



Hawkesbury City Council

ordinary meeting business paper

date of meeting: 29 May 2007

location: council chambers

time: 5:00 p.m.



mission statement

***“To create opportunities
for a variety of work
and lifestyle choices
in a healthy, natural
environment”***

How Council Operates

Hawkesbury City Council supports and encourages the involvement and participation of local residents in issues that affect the City.

The 12 Councillors who represent Hawkesbury City Council are elected at Local Government elections held every four years. Voting at these elections is compulsory for residents who are aged 18 years and over and who reside permanently in the City.

Ordinary Meetings of Council are held on the second Tuesday of each month, except January, and the last Tuesday of each month, except December. The meetings start at 5:00pm with a break from 7:00pm to 7:30pm and are scheduled to conclude by 11:00pm. These meetings are open to the public.

When a Special Meeting of Council is held it will usually start at 7:00pm. These meetings are also open to the public.

Meeting Procedure

The Mayor is Chairperson of the meeting.

The business paper contains the agenda and information on the issues to be dealt with at the meeting. Matters before the Council will be dealt with by an exception process. This involves Councillors advising the General Manager at least two hours before the meeting of those matters they wish to discuss. A list will then be prepared of all matters to be discussed and this will be publicly displayed in the Chambers. At the appropriate stage of the meeting, the Chairperson will move for all those matters not listed for discussion to be adopted. The meeting then will proceed to deal with each item listed for discussion and decision.

Public Participation

Members of the public can request to speak about a matter raised in the business paper for the Council meeting. You must register to speak prior to 3:00pm on the day of the meeting by contacting Council. You will need to complete an application form and lodge it with the General Manager by this time, where possible. The application form is available on the Council's website, from reception, at the meeting, by contacting the Manager Corporate Services and Governance on 4560 4426 or by email at lmifsud@hawkesbury.nsw.gov.au.

The Mayor will invite interested persons to address the Council when the matter is being considered. Speakers have a maximum of five minutes to present their views. If there are a large number of responses in a matter, they may be asked to organise for three representatives to address the Council.

A Point of Interest

Voting on matters for consideration is operated electronically. Councillors have in front of them both a "Yes" and a "No" button with which they cast their vote. The results of the vote are displayed on the electronic voting board above the Minute Clerk. This was an innovation in Australian Local Government pioneered by Hawkesbury City Council.

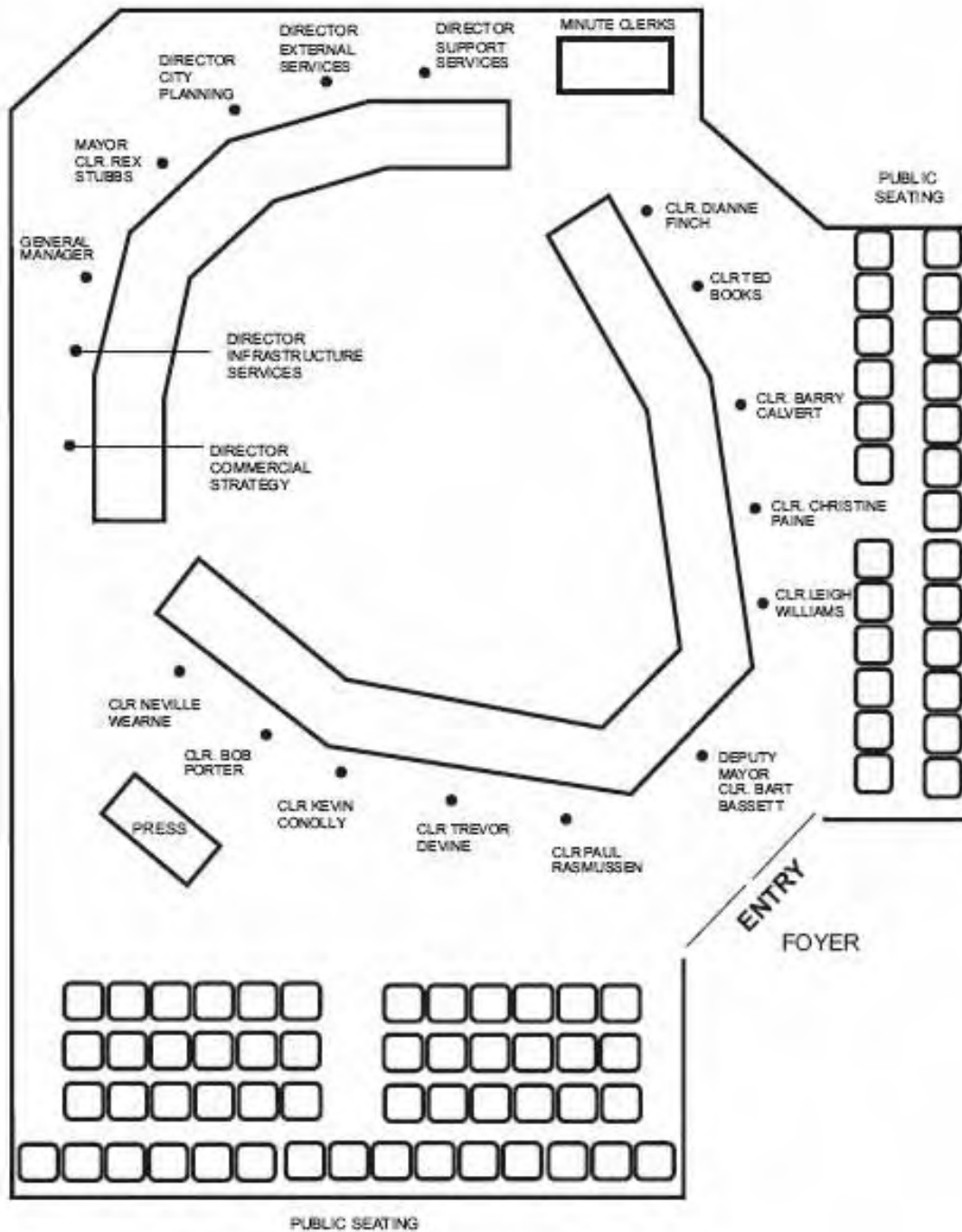
Website

Business Papers can be viewed on Council's website from noon on the Friday before each meeting. The website address is www.hawkesbury.nsw.gov.au.

Further Information

A guide to Council Meetings is available on the Council's website. If you require further information about meetings of Council, please contact the Manager, Corporate Services and Governance on, telephone 02 4560 4426.

council chambers



ORDINARY MEETING

Table of Contents

Meeting Date: 29 May 2007

AGENDA

- **WELCOME / EXPLANATIONS / PRAYER**
- **APOLOGIES**
- **DECLARATION OF INTERESTS**
- **SECTION 1 - Confirmation of Minutes**
- **AGENDA ITEMS SUBJECT TO PUBLIC ADDRESS**
- **SECTION 2 - Mayoral Minutes**
- **QUESTIONS WITH NOTICE**
- **SECTION 3 - Notices of Motion**
- **EXCEPTION REPORT - Adoption of Items Not Identified for Discussion and Decision**
- **SECTION 4 - Reports for Determination**

Acting General Manager

City Planning

Commercial Strategy

External Services

Infrastructure Services

Support Services

- **SECTION 5 - Reports of Committees**
- **QUESTIONS WITHOUT NOTICE**

ORDINARY MEETING

Table of Contents

Meeting Date: 29 May 2007

ORDINARY MEETING**Table of Contents****Meeting Date:** 29 May 2007**TABLE OF CONTENTS**

ITEM	SUBJECT	PAGE
	SECTION 4 - Reports for Determination	7
	CITY PLANNING	7
Item: 92	CP - Rural Shed, Lot 25 DP192412, 193 Crooked Lane, North Richmond NSW 2754 - (DA1020/06, 103511, 104622, 95498)	7
Item: 93	CP - Section 96 Modification, Agricultural Shed/Stable Complex, Lot 3 DP 596178, 269 Grono Farm Road, Wilberforce NSW 2756 - (DA0224/06A, 100489, 18449, 18450, 95498)	24
	INFRASTRUCTURE SERVICES	32
Item: 94	IS - Native Title Determination Application NG6061/698: Darug People - (79354, 27333, 36939)	32
	SECTION 5 - Reports of Committees	39
	ROC - Local Traffic Committee - 16 May 2007 - (80245)	39

ORDINARY MEETING

Table of Contents

Meeting Date: 29 May 2007

ordinary

section 4

reports
for determination

ORDINARY MEETING

Meeting Date: 29 May 2007

ORDINARY MEETING

Meeting Date: 29 May 2007

SECTION 4 - Reports for Determination

CITY PLANNING

Item: 92 **CP - Rural Shed, Lot 25 DP192412, 193 Crooked Lane, North Richmond NSW 2754**
- (DA1020/06, 103511, 104622, 95498)

Development Information

Applicant: Des Durieu
Owner: Mrs R M Jones
Stat. Provisions: Hawkesbury Local Environmental Plan 1989
Hawkesbury Development Control Plan
Area: 14.560 H
Zone: Mixed Agriculture
Mixed Agriculture under Hawkesbury Local Environmental Plan 1989
Advertising: 8/03/2007 to 22/03/2007 - No submissions received
Date Received: 21/12/2006

Key Issues:

- ◆ Permissibility
- ◆ Compliance with Hawkesbury Development Control Plan
- ◆ Visual Impact

Recommendation: Refusal

REPORT:

Introduction

An application has been received seeking consent for the erection of a rural shed on Lot 25 DP 192412, 193 Crooked Lane, North Richmond.

The application is being reported to Council at the request of Councillor Books

Background

21.12.2006	Application received
17.01.2007	Letter to applicant advising of non support of the application
21.02.2007	Meeting between owner and Council to discuss proposal
22.02.2007	Letter from applicants consultant providing additional information
06.03.2007	Application notified until 22 March 2007.
10.04.2007	Letter to the applicant and owner advising that Council officers do not support the proposal and giving opportunity for the application to be withdrawn.
17.04.2007	Meeting between owner and Council to discuss reduction in size of shed, and non-compliance with Hawkesbury Development Control Plan in respect to cut and fill, slope.
24.04.2007	Letter from owner to General Manager/Director City Planning
26.04.2007	Letter from owners solicitors
02.05.2007	Reply to solicitors letter

ORDINARY MEETING

Meeting Date: 29 May 2007

At a meeting on 17 April 2007 the following was discussed with Mr and Mrs Jones (owners):

- The size of the shed (450m²) and the justification for the size
- Non compliance with Hawkesbury Development control Plan - Rural Sheds Chapter in respect to slope of the land and cut and fill.

During the meeting Mr Jones advised that he would be prepared to reduce the shed by 1 bay (6m) to 24m by 15m (360m²).

Council officers recommended a reduction of 2 bays (12m) to 18m by 15m (270m²).

Mr Jones was advised that a reduction in the size of the shed may resolve the non-compliances in respect to the cut and fill, and slope requirements of the Development Control Plan. Mr Jones was advised that consideration would be given to the reduction of the shed by 1 bay and that he would be contacted with an answer by the end of the day.

Council officers proposed a reduction in length of 1 bay and a reduction in the width of 2m, resulting in a size of 312m² and dimensions of 24m by 13m. The reduction in width would reduce the amount of cut and fill required, and enable a balance of cut and fill consistent with the requirements of the Development Control Plan. This was not accepted by Mr Jones who proposed a reduction of 1 bay with no further compromise.

No amended plans or details have been received in this respect.

The letter from the owner, dated 24 April 2007, *"ask for the development application to be approved in its original format."*

This report is assessed on the basis of the information received with the application, i.e. a 450m² shed with dimensions of 30m by 15m.

The Proposal

The application seeks approval for the erection of a rural shed on the subject land. The shed will have a size of approximately 450m², having rectangular dimensions of 30m by 15m.

The shed will have a total height of 5m.

The shed is to be used for the storage of two trucks, building materials, hay and will include 4 stables. A portion of the building will be used as a workshop area.

The shed will be constructed of steel on a concrete slab, and will be 'wilderness' (walls and roof), 'dune or wilderness' (roller doors, doors and window) in colour.

Statutory Situation

a) the provisions of:

- i) **any environmental planning instrument (ie LEPs, REPs & SEPPs)**

The relevant environmental planning instruments are:

Hawkesbury Local Environmental Plan 1989 (HLEP 1989)

General Provisions of HLEP 1989

Clause 2 - Aims, objectives etc,

The proposed development is considered to be consistent with the general aims and objectives as outlined in Clause 2 of the Hawkesbury LEP 1989.

ORDINARY MEETING

Meeting Date: 29 May 2007

Clause 5 - Definitions

The Statement of Environmental Effects describes the proposal:

"The proposal consists of erecting a shed to house building materials, tools, building equipment and farm equipment. The owner of the land is a licensed builder and wished to use the shed to store his equipment when not being used off-site."

Based on this information, it is considered that the proposed activity is best defined as 'commercial premises'.

'Commercial premises' means "a building or place used as an office or for other business or commercial purposes, but does not include a building or place elsewhere specifically defined in this clause or a building or place used for a purpose elsewhere specifically defined in this clause;"

The applicant was advised of this definition.

In response, additional information was provided arguing that the proposal is defined as 'rural shed' under Clause 5 of the Hawkesbury Local Environmental Plan 1989:

'Rural shed' means "a building or structure used for the storage of the property of the occupiers of the subject land or property associated with an agricultural use or other permissible land use conducted on the same parcel of land, but does not include a building or structure elsewhere specifically defined in this clause or a building or structure used for a purposes elsewhere specifically defined in the clause."

"The proposal is not considered to be "commercial premises" as the term "commercial premises" is not contained in Clause 5 of Hawkesbury LEP 1989 and cannot be used to override the definition of "rural shed". Notwithstanding this observation, the proposal complies with the definition of "rural shed."

Definitions adopted for use in the LEP are contained in Clause 5 and Clause 6. The 'commercial premises' definition is a 'model provisions' definition which is adopted under Clause 6 of the Local Environmental Plan. A Local Environmental Plan applies in its entirety, and no clause can be interpreted in isolation. A development proposal is defined by the proposed or existing use of the development. In order to undertake this definition of use the land use definition/s within the Local Environmental Plan which best fits the proposal is used.

The response from the applicant's representative also provided additional details in relation to the use:

"In this case the applicant will be using the shed to house livestock (horses), feed, some building materials associated with the owner's occupation as a builder and a workshop area to be used for tasks associated with running the 14.56 hectare property as a hobby farm. Dwg No. 312/02 is attached and shows how the space in the shed will be utilised."

