently installed 'No Stopping' restrictions, on the northern side of Wolseley Road, east of Wolseley Crescent, should remain as the clear zone, that has been created, has:

- improved emergency access to the cul-de-sac,
- significantly improved sight distance for vehicles exiting Wolseley Crescent,
- provided safer conditions for pedestrians (especially children) and
- reduced traffic congestion.

The removal of part or all of the 'No Stopping' restriction would cause a negative impact by:

- reducing sight distance at the intersection of Wolseley Road and Wolseley Crescent,
- reducing the available carriageway width in Wolseley Road for emergency vehicles and other large vehicles,
- redirecting pedestrians onto the carriageway, which would place them in conflict with vehicular traffic,
- increase traffic congestion at peak period times in Wolseley Road and this would also impact on the intersection of Wolseley Crescent.

The 'No Parking' restriction that is located, generally, in the cul-de-sac of Wolseley Road and adjacent to the RPEYC can also be used as a drop-off zone for people wishing to access Lady Martin's Beach, the Club or residential properties in the area.

Based on the above safety improvements, it is recommended that no action should be taken to remove the existing 'No Stopping' restrictions on the north side of Wolseley Road, between Wolseley Crescent and number 154 Wolseley Road.

John Stephens
Team Leader – Traffic & Transport

Warwick Hatton
Director – Technical Services

ANNEXURE:

Copy of previous report, Item Y4, dated 2 March 2004.

Annexure

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.

Background:

The Woollahra Traffic Committee and Council last year considered several reports on converting the northern side of the cul de sac end of Wolseley Road, Point Piper, to a ‘No Stopping’ zone following requests from residents.

The Traffic Committee on 2 December 2003 considered a further report following Council receiving objections from a number of other residents in Wolseley Road, west of Wyuna Road and the Royal Prince Edward Yacht Club to the installation of the subject parking restrictions.

The residents and RPEY Club requested the removal of the ‘No Stopping’ restrictions due to the lack of available on-street parking for users of Lady Martins Beach or the Royal Prince Edward Yacht Club. They also advised that the ‘No Stopping’ zone has led to an increase in traffic speeds and danger to pedestrians.

The Traffic Committee recommended for item Y10 as follows:

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 at this time.*
2. *Further submissions received be reviewed and reported back to the Committee.*
3. *The persons who made representations be advised of Council’s decision, and further action to be taken.*

Council adopted the above recommendation on 15 December 2003.

History:

In considering the matter previously, the Committee noted that:

- Wolseley Road, east of Wolseley Crescent narrows to approximately 7.3m in width with unrestricted kerbside parking available on both sides of the road.
- There was a requirement to allow access for emergency vehicles to the cul-de-sac area.
- The intention to improve traffic conditions in this section of Wolseley Road, especially on weekends, when people are seeking access to Lady Martins Beach and to the adjacent Royal Prince Edward Yacht Club.
- The Royal Prince Edward Yacht Club had sought approval for redevelopment of the Club and as part of this proposal included the provision of eight off-street car spaces for the use of Club members.
- Approximately four car spaces would be removed from the northern side of Wolseley Road.
- Letters of objection from Royal Prince Edward Yacht Club, four residents of 91, 126, 128 Wolseley Road.
- Letter of support from 1 Wolseley Crescent.

Since the signs have been installed, Council has received no reports of adverse traffic conditions at this location.

A few residents, immediately affected by the restrictions, have sent representations to Council in favour of the restrictions.

Submissions:

In the table below is a precis of the submissions received following the 2 December 2003 Traffic Committee meeting:

ADDRESS	COMMENTS
160 Wolseley Road, Point Piper – RPEYC	Requested the removal of the 'No Stopping' restrictions, east of Wolseley Crescent. Proposed development not yet funded and will be at least 2-3 years before facility is completed, including eight on-site parking spaces.
29 Salisbury Road, Rose Bay	Similar to above request to remove signs. Member of the Yacht Club and past resident of Wolseley Crescent and does not consider restriction is necessary. Parking has been reduced for users of the Club and Lady Martins Beach.
53 Cross Street, Double Bay – Peter King MP	On behalf of the chairman of the body corporate 1/126 Wolseley Road. Forwarded a petition signed by 124 people that use the beach/bay and park in this area. Longer path of travel for pedestrians of all ages and disabilities. Requested removal of the signs and a number of other actions.
126/128 Wolseley Road, Point Piper	Further correspondence received from chairman of the body corporate requesting removal of signs.

