



Community & Environment Committee

Agenda: *Community & Environment Committee*

Date: *Monday 13 September 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:

7 Councillors

Quorum:

The quorum for a Committee meeting is 4 Councillors.

WOOLLAHRA MUNICIPAL COUNCIL

Notice of Meeting

9 September 2004

To: The Mayor, Councillor Rundle, ex-officio
Councillors Marcus Ehrlich (Chair)
 Claudia Cullen
 Tanya Excell
 Wilhelmina Gardner
 Andrew Petrie
 Fiona Sinclair King
 John Walker

Dear Councillors

A Community & Environment Committee Meeting – 13 September 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 13 September 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 30 August 2004	1
D2	Sir David Martin Reserve Plan of Management – 787.G POM	2
D3	Woollahra Traffic Committee Minutes – 7 September 2004	15
D4	Fleet Environmental Management System & viability of alternative fuel sources & minimal resource usage for passenger vehicles – 229.G	32
D5	Wolseley Road, Point Piper – Parking Restrictions – T503	41
D6	Paddington Traffic Working Party meetings held Friday 30 July & 13 August 2004 – 445.G Pt 7	64
D7	Five Ways, Paddington – Improvements to intersection – 191 Project	123
D8	Ways in which Woollahra Council & community conserve water – 990.G	160
D9	Microbial urinal cubes – 900.G	173
 Items to be Submitted to the Council for Decision with Recommendations from this Committee		
R1	Terms of Reference of Council’s Animal Advisory Committee – 271.G AACM	178
R2	Cooper Park Plan of Management Amendment – 178.GMP/1	185

Item No: D1 Delegated to Committee
Subject: **Confirmation of Minutes of Meeting held on 30 August 2004**
Author: Les Windle, Manager - Governance
File No: See Council Minutes
Reason for Report: The Minutes of the Meeting of Monday 30 August 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 30 August 2004 be taken as read and confirmed.

Les Windle
Manager - Governance

Item No: D2 Delegated to Committee
Subject: **Sir David Martin Reserve Plan of Management**
Author: David Sheils – Manager Public Open Space
File No: 787.G POM
Reason for Report: To recommend that the draft Plan of Management for Sir David Martin Reserve be placed on public exhibition.

Recommendation:

- A. That Council place the draft Plan of Management for Sir David Martin Reserve on public exhibition for a period of 28 days in accordance with Section 113(c) of the *Crowns Land Act 1989*.
- B. That both Council and the Minister for the Department of Lands consider submissions received and, where appropriate, incorporated in a Final Plan of Management to be further considered by Council.

Background:

Sir David Martin Reserve has a long history associated with naval and maritime uses that spans over 100 years. The Commonwealth transferred the site to the State in 1979 for the purposes of public recreation.

On 1 July 2001, the State appointed Council to manage the Reserve Trust and Council then became directly responsible for the care, control and management of the site.

The Reserve contains numerous buildings that are of local, state and national significance and now provides opportunities for public recreation, social, cultural and other community uses. We recognise that because of the site's substantial built character and heritage status, the reserve is not typical of many of our other 'open space' managed areas.

Plan of Management

In August 1997, the then Rushcutters Bay Maritime Reserve Trust adopted a Plan of Management (PoM) for the site. Since the adoption of the PoM a number of significant issues have arisen that has generated the need for Council to adopt a new and updated PoM (distributed separately). These issues include:

- some buildings have been removed as authorised by the existing PoM;
- a significant marine handstand facility has been constructed as a legacy of the Sydney 2000 Olympics;
- Council has been appointed to manage the Reserve Trust (2001); and
- an Expressions of Interest process has been undertaken seeking uses of the reserve and the marina / handstand area.

In addition to above, the Minister of Planning on 24 January 2003 made the Woollahra LEP 1995 (Amendment No.38). This amendment rezoned the site from 5(a) Special Uses to 6 Open Space and included some additional purposes (Annexure 1 contains a full copy of the Gazettal Notice). Councils development control table for Zone No.6 (Open Space) in Woollahra LEP 1995, Part 5 states:

- “5. *Development which may be carried out only with development consent*
Development for the purpose of:
Community facilities; recreation areas; recreation facilities; roads; uses of buildings associated with development permitted in the zone without development consent; utility installations (other than gas holders or generating works).”

Schedule 1 of Woollahra LEP 1995 defines **community facilities** as:

“... a building or place owned or controlled by the Council, a public authority, a religious organisation or a body of persons associated for the physical, social, cultural, economic, intellectual or religious welfare of the community, which may include -

- (a) a public library, rest rooms, meeting rooms, recreation facilities, a child care centre, cultural activities, social functions or any similar building, place or activity; or
- (b) a community club, being a building or place used by persons sharing like interests, but not a registered club, whether or not that building or place is also used for another purpose.

The additional purposes outlined in LEP Amendment 38 are stated as:

- “(a) *The necessary management and operational support facilities for the Olympic legacy marina required to operate a ten-berth marina and hardstand facility, subject to the conditions that:*
 - (i) *the marina and hardstand are to be used only for community purposes, and*
 - (ii) *the facilities must be used to advance community access to the sport of sailing, in particular for people with a disability, and*
- (b) *...RANSA – use for the same purposes as it was being used immediately before the commencement of the Woollahra Local Environmental Plan 1995 (Amendment No.38), and*
- (c) *a café, and*
- (d) *a kiosk.”*

Therefore we have drafted the PoM to permit appropriate uses for the Reserve consistent with that contained in the LEP amendment. The PoM also seeks to balance the provision of public recreation, social and cultural uses of the reserve with the conservation of the physical and heritage attributes of the site. The PoM will provide a basis for our ongoing management, and maintenance of the Reserve and provide a suitable basis for long-term decision making.

Key actions authorised to be completed by this draft plan in the short term include:

1. *Amend the purposes allowed in the Reserve in conjunction with the Department of Lands.*

In 1987 the State declared the reserve purpose for the site “*For Public Recreation and Maritime Purposes.*” As outlined above the rezoning of the site to No.6 (Open Space) and the additional uses permitted by the LEP Amendment 38, have expanded the use of the site to include community purposes. Therefore, we seek to add *Community Purposes* to the Reserve’s declared purposes.

Discussions with the staff from the Department of Lands have indicated that for the purpose of Section 87(1) of the Crown Lands Act 1989, the proposal to amend the Reserve Purpose as outlined in the draft plan would be supported.

2. *Prepare a landscape plan that maintains landscape elements and foreshore pedestrian links.*

We will prepare a landscape plan that will define landscape elements such as furniture, paving, signage, lighting etc. The plan will be compatible with Rushcutters Bay Park and Yarranabee Reserve and reflect the cultural and heritage values specific to the Reserve.

3. *Upgrade park furniture.*

An opportunity exists to provide a small amount of seating, replace bollards and the like, as contained in the landscape plan.

4. *Install and upgrade place name and interpretative signage.*

We will install interpretative signage that will assist in highlighting the rich heritage of the site.

Consultation:

A.1.1.1 Completed consultation

The draft Plan has been subject to review by the former Rushcutters Bay Working Party. This review process included two meetings where the specific contents of the draft plan were reviewed and amendments made. Staff from the Department of Lands have also reviewed the document and their comments have been included.

A.1.1.2 Proposed consultation

The Crown Lands Act 1989 requires a public exhibition period of at least 28 days for draft plans of management. Community members will be encouraged to review the draft plan and make a submission assisted by:

- undertaking a letter box drop to neighbouring residents;
- notification signs placed in the park;
- an advertisement placed in the local newspaper;
- Woollahra Council's web page; and
- copies of the PoM being available for viewing at the Woollahra Libraries and at the Council Chambers.

Following the exhibition period all submissions will be reviewed and a further report prepared for Council consideration.

David Sheils
Manager - Public Open Space

Warwick Hatton
Director – Technical Services

Annexures:

1. Woollahra LEP 1995 (Amendment No.38) as gazetted
Distributed separately - draft Sir David Martin Reserve Plan of Management

Item No: D3 Delegated to Committee
Subject: **Woollahra Traffic Committee Minutes - 7 September 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 7 September 2004, Section 4 – Item Y1-1; Section 6 – Item X1 and Section 7 - Items Y1 to Y15, including Late Items Y16, Y17 and Y18, 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 7 September 2004, at 10.00am.

1. Attendances

Committee Members:

Present: Mr W Hatton (Chairman) (Woollahra Municipal Council)
Mr D Russell (Roads and Traffic Authority)
Sen. Constable S McKenna (Rose Bay Police)
Mr E Yeung (Sydney Buses)
Mrs R Attuell (Clover Moore MP representative)
Mr R Caldwell (Peter Debnam MP representative)

Staff Mr J Stephens (Woollahra Municipal Council)
Ms S Jacobs (Woollahra Municipal Council)

Also in Attendance: Illana Gridiger (Item Y12 – Resident)
Marina Shev (Item Y12 – Resident)
Jennifer Turner (Item Y12 – Resident)
Peter St Clair (Item Y13 – Resident)
Theo Aroney (Item Y13 – Resident)
Edward Andrew (Item Y13 – Resident)
Mrs M Clark (Item X1 – Rose Bay Residents' Association)

Apologies: Mr J McDonagh (Harbour-View Park Residents' Group)
Mr T Brenton (Woollahra Municipal Council)

2. Minutes of Previous Meeting

The minutes of the meeting No.07/04 held in Council Chambers, Double Bay on Tuesday 3 August 2004 were confirmed.

3. Matters Arising from Minutes of Previous Meetings

Nil.

4. Extraordinary Meeting dated 16 August 2004

Y1-1 Flinton Street, Paddington – Temporary ‘No Stopping’ zone for RHW Park works

Recommendation:

THAT an 8m ‘No Stopping 7.00am–4.00pm Mon-Fri; 7.00am–1.00pm Sat’ zone including ‘2P 4-6pm Mon-Fri; 1pm-6pm Sat; 8am-6pm Sun’ restriction be temporarily installed on the western side of Flinton Street, approximately 27m south of the start of the 2P parking near Glenmore Road for 12 weeks.

5. Late Item/Correspondence

- Osborne Lane, Woollahra – Request for Temporary Road Closure from Woollahra Public School parent.
 - Glenmore Road, Paddington – Proposed southern footpath widening and removal of bus bay west of Flinton Street.
 - New South Head Road / Mona Road, Darling Point – Letter from Ms C Moore MP, Member for Bligh raising concern about pedestrian safety at intersection.
-

6. SEPP11 Development Referrals for Assessment

759 New South Head Road, Rose Bay – DA348/2004/1 – Proposed redevelopment of Service Station with hand carwash and new café.

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: Sharon Jacobs, Traffic and Transport Officer
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 Y1-3 inclusive contained in Annexure 1 be adopted.

Item Y1-1 : Greycairn Place, Woollahra – ‘No Stopping’

- A. THAT the existing ‘No Standing’ (R) restriction in Greycairn Place at the intersection with Edgecliff Road, be changed to ‘No Stopping’ (R).
- B. THAT the existing ‘No Parking’ restrictions be changed to ‘No Parking’ pictorial type R5-40 in Greycairn Place.
- C. THAT the existing ‘No Parking’ restrictions across the entrance to Greycairn Place on Edgecliff Road be changed to ‘No Stopping’ (L) and ‘No Stopping’ (R).

Item Y1-2 : Spicer Lane, Woollahra – ‘No Stopping’

- A. THAT a 8 metre ‘No Stopping’ zone (measured from the northern Building Alignment of Spicer Lane) be placed on the eastern side of Jersey Road, south of Spicer Lane on the ELP SYO9293.
- B. THAT a 11.3 metre ‘No Stopping’ zone (measured from the southern Building Alignment of Spicer Lane) be placed on the eastern side of Jersey Road, north of Spicer Lane, (north of driveway No.92).

Item Y1-3: Old South Head Road, Watsons Bay – ‘No Parking’

- A. THAT a 10m ‘No Stopping’ zone be installed on the northern side of Dunbar Street from Old South Head Road and include a ‘No Parking’ zone to the eastern end.
- B. THAT a ‘No Parking – Saturday / Sunday’ zone be installed on the southern side of Dunbar Street from east of the ELP and covering the end of Dunbar Street.

Item No: Y2 Traffic Matters on Local Roads – Recommendation to C&E for Consideration
Subject: New South Head Road, Double Bay – Taxi Zone
Author: John Stephens, Team Leader - Traffic and Transport
File No: T329. Pt4
Reason for Report: Deferred item July Traffic Committee meeting to review existing and proposed parking restrictions adjacent to the intersection.

