



# ORDINARY MEETING

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Date of meeting: 12 March 2024  
Location: Council Chambers  
Time: 6:30 PM

**BUSINESS PAPER**



## ORDINARY MEETING

### Table of Contents

Meeting Date: 12 March 2024

### Table of Contents

<b>1. PROCEDURAL MATTERS .....</b>	<b>5</b>
<b>2. CONFIRMATION OF MINUTES .....</b>	<b>6</b>
<b>3. MAYORAL MINUTES .....</b>	<b>7</b>
<b>4. REPORTS FOR DETERMINATION .....</b>	<b>8</b>
4.1. PLANNING DECISIONS .....	8
4.2. GENERAL MANAGER .....	9
4.2.1. GM – Six Monthly Progress Report – 2023/2024 Operational Plan (79351,159586) .....	9
4.2.2. GM – 2024 National General Assembly of Local Government (79351, 82046) .....	12
4.3. CITY PLANNING .....	15
4.3.1. CP - Draft Hawkesbury Active Transport Plan - (95498, 96328) .....	15
4.3.2. CP – Place Plans – (95498, 147666) .....	19
4.4. CORPORATE SERVICES .....	46
4.4.1. CS – Investment Report – January 2024 – (95496, 96332) .....	46
4.5. INFRASTRUCTURE SERVICES .....	53
4.5.1. IS – Expanding Customer Base at the Waste Management Facility – (95495,158974) ....	53
4.5.2. IS – Beyond 2026 – Waste Management Facility – (95495, 158974) .....	61
<b>5. REPORTS OF COMMITTEES .....</b>	<b>74</b>
5.1.1. ROC - Heritage Committee - 1 February 2024 - (80242) .....	74
5.1.2. ROC – Local Traffic Committee – 12 February 2024 – (95495, 80245) .....	85
<b>6. NOTICES OF MOTION .....</b>	<b>114</b>
<b>7. QUESTIONS FOR NEXT MEETING .....</b>	<b>115</b>
7.1.1. Responses to Councillor Questions Taken on Notice at the Council Meeting - 13 February 2024 .....	115
<b>8. CONFIDENTIAL REPORTS .....</b>	<b>117</b>
8.1. GENERAL MANAGER .....	117
8.2. CITY PLANNING .....	117
8.3. CORPORATE SERVICES .....	117

**ORDINARY MEETING**

**Table of Contents**

**Meeting Date:** 12 March 2024

**ORDINARY MEETING**

**Table of Contents**

**Meeting Date:** 12 March 2024

**ORDINARY MEETING**

**Table of Contents**

**Meeting Date:** 12 March 2024

**ORDINARY MEETING**

**Table of Contents**

**Meeting Date:** 12 March 2024



**ORDINARY MEETING**  
**PROCEDURAL MATTERS**  
**Meeting Date: 12 March 2024**

**1. PROCEDURAL MATTERS**

**Welcome**

The Mayor, Councillor Sarah McMahon will acknowledge the Indigenous Heritage.

The General Manager will address the Council meeting, mentioning:

- Emergency Procedures
- Recording of the Council Meeting
- Statement regarding people addressing the Meeting
- Mobile phones

**Attendance**

Attending Councillors and Council staff members will be noted for the purposes of the Minutes.

**Statement of Ethical Obligations**

On 11 January 2022 in accordance with Section 233A of the Local Government Act 1993, Councillors took an oath or made an affirmation of office to undertake the duties of the office of Councillor in the best interests of the people of the Hawkesbury City Council Local Government Area and the Hawkesbury City Council and to faithfully and impartially carry out the functions, powers, authorities and discretions vested in Councillors under the Local Government Act 1993 or any other Act to the best of their ability and judgment.

Council's Code of Conduct requires Councillors to disclose and appropriately manage conflicts of interest.

**Apologies and Leave of Absence**

The Mayor will ask for any Apologies or Leave of Absence Requests to be noted.

**Declaration of Interest**

The Mayor will ask for any Declaration of Interests from the attending Councillors. These will then be addressed at the relevant item.

**Acknowledgement of Official Visitors to the Council**

The Mayor will acknowledge and welcome official visitors to the Council and make any relevant presentations as required.

**ORDINARY MEETING**  
**CONFIRMATION OF MINUTES**  
**Meeting Date:** 12 March 2024

**2. CONFIRMATION OF MINUTES**



# ORDINARY MEETING

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Date of meeting: 13 February 2024  
Location: Council Chambers  
Time: 6:30 PM

MINUTES



## ORDINARY MEETING

Minutes: 13 February 2024

### Table of Contents

<b>TABLE OF CONTENTS .....</b>	<b>3</b>
<b>1. PROCEDURAL MATTERS .....</b>	<b>5</b>
<b>2. CONFIRMATION OF MINUTES .....</b>	<b>6</b>
<b>3. MAYORAL MINUTES .....</b>	<b>7</b>
3.1.1.MM - Cost Shifting Onto Local Government (79353, 79633).....	7
<b>4. REPORTS FOR DETERMINATION .....</b>	<b>8</b>
4.2. GENERAL MANAGER .....	8
4.2.1. GM – 2024 National Assembly of Local Government – Conference Motions – (79351) .....	8
4.3. CITY PLANNING .....	9
4.3.1. CP – Windsor Liveability Project Update – (95498) .....	9
4.3.2.CP - Bligh Park Community Services Request for Exclusive Use of Land - (95498) .....	10
4.3.3. CP - NSW Government's Proposed Changes to Create Low and Mid-Rise Housing - (95498) .....	11
4.4. CORPORATE SERVICES .....	12
4.4.1. CS – December 2023 Quarterly Budget Review Statement – (95496, 96332) .....	12
4.4.2. CS – Proposed Road Closure Part of 111 and 112 Horans Lane, Grose Vale – (95496,159585) .....	13
4.5. INFRASTRUCTURE SERVICES .....	14
4.5.1. IS - Restoration of Thomas James Bridge, Settlers Road, Wisemans Ferry - (95495) .....	14
4.5.2. IS – Proposed Site for the Hawkesbury Fire Control Centre – (95495) .....	15
4.5.3. IS – Quarter 2 – 2023/2024 Capital Projects Report – (95495) .....	16
<b>6. NOTICES OF MOTION .....</b>	<b>18</b>
6.1.1.NM - Disaster and Emergency Management Committee .....	18
6.1.2.NM - Companion Animals .....	20
<b>8. CONFIDENTIAL REPORTS .....</b>	<b>21</b>
Attachment 1 to Item 4.5.1. - T00157 Remediation Works at Thomas James Bridge, Variation Evaluation - Settlers Road Landslip Works .....	21
Attachment 1 to Item 4.5.2. – Hawkesbury Fire Control Centre – Acquisition Costs .....	21
Attachment 3 to Item 4.5.3. - Tender T00163 Report - Packer Road Upgrade .....	21

**ORDINARY MEETING**

**Minutes:** 13 February 2024

## ORDINARY MEETING

Minutes: 13 February 2024

### 1. PROCEDURAL MATTERS

Minutes of the Ordinary Meeting held at the Council Chambers, Windsor, on 13 February 2024, commencing at 6:30pm.

#### Welcome

The Mayor, Councillor Sarah McMahon acknowledged the Indigenous Heritage.

The General Manager addressed the Council meeting, mentioning:

- Emergency Procedures
- Recording of the Council Meeting
- Statement regarding people addressing the Meeting
- Mobile phones

#### ATTENDANCE

**PRESENT:** Councillor Sarah McMahon, Mayor, Councillor Barry Calvert, Deputy Mayor and Councillors Shane Djuric, Eddie Dogramaci, Amanda Kotlash, Mary Lyons-Buckett, Jill Reardon, Les Sheather, Paul Veigel, Danielle Wheeler and Nathan Zamprognio.

**ALSO PRESENT:** General Manager - Elizabeth Richardson, Director City Planning - Meagan Ang, Director Infrastructure Services - Will Barton, Director Corporate Services - Laurie Mifsud, Acting Manager Corporate Communication – David Catt, Chief Financial Officer – Vanessa Browning, Acting Manager Strategic Planning – Jack Kensey, Acting Manager Regulatory Services – Rob Wainhouse, Manager Economic Development – Phil Moore, Manager Community Planning and Partnerships – Liz Murphy and Administrative Support Coordinator – Melissa Ryan, Executive Assistant to Director Corporate Services – Amy Birks.

#### APOLOGIES AND LEAVE OF ABSENCE OR ATTENDANCE BY AUDIO-VISUAL LINK

An apology was received from Councillor Patrick Conolly.

#### 16 RESOLUTION:

RESOLVED on the motion of Councillor Sheather, seconded by Councillor Reardon that the apology be accepted.

#### DECLARATIONS OF INTEREST

Councillor McMahon declared interests on Items 4.4.1, 4.5.2 and 4.5.3.

Councillor Wheeler declared interests on Items 4.5.2 and 4.5.3.

#### Acknowledgement of Official Visitors to the Council

There were no official visitors to Council.

## **ORDINARY MEETING**

**Minutes:** 13 February 2024

### **2. CONFIRMATION OF MINUTES**

#### **17 RESOLUTION:**

RESOLVED on the motion of Councillor Reardon, seconded by Councillor Veigel that the minutes of the Ordinary Meeting held on 30 January 2024, be confirmed.

#### **ADJOURNMENT OF MEETING**

The Mayor, Councillor McMahon adjourned the meeting at 9pm for a short break. The meeting resumed at 9:14pm.



## ORDINARY MEETING

Minutes: 13 February 2024

### 3. MAYORAL MINUTES

#### 3.1.1. MM - Cost Shifting Onto Local Government (79353, 79633)

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##### MOTION:

RESOLVED on the motion of the Mayor, Councillor McMahon.

*Refer to RESOLUTION*

#### 18 RESOLUTION:

RESOLVED on the motion of the Mayor, Councillor McMahon.

That:

1. Council receive and note the findings of the LGNSW Cost Shifting report for the 2021/2022 financial year.
2. A copy of the cost shifting report be placed on Council's website so that our communities can access it.
3. Council write to the Premier, the NSW Treasurer and the NSW Minister for Local Government seeking that they urgently seek to address these costs through a combination of regulatory reform, budgetary provision and appropriate funding.
4. Council write to the Premier, the NSW Treasurer and the NSW Minister for Local Government seeking a meeting with the Mayor, Deputy Mayor and General Manager to discuss the impacts of cost shifting in the Hawkesbury.

**For the Motion:** Councillors McMahon, Calvert, Djuric, Dogramaci, Kotlash, Lyons-Buckett, Reardon, Sheather, Veigel, Wheeler and Zamprogno.

**Against the Motion:** Nil.

**Absent:** Councillor Conolly.

## ORDINARY MEETING

Minutes: 13 February 2024

### 4. REPORTS FOR DETERMINATION

#### 4.2. GENERAL MANAGER

##### 4.2.1. GM – 2024 National Assembly of Local Government – Conference Motions – (79351)

Directorate: General Manager

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Mr Michael Want addressed Council, speaking for the recommendation in the business paper.

#### **MOTION:**

RESOLVED on the motion of Councillor Lyons-Buckett, seconded by Councillor Kotlash.

#### ***Refer to RESOLUTION***

#### **19 RESOLUTION:**

RESOLVED on the motion of Councillor Lyons-Buckett, seconded by Councillor Kotlash.

That Councillors provide any proposed motions for the 2024 National General Assembly of Local Government to the General Manager by Friday, 23 February 2024.

**For the Motion:** Councillors McMahon, Calvert, Djuric, Dogramaci, Kotlash, Lyons-Buckett, Reardon, Sheather, Veigel, Wheeler and Zamprogno.

**Against the Motion:** Nil.

**Absent:** Councillor Conolly

## ORDINARY MEETING

Minutes: 13 February 2024

### 4.3. CITY PLANNING

#### **4.3.1. CP – Windsor Liveability Project Update – (95498)**

**Previous Item:** 5.1.5 Ordinary (21 November 2023)

**Directorate:** City Planning

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Councillor Wheeler read Mr Graham Edds address to Council, speaking against the recommendation in the business paper.

#### **MOTION:**

RESOLVED on the motion of Councillor Wheeler, seconded by Councillor Sheather.

#### ***Refer to RESOLUTION***

#### **20 RESOLUTION:**

RESOLVED on the motion of Councillor Wheeler, seconded by Councillor Sheather.

That Council note:

1. The information contained within the report regarding the Windsor Liveability Project.
2. The Heritage Committee's advice regarding the paving substrate for the Liveability Project – Windsor Stage 1.
3. That Council Officers will assess the tenders that are returned for the Liveability Project – Windsor Stage 1, inclusive of all viable substrate options.
4. That Council Officers will continue to provide information to the Heritage Committee for future stages, including Dharug representatives.

**For the Motion:** Councillors McMahon, Calvert, Djuric, Dogramaci, Kotlash, Lyons-Buckett, Reardon, Sheather, Veigel, Wheeler and Zamprogno.

**Against the Motion:** Nil.

**Absent:** Councillor Conolly.

## ORDINARY MEETING

Minutes: 13 February 2024

### 4.3.2. CP - Bligh Park Community Services Request for Exclusive Use of Land - (95498)

**Directorate:** City Planning

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Ms Catherine Murphy addressed Council, speaking against the recommendation in the business paper.

#### **MOTION:**

RESOLVED on the motion of Councillor Sheather, seconded by Councillor Lyons-Buckett.

#### ***Refer to RESOLUTION***

### 21 **RESOLUTION:**

RESOLVED on the motion of Councillor Sheather, seconded by Councillor Lyons-Buckett.

That Council:

1. Note the matters in relation to Bligh Park Community Services Incorporated.
2. Further discuss with Bligh Park Community Services Incorporated and the Police if necessary, to formulate exclusive use of the premises (area that is used) during the times of their tenancy.

**For the Motion:** Councillors McMahon, Calvert, Djuric, Dogramaci, Kotlash, Lyons-Buckett, Reardon, Sheather, Veigel, Wheeler and Zamprogno.

**Against the Motion:** Nil.

**Absent:** Councillor Conolly.

**ORDINARY MEETING**

**Minutes:** 13 February 2024

**4.3.3. CP - NSW Government's Proposed Changes to Create Low and Mid-Rise Housing - (95498)**

**Directorate:** City Planning

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**MOTION:**

RESOLVED on the motion of Councillor Calvert, seconded by Councillor Sheather.

*Refer to RESOLUTION*

**22 RESOLUTION:**

RESOLVED on the motion of Councillor Calvert, seconded by Councillor Sheather.

That Council endorse the draft submission attached as Attachment 3 to the report, to the NSW Government's proposed policy changes to create low and mid-rise housing in the Hawkesbury Local Government Area.

**For the Motion:** Councillors McMahon, Calvert, Djuric, Dogramaci, Kotlash, Lyons-Buckett, Reardon, Sheather, Veigel, Wheeler and Zamprogno.

**Against the Motion:** Nil.

**Absent:** Councillor Conolly.

## ORDINARY MEETING

Minutes: 13 February 2024

### 4.4. CORPORATE SERVICES

**4.4.1. CS – December 2023 Quarterly Budget Review Statement – (95496, 96332)**

**Previous Item:** 4.2.2, Ordinary (20 June 2023)

**Directorate:** Corporate Services

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Councillor McMahon declared a less than significant non-pecuniary interest as her son plays for the Hawkesbury Hawks at Turnbull Oval and no further action is required.

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#### **MOTION:**

RESOLVED on the motion of Councillor Lyons-Buckett, seconded by Councillor Zamprogno.

*Refer to RESOLUTION*

#### **23 RESOLUTION:**

RESOLVED on the motion of Councillor Lyons-Buckett, seconded by Councillor Zamprogno.

That Council receive the information contained in this report regarding the December 2023 Quarterly Budget Review, and that the Budget adjustments, as summarised in the report and detailed in Attachment 1 to the report, be adopted.

**For the Motion:** Councillors McMahon, Calvert, Djuric, Dogramaci, Kotlash, Lyons-Buckett, Reardon, Sheather, Veigel, Wheeler and Zamprogno.

**Against the Motion:** Nil.

**Absent:** Councillor Conolly.

## ORDINARY MEETING

Minutes: 13 February 2024

### 4.4.2. CS – Proposed Road Closure Part of 111 and 112 Horans Lane, Grose Vale – (95496,159585)

Directorate: Corporate Services

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#### MOTION:

RESOLVED on the motion of Councillor Lyons-Buckett, seconded by Councillor Zamprogno.

*Refer to RESOLUTION*

#### 24 RESOLUTION:

RESOLVED on the motion of Councillor Lyons-Buckett, seconded by Councillor Zamprogno.

That:

1. Council publicly exhibit and notify adjoining owners of the proposed road closure located within 111 and 112 Horans Lane, Grose Vale as shown in the location plan attached as Attachment 1, to this report.
2. At the expiration of the public exhibition period outlined in Part 1, the following action be taken:
  - a) Should any submissions be received regarding the proposed road closure, a further report be submitted to Council, or
  - b) Should no submissions be received:
    - i. Council approve the road closure as shown in Attachment 1 to this report, being part of the closed portion of the road reserve located within 111 and 112 Horans Lane, Grose Vale.
    - ii. Authority be given for the Road Closure Plan, and any documentation in association with the matter to be executed under the Seal of Council.