The submitted floor plan indicates how the area of the proposed shed is to be utilised, including areas for building material storage, workshop and storage of building tools, shower, truck parking, stables, feed stalls and hay storage area. It is considered that the building material storage areas, the truck parking and corridor area, and workshop and building tools storage area are associated with the owners building business. This use occupies a substantial proportion of the floor area of the shed.

It is considered that whilst part of the shed will be used for agricultural storage, a substantial portion of this proposal is best defined as 'commercial premises' (storage of building materials to be used off site). This matter was discussed with the property owner and forms the basis of the staff concern with the size of the proposed shed.

ORDINARY MEETING

Meeting Date: 29 May 2007

Clause 8 - Zones indicated on the map

The subject land is zoned Mixed Agriculture.

Clause 9 - Carrying out of Development

'Commercial premises' are prohibited within the Mixed Agriculture zone.

Clause 9A states that consent shall not be granted for a development unless, in the opinion of Council, the carrying out of the development is consistent with the objectives of the zone.

The objectives of the Mixed Agriculture zone are:

- (a) *to encourage existing sustainable agricultural activities;*

Comment:

At present the property is not being used for agricultural purposes.

- (b) *to ensure that development does not create or contribute to rural land use conflicts;*

Comment:

The proposed development has the potential to create land use conflicts between the rural residential use of adjoining properties and the business component carried out within the proposed shed.

- (c) *to encourage agricultural activities that do not rely on highly fertile land;*

Comment:

The proposed development is not considered to be inconsistent with this objective.

- (d) *to prevent fragmentation of agricultural land;*

Comment:

The proposed development will not result in the fragmentation of agricultural land.

- (e) *to ensure that agricultural activities occur in a manner:*

- a. *that does not have a significant adverse effect on water catchments, including surface and groundwater quality and flows, land surface conditions and important ecosystems such as streams and wetlands, and*
- b. *that satisfies best practice guidelines and best management practices,*

Comment:

No agricultural activity is currently being carried out on the land.

- (f) *to promote the conservation and enhancement of local native vegetation, including the habitat of threatened species, populations and ecological communities by encouraging development to occur in areas already cleared of vegetation,*

Comment:

The proposal does not require the removal of native vegetation.

- (g) *to ensure that development retains or enhances existing landscape values that include a distinctive agricultural component,*

Comment:

It is considered that, due to the size and character of the proposed building, the proposed shed is inconsistent with the existing scenic quality of the locality. (See discussion below - Rural Sheds Chapter of Hawkesbury Development Control Plan)

- (h) *to prevent the establishment of traffic generating development along main and arterial roads,*

ORDINARY MEETING

Meeting Date: 29 May 2007

Comment:

The proposed development is not considered to be traffic generating.

- (i) *to control outdoor advertising so that it does not disfigure the rural landscape,*

Comment:

The proposal does not include advertising signs.

- (j) *to ensure that development does not create unreasonable economic demands for the provision or extension of public amenities or services.*

Comment:

It is considered that the proposed development will not create unreasonable economic demands for the provision or extension of public amenities or services.

Specific Provisions of HLEP 1989

Clause 18(1) – Provision of water sewerage etc. services

This subclause states that development consent will not be granted unless satisfactory arrangements have been made for the provision of water, sewerage, drainage and electricity to the land.

Comment:

Services to the property are considered adequate for the proposal.

Clause 25 - Development on flood liable land

The subject land is above the 1-in-100 year flood level.

Clause 27 - Heritage items

The subject property is not identified as a heritage item.

Clause 28 - Development in the vicinity of heritage items

The subject property is not located in the vicinity of a heritage item.

Conclusion

The proposed development is inconsistent with Hawkesbury Local Environmental Plan 1989 including the Mixed Agriculture zone objectives.

Sydney Regional Environmental Planning Policy 20. (No.2 - 1997) - Hawkesbury - Nepean River (SREP No. 20).

The subject land falls within the boundary of SREP 20. This Policy aims "to protect the environment of the Hawkesbury-Nepean River system by ensuring that the impacts of future land uses are considered in a regional context." SREP 20 requires Council to assess development applications with regard to the general and specific considerations, policies and strategies set out in the Policy.

Comment:

It is considered that the proposed development will not significantly impact on the environment of the Hawkesbury-Nepean River, either in a local or regional context and that the development is not inconsistent with the general or specific aims, planning considerations, planning policies, recommended strategies and development controls.

State Environmental Planning Policy No. 44 - Koala Habitat Protection

The proposed development does not require the removal of native vegetation and will therefore not disturb habitat areas within the site. Consequently, an investigation into whether or not the land is a potential koala habitat is not required for the development in accordance with the requirements of the Guidelines in respect to the implementation of the SEPP.

ii) any draft environmental planning instrument that is or has been placed on public exhibition and details of which have been notified to the consent authority

ORDINARY MEETING**Meeting Date:** 29 May 2007

There are no draft planning instruments that are relevant to the proposed development.

iii) any development control plan applying to the land**Hawkesbury Development Control Plan.**

The Hawkesbury Development Control Plan applies to the proposal. An assessment of the proposal against the relevant provisions of this Plan follow:

General Information Chapter

It is considered the subject application provides adequate information for the assessment of the proposal and generally complies with this Chapter.

Erosion and Sediment Control Chapter

Erosion and sediment control can be ensured through conditions of consent.

Notification Chapter

The adjoining neighbours were notified as per the requirements of the DCP. No submissions were received.

s94 Contribution

In accordance with Direction under Section 94E of the Act, a contribution is not required for this development, as the cost of development is below \$100,000.

Rural Sheds Chapter

The following is an assessment of the proposal against these design principles:

Design Principles	The Proposal	Compliance
Siting Cut and fill shall be limited to 2m of cut and 900mm of fill Sheds shall be located no closer to the road than the existing dwelling house. Sheds are not to be erected on land which has a slope in excess of 10% The erection of rural sheds should involve minimal disturbance to native vegetation.	Cut of approx 1.5m. Fill of approx 1.6m. The site has a slope of approximately 11% The proposal will have minimal disturbance to native vegetation. No vegetation to be removed.	No See Discussion below No See Discussion below No See Discussion below Yes
Size The maximum size of sheds in the 1(c) and 1(c1) areas shall not exceed 150m ² . The cumulative total of all outbuildings shall not exceed 150m ² on any one property in these zones. In zones 1(a), 1(b), 7(d), 7(d1), 7(e), the applicant will need to justify the size of any shed exceeding 150m ² in terms of the		Inadequate justification, See discussion below

ORDINARY MEETING

Meeting Date: 29 May 2007

Design Principles	The Proposal	Compliance
use of the shed and the land, as well as measures taken to minimise the impact on neighbours and the general area.		
<p>Height The total height of a rural shed erected in Rural 1(c) and 1(c1) zones shall be no more than 5m or no higher than the height of the ridgeline of the dwelling house on the same property, whichever is less.</p> <p>In other zones the total height of a rural shed exceeding 5m shall be justified in terms of the use of the shed and the visual impact of the development.</p> <p>The total height of 'barn style' sheds may exceed 5m based on individual merit.</p>	The total height of the shed is 5m	Yes
<p>Form Rural sheds with standard roof form will be limited to rectangular shapes.</p> <p>Sheds of other roof forms, for example barn style, will be encouraged.</p>	The shed has dimensions of 30m by 15m.	Yes N/A
<p>Colour The colour of a rural shed will match or blend in with those of existing buildings.</p> <p>On vacant land the colour for rural sheds shall be taken from the natural environment.</p>	The proposed shed will be 'wilderness' and 'dune' in colour. This is considered satisfactory.	Yes N/A
<p>Type of Building Materials Building materials used in the construction of rural sheds are to be new, prepainted and non-reflective.</p> <p>The use of corrugated iron will be considered subject to the size, height, design and location of the rural shed.</p>	The building materials are new and are prepainted.	Yes N/A N/A

ORDINARY MEETING**Meeting Date:** 29 May 2007

Design Principles	The Proposal	Compliance
Any part of a building below the 1-in-100 year flood level is to be constructed of flood compatible materials.		
Landscaping Plantings are to be a mix of trees, shrubs and ground cover. Trees shall include species that at maturity have a height above the ridgeline of the shed. Shrub mass shall provide adequate screening. Plants endemic to the area are to be chosen.		No No No No

Variations**Setback**

The DCP requires sheds to be setback further from the road than the dwelling house on the land. The dwelling on the land fronts Crooked Lane.

Applicants Justification

"..The existing dwelling house is located about 20 metres from the Crooked Lane frontage. The proposed shed is located behind the house when considered in the context of the property address and siting of the dwelling house. As the land has two street frontages the proposal complies with the wording of the DCP in terms of the rural shed being no closer than the dwelling house to the road frontage (Crooked Lane)."

Comment:

Rule (a) to clause 8.2.1 Siting of the Rural Sheds Chapter states:

- Sheds shall be located no closer to the road than the existing dwelling house on the property.

The applicant has lodged a development application for a replacement dwelling on the subject land. This replacement dwelling will be located so that it fronts Branders Lane. It should be noted that the shed, the subject of this current application, will still be located forward of the proposed dwelling, ie, contrary to the DCP requirements. The applicants justification for the location of the shed in relation to the DCP requirements, ie, *"no closer than the dwelling house to the road frontage (Crooked Lane)"* is no longer relevant.

It is noted that a rural shed is located on the adjoining property, and this shed is located closer than the dwelling house to Branders Lanes. However, the proposed shed will present a 30m long wall to this elevation, thereby becoming the visually dominant feature of the landscape when viewed from properties and roads to the south.

Cut and fill

The proposed shed will require cut and fill of approximately 1.5m and 1.6m respectively.

ORDINARY MEETING

Meeting Date: 29 May 2007

Applicants Justification

"The proposed rural shed has also been sited on the subject land to minimise the cut and fill necessary to provide a level building pad. The Brander Lane frontage of the land contains the least amount of sloping land. The further one moves to the north of the steeper the land becomes as it drops to a local watercourse. Apart from the proposed site of the shed there is no land that is easily accessible from Branders or Crooked Lanes that has slopes less than 10%.

The shed will also be cut into the landscape which has the effect of minimising the bulk of the building. As a result views from Branders Lane and properties to the south will not be significantly affected. The proposed building pad and associated cut and fill will ensure that the shed does not protrude into the skyline when viewed from a number of locations."

Comment:

Given the location of the shed it is considered that it will be visually prominent when viewed from properties on the adjoining ridge to the north, and from the section of Crooked Lane to the north east. Whilst the use of cut will reduce the appearance of height when viewed from the south, the length of the shed significantly contributes to the mass of the building thereby making it visually dominant from this view point. In addition, it is considered that the 5° pitch of the roof adds to the bulky design of the shed.

Slope

Sheds shall not be erected on land having a slope in excess of 10%.

Comment:

The slope of the land has been calculated to be approximately 11%. This requirement was imposed to restrict the amount of cut and fill required for the erection of rural sheds, thereby reducing the visual impacts of sheds within the landscape, as well as the visual impacts of the filled area of the building platform.

Size

The shed will have a size of approximately 450m², having rectangular dimensions of 30m by 15m.

The shed is to be used for the storage of building materials, workshop and storage of building tools, shower, truck parking, stables, feed stalls and hay storage area.

Applicants Justification

"The size of the shed (450m²) is commensurate with the size of the land (14.56 hectares). That is, the applicant has already placed cattle on the property to graze and the shed will be utilised to store feed and other necessary farm equipment associated with the maintenance of the land. Horses will also be agisted on the land once the owner builds a new dwelling house on the land (refer to separate DA)."

Comment:

The aims and objectives of Clause 8.2.2 Size of the Rural Sheds Chapter of Hawkesbury Development Control Plan are:

- To control the size of rural sheds so as to minimise their visual dominance in the landscape.
- To reduce the number of unnecessarily large sheds.
- The size of rural sheds will be associated with the use of the shed, the use of the land and the size of the property.

It is considered that the proposed shed is inconsistent with the aims and objectives of this Clause as the justification of the size of the shed is not satisfactory. During site inspections of the property on 19 March 2007 and 9 May 2007, the property appeared to be unoccupied and no agricultural use was observed. The owner of the property was questioned in relation to the use of the land at the meeting of 17 April 2007, and advised that there was three (3) cows on the site.

ORDINARY MEETING

Meeting Date: 29 May 2007

The trucks to be stored within the shed do not seem of a type required for use in relation to agricultural activities or the maintenance of the property. It is considered that the building material storage areas, the truck parking and corridor area, and workshop and building tools storage area are associated with the owners building business, ie, commercial premises. This use occupies a substantial proportion of the floor area of the shed (calculated to be approximately 45%). Given that the use of the shed for 'commercial premises' is prohibited, it has not been demonstrated that a shed of 450m² is warranted to support the residential, and very limited agricultural, component of the land.

The application states that the shed is not out of character with other recently approved rural sheds in the locality, citing a shed which is located on Bells Line of Road, some kilometres away. The shed on Bells Line of Road was approved on the basis of an intensive agricultural use of the land - hydroponically grown vegetables. Within the visual catchment of the subject property there are no rural sheds of the size of the proposed shed.

Landscaping

The application proposes plantings along the Branders Lane frontage of Cypress and Radiata pines.

Comment:

It is considered that the landscaping is inappropriate in terms of species and is inconsistent with the requirements of this Chapter.

Conclusion

The proposed development is inconsistent with the relevant objectives and rules of Hawkesbury Development Control Plan.

a) any matters prescribed by the regulations

Conditions can be imposed in any consent to ensure compliance with the Building Code of Australia.

b) the likely impacts the development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality

Context And Setting

Surrounding properties are predominantly used for rural residential purposes. The character of the locality is rural. The proposed development is not compatible with the adjoining landuses, given the nature of the business component of the development.

It is considered that, due to the location, size and design of the building, the proposed shed will have an adverse impact on the character and scenic quality of the locality.

Flora and Fauna

The proposal does not involve the disturbance or removal of native vegetation. It is therefore considered that the requirements of Part 5A of the EP & A Act are satisfied in that the proposed development will have no significant impact on threatened species, populations, ecological communities or their habitats.

c) the suitability of the site for the development

There are no constraints from surrounding land uses that would make this development prohibitive. The proposed development will not lead to unmanageable transport demands. Access to the site is satisfactory.

The air quality and microclimate is appropriate for the proposed development.

There are no known hazardous landuses/activities nearby.

Ambient noise levels are suitable for the development.

The site is not critical to the water cycle of the catchment.

ORDINARY MEETING

Meeting Date: 29 May 2007

The development will not impact upon critical habitats and threatened species, populations, ecological communities and habitats.