Recommendation:

- A. THAT the existing ‘Truck Zone’ / 2P metered parking on the southern side of New South Head Road, west of the Golden Sheaf Hotel be reduced by 5.7 metres and the existing ‘No Stopping’ restriction be moved west by 9.6 metres to approximately 9.8 metres from the signal holding line.
- B. THAT Bay 6 of the metered parking outside 419 New South Head Road be removed.
- C. THAT the remaining parking space (Bay 5) on the southern side of New South Head Road, west of the Golden Sheaf Hotel be restricted to a ‘Taxi Zone 6.00pm-6.00am’, between the operational hours of the ‘Truck Zone’, ‘Clearway’ and 2P Meter parking restrictions.

Item No: Y3 Traffic Matters on Local Roads – Recommendation to C&E for Consideration
Subject: Ormond Street, Paddington - Mail Zone
Author: Sharon Jacobs – Traffic and Transport Officer
File No: 343.
Reason for Report: Deferred item from July Traffic Committee meeting to discuss with Australia Post proposed location and Mail Zone requirement.

Recommendation:

- A. THAT the existing 9m ‘No Parking’ restriction on the western side of Ormond Street, north of the northern kerb alignment of Oxford Street be changed to ‘No Stopping’ (L).
- B. THAT the existing ‘No Parking’ restrictions on the western side of Ormond Street, Paddington, adjacent to the Paddington Post Office be changed to a 17.6m ‘Mail Zone’ inclusive of the Post Office driveway.
- C. THAT the existing ‘No Standing’ (R) restriction on the eastern side of Ormond Street, north of the northern kerb alignment of Oxford Street be changed to ‘No Stopping’ (R) and be moved south by approximately 2 metres to provide an additional car space.
- D. THAT the existing ‘60 degree Angle Parking Front to Kerb Vehicles Under 6m Only (L)’ restriction on the eastern side of Ormond Street be moved approximately 8 metres south to incorporate the proposed ‘15 minute parking 8.00am-11.00pm’ restriction.
- E. THAT the existing ‘No Standing Aust. Post Vehicles Excepted’ restriction on the eastern side of Ormond Street be changed to ‘15 minute parking 8.00am-11.00pm’.

- F. THAT the widening of the western footpath of Ormond Street, the removal of the kerb blister etc be referred to the Paddington Traffic Working Party for discussion to improve the streetscape.

Item No: Y4 Traffic Matters on Local Roads – Recommendation to C&E for Consideration
Subject: 101 Birriga Road, Bellevue Hill – Works Zone
Author: Sharon Jacobs - Traffic and Transport Officer
File No: 407.G Pt4
Reason for Report: Works Zone application received from Morgan Pacific Property Group associated with the site at 101 Birriga Road, Bellevue Hill.

Recommendation:

- A. THAT approval be granted for a Works Zone to be temporarily installed along the frontage of 101 Birriga Road, Bellevue Hill. The length of the proposed zone is 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 7.00am-4.00pm Mon-Fri, 7.00am-1.00pm Sat and be designated parallel parking for the period of 52 weeks from September 2004.
 - iii. The applicant is to ensure that the traffic lanes, footpaths and driveways, adjacent to the Works Zone, remain free of obstruction at all times during the construction.
 - iv. The applicant is to provide details of the traffic control to be provided when cranes, concrete pumps and other machinery are standing in Birriga Road.
 - v. The applicant is to inform Council's Traffic Engineer when the project is completed and the Works Zone can be removed.
 - vi. This Works Zone is in a residential area. 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.
 - vii. Failure to comply with any of these conditions may result in the cancellation of the Works Zone at Council's determination.
 - viii. 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.
- B. THAT the applicant notifies all adjacent residents and business owners by a letterbox drop of the conditions of the Works Zone.

Item No: Y5 Traffic Matters on Local Roads – Recommendation to C&E for Consideration.
Subject: 34 Benelong Crescent – Works Zone
Author: Sharon Jacobs – Traffic and Transport Officer
File No: 407.G pt4
Reason for Report: Works Zone application received from Zaia Design associated with the site at 34 Benelong Crescent, Bellevue Hill.

Recommendation:

- A. THAT approval be granted for a Works Zone to be temporarily installed along the frontage of 34 Benelong Crescent, Bellevue Hill. The length of the proposed zone is 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 7.00am-4.00pm Mon-Fri, 7.00am-1.00pm Sat for 24 weeks from September 2004.
 - iii. The applicant is to ensure that the traffic lanes, footpaths and driveways, adjacent to the Works Zone, remain free of obstruction at all times during the construction.
 - iv. The applicant is to provide details of the traffic control to be provided when cranes, concrete pumps and other machinery are standing in Benelong Crescent.
 - v. The applicant is to inform Council's Traffic Engineer when the project is completed and the Works Zone can be removed.
 - vi. This Works Zone is in a residential area. 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.
 - vii. Failure to comply with any of these conditions may result in the cancellation of the Works Zone at Council's determination.
 - viii. 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.
- B. THAT the applicant notifies all adjacent residents and business owners by a letterbox drop of the conditions of the Works Zone.

Item No: Y6 Traffic Matters on Local Roads – Recommendation to C&E for Consideration.
Subject: 2C Victoria Road, Bellevue Hill – Works Zone
Author: Sharon Jacobs – Traffic and Transport Officer
File No: 407.G pt4
Reason for Report: Works Zone application received from Solitarii Developments associated with the site at 2C Victoria Road, Bellevue Hill.

Recommendation:

- A. THAT approval be granted for a Works Zone to be temporarily installed along the frontage of 4 Victoria Road, Bellevue Hill. The length of the proposed zone is 15 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 7.00am-4.00pm Mon-Fri, 7.00am-1.00pm Sat for 50 weeks from October 2004.
 - iii. The applicant is to ensure that the traffic lanes, footpaths and driveways, adjacent to the Works Zone, remain free of obstruction at all times during the construction.
 - iv. The applicant is to provide details of the traffic control to be provided when cranes, concrete pumps and other machinery are standing in Victoria Road.
 - v. The applicant is to inform Council's Traffic Engineer when the project is completed and the Works Zone can be removed.
 - vi. This Works Zone is in a residential area. 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.
 - vii. Failure to comply with any of these conditions may result in the cancellation of the Works Zone at Council's determination.
 - viii. 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.
- B. THAT the applicant notifies all adjacent residents and business owners by a letterbox drop of the conditions of the Works Zone.

Item No: Y7 Traffic Matters on Local Roads – Recommendation to C&E for Consideration
Subject: 112 Underwood Street, Paddington – Works Zone
Author: Sharon Jacobs – Traffic and Transport Officer
File No: 407.Gpt4
Reason for Report: Works Zone application received from Brad Fowler associated with the site at 112 Underwood Street, Paddington.

Recommendation:

- A. THAT approval be granted for a Works Zone to be temporarily installed in Victoria Place adjacent to the side boundary of No. 102 Underwood Street, Paddington. The length of the proposed zone is 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 7.00am-4.00pm Mon-Fri, 7.00am-1.00pm Sat including '2P residential parking 4.00pm-11.00pm Mon-Fri, 1.00pm-11.00pm Sat; 8.00am-11.00pm Sun' for 4 weeks from September 2004.
 - iii. The applicant is to ensure that the traffic lanes, footpaths and driveways, adjacent to the Works Zone, remain free of obstruction at all times during the construction.
 - iv. The applicant is to provide details of the traffic control to be provided when cranes, concrete pumps and other machinery are standing in Victoria Place.
 - v. The applicant is to inform Council's Traffic Engineer when the project is completed and the Works Zone can be removed.
 - vi. This Works Zone is in a residential area. 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.
 - vii. Failure to comply with any of these conditions may result in the cancellation of the Works Zone at Council's determination.
 - viii. 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.
- B. THAT the applicant notifies all adjacent residents and business owners by a letterbox drop of the conditions of the Works Zone.

Item No: Y8 Traffic Matters on Local Roads – Recommendation to C&E for Consideration.
Subject: 7-9 Transvaal Avenue, Double Bay – Works Zone
Author: Sharon Jacobs – Traffic and Transport Officer
File No: 407.G pt4
Reason for Report: Works Zone application received from Mellick Land Corp associated with the site at 7-9 Transvaal Avenue, Double Bay.

Recommendation:

- A. THAT approval be granted for a Works Zone to be temporarily installed along the frontage of 7-9 Transvaal Avenue, Double Bay. The length of the proposed zone is 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 7.00am-4.00pm Mon-Fri, 7.00am-1.00pm Sat for 4 weeks from September 2004 and to include the remaining period of metered parking. (Monday to Friday 4.00pm-6.00pm and Saturdays 1.00pm-6.00pm)
 - iii. The applicant is to ensure that the traffic lanes, footpaths and driveways, adjacent to the Works Zone, remain free of obstruction at all times during the construction.
 - iv. The applicant is to provide details of the traffic control to be provided when cranes, concrete pumps and other machinery are standing in Transvaal Avenue.
 - v. The applicant is to inform Council's Traffic Engineer when the project is completed and the Works Zone can be removed.
 - vi. This Works Zone is in a parking meter area. 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.
 - vii. Failure to comply with any of these conditions may result in the cancellation of the Works Zone at Council's determination.
 - viii. 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.
- B. THAT the applicant notifies all adjacent residents and business owners by a letterbox drop of the conditions of the Works Zone.

Item No: Y9 Traffic Matters on Local Roads – Recommendation to C&E for Consideration.
Subject: 26 Yarranabbe Road, Darling Point – Works Zone
Author: Sharon Jacobs – Traffic and Transport Officer
File No: 407.G pt4
Reason for Report: Works Zone application received from Probuild associated with the site at 26 Yarranabbe Road, Darling Point.

Recommendation:

- A. THAT approval be granted for a Works Zone to be temporarily installed along the frontage of 25A/25B Yarranabbe Road, Darling Point, associated with the site at 26 Yarranabbe Road. The length of the proposed zone is 10 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 7.00am-4.00pm Mon-Fri, 7.00am-1.00pm Sat and include '2P resident parking 4.00pm-8.00pm Mon-Fri, 1.00pm-8.00pm Sat and 8.00am-8.00pm Sun' for 8 weeks from September 2004.
 - iii. The applicant is to ensure that the traffic lanes, footpaths and driveways, adjacent to the Works Zone, remain free of obstruction at all times during the construction.
 - iv. The applicant is to provide details of the traffic control to be provided when cranes, concrete pumps and other machinery are standing in Yarranabbe Road.
 - v. The applicant is to inform Council's Traffic Engineer when the project is completed and the Works Zone can be removed.
 - vi. This Works Zone is in a residential area. 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.
 - vii. Failure to comply with any of these conditions may result in the cancellation of the Works Zone at Council's determination.
 - viii. 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.
- B. THAT the applicant notifies all adjacent residents and business owners by a letterbox drop of the conditions of the Works Zone.

Item No: Y10 Traffic Matters on Local Roads – Recommendation to C&E for Consideration.
Subject: 21 Campbell Avenue, Paddington – Works Zone
Author: Sharon Jacobs – Traffic and Transport Officer
File No: 407.G pt4
Reason for Report: Works Zone application received from Affinity Constructions associated with the site at 21 Campbell Avenue, Paddington.

Recommendation:

- A. THAT approval be granted for a Works Zone to be temporarily installed along the frontage of 21 Campbell Avenue, Paddington. The length of the proposed zone is 10 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 7.00am-4.00pm Mon-Fri, 7.00am-1.00pm Sat and to include 1P 4.00pm-11.00pm Mon-Fri; 1.00pm-11.00pm Sat, 8.00am-11.00pm Sun for 13 weeks from September 2004.
 - iii. The applicant is to ensure that the traffic lanes, footpaths and driveways, adjacent to the Works Zone, remain free of obstruction at all times during the construction.
 - iv. The applicant is to provide details of the traffic control to be provided when cranes, concrete pumps and other machinery are standing in Campbell Avenue.
 - v. The applicant is to inform Council's Traffic Engineer when the project is completed and the Works Zone can be removed.
 - vi. This Works Zone is in a residential area. 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.
 - vii. Failure to comply with any of these conditions may result in the cancellation of the Works Zone at Council's determination.
 - viii. 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.
- B. THAT the applicant notifies all adjacent residents and business owners by a letterbox drop of the conditions of the Works Zone.

Item No: Y11 Traffic Matters on Local Roads – Recommendation to C&E for Consideration
Subject: 2-16 Bellevue Road, Bellevue Hill – Works Zone Extension
Author: John Stephens, Team Leader – Traffic and Transport
File No: 407.G Pt4
Reason for Report: Works Zone extension received from St Hilliers associated with the site at 2-16 Bellevue Road, Bellevue Hill.

The RTA, Police and local member representatives were consulted and supported the proposed time extension of the Works Zone.