**For the Motion:** Councillors McMahon, Calvert, Djuric, Dogramaci, Kotlash, Lyons-Buckett, Reardon, Sheather, Veigel, Wheeler and Zamprogno.

**Against the Motion:** Nil.

**Absent:** Councillor Conolly.

**ORDINARY MEETING**

**Minutes: 13 February 2024**

**4.5. INFRASTRUCTURE SERVICES**

**4.5.1. IS - Restoration of Thomas James Bridge, Settlers Road, Wisemans Ferry - (95495)**

**Directorate:** Infrastructure Services

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**MOTION:**

RESOLVED on the motion of Councillor Sheather, seconded by Councillor Reardon.

***Refer to RESOLUTION***

**25 RESOLUTION:**

RESOLVED on the motion of Councillor Sheather, seconded by Councillor Reardon.

That Council:

1. Receive and note the report on the Restoration of the Thomas James Bridge, Settlers Road, Wisemans Ferry.
2. Accept the variation by Delaney Civil Pty Ltd to contract T00157 - *Remedial Works at Thomas James Bridge* for the purpose of undertaking the restoration of the Settlers Road Landslip, as outlined in Confidential Attachment 1 to this report.

**For the Motion:** Councillors McMahon, Calvert, Djuric, Dogramaci, Kotlash, Lyons-Buckett, Reardon, Sheather, Veigel, Wheeler and Zamprogn.

**Against the Motion:** Nil.

**Absent:** Councillor Conolly.



## ORDINARY MEETING

Minutes: 13 February 2024

### 4.5.2. IS – Proposed Site for the Hawkesbury Fire Control Centre – (95495)

**Directorate:** Infrastructure Service

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Councillor McMahon declared a less than significant non-pecuniary interest as she is a volunteer member of the Hawkesbury Communications Rural Fire Brigade and no further action is required.

Councillor Wheeler declared a less than significant non-pecuniary interest as she and her son are both members of the Rural Fire Service and no further action is required.

---

Mr Kevin Jones and Mr Joshua Torrens addressed Council, speaking for the recommendation in the business paper.

#### **MOTION:**

RESOLVED on the motion of Councillor Calvert, seconded by Councillor Lyons-Buckett.

#### ***Refer to RESOLUTION***

#### **26 RESOLUTION:**

RESOLVED on the motion of Councillor Calvert, seconded by Councillor Lyons-Buckett.

That Council:

1. Receive and note the report on the proposed site for the Hawkesbury Fire Control Centre;
2. Endorse 6 McKinnons Road, Wilberforce as the site for a new Emergency Services Precinct, incorporating the new Hawkesbury Fire Control Centre;
3. Commence the acquisition, in whole or part, of 6 McKinnons Road, Wilberforce for the purpose of developing the new Emergency Services Precinct, including the Hawkesbury Fire Control Centre;
4. Delegate authority to the General Manager to negotiate with the property owner of 6 McKinnons Road, Wilberforce, the acquisition of either the whole or part of 6 McKinnons Road, Wilberforce, with a further report to be brought to a future Council meeting on the outcomes of those negotiations; and
5. Write to the Minister for Planning and the Minister for Emergency Services and ask that they reform the legislation so that Rural Fire Service emergency infrastructure are as eligible as other community infrastructure for expedited approval pathways.

**For the Motion:** Councillors McMahon, Calvert, Djuric, Dogramaci, Kotlash, Lyons-Buckett, Reardon, Sheather, Veigel, Wheeler and Zamprogno.

**Against the Motion:** Nil.

**Absent:** Councillor Conolly.

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## ORDINARY MEETING

Minutes: 13 February 2024

### **4.5.3. IS – Quarter 2 – 2023/2024 Capital Projects Report – (95495)**

**Previous Item:** 4.5.2, Ordinary (21 November 2023)

**Directorate:** Infrastructure Services

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Councillor McMahon declared a less than significant non-pecuniary interest as she is a member of the Hawkesbury Communications Brigade and no further action is required.

Councillor Wheeler declared a less than significant non-pecuniary interest as her son is a member for Wilberforce Brigade and she is a member of Hawkesbury Communications Brigade in the Rural Fire Service and no further action is required.

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A PROCEDURAL MOTION was moved by Councillor Lyons-Buckett, that Item 4.5.3. be separated into two parts to hear and debate the section on Packer Road, Blaxlands Ridge separate from the remainder of the report regarding the Quarter 2 – 2023/2024 Capital Projects Report.

**For the Motion:** Councillors Djuric, Dogramaci, Lyons-Buckett, Sheather, Wheeler and Zamprogno.

**Against the Motion:** Councillors McMahon, Calvert, Kotlash, Reardon and Veigel.

**Absent:** Councillor Conolly.

The Procedural Motion was carried.

## ORDINARY MEETING

Minutes: 13 February 2024

### **PACKER ROAD, BLAXLANDS RIDGE**

Mr Barry Kennedy, Mr David Ingram, Ms Ruth Atkinson and Ms Caroline Hocking addressed Council, speaking against the recommendation in the business paper.

#### **MOTION:**

RESOLVED on the motion of Councillor Lyons-Buckett, seconded by Councillor Zamprogno.

#### ***Refer to RESOLUTION***

#### **27 RESOLUTION:**

RESOLVED on the motion of Councillor Lyons-Buckett, seconded by Councillor Zamprogno.

That:

1. Council proceed with the sealing of Packer Road, Blaxlands Ridge by choosing an appropriate Tender as outlined in the Confidential Attachment 3 to Item 4.5.3. in the business paper.
2. Any adjustment to Council's Capital Work Program involving the sealing of Packer Road, Blaxlands Ridge be referred to a Councillor Briefing.

**For the Motion:** Councillors McMahon, Calvert, Djuric, Dogramaci, Kotlash, Lyons-Buckett, Reardon, Sheather, Veigel, Wheeler and Zamprogno.

**Against the Motion:** Nil.

**Absent:** Councillor Conolly.

### **QUARTER 2 – 2023/2024 CAPITAL PROJECT REPORT**

#### **MOTION:**

RESOLVED on the motion of Councillor Lyons-Buckett, seconded by Councillor Kotlash.

#### ***Refer to RESOLUTION***

#### **28 RESOLUTION:**

RESOLVED on the motion of Councillor Lyons-Buckett, seconded by Councillor Kotlash.

That Council receive and note the Quarter 2 - 2023/2024 Capital Projects Report.

**For the Motion:** Councillors McMahon, Calvert, Djuric, Dogramaci, Kotlash, Lyons-Buckett, Reardon, Sheather, Veigel, Wheeler and Zamprogno.

**Against the Motion:** Nil.

**Absent:** Councillor Conolly.

## ORDINARY MEETING

Minutes: 13 February 2024

### 6. NOTICES OF MOTION

#### 6.1.1. NM - Disaster and Emergency Management Committee

---

##### MOTION:

RESOLVED on the motion of Councillor Lyons-Buckett, seconded by Councillor Wheeler.

*Refer to RESOLUTION*

##### 29 RESOLUTION:

RESOLVED on the motion of Councillor Lyons-Buckett, seconded by Councillor Wheeler.

That:

1. Council hold a meeting of the Disaster and Emergency Management Committee in March 2024.
2. A report be prepared for that meeting containing the following:
  - a) Status of outstanding resolutions from previous meetings including:
    - Update on the Pitt Town Evacuation Route
    - Update on riverbank stabilisation matters
    - Update on the Molino Stewart study of drainage schemes that operate on the floodplain between Agnes Banks and Wilberforce
    - Progress on the review of the Hawkesbury Flood Study.
3. At that meeting, provide an update on the progress of the Floodplain Management Sub-Committee and minutes of meetings held to date, specifically outlining:
  - An update of the progress of the MacDonald Valley Flood Study
  - A summary of how the sub-committee has facilitated broader community consultation and participation in Floodplain Risk Management initiatives through informing and liaising with member community groups.
4. Provide a list of prioritised works related to disaster and emergency management which have been put forward or are intended to be put forward for grant funding opportunities.

**For the Motion:** Councillors McMahon, Calvert, Djuric, Dogramaci, Kotlash, Lyons-Buckett, Reardon, Sheather, Veigel, Wheeler and Zamprogno.

**Against the Motion:** Nil.

**Absent:** Councillor Conolly.

**ORDINARY MEETING**

**Minutes:** 13 February 2024

**MOTION:**

RESOLVED on the motion of Councillor Dogramaci, seconded by Councillor Kotlash.

*Refer to RESOLUTION*

**30**

**RESOLUTION:**

RESOLVED on the motion of Councillor Dogramaci, seconded by Councillor Kotlash that the time of meeting extend past 11:00pm.

## ORDINARY MEETING

Minutes: 13 February 2024

### 6.1.2. NM - Companion Animals

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Mr Michael Want addressed Council, speaking for the recommendation in the business paper.

A MOTION was moved by Councillor Wheeler, seconded by Councillor Lyons-Buckett.

That Council:

1. By March 2024, enters into a Memorandum of Understanding (MOU) with Animal Welfare League (AWL) Hawkesbury to provide \$5,000 interim funding to support AWL's existing desexing, microchipping and registration program. The MOU is to include a time limit, geographical constraint (Hawkesbury LGA only) and socio-economic thresholds (eg healthcare holder, pensioner). This MOU will enable increased desexing prior to the 2024/2025 financial year and allow Council to assess if it is more effective and feasible to support AWL's program or begin its own.
2. Receive a briefing on the operating procedures at the Companion Animal Shelter, including measures in place to reduce hoarding, on-selling and adoption by people previously found guilty of animal welfare abuses.
3. Receive a briefing on the Community Cat Program Trial, with the view to considering participation in this or a similar scientific trial, including how Council could work with local rescues, veterinarians and other parties, and tolerance for a Trap, Neuter, Return program in the LGA.

**For the Motion:** Councillors Djuric, Dogramaci, Lyons-Buckett, Wheeler and Zamprogno.

**Against the Motion:** Councillors McMahon, Calvert, Kotlash, Reardon, Sheather, Veigel.

**Absent:** Councillor Conolly.

The Motion was lost.

## ORDINARY MEETING

Minutes: 13 February 2024

### 8. CONFIDENTIAL REPORTS

#### 31 RESOLUTION:

RESOLVED on the motion of Councillor Veigel, seconded by Councillor Reardon.

That the Council meeting be closed to deal with confidential matters and in accordance with Section 10A of the Local Government Act, 1993, members of the Press and the public be excluded from the Council Chambers during consideration of the following items:

#### **Attachment 1 to Item 4.5.1. - T00157 Remediation Works at Thomas James Bridge, Variation Evaluation - Settlers Road Landslip Works**

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#### **REASON FOR CONFIDENTIALITY**

*This attachment is **CONFIDENTIAL** in accordance with the provisions of Part 1 of Chapter 4 of the Local Government Act 1993 and the matters dealt with in this report are to be considered while the meeting is closed to the press and the public.*

Specifically, the matter is to be dealt with pursuant to Section 10A(2)(d) of the Act as it relates to details concerning commercial information of a confidential nature that would, if disclosed, prejudice the commercial position of the person who supplied it and, therefore, if considered in an open meeting would, on balance, be contrary to the public interest.

*In accordance with the provisions of Section 11(2) & (3) of the Local Government Act 1993, the reports, correspondence and other relevant documentation relating to this matter are to be withheld from the press and public.*

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#### **Attachment 1 to Item 4.5.2. – Hawkesbury Fire Control Centre – Acquisition Costs**

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#### **REASON FOR CONFIDENTIALITY**

*This attachment is **CONFIDENTIAL** in accordance with the provisions of Part 1 of Chapter 4 of the Local Government Act 1993 and the matters dealt with in this report are to be considered while the meeting is closed to the press and the public.*

Specifically, the matter is to be dealt with pursuant to Section 10A(2)(c) of the Act as it relates to details concerning the disposal of property by the Council and it is considered that the release of the information would, if disclosed, confer a commercial advantage on a person or organisation with whom the Council is conducting (or proposes to conduct) business and, therefore, if considered in an open meeting would, on balance, be contrary to the public interest.

*In accordance with the provisions of Section 11(2) & (3) of the Local Government Act 1993, the reports, correspondence and other relevant documentation relating to this matter are to be withheld from the press and public*

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#### **Attachment 3 to Item 4.5.3. - Tender T00163 Report - Packer Road Upgrade**

**REASON FOR CONFIDENTIALITY**

*This attachment is **CONFIDENTIAL** in accordance with the provisions of Part 1 of Chapter 4 of the Local Government Act 1993 and the matters dealt with in this report are to be considered while the meeting is closed to the press and the public.*

Specifically, the matter is to be dealt with pursuant to Section 10A(2)(d) of the Act as it relates to details concerning commercial information of a confidential nature that would, if disclosed, prejudice the commercial position of the person who supplied it and, therefore, if considered in an open meeting would, on balance, be contrary to the public interest.

*In accordance with the provisions of Section 11(2) & (3) of the Local Government Act 1993, the reports, correspondence and other relevant documentation relating to this matter are to be withheld from the press and public.*

**32 RESOLUTION:**

RESOLVED on the motion of Councillor Sheather, seconded by Councillor Veigel that open meeting be resumed.

Meeting terminated at 11:22pm.

Submitted to and confirmed at the Ordinary meeting on 12 March 2024.

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# Ordinary Meeting

## End of Minutes

This business paper has been produced electronically to reduce costs, improve efficiency and reduce the use of paper. Internal control systems ensure it is an accurate reproduction of Council's official copy of the business paper.

**ORDINARY MEETING**

**3. MAYORAL MINUTES**

**Meeting Date:** 12 March 2024

**3. MAYORAL MINUTES**

There was no Mayoral Minute at the time of preparing this Business Paper.

Notwithstanding the above, pursuant to Clauses 9.6-9.9 of Council's Code of Meeting Practice, the Mayor may submit a Mayoral Minute to the meeting without notice in relation to any matter or topic that:

- Is within the jurisdiction of the Council
- Council has official knowledge of.

However, a Mayoral Minute must not be put without notice if it relates to a routine or non-urgent matter.

A matter is considered to be urgent when it requires a decision by the Council before the next scheduled ordinary meeting of the Council.

**ORDINARY MEETING**

**4. REPORTS FOR DETERMINATION**

**Meeting Date:** 12 March 2024

**4. REPORTS FOR DETERMINATION**

**4.1. PLANNING DECISIONS**

Nil reports.

**ORDINARY MEETING**  
**4. REPORTS FOR DETERMINATION**  
**Meeting Date: 12 March 2024**

**4.2. GENERAL MANAGER**

**4.2.1. GM – Six Monthly Progress Report – 2023/2024 Operational Plan (79351,159586)**

**Previous Item:** 4.2.1, Ordinary (10 October 2023)

**Directorate:** General Manager

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**PURPOSE OF THE REPORT**

The purpose of this report is to inform Council of progress in implementing the 2023/2024 Operational Plan for the six month period 1 July 2023 to 31 December 2023, under the Integrated Planning and Reporting Framework (IP&R).

**EXECUTIVE SUMMARY**

Councils in NSW are required to undertake their planning and reporting activities in accordance with the Integrated Planning and Reporting Framework (IP&R), under Section 406 of the Local Government Act 1993 and the Local Government (General) Regulation 2021. The progress report provides Council's six monthly update in completing actions within the 2023/2024 Operational Plan, delivered under the principal activities of the 2022-2026 Delivery Program.

**RECOMMENDATION**

That Council receive and note the six monthly progress report for period 1 July 2023 to 31 December 2023, on the 2023/2024 Operational Plan.

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**BACKGROUND**

The Operational Plan is a key plan for the Hawkesbury, leading Council's delivery of annual actions under the 2022-2026 Delivery Program principal activities. The delivery of these actions forms Council's contribution in moving the Hawkesbury towards the vision and outcomes detailed in the Community Strategic Plan - The Hawkesbury 2042 (CSP).

This report has been prepared in accordance with the Office of Local Government's IP&R Framework. It provides Council's six monthly update on the progress and performance during the period 1 July 2023 to 31 December 2023 in delivering actions outlined in the 2023/2024 Operational Plan.