The site attributes are conducive to the development.

It is therefore concluded that the site is suitable for the purposes of a rural shed.

d) any submissions made in accordance with the EPA Act or Regulations

Nil

e) the public interest

Given the nature of one of the uses of the shed, the inconsistency with Hawkesbury Local Environmental Plan 1989 and Hawkesbury Development control Plan, and the visual impact of the development on the locality, it is considered that the proposed development is not in the public interest.

Community Consultation

The adjoining neighbours were notified as per the requirements of Hawkesbury Development Control Plan. No submissions were received.

Conclusion

The proposed development is inconsistent with Hawkesbury Local Environmental Plan 1989 and Hawkesbury Development Control Plan - Rural Sheds Chapter. As discussed in this report, the proposed shed will have an adverse impact on the visual quality and rural character of the locality.

Conformance to Strategic Plan

The recommendation conforms with the objectives as set out in the Strategic Plan:

"Objective: A prosperous community sustained by a diverse local economy that encourages innovation and enterprise to attract people to live, work and invest in the city", and

"Sustainable and liveable communities that respect, preserve and manage the heritage, cultural and natural assets of the City".

Funding

No impact on budget.

RECOMMENDATION:

That the application for a rural shed be refused for the following reasons:

1. The proposed development includes a "Commercial" component which is prohibited under the provisions of Hawkesbury Local Environmental Plan 1989.
2. The proposed development is inconsistent with objective (b) and (g) of the Mixed Agriculture zone contained within Hawkesbury Local Environmental Plan 1989.
3. The proposed development is inconsistent with the aims and objectives of Hawkesbury Development Control Plan.
4. The proposed development does not comply with the requirements of the Hawkesbury Development Control Plan, in particular Part D, Chapter No.8, Erection of Rural Sheds.

ORDINARY MEETING

Meeting Date: 29 May 2007

5. The proposed development is inconsistent with the established character of the locality.
6. The proposed development will have an unacceptable impact on the visual quality of the area.
7. The proposed development will have an unacceptable impact on the locality in terms of scale, bulk, mass, form and design.
8. In the circumstances, approval of the development would not be in the public interest.

ATTACHMENTS:

AT - 1 Locality Plan

AT - 2 Site Plan

AT - 3 Elevation Plans

AT - 4 Floor Plan

Meeting Date: 29 May 2007

A map showing the area around the proposed site. The map includes a scale bar indicating 0 to 297.11m. A north arrow is present in the bottom left corner. The map shows a network of roads including Silke Road, Mable Road, Branders Lane, and others. A specific area is highlighted in blue, representing the proposed site.

Meeting Date: 29 May 2007

PROPOSED SHED

FUTURE RESIDENCE AND POOL

DEMOLISH EXISTING HOUSE

LANE

BRANDERS

CROOKED

HOUSE #183

25

18000

15000

10000

5000

2500

1250

625

312.5

156.25

78.125

39.0625

19.53125

9.765625

4.8828125

2.44140625

1.220703125

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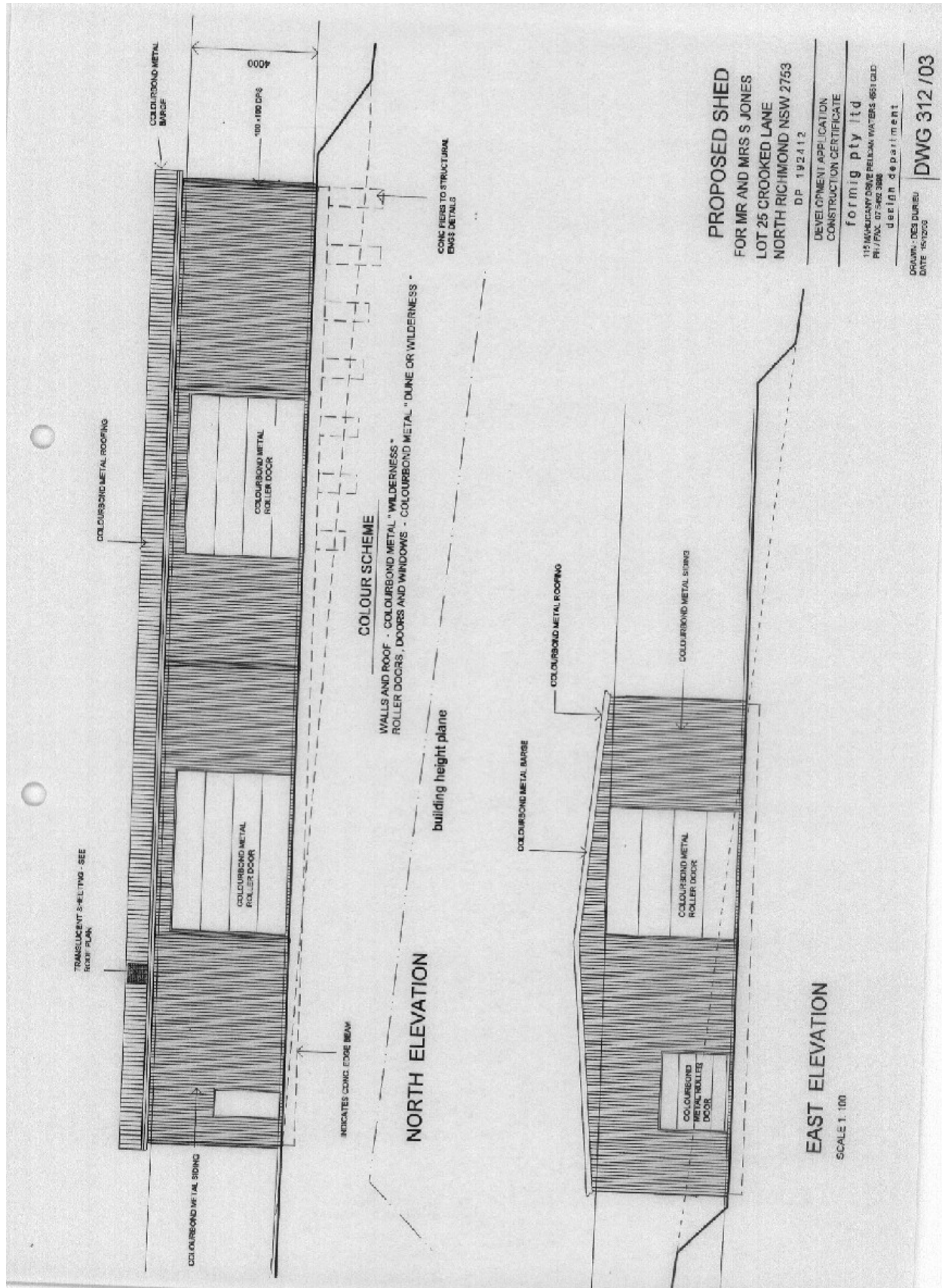
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ORDINARY MEETING

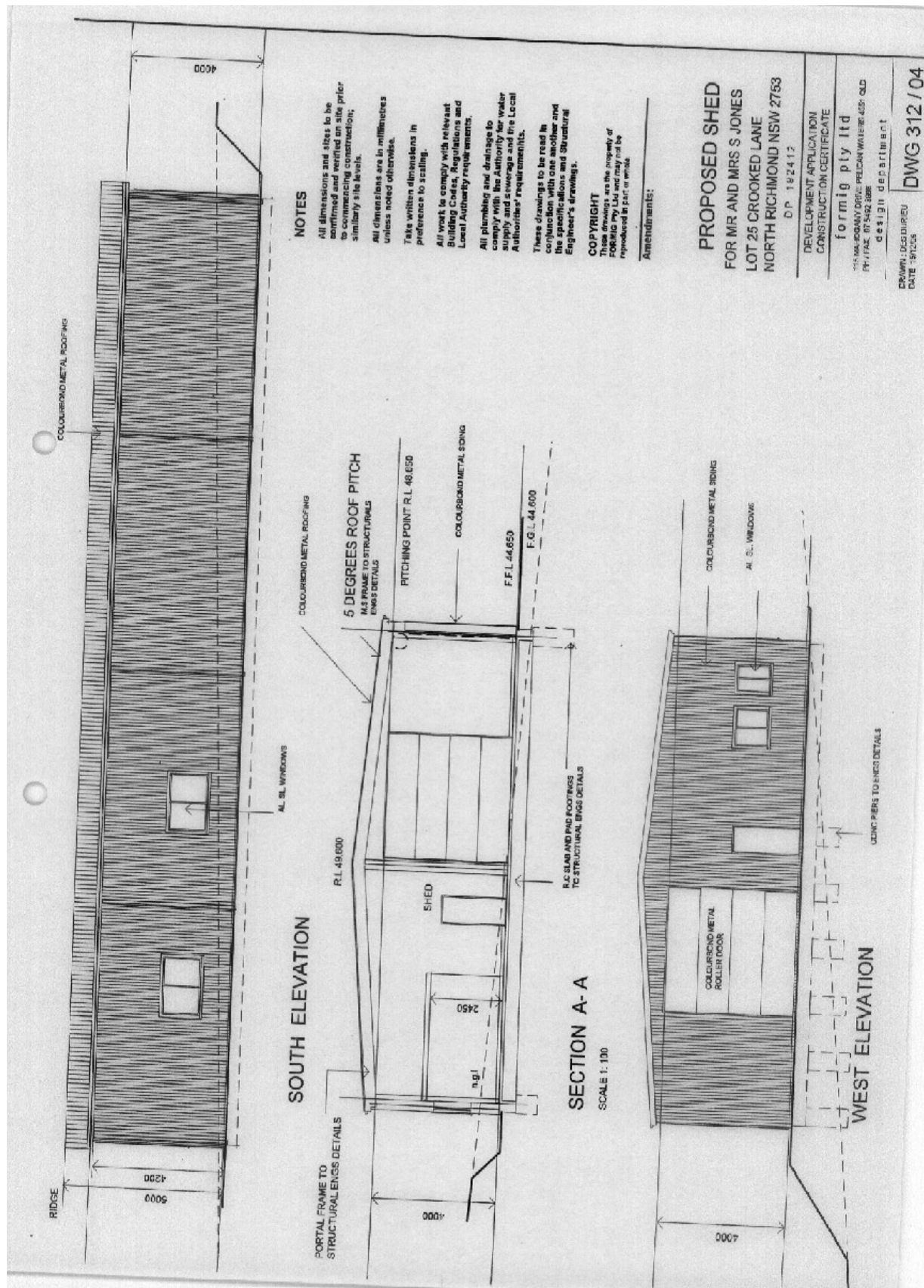
Meeting Date: 29 May 2007

AT - 3 Elevation Plans



ORDINARY MEETING

Meeting Date: 29 May 2007



Meeting Date: 29 May 2007

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ORDINARY MEETING

Meeting Date: 29 May 2007

Item: 93 **CP - Section 96 Modification, Agricultural Shed/Stable Complex, Lot 3 DP 596178, 269 Grono Farm Road, Wilberforce NSW 2756 - (DA0224/06A, 100489, 18449, 18450, 95498)**

Development Information

Applicant: Falson & Associates Pty Ltd
Owner: Mrs AL MacKay & Mr WJ MacKay
Zone: Environmental Protection - Agriculture Protection (Scenic) under Hawkesbury Local Environmental Plan 1989
Advertising: 12/04/2007 to 26/04/2007 - One submission received
Date Received: 26/02/2007

Recommendation: Approval

REPORT:

Introduction and Details of Proposal

The application seeks to modify Development Consent 224/06.

The modification involves the following:

1. Modifying condition 7 by altering the concrete paving and landscape area on the southern side of the storage shed and stables.
2. Modifying condition 8 by the provision of covers to the existing fluorescent tube light on the southern elevation located over the roller door to the horse stables to reduce light spillage onto adjoining premises.
3. Modifying condition 5 by the Endorsement of the direction of overflow from the water tanks adjacent to the southern elevation so that water is directed towards the proposed landscaping.

The application was accompanied by a plan which shows the proposed works.
The plan is attached to this report as attachment 2.

Background

The rural shed existing on the property was approved by MA0190/98. The shed approved was 18m x 9m, with a setback of 8m from the property boundary.

The applicant undertook additional works to the structure without Council approval.

These works carried out involved:

- Increasing the width of the approved shed to 13m instead of 9m. Positioning it closer to the property boundary (3m instead of 8m).
- Building a new storage shed, hay store and two awnings. (36m x 13m-avg)
- Building a new horse stable/complex (17.5m x 11m)

These works came to Council officers' attention as a result of a complaint received from the adjoining property owner. Council issued a letter in September 2005 to the owner directing them to cease further construction until formal approval had been obtained and to show cause as to why Council should not instigate legal action. As a result, a Development Application was lodged to rectify the works undertaken

ORDINARY MEETING

Meeting Date: 29 May 2007

without approval and this was subsequently approved in September 2006 under delegated authority by the General Manager.

Correspondence occurred between the owner's planning consultant and council staff regarding the conditions of consent and a site meeting occurred in January 2007. The discussion related to the conditions in respect to external lighting and landscaping.

This meeting resulted in the owner agreeing to remove the existing high level lighting to the storage shed and replace with lower level downward lighting and the screening of one high level fluorescent tube light over the stable door. The small light under the awning was allowed to remain.

The applicant was to submit a section 96 application for variation of these conditions of consent.

Some works had been carried out to the lighting, being the removal of the existing lighting and provision of lower level downward lighting.

Council issued a Notice of Intent to Serve an Order on the owner to comply with conditions of consent in respect to landscaping and lighting. In response to this Notice of Intent, the owner has now lodged the Section 96 Modification application which is the subject of this report.

Assessment of Application

The application has been considered under section 79[c] of the Environmental Planning and Assessment Act 1979. Details of the Modification are:

Condition 5 of the consent states:

"All roofwater shall be drained to the water storage vessels and the overflow from the water storage vessels shall be diverted to a gravel pit."

Applicants submission

The applicant wishes to divert overflow from these tanks adjacent to the southern elevation so that the water is directed towards proposed landscaping.

Comment

The variation to utilise the overflow to water the plants is not supported because for this to become operational, the ground will already be saturated by rain and any overflow would have the potential to impact on the adjoining property given the location of the overflow. However, the condition can be modified so that any overflow from the tank be directed into the applicant's property which will have no impact on the surrounding properties.

Condition 7 states:

"The concrete between the structures and the southern boundary, excluding the area supporting the water tanks and a standard one metre path, shall be removed as shown in red on the approved plans. The area shall be planted with natives to Council's satisfaction within 2 months of the date of this consent."