158 Wolseley Road	Requested reduction in parking restrictions in Wolseley Road, east of Wolseley Crescent.
2 Wolseley Crescent	Objected to gross area of erection of 'No Stopping' signs. Suggested reduction in length of restriction.
152 Wolseley Road	Strongly supported the installation of the signs.

Conclusion:

It is considered that the recently installed 'No Stopping' restrictions on the northern side of Wolseley Road, east of Wolseley Crescent should remain as the clear zone that has been created has:

- improved emergency access to the cul-de-sac,
- significantly improved sight distance for vehicles exiting Wolseley Crescent,
- provided safer conditions for pedestrians (especially children) and
- reduced traffic congestion.

The removal of part or all of the 'No Stopping' restriction would cause a negative impact by:

- reducing sight distance at the intersection of Wolseley Road and Wolseley Crescent,
- reducing the available carriageway width in Wolseley Road for emergency vehicles and other large vehicles,
- redirecting pedestrians onto the carriageway, which would place them in conflict with vehicular traffic,
- increase traffic congestion at peak period times in Wolseley Road and this would also impact on the intersection of Wolseley Crescent.

The 'No Parking' restriction that is located generally in the cul-de-sac of Wolseley Road and adjacent to the RPEY Club can also be used as a drop off zone for people wishing to access Lady Martin's Beach, the Club or residential properties in the area.

Based on the above safety improvements, it is recommended that no action should be taken to remove the existing 'No Stopping' restrictions on the north side of Wolseley Road between Wolseley Crescent and number 154 Wolseley Road.

Identification of Income & Expenditure:

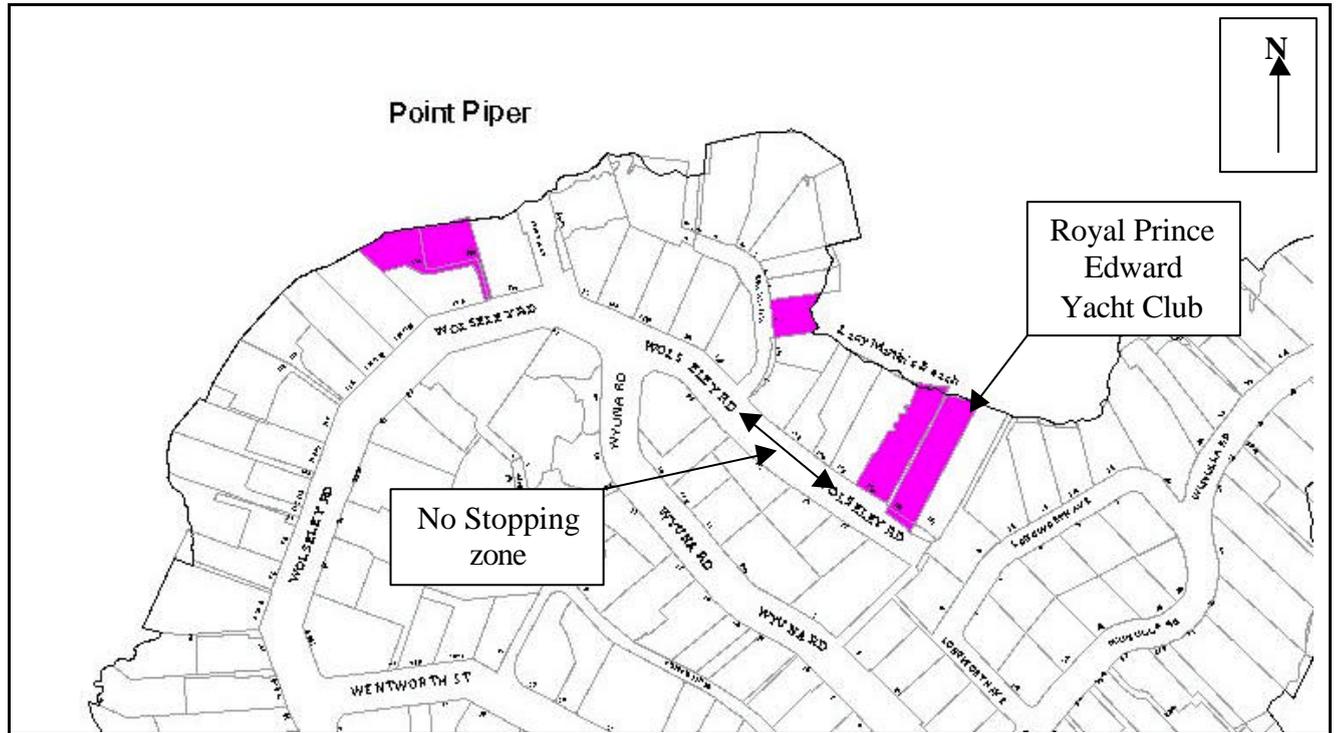
Nil.