The progress report provides status updates and detailed comments for all 142 actions contained within the Operational Plan 2023/2024, framed under the four Community Outcomes set out in the CSP:

- Great Place to Live
- Protected Environment and Valued History
- Strong Economy

**ORDINARY MEETING**  
**4. REPORTS FOR DETERMINATION**  
**Meeting Date: 12 March 2024**

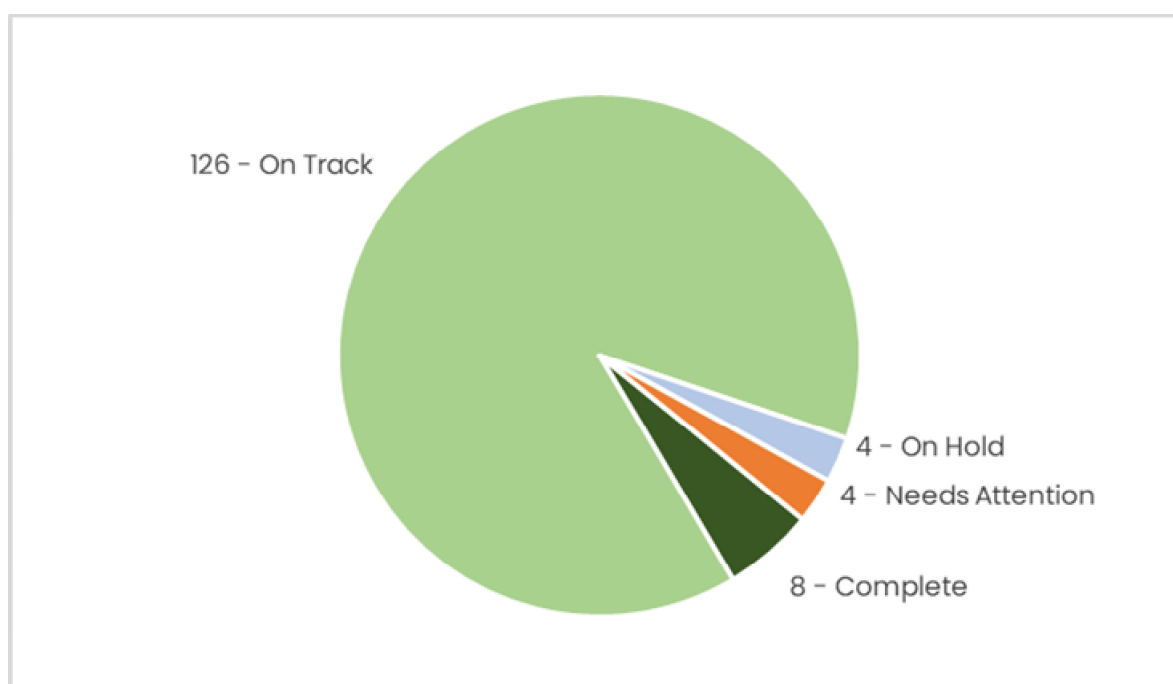
- Reliable Council

#### **Relevant Legislation**

Local Government Act 1993  
Local Government (General) Regulation 2021

#### **DISCUSSION**

The Progress Report, attached as Attachment 1 to this report, provides details of Council's progress in achieving the 142 actions listed in the 2023/2024 Operational Plan for the period 1 July 2023 to 31 December 2023. The below chart shows a high level status report of all actions listed in the plan:



#### **COMMUNITY ENGAGEMENT**

The issues raised in this report concern matters which do not require community consultation under Council's Community Engagement Policy.

#### **CONFORMANCE TO THE HAWKESBURY COMMUNITY STRATEGIC PLAN 2022-2042**

The proposal is consistent with the following Long-Term Community Objectives set out within the CSP.

##### Reliable Council

- 4.1 Provide representative, responsive and accountable governance.
- 4.2 Encourage an informed community.
- 4.5 Encourage a shared responsibility for effective compliance.

**ORDINARY MEETING**  
**4. REPORTS FOR DETERMINATION**  
**Meeting Date:** 12 March 2024

**FINANCIAL IMPACT**

There are no financial implications applicable to this report.

**ATTACHMENTS**

**AT - 1** Six Monthly Progress Report - 2023/2024 Operational Plan (*Distributed under separate cover*).

**oooO END OF REPORT Oooo**

**ORDINARY MEETING**  
**4. REPORTS FOR DETERMINATION**  
**Meeting Date: 12 March 2024**

**4.2.2. GM – 2024 National General Assembly of Local Government (79351, 82046)**

**Directorate:** General Manager

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**PURPOSE OF THE REPORT**

The purpose of this report is to consider the attendance of Councillors at the 2024 National General Assembly of Local Government to be held in Canberra from Tuesday, 2 July to Friday, 5 July 2024 and to consider the submission of motions for the Conference.

**EXECUTIVE SUMMARY**

The Australian Local Government Association (ALGA) is the peak organisation for Local Government. Each State Local Government Association and the Local Government Association of Northern Territory are members of the ALGA. Hawkesbury City Council is a member of the NSW peak body, Local Government NSW.

The National General Assembly is an annual conference convened by the ALGA and will be held at the National Convention Centre, Canberra from Tuesday, 2 to Friday, 5 July 2024.

This report considers the attendance of Councillors at the National General Assembly and the submission of motions to the National General Assembly.

**RECOMMENDATION**

That:

1. Consideration be given to the participation of nominated Councillors, and staff as considered appropriate by the General Manager, at the 2024 National General Assembly of Local Government from Tuesday, 2 July to Friday, 5 July 2024.
  2. After participating in the 2024 National General Assembly, delegates provide a written report to the General Manager detailing the proceedings and findings, as well as any other aspects of the Assembly relevant to Council business and/or the local community.
- 

**BACKGROUND**

Convened annually by the Australian Local Government Association, the National General Assembly (NGA) of Local Government is the peak annual event for Local Government.

This event provides a unique opportunity for Local Government to engage directly with the Federal Government, to develop national policy and to influence the future direction of councils and communities.

The 2024 National General Assembly of Local Government will be held in Canberra from Tuesday, 2 July to Friday, 5 July 2024.

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## ORDINARY MEETING

### 4. REPORTS FOR DETERMINATION

Meeting Date: 12 March 2024

#### **Attendance**

Consideration is required regarding attendance at the 2024 National General Assembly of Local Government. Information concerning the Conference has been made available and is summarised as follows:

**Conference Name:** 2024 National General Assembly of Local Government

**Type:** In person or audio-visual link

**Date:** 2 to 5 July 2024

**Location:** National Convention Centre, 31 Constitution Avenue, Canberra

**Participants:** Mayor and Councillors (not restricted)

**Cost:** For early bird registration before 7 June 2024 is \$945 for in-person attendance and \$739 for attendance as 'virtual delegate', plus accommodation and travel expenses per delegate.

There is also the option to participate in a specialised forum on regional issues at a cost of \$475 per delegate or \$275 per delegate if also attending the National General Assembly.

Single Day Conference registrations are also available at \$525 per day for personal attendance and \$539 per day for virtual attendance.

Additional information concerning the Conference is available by accessing the following link <https://conferenceco.eventsair.com/nga24/program>.

#### **Motions**

The Australian Local Government Association has called for motions to be considered at the 2024 National General Assembly and have asked councils to submit any motions by Friday, 29 March 2024.

The ALGA distributed information to Councils concerning the criteria for the submission of Conference motions, and a report concerning Conference motions was provided to the Council Meeting on 13 February 2024.

At its meeting on 13 February 2024 Council resolved:

*'That Councillors provide any proposed motions for the 2024 National General Assembly of Local Government to the General Manager by Friday, 23 February 2024'.*

General Manager's Office has not received any Conference motions for the 2024 National General Assembly of Local Government.

Accordingly, it is proposed that no motions be submitted to the 2024 National General Assembly.

#### **DISCUSSION**

Consideration should be given to the relevance of the National General Assembly to Council's business and available budget to cover costs of attendance.

Where relevant, after participating in the National General Assembly, delegates are requested to provide a written report to the General Manager detailing the proceedings and findings, as well as any



**ORDINARY MEETING**  
**4. REPORTS FOR DETERMINATION**  
**Meeting Date: 12 March 2024**

other aspects of the National General Assembly relevant to Council business and/or the local community.

**COMMUNITY ENGAGEMENT**

The issues raised in this report concern matters which do not require community consultation under Council's Community Engagement Policy.

**CONFORMANCE TO THE HAWKESBURY COMMUNITY STRATEGIC PLAN 2022-2042**

The proposal is consistent with the following Long-Term Community Objectives set out within the CSP.

Reliable Council

4.1 Provide representative, responsive and accountable governance.

4.4 Build strong relationships and shared responsibilities.

**FINANCIAL IMPACT**

The matters raised in this report have direct financial implications. The expenditure applicable is provided for in the Adopted 2023/2024 Operational Plan and is proposed to be provided in the Draft 2024/2025 Operational Plan.

Cost of participation in the 2024 National General Assembly will be approximately \$945 per delegate for personal attendance plus accommodation and travel expenses and \$739 for virtual attendance.

2023/2024 Budget for Delegate Expenses - Payments made:

<b>Total Budget for Financial Year 2023/2024</b>	<b>\$20,600</b>
Expenditure to date	\$8,658
Outstanding commitments	Nil
Budget balance as of 23 February 2024	\$11,942

**ATTACHMENTS**

There are no supporting documents for this report.

oooO END OF REPORT Oooo

**ORDINARY MEETING**  
**4. REPORTS FOR DETERMINATION**  
**Meeting Date: 12 March 2024**

**4.3. CITY PLANNING**

**4.3.1. CP - Draft Hawkesbury Active Transport Plan - (95498, 96328)**

**Directorate:** City Planning

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**PURPOSE OF THE REPORT**

The purpose of this report is to present to Council the Draft Hawkesbury Active Transport Plan and seek endorsement from Council to place the Draft Plan on public exhibition for a period of 28 days.

**EXECUTIVE SUMMARY**

Council received grant funding from Transport for NSW within it's Get NSW Active 2022/2023 Program for the preparation of the Hawkesbury Active Transport Plan. This Plan will provide the framework for an integrated connected network of walking and cycling infrastructure by identifying, developing and prioritising safe, quality infrastructure and priority active transport routes within the Hawkesbury.

The Draft Hawkesbury Active Transport Plan provided an opportunity to review and align priorities developed by the Hawkesbury Mobility Plan 2010 (Bike Plan and Pedestrian Access and Mobility Plan P.A.M.P) adopted by Council on 11 May 2010, and set the direction for the next ten years across the LGA.

Significant community engagement has been undertaken to inform the development of the Draft Plan, which includes a proposed prioritised list of capital works projects able to be mapped by Council's Asset Systems and Planning team to ensure they are included in future project planning and tracked once underway and completed. Indicative costings for the projects are also incorporated in the Draft Plan.

Adoption of the Draft Hawkesbury Active Transport Plan provides Council with a basis for future funding submissions, including the Transport for NSW Get NSW Active Program which is currently available annually.

This report to Council seeks endorsement to place the Draft Plan on public exhibition for a period of 28 days.

**RECOMMENDATION**

That:

1. The Draft Hawkesbury Active Transport Plan, attached as Attachment 1 to this report, be placed on public exhibition for a period of 28 days.
2. At the expiration of the public exhibition period, the following action be taken:
  - a) Should any submissions be received regarding the Draft Hawkesbury Active Transport Plan, a further report be submitted to Council, or;
  - b) Should no submissions be received, Council adopt the Draft Hawkesbury Active Transport Plan, as attached as Attachment 1 to this report.

**ORDINARY MEETING**  
**4. REPORTS FOR DETERMINATION**  
**Meeting Date: 12 March 2024**

## **BACKGROUND**

Council received grant funding from Transport for NSW within it's Get NSW Active 2022/2023 Program for the preparation of the Hawkesbury Active Transport Plan.

Quotations were invited from appropriately qualified and experienced organisations or individuals for the development of the Draft Plan for the Hawkesbury LGA, and Stantec Australia Pty Ltd (Stantec) was engaged. Project deliverables included:

1. Data and Infrastructure Review – Background Report
  - Review of Council's existing plans, strategies and documents
  - Review of Hawkesbury LGA infrastructure including:
    - Existing infrastructure and facilities
    - Routes and infrastructure by topology
    - Signage / line marking / associated infrastructure
    - Network facilities overview including bike storage and end of trip facilities
    - Condition and compliance report and general maintenance issues

This review provided Council with a Background Report, outlining current infrastructure within the LGA and best practice examples of active transport planning.

2. Stakeholder Engagement

Technical stakeholder meetings were conducted with Transport for NSW and Council Officers from various Divisions to discuss and understand previous routes, both investigated and implemented, local opportunities and constraints, recent and expected changes to local and regional cycling demand and traffic conditions in key locations.

Community engagement was also offered in several formats outlined further in this report.

3. Route Evaluation Matrix and Infrastructure Prioritisation

A draft route evaluation matrix was prepared with indicative costings to guide the Infrastructure Action Plan. The route identification methodology, attached as an Appendix to the Draft Hawkesbury Active Transport Plan, identifies preliminary primary and secondary active transport networks.

The prioritised Infrastructure Action Plan within the Draft Hawkesbury Active Transport Plan, was developed from the information provided in the Background Report, Engagement Summary and route Evaluation Matrix. It identifies the projects which will have the biggest impact on mobility and movement across the LGA.

## ORDINARY MEETING

### 4. REPORTS FOR DETERMINATION

Meeting Date: 12 March 2024

#### DISCUSSION

The Draft Active Transport Action Plan, informed by the Background Report, Engagement Summary, Route Evaluation Matrix and Infrastructure Action Plan includes a proposed prioritised list of capital works projects able to be mapped by Council's Asset Systems and Planning team to ensure they are included in future project planning. Indicative costings at the time of preparing the Active Transport Plan for the projects are included. A copy of the Draft Active Transport Action Plan is attached as Attachment 1 to this report.

#### COMMUNITY ENGAGEMENT

Significant community engagement has been undertaken in several formats including:

- Online surveys with rating scale questions and open text opportunities provided via Council's Your Hawkesbury Your Say website.
- Printed copies of the online surveys provided at community events, filled out by residents interested in providing feedback with answers entered on their behalf for those unable or unwilling to access online facilities.
- Phone calls with residents interested in providing feedback with answers entered on their behalf for those unable or unwilling to access online facilities.
- Social Pinpoint, an interactive mapping tool allowing comments to be dropped at specific map locations, via Council's Your Hawkesbury Your Say website.
- Face to face workshops were arranged, one dedicated to senior residents, people with disabilities and their careers and a second workshop open to the general community. Despite extensive promotion of the face-to-face workshops minimal residents registered to attend and the workshops were cancelled. Those residents that did register were followed up to offer other ways to provide their feedback.

A summary of the community survey responses and Social Pinpoint findings are included as Appendices to the Draft Hawkesbury Active Transport Plan.

#### CONFORMANCE TO THE HAWKESBURY COMMUNITY STRATEGIC PLAN 2022-2042

The proposal is consistent with the following Long-Term Community Objectives set out within the CSP.

##### Great Place to Live

1. Enable a shared responsibility for community resilience, community safety and disaster management.
2. Encourage and enable our community to participate in a healthy lifestyle.
3. Increase the range of local partnerships and plan for the future.
4. Facilitate the delivery of infrastructure through relevant agencies for Council's own works.
5. Provide the right places and spaces to serve our community.
6. Build on a sense of community and wellbeing.

**ORDINARY MEETING**

**4. REPORTS FOR DETERMINATION**

**Meeting Date:** 12 March 2024

**FINANCIAL IMPACT**

The matters raised in this report currently have no financial implications. If adopted, any projects undertaken from the Hawkesbury Active Transport Plan will need to be included in Council's future capital works budget planning. External funding from the Transport for NSW Get NSW Active program, for which Council is able to submit applications on an annual basis, is an avenue for additional funding for the projects outlined in the Hawkesbury Active Transport Plan.

**ATTACHMENTS**

**AT – 1** Draft Hawkesbury Active Transport Plan – *(Distributed under separate cover)*

**oooO END OF REPORT Oooo**

**ORDINARY MEETING**  
**4. REPORTS FOR DETERMINATION**  
**Meeting Date: 12 March 2024**

**4.3.2. CP – Place Plans – (95498, 147666)**

**Previous Item:** 4.3.1 Ordinary (9 May 2023)

**Directorate:** City Planning

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**PURPOSE OF THE REPORT**

The purpose of this report is to advise Council of the outcome of the public exhibition of the Draft Place Plans, including the broad and targeted community engagement that was undertaken. The report outlines the feedback received from the community and the subsequent amendments that were made to the Draft Place Plans to reflect that community feedback.

The updated Place Plans are now presented to Council for consideration.

**EXECUTIVE SUMMARY**

Place Plans are a high-level long-term plan that provides a strategic road map to guide future planning in local centres, such as for town centre masterplans. A series of Draft Place Plans for the towns and villages across the Hawkesbury Local Government area have been developed to celebrate the unique local characteristics of each place as well as to provide a strategic vision document to assist in applying for future grants when undertaking development of masterplans and future works as a result.

The Draft Place Plans, at a high level, aim to improve the sense of place, ensure local business has the conditions to thrive and create places that instil pride in the community. The Draft Place Plans link to other strategic documents, such as the Local Strategic Planning Statements, and contain information which assists with Local Character statements. This ensures consistency across Council's suite of documents.

At its Ordinary Meeting 9 May 2023, Council resolved to place the Draft Place Plans on public exhibition.

The Draft Place Plans were publicly exhibited for a period of 28 days from Wednesday, 24 May 2023 to Wednesday, 21 June 2023. In total, 36 responses were received during the exhibition period and the issues raised have been summarised in this report.

The Draft Place Plans were subsequently amended to reflect relevant feedback provided by the community and the updated Draft Plans are now presented to Council for consideration.

It should be noted that further extensive consultation and engagement will occur during the development of detailed designs or masterplans for each Place Plan location. This will be a consideration for future operational plans on a priority basis. A draft hierarchy will be prepared and brought back to Council at a future meeting, to determine the sequence to consider preparation of place specific masterplans. This will also include a standard engagement plan to ensure consistency in future engagement across all master planning processes for Place Plans locations.

Officers are requesting that Council adopt the Draft Place Plans attached as Attachment 2 to this report.