Applicants submission

The applicant wishes that the following modification be made to this condition to read:

"Alteration to the concrete and landscape area on the southern side of the shed as indicated on the plan prepared by Arthur Lathouris dated 17 February 2007."

ORDINARY MEETING

Meeting Date: 29 May 2007

Comment

The applicant has submitted a landscaping design prepared by Arthur Lathouris. The design involves cutting the concrete slab to a distance of 800mm from the southern boundary from the west end of the storage shed (approximately 8.5m) to 1.800m from the wall recess adjacent to the water tanks and planting this area promptly with Photinia. However to comply with this the applicant would have to have this boundary established by a registered surveyor to ensure the works are undertaken on their property. It is proposed to identify the area to be removed by "the slab being removed by minimum 600mm from the southern edge of the existing concrete." This will still result in a 800mm wide landscape strip but provide a reference point of measurement being the existing concrete edge.

The concrete supporting the water tanks is to remain along with adjacent concrete facing the farm gate linking the two properties to allow flood evacuation of the adjoining land.

The area from the access gate in line with the eastern wall is to be planted with Callistemon. A concrete path maximum 1.2m wide may be provided next to the building.

It is proposed to provide a 3m high approximately lattice screen located along the southern boundary from the eastern wall of the storage shed to the eastern wall of the horse stable.

The lattice is to have steel support posts and bracing at high level from the stable and planted with Pondorea climbers.

The applicant originally proposed to utilise a concrete retaining wall for support to the lattice, however this has now changed to high level bracing from the stables.

There is an encroachment of some concrete in the vicinity of the horse stables on the adjoining property. The proposed location of the screen will be wholly within the property and a surveyor will be required to certify the location when completed.

The use of the retaining wall will be excluded by condition.

The proposed landscape works, as amended, will ensure the objective of providing a visual relief from the adjoining property will be achieved.

Condition 8 states:

"The existing lights along the southern boundary side of the sheds shall be removed/disconnected within one month from the date of this consent. In this regard, smaller path style lighting would be acceptable."

Applicants submission

The applicant seeks variation to this condition for the small fluorescent light under the awning on the southern elevation to the storage shed and for the light over the stable roller door to the southern elevation. The applicant is to provide a cover over this fluorescent tube to a level lower than the light to illuminate the ground and not directly towards adjoining properties

Comment

The previous street illumination quality light to the south west corner of the storage shed has been removed and has been replaced with two down light path fluorescent lights at a much lower level.

The small fluorescent light under the awning to the southern elevation provides illumination of the roller door and personal access doors below.

The high level fluorescent tube light to the southern elevation is required to illuminate access and egress to the stables building and the light is located above the roller door to the southern elevation.

ORDINARY MEETING

Meeting Date: 29 May 2007

Discussions with the owner resulted in a shield being provided to the top and face of the light permitting only downward illumination to aid egress of stock safely at night. The amended location and lighting will not cause any potential impact on the adjoining property.

Community Consultation

The application for variation was notified to adjoining property owners - one submission was received from the property owner adjacent to the southern boundary.

The matters raised in the submission were:

"The plans do not provide dimensions of the buildings."

The plans are drawn to scale and indicate the lattice to the gutter level of the stable building. To avoid any discrepancy, the consent condition will require the height to the gutter level (this being approximately 3m).

"The plans show the permanent structure built on the retaining walls on my property."

The structure will be required to be built within the boundary of the subject site with no support, anchorage or attachment of the structural support frame to the concrete retaining wall.

This will address the above concerns.

"The trees won't change the visual impact. The water tanks should be removed to a position that does not cause problems for the neighbour."

The water tanks are located according to the development consent, overflow issues have also been addressed in this application.

The concrete retaining wall straddling the southern boundary is not part of this Consent's consideration and its location is a civil matter between adjoining owners.

The respondent has also expressed concerns regarding other issues not being part of this application. A council officer has investigated the matter and a reply will be sent to the respondent.

Conclusion

The amendments proposed will still achieve the intent of the original conditions imposed on the development consent.

The amended conditions have been worded to address some of the concerns raised by the respondent in respect to encroachment of their property.

A time frame has been imposed on each condition for the works to be completed.

The matters raised by the respondent do not warrant refusal of the application.

Conformance to Strategic Plan

The recommendation conforms with the objectives as set out in the Strategic Plan:

"Objective: A prosperous community sustained by a diverse local economy that encourages innovation and enterprise to attract people to live, work and invest in the city", and

"Sustainable and liveable communities that respect, preserve and manage the heritage, cultural and natural assets of the City".

ORDINARY MEETING

Meeting Date: 29 May 2007

Funding

No impact on Budget.

RECOMMENDATION:

That the modification application be approved subject to the following:

Condition 5 deleted and replaced with:

"The overflows from the water tanks are to be suitably piped beyond the storage shed west wall or the stable east wall [dependant on direction chosen by applicant] and directed so as to discharge a minimum 2m from the southern boundary with discharge direction into the subject property.

"The overflow pipes may discharge either into pits or over concrete aprons with velocity reducers and vermin wire and be directed into the subject site and not in an area likely to be detrimental to buildings on the subject site or buildings, structures or land on adjoining properties."

Condition 7 be removed and replaced with:

"The concrete between the structures and the southern boundary located from the western corner of the storage shed to 1.8m from the external corner adjacent to the water tanks, is to be reduced by minimum 600mm from the face of the existing concrete slab on the southern boundary to provide a minimum width of 800mm from the property boundary to the edge of the concrete.

The concrete path from the storage shed on the southern boundary at a point 1.8m to the west from the corner adjacent to the water tanks to a line 90 degrees from the southern boundary egress gate, east side, shall remain.

The concrete from the south eastern wall of the storage shed to the south eastern wall of the stables projecting to the southern boundary shall remain and adequate provision shall be made to allow for the erection of a lattice screen fence of suitable strength and durability to support the Pandorea climbers and such concrete necessary shall be removed to ensure the climbers have adequate soils with suitable light and moisture access to ensure their growth."

This is shown as red on the stamped, approved plans.

Condition 8 to now read

"External lighting along the southern boundary shall involve the following.

"To the storage building outermost walls, the smaller fluorescent light under the awning facing the flood access gate to remain and the high level fluorescent light over the roller door to the stables to be covered with metal screening,[similar in colour to the existing shed wall,] to top, and south external face so as to only allow light spillage to illuminate the access/egress doorway below.

No further external lighting shall be installed along the southern, western and eastern walls of the shed and stables."

The following additions are to be added:

- 8 (a) The lattice screen, supporting structure and all planting shall be located wholly within the property. In this regard, a survey report shall be provided to show the structure is located wholly within the property.
- (b) The lattice screen shall extend in height to the underside level of the gutters on the stable building (approximately 3m).

ORDINARY MEETING

Meeting Date: 29 May 2007

- (c) The lattice screen shall not be attached to, built upon or rely upon the retaining concrete structure on the southern dividing boundary for any structural support.
- (d) A suitable pathway to the applicant's preference can be provided adjacent to the southern wall of the storage shed between the concrete slab adjacent to the boundary gate and the eastern corner of the building with maximum projection from the building wall of 1.2m.
- (e) The works relating to Conditions 5, 7 and 8 are to be completed within two (2) months of this approval.
- (f) The landscaping indicated on the landscaping plan drawn by Arthur Lathouris [dated 17 February 2007] shall be maintained for the lifetime of the buildings approved by the consent.
- (g) The works are to be carried out in accordance with the plans prepared by Arthur Lathouris dated 17 February 2007 as amended in red on the stamped approved plans.

ATTACHMENTS:

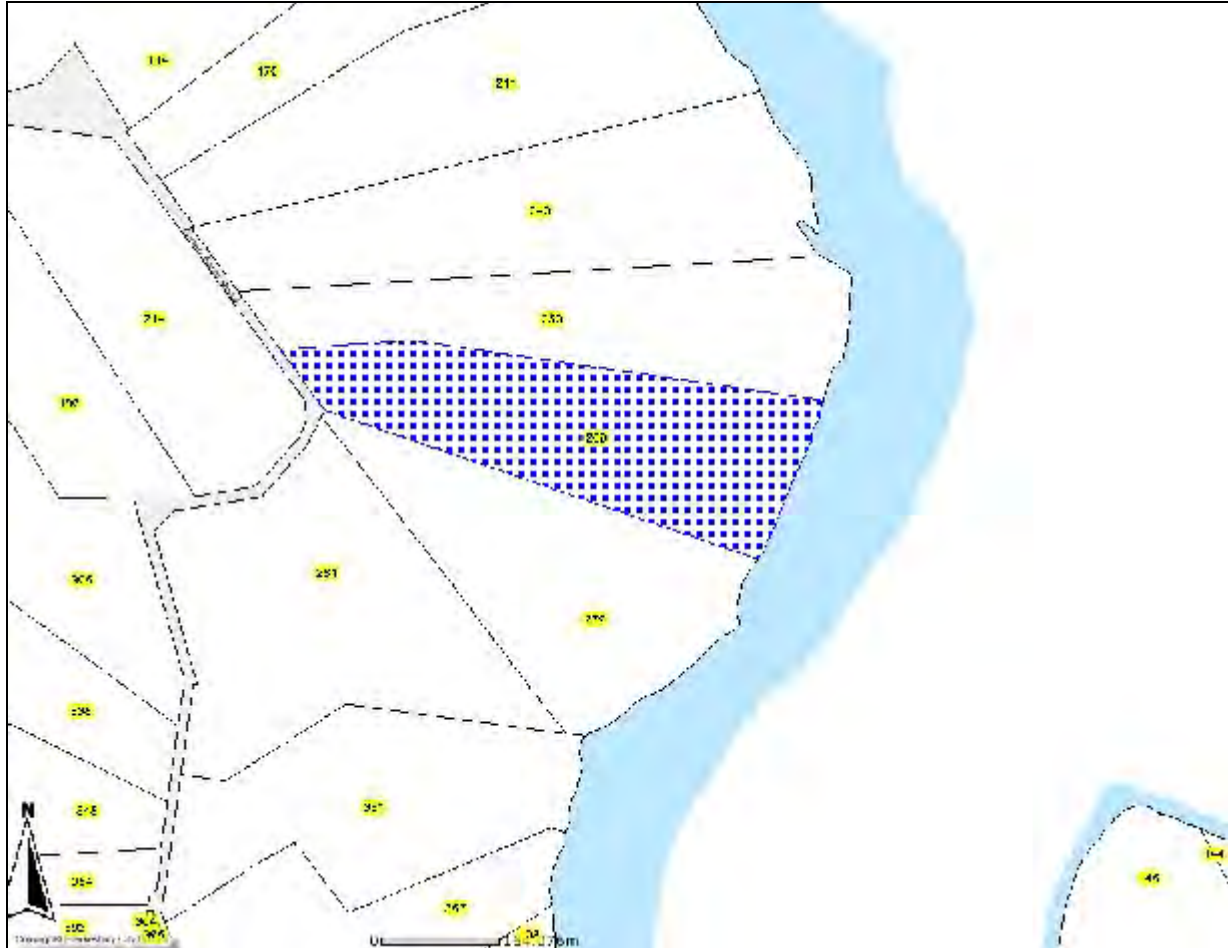
AT - 1 Locality Plan

AT - 2 Landscape Plan

ORDINARY MEETING

Meeting Date: 29 May 2007

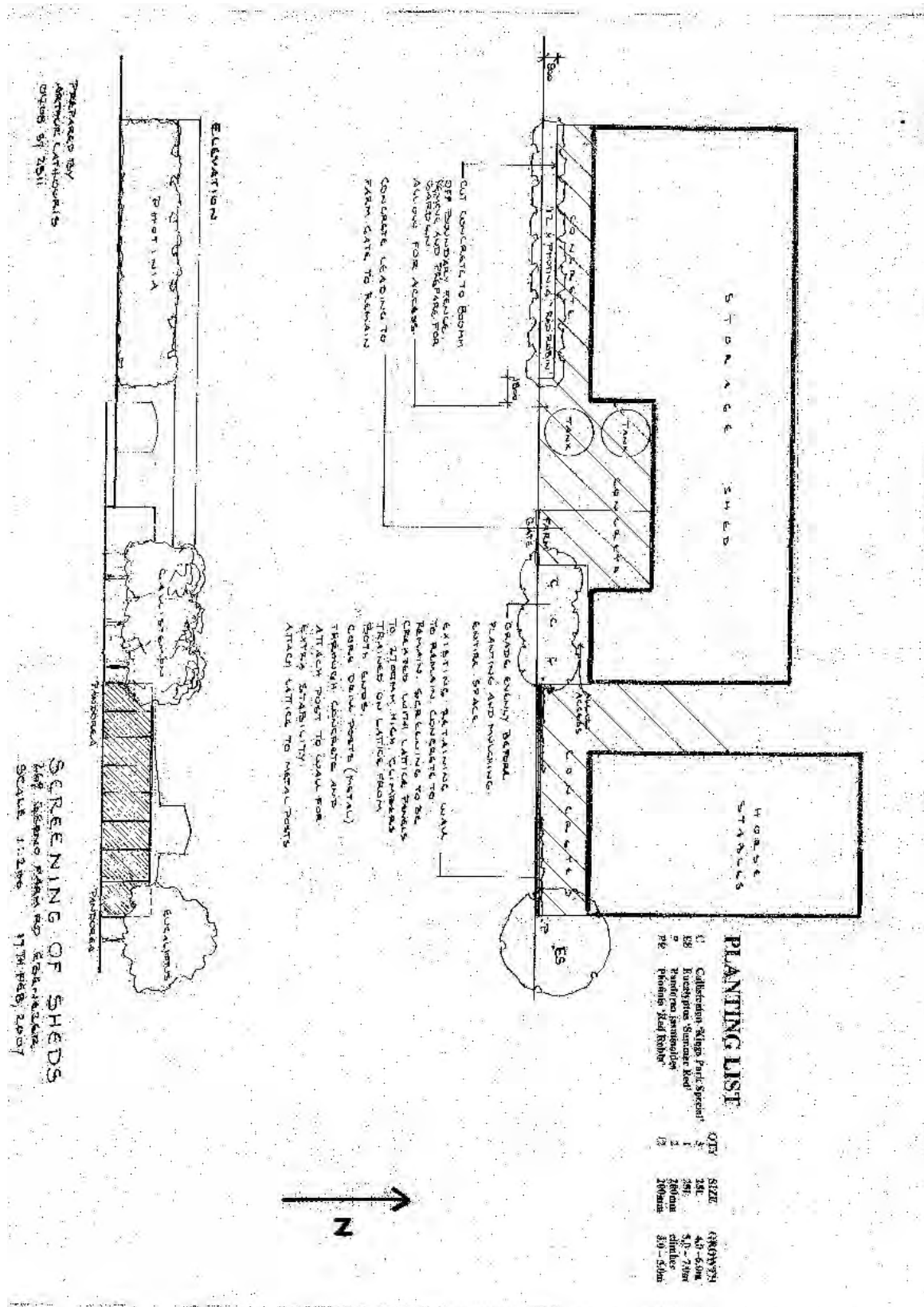
AT - 1 Locality Plan



ORDINARY MEETING

Meeting Date: 29 May 2007

AT - 2 Landscape Plan



ORDINARY MEETING

Meeting Date: 29 May 2007

INFRASTRUCTURE SERVICES

Item: 94 **IS - Native Title Determination Application NG6061/698: Darug People - (79354, 27333, 36939)**

Previous Item: 246, Ordinary (10 October 2006)

REPORT:

Council at its Ordinary meeting held on 10 October 2006 considered a report in relation to the settlement of a Native Title Determination Application by the Darug People in 1997 by way of an Indigenous Land Use Agreement (ILUA). Council was invited to become involved in the ILUA negotiations, with a view to negotiating input by the Darug People into the management of crown land under the care, control and management of Council.

