



30th November, 2004

WORKS COMMITTEE MEETING

NOTICE IS HEREBY GIVEN THAT A WORKS COMMITTEE MEETING OF THE COUNCIL OF THE CITY OF RANDWICK WILL BE HELD IN THE COUNCIL CHAMBER, TOWN HALL, 90 AVOCA STREET, RANDWICK, ON TUESDAY, 7TH DECEMBER, 2004 AT 6:00 P.M.

Committee Members: His Worship the Mayor, Cr M. Matson, Crs Belleli, Hughes (Deputy Chairperson), Notley-Smith (Chairperson), Seng, Sullivan, Tracey & White.

Quorum: Five (5) members.

NOTE: AT THE EXTRAORDINARY MEETING HELD ON 28TH SEPTEMBER, 2004, THE COUNCIL RESOLVED THAT THE WORKS COMMITTEE BE CONSTITUTED AS A COMMITTEE WITH FULL DELEGATION TO DETERMINE MATTERS ON THE AGENDA.

1 Apologies

2 Minutes

CONFIRMATION OF THE MINUTES OF THE WORKS COMMITTEE MEETING HELD ON TUESDAY, 9TH NOVEMBER, 2004.

3 Declaration of Pecuniary & Non-Pecuniary Interests

4 Addresses to Committee by the Public

5 Mayoral Minutes

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6 Works

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GENERAL MANAGER



MAYOR'S MINUTE 98/2004

SUBJECT:	USE OF MAROUBRA BEACH FOR THE PROMOTION OF JUNIOR DEVELOPMENT IN SURFING.
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DATE:	22 November, 2004	FILE NO:	98/S/0099
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REPORT BY: MAYOR

INTRODUCTION:

An application has been received from Mr Mark Windon, Surfing NSW Inc to use Maroubra Beach from Thursday, 27th January, 2005 to Sunday, 30th January, 2005 to hold the 'Rip Curl Gromsearch'.

ISSUES:

The 'Rip Curl Gromsearch' is a nationwide junior development competition program, giving the opportunity to younger surfers to compete at an entry level type event. It plays a vital role in the overall strategic plan for the Surfing Australia Elite Athletic pathway program. Mr Windon is requesting that due to the nature of this event that the appropriate fees be waived:

Administration Fee:	\$ 85.00
Beach Hire (4 days)	\$1,540.00
1 Lifeguard (4 days) (10 hrs each day)	\$3,212.00 incl. GST

TOTAL: \$4,837.00

HALF of the schedule fees amount to \$2,418.50

Council at its meeting held on 10th February, 2004 resolved to waive half the activity fee for this event which was held in late January early February 2004.

FINANCIAL IMPACT STATEMENT:

Should Council accept the report recommendation, the financial implication to Council is \$2,418.50, half the activity fee, which will be charged to the Contingency Fund 2004/05.

CONCLUSION:

It is considered that the community surfing event should be supported by Council and that the associated fees be allocated from the Contingency Fund 2004/05.

RECOMMENDATION:

That:

1. Council vote \$2,418.50 to cover half the fees associated with the 'Rip Curl Gromsearch' and funds be charged to the Contingency Fund 2004/05;
2. The event organiser undertake to appropriately and prominently acknowledge and promote Council's contribution prior to and during the event; and
3. The Mayor or his representative be given the opportunity to address the event on behalf of Council.

ATTACHMENT/S:

Nil



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MURRAY MATSON
MAYOR



Acting Director Asset & Infrastructure Services' Report 95/2004

SUBJECT:	USE OF DARLEY ROAD AND COWPER STREET FOR NIGHT PASSAGE OF HEAVY VEHICLES
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DATE:	22 November, 2004	FILE NO:	R/0221/02 xr R/0205/02 xr 98/S/0178
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REPORT BY: ACTING DIRECTOR ASSET & INFRASTRUCTURE SERVICES

INTRODUCTION:

Council at its meeting held on 25 May, 2004, resolved that a report be prepared by the Director Asset and Infrastructure Services on the matter of -

- a) *The sign prohibiting the use of Darley Road by heavy vehicles during the hours of night being removed; and*
- b) *The use of Cowper Street by heavy vehicles being prohibited during night hours with the exception of STA buses and signs being erected to that end.*

ISSUES:

In September 1997, a Light Traffic Thoroughfare (3 tonne limit) restriction operative from 10.00pm to 7.00am (Buses Excepted), was introduced along Darley Road, between Alison Road and Carrington Road. The main aim was to eliminate Waverley Council garbage trucks traversing through Darley Road.