Recommendation:

- A. THAT approval be granted for the operational period of the Works Zone to be extended to 1 November 2004. The Works Zone is located along the frontage of Property Number 2-16 Bellevue Road, Bellevue Hill. The length of the proposed Works Zone is 20 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 from 7:00am to 5:00pm Monday to Friday up to November 2004.
 - iii. The applicant is to ensure that the traffic lanes, adjacent to the Works Zone, remain free of obstruction at all times during the construction.
 - iv. The applicant is to provide details of the traffic control to be provided when cranes, concrete pumps and other machinery are standing in Bellevue Road.
 - v. The applicant is to inform Council's Traffic Engineer when the project is completed and the Works Zone can be removed.
 - vi. This Works Zone is in a commercial area. 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.
 - vii. Failure to comply with any of these conditions may result in the cancellation of the Works Zone at Council's determination.
 - viii. 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.
- B. THAT the applicant notifies all adjacent residents and business owners by a letterbox drop of the conditions of the Works Zone.

Item No: Y12 Traffic Matters on Local Roads – Recommendation to C&E for Consideration
Subject: **47-49 Dover Road, Rose Bay – Proposed Bus Stop**
Author: John Stephens, Team Leader – Traffic and Transport
File No: 263.G
Reason for Report: A request was received to reinstate bus stop

Recommendation:

THAT this matter be deferred to the next Woollahra Traffic Committee meeting to allow the petitioners to be heard and consider the petition.

Item No: Y13 Traffic Matters on Local Roads – Recommendation to C&E for Consideration
Subject: **Manning Road, Double Bay – Removal of speed hump & proposed treatment**
Author: John Stephens, Team Leader – Traffic & Transport
File No: 300.
Reason for Report: Request by residents to review the Manning Road Speed Hump

Recommendation:

- A. THAT the speed hump at No.68 Manning Road be removed.
- B. THAT the speed hump be replaced with a central median and kerb extensions, providing a 3 metre travel lane in each direction and be extended up to the eastern side of the driveway of No.47 Manning Road.
- C. THAT the median and kerb extensions be constructed in temporary materials and monitored for a trial period of 6 months.
- D. THAT the residents of Manning Road between Wallaroy Road and Epping Road be advised of the options considered by the Woollahra Traffic Committee and the treatment proposed to be trialed.

Item No: Y14 Traffic Matters on Local Roads – Recommendation to C&E for Consideration
Subject: **Hopetoun Avenue, Vacluse - Traffic calming scheme & bicycle lanes**
Author: John Stephens, Team Leader – Traffic & Transport
File No: T 240.
Reason for Report: Progress proposed traffic calming scheme and bicycle lanes to design and implementation

Recommendation:

- A. THAT the revised plan be distributed to affected residents, advertised in the Wentworth Courier, on Council's web site and the plans be displayed at Council for comment.

- B. THAT should no substantial objections be received, the proposal be implemented, otherwise the matter would be reported back to the Committee.

Item No: Y15 Traffic Matters on Local Roads – Recommendation to C&E for Consideration
Subject: Bellevue Hill Traffic Calming & Bicycle Lanes
Author: John Stephens, Team Leader – Traffic & Transport
File No: T346 / T470 / T34
Reason for Report: Progress proposed traffic calming scheme and bicycle lanes to design and implementation

Recommendation:

- A. THAT the proposal be distributed to affected residents, advertised in the Wentworth Courier, on Council's web site and the plans be displayed at Council for comment.
- B. THAT following the exhibition period, the detailed design and any submissions received be reported back to the Committee.

Late Items

Y16 Osborne Lane, Woollahra - File 344.

The Committee was advised that a parent on behalf of Woollahra Public School was seeking approval for the temporary closure of Osborne Lane, Woollahra for approximately four hours (10am – 2pm) on Saturday, 9 October 2004.

The school will be used as a polling station for the Federal Election on that day and the school proposed to create a fair type atmosphere and use the occasion as a fund raiser. As part of this event, it is intended to temporarily close Osborne Lane to conduct pony rides.

A similar event was approved and held on 26 October 2003 with no reported incidents.

Recommendation:

- A. THAT the event is to be conducted as a Class 3 event.
- B. THAT permission be granted for the temporary closure of Osborne Lane, Woollahra on Saturday, 9 October 2004 between 9.30am and 2.30pm, subject to the following conditions:
- i. The Traffic Management Plan be approved and concurrence be received from the RTA.
 - ii. Approval be received from the NSW Police Department.
 - iii. Any directive provided by the NSW Police Department be complied with during the proposed temporary road closure of Osborne Lane.
 - iv. The applicant notifies all Emergency Services of the proposed temporary road closure of Osborne Lane, Woollahra a minimum of seven (7) days prior to the event.

- v. The applicant receives all necessary approvals from Council, including the payment of any applicable fees prior to the holding of the event.
 - vi. An information letterbox drop be distributed to all residents and other occupants in the vicinity of the proposed activities a minimum of seven (7) days prior to the event.
 - vii. No obstruction be made to the footpath by laying of cables and/or other equipment without suitable protection to pedestrian traffic by the installation of pedestrian safety ramps.
 - viii. Council be indemnified against all claims for damage or injury that may result from either the activities or from the occupation of part of the public way during the activities. A copy of the Public Liability Insurance Cover to be made available ten (10) working days prior to the road closure.
 - ix. The occupation of the carriageway or footway of the road must not occur until the road has been closed.
 - x. The proposed activity (pony rides) on the public road is to be controlled at all times by suitably trained persons and an appropriate public liability cover must be in place with proof of the policy being submitted to Council ten (10) working days prior to the road closure.
 - xi. The use of any equipment or activities to be conducted in conjunction with the road closure must not result in any "offensive noise" as defined by the Noise Control Act, 1975.
 - xii. The applicant complies with any reasonable directive of Council's Law Enforcement Officers.
 - xiii. The area to be used for the activities be maintained in a clean and tidy condition to the satisfaction of Council's Compliance Manager, and the applicant makes arrangements to remove all waste from the site at the end of the event.
 - xiv. Woollahra Council be reimbursed for the cost of repairing any damage caused to the public way as a result of the activities.
 - xv. The applicant supply and erect all barriers and traffic signs necessary and be responsible for the manning of the barriers and directing traffic around the temporary road closure.
 - xvi. The applicant provides adequate traffic control by the use of authorised traffic controllers/flagmen at either end of the temporary road closure in Osborne Lane, Woollahra in accordance with the Australian Standards and to the satisfaction of Police and Council's officers.
 - xvii. It should be noted that all workers involved with this work must comply fully with the requirements of the Occupational Health and Safety Act 2000 and the OHS Regulation 2001.
- C. THAT Woollahra Council reserves the right to cancel this approval at any time.

Drawing No.14891_tr.dwg dated 2 August 2004 detailing Council's proposal to widen the southern footpath and remove the bus bay west of Flinton Street was tabled at the meeting.

The Committee were advised that the proposed works were associated with the works currently being undertaken in the Royal Hospital for Women Park.

Recommendation:

THAT Drawing No.14891_tr.dwg dated 2 August 2004 be approved.

Y18 New South Head/Mona Roads, Darling Point - Files T329. Pt4, 315.

The Police representative tabled a copy of a letter recently received from Ms Clover Moore MP, Member for Bligh that raised concern about pedestrian safety at the intersection of New South Head Road and Mona Road, Darling Point.

Ms Moore requested that:

- The 'Left Turn On Red Permitted After Stopping' sign for eastbound traffic in New South Head Road at Mona Road be removed to prevent vehicles turning when pedestrians were crossing,
- A pedestrian crossing be installed in Mona Road at New South Head Road signalled intersection and
- A Darling Point Local Area Traffic Management Plan be developed in conjunction with Woollahra Council and local residents and ensure it is implemented prior to the opening of the Cross City Tunnel.

Recommendation:

THAT Ms Moore's letter be referred to the RTA for investigation.

COUNCIL DEVELOPMENT COMMITTEE - SEPP 11 Item

X1 759 New South Head Road, Rose Bay – Da348/2004/1

The Development Committee considered a proposal to redevelop the BP service station at 759 New South Head Road to include a hand carwash and new café, including the existing fuel bowsers.

Mrs M Clarke, representing Rose Bay Residents' Association advised of her concern about the loss of 11 public car spaces on the site and the negative impact that this would cause on the Rose Bay shopping precinct.

The Committee expressed concern about:

- the suitability of the proposed additional use in this location
- the potential for queues to occur into New South Head Road
- the removal of the existing 11 car spaces that are used as public parking spaces and the negative impact that this would cause on the Rose Bay shopping precinct
- the location of the proposed parking spaces
- no allocated disabled person's parking space

Recommendation:

THAT the above comments be noted and further discussion be held with the RTA and Police representatives.

There being no further business, the meeting concluded at 12.08pm.

Warwick Hatton
Chair

Item No: D4 Delegated to Committee
Subject: **Fleet Environmental Management System & Viability of alternative fuel sources & minimal resource usage for passenger vehicles**
Author: Mark Ramsay and Mark Wood
File No: 229.G
Reason for Report: To respond to Community and Environment Committee resolution in July 2004 that a further report be provided on the Waverley Council initiative to develop a Regional Fleet Environmental Management System for SSROC Councils, and
To respond to a Question without Notice regarding Council's policy on purchasing energy efficient vehicles using minimal resources for our fleet of passenger vehicles

Recommendation:

- A. THAT Council's Fleet Management Policy incorporate the proposed regional Environmental Management System (EMS), to ensure the environmental performance outcomes of Council's fleet are measured, to be implemented in consultation with other SSROC Councils.
- B. THAT the option of electric/fuel hybrid passenger vehicles be subject to continued review on the whole of life cycle costs for these vehicles.
- C. THAT use of alternate fuels continue to be monitored with the Australian Greenhouse Office and motor vehicle industry sources.

Background:

This report provides further information on the Waverley Council Initiative to develop a Regional Fleet Environmental Management System for SSROC Councils.

The report also reviews the current industry position on alternate fuels for passenger vehicles and Woollahra Council's continuing commitment to purchase energy efficient vehicles.

Introduction:

Environmental management System (EMS)

At the March SSROC Public Works meeting Paul Andersen from Waverley Council presented a proposal for a partnership between the Regional Councils to develop and implement a full fleet Environmental Management System (EMS).

The EMS project analysis and plan submitted by Waverley Council was reported as follows;

“Waverley Council has introduced a number of environmental initiatives within its fleet operations, as described in this report. What is now needed is a management system that will enable Council, through its staff, to simply and effectively measure the benefits of what has done to date, and to determine the best mix of options for future fleet operations. To address this need, a draft Fleet Environmental Management Plan has been developed. It is now proposed that this draft Plan be fully developed and implemented during 2004, on the following basis.

Adoption of the Draft EMS. During the past eighteen months, Council staff, in conjunction with consultant Noel Child, has developed a draft Fleet EMS. This draft provides all the basic elements and guidelines for the development and implementation of an EMS for Council's fleet operations, and has been prepared in accordance with the relevant international standard, ISO 14001. It is now proposed that Council formally adopt the draft Fleet EMS that has been developed to this time, as a basis for further development and implementation.

Development of the Vehicle Emissions Module. Following adoption of the draft EMS, it is proposed that Council, in conjunction with its consultant Noel Child, fully develop the section of the draft EMS dealing with the measurement and management of vehicle emissions. This section of the overall Plan is considered to be fundamental to the environmental performance of Council's fleet. The full development of this section, which can be achieved within existing resources, is considered to be a very effective way to demonstrate the effectiveness of the EMS approach, and to attract appropriate external funding to assist Council to fully develop and implement its Fleet EMS. The development of this section of the overall EMS will also provide a basis to demonstrate that the EMS can be developed with the full support of all relevant staff, and that it will contribute to a more constructive and effective work environment for all concerned.

Development and Implementation of the Full Fleet EMS. Subject to the successful development and implementation of the vehicle emissions module and successful granting of other funds, it is proposed that Council then move to the development and implementation of the overall Fleet EMS. It is anticipated that this aspect of the project will involve additional resources and costs, including in particular the engagement of a suitably qualified and skilled person, on a full time basis, to coordinate the development and implementation process.

Regional Partnerships and Applications. Subject to the successful development and implementation of the Fleet EMS within its own area of operations, Waverley Council will have developed a resource of significant relevance and potential value to other councils, and to fleet operators generally. It is proposed that, subject of course to a successful outcome internally, that Council then work through SSROC to make the Fleet EMS available to other interested regional councils, and potentially to other public and private sector fleet operators. It is proposed that an appropriate dialogue be developed with SSROC from the outset, so that the opportunity for effective regional applications can be progressively developed, in parallel with the development and implementation of the Fleet EMS approach within Waverley itself.