It was resolved at that meeting:

"That:

1. *The Department of Lands be advised that:*
 - a) *There is currently a formal mechanism whereby Aboriginal people are consulted in relation to the Plan of Management process of both Council owned reserves and Crown reserves.*
 - b) *Council is willing to participate in the negotiation of an Indigenous Land Use Agreement.*
2. *Council confirm that the Deerubbin People are consulted throughout this process."*

Discussions have been held with the Native Title branch of the Department of Lands in an effort to further progress this matter, however, further correspondence has been received from the Deerubbin Local Aboriginal Land Council indicating that the Land Council and its members have great concerns about the State's proposal and enclosing a letter that has been sent to the Minister for Lands in relation to those concerns.

The letter to the Minister outlines a number of issues in relation to the claim by the Darug People and also the current position of the State in relation to that claim. The letter concludes that:

"Deerubbin LALC is strongly opposed not only to the State's proposal to make an indigenous land use agreement with members of the Darug group, but also to the position taken by the State in relation to these proceedings generally. Deerubbin LALC contends that the only proper course for the State to take in the circumstances of these proceedings is to cease negotiating the proposed agreement and to allow a hearing of the claim to take place, so as to achieve a final determination of the Darug groups assertions of native title."

It is considered that prior to further negotiation of a Indigenous Land Use Agreement, the response of the Minister for Lands to representation by the Deerubbin LALC should be considered.

ORDINARY MEETING

Meeting Date: 29 May 2007

Conformance to Strategic Plan

The proposal is deemed to conform with the objectives set out in Council's Strategic Plan i.e:

"Objective: Implement infrastructure strategy to underpin the social, cultural and commercial development of the City."

Funding

No impact on current funding.

RECOMMENDATION:

That further negotiations in relation to an Indigenous Land Use Agreement not proceed until the Minister for Lands has responded to the correspondence from the Deerubbin Local Aboriginal Council and this response is further reported for Council's consideration.

ATTACHMENTS:

AT - 1 Previous Council Report tabled 10 October 2006 - Native Title Determination Application NG6061/698: Darug People.

ORDINARY MEETING

Meeting Date: 29 May 2007

AT - 1 Previous Council Report for 10 October 2006 - Native Title Determination Application NG6061/698: Darug People.

ITEM: IS - Native Title Determination Application NG6061/698: Darug People - (79354, 27333, 36939)

REPORT:

Correspondence has been received from the Department of Lands in relation to the lodgement of native title determination application NG6061/98 by the Darug People in 1997. The boundaries of this claim stretch approximately from the Colo River in the north, to Appin in the south, and from Mount Victoria in the west to the coastline of NSW between the southern shore point of Port Jackson and the northern shore of Botany Bay in the east.

Officers of the Department of Lands are currently negotiating with the Darug People in an attempt to achieve the settlement of the claim by way of an Indigenous Land Use Agreement (ILUA). Council have been invited to become involved in the ILUA negotiations, with a view to negotiate input by the Darug People into the management of Crown land under the care, control and management of Council. The subject areas are located within what has become known as the 'Agreement Area' of the claim, as shown on the map in Attachment 1. A map of Crown land under the care, control and management of Council will be displayed at the meeting.

The Department has also inquired as to whether Council has a formal or informal mechanism in place to deal with consultation with Aboriginal people regarding the management of lands within the Hawkesbury local government area. Whilst input is sought from the local Aboriginal groups as part of the classification process of Council owned public reserves, there is no process required to classify crown reserves under Council's care and control.

It is felt appropriate that at this stage Council indicate it is willing to participate in the negotiation of the ILUA.

Conformance to Strategic Plan

The proposal is deemed to conform with the objectives set out in Council's Strategic Plan i.e:

"Objective: Implement infrastructure strategy to underpin the social, cultural and commercial development of the City."

Funding

No impact on current funding.

RECOMMENDATION:

That the Department of Lands be advised that:

1. There is currently a formal mechanism whereby Aboriginal people are consulted in relation to the Plan of Management process of Council owned reserves, but not Crown reserves.
2. Council is willing to participate in the negotiation of an Indigenous Land Use Agreement.

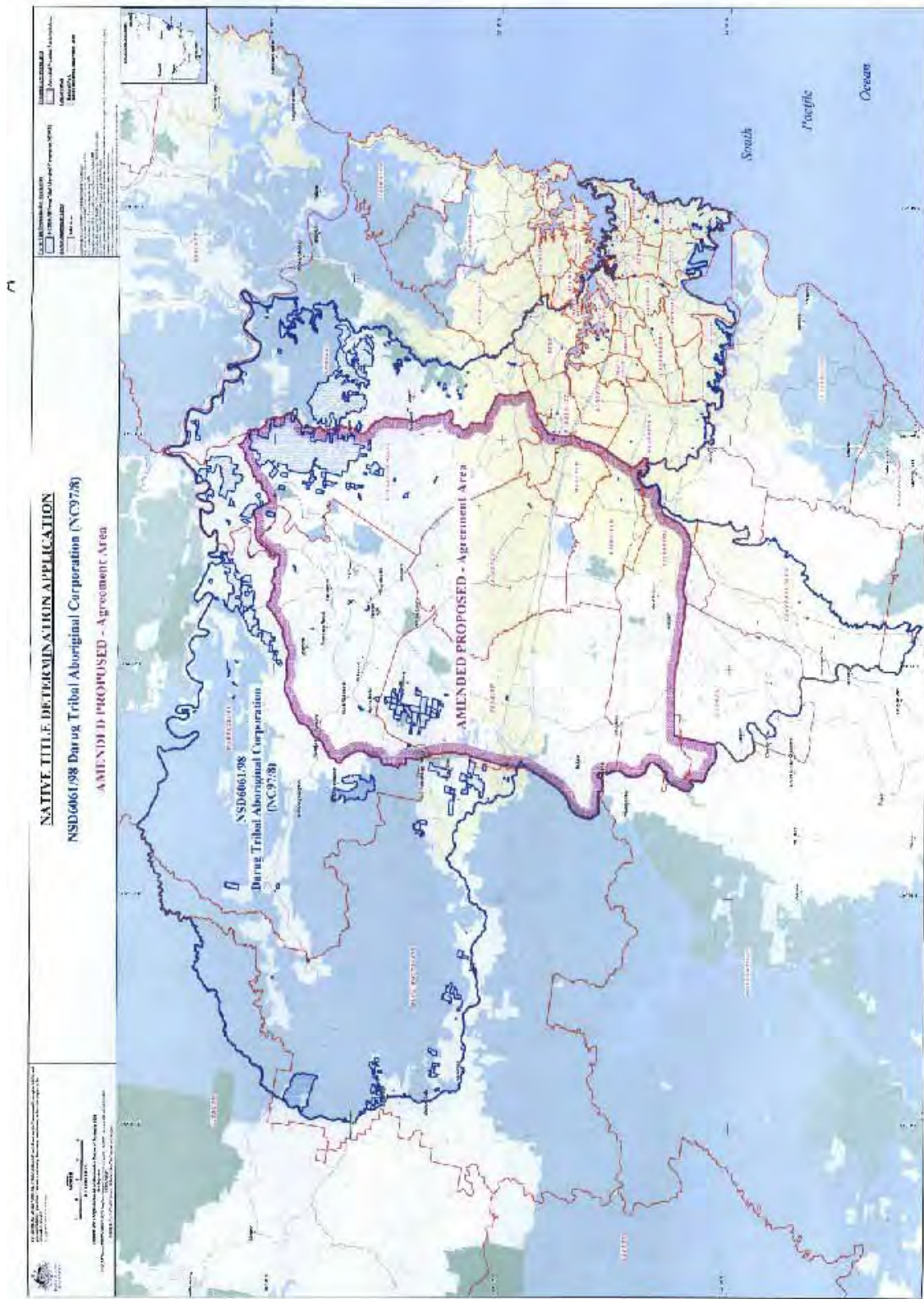
ATTACHMENTS:

AT - 1 Native Title Determination Application - NSD6061/98 - "Agreement Area"

ORDINARY MEETING

Meeting Date: 29 May 2007

AT - 1 Native Title Determination Application - NSD6061/98 - "Agreement Area"



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ORDINARY MEETING

Meeting Date: 29 May 2007

ordinary

section 5

reports
of committees

ORDINARY MEETING
Reports of Committees

ORDINARY MEETING
Reports of Committees

SECTION 5 - Reports of Committees

ROC - Local Traffic Committee - 16 May 2007 - (80245)

Minutes of the Meeting of the Local Traffic Committee held in the Large Committee Room, Windsor, on Wednesday, 16 May 2007, commencing at 3.00pm.

ATTENDANCE

Present: Councillor B Bassett (Chairman)
Mr R Williams, MP (Hawkesbury)
Mr J Christie, Offices of Messrs A Shearan (Londonderry) and J Aquilina (Riverstone), Members of Parliament
Senior Constable S Sherry, NSW Police
Ian Lovelock, Roads and Traffic Authority

Apologies: Mr R Elson, Department of Transport

In Attendance: Mr C Amit, Manager Design & Mapping Services
Mrs J Hogge, Road Safety Coordinator
Mr T Shepherd, Administrative Officer, Hawkesbury City Council

SECTION 1 - Minutes

Item 1.1 Minutes of Previous Meeting

The Minutes of the meeting held on 18 April 2007 were confirmed subject to deletion of the words "and joined the meeting following its recommendation" where appearing and insertion of the word "only" in their stead.

Item 1.2 Business Arising

Nil Business Arising.

SECTION 2 - Reports for Determination

Item 2.1 LTC - 16 May 2007 - Item 2.1 - The Hawkesbury 120 Ski Race Classic - (Hawkesbury, Londonderry & Riverstone) - (80245, 92138)

REPORT:

Introduction:

An application has been received from Ski Racing NSW Inc. seeking approval to conduct the Hawkesbury 120 Ski Race Classic on Saturday, 1 and Sunday, 2 of September 2007.

The Hawkesbury 120 Ski Race Classic was initially undertaken in 2006.

ORDINARY MEETING
Reports of Committees

Event Details:

- 31 August 2007: 12.00noon - 5:00pm
Vessel safety scrutineering at Governor Phillip Reserve, Windsor.
- 01 September 2007: 9.00am - 4:00pm
Ski Race From Governor Philip Reserve, Windsor to Sackville Ski Gardens, Sackville and return.
- 02 September 2007: 9.00am - 4:00pm.
Ski Race From Governor Philip Reserve, Windsor to NSW Ski Grounds Caravan Park(Known as NSW Ski Gardens) at Wisemans Ferry and return.

Council resolved to grant the exclusive use of Governor Phillip Reserve for this event on 24 April 2007.

The Ski Racing NSW Inc. has informed the following in respect of this event:

i) Affected Streets are:

George Street, Windsor: between Bridge Street and Palmer Street from around 12.00noon to 5.00pm on 31 August 2007, 7:00am on 1 September 2007, and 6:00am on 2 September 2007

Arndell Street, Windsor: the full length from around 7:00am on 1 September 2007, and 6:00am on 2 September 2007

Palmer Street, Windsor: the full length from around 7:00am on 1 September 2007, and 6:00am on 2 September 2007

North Street/Court Street, Windsor: the full length around 7:00am on 1 September 2007, and 6:00am on 2 September 2007

- ii) The effect on traffic is not expected to be significant.
- iii) It is expected that the event will impact only marginally on traffic using Windsor Road, Bridge Street, Macquarie Street and Wilberforce Road compared to the normal traffic during weekends.
- iv) As no road closures will be in place, there will be little effect on traditional afternoon peak hour southeast bound traffic on Windsor Road.
- v) Expecting approximately 1000 to 2000 spectators across the 2 days (1-2 September 2007).
- vi) Parking will be at Governor Phillip Reserve with additional parking available off street utilising vacant land adjacent to Governor Phillip Reserve. Parking is available for approximately 4000 vehicles.
- vii) The number of entries (competitors and boat trailers) expected is approximately 100 to 150 for the event.
- viii) A letter drop will be undertaken to all residents in the proximity of the event location.

The Ski Racing NSW Inc. is seeking Council / RTA approval for the following Ferry Services on 2 September 2007:

Lower Portland Ferry (HCC)	9.00am – 4.00pm - Total suspension. Required due to poor sight distance leading to the ferry and the bends in the river. The total suspension will enable a free flow of competitors across the ferry crossing.
Sackville Ferry (RTA)	9.00am – 4.00pm - Reduced Operation of the ferry, whereby a full load of vehicles are to be aboard prior to the ferry undertaking a crossing. The reduced operation will enable free flow of competitors across the ferry crossing.

Safety vessels with crews will be placed on the relevant side of the Ferry with suitable equipment to indicate to competitors that the Ferry may be operating. The course vessels will have radio communications with a marshal on both Ferries and the respective ferry masters. Use of both ferries by Emergency Vehicle Traffic will not be effected. The event organiser acknowledges that either Council or the RTA on the day may have the need to alter the suspension or reduced services at their discretion.

Webbs Creek Ferry and Wiseman Ferry are located downstream to the NSW Ski Gardens, and subsequently these ferry operations are not effected.