Due to the high traffic volumes and congestion on many of the classified roads in urban areas, drivers often seek to use local roads as alternative routes. These alternative routes are used not only by cars but also by heavy vehicles. The effects of increased levels of heavy vehicle traffic on local roads may include:

- i. Damage to the road pavement as a result of the increased loading;
- ii. Deterioration of the environmental quality of a residential area.

Heavy vehicles generate higher individual noise levels than cars and also their larger size results in greater visual intrusion.

The Council as the proponent of Light Traffic Thoroughfare should ensure that the needs of all users of the routes to be affected are taken into account prior to implementation.

The proposal should conform to the road hierarchy plan for the area so that any diverted traffic resulting from the introduction of a Light Traffic Thoroughfare can be diverted onto either sub-arterial or arterial roads.

Darley Road and Cowper Streets are classified Regional Roads in Council's road hierarchy plan. They are directly connected to classified State Roads (Alison Road, Frenchmans Road and Carrington Road). It is considered that State Roads and Regional Roads are designed and expected to carry large volumes of traffic including heavy vehicles.

There are also potential disadvantages to a Light Traffic Thoroughfare Scheme. The main disadvantages are:

- Additional noise and loss of residential amenity occurring on alternative routes;
- Shift in accident spot locations;
- Increased travel time and distance resulting in increased air pollution on alternative routes;
- Difficulty in enforcement because of exemption provisions, eg. use of street by heavy vehicles with destination in the street or who have to use that particular street to reach their destination.

At present Waverley Council garbage trucks leave the Council Depot located in Zetland at 5.30am and travel along Botany Road, Bourke Street, Lachlan Street, Dacey Avenue Alison Road, Cowper Street, Frenchmans Road and Carrington Road. Accordingly they traverse through Cowper Street approximately at 5.45am, and return through Darley Road around 7.30am.

The matter was considered by the Randwick Traffic Committee. The Police and RTA representatives did not support Council's proposal and deferred consideration of the matter for a Traffic Management Plan to be drafted by Council's Traffic Engineer; and the Plan should incorporate the general principles of Light Traffic Thoroughfare Schemes, as outlined above.

Detailed investigation by Council's Traffic Engineer further revealed that:

- a. The residents of Cowper Street are mainly concerned with the use of the street as a short cut by Waverley Council garbage trucks during early morning hours; and
- b. Should the Light Traffic Thoroughfare restriction on Darley Road be removed, the current problems that are caused by these vehicles will be shifted from Cowper Street to Darley Road.

Council's Senior Traffic Engineer has therefore held discussions with Waverley Council's Waste Manager, and requested his co-operation to address the concerns of residents of Cowper Street. He stated that it would be appropriate for Waverley Council to instruct their garbage truck drivers to use the Alison Road, Avoca Street and Frenchmans Road

route as they are classified State Roads and are designed to carry large volumes of traffic including heavy vehicles. Waverley Council's representative was supportive of Council's concerns, and has suggested that Council's General Manager make a formal submission to Waverley Council's General Manager.

FINANCIAL IMPACT STATEMENT:

There is no direct financial implication for this matter.

CONCLUSION:

It is therefore considered that Council should make a written submission to Waverley Council.

RECOMMENDATION:

That the General Manager be requested to make a written submission to Waverley Council requesting that their garbage truck drivers be advised to use the Alison Road, Avoca Street and Frenchmans Road route during early morning hours when driving from the Waverley Council Depot located in Zetland.