**ORDINARY MEETING**  
**4. REPORTS FOR DETERMINATION**  
**Meeting Date: 12 March 2024**

## RECOMMENDATION

That Council:

1. Note that community consultation has been completed and the community's feedback provided during the exhibition period has been acknowledged.
  2. Note the Draft Place Plans have been amended as a result of the community's feedback.
  3. Adopt the amended Hawkesbury Towns and Villages Place Plans attached as Attachment 2 to this report.
  4. Note that future extensive community consultation and engagement will occur during the development of individual designs/masterplans for each Place Plan location.
- 

## BACKGROUND

At its Ordinary Meeting on 9 May 2023, Council considered a report regarding the Draft Place Plans.

At this time Council resolved: -

*"That:*

1. *The Draft Hawkesbury Place Plans, attached as Attachment 1 to this report, be placed on public exhibition for a period of 28 days.*
2. *At the expiration of the public notification exhibition process outlined in Part 1 above, a further report be submitted to Council including plans for a second phase of consultation, where required, with relevant community groups in the towns named in the Place Plans."*

## DISCUSSION

Council at its meeting on the 9 May 2023 resolved to place the Draft Place Plans on public exhibition for a period of 28 days from 24 May 2023 to 21 June 2023.

The draft document was circulated via Council's website, media releases, advertisement in Council Notices, through Council's social media platforms, by way of Council's online community portal *Your Hawkesbury Your Say*, promoted in the business newsletter and via direct emails to the Tourism Business Operators, Industry Engagement Sessions and the Business Mentoring Program. Hard copies were also made available at the Council's Administration Building, Richmond and Windsor libraries.

During the exhibition period 36 responses were received. A summary of the comments received and Council staff responses to the submissions can be found in Attachment 1 to this report.

The Draft Place Plans are presented for Council's consideration and have been amended to reflect the matters raised through the public exhibition period of the Draft Place Plans. The broad and targeted consultation that was undertaken is referred to in Attachment 3 - Place Plans Community Engagement and Consultation Activities to this report.

**ORDINARY MEETING**  
**4. REPORTS FOR DETERMINATION**  
**Meeting Date: 12 March 2024**

## **COMMUNITY ENGAGEMENT**

Community consultation has been undertaken in line with Council's Community Engagement Policy. The Draft Place Plans were placed on public exhibition for the period of 28 days from 24 May 2023 to 21 June 2023.

A detailed list of the Community Engagement/consultation undertaken is attached as Attachment 3 - Draft Place Plans Community Engagement and Consultation Activities to this report.

Further extensive consultation will occur when future development of detailed designs or masterplans occur for each specific Place Plan location. This will include a community engagement strategy to ensure consistency across all areas when being completed.

## **CONFORMANCE TO THE HAWKESBURY COMMUNITY STRATEGIC PLAN 2022-2042**

The proposal is consistent with the following Focus Area, Directions and Strategies within the CSP

### Great Place to Live

- 1.1 Encourage a shared responsibility for community resilience, community safety, and disaster management.
- 1.2 Encourage and enable our community to participate in a healthy lifestyle.
- 1.5 Provide the right places and spaces to serve our local community.
- 1.6 Build on a sense of community and wellbeing.

### Strong Economy

- 3.2 Increase the range of local industry opportunities and provide effective support to continued growth.
- 3.3 Promote our community as the place to visit, work and invest.
- 3.4 Support the revitalisation of our town centres and growth of our business community.

### Reliable Council

- 4.7 Encourage informed planning, balanced growth and community engagement.

## **FINANCIAL IMPACT**

The matters raised in this report have no financial implications.

## **ATTACHMENTS**

- AT - 1** Submissions Received and Outcomes
- AT - 2** Hawkesbury Town and Villages Place Plans- (*Distributed under separate cover*).
- AT - 3** Draft Place Plans Community Engagement and Consultation Activities



**ORDINARY MEETING****4. REPORTS FOR DETERMINATION****Meeting Date:** 12 March 2024**Attachment 1 - Submissions Received and Outcomes**

No.	Comment	Outcome
<b>Kurrajong/Kurmond</b>		
1	<p>The plan for Kurrajong has lots of potential and with some enhancements could live up to its potential as a tourist destination. More parking is critical and needs to be found somewhere near the Main Street. More on street dining should be encouraged and is very limited now. The on-street parking between Kurrajong Road and the CWA hall needs to be restricted. This section of old Bells Line of Road is too narrow and with cars parked on both sides the travel lanes are very narrow, especially with trucks passing. This could be resolved with parking prevented on the eastern side of the street as these houses have an off-street access lane to their houses.</p> <p>Streetlights in the village would be necessary, especially during those big events with early starts and late-night activities.</p> <p>Concerns around street trees being added in Kurrajong. Do not want this to affect the parking as there is currently no parking. Locals have to travel further just so we can shop.</p>	<p>Noted. Future detailed works will investigate opportunities for improving streetscape and balancing need for on-street parking and potential street trees and other greening upgrades.</p>
2	<p>Kurrajong Village proposed place plan has a New Village Green right next to, if not overlaying the electricity substation. This does not make sense. The temporary cafe/trucks area is marked to be on private land, where there is no parking for trucks, as it is, parking is limited for existing shops. This does not look like existing infrastructure has been considered.</p> <p>Has this plan considered existing use, and actual needs of the village?</p>	<p>This is a high-level, future-focused document that takes into consideration existing conditions and future potential; this suggestion will be considered as part of the detailed design of the Place Plans.</p>

**ORDINARY MEETING**  
**4. REPORTS FOR DETERMINATION**  
**Meeting Date:** 12 March 2024

No.	Comment	Outcome
3	<p>The clearing of land within 25 metres of boundaries should be stopped.</p> <p>Residents need to be reminded of tree preservation.</p> <p>Orders in place in some areas such as Kurrajong. Penalties for unlawful tree removal should be increased so that it is a true deterrent.</p> <p>Restrictions on noise to be addressed, including mountain bike; quad bike; V8 engines.</p> <p>No further development of Richmond Lowlands. Our trees, our peaceful habitat and the far-reaching lowlands are the Hawkesbury's unique signature.</p>	<p>This comment is in relation to the Rural Boundary Clearing Code.</p> <p>Whilst this submission is not related to the Draft Place Plans, it has been noted.</p>

## ORDINARY MEETING

### 4. REPORTS FOR DETERMINATION

Meeting Date: 12 March 2024

4	<p>I would like to object to the Exhibition of Draft Place Plans for the Kurmond area in relation to the 'New Open Space' designated for Bells Lane Kurmond, as shown in the diagram on page 72, as well as the 'Shared Path' and 'New Pedestrian Link' between Bells Lane, Elizabeth Avenue to Bells Line of Road.</p> <p>The objections I have in relation to this area becoming open space is, firstly this proposed 'new open space' is shown as being on land which is owned by my myself (32 Bells Lane Kurmond). Neither of us have been contacted by Council in relation to this draft submission and the purchase of our land for the demolition of our home, stables and swimming pool to make this land available as community land.</p> <p>This land is in a gully and has no outlook or views of note, and there are many other local areas that would be much better suited as open space for community use, that don't impinge on occupied private property and would still make use of community amenities.</p> <p>Furthermore, there are numerous other areas locally where there is vacant land which would be better used for open space.</p> <p>This land is low lying and is in a gully. The water run off during a wet period is extreme and without an onerous amount of remediation works needing to be done by council so the land could be safe for public use.</p> <p>Council would need to properly implement risk mitigation strategies to risk manage the site, so it wasn't dangerous to members of the public and cause an increase for Council's public liability costs and potential claims.</p> <p>The land proposed as the 'New Pedestrian Link' from Elizabeth Avenue to Bells Line of Road will also require extensive works to make the pedestrian link at a suitable grade in accordance with the building code regulations e.g., having a maximum of 18 treads before a landing is required, and a maximum gradient of 38 degrees.</p> <p>If this grade was achieved for just the width of the stairs, then there would be a very dangerous drop off over the side of the steps as the ground from Bells Line of Road towards</p>	<p>Noted. The document has been updated to reflect the requested changes. Where private property is located the proposed infrastructure, labelling has been moved to better reflect proposed future plans.</p>
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**ORDINARY MEETING****4. REPORTS FOR DETERMINATION****Meeting Date:** 12 March 2024

No.	Comment	Outcome
	<p>Elizabeth Avenue is extremely steep, almost vertical.</p> <p>This would not make a suitable area for pedestrian access, unless all the land at the top of 473 Bells Line of Road was remediated to account for the slope of the land. Any remedial works on this area of land could have a major water flow impacts on many other properties below, which could result in further remediation works to be completed by Council.</p>	
<b>Bilpin</b>		
<b>5</b>	<p>The Bilpin post office is not mentioned or marked. We have the defibrillator, the little library, the mural, the recycling for phones and printer ink, the school fundraising boxes, the gifts and books, and of course the stamps and parcels. We have the memorial bench for the 2019 Bushfire.</p>	<p>Noted. The document has been updated to reflect the requested changes.</p>
<b>6</b>	<p>Bilpin - Public square located on private land, post office/ mechanic not identified, mural on what building? toilets shown in Grumpy carpark? Temp cafe - is that food trucks? There are already two libraries in Bilpin.</p> <p>The extension of the cycle path in both directions would be amazing. The addition of one out Mt Lagoon Road would be brilliant. Path on the map is shown on the wrong side - already exists on the other side between the baker and Bilpin Hall. We need pedestrian refuges to cross Bells Line of Road at the Bilpin Hall.</p>	<p>Noted. The document has been updated to reflect the requested changes. Any new proposed public space would seek to be implemented within existing public right of way. Where private property is located the proposed infrastructure, labelling has been moved to better reflect proposed future plans. The plans shown are high level and conceptual in nature.</p>

## ORDINARY MEETING

### 4. REPORTS FOR DETERMINATION

Meeting Date: 12 March 2024

7	<p>I am writing to bring to your attention a matter of significant concern that affects the safety and well-being of the residents of Kurrajong, Kurrajong Heights, Bilpin, Berambing and Mt Thomas.</p> <p>I would like to request attention and immediate action to address the deteriorating state of the roads and the growing danger posed by heavy truck traffic.</p> <p>Over the past few months, our community has witnessed an alarming rise in car crashes which have resulted in serious injuries and even fatalities. It has become evident that the current condition of our roads and the fast speeds in which the cargo trucks are driving, is contributing to these accidents.</p> <p>Particularly Bells Line of Road is riddled with potholes, cracks, and uneven surfaces, causing hazardous driving conditions for motorists.</p> <p>Furthermore, the excessive truck traffic has become a pressing issue that demands immediate attention. The frequent passage of heavy trucks through Bells Line of Road not only causes substantial noise pollution but also poses a significant risk to the safety of our residents. The inadequate infrastructure at the moment is ill-equipped to handle the sheer volume and size of these vehicles, further exacerbating the danger. I respectfully request Hawkesbury City Council to undertake the following actions:</p> <ol style="list-style-type: none"><li>1. Road Maintenance and Repair: Initiate a comprehensive assessment of the roads within our local area, with priority given to the identified accident-prone zones. Promptly allocate the necessary resources for road maintenance and repair, ensuring that the work is conducted efficiently and effectively.</li><li>2. Traffic Calming Measures: Implement appropriate traffic calming measures, such as speed bumps, signage, and road markings, to encourage safe driving practices and reduce the likelihood of accidents. These measures will serve as a visual reminder for motorists to exercise caution and adhere to speed limits.</li><li>3. Truck Route Evaluation: Conduct a thorough evaluation of existing truck routes and their impact on our residential areas.</li></ol>	<p>The Bells Line of Road is a Transport for NSW Asset and as such responsibility for the items raised fall outside of Council's primary responsibility.</p> <p>Council will continue to focus on delivering road infrastructure projects and maintenance programs throughout the Hawkesbury LGA on assets that it has responsibility for.</p> <p>The items raised will be communicated to TfNSW as a priority.</p>
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**ORDINARY MEETING****4. REPORTS FOR DETERMINATION****Meeting Date:** 12 March 2024

No.	Comment	Outcome
	<p>Consider alternative routes or establish designated truck lanes to redirect heavy truck traffic away from densely populated neighbourhoods. This will help alleviate the risks associated with the coexistence of heavy trucks and residential traffic.</p> <p>4.Increased Enforcement: Collaborate with local law enforcement agencies to enhance enforcement of traffic regulations and monitor the adherence of heavy truck drivers to designated routes and weight restrictions. Strict enforcement will deter non-compliant truck operators and help ensure the safety of our community.</p> <p>The investment in road maintenance, traffic control measures, and increased enforcement will undoubtedly contribute to the overall enhancement of our local infrastructure. I have great confidence in the Hawkesbury City Council's commitment to ensuring the safety and welfare of our community.</p>	
8	<p>We need a footpath from Mount Irvine Road to meet up to the new footpath at Bilpin Hall. This should continue to the Kurrajong Heights Bowling club, and ultimately meet up with the footpath at Kurmond. Currently, it is extremely dangerous to do any sort of exercise or non-vehicular travel along Bells line of Road. The new footpath is absolutely amazing, but it is too short.</p> <p>We desperately need a dog park in Bilpin, not only for the dogs but to help the community to mentally heal and connect with each other.</p> <p>We should also have a free public swimming pool at Bilpin (like they have at Nabiac) as it can be used as a pool for learn to swim classes and therapy/exercise, but it can also be used as a water reservoir during fires.</p>	<p>Noted. This will be looked at and considered as part of the detailed design process of the Place Plans.</p>

**ORDINARY MEETING****4. REPORTS FOR DETERMINATION****Meeting Date:** 12 March 2024

<b>No.</b>	<b>Comment</b>	<b>Outcome</b>
<b>9</b>	<p>There are already businesses and homes in the Main Street precinct of Bilpin, where they have put public toilets is where the Grumpy Baker is.</p> <p>Where they have put cafes and shops is where the post office and mechanic are.</p> <p>There's a house where they put temporary cafe/trucks.</p> <p>Having safe roads that are properly maintained so that our vehicles don't get destroyed should be the number one priority.</p> <p>The High Hopes Roadhouse has been closed for a while.</p> <p>Visitors ignore all signs, and no one polices road signs or parking restrictions in Bilpin.</p> <p>The danger on Hanlons North and South are putting locals at risk, especially by putting an information centre on the corner.</p> <p>Money needs to be spent more on repairing the roads.</p> <p>Trucks still speed through Bilpin despite the 60 km zone through the town centre</p> <p>The Grumpy Baker does not have an approved carpark or public toilets.</p> <p>There is no reliable public transport to Bilpin and no reliable mobile phone reception or internet</p> <p>There is no dog park for tourists or locals and no seats for the elderly or disabled.</p> <p>There is no safe place to cross BLOR near the hall or the Post Office.</p>	<p>Noted. The document has been updated to reflect the requested changes.</p> <p>Where private property is located the proposed infrastructure, labelling has been moved to better reflect proposed future plans.</p> <p>Council continues to focus on delivering road infrastructure projects and maintenance programs throughout the Hawkesbury LGA as a high priority and these items will be looked at further as part of Council's Asset Management plans.</p>

## ORDINARY MEETING

### 4. REPORTS FOR DETERMINATION

Meeting Date: 12 March 2024

10	<p>I live in the Bilpin area and disagree with this plan. There is a bus shelter in the front of the existing shop, public toilets in the existing private shop, pop up cafe in front of an existing Cafe. A town square marked on a privately owned heritage building. Pop up library on the side of the road.</p> <p>A survey should have gone out to the households in the Bilpin district.</p> <p>Acquisition of land in Bilpin for a car park. Corner Hanlons road north and Bells Line of road. Rezoning of some land for smaller lots for people that are getting old and want to downsize and still live in Bilpin. 10 or 15 lots should be created in Hanlons road north and Ivy Lane.</p> <p>There needs to be a tourist pushbike track to Bowens creek.</p> <p>The Bilpin Hall Car Park needs to be constructed to take pressure off street side parking, also for the staging area for RFS and many other reasons.</p> <p>There should be public toilets at Bilpin Hall Zebra crossing at Bilpin Hall and at the post office.</p> <p>Before and after school care as Bilpin people have to take their kids to Kurmond at the moment which has halved the population of Bilpin school Neighborhood safer place at Bilpin Hall.</p> <p>There are 34 Neighbourhood Safer places in Blue Mountains Council area and none in Hawkesbury.</p> <p>Road side water storage along bells line of road for fire trucks to fill up during bush fire emergency.</p> <p>Flashing signs at dusk warning of Koalas and wildlife crossings like they do in other council areas.</p> <p>Tourist infrastructure including decent sized signage and promotion of tourism for local jobs.</p> <p>Construction of the Bilpin World heritage centre previously approved at the Truckstop.</p>	<p>Noted. The document has been updated to reflect the requested changes. Any new proposed public space would seek to be implemented within existing public right of way.</p> <p>Where private property is located the proposed infrastructure, labelling has been moved to better reflect proposed future plans. The plans shown are high level and conceptual in nature.</p>
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**ORDINARY MEETING****4. REPORTS FOR DETERMINATION****Meeting Date:** 12 March 2024