The event organiser has submitted the following items in relation to this event: Appendix 1 (Dataworks Document No: 2439714):

- i) Details of the Special Event - Traffic template,
- ii) Submission to NSW Police Service,
- iii) Transport Management Plan (TMP) without associated TCP. The applicant advised verbally that the Reduced capacity for operating Sackville Ferry is 9.00am to 4.00pm contrary to the listed 8.00am to 4.00pm in the TMP.
- iv) Copy of intended advertisements of the event and in particular Ferry operating times. The times listed currently do not match the requested/proposed Ferry operating time changes.

Discussion:

Even though this event will be held along the Hawkesbury River and within the Governor Phillip Reserve, this event and the spectators travelling to the event may impact heavily on the state road network on Windsor Road, Macquarie Street, Wilberforce Road and Bridge Street and in particular the local roads such as George Street and Court Street as well as the Ferry services. It would be appropriate to classify this event as a **"Class 1"** special event under the "Traffic and Transport Management for Special Events" guidelines issued by the Roads & Traffic Authority given that perceived impact.

It is noted that the event organiser has lodged an application seeking approval to conduct the event with the NSW Police Service. The Traffic Control Plan (TCP) be submitted to Council and the RTA for acknowledgement as this is a **Class 1** event.

Lower Portland Ferry Service is under the care and control of Hawkesbury City Council. Sackville Ferry Services is the under the care and control of the RTA and hence, the RTA approval be sought directly by the event organiser for the reduced ferry operations.

RECOMMENDATION:

That:

- 1 The Hawkesbury 120 Ski Race Classic event planned for 31 August 2007 and 1 & 2 September 2007 be classified as a **"Class 1"** special event under the "Traffic and Transport Management for Special Events" guidelines issued by the RTA.
- 2. The event organiser obtains approval from the RTA as this is a **"Class 1"** event.
- 3. The safety of all road users and personnel on or affected by the event is the responsibility of the event organiser.
- 4. It is strongly recommended that the event organiser becomes familiar with the contents of the RTA publication "Guide to Traffic and Transport Management for Special Events" (Version 3.4) and the Hawkesbury City Council special event information package, which explains the responsibilities of the event organiser in detail.
- 5. No objection be held to this event subject to compliance with the following conditions:

Prior to the event:

- 5a) the event organiser obtaining approval to conduct this event, from the NSW Police Service, **a copy of the Police Service approval be submitted to Council;**
- 5b) the event organiser **submitting a Traffic Control Plan (TCP) for the entire route to Council and the RTA** for acknowledgement. The TCP should be prepared by a person holding appropriate certification required by the RTA to satisfy the requirements of the relevant Work Cover legislation;
- 5c) the event organiser **submitting to Council a copy of its Public Liability Policy in an amount not less than \$20,000,000 with Council and the Roads & Traffic Authority's interest noted on the Policy;** this Policy is to provide cover in relation to all aspects of traffic management both on-road and off-road as well as event activities within the Reserve;
- 5d) the event organiser obtaining the relevant approval to conduct this event from the Waterways Authority; **a copy of this approval be submitted to Council;**
- 5e) the event organiser advertising the event in the local press stating the entire route of the event and the traffic impact / delays due to the event two weeks prior to the event; **a copy of the proposed advertisement be submitted to Council** (indicating the advertising medium);
- 5f) the event organiser notifying the details of the event to NSW Ambulance Services, NSW Fire Brigade / Rural Fire Service and SES at least two weeks prior to the event;
- 5g) the event organiser directly notifying relevant bus companies, tourist bus operators and the taxi companies operating in the area and all the residence and business affected by the event at least two weeks prior to the event;
- 5h) the event organiser advising all adjoining Councils such as Gosford, Baulkham Hills, Hornsby of this event and in particular the ferry closures and obtaining any necessary approvals from these Councils;
- 5i) the event organiser carrying out an overall risk assessment for the whole event to identify and assess the potential risks to spectators, participants and road users during the event and designing and implementing a risk elimination or reduction plan in accordance with the Occupational Health and Safety Act 2000; (information for event organisers about managing risk is available on the NSW Sport and Recreation's web site at <http://www.dsr.nsw.gov.au>);
- 5j) the applicant contacting Hawkesbury City Council's Construction and Maintenance Section three weeks prior to the event with regard to the suspension of Lower Portland Ferry service maintained by Hawkesbury City Council;
- 5k) the event organiser submitting the completed "Special Event - Traffic Final Approval form to Council

During the event:

- 5l) access being maintained for businesses, residents and their visitors;
- 5m) a clear passageway of at least 4 metres width being maintained at all times for emergency vehicles; and,
- 5n) all traffic controllers / marshals operating within the public road network holding appropriate certification required by the RTA;

ORDINARY MEETING
Reports of Committees

- 5o) in accordance with the submitted TMP and associated TCP, appropriate advisory signs and traffic control devices be placed during the event along the route under the direction of a traffic controller holding appropriate certification required by the RTA;
 - 5p) the competitors and participants be advised of the traffic control arrangements in place prior to the commencement of the event; and,
 - 5q) all roads and marshalling points are to be kept clean and tidy, with all directional signs to be removed immediately on completion of the activity;
6. That the applicant seek RTA approval for reduced crossing/operation of the Sackville Ferry Service. No objection is held to the suspension of the Lower Portland Ferry Service. Suspension/reduced operation of the ferry services is subject to the applicant complying with the following conditions, as well as any conditions imposed by the RTA:
- 6a) Advertising of the proposed event being undertaken at the expense of Ski Racing NSW Inc. in both Sydney and Local newspapers, two weeks prior to the event, in relation to:
 - traffic impact and delays,
 - exclusive use of Governor Phillip Reserve,
 - timings of suspension of ferry services,

such notice is to be incorporated in the news sections of those newspapers and to be approximately 1/8 (one-eighth) page size;
 - 6b) signs be erected at the expense of Ski Racing NSW Inc. in locations indicated in the approved Transport Management Plan and Traffic Control Plan and at a size indicated in the same, on all roads leading to the ferries, as well as on each ferry, for at least two weeks prior to the event;
 - 6c) safety precautions as previously established in the TMP are to be placed at all ferry locations, such to include a boat and crew downstream from each ferry with suitable equipment to indicate to competitors that a ferry may be operating and with communication between that boat and ferry vessel, such procedures are to be implemented to the satisfaction of the Waterways Authority and Hawkesbury City Council; and,
 - 6d) the Transport Management Centre, Roads & Traffic Authority and Council be authorised to alter ferry suspension/operation times if necessary.

APPENDICES:

AT - 1 Special Event Application - (Dataworks Document No. 2439714) - *see attached*

ORDINARY MEETING

Reports of Committees

Item 2.2 LTC - 16 May 2007 - Item 2.2 - NSW State Endurance Championship - (Hawkesbury) - (80245, 99601)

REPORT:

Introduction:

An application has been received from Rosemont Endurance Riders, dated 19 March 2007, seeking approval to conduct the NSW State Endurance Championship, around the Webbs Creek, Leets Vale, Lower Portland area. The event is a 24 hour, 160 Kilometre Endurance Horse Ride. The event will be held from 9 to 11 June 2007.

The route of the ride is on the tracks within the Parr State Recreational Area, private farmlands and on the following public roads:

- Chaseling North Road – Sealed Road
- Bicentenary Road – Unsealed Road
- Webbs Creek Road – Sealed and Unsealed Road
- Webbs Creek Mountain Road – Unsealed Road
- St Albans Road – Sealed and Unsealed Road
- Wheelbarrow Ridge Track - Unsealed Road
- Wheelbarrow Ridge Road - Sealed and Unsealed Road
- West Portland Road - Sealed Road
- Greens Road – Sealed and Unsealed Road

Refer to - Appendix 1(Dataworks Document No: 2458257): - For the Event Route details

The event organiser has advised the following:

- The 24 hour event will start at 12.00am on 10 June 2007 and finish at midnight on 10 June 2007. Set up for the event will commence at 10.30pm on 9 June 2007 and will go through to set down at 12.30am on 11 June 2007.
- This event has been held over the last 22 years.
- Start and end point for the event will be from the Del Rio Resort at Webbs Creek.
- There will be approximately 80 horse riders participating.
- There will be approximately 30 spectators.
- Parking of vehicles will be predominantly on private land.
- No creek or river beds to be crossed.

Discussion:

It would be appropriate to classify this event as a “Class 2” special event under the “Traffic Management for Special Events” guidelines issued by the Roads & Traffic Authority as this event may impact minor traffic and transport systems and there is a low scale disruption to the non-event community.

The event organiser has submitted the following items in relation to this event: Appendix 1 (Dataworks Document No: 2458257):

- i) Details of the Special Event - Traffic template,
- ii) Transport Management Plan (TMP) and Traffic Control Plan (TCP)
- iii) Public Liability Insurance Policy to the value of \$20,000,000
- iv) Copy of advertisement about the event but it does not indicate the route for the event.
- v) Approval from National Parks and Wildlife Service (Department of Environment and Conservation) for the use of the Parr State Recreational Area.

It will be necessary for the event organiser to lodge an application seeking approval to conduct the event with the NSW Police Service.

RECOMMENDATION:

That:

1. The NSW State Endurance Championship event planned for 9 to 11 June 2007, be classified as a **"Class 2"** special event under the "Traffic and Transport Management for Special Events" guidelines issued by the RTA.
2. The safety of all road users and personnel on or affected by the event is the responsibility of the event organiser.
3. It is strongly recommended that the event organiser becomes familiar with the contents of the RTA publication "Guide to Traffic and Transport Management for Special Events" (Version 3.4) and the Hawkesbury City Council special event information package which explains the responsibilities of the event organiser in detail.
4. No objection be held to this event subject to compliance with the following conditions:

Prior to the event:

- 4a. the event organiser obtaining approval to conduct this event, from the NSW Police Service; **a copy of the Police Service approval be submitted to Council;**
- 4b. the event organiser advertising the event in the local press stating the entire route of the event and the traffic impact / delays due to the event two weeks prior to the event; **a copy of the proposed advertisement be submitted to Council** (indicating the advertising medium);
- 4c. the event organiser notifying the details of the event to NSW Ambulance Services, NSW Fire Brigade / Rural Fire Service and SES at least two weeks prior to the event;
- 4d. the event organiser directly notifying relevant bus companies, tourist bus operators and taxi companies operating in the area and all the residences and businesses affected by the event at least two weeks prior to the event;
- 4e. If the use of a Council Park/Reserve is required, written approval is required from Councils' Land Management section;
- 4f. the event organiser obtaining approval from the NSW Department of Lands for the use of any Crown Roads (Crown Land);
- 4g. the event organiser carrying out an overall risk assessment for the whole event to identify and assess the potential risks to spectators, participants and road users during the event and designing and implementing a risk elimination or reduction plan in accordance with the Occupational Health and Safety Act 2000; (information for event organisers about managing risk is available on the NSW Sport and Recreation's web site at <http://www.dsr.nsw.gov.au>);
- 4h. the event organiser submitting the completed "Special Event - Traffic Final Approval" form to Council;

During the event:

- 4i. access being maintained for businesses, residents and their visitors;
- 4j. a clear passageway of at least 4 metres width being maintained at all times for emergency vehicles;
- 4k. all traffic controllers / marshals operating within the public road network holding appropriate certification required by the RTA;
- 4l. the riders are aware of and are following all the general road user rules whilst riding on public roads;
- 4m. in accordance with the submitted TMP and associated TCP, appropriate advisory signs and traffic control devices be placed during the event along the route under the direction of a traffic controller holding appropriate certification required by the RTA;
- 4n. the competitors and participants be advised of the traffic control arrangements in place prior to the commencement of the event; and,
- 4o. all roads and marshalling points are to be kept clean and tidy, with all directional signs to be removed immediately on completion of the activity
- 4p. the Event organiser is to ensure that dust along the unsealed sections of road utilised by the event participants and those travelling to the event are mitigated by providing a Water Cart for the duration of the event. Method of watering and frequency is to be addressed and outlined in the TMP.

APPENDICES:

AT - 1 Special Event Application - (Dataworks Document No. 2458257) - *see attached*

Item 2.3 LTC - 16 May 2007 - Item 2.3 - Shahzada 400 Kilometre Horse Endurance Ride - (Hawkesbury) - (80245, 86185)

REPORT:

Introduction:

An application has been received from Shahzada Memorial Endurance Test Inc. seeking approval to conduct its annual Shahzada 400 Kilometre Horse Endurance Ride, in and around the St Albans and Macdonald Valley areas. The event will be held from 27 to 31 August 2007.

The route of the ride is predominantly on the tracks within the Parr State Recreational Area, Yengo National Park, private farmlands and on the following public roads:

- Upper Macdonald Road – Unsealed Road
- Wollombi Road – Sealed and Unsealed Road
- Settlers Road – Sealed and Unsealed Road
- Bulga Street – Sealed section
- Wrights Creek Road - Unsealed Road

ORDINARY MEETING
Reports of Committees

- St Albans Road - Sealed and Unsealed
- Wharf Street – Sealed Road
- Webbs Creek Road - Unsealed Road
- Webbs Creek Mountain Road - Unsealed Road
- Crossing of the Macdonald River at various locations.

The event is also traversing along Great Northern Road, which is under the care and control of the National Parks and Wildlife Service (Department of Environment and Conservation).

Refer to - Appendix 1(Dataworks Document No: 2457479) for the Event Route details.

The event organiser has advised the following:

- This event has been held over the last 26 years.
- Start and end point for the event will be within the St Albans village.
- St Albans Bridge, which is under the care and control of the Roads and Traffic Authority, will only be used in the event of flooding of the Macdonald River,.
- There will be approximately 135 horse riders participating.
- There will be approximately 30 spectators
- Parking of vehicles will be predominantly on private land.

Discussion:

It would be appropriate to classify this event as a “Class 2” special event under the “Traffic Management for Special Events” guidelines issued by the Roads & Traffic Authority as this event may impact minor traffic and transport systems and there is a low scale disruption to the non-event community.

The event organiser has submitted the following items in relation to this event: Appendix 1 (Dataworks Document No: 2457479):

- i) Details of the Special Event - Traffic template,
- ii) Transport Management Plan (TMP) and Traffic Control Plan (TCP). The TCP also covers the possible use of St Albans Bridge.
- iii) Public Liability Insurance Policy to the value of \$20,000,000
- iv) Copy of advertisement about the event but it does not indicate the route for the event.
- v) Approval from National Parks and Wildlife Service (Department of Environment and Conservation) for the use of the Parr State Recreational Area, Yengo National Park and Great Northern Road
- vi) Copies of correspondence forwarded to the NSW Police Service, NSW Ambulance Services, NSW Rural Fire Services and SES.