ATTACHMENT/S:

Nil

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PETER STONE
A/DIRECTOR ASSET &
INFRASTRUCTURE SERVICES

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KEN KANAGARAJAN

SENIOR TRAFFIC ENGINEER



Acting Director Asset & Infrastructure Services' Report 96/2004

SUBJECT:	ANZAC PARADE AND DONCASTER AVENUE INTERSECTION
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DATE:	22 November, 2004	FILE NO:	98/S/0178 xr R/0031/05 xr R/0240/02
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REPORT BY: ACTING DIRECTOR ASSET & INFRASTRUCTURE
SERVICES

INTRODUCTION:

Council at its meeting held on 22 October, 2002, resolved -

“that Randwick City Council Traffic Committee investigates the installation of pedestrian crossings at the intersection of Anzac Parade and Doncaster Avenue and report back to the next Works Committee Meeting.”

ISSUES:

The intersection of Doncaster Avenue and Anzac Parade is currently signalised with pedestrian lights to allow pedestrian movements across Anzac Parade on the city side of the intersection adjacent to the Doncaster Hotel. Significant pedestrian movements occur on all four legs of the intersection. The pedestrian movements are being generated by the University of NSW students and the NIDA Theatre patrons accessing the Kensington business area.

It is therefore considered that pedestrian safety and amenity will be significantly enhanced by the installation of pedestrian signalisation on all four legs of the Anzac Parade and Doncaster Avenue intersection.

The matter was considered by the Randwick Traffic Committee at its meeting held in March 2003, and it recommended that:

“The Roads and Traffic Authority be requested to investigate the feasibility of providing pedestrian signalisation to the existing traffic lights, on all four legs of the Anzac Parade and Doncaster Avenue intersection to improve pedestrian safety and amenity.”

Accordingly, Council on 26 May 2003 made a submission to the RTA requesting provision of pedestrian signals on all four legs of the intersection.

Advice has now been received from the RTA that Council's request has been approved and this project will receive part funding this financial year and the remainder of the funding in the next financial year.

The preliminary works will commence in this financial year (2004/2005) and this project will be completed in the subsequent financial year (2005/2006).

FINANCIAL IMPACT STATEMENT:

There will not be any financial implication to Council as the subject signals operate on a State Road, which is the responsibility of the RTA.

CONCLUSION:

Council should be advised that the RTA has acceded to Council's request for the provision of pedestrian signals on all four legs of the intersection, and has allocated funds for their implementation.

RECOMMENDATION:

That Council note that the RTA has acceded to Council's request for the provision of pedestrian signals on all four legs of the intersection of Anzac Parade and Doncaster Avenue, Kensington, and that the preliminary works will commence in this financial year (2004/2005) and will be completed next financial year (2005/2006)

ATTACHMENT/S:

Nil

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PETER STONE
A/DIRECTOR ASSET &
INFRASTRUCTURE SERVICES

.....
KEN KANAGARAJAN
SENIOR TRAFFIC ENGINEER



Acting Director Asset & Infrastructure Services' Report 97/2004

SUBJECT:	INTRODUCTION OF "NO PARKING" ON NORTHERN SIDE OF BARKER STREET.
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DATE:	22 November, 2004	FILE NO:	R/0060/02 xr 98/S/0178
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REPORT BY: ACTING DIRECTOR ASSET & INFRASTRUCTURE SERVICES

INTRODUCTION:

Council at its meeting held on 25 May, 2004, resolved that –

- a) *The Traffic Committee review the parking on the northern side of Barker Street adjacent to Kensington Oval, with a view to introducing "No Parking" to ease congestion; and*
- b) *The matter then be referred back to Council for consideration.*

ISSUES:

The Randwick Traffic Committee at its meeting held on 9 November 2004 reported as follows:

“Presently, vehicles are permitted to park on the southern side of Barker Street, Kensington, between Cottenham Avenue and Day Lane. Also, parking is permitted on the northern side of the street between Cottenham Avenue and Mooramie Avenue. However, a ‘No Standing’ restriction exists between Mooramie Avenue and a point 39.5 metres east of its eastern kerb line; residential driveways for a length of 20 metres; 18 metres of unrestricted parking east of the driveways; and 26.5 metres of ‘No Stopping’ at the approach to Doncaster Avenue. A ‘No Stopping’ restriction also exists for the full length on the northern side, between Doncaster Avenue and Day Lane.