No.	Comment	Outcome
	<p>Ambulance station at Bilpin Hall or at Berambing.</p> <p>Ask locals if they are in favour of a council boundary realignment for Bilpin area to be included in Blue Mountains council rather than Hawkesbury.</p> <p>Dirt roads should be upgraded. Council should have its own potholes repairs crew as they once did.</p>	
11	<p>The key needs of people living along Bells Line of Road include:</p> <p>1. Infrastructure: As a small rural town, maintaining and improving infrastructure is crucial including road maintenance, public transportation options, and ensuring access to essential services like healthcare and education.</p> <p>2. Employment Opportunities: Providing diverse employment opportunities within the local area is important to sustain the community and prevent excessive commuting to nearby towns or cities.</p> <p>3. Conservation and Environmental Protection: Given the town's natural beauty, residents may prioritize environmental conservation and sustainable practices to preserve the local ecosystem and protect the unique flora and fauna of the region.</p> <p>4. Tourism Development: Enhancing and promoting tourism in Bilpin can boost the local economy. This may involve developing tourist infrastructure, supporting local businesses, and marketing the town as a desirable destination.</p> <p>5. Community Services and Facilities: Access to amenities such as community centres, recreational facilities, libraries, and healthcare services are essential for the well-being and quality of life of residents.</p> <p>6. Emergency Services: Ensuring reliable emergency services, including fire protection and medical assistance, is vital for the safety and security of the community, particularly in a rural area prone to bushfires and natural disasters.</p>	<p>This is a high-level document and further detail suggested may be looked at and considered as part of the detailed design process of the Place Plans.</p> <p>Council notes the comments made around the Tourism Development. A Hawkesbury Destination Management Plan was adopted by Council in 2022 and the actions of this document will be implemented to enhance visitor economy and tourism in the Hawkesbury LGA.</p>

**ORDINARY MEETING****4. REPORTS FOR DETERMINATION****Meeting Date:** 12 March 2024

<b>No.</b>	<b>Comment</b>	<b>Outcome</b>
<b>12</b>	<p>Have the business owners directly affected by this plan been consulted?</p> <p>There are cafes and shops to be built on current existing private property.</p> <p>We do not have proper curb and guttering in the CBD of town, there is total chaos and anarchy from tourists on the weekend.</p>	<p>All business and community stakeholder consultation has been undertaken in line with Council's Community Engagement Policy and further information on stakeholder consultation has been outlined in this report.</p> <p>This is a high-level document; great feedback has been received throughout the public exhibition process and will all be looked at and considered as part of the detailed design process of the Place Plans.</p> <p>Where private property is located the proposed infrastructure, labelling has been moved to better reflect proposed future plans.</p>
<b>13</b>	<p>Why isn't the Post Office marked as the most important part on the map of Bilpin? There is also already a DIY Little Library at the Post Office and the proposed position on this map is not practical.</p> <p>There is already a very active community garden at the Kurrajong Heights Bowling Club and all residents of Bilpin have their own land. Will the Eucalyptus tree on the corner be chopped down?</p> <p>High Hopes Roadhouse and Pigeonhole have been closed since COVID therefore image is not necessary in Plans.</p> <p>Potholes in the driveway to Bilpin community Hall need to be fixed.</p>	<p>Noted. The document has been updated to reflect the requested changes.</p>

**ORDINARY MEETING**

**4. REPORTS FOR DETERMINATION**

**Meeting Date:** 12 March 2024

<b>Pitt Town</b>		
<b>14</b>	<p>Pitt Town - respect residential amenity - retain rural village character and not saturate the streets with urban elements.</p> <p>Recognise that some village centres are not major destinations but small neighbourhood centres.</p> <p>Maintain pedestrian scale and environment.</p> <p>Recognise that outdoor dining is not appropriate for a small neighbourhood shopping centre and is incompatible with residential sensitivities to noise and light overspill.</p> <p>The plan needs to respect the curtilages, views, vistas and relationships that exist between heritage items.</p>	<p>Noted.</p>
<b>St Albans/Macdonald Valley</b>		
<b>15</b>	<p>We need a plan for the village of St Albans, having been decimated by floods, it is also now overly restricted by planning controls preventing new development. Development can be designed to be flood resistant.</p> <p>I also support any beautification projects to attract visitors to the village and the markets and the cafe. Also consider upgrading tourist drives through to the Hunter.</p>	<p>Noted. This is a high-level document and this feedback may be considered as part of the detailed design process of the Place Plans</p>

## ORDINARY MEETING

### 4. REPORTS FOR DETERMINATION

Meeting Date: 12 March 2024

16	<p>Our Mission Statement: 'St Albans Beautification Projects' is a delegated activity of the Macdonald Valley Association (MVA).</p> <p>Its purpose is to investigate, fund and deliver on simple and potentially more complex works that enhance the physical and emotional environment of St Albans Village and the surrounding areas. These are to be consistent with the MVA Mission of 'Protecting, Enhancing and Promoting the Natural and Human Environment'.</p> <p>The SABP 'Wish List': After consultation with various interest groups and individuals in the Valley - and being cognisant of the restrictions imposed through Hawkesbury City Council's most recent update to the relevant flood plan, it has become evident that the key to reinvigorating the Village is to focus on the infrastructure requirements of those major events that are hosted each year, where outside bodies come into the village and operate - creating opportunities for social connectedness and potential employment and/or commercial benefit to valley residents.</p> <p>These then generate added commercial and fundraising opportunities to the local community well beyond each individual event, also providing infrastructure that is useful to the local community independent of each event.</p> <p>In addition to this, we will look at opportunities for local history, flora and fauna to be used as a drawcard for a walking trail &amp; exercise trail around the village. Specific 'wish list' items are:</p> <p>1. A Shahzada rebirthing wish-list has multiple components not related to SABP, and our focus will be on the construction of infrastructure to re-establish the water supply to horse troughs throughout the local area, with a pump in the river and connected piping – as this has the potential to support other potential village projects (see below).</p> <p>A large-scale water tank facing outwards on the corner of the block intersecting Wharf St and Bulga St (ie the Shahzada home block) could be used to serve the needs of multiple Village projects. The MVA would be nominated as the local custodian of this item, and event organisers would be charged for replenishment of the tank either before or after use, as needed. It will be a clear demonstration of the MVA working to represent and improve local assets for the benefit of all members, residents and visitors.</p> <p>The Hawkesbury Mayor is supportive of a proposal to investigate what Council instruments or other support</p>	<p>Noted. The document has been updated to reflect the requested changes that are relevant to this document and practical within the scope of this strategy.</p> <p>Parts of this submission is not related to the Draft Place Plans but has been noted.</p>
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## ORDINARY MEETING

### 4. REPORTS FOR DETERMINATION

Meeting Date: 12 March 2024

<p>may be available that would see a combination art installation/suitable very large water tank and related water pipes to not only horse troughs, but drink fountains, and maybe even a community orchard.</p> <p>As to the envisaged artwork – it will be a painted collage reflecting the current and past residents of the valley, key activities, the flora, fauna, and the river. It aims to be a beautiful and strong image that represents all valley residents, past and present.</p> <p>NOTE: This idea will require a multi agency response, with grant funding sought from multiple sources.</p> <p>It is a significant project that will entail community engagement only after further solid information has been gathered and confirmed – particularly with the property owner.</p> <p>2. The installation of community information/arts structures on the public verge outside those blocks that currently do not, and may no longer have other uses, for example – a walking trail past:</p> <p>a. A panel that discusses the indigenous history of the area</p> <p>b. A panel that looks at the early European settlement</p> <p>c. A panel on the fauna and flora of the area, and how it has changed over time.</p> <p>ii. Initial thoughts are that these would be spread along Bulga St opposite the Settlers Arms Inn and outside the empty blocks diagonally opposite the Pickled Wombat.</p> <p>3. Locally produced rustic slab seating at various points around the village – safely sited on council verges, providing rest points – particularly on the more steep streets. 10-12 bench seats with backs are envisaged.</p> <p>4. An exercise trail constructed and safely sited on council verges – using simple timber structures – giving visitors and locals a reason to be active within the village.</p> <p>5. A review of current street lighting with specific reference to it being 'fit for purpose' both day to day, and during 'events' where porta loos are sited. Safety &amp; Security are the key features to address.</p> <p>6. Water sourced from the water tank (if built) could supply a network of bubblers along the walking and exercise trails.</p>	
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**ORDINARY MEETING****4. REPORTS FOR DETERMINATION****Meeting Date:** 12 March 2024

	<p>7. A commemorative work on Caroline Chisholm</p> <p>8. The possibility of an electric vehicle charging station being installed above the reach of flood waters at the top of Wharf St near the entrance to the council depot.</p> <p>Potentially, this could drive a review and refurbishment of electrical infrastructure in the area, and may even be supportive of our ongoing demands for a cell phone tower at height, with a permanent power supply.</p>	
17	<p>I support the submission of the Macdonald Valley Association, with regards to the Wishlist proposals for the Macdonald Valley and St Albans. I would like to express my concern that the beautiful and historic valley, recently ravaged by floods, is terribly neglected and at all levels of government. Settlers Road should be sealed to allow access to the valley from Wisemans Ferry.</p> <p>St Albans road is in a state of disrepair and desperately needs to be completely resealed.</p> <p>Both of these roads will be vital to residents with the impending closure of Thomas James Bridge for repairs. They would also greatly improve access for tourists wishing to visit the valley.</p> <p>Walking tracks in Yengo National Park are in need of repair.</p> <p>A bridge over the Hawkesbury to replace the Webbs Creek Ferry would alleviate traffic congestion on weekends.</p> <p>I also suggest the installation of outdoor exercise equipment in St Albans village along the river and the development of a river walk starting in St Albans village to increase the attraction for tourists and build the economy of the area.</p>	<p>Noted. The document has been updated to reflect the requested changes that are relevant to this document and practical within the scope of this strategy.</p> <p>Council continues to focus on delivering road infrastructure projects and maintenance programs throughout the Hawkesbury LGA as a high priority and these items will be looked at further as part of Council's Asset Management plans.</p>
18	<p>I support the MVA Inc submission / Wishlist in relation to St Albans. Furthermore, I request that HCC hold an open forum before settling the contents of the (MVA recommended) Panels on Aboriginal and Settler History</p>	<p>Noted.</p>
19	<p>I support the submission put forward by the Macdonald Valley Association. I would also like to add that there are landowners that have given up on the blocks of land in the village of St Albans mainly due to flood restrictions for development and the homes are crumbling and the blocks are full of dumped rubbish. They are vermin risk and fire risk.</p> <p>- Roads please need urgent repair work after the floods.</p>	<p>Noted.</p>

**ORDINARY MEETING**

**4. REPORTS FOR DETERMINATION**

**Meeting Date:** 12 March 2024

<b>20</b>	<p>I would submit that the St Albans General Cemetery, which has many visitors each month, would be far more attractive should a maintenance enhancement programmer be instituted.</p> <p>It's access road needs to be tar sealed and the cemetery boundary fencing needs to be made as attractive as the historic St Albans Old Cemetery on St Albans Road.</p>	<p>Noted.</p>
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## ORDINARY MEETING

### 4. REPORTS FOR DETERMINATION

Meeting Date: 12 March 2024

#### North Richmond

21	<p>This is a comprehensive and easy to understand plan. It is hoped that the strategies adopted in this Plan can filter through to long term actions within Council's funding priorities, grant applications and development assessment.</p> <p>To add to the draft suggestions - North Richmond has a wonderful opportunity to capitalize on its close proximity the Hawkesbury River within the existing Hanna/Hawkesbury Park precinct, which is already well used:</p> <ul style="list-style-type: none"><li>- Greater seating in close proximity to the existing skate park and playground would be beneficial.</li></ul> <p>Footpaths should be extended the length of the park along the river to provide for greater connected passive recreation activities.</p> <p>Interpretation of both European and Aboriginal heritage can be installed along the walk.</p> <p>The possibility of providing pedestrian access across the river with any new bridge/ river crossing upgrade, with the long-term goal of providing passive recreational space on the southern (Richmond) side of the river and future pedestrian/cycling links into Richmond.</p> <p>The wharf and access to the wharf should be upgraded. This area is highly used by the public, not just for recreational fishing but also sightseeing.</p> <p>Kurrajong lacks the pedestrian connection between its existing public spaces. There needs to be greater investment in connecting the village centre (which should include the school and the nursing home) to McMahons Park.</p> <p>Footpaths along Old Bells Line of Road and formalising McMahons Park should be included as priorities. I note that the work the volunteer gardening group do in Kurrajong Village provides the village centre with a wonderful sense of place maintaining the established greenery and this should not be underestimated.</p>	<p>Noted. The document has been updated to reflect the requested changes that are relevant to this document and practical within the scope of this strategy – for both North Richmond and Kurrajong.</p> <p>This is a high-level document and feedback may be looked at and considered as part of the detailed design process of the Place Plans.</p> <p>Council also notes the key projects that will be developed in North Richmond as part of the West Invest Grant Funding to enhance North Richmond Town Centre.</p>
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## ORDINARY MEETING

### 4. REPORTS FOR DETERMINATION

Meeting Date: 12 March 2024

22	<p>The plan does not show any significant change or improvement to the whole shopping precinct at North Richmond.</p> <p>Car parking could be remodelled to create an attractive streetscape the road itself is in very poor condition.</p> <p>North Richmond has a lovely little bit of heritage which has been saved but is not showcased with trees seating planter boxes and meeting areas. This section could be integrated with the open space pathway and lawn which leads from the car park to Aldi to and would be a perfect place for additional public toilets, trees and gardens.</p> <p>The utility areas are dirty with broken bins outside of Coles and the shops. The essential utility areas could be hidden and landscaped to make them more attractive.</p> <p>The public toilets were refurbished last year and they are now fast becoming dirty and run down. The health department needs to check the cleanliness of the shopping centre.</p> <p>Inside the centre is rundown, the tile floor throughout the centre is broken and uneven and ugly.</p> <p>There are shops that have not been finished for years inside a dark walkway.</p> <p>There are not enough public toilet their needs to be some at the end of the precinct.</p> <p>Redbank has been designed with aesthetics in mind and it is beautiful. North Richmond is the gateway and since the pub has been restored to its former glory it could set the tone for the rest of the centre capitalising on the heritage aspect which could be connected up with heritage buildings further down.</p> <p>Grose Vale Road needs to be widened from the lights right up until the new roundabout.</p>	<p>This is a high-level document and feedback received may be looked at and considered as part of the detailed design process of the Place Plans</p>
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**ORDINARY MEETING**

**4. REPORTS FOR DETERMINATION**

**Meeting Date:** 12 March 2024

**General/Other Comments**

<b>23</b>	The Wild Cat Conservation Centre is located in the beautiful Hawkesbury valley. Visitors to our centre can learn about our conservation breeding programs and research efforts to conserve these smaller though enigmatic wild cat species. As a unique attraction and the only centre of its kind in Australia I feel it should be included as an Existing Asset for Wilberforce and the Hawkesbury	Noted. The Centre is outside the Wilberforce study area
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## ORDINARY MEETING

### 4. REPORTS FOR DETERMINATION

Meeting Date: 12 March 2024

24	<p>1. The report claims that climate change is the reason for increase severity of floods and bush fires.</p> <p>I have lived in Sydney all my life and cannot recall a significant rainfall event that does not cause a degree of flooding in the Hawkesbury, nor can I recall many bushfire seasons that do not impact the Hawkesbury.</p> <p>2. "Council has commissioned this report to outline how Hawkesbury town and village centres can institute resiliency into their DNA through strategic planning, economic development and urban design." Why is this necessary? How much did this report cost the rate payers?</p> <p>3. We live in Bligh Park. So, in response to this particular section of the report I cannot understand how they are proposing a new market at the existing shopping village. Where is the research that suggested this. I can suggest that improving the existing facilities would be higher on the priority list than building new ones.</p> <p>The new playground at Colonial Reserve has still not got a ladder for kids to use the slide.</p> <p>The shops need a makeover - the entry on Sirius Road is too tight and should be widened. The playground near the shops is well due for an upgrade.</p> <p>The "Bligh Park" feature wall on the way in off George Street is well overdue for a makeover.</p> <p>The lighting, especially along Rifle Range Rd could do with an upgrade.</p> <p>Some exercise equipment placed strategically along the bushland edges would make for a great walking/fitness initiative.</p> <p>I like the idea of upgrading some of the intersections around the shops and idea of 'art alleys'. However, I am confused by the idea to build a new shared path along George St linking to Richmond Road. There is no pathway to walk along Richmond Road and given how busy that road is why would anyone want to walk along it anyway.</p>	<p>Noted. The document has been updated to reflect the requested changes that are relevant to this document and practical within the scope of this strategy. In particular, the document clarifies 'new markets' to being temporary pop-up events that could occur as well as ideas to include exercise equipment along the George Street reserve.</p>
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**ORDINARY MEETING**

**4. REPORTS FOR DETERMINATION**

**Meeting Date:** 12 March 2024

	<p>A better idea is to construct a walking track around the edge of the Nature reserve that hugs the southern edge of the suburb.</p> <p>5. I reject the notion of any such plans for the Hawkesbury to become a 15-minute city so hopefully this plan is not the gateway to such proposals in the future.</p>	
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## ORDINARY MEETING