Other Strategic Partnerships. In addition to the important partnership with SSROC and other regional councils, it is proposed that the Fleet EMS project also include the establishment of effective working relationships and partnerships with the relevant government and private sector stakeholders, including:

New South Wales Roads and Traffic Authority (RTA)

<< CNG >> and LPG Vehicle Industries

State and Commonwealth Government Departments at Interest

Transport Industry

The NSW and Australian Local Government Associations (LGSA & ALGA)"

The SSROC Public Works Group has agreed in principle to support the environmental fleet management initiative on a regional scale. Unfortunately Paul Andersen from Waverley Council was unable to attend the September SSROC meeting to provide further details including future funding options. The SSROC Public Works Group continues to support the proposal for a partnership to be developed between the Regional Councils to develop and implement a full fleet Environmental Management System (EMS). As advised in the report submitted in July on Compressed Natural Gas (CNG) the first stage of this process is to develop and implement a Vehicle Emissions Module, which is considered to be fundamental to the environmental performance of Council's fleet.

The EMS will enable Councils to develop a Fleet Environmental Management Plan which will provide a system for Council, through its staff, to simply and effectively measure the benefits of what has been done to date and to determine the best mix of options for future fleet operations.

The introduction of a fleet EMS will ensure the environmental outcomes are recorded in an organised and systematic manner. The EMS will be prepared in accordance with ISO 14001 and will incorporate the following key elements:

- Commitment and Policy
- Planning
- Implementation
- Measurement and Evaluation
- Review and Continuous improvement

EMS performance indicators

The Environmental Management System is designed to manage and minimise the environmental impacts of fleet and depot operations. This process involves systematic measurement and monitoring of key operations, and the introduction of management and action plans aimed to minimise the risk or extent of environmental impact. The whole process is based on the achievement of continuous improvement in environmental performance.

To achieve this, it is necessary to establish performance indicators in all of the key areas of current or potential environmental impact.

The key performance indicators proposed to be used in this EMS to measure fleet operations are as follows:

Indicator	Description
Fuel Consumption Index (Passenger Vehicle Fleet)	An index that measures Council's total fuel use in terms of its per capita constituent base. The purpose of the index is to provide a unitised measure of the energy consumption of Council's passenger car fleet in the delivery of its wide range of services.
Fuel Consumption Index (Commercial Vehicle Fleet)	An index that measures Council's total fuel use in terms of its per capita constituent base. The purpose of the index is to provide a unitised measure of the energy consumption of Council's commercial vehicle fleet in the delivery of its wide range of services.
Cleaner Fuel Index	An index that measures the percentage of cleaner, alternative fuels used as a fraction of Council's total fleet fuel consumption. The index is calculated in net energy terms, and provides a simple and accurate measure of the introduction of cleaner, lower emission fuels.

Greenhouse Index	Council's greenhouse index monitors total greenhouse emissions for cars, light commercials and trucks. The greenhouse index measures total greenhouse gases in grams per 100 kilometres travelled. The progressive introduction of lower carbon fuels can be measured by reductions in this index. Council is developing a similar index for plant and other equipment as part of its EMS.
Air Pollution Index	The air pollution index is similar to the greenhouse index, but measures a "basket" of carbon monoxide, oxides of nitrogen, hydrocarbons and volatile organic gases. This measure is designed to monitor reductions in the contribution of Council's fleet to urban air pollution.
Fleet Noise Index	An index that provides a comparative measure of the noise generated by Council's passenger and commercial fleets.
Fleet Amenity Index	An index that provides a comparative measure of the appearance and general amenity of Council's passenger and commercial fleets.

The development and implementation of the full EMS will involve funding and resourcing. It is anticipated an initial budget of \$120,000 will be required. This will cover the cost of consultancy services and a project manager (EMS Coordinator), to be employed by Waverley Council. Waverley has indicated they are willing to fund \$60,000 and are seeking contributions from other SSROC members. At this stage the regional Councils, including Woollahra, are awaiting further details from Waverley Council. If all SSROC Councils contribute we could be expect to contribute \$6,000. Subject to further details being provided, we believe this is a worthwhile project in which to participate.

IPWEA National Plant and Vehicle Manual

The EMS will become an integral part of the Institute of Public Works Engineering Australia (IPWEA) National Plant and Vehicle Management Manual, which was discussed in our previous report. The manual is aimed at presenting 'best practice' principles in fleet management by managing the balancing act of high utilisation of plant and vehicles, minimum downtime, and astute buying decisions.

The manual establishes the six most critical measurement tools that need to be addressed and regularly analysed to comply with Plant and Vehicle Management Best Practice are:

1. Utilisation
2. Optimum Replacement Points
3. Whole of Life Costs
4. Downtime Costs
5. Maintenance Failure Records
6. Flat Rate Repair Times

The EMS will provide key performance indicators for Items (1) utilisation, (2) optimum replacement points, (3) whole of life cycle costs and (5) maintenance failure records. Our staff have recently undertaken training on implementing this manual for Council's fleet operations. Council is subscribing to the publication and updating of the manual, as the IPWEA sees the manual as a 'live' document which will continue to develop overtime. The subscription also includes training on the content of the manual, ongoing update, newsletters and user forums to promote networking and benchmarking.

Alternate Fuel Types

A report prepared (DATE) by the Australian Greenhouse Office listed six types of fuel including diesel, petrol, biodiesel and Canola, Gaseous fuels (CNG, LPG), Hydrated ethanol-based fuels, and Hydrogen fuel cells. Currently only diesel, petrol and LPG are available as viable fuels in Australia. The other fuels may become viable alternatives with future technological and market developments.

Worldwide, motor vehicle and engine manufacturers are looking at several forms of alternative fuel sources. These include, but are not limited to, liquid petroleum gas (LPG) compressed natural gas (CNG), liquefied natural gas (LNG), electric/fuel hybrid and hydrogen fuel cells. Only two of these fuel sources, liquid petroleum gas (LPG) and electric/fuel hybrid, are readily available in Australia from Original Equipment Manufacturers (OEM's). This report will concentrate on these two fuel types;

Liquid Petroleum Gas (LPG)

Liquid petroleum gas (LPG) is a petroleum industry by-product consisting mainly of propane, propylene, butane and butylene in various proportions according to its state of origin. Autogas grade LPG is a mixture of propane and butane in approximately equal ratios.

In Australia, LPG used in motor cars is stored on board the vehicle in a steel cylinder in liquid form, but is converted to gaseous form via a regulator before supply to a gas-air mixer (the equivalent of a carburettor) for intake into the engine.

There are two types of LPG engines available in Australia. A dedicated LPG engine which uses LPG as its sole fuel source and a dual fuel LPG/ULP (unleaded petrol) version, which can be run on either LPG or standard unleaded petrol. Australia has the world's most extensive network of LPG refuelling stations, with over 3,500 outlets across the nation. More than 550,000 Australian vehicles use LPG or dual LPG/ULP, a large proportion of these belonging to the Taxi industry.

Advantages

Compared to ULP, LPG powered engines provides a saving of 15% to 80% less oxides of nitrogen, 20% to 40% less hydrocarbons and 30% to 35% less carbon. LPG is not currently subject to fuel excise, however this will change from 2008 when an excise of approximately half of that imposed on ULP and diesel will be progressively applied.

Limitations

The majority of LPG passenger vehicles are dual fuel. If not tuned correctly, studies have revealed they can give off more pollutants than a standard ULP vehicle. Even if tuned for LPG, dual-fuel vehicles run more efficiently on ULP than LPG. The engine in a dual fuel vehicle is switched from LPG to ULP by a control located on the dashboard. This makes it difficult to prevent the driver operating on ULP instead of LPG.

It is also argued that "Well to wheel" greenhouse gas emissions (GHGE) are higher for LPG than ULP. "Well to wheel" greenhouse emissions take into account the complete energy emission lifecycles of the fuel, with gaseous fuels (LPG, CNG) there is fugitive loss during the manufacturing process and distribution. A 0.5% fugitive loss is equivalent to an increase of some 10% in CO₂ emissions.

LPG has a lower energy content than ULP, meaning that it takes more LPG to travel a given distance than it does ULP. In a Council environment (low kilometres per year) the whole of life cost of running a LPG vehicle is greater than that of an equivalent ULP vehicle, as the savings in fuel costs (LPG being cheaper than ULP), does not match the increased purchase price and lower resale value of LPG vehicles.

Council currently runs 13 dedicated LPG Ford utilities in its light commercial fleet with mixed success. Due to the properties of the gas in its liquid form, its density can change according to the ambient air temperature, which can have an adverse affect on the accuracy of the fuel gauge. As there is no way of refuelling on the side of the road, this can have a major impact on the driver if the vehicle runs out of fuel as the only way of refuelling is to have the vehicle towed to a refuelling station. This has occurred on a number of occasions.

Electric/fuel hybrid

Several OEM's have produced an electric/fuel hybrid passenger vehicle. Only two are available in Australia, the most advanced and popular of these being the Toyota Prius. Current figures suggest sales in excess of 100 units per month Australia wide.

Hybrid vehicles use a small 4 cylinder ULP engine in conjunction with a battery-powered motor and generator. During slow running, the Hybrid System runs the car on battery power alone. The petrol engine shuts down completely when it's not needed. Under hard acceleration, the petrol engine combines with the electric motor to boost drive power. During braking or deceleration the high-output motor acts as a high-output generator aiding in the recharging of the battery.

Advantages

Hybrid vehicles are capable of producing 90% fewer emissions than a normal ULP powered vehicle and produce 106g/km of CO₂. A hybrid vehicle is capable of fuel consumption figures of 4lts/100kms, dependent on driving conditions and driver habits.

Council presently has one Toyota Prius hybrid vehicle in its fleet, purchased in January 2004. The recorded fuel consumption figures at this time are approximately 5.5 lt/100km, with minimal servicing required and no down time from mechanical failure.

Limitations

The original purchase price of a hybrid vehicle is expensive when compared to similar size ULP vehicles. This is not unexpected due to the technological development costs to manufacture this vehicle. The current purchase price of the Prius is \$36,000 compared to the Corolla at \$20,000. The resale value of the Prius after two years/40,000kms is estimated by "The Redbook" to be 65%, compared to the Corolla at 87%. Over the last six months there have been two Prius sold at auction, with a loss of \$19,000 and \$20,000 in comparison to Corollas sold in the same period with losses of \$2000.

It is anticipated that as this type of technology becomes more accepted in the wider community resale values may become sufficient to make hybrid vehicles a more practical alternative fuel source in the short to medium term (5-10 years).

Other Industry Considerations

Fuel excise issue

At present alternative fuels are free of any excise fee. The current level of excise placed on petrol and diesel is 38.143 cents per litre, which is compounded by the addition of ten percent GST.

In its May budget, the Commonwealth Government proposed that as from July 2008 all alternative fuel sources will have a progressive excise placed on them at a rate in comparative terms, equivalent to half that of petrol and diesel. This will mean that LPG will rise by 12.5 cents in annual increments of 2.5 cents between July 2008 and July 2012.

The Commonwealth Government has also introduced a grant of \$1,000 for the purchase of dedicated or dual fuel LPG passenger vehicles to apply for three years commencing July 2008. However, the current cost differential for LPG vehicles is approximately \$800 and the resale value has been in the order of \$000 less.

Whole of Life Environmental Issues

Tailpipe emissions are only a small part of the impact that fuels and their production have on the environment. Academics and industry are now examining life-cycle emissions which takes into account the overheads involved in the fuel extraction, production and delivery.

Whilst it is true that LPG at the tailpipe produces less Greenhouse Gas Emissions (GHGE) than ULP, on a life cycle assessment its “well to wheel” production may actually produce more greenhouse gas emissions than that of ULP.

Other emissions and pollutants such as CO₂, oxides of nitrogen, hydrocarbons and particulate matter must also be taken into account. LPG has a lower energy content than ULP, requiring more fuel to be burned to travel a given distance.

The National Green House Office has developed a chart depicting the GHGE figures for most Australian cars. The table indicates the hybrid Electric/petrol vehicles produce less GHGE than those of LPG and ULP.

The following table shows the ratings for individual vehicles taken from the National Green house Office “Green vehicle guide”

Make	Cylinders	Fuel Type	Fuel Cons lt/100kms	Greenhouse Gases*	Air pollution*	CO2 g/km
Ford	6	LPG	15.3	5	5	246
Ford	6	ULP	11.4	4.5	5	270
Holden	6	LPG	15.3	5	5	247
Holden	6	ULP/LPG	15.7	5	5	253
Holden	6	ULP	11.4	4.5	5	269
Holden Astra**	4	ULP	8.3	6.5	8	199
Toyota Corolla	4	ULP	8.1	6.5	5	183
Toyota Prius	4	Elec/hybrid	4.4	8.5	5	106

*(*Ratings for greenhouse gases and air pollution are from 1-10)*

*(**European vehicles such as Holden Astra are manufactured to higher emission standards)*

The vehicle manufacture to disposal process also has an impact on the environment. All vehicle manufacturers have Corporate Environmental Policies in place that cover the entire manufacturing to disposal process including the recycling of plastics and parts. These policies also include the sub contractors who are used to manufacture parts and equipment off site. These policies can be found on the OEM’s websites.