This section of Barker Street is approximately 7.4 metres wide, and when vehicles are parked on both sides of the street, directly opposite one another, only one vehicle can pass through at a time, which does result in some delays for vehicles using the street.

Observations have revealed that generally the congestion exists only between Mooramie Avenue and Doncaster Avenue. Should restrictions be imposed along this section, three parking spaces would be lost. Removing these spaces may have potential negative impacts, the most likely being increased traffic speeds, given the additional width available to vehicles.

A review of the RTA accident database reveals that there has been one recorded accident, in the most recent five year period of available accident data, in Barker Street, between Cottenham Avenue and Day Lane. It is considered that vehicles parked on the northern side of the street are effective in deterring excessive vehicle speeds and provide a benefit in that they reduce the potential for these types of accidents.

Introduction of additional restrictions will effectively reduce the opportunity for local residents for parking near their homes and is not supported.”

Council’s Senior Traffic Engineer explained the above considerations of the Traffic Committee to Ms Beryl Jones, President of Kensington Women’s Bowling Club.

FINANCIAL IMPACT STATEMENT:

There is no direct financial impact for this matter.

CONCLUSION:

Council should concur with the views of the Traffic Committee that the existing parking situations are appropriate for:

- Effectively reducing vehicle speeds at the location; and
- Maximising the availability of on-street parking in the vicinity.

RECOMMENDATION:

That Council concur with the Traffic Committee’s recommendation that the proposal for the introduction of ‘No Parking’ restrictions on the northern side of Barker Street adjacent to Kensington Oval not be supported for the reasons outlined in this report.

ATTACHMENT/S:

Nil

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PETER STONE
A/DIRECTOR ASSET &
INFRASTRUCTURE SERVICES

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KEN KANAGARAJAN
SENIOR TRAFFIC ENGINEER

Acting Director Asset & Infrastructure Services' Report 98/2004



SUBJECT:	32 BEACH STREET - DRAINAGE PROBLEMS
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DATE:	23 November, 2004	FILE NO:	P/004045
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REPORT BY: ACTING DIRECTOR ASSET & INFRASTRUCTURE
SERVICES

INTRODUCTION:

At its meeting of the Works Committee dated 9 November, 2004, Council considered the attached report on this matter and resolved -

“that this matter be deferred to the next Works Committee meeting to allow the applicant to address the Committee on this issue”

CONCLUSION:

The attached report dated 27 October, 2004, is re-submitted for the Works Committee's consideration.

RECOMMENDATION:

That:-

- (a) The property owner of 32 Beach Street be again advised that Council requires him to comply fully with the conditions of local approval 72/2004 and to provide a suitable overland flow path through his property so that the drainage system at this location is capable of coping with a 1 in 10 year Annual Recurrence Interval (ARI) storm event.
- (b) The property owner of 32 Beach Street be advised that once he has provided Council with the required drainage easement through his property and complied with the other conditions of approval for his pool (and associated works), funding to engage a hydraulic consultant to undertake a detailed design and cost estimate for upgrading the drainage system from Arden Street through to Beach Street will be listed for inclusion in a future capital works program for Council consideration.

- (c) The \$35,000 required to carry out the works suggested in Option 1 and 2 in the consultant's report be listed for inclusion in the draft 2005/2006 budget.

ATTACHMENT/S:

Acting Director's Report No. 82/04
and attachments (Attachments are under separate cover.)

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PETER STONE
A/DIRECTOR ASSET &
INFRASTRUCTURE SERVICES

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FRANK ROTTA
MANAGER DESIGN

Director Asset & Infrastructure Services' Report 82/2004



SUBJECT:	32 BEACH STREET - DRAINAGE PROBLEMS
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DATE:	27 October, 2004	FILE NO:	P/004045
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REPORT BY: DIRECTOR ASSET & INFRASTRUCTURE SERVICES

INTRODUCTION:

At an Ordinary Meeting held on 24th February, 2004, Council considered the attached report (Attachment A) from the Director of Asset and Infrastructure Services dated 19th February, 2004, on the above matter and resolved, THAT:-

- “a) The \$35, 000 to carry out the works suggested in option 1 and 2 in the consultants report be funded from an appropriate vote in the 2004/2005 budget;*
- b) Mr Sweeney be advised that Council requires him to comply fully with the conditions of consent for his pool and garage and to provide a suitable overland flow path through his property so that the drainage system at this location is capable of coping with a 1 in 10 year Annual Recurrence Interval (ARI) storm event; and*
- c) A report be brought before the next council meeting detailing the response of Mr Sweeney to Council’s resolution.”*

Mr Sweeney (the property owner of 32 Beach Street) was advised of this resolution by letter dated 2nd March, 2004 and has not as yet responded specifically to item (b) of the resolution.