Annexure:

1. Locality of Objectors.

Annexure 1

Locality Map – Location of Objectors



Item No: D3 Delegated to Committee
Subject: **WINGADAL PLACE, POINT PIPER - WORKS ZONE**
Author: John Stephens, Team Leader – Traffic & Transport
File No: 500. Pt2, T503.
Reason for Report: Council, on 8 March 2004, resolved to defer item for an on-site inspection, prior to the next Community and Environment Committee Meeting.

Recommendation:

That the matter of relocating the Works Zone from outside Nos 60-60A Wolseley Road to Wingadal Place be considered.

Background:

The Community and Environment Committee, at its meeting held on 8 March 2004, considered Item Y3 as part of the Minutes of the Woollahra Traffic Committee meeting held on 2 March 2004.

The report to the Traffic Committee considered the feasibility of relocating the Works Zone from outside Nos 60-60A Wolseley Road to Wingadal Place.

Consequently, the Community and Environment Committee resolved:

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 and that alternative locations for marshalling areas, prior to loading and unloading, be investigated.*
 6. *That a further report be submitted to the Committee that considers all future work zones being reported and investigated prior to being considered by the Traffic Committee.*
 7. *THAT recommendations 1 - 6 (above) be adopted at this meeting in order to protect residents of the immediate traffic issues and, that an on-site inspection of the existing Works Zone take place at 5pm prior to the next Community and Environment Committee scheduled 22 March 2004.*
 8. *THAT a representative of Infinity Constructions be advised of the site inspection and requested to be on site to address Councillors of any questions they may have regarding the traffic issues in conjunction with the Works Zone."*

An on-site inspection has been arranged for 22 March 2004 at 5.00pm in Wolseley Road at Wingadal Place with the Committee members and a representative of Infinity Constructions.

PROPOSAL:

Refer to the attached Annexure for a copy of the previous report.

John Stephens
Team Leader – Traffic & Transport

Warwick Hatton
Director – Technical Services

ANNEXURE:

Copy of previous report, Item Y3, dated 2 March 2004.

Annexure

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 approval be granted for a Works Zone to be installed along the western side of Wolseley Road, Point Piper, south of Wingadal Place, associated with the site at 2 Wingadal Place. The length of the proposed zone is 14 metres and is subject to the following conditions:
 - a) The Works Zone is to be positioned on the western side of Wolseley Road and extend from the south side of the driveway of 62 Wolseley Road, for a distance of 14 metres to the south.
 - b) Any directive provided by the NSW Police Department is to be complied with.
 - c) The Works Zone is to operate 7.00am-5.30pm Mon-Fri and 7.00am-1.00pm Sat, until the 28 February 2005.
 - d) The applicant is to ensure that the traffic lanes and driveways, adjacent to the Works Zone, remain free of obstruction at all times during the construction.
 - 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) A fee of \$21 per week (in a residential zone) per metre of the Works Zone length be paid in accordance with Council's adopted fees and charges. The fee is to be paid prior to the Works Zone being installed. The appropriate amount will be refunded on removal should the Works Zone be required for a shorter period.
 - h) 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.
-