### 4. REPORTS FOR DETERMINATION

Meeting Date: 12 March 2024

<p><b>25</b> Time, COVID-19, fires, floods and economic conditions have gradually impacted Sydney's winemakers and growers, leaving just three member vineyards and one non-member in operation, Jo Jo's Jetty Wines Colo River. Three of the four with continued operation are in the Hawkesbury with the two primary operators, Jubilee Vineyard Estate and Tizzana Winery on Tizzana Road in Ebenezer, and Bull Ridge Estate just up the road in Blaxlands Ridge.</p> <p>The Vineyards make up a key part of the tourism interest in the Ebenezer and Sackville areas, The vineyards represent an opportunity that is currently largely unexploited by Hawkesbury Council to recognise substantial tourism value as an alternative for Sydneysiders travelling to the Hunter or Orange/Mudgee areas for Wineries.</p> <p>Following the floods of 2021 and 2022, the Ebenezer and Sackville areas have worked hard to re-establish their small</p> <p>business operations and continue to support the local community and Hawkesbury Tourism. While our "village" does not have a shopping centre, should it not have its own place plan, it should rightly feature as an extension in the Wilberforce section as a point of interest.</p> <p>The Ebenezer area has the opportunity, to form a valuable part of the Hawkesbury place plans and Hawkesbury's tourism strategy. Challenges currently include the desperate need for further road repairs along King and Tizzana roads and substantially improved tourism signage in the area which is currently predominantly only visible at the corner of King Road at Wilberforce.</p> <p>The Ebenezer area could benefit substantially from tourism promotion which could focus on the wineries and feature the cafes, churches, and accommodation options in the area. Hawkesbury Valley wineries could very easily become an accessible alternative to the Hunter, with access to accommodation and tourism providers, restaurants, and entertainment within reach.</p>	<p>Noted. Currently the Ebenezer and Sackville areas are not within the scope of the Place Plans but may be subject to future planning in the Council area.</p>
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## ORDINARY MEETING

### 4. REPORTS FOR DETERMINATION

Meeting Date: 12 March 2024

<b>26</b>	<p>Wilberforce - A pedestrian footpath should be provided all along King Road to the Wilberforce shops. The grass verge along the northwestern side of the road is very uneven for pedestrians including parents with prams trying to get to the childcare centre.</p> <p>It is extremely dangerous to walk on the roadway itself because of the speeding B-doubles which travel King Road frequently.</p> <p>Why are cyclists catered for but not pedestrians?</p>	<p>Noted. The document has been updated to reflect the requested changes</p>
<b>27</b>	<p>As a resident of Mount Tomah, and as somebody who drives up and down BLOR often, I cannot stress enough that encouraging bikes to use BLOR is a safety disaster and should not be considered.</p> <p>The draft plan is full of bike paths - even directed N/NWest towards the Botanic Garden. Council would be better off making sure there is an alternate sealed viable and safe road route (via Mountain Lagoon) towards Kurmond.</p> <p>This road is barely passable as by car, the majority of it is unsealed and single lane.</p>	<p>Noted. The Place Plans encourage dedicated cycleways (typically along a shared path treatment) to be considered in the future, both within the village centres and along regional roads to connect the village centres. A future LGA-wide cycle strategy will need to be conducted to recommend the ideal locations for future cycling facilities. The Place Plans would then be amended to reflect the strategic direction.</p>
<b>28</b>	<p>Celestino commend Hawkesbury City Council on releasing the draft Town and Village Place Plans. We support these draft Plans and the proposed key amenities for each of the towns and villages outlined, as they will improve and enhance resiliency and sense of place in each centre to the benefit of the community.</p> <p>With Celestino's strategic landholdings in the Hawkesbury, we look forward to further contributing quality outcomes that build upon the draft work undertaken to date within the Towns and Villages Place Plans.</p>	<p>Noted.</p>

**ORDINARY MEETING**  
**4. REPORTS FOR DETERMINATION**  
**Meeting Date: 12 March 2024**

**Attachment 3 – Draft Place Plans Community Engagement and Consultation Activities**

<b>Draft Place Plan Community Engagement and Consultation</b>	
<b>Date</b>	<b>Activity</b>
24 May to 21 June 2023	<ul style="list-style-type: none"> <li>• Draft Place Plans placed on Public Exhibition – Your Hawkesbury Your Say (YHYS) website</li> <li>• Advertised in Hawkesbury Local Gazette</li> </ul>
24 May 2023	<ul style="list-style-type: none"> <li>• Hawkesbury City Council Media release</li> <li>• Hawkesbury City Council Facebook Post</li> </ul>
26 May 2023	Place Plan Flyer with QR code displayed at Australia's biggest Morning Tea Event.
1 June 2023	Advertised in Hawkesbury Business E-newsletter distribution
6 June 2023	Specific Place Plan EDM to 4,000+ business database contacts
7 June 2023	Hawkesbury City Council Facebook Post
5, 12 and 19 June	Bowen Mountain Park Hall – Community Planning and Partnerships pop up
7 June, 14 June and 21 June 2023	Wilberforce School of Arts – Community Planning and Partnerships pop up
8 June and 15 June 2023	Colo Heights Hall - Community Planning and Partnerships pop up
9 June and 16 June 2023	<p>St Albans School of Arts - Community Planning and Partnerships pop up</p> <p>Business Visits and phone/email consultation with the following businesses</p> <ul style="list-style-type: none"> <li>• Saabi Collective</li> <li>• The Kurmond Grocer</li> <li>• Indulgence at Kurmond</li> <li>• The Bottle-O Kurmond</li> <li>• Sully's nursery</li> <li>• Kurmond florist</li> <li>• Equest Express Equine &amp; Pet Supplies</li> <li>• Mountain Grill</li> <li>• The Deli LaNa</li> <li>• Kurmond and Kurrajong</li> <li>• Walton Property</li> <li>• Stone real estate</li> <li>• Noy Thai Take away</li> <li>• Kurrajong Building supplies</li> <li>• Kurrajong Friendly Grocer</li> <li>• Carey and Co - Whispering Elk</li> <li>• The Deli LaNa &amp; Kurrajong Butcher</li> <li>• Agency plus</li> <li>• Schembrae's at Kurrajong</li> </ul>
14 June 2023	<p>Linked In promotional post.</p> <p>Associate on behalf of Grumpy Baker Bilpin</p>
16 June 2023	<p>Hawkesbury City Council Facebook Post</p> <p>Consultation on behalf of Belis Line of Road Council (Bilpin)</p> <p>Direct email consultation with below stakeholder groups:</p>

**ORDINARY MEETING**

**4. REPORTS FOR DETERMINATION**

**Meeting Date:** 12 March 2024

- |  |   |
|--|---|
|  | <ul style="list-style-type: none"><li>• Bilpin Residents Action Group (BRAG)</li><li>• Kurrajong Heights Bowling Club</li><li>• Bells Line of Road Business Council</li><li>• Kurrajong Heights Garden Club</li><li>• Macquarie Towns Garden Club</li><li>• Bowen Mountain Association</li><li>• Colo Heights Progress Association</li><li>• Pitt Town Progress Association</li><li>• Upper Colo Association</li><li>• Rotary Club Kurrajong</li><li>• Hawkesbury Harvest</li><li>• Hawkesbury Chamber of Commerce</li><li>• Hawkesbury Tourism Collaborative</li><li>• Bilpin Fruit Bowl</li><li>• Hillbilly Cider</li></ul> |
|--|---|

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**ORDINARY MEETING**  
**4. REPORTS FOR DETERMINATION**  
**Meeting Date: 12 March 2024**

**4.4. CORPORATE SERVICES**

**4.4.1. CS – Investment Report – January 2024 – (95496, 96332)**

**Previous Item:** 4.4.2, Ordinary (20 June 2023)

**Directorate:** Corporate Services

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**PURPOSE OF THE REPORT**

The purpose of this report is to provide the Council with a written report setting out details of all money that the Council has invested under Section 625 of the Local Government Act, 1993.

**EXECUTIVE SUMMARY**

This report indicates that Council held \$79.3 million in investments as at 31 January 2024 and outlines that all investments were made in accordance with the Local Government Act, 1993, the Local Government (General) Regulation, 2021 and Council's Investment Policy.

**RECOMMENDATION**

That the Monthly Investment Report for January 2024 be received and noted.

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**BACKGROUND**

Council held \$79.3 million in investments as at 31 January 2024. Details on the composition of the Investment Portfolio, and its compliance with Council's Investment Policy are provided below. Details include the financial institutions with which the investments were made, the maturity date (where applicable), the rate of return achieved, the credit rating of the institutions both in the short term and the long term, the percentage of the total portfolio, exposure to credit ratings bands and the spread of maturities.

**1. Composition of Investment portfolio**

Tables 1 to 4 below provide details regarding the \$79.3 million in investments as at 31 January 2024.

**Table 1: Summary of Council's Investment Portfolio as at 31 January 2024**

Product Type	Face Value	% of Total
Term Deposits – Fixed Rate	\$71,000,000	90%
Floating Rate Notes	\$800,000	1%
NSW Tcorp Long Term Growth Fund	\$1,035,479	1%
At Call Deposits	\$6,500,000	8%
<b>Grand Total</b>	<b>\$79,335,479</b>	<b>100%</b>

**ORDINARY MEETING**  
**4. REPORTS FOR DETERMINATION**  
**Meeting Date: 12 March 2024**

**Table 2: Total Investments by Issuer's Long – Term Credit Rating**

Long Term Credit Rating	Face Value	% of Total
AA	\$51,500,000	65%
A	\$10,800,000	14%
BBB	\$16,000,000	20%
NSW Tcorp Long Term Growth Fund	\$1,035,479	1%
<b>Grand Total</b>	<b>\$79,335,479</b>	<b>100%</b>

**Table 3 – Fixed Term Deposits**

Financial Institution	Long Term Rating	Maturity Date	Interest Rate	Face Value
Bank of Queensland	BBB+	4-Mar-24	1.70%	\$2,000,000
		24-Apr-24	5.20%	\$3,000,000
		08-May-24	5.20%	\$3,000,000
		22-May-24	5.20%	\$3,000,000
		05-Jun-24	5.20%	\$4,000,000
		30-Mar-28	4.80%	\$1,000,000
Commonwealth Bank	AA-	12-Feb-24	4.95%	\$2,000,000
		6-Mar-24	5.42%	\$3,000,000
		6-Mar-24	4.99%	\$2,000,000
		25-Mar-24	4.73%	\$3,000,000
		10-Apr-24	3.01%	\$2,000,000
		21-Feb-24	4.99%	\$2,000,000
National Australia Bank	AA-	6-Mar-24	4.95%	\$2,000,000
		6-Mar-24	5.05%	\$1,000,000
		20-Mar-24	5.00%	\$2,000,000
		25-Mar-24	5.05%	\$2,000,000
		10-Apr-24	5.10%	\$3,000,000
		10-Apr-24	5.05%	\$2,000,000
		24-Apr-24	5.05%	\$1,000,000
		3-Jul-24	5.10%	\$3,000,000
		19-Aug-24	0.75%	\$3,000,000
		10-Sep-24	0.80%	\$1,000,000
		10-Sep-24	5.20%	\$1,000,000
		10-Sep-24	5.20%	\$2,000,000
		19-Nov-24	0.75%	\$1,000,000
		15-Jan-25	0.80%	\$500,000
		5-Mar-25	1.05%	\$1,500,000
		3-Nov-25	0.95%	\$500,000
		19-Nov-25	0.90%	\$500,000

**ORDINARY MEETING**  
**4. REPORTS FOR DETERMINATION**  
**Meeting Date: 12 March 2024**

Financial Institution	Long Term Rating	Maturity Date	Interest Rate	Face Value
Suncorp	A+	13-Jan-26	1.00%	\$500,000
		4-Mar-26	1.30%	\$1,500,000
		25-Mar-24	5.15%	\$1,000,000
		24-Apr-24	5.28%	\$1,000,000
		8-May-24	5.41%	\$3,000,000
		24-Jul-24	5.15%	\$2,000,000
		7-Aug-24	5.45%	\$1,000,000
		24-Jan-25	5.22%	\$2,000,000
Westpac	AA-	20-Feb-25	4.97%	\$2,000,000
			<b>Grand Total</b>	<b>\$71,000,000</b>

**Table 4: Floating Rate Notes**

Institution	Maturity	Yield	Face Value
Macquarie Bank	14-Sep-26	5.03%	\$800,000
		<b>Grand Total</b>	<b>\$800,000</b>

**2. Environmental, Social and Governance (ESG) Investments**

Tables 5 and 6 below provide the details on Environmental, Social and Governance (ESG) investments and the proportion compared to the total Investment Portfolio.

**Table 5: ESG Investments**

Institution	Maturity	Rate	Face Value
Suncorp	25-Mar-24	5.15%	\$1,000,000
	24-Apr-24	5.28%	\$1,000,000
	8-Mar-24	5.41%	\$3,000,000
	24-Jul-24	5.15%	\$2,000,000
	7-Aug-24	5.45%	\$1,000,000
	24-Jan-25	5.22%	\$2,000,000
		<b>Grand Total</b>	<b>\$10,000,000</b>

**Table 6: Summary of Council's Investment Portfolio in Terms of ESG**

Product Type	Face Value	% of Total
<b>Non Fossil Fuel Lending ADIs</b>	<b>\$10,000,000</b>	<b>13%</b>
- Suncorp Bank	\$10,000,000	
<b>Fossil Fuel Lending ADIs</b>	<b>\$68,300,000</b>	<b>86%</b>
- Bank of Queensland	\$16,000,000	
- Commonwealth Bank	\$20,500,000	

**ORDINARY MEETING**  
**4. REPORTS FOR DETERMINATION**  
**Meeting Date: 12 March 2024**

Product Type	Face Value	% of Total
- Macquarie Bank	\$800,000	
- National Australia Bank	\$29,000,000	
- Westpac	\$2,000,000	
<b>Other</b>	<b>\$1,035,479</b>	<b>1%</b>
- NSW Tcorp Long Term Growth Fund	\$1,035,479	
<b>Grand Total</b>	<b>\$79,335,479</b>	<b>100%</b>

### 3. Compliance to Investment Policy

Tables 7 to 8 below summarise Council's exposure limits to the credit ratings bands, term to maturity parameters and compliance with Council's Investment Policy.

**Table 7: Exposure Limits to credit ratings bands**

Long-Term Credit Rating	% of Portfolio	Policy Maximum	Compliant with Policy
AA	62%	100%	Yes
A	15%	60%	Yes
BBB	22%	50%	Yes
NSW Tcorp Funds	1%	20%	Yes

**Table 8: Term to Maturity**

Term to Maturity	% of Portfolio	Policy Range	Compliant with Policy
Between 0 and 1 years	89%	40% - 100%	Yes
Between 1 and 5 years	11%	0% - 60%	Yes

### 4. Portfolio Return

Council's investment portfolio (excluding At Call Deposits and NSW Tcorp Managed Funds) provided a weighted average return (running yield) as shown in Table 9 below.

**Table 9: Portfolio Return**

31 January 2024	Monthly Return (Annualised)	Financial Year to Date (Annualised)
Hawkesbury City Council – Investment Portfolio	4.59%	4.33%
Benchmark – Bloomberg Ausbond Bank Bill Index	4.44%	4.33%
<b>Performance Relative to Benchmark</b>	<b>0.15%</b>	<b>0.00%</b>

## ORDINARY MEETING

### 4. REPORTS FOR DETERMINATION

Meeting Date: 12 March 2024

#### Relevant Legislation

According to Clause 212 of the Local Government (General) Regulation 2021, the Responsible Accounting Officer must provide the Council with a written report setting out details of all money that the Council has invested under Section 625 of the Local Government Act 1993. The report must include a certificate as to whether investments have been made in accordance with the Act, the Regulation, and the Council's Investment Policy.

#### Investment Certification

The Responsible Accounting Officer hereby certifies that the investments listed in this report have been made in accordance with Section 625 of the Local Government Act, 1993, Clause 212 of the Local Government (General) Regulation, 2021 and Council's Investment Policy.

#### DISCUSSION

Council's investments and returns achieved are driven and impacted by economic and market conditions. Council's Investment Advisor, Prudential Investment Services Corp has reviewed Council's investments as at 31 January 2024 and has advised of the following:

*"Council's investment portfolio, excluding the transactional cash account, returned 4.59%pa for the month on a marked-to-market basis versus the bank bill index benchmark's 4.44%pa return. Over the past 12 months, the investment portfolio has returned 4.04% versus the bank bill index benchmark's 4.00%.*

*The NSW TcorpIM Long Term Growth Fund (+1.42% actual) had another good return for the month aided largely by continuing strong performance in global share markets as easing inflation pressures are providing a boost to confidence.*

*Without marked-to-market influences, Council's investment portfolio yielded 4.42%pa for the month. This is based on the actual interest rates being received on existing investments and excludes the underlying changes to the market value of the FRN and growth fund.*

*During January, Council had \$14m across five term deposits mature with terms of 6, 7 and 12 months which had an average rate of 5.22%pa. Council reinvested \$11m of the proceeds across a range of five TDs with terms of 2½ to 12 months paying an average of 5.05%. The short dated deposits brought the average yield lower, but Council was able to lock in 5.22%pa for its 12 month deposit with Suncorp.*

*Interest rates on longer dated term deposits continue to trend lower as inflation eases and the market prices in cuts in official interest rates kicking off as early as mid-year.*

*Council has \$4m in term deposit maturities in February. Looking forward the following is recommended for consideration over the coming month:*

- Locking in rates above 5% is still possible, but options are gradually getting fewer. The best available levels remain in the low 5% area across the 3-12 month range, with many banks only offering rates in the high 4% range. Therefore, locking in rates above 5% for as long as cashflow allows is recommended.*
- NAB and Suncorp (non-fossil fuel) remain the most competitive among the large, highest rated and most widely used banks. Suncorp's 5.17% for 11 to 12 months is among the best rates available. Bank of Queensland, normally one of the more competitive banks, is now only offering 4.90% for 12 months.*

## ORDINARY MEETING

### 4. REPORTS FOR DETERMINATION

Meeting Date: 12 March 2024

- *FRNs, whose quarterly interest rate is reset off of the 3 month bank bill rate, remain a good option for Council's long dated holdings providing cash flow allows. Continue to review new 3-5yr floating rate note offerings from highly rated banks, preferably Australian owned ADIs. Banks often come to market in the first quarter of new calendar years.*

*It is expected that Council's portfolio will achieve above benchmark returns over the medium/long term with prudent investment selection and holding the securities for the recommended time horizons of their asset classes."*

#### Restriction of Funds

Council's total investment portfolio as at 31 January 2024 included funds that are restricted as to what they can be expended on.