Woollahra Council’s Current Position

Council has adopted the Southern Sydney Region of Councils “Greenhouse Strategy”, and the Woollahra Greenhouse Action Plan (WGAP) as part of our contribution to the Cities for Climate Protection Program. As part of the WGAP we have committed to ensure vehicles purchased meet the current best practice for fuel and engine technologies. Adopting a Regional Fleet Environmental Management System (EMS) in conjunction with the IPWEA National Plant and Vehicle Management Manual will further enable us to meet these objectives.

In the past 3 to 4 years, we have introduced 13 dedicated LPG Ford utilities into our light commercial fleet, downsized ten 6 cylinder passenger vehicles to 4 cylinder and purchased one Toyota Prius hybrid.

As an integral part of the consideration of "best practice" fuel and engine technologies within its fleet operations, Council is also concerned that the overall use of energy within its operations is optimised. This is important in terms of both sustainability, and the minimisation of harmful exhaust emissions. The effective measurement and management of overall fuel energy consumption will also require appropriate management tools and systems. There has been a concerted effort to keep abreast of current trends to ensure Council's fleet meets best practice principles.

Council also operates a computerised fleet management system (Ausfleet). The system enables the the Council officers to monitor whole of life costs for all vehicles and provides reports on fuel consumption on individual or types of vehicles within Council's fleet. It is proposed this system will form part of the EMS.

Conclusion:

Most vehicle and engine manufacturers point toward the hydrogen fuel cell as the fuel of the future. However, the technology for this will not be ready for mass production until 2020. Until then the common thought is that the electric/fuel hybrid with further technological improvements and wider community acceptance will be an option for small passenger vehicles in the immediate future and for larger passenger and light commercial vehicles in the short to medium term (5-10 years).

It is important that the balance between the environmental and operational issues of Council's vehicle fleet be maintained. To ensure that the initiatives already in place can be successfully monitored the implementation of the Regional Fleet SSROC EMS is an important tool.

It is also important that Council continue to monitor changes in technology and has a fleet policy that allows it to take advantage of these changes as they become viable. A longer evaluation of the whole of life costs and the impacts, if any, to Council's operations must be carried out on Council's existing electric/petrol hybrid and LPG vehicles. The evaluation is an ongoing process and requires Council officers to develop measurable performance indicators as well as monitoring industry initiatives and actions as they occur.

Mark Wood
Manager Works and Services

Mark Ramsay
Plant & Fleet Coordinator

Warwick Hatton
Director Technical Services

References:

<http://www.waverley.nsw.gov.au/council/meetings/2003minutes/0312/councilreports>
<http://www.greenvehicleguide.gov.au/gvgpublicui/StaticContent/HomeHTMLPage.htm>
<http://www.greenhouse.gov.au/fuelguide/pubs/2002-03.pdf>
<http://www.toyotaaustralia.com.au>
<http://www.redbook.com.au/weblookup/lookup.asp>

Calais P, Sims R. *"A comparison of lifecycle emissions of liquid Biofuels and Liquid and Gaseous Fossil Fuels in the transport sector"* Murdoch University, Perth

Item No: D5 Delegated to Committee
Subject: **Wolseley Road, Point Piper - Parking Restrictions**
Author: Greg Stewart, Manager - Public Infrastructure
File No: T503
Reason for Report: Council resolution requiring a report

Recommendation:

- A. THAT the existing 'No Stopping' restrictions on the northern side of Wolseley Road between Wolseley Crescent and No 156 Wolseley Road be retained for safety reasons.
- B. THAT the proposal to increase the number of parking spaces near the turning area at the end of Wolseley Road be referred to the Woollahra Traffic Committee meeting in October 2004, for approval.
- C. THAT a further investigation be carried out on the need to provide a footpath in Wolseley Road between Wolseley Crescent and the dead end.
- D. THAT all persons present at the site meeting held on 22 March 2004 be notified of the above Traffic Committee meeting.
- E. THAT it be noted that the 'No Parking' area in the cul-de-sac of Wolseley Road adjacent to the Royal Prince Edward Yacht 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.

Background:

The Community and Environment Committee at its meeting of 22 March 2004, when considering a recommendation from the Woollahra Traffic Committee in relation to parking restrictions in the dead end section of Wolseley Road east of Wyuna Road, resolved as follows:

- "1. That the matter be deferred for a report to the Community and Environment Committee on the apparent landscape encroachments on the road verge and associated parking and traffic issues, including sight lines at the intersection of Wolseley Road and Wolseley Crescent.*
- 2. That there be a subsequent report to the Traffic Committee with recommendations for parking and traffic management.*
- 3. That all present at the site meeting be notified of the above meeting.*
- 4. That the feasibility of a Drop-off Zone for disabled parking in the cul-de-sac (5 minute parking) be investigated."*

The following information is provided in response to the above resolution.

Landscape Encroachments on the Grass Verge:

A plan of the dead end section of Wolseley Road east of Wyuna Road showing the location of the roadway, footpaths, driveways and nature strips is attached as Annexure 1. As shown in this plan, the constructed road pavement in this section of Wolseley Road varies in width from 7.3 meters to 10.5 meters.

Along most of the northern side of the roadway, there is a nature strip approximately 6 meters wide. There is no constructed footpath for the majority of the length of this side of the roadway east of Wolseley Crescent. This is partly due to the presence of a landscaped embankment supporting the roadway. This embankment incorporates the driveways to the properties No 152 and No 154 Wolseley Road as shown in the photographs attached as Annexure 2. The owners of these properties appear to be maintaining the section of the embankment adjoining their property and abutting their driveways although it is part of the Council road reserve. These driveways would have been approved as part of the development works to the properties.

On the southern side of the roadway, the nature strip is approximately 3.5 meters wide. Again there is no constructed footpath on this side of the roadway for the majority of its length. The nature strips in front of No 95 to No 99 have been landscaped as shown in the photographs attached as Annexure 3. Because of the crossfall on the nature strip in front of No 95 and 97, a small sandstone edge strip, one course high, has been constructed adjacent to the kerb to retain and reduce the grade of the nature strip as shown in Annexure 3. They were also probably constructed to increase the depth of soil over the top of the underlying sandstone to permit landscaping. The adjoining property owners probably constructed these small sandstone edge strips. The sandstone edge strip in front of No 97 appears to have been constructed some time ago and the one in front of No 95 appears to have been constructed in the last few years. No record can be found of Council approving the construction of these sandstone edge strips. It is considered that there would be no real benefit to Council in pursuing the removal of these works that appear to have been constructed without Council approval.

In front of No 99 Wolseley Road, the retaining wall adjacent to the kerb is approximately 2 meters high. Sandstone retaining walls have also been constructed either side of the driveway access to the property in order to retain the Council nature strip as shown in Annexure 4. These retaining walls, which were constructed some time ago, would have been approved as part of the development works to the property.

Because of the embankment on the northern side of the roadway and the high retaining wall and grade of the nature strip on the southern side of the roadway, it would be very expensive to provide a continuous footpath along this section of Wolseley Road without reducing the width of the road pavement. The least costly option would be to provide a narrow footpath on the northern side of the roadway by reducing the width of the road pavement.

Parking and Traffic Issues:

A plan of the end of Wolseley Road showing the parking restrictions currently in place is attached as Annexure 5.

The parking restrictions in the dead end section of Wolseley Road east of Wyuna Road has been the subject of a number of reports to the Woollahra Traffic Committee and the Community and Environment Committee since May 2003.

A summary of the history in relation to the matter is as follows:

- Representations were received from the Mayor and Councillor Petrie on behalf of a few residents of Wolseley Road requesting the provision of parking restrictions in Wolseley Road in the vicinity of the Royal Prince Edward Yacht Club.
- A report on the matter was submitted to the Woollahra Traffic Committee at its meeting of 6 May 2003, as Item Y1-4, where it was recommended:

"That the affected residents of Wolseley Road be surveyed as to their views on the proposed provision of a 'No Stopping' zone on the northern side of Wolseley Road between the driveway of No 152 and Wolseley Crescent"

- The Community and Environment Committee on the 12 May, 2003 when considering the recommendations of the Woollahra Traffic Committee, resolved as follows:

"That Item Y1-4 be deferred to consider the proposal which was prepared at the Development Control Committee when the Development Application for the Royal Motor Yacht Club carparking was considered"

- The matter was further considered by the Woollahra Traffic Committee at its meeting of 3 June 2003 where it was recommended:

"1. That the affected residents of Wolseley Road be surveyed as to their views on the proposed provision of a 'No Stopping' zone on either the northern or southern side of Wolseley Road, between the driveway of No 152 or No 97 Wolseley Road and Wolseley Crescent"

2. That a report with the results of the resident survey be brought back to the Traffic Committee"

- The Community and Environment Committee adopted the above recommendation of the Woollahra Traffic Committee on 10 June 2003.
- Following a survey of the affected residents, a further report on this matter was presented to the Woollahra Traffic Committee for consideration. The information provided in this report was as follows:

- Wolseley Road, east of Wolseley Crescent narrows to approximately 7.3m in width with unrestricted kerbside parking available on both sides of the road.
- The intention is 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.
- Two responses were received. Mr Shipton of 97 Wolseley Road requested that 'No Stopping' zones be installed on both sides of Wolseley Road. This would have the effect of removing a total of 12 parking spaces.
- Mrs Zammit of 152 Wolseley Road requested that the 'No Stopping' zone be on the north side of the road and also include the driveway of 154 Wolseley Road.
- There were no objections to the proposal.

- The recommendation of the Woollahra Traffic Committee, which was subsequently adopted by the Community and Environment Committee on 11 August 2003, was as follows:

"1. That a 'No Stopping' zone be installed on the northern side of Wolseley Road, between, and including the driveway of No 154, and Wolseley Crescent.

2. That the affected residents be advised as to Council's decision"

- Following the implementation of the above resolution, Council received a number of complaints from residents in the surrounding area, and from the Royal Prince Edward Yacht Club, about the removal of the on-street parking. As a result, a further report was submitted to the Woollahra Traffic in for consideration on 2 December 2003. In the report on this issue, the members of the Traffic Committee were advised:
 - That the objectors were requesting 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 stated that the "No Stopping" zone had led to an increase in traffic speeds and danger to pedestrians.
 - That the objectors, except for the Royal Prince Edward Yacht Club, were outside the area covered by the letterbox drop.
 - the reasons for the previous decision to introduce the 'No Stopping' restrictions

Following consideration of the matter, the recommendation of the Woollahra Traffic Committee that was subsequently adopted by the Community and Environment Committee on 15 December 2003 was as follows:

"THAT:

1. *No action be taken to remove the existing 'No Stopping' restrictions on the northern 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"*
- On 2 March 2004, following the receipt of further submissions objecting to the installation of the 'No Stopping' restrictions, another report was submitted to the Woollahra Traffic Committee for consideration. A copy of this report is attached as Annexure 6. The following comments were made in this report:

"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."

Following consideration of the matter the Woollahra Traffic Committee recommended:

"THAT:

- 1. No action be taken to remove the existing 'No Stopping' restrictions on the northern side of Wolseley Road between Wolseley Crescent and No 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."*

The Community and Environment Committee, when considering the recommendations of the Woollahra Traffic Committee, resolved as follows:

"THAT:

- 1. 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. Prior to the inspection, a letterbox drop to surrounding residents and the Royal Prince Edward Yacht Club be actioned, informing the affected parties of the on-site meeting."*
- The on-site inspection was held on 22 March 2004. A total of twenty-eight persons attended the meeting including 7 residents of the subject section of Wolseley Road. Councillors Petrie, Huxley, Rundle and Van Vegchel also attended the meeting.

At the Community and Environment Committee held immediately after the on-site inspection, the committee resolved:

"THAT:

- 1. The matter be deferred for a report to the Community and Environment Committee on the apparent landscape encroachments on the road verge and associated parking and traffic issues, including sight lines at the intersection of Wolseley Road and Wolseley Crescent.*
- 2. There be a subsequent report to the Traffic Committee with recommendations for parking and traffic management.*
- 3. All present at the site meeting be notified of the above meeting.*
- 4. The feasibility of a Drop-off Zone for disabled parking in the cul-de-sac (5 minute parking) be investigated."*

This is the latest Council resolution in relation to this matter and this report has been prepared in response to this resolution.

- Further correspondence has been received by Council requesting that the Woollahra Traffic Committee:
 - Remove the "No Stopping" restrictions on the northern side of the roadway.
 - Build a footpath and widen the road to provide for the deleted parking spaces.