BACKGROUND:

The Traffic Committee members (RTA and Police) previously considered in 2003 an application from Infinity Constructions that requested the installation of two Works Zones along the southern side of Wingadal Place and the western side of Wolseley Road, Point Piper, in association with the site at 2 Wingadal Place.

The applicant requested that the Works Zones:

- Be positioned on the southern side of Wingadal Place and extend for a distance of 21 metres.
- Also be positioned on the western side of Wolseley Road, south of Wingadal Place and extend for a distance of 34 metres.
- Operate 7am-5pm Mon-Fri and 7am-1pm Sat for 12 weeks.

The Wingadal Place 'Works Zone' was earlier refused due to the narrow width of the road. The Wolseley Road 'Works Zone' was approved but reduced in length to 14 metres to place it between the existing driveways.

Infinity Constructions have since approached Council in January 2004 to have the hours of operation and the duration of the approved Works Zone extended. They have requested:

- Operating hours to be 7am-5.30pm Mon-Fri, 7am-1pm Sat to match the site hours as per the development consent.
- Duration of the Works Zone to be extended to 28 February 2005.

Infinity Constructions have also requested that a 'No Parking' zone be installed on Wingadal Place, with the hours of operation to match the Works Zone.

The matter was considered by the Traffic Committee at its meeting held on 3 February 2004. Mrs M Balkin of 62 Wolseley Road addressed the meeting about her concerns of the operation of the Works Zone in Wolseley Road outside her property as vehicles were often parked across her driveway.

The Committee recommended:

THAT the matter be deferred to consider relocating the existing Works Zone from Wolseley Road to Wingadal Place with traffic control to manage the associated truck movements.

This was adopted by Council on 9 February 2004.

EXISTING CONDITIONS:

The existing conditions are summarised as follows:

- Wingadal Place is a two way, local, no through road off Wolseley Road. The sealed road is approximately 4 metres wide.
- The north side of Wingadal Place has no kerb or footpath. The road surface leads straight onto an unformed dirt verge.
- There is unrestricted parking in Wingadal Place.
- Wolseley Road is a two way, local road off New South Head Road. There are no parking restrictions in this area, however, there is a high demand for on-street parking due to the number of medium density buildings in the area.
- There are a number of driveways on this section of Wolseley Road and four driveways, not including the site, on Wingadal Place.

On investigation, it was found that with private cars parked on Wingadal Place, there is minimal clearance for passing construction traffic. The outside wheels are only just on the sealed road when passing these parked vehicles. If there were trucks stationary on the south side of Wingadal Place, there would not be enough room for construction traffic to leave the site and exit onto Wolseley Road. Their wheels would either break up the sealed road edge or travel up the dirt kerb causing rutting and eroding the road side.

Additionally, to place a Works Zone on Wingadal Place without obstructing other driveways or the statutory 10 metre clearance from the intersection of Wolseley Road, the Works Zone would need to be less than the minimum of 9 metres.

Currently, construction traffic waiting to access the site are using the existing Works Zone on Wolseley Road, or are double parking on Wolseley Road, with traffic control, when the Works Zone is not accessible due to illegally parked vehicles.