Authorisation for the use of St Albans Bridge is required from the RTA. The TMP and the associated TCP can be submitted to the RTA through the RTA representative on the LTC.

RECOMMENDATION:

That:

1. The Shahzada 400 Kilometre Horse Endurance Ride event planned from 27 to 31 August 2007, be classified as a “Class 2” special event under the “Traffic and Transport Management for Special Events” guidelines issued by the RTA.
2. The safety of all road users and personnel on or affected by the event is the responsibility of the event organiser.
3. It is strongly recommended that the event organiser becomes familiar with the contents of the RTA publication “Guide to Traffic and Transport Management for Special Events” (Version 3.4) and the

Hawkesbury City Council special event information package which explains the responsibilities of the event organiser in detail.

4. No objection be held to this event subject to compliance with the following conditions:

Prior to the event:

- 4a. the event organiser obtaining approval to conduct this event, from the NSW Police Service; **a copy of the Police Service approval be submitted to Council;**
- 4b. the event organiser obtaining approval from the RTA as the event may traverse across St Albans Bridge; **a copy of the RTA approval be submitted to Council;**
- 4c. the event organiser obtaining the relevant approval to conduct this event from the Waterways Authority; **A copy of this approval be submitted to Council;**
- 4d. the event organiser obtaining the relevant approval from the Department of Natural Resources to cross the Macdonald River; **A copy of this approval be submitted to Council;**
- 4e. the event organiser advertising the event in the local press stating the entire route of the event and the traffic impact / delays due to the event two weeks prior to the event; **a copy of the proposed advertisement be submitted to Council** (indicating the advertising medium);
- 4f. the event organiser directly notifying relevant bus companies, tourist bus operators and taxi companies operating in the area and all the residences and businesses affected by the event at least two weeks prior to the event;
- 4g. If the use of a Council Park/Reserve is required, written approval is required from Councils' Land Management section;
- 4h. the event organiser obtaining approval from the NSW Department of Lands for the use of any Crown Roads (Crown Land);
- 4i. the event organiser obtaining any necessary approvals from adjoining Councils;
- 4j. the event organiser carrying out an overall risk assessment for the whole event to identify and assess the potential risks to spectators, participants and road users during the event and designing and implementing a risk elimination or reduction plan in accordance with the Occupational Health and Safety Act 2000; (information for event organisers about managing risk is available on the NSW Sport and Recreation's web site at <http://www.dsr.nsw.gov.au>);
- 4k. the event organiser submitting the completed "Special Event - Traffic Final Approval" form to Council;

During the event:

- 4l. access being maintained for businesses, residents and their visitors;
- 4m. a clear passageway of at least 4 metres width being maintained at all times for emergency vehicles;
- 4n. all traffic controllers / marshals operating within the public road network holding appropriate certification required by the RTA;
- 4o. the riders are aware of and are following all the general road user rules whilst riding on public roads;

ORDINARY MEETING
Reports of Committees

- 4p. in accordance with the submitted TMP and associated TCP, appropriate advisory signs and traffic control devices be placed during the event along the route under the direction of a traffic controller holding appropriate certification required by the RTA;
- 4q. the competitors and participants be advised of the traffic control arrangements in place prior to the commencement of the event; and,
- 4r. all roads and marshalling points are to be kept clean and tidy, with all directional signs to be removed immediately on completion of the activity
- 4s. the Event organiser is to ensure that dust along the unsealed sections of road utilised by the event participants and those travelling to the event are mitigated by providing a Water Cart for the duration of the event. Method of watering and frequency is to be addressed and outlined in the TMP.

APPENDICES:

AT - 1 Special Event Application - (Dataworks Document No. 2457479) - *see attached*.

Item 2.4 **LTC - 16 May 2007 - Item 2.4 - Woods Road, South Windsor Traffic Calming - (Riverstone) - (80245, 98785)**

REPORT:

Representation has been received from a resident of Woods Road, South Windsor, in the vicinity of Hart Road, raising the following traffic issues:

- vehicles travelling at excessive speed,
- due to the length of the road, driver build up considerable speed,
- the majority of drivers appear to be inexperienced,
- pedestrian safety.

Woods Road is a local distributor road existing in two sections which extend from George Street to Collith Avenue and Stewart Street to Berger Road , South Windsor for a distance of 1.13 kilometres. The section of Woods Road referred to is between George Street and Collith Avenue, South Windsor, which is approximately 705 metres in length and is sealed. Woods Road runs generally in a northwest/southeast direction. The main flow of traffic is directed from George Street, Mileham Street and Collith Avenue.

This section of Woods Road intersects 6 Local Roads and 1 State Road - George Street. Mileham Street is controlled at Woods Road with Stop signs as well as a centre medians on each approach with Stop signs. The current regulatory speed limit is 50 kph. Along Woods Road, 50kph speed limit signs are currently positioned adjacent to No's 3 and 15 only. There are predominantly residential properties on both sides of the road.

The wider appearance and the straight alignment of Woods Road tends to promote both excessive vehicular speeds and overtaking of vehicles (refer to Table 1 for Road Section Data). There are no traffic calming devices along this section of road, although Woods Road is controlled at a T-Junction with George Street. It would be appropriate to install Stop signs in Woods Road at its intersection with George Street as there is restricted sight distance of vehicles approaching the intersection as well as this being an exit road from a local area onto an arterial road.

ORDINARY MEETING
Reports of Committees

The RTA Accident Database indicates 2 injury accidents and 1 minor accident during the period from January 2000 to December 2004. One accident in the vicinity of Mileham Street with the other two accidents in the vicinity of Hart Road.

Table 1: Woods Road Section Data

Road Section	Road Width and K&G	Speed Limit	Traffic Counter - Feb 2007	ADT	85% speed	RTA Road Traffic Accident Database
George Street to Mileham Street	11.90 metres K&G both sides	50kph	TC1	1352	58 kph	Nil
Mileham Street to Hart Road	12.50 metres K&G both sides	50kph	TC2	1637	63 kph	3
Hart Road to Collith Avenue	12.50 metres K&G both sides	50kph	TC3	1591	61 Kph	Nil



The 85th percentile speed recorded at all 3 locations is higher than the current regulatory speed of 50kph. These figures are considered to be higher than the acceptable limit.

As part of a Local Area Traffic Management Plan, it would be appropriate to mark barrier lines and edge lines with RRPms to establish 3.1 metre wide travelling lanes on both sides of Woods Road, between George Street and Collith Avenue. This will create the perception of narrow travelling lanes for motorists,

which will discourage speeding and prohibit overtaking. It is considered that the line marking treatment is a better option initially than the installation of devices such as horizontal and vertical deflectors as it is most cost effective for this length of the road. It is also appropriate to install regulatory speed signs at regular intervals and associated road markings which will reinforce the speed limit to motorists.

RECOMMENDATION:

That:

1. the following measures be undertaken in Woods Road, South Windsor:
 - a. Barrier lines and Edge Lines be marked between George Street and Collith Avenue to establish 3.1 metre wide travelling lanes on both sides and associated RRPM's;
 - b. repeater regulatory 50kph speed limit signs (back to back) and pavement markings be installed on both sides of the road, in the vicinity of house numbers; 1/3, 14/16, 18/20 and 59/61;
 - c. install Stop signs on both sides of the road and a Holding Line at the intersection of George Street.
2. a speed survey be undertaken three months after installation of the above measures.

APPENDICES:

There are no supporting documents for this report.

Item 2.5 LTC - 16 May 2007 - Item 2.5 - Bridge to Bridge Water Ski Classic, November 2007 - (Hawkesbury, Londonderry & Riverstone) - (80245, 74204)

REPORT:

Introduction:

An application has been received from NSW Water Ski Federation Ltd, seeking approval to conduct the Bridge to Bridge Water Ski Classic on Saturday 24 and Sunday 25 November 2007.

Documents submitted with the application are contained in attached Appendix 1 (Dataworks Document No. 2454825)

The Bridge to Bridge Water Ski Classic is an annual water ski racing event along the Hawkesbury River extending from Dangar Island, Brooklyn to Governor Phillip Reserve, Windsor.

Event Schedule:

Saturday, 24 November 2007: 8.00am - 5pm

Starting at Sackville Ski Gardens and finishing at Governor Phillip Reserve, Windsor

Sunday, 25 November 2007: 6.00am - 8.00pm

Starting at Dangar Island Brooklyn and finishing at Governor Phillip Reserve, Windsor

ORDINARY MEETING
Reports of Committees

In addition to traffic management issues, exclusive use of Governor Phillip reserve is required by the applicant and this latter aspect requires Council approval. In the interests of effective administration, this matter will be dealt with as a joint report to Council via the Local Traffic Committee.

Traffic Management Issues

The NSW Water Ski Federation Ltd has informed the following in respect of this event:

- a) Affected streets are:

George Street, Windsor – between Bridge Street and Palmer Street from around 6.00am
Arndell Street – Full length from around 6.00am
Palmer Street – Full length from around 6.00am
North Street – Full length from around 6.00am
Court Street – Full length from around 6.00am
- b) The effect on traffic is not expected to be significant and road closures that were used in year 2000 and earlier have not been requested, as they are not deemed necessary.
- c) It is expected that the event will impact only marginally on traffic using Windsor Road, Bridge Street, Macquarie Street and Wilberforce Road compared to the normal traffic during weekends.
- d) As no road closures will be in place, there will be little effect on traditional afternoon peak hour southeast bound traffic on Windsor Road.
- e) This annual event has been held for over forty years and the Association is expecting approximately 1000 spectators on the Saturday and 2000 spectators on the Sunday at the finish venue in Windsor.
- f) Parking will be at Governor Phillip Reserve with additional parking at Tebbutts Observatory for any additional overflow.
- g) Parking is available for approximately 4000 vehicles.
- h) Emergency vehicles will be allowed access at all times.
- i) Approximately 750 participants made up of 150 boats with 5 competitors per boat.

The NSW Water Ski Federation Ltd is seeking Council / RTA approval for the suspension of the following Ferry Services on 25 November 2007:

Wisemans Ferry	11.15am – 11.45am
Webbs Creek Ferry	11.15am – 11.45am
Lower Portland Ferry	8.30am – 1.00pm
Sackville Ferry	8.30am – 1.00pm

Emergency vehicles will be allowed access onto the ferries. Safety Vessels with crew will be placed downstream from each ferry with suitable equipment to indicate to competitors that a ferry may be operating and with communication between the boat and the ferry vessel.

Ferry operations are not effected on 24 November 2007 as Wiseman Ferry, Webbs Creek Ferry, Sackville Ferry and Lower Portland Ferry are all located downstream to the Sackville Ski Gardens, .

The event organiser has submitted the following items in relation to this event: Appendix 1 (Dataworks Document No: 2454825):

- i) Details of the Special Event - Traffic template, and
- ii) Transport Management Plan (TMP) without associated TCP.

Discussion:

Traffic Issues

Even though this event will be held along the Hawkesbury River and in the Governor Phillip Reserve, the event and the spectators travelling to and from the event may impact heavily on the state road network on Windsor Road, Macquarie Street, Wilberforce Road and Bridge Street and in particular the local roads such as George Street and Court Street as well as the Ferry services. It would be appropriate to classify the event as a **“Class 1”** special event under the “Traffic Management for Special Events” guidelines issued by the Roads & Traffic Authority given that perceived impact.

It will be necessary for the event organiser to lodge an application seeking approval to conduct the event with the NSW Police Service. A Traffic Management Plan (TMP) and an associated Traffic Control Plan (TCP) should be submitted to Council and the RTA for acknowledgement as this is a **Class 1** event.

Lower Portland Ferry Service is under the care and control of Hawkesbury City Council. Wisemans Ferry, Webbs Creek Ferry and Sackville Ferry Services are under the care and control of the RTA and hence, RTA approval is to be sought directly by the event organiser for the suspension of ferry services maintained by them.

Governor Phillip Reserve

The NSW Water Ski Federation Ltd has requested exclusive use of Governor Phillip Reserve on 24 & 25 November 2007 to conduct the annual Bridge to Bridge Water Ski Classic. The applicant has not advised of an alternate date in the event of inclement weather.

This event has been held for over 40 years and attracts interstate entrants and it is within delegation of Council to grant exemption to Waterways noise restrictions,

This application complies with Council policies applicable to this event, namely:

1. The main event is limited to noise level of 100dB(A), with a tolerance of ± 3 dB(A).
2. The proposed Nipper Class, Wakeboarding and any personal Watercraft are limited to 95dB(A).