Consideration:

Generally, it appears that the majority of the residents in the dead end section of Wolseley Road support the installation of the 'No Stopping' restrictions. The Royal Prince Edward Yacht Club, residents to the west of Wyuna Road and users of Lady Martins Beach however, oppose the 'No Stopping' restrictions due to the loss of on-street parking.

Notwithstanding the numerous occasions that this matter has been reported to the Woollahra Traffic Committee and the Community and Environment Committee, the parking restrictions in the dead end section of Wolseley Road east of Wyuna Road have again been reviewed in accordance with the latest Council resolution.

As stated in the reports to the Traffic Committee and the Community and Environment Committee, the section of roadway between No 154 Wolseley Road and Wolseley Crescent is only 7.3 meters wide. This width is insufficient to satisfactorily accommodate parking on both sides of the roadway and still provide a safe travelling lane for through traffic, especially larger type vehicles servicing the club and residences in the dead end. The presence of a fence on one side of the roadway and a low sandstone wall on the other only exacerbates the problem. Motorists with passengers tend to park further away from the kerb to let passengers out of the vehicle. The restricted width also poses as a danger to pedestrians who are required to walk on the roadway in this section of Wolseley Road. The introduction of the 'No Stopping' restrictions has also had the added benefit of increased sight distance for motorists exiting Wolseley Crescent. For these safety reasons, it is recommended that no action be taken to remove the existing 'No Stopping' restrictions on the northern side of Wolseley Road between Wolseley Crescent and No 156 Wolseley Road.

Notwithstanding the above, it has been identified that it may be possible to provide two additional parking spaces adjacent to the turning area at the end of the street as shown in the plan Annexure 7. By reducing the length of the 'No Parking' restrictions in the turning area and requiring motorists to do a three point turn rather than a single swept path, two additional parking spaces can be provided on the southern side of the street. By reducing the length of the 'No Parking' restrictions on the northern side of the street so that it begins on the western side of the delivery gates to the Royal Prince Edward Yacht Club, the current spaces in front of the club can be moved to the east and clear of the pedestrian walkway to Lady Martins Beach. This would significantly improve the visibility of pedestrians and safety for pedestrians using the pedestrian link across the roadway of Wolseley Road at this point. The proposed reduction in the length of the 'No Parking' restrictions in the turning area have been discussed with the Royal Prince Edward Yacht Club who raise no objection to the proposal. This proposal however will need to be approved by the Woollahra Traffic Committee and Council.

In relation to the feasibility of a Drop-off Zone for disabled parking in the cul-de-sac, I advise that the 'No Parking' restriction that is located generally in the cul-de-sac of Wolseley Road and adjacent to the Royal Prince Edward Yacht 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.

Conclusion:

As stated previously, this matter has been the subject of numerous reports to the Woollahra Traffic Committee and the Community and Environment Committee. For reasons stated in the report, it is recommended:

- A. THAT the existing 'No Stopping' restrictions on the northern side of Wolseley Road between Wolseley Crescent and No 156 Wolseley Road be retained for safety reasons.

- B. THAT the proposal to increase the number of parking spaces near the turning area at the end of Wolseley Road be referred to the Woollahra Traffic Committee meeting in October 2004, for approval.
- C. THAT a further investigation be carried out on the need to provide a footpath in Wolseley Road between Wolseley Crescent and the dead end.
- D. THAT all persons present at the site meeting held on 22 March 2004 be notified of the above Traffic Committee meeting.
- E. THAT it be noted that the 'No Parking' area in the cul-de-sac of Wolseley Road adjacent to the Royal Prince Edward Yacht 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.

Greg Stewart
Manager Public Infrastructure

Warwick Hatton
Director Technical Services

Annexures:

1. Plan of Wolseley Road showing the location of the roadway, footpaths, driveways and nature strip.
2. Photographs of the driveways to No 152 and 154 Wolseley Road.
3. Photographs of the nature strip in front of Nos 95 to 99 Wolseley Road.
4. Photographs of the retaining walls in front of No 99 Wolseley Road.
5. Plan of Wolseley Road showing parking restrictions currently in place.
6. Copy of the report submitted to the Woollahra Traffic Committee on 2 March 2003.
7. Plan showing the possible alteration to the existing parking restrictions at the end of Wolseley Road to provide two additional parking spaces.

Item No: D6 Delegated to Committee
Subject: **Paddington Traffic Working Party meetings held on Friday, 30 July & 13 August 2004**
Author: John Stephens, Team Leader - Traffic & Transport
File No: 445.G PT7
Reason for Report: To update Council on the issues being currently considered by the Paddington Traffic Working Party.

Recommendation:

That the Minutes of the Paddington Traffic Working Party meeting held on Friday, 30 July and 13 August 2004 be received and noted.

Background:

The Paddington Traffic Working Party met on Friday, 30 July and 13 August 2004 to consider a number of items. They included a presentation on the community consultation being carried out by the RTA's consultant for the proposed LATM treatments in Glenmore Road and Brown Street associated with the Cross City Tunnel project. Submissions received on the proposed Five Ways intersection treatment were also considered.

A copy of each of the Agendas and reports considered by the PTWP, including the Minutes of the meetings are attached.

The next meeting of the Paddington Traffic Working Party will be held on Thursday, 7 October 2004.

John Stephens
Team Leader – Traffic & Transport

Warwick Hatton
Director – Technical Services

Annexures:

1. Paddington Traffic Working Party Agenda and Minutes (30 July 2004).
2. Paddington Traffic Working Party Agenda and Minutes (13 August 2004).

Item No: D7 Delegated to Committee
Subject: Five Ways, Paddington – Improvements to intersection
Author: John Stephens, Team Leader – Traffic & Transport
File No: 191 PROJECT
Reason for Report: To report on aspects of the project that were carried out in accordance with the resolution of Community & Environment Committee on 15 December 2003 and to provide a recommendation on this project.

Recommendation:

- A. That the results of the community consultation be noted.
- B. That it be noted that a decision on the implementation of this project will be the subject of discussion at the Councillors' briefing on major streetscape projects (Rose Bay Promenade, Five Ways and Watsons Bay Commercial Centre) to be held in the Committee Room at 5.00 p.m. Monday 13 September 2004.

Background:

The Five Ways concept comprises:

- the removal of the roundabout and the widening of the footpaths to create an improved pedestrian environment with increased opportunities for outdoor dining,
- the introduction of peak hour “No Right Turn” restrictions on movements from Glenmore Road into Goodhope Street and Broughton Street to reduce traffic delays and congestion at peak times,
- the relocation of the existing pedestrian crossing in Glenmore Road to the intersection of Goodhope Street, which improves its visibility and the grades for pedestrians,
- the construction of a bus friendly raised threshold in Glenmore Road either side of Goodhope Street to reduce traffic speeds through the intersection: the threshold to the west of Goodhope Street will incorporate the above pedestrian crossing,
- the provision of widened footpaths on the southern side of Glenmore Road either side of Heeley Street,
- reduced footpath gradients to improve conditions for pedestrians.

A plan of the proposed intersection treatment is attached as **Annexure 1**.

A report on the Five Ways proposed intersection treatment was submitted to the Woollahra Traffic Committee on 2 December 2003. The Woollahra Traffic Committee recommended:

“THAT the proposed concept plan for the Five Ways intersection be approved in principle, placed on public exhibition and developed in detail.”

The Community and Environment Committee adopted the recommendation of the Woollahra Traffic Committee on 15 December 2003.

Public Exhibition

In accordance with the above resolution the public exhibition for the proposed intersection treatment at Five Ways was advertised in the Wentworth Courier on 18 February 2004, displayed on Council's web page, and placed on exhibition at the Customer Services area. Submissions were requested from the public in writing, to be made up to 10 March 2004.

Submissions Received and Response to the Public Exhibition

As a result of the public consultation fifteen (15) responses were received from residents and businesses, or their representatives. In addition, Carl Benjamin of the Royal Hotel collected a "Register of Support" for the proposed Five Ways concept.

The concept was supported by the Vice President of The Paddington Society, The Rector of St George's Anglican Church, and six (6) letters from residents and businesses of the area. Correspondence from four (4) respondents, including the Member for Bligh on behalf of a constituent, the General Manager of the Royal Hotel, and two (2) residents, were not clear in support for the proposal, and raised questions regarding the project. Three (3) letters were received from residents opposed to the proposal.

One hundred and fifty (150) people registering support for the proposed work at Five Ways signed the "Register of Support" collected at The Royal Hotel. There was one addressed and signed dissension and one unsigned comment that "*the roundabout is a fundamental feature of Five Ways this proposal is a nonsense*".

Points raised by all respondents together with comments in relation to the issues raised were addressed in a report to the Paddington Traffic Working Party (PTWP) on 13 August 2004. A copy of the report to the PTWP is attached as **Annexure 2**.

Consideration of Submissions by the Paddington Traffic Working Party

At its meeting 13 August 2004 the PTWP considered the report on the results of the public exhibition and resolved as follows;

"That the concept intersection treatment be taken to detailed design stage and costed for construction subject to liaison with the State Transit Authority concerning the proposed raised threshold."

Following the above resolution, further discussions have been held with the State Transit Authority regarding the proposed thresholds and they have responded that they "*do not object to the two speed humps provided that they are no more than 75mm high with a minimum ramp length of 1.5 metres.*"

Project Cost Estimate

A preliminary estimated cost for this project has been prepared by staff based on use of precast concrete kerbs, asphalt paved footpaths with an area bounded by the business neighbourhood zoning in the LEP. The value of this work is \$1.4 million including the cost for undergrounding the existing overhead cables which has been estimated to cost \$464,000.

Staging this project is not considered to be possible, as all elements of the project are interlinked and dependent on each other. The proposed works also need to be carried out in the shortest time possible to minimise disruption to shopkeepers during construction.

Identification of Income and Expenditure

The 2003-04 budget allocated \$964,000 for this project of which \$943,000 is available, \$21,000 having been spent on preliminary design and public exhibition costs. The remaining \$943,000 has been revoted to the 2004-05 budget for expenditure on this project. Clearly, there are insufficient funds currently available to complete the detailed design of this project and implement the design. As mentioned previously, staging of the project is not considered possible.

It is considered that a decision on the implementation of this project needs to be considered together with the other two major streetscape projects currently included in Council's capital works budget, namely Rose Bay Promenade and Watsons Bay Commercial Centre. From preliminary estimates recently carried out, there are insufficient funds allocated in the current capital works budget for all three projects to proceed as planned. A Councillors' briefing session is to be held at 5.00pm on Monday 13 September 2004, immediately before the Community and Environment Committee meeting to discuss the possible staging of these works and the reallocation of the available funding for the streetscape projects to achieve the priorities of the Council.

John Stephens
Team Leader - Traffic and Transport

Warwick Hatton
Director Technical Services

Annexures:

1. Five Ways Streetscape Design
2. Results of Public Consultation.

Item No: D8 Delegated to Committee
Subject: Ways in which Woollahra Council and community conserve water
Author: Rebecca Peacock - Environmental Protection Coordinator
File No: 990.G
Reason for Report: To respond to the question without notice adopted at the Council Meeting on 31 May 2004 and the notice of motion adopted at the Council Meeting on 28 June 2004.

Recommendation:

THAT the report on water conservation be noted.

Background

At the Council Meeting on Monday 31 May 2004 the following question without notice was adopted:

Could Council investigate the measures taken by Wingecarribee and Ku-ring-gai Councils with regard to water saving measures as they appear to be leading all other Councils in improving conserving water?

At the Council Meeting on Monday 28 June 2004 the following notice of motion was adopted:

That a report is brought to the Community and Environment Committee considering ways in which Woollahra Council and the Woollahra community can save and conserve water. This may include;

- *A community awareness programme*
- *A Workshop on Water in Woollahra, designed to identify opportunities to conserve water that brings together community organisations, schools, churches sporting groups, council staff, Woollahra Councillors and any other concerned participants.*

Wingecarribee Shire Council and Ku-ring-gai Municipal Councils – water conservation

Wingecarribee Shire Council (WSC) is an urban/rural council located in the Southern Highlands of New South Wales. The Council is both the water supply and sewage services authority. A review of the information on the WSC website provided no specific details about water conservation initiatives being undertaken by the Council.

Ku-ring-gai Municipal Council (KMC) is an urban council located on the North Shore of Sydney. In response to the drought and the introduction of mandatory water restrictions, KMC is undertaking the following water conservation initiatives:

- Joined Sydney Water's *Every Drop Counts* program in 2004,
- Installing water saving devices in public amenities,
- Investigating the feasibility for stormwater reuse for the irrigation of sports fields,
- Launching the Water Smart Challenge 1 September 2004 to encourage residences and businesses to sign on to the challenge to reduce water consumption,
- Formed a water conservation/quality focus group as a part of establishing a broader sustainability framework for Ku-ring-gai, and
- Reviewed Council's stormwater DCP.