PROPOSAL:

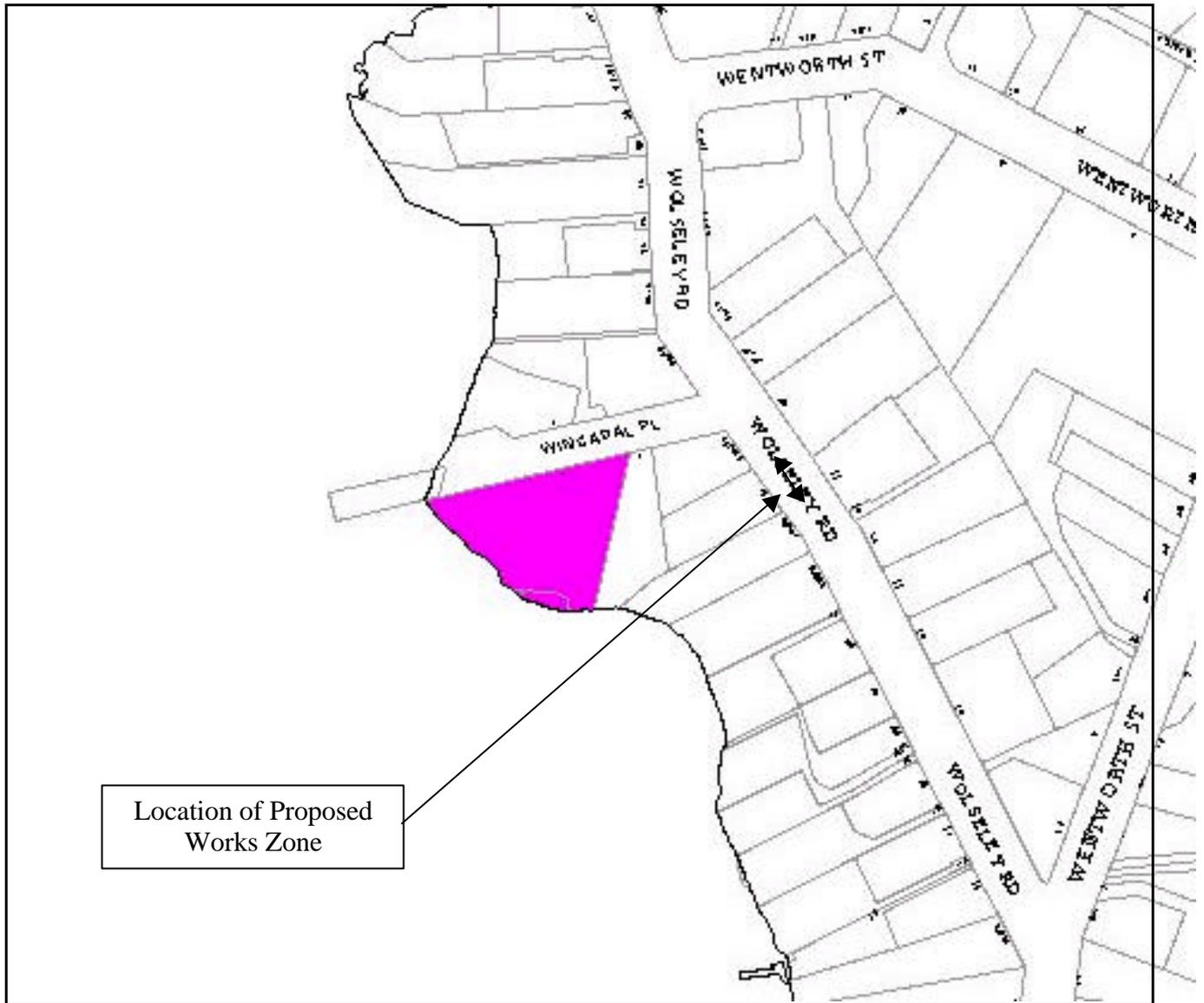
It is recommended that a Works Zone with extended hours of operation be installed along the western side of Wolseley Road, Point Piper, only. This Works Zone is to be associated with the site at 2 Wingadal Place and extend for 14 metres only. This places the Works Zone between the driveways of 62 and 60A Wolseley Road and not within 10 metres of the corner of Wolseley Road and Wingadal Place. The previously requested Works Zone on Wingadal Place is not supported due to the narrow width of the carriageway.