**Table 10 – Restriction of Funds**

Restriction Type	January 2024	%	December 2023	%	Monthly Change
External Restrictions – S7.11 and S7.12 Developer Contributions	\$24,854,094	31.33%	\$24,822,761	30.08%	\$31,333
External Restrictions – Western Parkland City Liveability Program	\$377,309	0.48%	\$402,420	0.49%	(\$25,111)
External Restrictions – Bushfire and Flood Grants	\$7,957,012	10.03%	\$9,951,970	12.06%	(\$1,994,958)
External Restrictions – West Invest Program	\$11,079,438	13.97%	\$10,844,081	13.14%	\$235,357
External Restrictions – Other (e.g. domestic waste, sewerage, loans)	\$3,907,065	4.92%	\$3,039,933	3.68%	\$867,132
Internal Restrictions (e.g. election, workers compensation, Employee Leave Entitlements)	\$30,332,424	38.23%	\$30,092,094	36.47%	\$240,330
Unrestricted	\$828,137	1.04%	\$3,367,741	4.08%	(\$2,539,603)
<b>Total</b>	<b>\$79,335,479</b>	<b>100%</b>	<b>\$82,521,000</b>	<b>100%</b>	<b>(\$3,185,520)</b>

Flood Recovery works funded by the Disaster Recovery Funding Arrangements must be completed prior to submission of claims for recoupment. At this stage, there is \$13M in income yet to be claimed, which will improve the unrestricted funds balance. Unrestricted funds, whilst not subject to a restriction for a specific purpose, are fully committed to fund operational and capital expenditure in line with Council's adopted Operational Plan.

As there are timing differences between the accounting for income and expenditure in line with the Plan, and the corresponding impact on Council's cash funds, a sufficient level of funds is required to be kept at all times to ensure Council's commitments are met in a timely manner. Council's cash management processes are based on maintaining enough cash levels to enable commitments to be met when due, while at the same time ensuring investment returns are maximised through term investments where possible.

**ORDINARY MEETING**  
**4. REPORTS FOR DETERMINATION**  
**Meeting Date: 12 March 2024**

In addition to funds being fully allocated to fund the Operational Plan activities, funds relating to closed self-funded programs and that are subject to legislative restrictions cannot be utilised for any purpose other than that specified. Externally restricted funds include funds relating to Section 7.11 and Section 7.12 Contributions, Domestic Waste Management, Sewerage Management, Stormwater Management and Grants.

Funds subject to an internal restriction refer to funds kept aside for specific purposes, or to meet future known expenses. This allows for significant expenditures to be met in the applicable year without having a significant impact on that year. Internally restricted funds include funds relating to Tip Remediation, Workers Compensation, and Elections.

#### **COMMUNITY ENGAGEMENT**

The issues raised in this report concern matters which do not require community consultation under Council's Community Engagement Policy.

#### **CONFORMANCE TO THE HAWKESBURY COMMUNITY STRATEGIC PLAN 2022-2042**

The proposal is consistent with the following Long-Term Community Objectives set out within the CSP.

##### Reliable Council

4.3 Build strong financial sustainability for now and future generations.

#### **FINANCIAL IMPACT**

The matters raised in this report have direct financial implications. The income applicable is provided for in the Adopted 2023/2024 Operational Plan.

#### **ATTACHMENTS**

There are no supporting documents for this report.

**oooO END OF REPORT Oooo**

## ORDINARY MEETING

### 4. REPORTS FOR DETERMINATION

Meeting Date: 12 March 2024

#### 4.5. INFRASTRUCTURE SERVICES

##### **4.5.1. IS – Expanding Customer Base at the Waste Management Facility – (95495,158974)**

**Previous Item:** Item 24 Ordinary (11 February 1992)

**Directorate:** Infrastructure Services

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#### **PURPOSE OF THE REPORT**

The purpose of this report is to inform Council of the opportunities available and gain Council's approval for the expansion of the customer base for the Hawkesbury Waste Management Facility (HWMF) to customers located in neighbouring Local Government Areas (LGA) for resource recovery items, and to detail the outcomes of the polystyrene trial.

#### **EXECUTIVE SUMMARY**

The Hawkesbury Waste Management Facility (HWMF) currently services only Hawkesbury residents and businesses for disposing of waste and resource recovery items. In 2022/2023 financial year approximately 21,500 tonnes of waste was disposed of in the landfill with 5% of that dropped off by residents. Residents also dropped off approximately 2,140 tonnes of items for resource recovery such as greenwaste, timber, metal, cardboard, oil, etc.

The HWMF is strategically located on the eastern boundary of the Hawkesbury Local Government Area (LGA) with approximately 36,000 people living outside the LGA and within a 20 minute drive of the Facility. With this population growth in Western Sydney there is an opportunity for the WMF to accept resource recovery and, potentially in the future, landfill items from neighbouring LGAs.

The sizeable population near the HWMF presents Council with the opportunity to expand the customer base both for resource recovery items from 2024/2025 financial year and, depending on the appetite of the community, an ability to take waste for landfilling in the future.

There are two key reasons for expanding the customer base:

1. Increasing the economies of scale. Transforming the HWMF into a regional facility and in doing so working with neighbouring LGAs in opportunities for resource recovery and ability to seek more external funding; and
2. Diversifying income to the HWMF. The additional income generated would give rise to the potential for greater investment into the Facility and reduce pressure on fees and charges.

It is proposed that the expansion of the customer base would be undertaken in two stages:

1. Stage 1 would involve opening up to neighbouring LGAs only for resource recovery items from the 2024/2025 financial year. These items would be priced higher than what Hawkesbury residents would pay and at a similar cost to those of commercial waste facilities in the region. For example, residents would receive a subsidised rate of \$45 for disposal of a mattress, a saving of 54% compared to residents outside the LGA who would pay \$99. It would also allow Council to experiment and understand the appetite from neighbouring LGAs as to the need and use of the Facility;



## ORDINARY MEETING

### 4. REPORTS FOR DETERMINATION

Meeting Date: 12 March 2024

2. Stage 2 would involve expanding the access to include waste for landfilling. This would occur after community consultation and planning including securing additional landfill space, a business plan and masterplan is developed. This information would then be consolidated for consideration by Council.

In addition, Council has trialled the collection and recycling of polystyrene at the HWMF to determine whether it is viable based on demand and costs associated with recycling the product. The trial has seen 118 large bags recycled, however there have been challenges with charging for the product. In order to continue with the polystyrene recycling the method of charging will change to better reflect this moving into the 2024/2025 financial year.

#### RECOMMENDATION

That Council:

1. Receive and note the report regarding expanding the customer base at the Waste Management Facility and polystyrene recycling; and
2. Endorses expanding the customer base to include residents and businesses in the adjoining Council Local Government Areas for resource recovery items.

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#### BACKGROUND

Council manages and operates the Hawkesbury Waste Management Facility (HWMF) located at The Driftway, South Windsor. The Facility is open from 9am to 3:45pm, seven days a week (excluding public holidays). This is one of very few waste and resource recovery facilities in Sydney open to the general public operated by a council.

A Council resolution on 11 February 1992 determined that the facilities be available for residents and/or proprietors of premises within the LGA only. Therefore, only waste generated in the Hawkesbury LGA can be disposed of or recycled at the HWMF. There is an exception for some items that are free such as items in the Community Recycling Centre (CRC) like paints, fire extinguishers etc.

In 2022/2023 Financial year, Council landfilled 21,500 tonnes of waste, of which 90% (19,500 tonnes) was from Council's domestic waste (red lid) bins, 5% from other Council collections such as parks bins or illegal dumping and 5% from domestic drop off (Figure 1).

**ORDINARY MEETING**  
**4. REPORTS FOR DETERMINATION**  
**Meeting Date:** 12 March 2024

Tonnes Landfilled 2022/23 (21,500 tonnes )

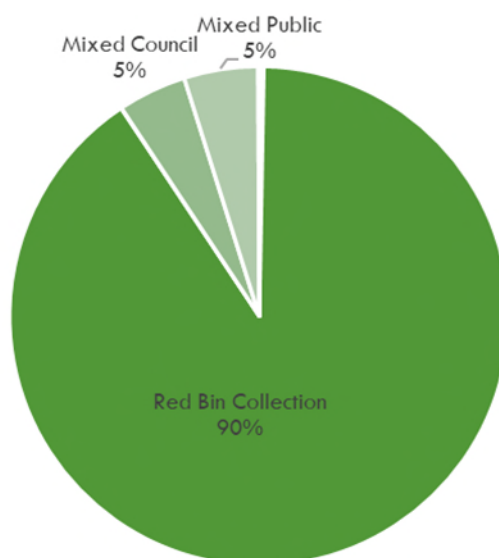


Figure 1 – Tonnes Landfilled (2022/23)

In that same period Council recycled and recovered approximately 2,140 tonnes from drop off materials from the public, including timber, greenwaste, metal, oil, recyclables etc. (Figure 2).

On 1 July 2023 Council began the trial to recycle and process polystyrene at the HWMF. This report details the outcomes of the trial and best pathway forward for polystyrene.

## ORDINARY MEETING

### 4. REPORTS FOR DETERMINATION

Meeting Date: 12 March 2024

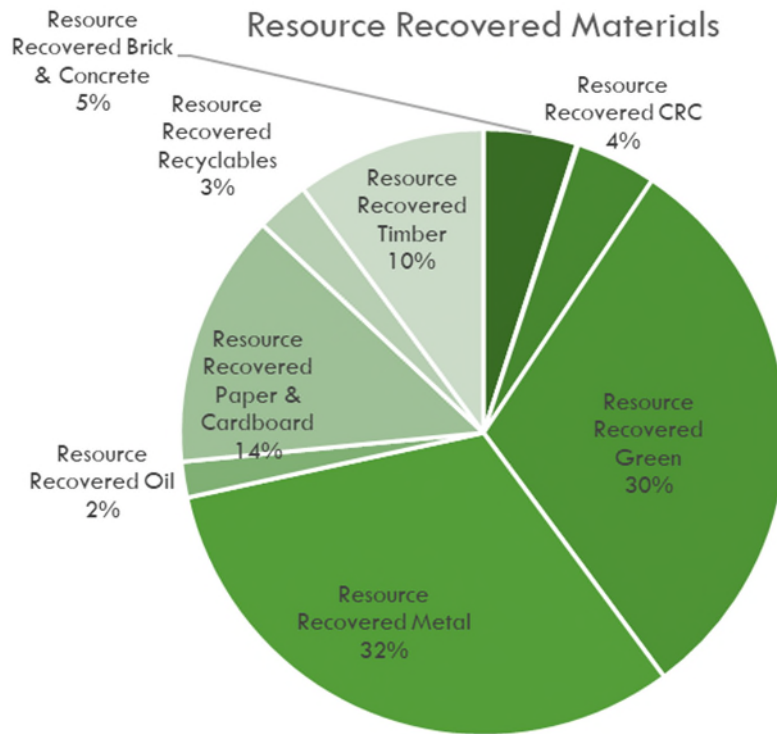


Figure 2 – Resource recovered volumes from 2022/2023 Financial Year

The items that brought in the most revenue to Council from the public are mixed general waste (\$500,000 FY2022/2023), greenwaste (\$131,000 FY2022/2023) and timber (\$135,000 FY2022/2023). Metal does not bring in a direct income, however selling scrap metal generates approximately \$100,000 per year.

The HWMF sits adjacent to the boundary of Penrith LGA, and is also close to Blue Mountains, Blacktown and The Hills LGAs. An estimated 36,000 people (2020 population data) live within a 20 minute drive of the Facility that are located outside of the Hawkesbury LGA. The number of people outside the LGA and within 20 minute drive of the Waste Facility is set to grow by an additional 5,000 by 2025.

Council currently pays \$163.20 per tonne in waste levy to the NSW Government with the current pricing for Council's Waste Facility generally lower among many commercial and council operated facilities as detailed in Table 1.

**ORDINARY MEETING**  
**4. REPORTS FOR DETERMINATION**  
**Meeting Date: 12 March 2024**

<b>Waste Facility</b>	<b>2023/24 (\$/tonne)</b>	<b>Levy Amount (\$/tonne)</b>
Hawkesbury	370.00	163.20
Kimbriki (Northern Beaches)	445.00	163.20
Blue Mountains	476.00	94.00
Seven Hills (Remondis)	521.00	163.20
Cleanaway (Lucas Heights)	461.26	163.20
Central Coast	403.00	163.20
Wollondilly	436.00	94.00
Wollongong	426.00	163.20

Table 1 – Waste Facility and disposal rates for mixed waste (\$/tonne) for 2023/2024.

## **DISCUSSION**

Currently the HWMF operates from 9am to 3:45pm, 7 days a week (excluding public holidays) and is only available for residents or businesses operating in the LGA. This has limited the opportunity for residents and businesses in neighbouring LGAs such as Blacktown, Blue Mountains, Penrith, and The Hills from accessing the facility.

The nearest waste facility available for residents and businesses is located in Marsden Park and only operates till 12pm on a Saturday and is closed on Sundays. This leaves residents and businesses in other LGAs with larger travel times to other waste facilities such as the one in Seven Hills.

Expanding the customer base to other LGAs would help the HWMF by:

1. Increasing the volume of materials, which would facilitate greater resource recovery outcomes.
2. Diversifying the income and lead to greater investment into the HWMF
3. Providing regional opportunities and partnerships with other Councils for resource recovery (e.g., Circular Economy Hub)

Looking at expanding the WMF does come with challenges and therefore the approach is proposed to be broken into two key stages.

### **Stage 1a: Resource Recovery Items Only (2024/2025 FY)**

Stage 1a would begin on 1 July 2024 and would allow residents from neighbouring LGAs to visit the HWMF to drop off resource recovery items only. The resource recovered items are often removed for further processing and include paints, gas bottles, pots, bikes, e-waste, batteries, mattresses, timber, greenwaste, metals, clean concrete brick and tiles, re-useable items for the reuse shed, fire extinguishers, cardboard and same recyclables as in the yellow kerbside bin.

Stage 1a would aim to increase our resource recovery tonnage from outside the LGA by a minimum 5% (Table 2). This would be approximately 100 tonnes based on 2022/2023 figures and result in around \$22,000 (ex GST). Items in blue are high value return items for resource recovery.

**ORDINARY MEETING**  
**4. REPORTS FOR DETERMINATION**  
**Meeting Date: 12 March 2024**

<b>Material</b>	<b>Weight of Materials (tonnes)</b>	<b>5% increase (tonnes)</b>
Brick and Concrete	106	5
Clothing	2	0.1
CRC	92	5
Green	653	33
Metal	679	34
Oil	41	2
Paper and Cardboard	290	14
Recyclables	61	3
Timber	217	11
<b>Total</b>	<b>2,140</b>	<b>107</b>

Table 2: Expansion Volumes of Resource Recovery.

**Stage 1b: Investigation for Stage 2**

Prior to opening up the Facility for landfilling, Council would:

1. Consult with industry and waste business experts to understand the market opportunities.
2. Investigate opportunities with other neighbouring LGAs (as discussed in the Waste Facility Strategy (Beyond 2026)).
3. Develop a Master Plan for the HWMF.
4. Develop a business plan; and
5. Seek community consultation and feedback on the expansion proposal.

A report would be provided to Council to determine whether to proceed to Stage 2 for landfilling and what options are available for this.

**Stage 2: Limited landfilling disposal (TBD)**

Stage 2 would open up the landfill for residents and businesses outside the LGA to dispose of their waste in the landfill. The exact nature and tonnage would be decided upon by Council when Stage 1b is completed.

**Fees and Charges**

To ensure that residents in the LGA are not disadvantaged and see the benefits of the HWMF it is proposed that two sets of fees are approved:

1. Inside the LGA; and
2. Outside the LGA.

The outside the LGA pricing is reflective of current market fees and charges, as shown in Table 3.

**ORDINARY MEETING**  
**4. REPORTS FOR DETERMINATION**  
**Meeting Date: 12 March 2024**

Item	Inside LGA Price	Outside LGA	Approximate Saving for Residents	Blacktown Waste 2023/24
Greenwaste	\$220 per tonne	\$230 per tonne	5%	\$225 per tonne
Mattresses	\$45 each	\$99 each	55%	\$95 each

Table 3: Pricing examples

Council would promote the savings residents receive compared to outside the LGA pricing.