Woollahra Council – water conservation

The issue of water conservation and mandatory water restrictions has been reported to Council on a number of occasions. As previously reported, Council is currently undertaking a number of initiatives aiming to conserve water for the areas of Council operations, development and community education.

Operational initiatives

The management of open space areas in the municipality was reviewed in response to the introduction of level one mandatory water restrictions on 1 October 2003. A report detailing the water saving initiatives being implemented by Council was presented to the Community and Environment Committee on 7 October 2003 by the Team Leader – Open Space Management. A copy of the report is attached as **Annexure 1**. The initiatives include:

- mulching garden beds and tree plantings,
- use of bore water to irrigate the majority of playing fields and parks in Woollahra (Rushcutters Bay Park, Steyne Park, Lyne Park, Trumper Park and Woollahra Park),
- restricting hours for irrigation of parks with mains water,
- raising the cutting height of mowers,
- installation of water saving devices in public amenities, including AAA rated shower heads and dual flushing toilet cisterns, and
- undertaking an audit of all taps and irrigation systems in Council's parks and buildings to identify and rectify any leaks.

A report regarding water consumption and conservation in the Woollahra area was presented to the Community and Environment Committee on 20 October 2003 in response to a notice of motion adopted at the Council Meeting on 8 September 2003. The report provides information on Council actions relating to water conservation community education, water management and conservation programs and rainwater tanks. A copy of the report is attached as **Annexure 2**.

In addition to the actions discussed in these reports, Council is currently conducting a trial of waterless urinals in the public amenities at Robertson and Lyne Parks. The trial is due for completion at the end of August 2004 with the results being presented to the Community and Environment Committee in October 2004.

Technical Services is currently considering Council involvement in a water conservation program. The two programs are being considered:

1. The *Every Drop Counts* program provided by Sydney Water is open to business customers who spend more than \$70,000 per year on water and related charges. Sydney Water works with the business through a process of identification, setting of water efficiency and reduction targets, policy and monitoring.
2. The *Water Campaign* program provided by the International Council for Local Environmental Initiatives (ICLEI) guides participating councils through a milestone process of research, policy making, action planning, implementation and evaluation. This is similar to the Cities for Climate Protection program milestone process, also delivered by ICLEI.

Both programs aim to improve water management and conservation and potentially contain a community education component. Involvement in a water conservation program would complement the water service management program being undertaken by staff from Council's Open Space Works and Property Service sections.

Planning controls

The State Government has mandated water conservation for the construction of new dwelling houses with the introduction of *State Environmental Planning Policy (Building Sustainability Index: BASIX 2004)* on 1 July 2004. BASIX requires that all new residential development must be designed and built to use 40% less drinking-quality water and produce 25% less greenhouse gas emissions than average homes of the same type. All development applications for new dwelling-houses lodged after 1 July 2004, must be accompanied by a BASIX certificate before they can be assessed and approved. A detailed report on BASIX was presented to the Urban Planning Committee meeting on 31 May 2004.

A typical development will meet the BASIX target for water conservation if it includes:

- showerheads and tap fittings with at least a AAA rating;
- dual flush toilets; and
- a rainwater tank or equivalent communal system of a minimum specified volume, or a connection to an appropriate recycled water supply for outdoor water use and toilet flushing and/or laundry.

The *Woollahra Residential Development Control Plan 2003* includes performance criteria for water conservation that promotes the use of water efficient devices for residential development. The criteria specify that housing design is to incorporate water efficient measures to minimise water consumption. These measures include rainwater tanks with direct plumbing to dwellings, dual flushing toilet systems and landscaping techniques such as locating and grouping plants to reduce water use.

Council has reviewed the *Woollahra DCP Exempt and Complying Development 2001*, including the exempt development criteria for the installation of rainwater tanks. The Urban Planning Committee considered a report on the review, which included a range of amendments to the DCP, on 12 July 2004. An amending DCP will be placed on public exhibition and a further report will be submitted to the Urban Planning Committee. The changes to the exempt rainwater tank criteria will make the process of installing a tank much easier for property owners in Woollahra.

The package of stormwater management development control plans (DCPs) currently being prepared by Council's Technical Services includes requirements for stormwater re-use and the adoption of the principles of Water Sensitive Urban Design (WSUD). WSUD seeks to ensure that development is carefully designed, constructed and maintained so as to minimise impacts on the water cycle. Better management of the urban water cycle will help to reduce the consumption of drinking-quality water.

Community education and regulation

The primary role of providing water conservation education in light of the current mandatory water restrictions lies with Sydney Water. Sydney Water has formed water patrols to monitor and enforce the restrictions, as well as provide water saving advice to customers. Educational material detailing simple water saving measures is available on the Sydney Water website.

Council provides educational material regarding a variety of issues in the customer service foyer of the Council Chambers. The material includes water conservation hints for the home and garden. General advice on water conservation is provided over the phone by Council's Environmental Health and Protection staff and information can be mailed to residents on request. Information detailing the mandatory water restrictions is currently available on Council's website. Council has also featured articles in the *Wentworth Courier* providing water conservation ideas to the community.

Woollahra and Waverley Councils regularly conduct joint information stalls as a part of environmental theme events, including World Environment Day, National Water Week and Ocean Care Day. Both Councils are currently organising a joint community education activity for National Water Week, between 17 – 23 October 2004.

Council resolved to delegate authority to the General Manager to enforce water restrictions at the Council Meeting held on 7 October 2003. The General Manager has authorised Council's regulatory officers to enforce the mandatory water restrictions. A copy of the report is attached as **Annexure 3**.

Conclusion

The primary role of providing water conservation education in light of the current mandatory water restrictions lies with Sydney Water. Through their water patrols and the availability of information for the community, Sydney Water is undertaking this role.

Woollahra's responses to water conservation are consistent with councils leading the way in the area of water conservation. Our residents and businesses are to be congratulated for achieving a 31% reduction in water consumption for January to March 2003/2004 compared to the same period for 2002/2003, and encouraged to continue conserving water.

Through the implementation of water saving initiatives on public land and in management practices, Council is leading the community by example in conserving water. State and Council planning controls have established water conservation targets and performance criteria for development. Council regularly provides water conservation advice and educational material to the community under its current management framework and work programs. Any expansion of the Council's role in water conservation awareness should be considered in the context of current resources and commitments under the Management Plan.

Rebecca Peacock
Environmental Protection Coordinator

Chris Bluett
Manager Strategic Planning

Annexures:

1. Water restrictions report to Community & Environment Committee 7 October 2003.
2. Water consumption and conservation in Woollahra report to Community & Environment Committee 20 October 2003.
3. Enforcement of water restrictions report to Community & Environment Committee 7 October 2003.

Item No: D9 Delegated to Committee
Subject: Microbial Urinal Cubes
Author: Llewallyn Jones – Coordinator Open Space Works
File No: 900.G
Reason for Report: To respond to the notice of motion adopted at the Council Meeting on 15 June 2004

Recommendation:

- A. That the outcome of the trial be noted by Council
- B. That there be a further report in conjunction with the September budget review setting out the proposed implementation of the Waterless Urinal System in all outdoor facilities. This report to identify funding options for implementation.

Background:

At the Council meeting on Tuesday 15th June 2004 the following notice of motion was adopted:

- 1. *That Council officers trial Desert Eco Systems or equivalent Microbial Urinal Cubes to replace water flushing of urinals for the maintenance of hygiene and odour control in a well used public urinal, and*
- 2. *That following a one month trial of the Desert Microbial Urinal Cube or equivalent a report be brought before the Community and Environment Committee as to the viability cost and effectiveness of installing the same or similar system in all urinals maintained by Council*

Summary

Two locations were used for the trial: Robertson Park and Lyne Park public toilets. These locations were selected as they are heavily used by commuters, tourists and the community.

The projected water savings at all park toilet urinals would be approximately 528,338L per annum. Consequent savings in water charges would be \$517.78

The system demonstrated benefits to the environment and positive improvement to toilet hygiene and odours.

Operational costs of the cubes is estimated to be an additional \$3953.65 The additional funds required will be considered for inclusion in the toilets maintenance budget, at the budget review in September 2004.

	Current Water use at Urinals	Water Cost at Urinals	Current Cleaning Products	“Waterless Urinals”	“Waterless” Water Cost	“Waterless” Cube + Cleaning Product Cost	Water Savings	Cost Difference
6 Large Toilets	383,250L	\$375.54	\$2727.50	32,850L	\$32.20	\$5324.40	350,400L	+\$2629.00
5 Small Toilets	191,625L	\$187.75	\$2272.50	13,687L	\$13.40	\$3771.50	177,938L	+\$1324.65
Totals	574875L	\$563.29	\$5000.00	46537L	\$45.60	\$9095.8.90	528338L	+\$3953.65

The Product

Desert Waterless urinal cubes and washroom cleaner are products that control the odours from urinal bowls and troughs and the build up of uric scale, keeping the urinal clean. The cubes contain a blend of naturally occurring microbes able to decompose the organic matter that odour-producing bacteria grow on, thereby eliminating the odours at the source.

The microbes attach to deposits of uric scale converting it into more soluble compounds; thus preventing stains building up. Once the urinal cubes are installed the urinal flushing systems can be turned off. The cubes need to be spaced evenly over the urinal surface; one cube is required for every 600mm of the urinal. Once the cubes have reached approximately 10% of their original size they need to be replaced, (every two weeks). The same number of cubes need to be in the urinal at all times.

The microbes are very sensitive to chemicals. Any contact with chemicals or acids will kill the microbes and prevent the system from operating correctly.

Water Usage Pre Trial

Records of water use for each location only provide total figures for water usage; they do not separate the use of water used in the urinal, stalls and wash basins etc. It was decided that the current water volume per flush of the urinal systems needed to be measured. Check meters were installed on the water lines to the urinals at both locations. The purpose of the check meters was to isolate these urinals from all other water usage, therefore providing reliable data.

Check meters were installed on 23 June 2004, the initial reading was recorded on 25 June 2004 and the final reading taken on 26 July 2004. Combined average water usage per day at both locations in the urinals was 175lt which equates to about 33 flushes a day at Lyne Park and 23 flushes a day at Robertson Park. The number of flushes at the different sites was estimated with respect to the cisterns' capabilities.

Cleaning

All that is required from the cleaners is they first apply the washroom cleaner using a spray bottle over the entire urinal surface and step. Then they pour 5 litres of cold water per cube per day (ie. 3 bay urinal = 3 cubes x 5 litres per cube = 15 litres per day) over the urinal and the step. This will encourage the microbes to spread up the urinal as well as washing down the microbes down the pipe so they can continue to break down the uric scale in the pipe.

Cleaning Trial

The cleaning trial commenced on 27 July 2004 and concluded on 24 August 2004. Check meters were removed and water to the flushing system was disconnected. Notices of explanation were affixed at eye height. The urinals were cleaned and thoroughly scrubbed, were measured and three microbial cubes were placed in the troughs at each location. The public toilets at each of the locations were cleaned daily by council staff who followed the manufacture's five step cleaning guide.

1. Remove any debris from the urinal such as paper, gum, cigarettes etc
2. Apply the washroom cleaner over the entire urinal
3. Reposition the urinal cubes so they remain evenly spaced.
4. Scrub the entire urinal surface with a brush
5. Pour 5L of cold water per cube per day over the urinal and step.

Within days of installing the waterless urinal cube system at both locations there was a vast improvement in the smell in the male toilets. The toilets now smelled fresh and clean; this was quite surprising considering the flushing mechanisms had been disconnected. Once the initial set up of the system was completed, the cleaning and maintenance of the urinals did not require any more time than usual.

Cleaning of the general toilet area required some extra time during the initial set up and installation of the product. More importantly care has to be taken as other industrial products, such as disinfectant, can neutralise the microbial action of the cubes on contact.

The urinal cubes needed to be replaced twice during the life of the trial; another four urinal cubes were added during this period due to the occasional cube being removed by persons unknown.

Comparative information

Water Usage

The table below shows total water usage information on daily and annual rates for each urinal stall at both locations. These rates have been used in determining the water savings associated with the trial.

Water Use	Metered Per Day	Projected Per Year	Per Day Trial	Projected Per Year	Projected Water Savings
Robertson Park	194L	70,810L	15L	5475L	65,355L
Lyne Park	156L	56,940L	15L	5475L	51,465L
Total Water Use	350L	127,750L	30L	10,950L	116,800L

- The total water usage in flushing the urinal at both locations was 350L per day; this equates to 127,750L of water used annually.
- During the cleaning trial using the urinal blocks the total water usage per day at both locations was 30L. This would equate to 10,950L of water used annually.
- The nett saving on water use for the year is projected to be 116,800L.