It is also recommended that a 'No Parking, 7am-5.30pm, Mon-Fri, 7am-1pm Sat' zone be installed along both sides of Wingadal Place for the duration of the construction period, and that 'No Stopping' restrictions be placed on the 10 metres of kerb space between the proposed Works Zone and the corner of Wolseley Road and Wingadal Place.

The developer should be made aware 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.

IDENTIFICATION OF INCOME & EXPENDITURE:

The installation of signs will be costed against the fee received for the Works Zone.



Item No: D4 Delegated to Committee
Subject: CAPITAL ASSISTANCE GRANTS
Author: Coby Ryan
File No: 604g
Reason for Report: To update Council on the awarding of several Capital Assistance Grants from the NSW Department of Sport and Recreation.

Recommendation:

A. That the report be noted.

Background:

Council made a number of applications to the NSW Department of Sport and Recreation for Capital Assistance Grants in order to undertake capital improvement works to our sporting facilities.

Applications were submitted at the end of 2003 and we were notified of the outcome by mail in the second week of March 2004.

Grants:

Successful projects include:

- **Sir David Martin Reserve** - \$20,000 for the provision of disabled toilets and a shower located adjacent to the Sail Loft. The project will involve refurbishing the existing amenities to cater for disabled park users and sailors. The expected total cost of the project is \$40,000 with 50% of the total cost to be funded from the Capital Works Budget – Disabled Access Upgrade.
- **Christison Park** - \$5,646 to contribute towards the upgrade of the multipurpose goal posts at Christison Park. The project involves updating the multipurpose soccer and rugby posts in preparation for the 2004 winter sports season. Christison Park is heavily patronised throughout winter by local school rugby and club soccer. The new goals will contribute to the quality of the venue, will also allow a variety of sports to be played at the ground including union, league, soccer, junior and mini soccer and hockey. The total cost of this project is expected to be \$12,422 and will be funded through the Open Space – Sports Fields budget.
- **Christison Park** - \$5,000 to contribute towards the installation of sportsground floodlighting. The demand in winter for sports fields with floodlighting for night training exceeds our supply. Currently there is a single floodlight at Christison Park which is inadequate to facilitate night training across the whole venue. Plans are currently being prepared that provide sports lighting to three fields that will in turn make available additional fields for training use. The expected total cost of the project is estimated to be \$160,000 and will be funded from the Public Open Space – Sports Field Budget.
- **Lower Cooper Park** - \$4,110 to contribute towards the upgrade of the two existing synthetic cricket training nets at the ground. The project involves repairing the existing concrete base of the wickets and replacing the synthetic turf surface with a competition grade synthetic surface. The total cost of the project is \$9,042 and will be funded from the Public Open Space – Sports Fields Budget.

- **Lower Cooper Park and Lough Playing Fields** - \$3,519 to contribute towards the upgrade of the four existing junior synthetic cricket pitches at the two sports fields. The project involves resurfacing the synthetic grass cover on each wicket with competition grade synthetic turf. The total cost of the project will be \$7,413 and is funded from the Public Open Space – Sports Fields budget.
- **Trumper Oval** - \$3,575 towards the upgrade of the cricket sightscreen at the Oval. The project involves the replacement of the existing sightscreen. The new sightscreen is currently being manufactured. The total cost of the project is estimated at \$17,000 and the remainder of the project will be funded from the Public Open Space – Sports Fields Budget.
- **Parsley Bay Reserve** - \$10,000 to contribute towards the completed upgrading of the playground at Parsley Bay Reserve. The new playground is larger than the previous installation and has a wider range of play opportunities for children from a broader age group. Softfall and other design elements were also included in the scope of works. The total cost of the project was \$64,219 and was funded from the Open Space – Playground Budget.

Identification of Income & Expenditure:

All grant funds awarded by the NSW Department of Sport and Recreation are for up to 50% of the total value of the project costs and Council is required to contribute to the remainder of the costs. All projects have been identified as capital works projects in the 2003/2004 budget.

Coby Ryan
Parks Facilities Planner

Warwick Hatton
Director – Technical Services

ANNEXURES:

Nil