RECOMMENDATION:

That:

1. The Bridge to Bridge Water Ski Classic event planned for 24 and 25 November 2007, be classified as a **“Class 1”** special event under the “Traffic and Transport Management for Special Events” guidelines issued by the RTA.
2. The safety of all road users and personnel on or affected by the event is the responsibility of the event organiser.
3. It is strongly recommended that the event organiser becomes familiar with the contents of the RTA publication “Guide to Traffic and Transport Management for Special Events” (Version 3.4) and the Hawkesbury City Council special event information package which explains the responsibilities of the event organiser in detail.
4. No objection be held to this event subject to compliance with the following conditions:

Prior to the event:

- 4a. the event organiser obtaining approval to conduct this event, from the NSW Police Service; **a copy of the Police Service approval be submitted to Council;**

- 4b. The event organiser obtains approval from the RTA as this is a "**Class 1**" event; **a copy of the RTA approval be submitted to Council;**
- 4c. the event organiser **submitting a Traffic Control Plan (TCP) to Council and the RTA** for acknowledgement. The TCP should be prepared by a person holding appropriate certification required by the RTA to satisfy the requirements of the relevant Work Cover legislation;
- 4d. the event organiser to **submit to Council a copy of its Public Liability Policy** in an amount not less than \$20,000,000 **noting Council and the Roads and Traffic Authority as interested parties on the Policy** and that the Policy to cover **both on-road and off-road activity;**
- 4e. the event organiser obtaining the relevant approval to conduct this event from the Waterways Authority; **A copy of this approval be submitted to Council;**
- 4f. the event organiser advertising the event in the local press stating the entire route of the event and the traffic impact / delays due to the event two weeks prior to the event; **a copy of the proposed advertisement be submitted to Council** (indicating the advertising medium);
- 4g. the event organiser notifying the details of the event to NSW Ambulance Services, NSW Fire Brigade / Rural Fire Service and SES at least two weeks prior to the event;
- 4h. the event organiser directly notifying relevant bus companies, tourist bus operators and taxi companies operating in the area and all the residences and businesses affected by the event at least two weeks prior to the event. The applicant undertaking a letter drop to all affected residents and businesses in the proximity to the event, with that letter advising full details of the event;
- 4i. the event organiser advising all adjoining Councils such as Gosford, Baulkham Hills, Hornsby of this event and in particular the ferry closures and obtaining any necessary approvals from these Councils;
- 4j. the applicant contacting Hawkesbury City Council's Construction and Maintenance Section three weeks prior to the event with regard to the suspension of Lower Portland Ferry service maintained by Hawkesbury City Council;
- 4k. the event organiser carrying out an overall risk assessment for the whole event to identify and assess the potential risks to spectators, participants and road users during the event and designing and implementing a risk elimination or reduction plan in accordance with the Occupational Health and Safety Act 2000; (information for event organisers about managing risk is available on the NSW Sport and Recreation's web site at <http://www.dsr.nsw.gov.au>);
- 4l. the event organiser submitting the completed "Special Event - Traffic Final Approval" form to Council;

During the event:

- 4m. access being maintained for businesses, residents and their visitors;
- 4n. a clear passageway of at least 4 metres width being maintained at all times for emergency vehicles;
- 4o. all traffic controllers / marshals operating within the public road network holding appropriate certification required by the RTA;

ORDINARY MEETING
Reports of Committees

- 4p. in accordance with the submitted TMP and associated TCP, appropriate advisory signs and traffic control devices be placed during the event along the route under the direction of a traffic controller holding appropriate certification required by the RTA;
- 4q. the competitors and participants be advised of the traffic control arrangements in place prior to the commencement of the event; and,
- 4r. all roads and marshalling points are to be kept clean and tidy, with all directional signs to be removed immediately on completion of the activity

Ferry Services:

- 5. That the applicant seek RTA approval for suspension/reduced operation of Wisemans Ferry, Webbs Creek Ferry and Sackville Ferry Services. No objection is held to the suspension/reduced operation of the Lower Portland Ferry Service. Suspension/reduced operation of the ferry services is subject to the applicant complying with the following conditions, as well as any conditions imposed by the RTA:
 - 5a) Advertising of the proposed event being undertaken at the expense of the event organiser in both Sydney and Local newspapers, two weeks prior to the event, in relation to :
 - traffic impact and delays,
 - exclusive use of Governor Phillip Reserve,
 - timings of suspension of ferry services,

such notice is to be incorporated in the news sections of those newspapers and to be approximately 1/8 (one-eighth) page size;
 - 5b) signs be erected at the expense of the event organiser in locations indicated in the approved Transport Management Plan and Traffic Control Plan and at a size indicated in the same, on all roads leading to the ferries, as well as on each ferry, for at least two weeks prior to the event;
 - 5c) safety precautions as previously established in the TMP are to be placed at all ferry locations, such to include a boat and crew downstream from each ferry with suitable equipment to indicate to competitors that a ferry may be operating and with communication between that boat and ferry vessel, such procedures are to be implemented to the satisfaction of the Waterways Authority, RTA and Hawkesbury City Council; and,
 - 5d) the Transport Management Centre, Roads & Traffic Authority and Council be authorised to alter ferry suspension/operation times if necessary.

B. Governor Phillip Reserve

- 1. That approval be granted to the NSW Water Ski Federation Ltd for exclusive use of Governor Phillip Reserve on Saturday and Sunday 24-25 November 2007, subject to compliance with the following conditions:
 - a) The applicant paying per day the exclusive use contribution rate, plus the toilet cleaning charge, applicable at the time of the event;
 - b) The reserve being left clean and tidy with the applicant being responsible for the disposal of all waste from the reserve;
 - c) The applicant obtaining appropriate licences from the Waterways Authority regarding conduct of this event;
 - d) If required, the applicant to obtain appropriate licence from the Licensing Branch of the NSW Police Service for the sale of alcoholic beverages at the proposed event;

ORDINARY MEETING
Reports of Committees

- e) The applicant obtaining all necessary permits/approvals in relation to amusement devices/rides including Integral Energy regarding the supply of power to devices/rides and their proximity to power supply lines;
 - f) Any building, vehicle or stall that is preparing food for public consumption is to comply with Council's "Information for Food Stall Holders" brochure; this information and any related food/public health information can be obtained by contacting Council's Environmental Health Officers, on direct line 4560 4571;
 - g) The applicant lodge a damage bond applicable at time of event.
- 2. That the applicant be allowed use of the Reserve on Friday, 23 November, 2007 to facilitate set-up;
 - 3. In relation to noise levels, that the noise level of 100dB(A) with a tolerance of 3dB(A) be supported;
 - 4. The proposed Nipper Class, Wakeboarding and any personal Watercraft be limited to 95dB(A);
 - 5. As the applicant has not advised of an alternate date in the event of inclement weather, the Manager of Parks & Recreation be granted delegated authority to negotiate exclusive use on an alternate date, if required by the applicant.

APPENDICES:

AT - 1 Special Event Application - (Dataworks Document No. 2454825) - *see attached*

SECTION 3 - Reports for Information

Item 3.1 **LTC - 16 May 2007 - Item 3.1 - Response by RTA to Speed Review on Slopes Road, Crooked Lane and Maddens Road, North Richmond - (Londonderry) - (80245, 74282)**

Previous Item: Item 4.2, LTC (17/01/07)

REPORT:

At the Local Traffic Meeting on 17 January 2007, Councillor Basset advised that there have been representations received regarding vehicles speeding along Slopes Road (Kurmond Road to Crooked Lane) and Maddens Road (Crooked Lane to Slopes Road) and requested that speed monitoring be undertaken on these 2 roads.

Following recommendation by the Local Traffic Committee, Council, at its meeting held on 30 January 2007 resolved the following:

"That:

- 1. *Speed counts be undertaken at the following locations:*
 - a. *Slopes Road - approx. 50m west of Branders Lane*
 - b. *Slopes Road - approx. 200m east of Maddens Road*
 - c. *Maddens Road - approx 200m north of Slopes Road*

ORDINARY MEETING

Reports of Committees

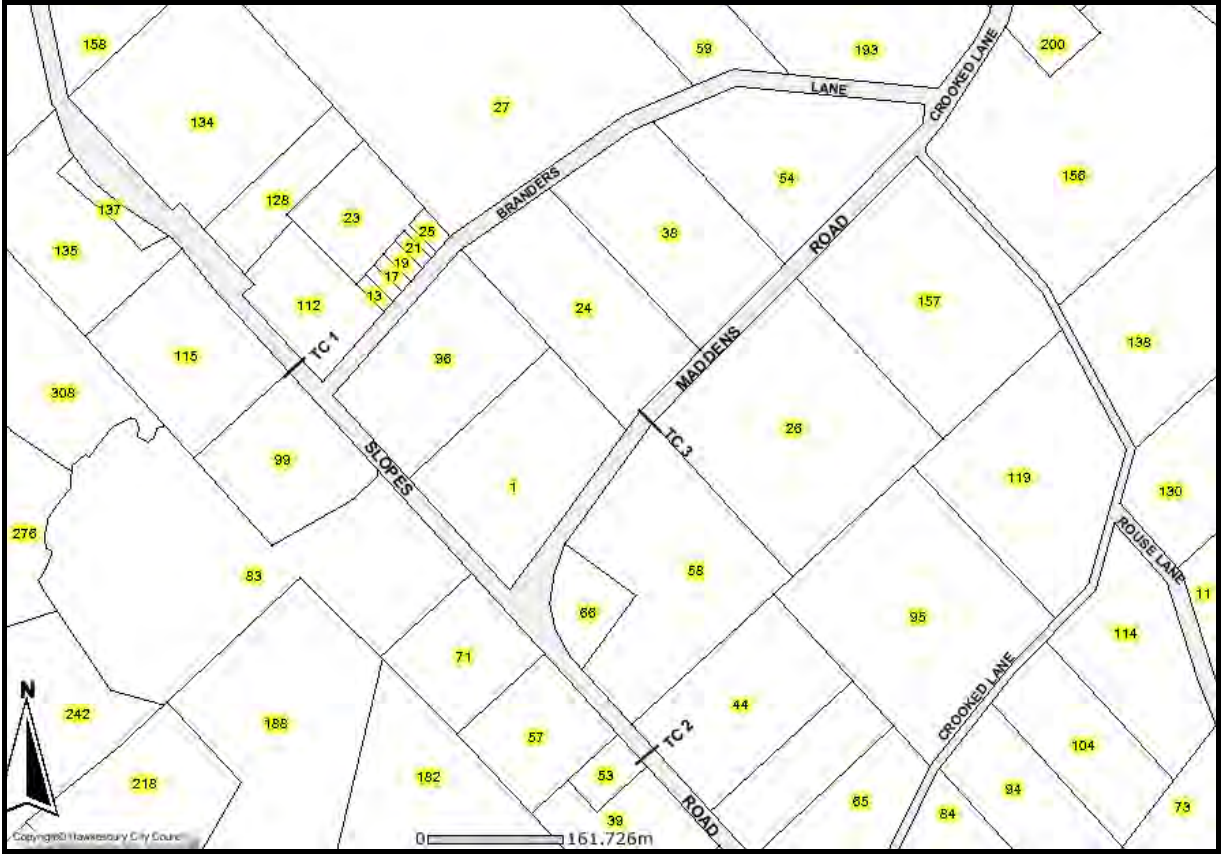
2. *Curve advisory markers be installed at the intersection of Maddens Road and Slopes Road for both directions of travel*
3. *the RTA be requested to review the speed limit along Slopes Road (Kurmond Road to Crooked Lane), Maddens Road (Crooked Lane to Slopes Road) and Crooked Lane (Kurmond Road to Maddens Road and Slopes Road to Bells Line of Road)*
4. *the NSW Police Service be requested to patrol the general area bounded by Slopes Road, Maddens Road and Crooked Lane."*

The following actions have been undertaken and numbered according to the Council resolution:

1. Speed counts have been undertaken at the nominated locations and listed in Table 1. The 85% speeds recorded were generally within the speed limit. However Slopes Road at TC2 exhibited a reading 9kph higher than the posted speed limit. Whilst there is a higher speed recorded at TC2, the RTA Accident Database indicates 2 accidents during the period from January 2000 to December 2004 in the vicinity of this intersection. One accident was at the intersection whilst the other was in Slopes Road approximately 50 metres east of Maddens Road, with this accident being an injury accident. Overall the 85% speed for this section of road is not considered to be excessive given the posted speed limit is 80kph. Installation of speed reducing devices along this section of road would not be appropriate given the curvature of the road as well as the terrain.

Table 1: Speed Count Data

Road Name	Locality	Counter No.	ADT (year)	Speed Limit	85% Speed
Slopes Road	<i>approx. 50m west of Branders Lane</i>	TC1	1019 (2007)	80 kph	85 kph
Slopes Road	<i>approx 200m east of Maddens Road</i>	TC2	2788 (2007)	80 kph	89 kph
Maddens Road	<i>approx 200m north of Slopes Road</i>	TC3	1755 (2007)	80 kph	85 kph



2. Curve advisory markers have been installed, including the upgrade of linemarking.
3. Correspondence has been received from the Roads and Traffic Authority (Dataworks Document No.2451532) advising the following:

"Thank you for your letter dated 12 February 2007, in regard to a request for a review of the speed limit on Slopes Road (Kurmond road to Crooked Lane), Crooked Lane (Kurmond Road to Maddens Road) and Maddens Road (Crooked Lane to Slopes Road), North Richmond.

A site inspection was carried out by an officer from the RTA's Speed Management Unit. The RTA considers several factors when determining what speed limit is appropriate for any given road, including the number and type of adjoining land-users, the road's geometry, traffic composition and volumes, detailed analysis of the crash history and the function of the road within the network.

Following a detailed investigation, the RTA considers the speed limit of 80km/h on Slopes Road, Crooked Lane and Maddens Road is appropriate under the authority's current speed Zoning Guidelines.

However, the investigation also revealed that there are a number of horizontal curves along Slopes Road, crooked Lane and Maddens Road. Most are delineated with curve warning signs with advisory speed supplementary plates attached but others have no curve warning signs and supplementary plates. In addition a number of curve advisory signs and supplementary plates are 'A' size signs. The RTA recommends that Council replace existing 'A' size curve warning signs and supplementary plates with 'B' size signs, and install additional curve warning signs together with supplementary plates to quantify the appropriate curve advisory speed."

Matters relating to curve warning signs and supplementary plates has been forwarded to Councils Construction and Maintenance section to action

4. Correspondence has been forwarded to the NSW Police Service..

RECOMMENDATION:

That upgrading of advisory/indicator signage on each approach of Slopes Road/Maddens Lane intersection be included in the currently Works Programme, and including the following:

- a. "Watch For Entering Traffic" signage on Slopes Road in relation to traffic exiting Maddens Lane; and
- b. "Crest" advisory signage where required.

APPENDICES:

There are no supporting documents for this report.

Item 3.2 LTC - 16 May 2007 - Item 3.2 - Committee Recommendations Altered by Council Resolution - (80245, 79339, 79346)

REPORT:

The following recommendations of the Local Traffic Committee were amended by Council resolution as indicated:

1. LTC - 21 March 2007 - Item 2.5 - Additions to Service Station - Car Wash and Café at Lot A, DP411701, 126 Windsor Road, McGraths Hill - DA0291/06

a. Committee Recommendation

"That the application for a Car Wash and Café at Lot A, DP411701, 126 Windsor Road, McGraths Hill not be supported on the basis of safety concerns indicated by Mr J Suprain, Roads and Traffic Authority."

b. Council Resolution, Ordinary Meeting, 24 April 2007

"That the information be received."

2. LTC - 21 March 2007 - Item 2.3 - Pedestrian Crossing Request - March & Paget Streets, Richmond

a. Committee Recommendation

"That:

- 1. *a Pedestrian Crossing NOT be installed in March Street, between East Market Street and Moray Street in Richmond; and*
- 2. *enquiries be made of the Roads and Traffic Authority as to whether the Authority proposes any future alternative treatment at this location to enhance pedestrian safety."*

ORDINARY MEETING
Reports of Committees

- b. Council Resolution, Ordinary Meeting, 24 April 2007

Addition of the following to the Committee Recommendation:

"That further investigations be undertaken with the view to providing a pedestrian refuge at an appropriate location in March Street between East Market and Paget Street."

RECOMMENDATION:

That the information be received.

APPENDICES:

There are no supporting documents for this report.

SECTION 4 - General Business

Nil General Business.

SECTION 5 - Next Meeting

The next Local Traffic Committee meeting will be held on Wednesday, 20 June 2007 at 3.00pm in the Large Committee Rooms.

The meeting terminated at 4.03pm.

oooO END OF REPORT Oooo



ordinary
meeting

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