There are eleven public toilet facilities within the Woollahra Municipality. Six of the eleven are about the same size as those used for the trial; water usage may vary, as visitation to these sites is not as high.

- Annual water usage pre trial for six of the facilities was 2,299,500L.
- For the five other facilities was 958,125L.
- Total water use for the 11 urinals pre trial was 574,875L.
- Based on the trial usage, projected annual water use with cubes installed is estimated to be 46,537L.
- Projected water savings are estimated to be 528,338L.
- Projected savings in water charges at \$0.98 per KL are \$517.78

Product Cost

The current cost associated with the cleaning of the eleven public toilets is approximately \$5000.00 p.a, this equates to \$454.00 per year at each location and includes the use of “enviroclean tablets” at a total cost of \$712.80 for one year.

The cost of the urinal cubes is considerably higher.

Total cost of the urinal cubes is considerably higher total cost of the cubes used during the trial period in each urinal stall (6) including those replaced for other reasons (2) is \$56.80 for each facility.

Projected annually the estimated cost of the urinal blocks would be \$681.60 for each large toilet and \$579.36 for each small toilet, total \$8221.20 plus \$205.80 for washroom cleaner for each urinal stall, total \$1916.75.

Cost Analysis

The table below shows the costs per year for water use, the products associated with the waterless urinal cube system and the estimated water savings.

Facility	Water Use Per Year	Cost Per Year	Cost Per Year/Trial	Savings Per Year	Urinal Cube and Cleaner Cost Per Year
Robertson Park	70,810L	\$69.39	\$5.36	93%	\$887.00
Lyne Park	56,940L	\$55.80	\$5.36	90%	\$887.00
Total	127,750L	\$125.19	\$10.72	91.5%	\$887.00

Total water cost/savings per year:

- Pre Trial, 127,750lt x the cost \$0.98kl = \$125.19 for water used in the urinals over a year.
- During Trial, 5475L x the cost at \$0.98kl = \$10.72 for water used in the urinals with the waterless urinal cube system.

The nett increase to spending on toilet cleaning products using the Urinal Blocks is \$3953.65. I have estimated this cost based on six of the public toilets having the same size troughs as the trial locations and the other five estimated at 85% of the trial cost.

Conclusion:

If this product and water regime were applied to all WMC public toilets the potential water savings per year is estimated to be 528,338L, the cost savings in water charges would be \$517.77.

To achieve the above water saving Council would need to increase spending on toilet cleaning products by \$3953.65, (this cost includes the \$517.77 savings on water use).

Council is currently undertaking a number of initiatives aiming to conserve water for the areas of Council operations. The management of open space areas in the municipality was reviewed in response to the introduction of level one mandatory water restriction on October 2003, and again with the introduction of level two mandatory water restrictions in June 2004.

Those initiatives include the installation of water saving devices in public amenities, including AAA rated showerheads and dual flush toilet cisterns, drip irrigation technology, improved soil amelioration and mulching techniques.

The real saving identified during this trial is obviously the water itself. Through the implementation of this and other water saving initiatives on public land and management practices Council has shown it is already setting the example in conserving water. However, the additional costs associated with achieving this saving will have to be funded. The Open Space Works department is reviewing how this can be achieved and will report on this in the September budget review.

L Jones
Co-ordinator Open Space Works

W Hatton
Director Technical Services

Annexures:

Nil

Item No: R1 Recommendation to Council
Subject: Terms of Reference of Council's Animal Advisory Committee
Author: Tim Tuxford Manager - Compliance
File No: 271.G AACM
Reason for Report: To adopt formal terms of reference for the Council's Animal Advisory Committee (AAC) and provide a formal response to Cr Huxley's question without notice on the operations of the AAC.

Recommendation:

- A That Council adopt the "*Animal Advisory Committee Terms of Reference*" as contained in Annexure 1 of this report.
- B That public notices be prepared and placed in the local newspaper seeking nominations for membership to the Council's Animal Advisory Committee, in accordance with the adopted Terms of Reference.
- C That the submitted nominations be presented to a future meeting of the Community & Environment Committee so the final membership of the Council's Animal Advisory Committee for the term ending September 2008 can be endorsed.

Reason for Report:

To adopt formal terms of reference for the Council's Animal Advisory Committee (AAC) and to provide a formal response to the following question without notice, asked by Councillor Huxley at the Council meeting of 15 June 2004;

"Could staff please advise Council of who is entitled to be a member of the Animal Advisory Committee, when was it formed, when does it meet, why was it formed and when was the last review of it's membership?"

Background:

The Animal Advisory Committee (AAC) was set-up in 1997 to coincide with the introduction of the *Companion Animals Act 1998*, which commenced operations on 1 September 1998.

In mid-1997, Council placed notices in the local newspaper, seeking people to nominate themselves for membership to the Council's new AAC. The notice stated that "*Committee members will help the Council develop provisions to promote the practice of responsible dog owning habits*". The notice further stated that "*the new committee will be compromised of a resident, and one representative each of the dog owning community, a community group, a veterinary hospital and National Parks & Wildlife.*"

The first meeting of the AAC was held on Wednesday 23 July 1997. It would seem those who nominated themselves were invited to join the committee. From discussions with several long-standing members and a review of the minutes of the first meeting, the initial membership included, but may not have been limited to, the following persons;

- Councillor Drew Robertson (Chair)
- Councillor Rose Watson
- Peter Sharpe (Staff)
- Colin De Costa (Staff)
- Dr Barry Towers (Dog owner/resident)*
- Brenda King (Animal Welfare League)*
- Graham Freudenberg (Resident/possibly Woollahra Society)
- Helen Furber (Royal NSW Canine Council)
- Dr Pamela Tinslay (Vet/Animal behaviourist)*
- Pat Nicholas (Resident/Vet)*
- Penny Carle (Resident/possibly Paddington Society)
- Peter Morrison (Resident)
- Tony Mosman (Vet)*
- Vicki Ethrington (Royal NSW Canine Council/Professional Dog Trainer)*

(Those members marked with * are still active members of the AAC today)

Since the inaugural meeting, meetings have generally been held every three (3) months.

When the AAC was initially convened there were no formal terms of reference and there was no set term of office. As stated above, members nominated themselves and retained their membership by being committed to attend the meetings. No formal review of the membership has occurred.

The membership of the AAC has changed over the years with members casually moving in and out of the committee, without any formal notification or selection process. After seven years of operations the current AAC membership includes six (6) of the original community representatives (as indicated above) and the following additional people;

- Councillor Wilhelmina Gardner
- Councillor Claudia Cullen
- Greg Radford (Staff)
- Greg McMahon (Staff)
- Erica Van Aalst (Representative of residents)

Several other staff members provide direct support to the AAC and meeting notifications are sent to representatives of the Centennial Park/Moore Park Trusts, Historic Houses Trust and Waverley Council.

Sometime ago staff saw a need to formalise the operations of the AAC and to clearly state the roles and responsibilities of the committee. In response, draft terms of reference for the AAC were developed and presented to the AAC meeting of 19 May 2004, where it was resolved to hold an extraordinary meeting of the AAC on 16 June 2004, to fully consider the document.

At the extraordinary meeting of the AAC on 16 June 2004, several members of the public were present and their representative, Mr Nick Bury, made a presentation to the AAC on the draft terms of reference. The main issues of concern that were raised related to the proposed membership of the AAC and the length of the term of committee membership.

The AAC proposed a number of changes to the draft document and recommended that the matter be reported to the Council's Community & Environment Committee, before being placed on public exhibition and reported back to the AAC.

Following the extraordinary meeting of the AAC, the procedure for placing the draft terms of reference on public exhibition was clarified and it was determined that it was not required and was not standard practice.

On 18 August 2004, the matter was again reported to the AAC. It was explained to the committee that the draft terms of reference were not required to place on public exhibition, as it is Council's role, through the Community & Environment Committee, to consider and adopt such documents. The AAC reviewed the revised draft terms of reference and unanimously endorsed them, subject to the second dot-point under "*Community representatives*" being changed from "*seven (7) resident representatives*" to "*seven (7) representatives of residents*".

The corrected document as endorsed by the AAC is attached as annexure 1.

Consideration:

The draft "*Animal Advisory Committee Terms of Reference*", as attached to this report, have been prepared in full consultation with the current AAC and reflects the views and opinions of the AAC. It is considered the terms of reference clearly explains the purpose of the AAC and adequately formalises the membership and operations of the AAC.

It is recommended that the terms of reference be adopted by Council and public notices be placed in the local newspaper seeking nominations for new members of the AAC for the next four (4) years.

Tim Tuxford
Manager - Compliance

Allan Coker
Director – Planning & Development

Annexure:

1. Draft "*Animal Advisory Committee Terms of Reference*".

Item No: R2 Recommendation to Council
Subject: Cooper Park Plan of Management amendment
Author: David Sheils - Manager Public Open Space
File No: 178.GMP/1
Reason for Report: To adopt an amendment to the Cooper Park Plan of Management

Recommendation:

That the Cooper Park Plan of Management be amended in the following manner:

- (i) by deleting the third paragraph of Section 3.9 which states:

“The other licence is issued to Miroma, a day care centre providing programs for adults with disabilities, for use of the Cooper Park Road Community Hall. Miroma uses the hall each week day between 9 am and 3.30 pm for activities for small groups of adults with disabilities. The term of the lease is for 5 (five) years from 1 July 1999. The hall is used by general community at other times.”

- (ii) by inserting the following in replace of (i) above:

This Plan of Management authorises the lease, licence or grant any other estate over the Cooper Park Community Hall for recreation, community and auxiliary purposes. This authorisation includes, but is not limited to:

1. Existing licence
2. Proposed licence
3. Short term, casual purposes including those prescribed in clause 24, Local Government (General) Regulation.

1. Existing Licence

<i>Licensee</i>	<i>Miroma</i>
<i>Term</i>	<i>Five (5) years from 1 July 1999</i>
<i>Permissible uses</i>	<i>A day care centre providing programs for adults with disabilities</i>

2. Proposed Licence

<i>Licensee</i>	<i>Miroma</i>
<i>Term</i>	<i>Five (5) years (insert Council adoption date of this draft Plan of Management)</i>
<i>Permissible uses</i>	<i>A day care centre providing programs for adults with disabilities</i>

Other licences, leases or other estates may be considered for use of the Community Hall provided that the use is in accordance with the core objectives of general community use outlined in Clause 36l of the Local Government Act 1993 being:

“to promote, encourage and provide for the use of the land, and to provide facilities on the land, to meet the current and future needs of the local community and of the wider public:

(a) *in relation to public recreation and the physical, cultural, social and intellectual welfare or development of individual members of the public”*

3. Short term, casual purposes including those prescribed in clause 24, Local Government (General) Regulation.

Short term, casual use subject to the uses being prescribed by this Plan of Management such as:

- *Public meetings*
- *playgroups*
- *cultural, social and educational pastimes and activities*

Fees for short term, casual booking will be in accordance with Council’s adopted Fees and Charges applicable at the time.

Background:

The proposed Plan of Management amendment has been prepared to permit a new licence agreement with Miroma for the continued use of the Cooper Park Community Hall. Council authorised the granting of a licence agreement to Miroma at its meeting of 28 June 2004, where it resolved:

“2. *That Council grant a licence agreement to Miroma for the use of Cooper Park Community Hall for a period of 5 years, in accordance with Section 47 of the Local Government Act 1993.*

A copy of the report is provided in Annexure 1.

The Community and Environment Committee at its meeting of 28 June 2004, resolved:

“A. *That Council place the draft amendment for Cooper Park Plan of Management on public exhibition for not less than 28 days and received submissions for not less than 42 days from the date of exhibition in accordance with Section 38 of the Local Government Act 1993.*

B. *That a further report be prepared addressing any submissions received during the exhibition period for Council consideration.”*

A copy of the report is provided in Annexure 2.

The Plan of Management amendment contained in the recommendation was publicly advertised together with the proposed licence agreement. Advertisements were placed in the local newspaper and 78 adjoining properties were notified (copy of the notification letter is attached in Annexure 3). The period for public submissions closed 1 September 2004.

No submissions were received regarding either the proposed Plan of Management amendment or the Licence Agreement.

Conclusion:

To enable Council to enter into a licence agreement with Miroma the Cooper Park Plan of Management is required to be amended to reflect the new licence period.

In accordance with Clause 38 of the *Local Government Act 1993* we provided public notice of the proposed amendment to the Plan of Management with the exhibition period not less than 28 days with an additional 14 days for submissions. No submissions were received.

It is therefore recommended that the proposed amendment to the Cooper Park Plan of Management be adopted.

David Sheils
Manager Public Open Space

Warwick Hatton
Director Technical Services

Annexures:

1. Corporate & Works Committee Report - 21 June 2004.
2. Community & Environment Committee Report 28 June 2004.
3. Notification letter 20 July 2004.