The \$35,000 required to carry out the works suggested in option 1 and 2 in the Bonacci Rickard report (copy attached) was put forward for inclusion in the 2004/2005 budget. However, the final budget approved by Council did not incorporate the works.

ISSUES:

The property owner’s response to Council’s resolution

The property owner of 32 Beach Street was advised of Council resolution by letter dated 2 March 2004, and further requested to comment on item (b) in an additional letter dated 31

March 2004. In response to these letters, the property owner wrote to Council on the 14 April 2004 and referred Council's officers to an email outlining the 'scope of works' for analysis of the drainage pipe, pit and over flow system that currently travels through his site (refer to attached letter from the property owner of 32 Beach Street dated 14 April 2004).

The subject email does not make reference to the issues raised in item (b) of the Council resolution nor has Council received any additional correspondence to suggest that the owner of 32 Beach Street has undertaken the works required '*to comply fully with the conditions of consent for his pool and garage and to provide a suitable overland flow path through his property so that the drainage system at this location is capable of coping with a 1 in 10 year Annual Recurrence Interval (ARI) storm event.*'

The provision of a 'scope of works required for analysis of the pipe and overflow system' does not address the intent of item (b) of council's resolution.

It is understood that the email detailing the 'proposed scope of works' was prepared by the property owners hydraulic consultant in response to the Stormwater Drainage Assessment undertaken by Bonacci Rickard. The owner of 32 Beach Street does not consider the Bonacci Rickard drainage assessment to be adequate and commissioned his hydraulic consultant to advise Council what an appropriate scope of works should include.

Council officers do not consider that a revised analysis of the pipe and overflow system (in accordance with the scope of works set out in the email from the property owners Hydraulic consultant) will significantly alter the conclusions and recommendations made in the Bonacci Rickard report and presented to Council on the 24 February 2004.

Ongoing overland flow problems through 32 Beach Street

The property owner of 32 Beach Street has continued to advise Council of ongoing problems associated with overland flow through his property.

As detailed in the previous report presented to Council on the 24 February 2004, if the property owner of 32 Beach Street were to comply fully with the conditions of local approval 72/2004 (refer below); and options 1 and 2 from the Bonacci Rickard report be implemented, the combined piped and overland flow system through 32 Beach Street should be able to cope with a 1 in 10 year Annual Recurrence Interval (ARI) storm event.

The following conditions were included in the local approval (LA 96/00072/BF) granted for construction of a pool and associated works at 32 Beach Street in 1996:

54. The applicant shall allow Council to create a drainage easement, under its control, over the line of the existing Council controlled stormwater drainage pipeline within the site. The minimum easement width shall be:-

a. 3.0 metres for the section of pipeline located adjacent to the proposed swimming pool. This section of the drainage easement shall be created

centrally over the existing Council controlled stormwater drainage pipeline.

- b. 3.65 metres for the section of pipeline located adjacent to the proposed garage and the southern boundary (of the property). This section of the drainage easement shall be located bordering on the southern fence line.*

The applicant shall meet the full cost, except for legal and survey fees, of the creation of the drainage easement.

- 55. Prior to release of the approved plans, the applicant shall submit to Council a statutory declaration stating that he does not object to Council creating the required drainage easement as stated in the condition above.*
- 58. The landscaping/paving within the required drainage easement shall be lowered and constructed with a vee-drain formation to direct overland flow of stormwater that may travel through the property.*
- 59. All new fences located across the required drainage easement shall be an open form type or have a 3m wide by 0.5m high opening to allow overland stormwater flow to pass unimpeded.*
- 60. The applicant shall construct the proposed swimming pool coping course and the floor level of the proposed garage a minimum of 300mm above the existing adjacent ground level. This condition is required to reduce the possibility of overland stormwater flow entering these areas.*

In relation to conditions 54 and 55 above, the owner of 32 Beach Street has provided Council with a statutory declaration in 1996 stating that he does not object to Council creating the drainage easement. However, since that time the property owner has advised Council officers on numerous occasions that he strongly objects to Council having a drainage easement through 32 Beach Street even though there is an existing Council stormwater line through the site.

Council may elect to force the property owner of 32 Beach Street to provide Council with an easement in accordance with the statutory declaration so that works to upgrade the system capacity may be undertaken. However, given that the works would primarily be to improve the situation for 32 Beach Street, it is considered unnecessary to acquire the easement by force (at this time) and allocate funding to undertake the pipe upgrade unless the property owner of 32 Beach Street is agreeable to the proposal.

The feasibility of upgrading the pipeline through 32 Beach Street has not yet been investigated. It is noted that problems may arise due to the location of structures in the rear yard and the possible size of the pipeline/culvert required to convey the 100 year ARI flow through the property.

Site visits indicate that the owner of 32 Beach Street has not yet complied with conditions 58, 59 and 60 of LA 72/1996.

Additional Note

Council has recently issued development approval for a new multi-unit development at 79 and 81 Arden Street (immediately upstream of 32 Beach Street). This development has been conditioned to provide onsite detention to ensure that the proposal will not adversely impact on the drainage system downstream of the development for storm events up to the 100 year ARI storm.

CONCLUSION:

As detailed in the previous report presented to Council on the 24 February 2004, it is the opinion of Council officers and Bonacci Rickard that an overland flow path currently exists through 32 Beach Street and that full compliance with the conditions of local approval 72/2004 combined with Options 1 and 2 of Bonacci Rickard's report could improve the drainage system to cope with a 1 in 10 year Annual Recurrence Interval (ARI) storm event.

Council could engage a hydraulic consultant to undertake a detailed analysis of the pipe and overflow system through 32 Beach Street (as detailed in the email from the property owner's hydraulic consultant dated 21/10/2004). However it is not anticipated that the study will significantly change the final conclusions and recommendations drawn in the Bonacci Rickard Report. Consequently, it is the opinion of Council officers that the allocation of funds to commission a further study of the pipe and overflow system through 32 Beach Street at this time is unwarranted.

Further to options 1 and 2 of the Bonacci Rickard report being undertaken and the owner of 32 Beach Street complying with the conditions of development approval, works to relieve the problems associated with overland flows may include upgrading the pipe and overflow system through 32 Beach Street. Such works are noted in the Bonacci Rickard report as involving 'considerable cost'.

It is the opinion of Council officers that consideration should only be given to allocating funds for obtaining a detailed design for upgrading the drainage system between Arden Street and Beach Street after a drainage easement has been created through 32 Beach Street and the land owner of 32 Beach Street has complied with all of the conditions of local approval 72/2004.

FINANCIAL IMPLICATIONS:

Implementation of options 1 and 2 from the Bonacci Rickard report is estimated to cost \$35,000 in the 2005/2006 budget.

Fee proposals have not been received for a hydraulic consultant to undertake a detailed design and cost estimate for upgrading the drainage system from Arden Street through to Beach Street. It is however, anticipated that the cost of such works will be in the vicinity of \$15 000.

It is anticipated that the cost of upgrading the drainage system from Arden Street through to Beach Street will be in excess of \$300,000.

RECOMMENDATION:

That:-

- (a) The property owner of 32 Beach Street be again advised that Council requires him to comply fully with the conditions of local approval 72/2004 and to provide a suitable overland flow path through his property so that the drainage system at this location is capable of coping with a 1 in 10 year Annual Recurrence Interval (ARI) storm event.
- (b) The property owner of 32 Beach Street be advised that once he has provided Council with the required drainage easement through his property and complied with the other conditions of approval for his pool (and associated works), funding to engage a hydraulic consultant to undertake a detailed design and cost estimate for upgrading the drainage system from Arden Street through to Beach Street will be listed for inclusion in a future capital works program for Council consideration.
- (c) The \$35,000 required to carry out the works suggested in Option 1 and 2 in the consultant's report be listed for inclusion in the draft 2005/2006 budget.

ATTACHMENT/S:

Letter from owner of 32 Beach Street dated 14 April, 2004

DAIS Report 11/2004 to Ordinary Council Meeting 24 February, 2004

Stormwater Drainage Assessment prepared by Bonacci Rickard Pty Ltd dated April, 2003

DAIS Report 153/2002 to Extraordinary Council Meeting 17 December, 2002 - under separate cover

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PETER STONE
A/DIRECTOR ASSET &
INFRASTRUCTURE SERVICES

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EMMA DOWLING
DEVELOPMENT ENGINEERING
TEAM LEADER - MAJOR
DEVELOPMENTS



Acting Director Asset & Infrastructure Services' Report 99/2004

SUBJECT:	PATHWAY LIGHTING AT LAKE MALABAR, MAROUBRA - COMMUNITY CONSULTATION.
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DATE:	18 November, 2004	FILE NO:	F2004/07519
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REPORT BY: ACTING DIRECTOR ASSET & INFRASTRUCTURE SERVICES

INTRODUCTION:

A request was forwarded to Council from a resident of Malabar Road, requesting the provision of pathway lighting along the northern side of the Malabar Wetland, in Maroubra.

At the meeting of Council on 19 October 2004, it was resolved that:

“community consultation take place in respect to the proposed installation of the lights along the northern pathway at Malabar wetlands”.

ISSUES:

On 3 November 2004 a letter was delivered to residents who live within close proximity to the existing pathway, advising of the proposal to install suitable pathway lighting along the northern pathway at Malabar Wetland in Maroubra.

This letter invited community comments on Council's proposal. Residents were advised that the nominated lighting would be designed to meet the requirements of AS/NZS 1158.1.1999 for public pathway lighting. All luminaries would be configured to prevent light spillage onto adjacent properties and to minimise impacts on local nesting bird species.

As a result of this process, Council received two submissions. The first submission contained a total of twenty signatures from residents indicating their full endorsement to Council's proposal to provide pathway lighting at Malabar Wetlands. The second submission from one resident indicated support in principle to this proposal however, suggested that for aesthetic purposes the use of garden lighting should be considered.

The use of garden lights does not meet the AS/NZS 1158.1.1999 requirements for pedestrian pathway lighting. As such, this suggestion has been noted but is not recommended.

FINANCIAL IMPACT STATEMENT:

A quotation was sought for the design and installation of public pathway lighting to meet the requirements as set out in AS/NZS1158.3.1.1999. A quotation was obtained from Precision Sports and Area Lighting Pty Ltd to the sum of \$27,020 (excluding GST). This quotation includes:

- Design and supply of four Urban 80-watt luminaries fitted with rear glare shields and mounted on 5.5 metre lighting columns;
- Supply and installation of all electrics; and
- Associated civil works.

Should Council resolve to adopt these recommendations, Council will be required to meet the sum of \$27,020 (excluding GST) for the design and supply of public pathway lighting along the northern pathway at Malabar Wetland and also the associated operational costs as set out by Energy Australia. It is proposed that work will be funded from the 2004/05 Asset Management Street Lighting Budget.

CONCLUSION:

In summary, Council owes a duty of care to ensure that all footpaths are maintained to an acceptable level of service. In determining this, both physical and environmental factors were considered, such as the presence of adequate pathway lighting.

Results from community feedback from residents of Malabar Road, Hughes Ave and Farthing Place indicate support towards Council's proposal to provide pathway lighting at Malabar Wetlands.

RECOMMENDATION:

That:

- a) Council provide lighting along the northern pathway at Malabar Wetland and to allocate the necessary funds from the street light maintenance budget; and.
- b) the residents be advised of Council's actions.

ATTACHMENT/S:

- Location plan of proposed pathway lighting

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PETER STONE
A/DIRECTOR ASSET &
INFRASTRUCTURE SERVICES

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ANNIE SHUM
ANCILLARY ASSETS ENGINEER