## **POLYSTYRENE**

Council resolved on 9 May 2023 to trial the processing of polystyrene at the HWMF. The trial was designed to determine the level of uptake, feedback on payment and challenges associated with implementation to determine whether it proceeds beyond 30 June 2024.

The HWMF received and processed 118 (1 metre cubed) bulka bags at a cost of \$3,500, which is approximately 800kg.

Feedback from residents is that the fee applied (\$28) is too expensive and often residents are not paying this when dropping off cardboard as part of their visit.

Feedback from the contractor has also indicated that there are various different types of polystyrene and some cannot be processed through their equipment, particularly if it's dirty or from commercial or building type products.

Based on the feedback it is proposed that the fee be changed to:

1. Polystyrene that is clean and white is free for up to 10 pieces from domestic or household appliances (no beads, balls or commercial products)
2. Anything outside of these parameters is charged at \$3.30 per kg.

The continuation of this service will help reduce the amount going into landfill, support the expansion of the customer base to residents outside the LGA and support resource recovery.

## **COMMUNITY ENGAGEMENT**

The issues raised in this report concern matters which do not require community consultation under Council's Community Engagement Policy. Further consideration of any initiative to broaden the customer base to include general waste would be subject to a specific community engagement process.

## **CONFORMANCE TO THE HAWKESBURY COMMUNITY STRATEGIC PLAN 2022-2042**

The proposal is consistent with the following Long-Term Community Objectives set out within the CSP.

### Protected Environment and Valued History

- 2.2 Value, protect and enhance our natural land-based environment with an emphasis on using local resources and key partnerships.
- 2.3 Encourage and enable our community to embrace the waste management principles of reduce, reuse and recycle.

**ORDINARY MEETING**  
**4. REPORTS FOR DETERMINATION**  
**Meeting Date: 12 March 2024**

2.4 Encourage and enable our community to make more sustainable choices.

Strong Economy

3.3 Promote our community as the place to visit, work and invest.

Reliable Council

4.3 Build strong financial sustainability for now and future generations.

4.4 Build strong relationships and shared responsibilities.

**FINANCIAL IMPACT**

The matters raised in this report have direct financial implications. The expenditure applicable is provided for in the 2024/2025 Draft Operational Plan.

**ATTACHMENTS**

There are no supporting documents for this report.

**oooO END OF REPORT Oooo**

**ORDINARY MEETING**  
**4. REPORTS FOR DETERMINATION**  
**Meeting Date: 12 March 2024**

**4.5.2. IS – Beyond 2026 – Waste Management Facility – (95495, 158974)**

**Previous Item:** 8.4.1, Ordinary (12 September 2023)

**Directorate:** Infrastructure Service

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**PURPOSE OF THE REPORT**

The purpose of this report is to outline and inform Council of the strategic opportunities for the Hawkesbury Waste Management Facility (HWMF) and seek Council's endorsement to pursue the recommendations within the report.

**EXECUTIVE SUMMARY**

Council operates the Hawkesbury Waste Management Facility, located on The Driftway, South Windsor. It is one of the few, if not only publicly accessible municipal landfill sites within the Sydney Basin. Recently, construction has been completed on the sixth and last approved landfill cell and once landfilling of this cell commences, it is expected that its volume will be exhausted by the end of this decade. Given the pivotal role in the broader waste management and resource recovery ecosystem within the Hawkesbury, and Northwest Sydney, that the HWMF plays, Council commissioned strategic analysis work from a specialist waste consultant (SMEC) to understand the future opportunities for the HWMF, beyond the likely lifespan of the current landfill.

This work has now been concluded and the Hawkesbury Landfill Management Strategy (the Strategy) produced, covering four key strategic areas (each subject to its own Technical Memo, attached to and supporting the Strategy):

- Planning Considerations
- Resource Recovery
- Collection Services
- Landfill Options

These technical memos formed the basis of developing a Multi-Criteria Analysis (MCA) to understand how certain options would perform against nominated weighted criteria including social, environmental and economic. The MCA ranked the option of developing a Materials Recovery Facility (MRF) as preferred followed by landfill expansion. These options can work in parallel, and indeed would perform at a level greater than the sum of the parts, if they were to be pursued in parallel.

The Report identified six high level recommendations:

1. Cease all landfill capping works immediately (Completed - reported to the Council Meeting on 12 September 2023).
2. Initiate steps for expansion within the current landfill footprint of Cells 1-6 and to the north of the site (currently leased by Council from University of Western Sydney).
3. Investigate options for expansion of the landfill footprint west.



## ORDINARY MEETING

### 4. REPORTS FOR DETERMINATION

Meeting Date: 12 March 2024

4. Extend the landfill life; investigate options for increased resource recovery (Dirty MRF, reuse shop, increased metal recovery/separation, etc).
5. Speak with surrounding LGAs to discuss options to partner in service delivery.
6. Design and build a transfer station, if the landfill expansion is unsuccessful.

In addition, Council staff identified the need to secure the current landfill site, owned by Crown Lands and managed by the University of Western Sydney (UWS). Council currently leases this land from the UWS at a significant cost. Purchasing this land from the Crown would ensure Council can manage the site in perpetuity including any environmental requirements without paying to UWS.

The complexity of the Strategy, and decision tree within it, is an indicator as to the complexity of the challenges the Waste Facility development may experience. These challenges should not be underestimated and will require Council to have a flexible and adaptable approach to modify and amend the strategic pathway as required over time, should the need arise.

### RECOMMENDATION

That:

1. The report regarding the future of the Waste Management Facility including the consultants report, be received and noted;
2. Council:
  - a) Initiate steps for expansion within the current landfill footprint of Cells 1-6 and to the north of the site (currently leased by Council from University of Western Sydney);
  - b) Investigate options for expansion of the landfill footprint west;
  - c) Extend the landfill life through detailed investigation into options for increased resource recovery;
  - d) Engage with surrounding LGAs with a view to exploring options to partner in service delivery; and
  - e) Design and build a transfer station, if the landfill expansion is unsuccessful;

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### BACKGROUND

Sydney is currently running out of landfill space, particularly for domestic waste (red bin). It is estimated that by 2036 all landfills currently accepting domestic waste for Sydney will reach capacity. This was recently highlighted by the NSW EPA in June 2023 and again at a recent WSROC meeting in November 2023.

Council manages and operates the Hawkesbury Waste Management Facility (HWMF) located at The Driftway, South Windsor. Council owns a portion of the site, however the land which Cells 1-6 are located is Crown Land managed by the Western Sydney University. Council accesses the land through a license/lease arrangement.

**ORDINARY MEETING**  
**4. REPORTS FOR DETERMINATION**  
**Meeting Date:** 12 March 2024

In the 2022/2023 financial year, Council landfilled 21,500 tonnes of waste, of which 90% (19,500 tonnes) was from Council's domestic waste (red lid) bins, 5% from other Council collections such as parks bins or illegal dumping and 5% from domestic drop off (Figure 1).

Tonnes Landfilled 2022/23 (21,500 tonnes )

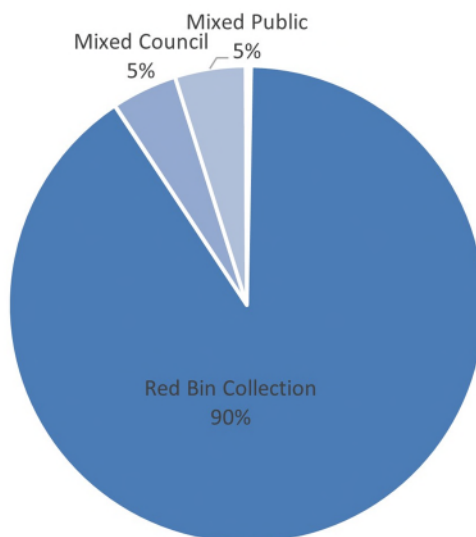


Figure 1 - Tonnes Landfilled at the HWMF (2022/2023 Financial Year)

The current landfill has six approved landfill cells from an original development consent issued in 1996. Five (Cells 1 to 5) of these cells are already constructed and either in use or have reached capacity (Figure 2 - Landfill Cells at the HWMF).

**ORDINARY MEETING**  
**4. REPORTS FOR DETERMINATION**  
**Meeting Date: 12 March 2024**

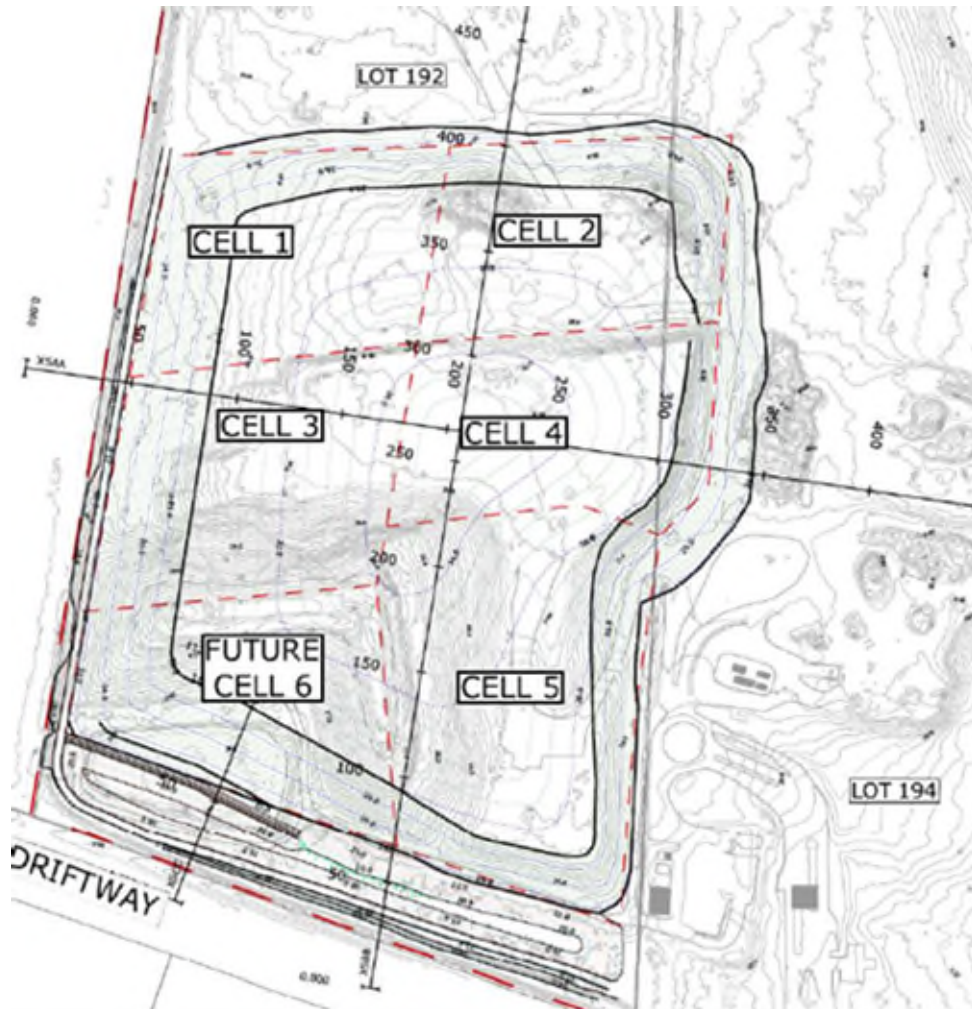


Figure 2 - Landfill Cells at the HWME

It was originally estimated that the construction of landfill Cell 6 would extend the life to 2026, however due to delays (floods and contract management issues) it is estimated that the additional airspace may result in extending the landfill life to 2029/2030, using current landfilling rates.

In September 2023, Council resolved not to proceed with the contract for capping of landfill Cells 1-5, given the potential of expanding the landfill.

**ORDINARY MEETING**  
**4. REPORTS FOR DETERMINATION**  
**Meeting Date: 12 March 2024**

**Location Plan**

The Hawkesbury Waste Management Facility (HWMF) is located at 1 The Driftway, South Windsor.



Figure 3 - Current Site Location including Site Boundary (red)

**Relevant Legislation**

Protection of the Environment Operations (POEO) Act, 1997, (NSW)

Waste Avoidance and Resource Recovery (WARR) Act, 2001, (NSW)

Environment Protection Biodiversity Conservation (EPBC) Act, 1999

Environmental Planning and Assessment Regulation, 2001

**ORDINARY MEETING**  
**4. REPORTS FOR DETERMINATION**  
**Meeting Date: 12 March 2024**

## **DISCUSSION**

### **Strategic Review**

Council engaged a specialised waste consultant (SMEC) to analyse key areas for our waste and resource recovery operations for both the Hawkesbury Waste Management Facility (HWMF) and waste collections.

The objective of this work was to understand what options Council has for the future of the HWMF once the last landfill cell has been filled. This included investigating the interdependencies on waste collections and the waste management facility, assessing planning requirements, resource recovery opportunities and any expansion opportunities for the site in both physical.

As part of this work, they produced four technical memos (Tech Memos), and engaged with key staff in a Multi-Criteria Analysis (MCA) to assess opportunities available for the HWMF. These memos and the MCA were then brought together in a final report, outlining key recommendations for the site. The report included decision trees with key decisions and timeframes for the HWMF.

A summary of the four Tech Memos is provided below, however a further detailed description including the Tech Memos is provided in Attachment 1 to the report.

#### **Tech Memo 1 – Planning**

This memo provided an overview of the site including applicable planning requirements or concerns with the strategic options such as use of the facility, expansion or facility closure.

#### **Tech Memo 2 – Resource Recovery**

This memo reviewed current resource recovery operations and opportunities for further exploration at the HWMF. This included recommendations for auxiliary facilities such as a Dirty Materials Recovery Facility (MRF), solar farm, micro factories and/or other waste or resource recovery processing.

#### **Tech Memo 3 – Collection Services**

This memo investigated the current operations and costs associated with the collection of the kerbside waste collection service (Red Bin). It found that overall, the service was efficiently run, providing a service at a competitive rate and that the current fleet can absorb additional services for a further 3000 households in the next two to five years, generally based on the growth of Redbank, Jacaranda and Vineyard. Growth greater than that may require an increase in the waste collection fleet.

#### **Tech Memo 4 – Landfill**

This memo investigated opportunities to extend the landfill life beyond the approved cells with two options being noted:

1. Landfill North Expansion (within the site indicated in orange in Figure 4); and
2. Landfill West Expansion (within the site indicated in blue in Figure 4).

The landfill north expansion also includes the ability to increase the height of the current landfill (Cells 1-6).

After these technical memos were developed, four options were workshopped with Council to better understand needs and whether one option is preferred or whether options can run parallel or in conjunction with each other.

**ORDINARY MEETING**  
**4. REPORTS FOR DETERMINATION**  
**Meeting Date: 12 March 2024**

**Multi-Criteria Analysis (MCA)**

The Multi-Criteria Analysis (MCA) was used to identify the preferred or best options available to Council based on specific criteria. The criteria and description is provided in Table 1.

The following options were analysed through the MCA

1. **Option 1:** No Change. Close the landfill after the exhaustion of Cell 6, no transfer station constructed.
2. **Option 2:** Landfill Expansion. Expand the current landfill to increase airspace.
3. **Option 3:** Increase Resource Recovery – Dirty MRF. Increase resource recovery on site by constructing a Dirty MRF to process red bin waste.
4. **Option 4:** Construct a Transfer station. In the event that the landfill is required to close, a transfer station is constructed to transport waste to the nearest landfill.

Criteria	Council or Community Focused	Description
Benefits sought, Strategy, and Policy	Community	<ul style="list-style-type: none"> <li>• How well does this option contribute to the benefits sought by council? Will this option contribute to Council achieving its strategic targets on a local/regional level. This includes: <ul style="list-style-type: none"> <li>○ HCC Waste Strategy</li> <li>○ Net Zero Strategy</li> <li>○ WSROC Waste Strategy</li> <li>○ Social Infrastructure Strategy</li> <li>○ Property Strategy</li> </ul> </li> </ul>
Service and social benefit	Community	<ul style="list-style-type: none"> <li>• Is this option providing appropriate service levels to HCC residents, does it increase job opportunities</li> <li>• Does this provide the ability for: <ul style="list-style-type: none"> <li>○ Community accessibility to waste services (appropriate service levels);</li> <li>○ Access to support during disasters waste recovery etc;</li> </ul> </li> <li>• What are the community benefits such as jobs, ability to repair items etc</li> </ul>
Sustainable and Environmental considerations	Community	<ul style="list-style-type: none"> <li>• How well does this option: <ul style="list-style-type: none"> <li>○ contribute to a circular economy;</li> </ul> </li> </ul>

**ORDINARY MEETING**  
**4. REPORTS FOR DETERMINATION**  
**Meeting Date: 12 March 2024**

Criteria	Council or Community Focused	Description
		<ul style="list-style-type: none"> <li>○ increase resource recovery</li> <li>○ ensure environmental protection of the land; and</li> <li>○ reduces greenhouse gases.</li> </ul>
Economic impact	Community	<ul style="list-style-type: none"> <li>• Market considerations or whether the economics are realised from the market (or potential)</li> <li>• Impacts or additional impacts on the local economy</li> </ul>
Financial Impact	Council	<ul style="list-style-type: none"> <li>• Long-term value and funding opportunities</li> <li>• Capital Costs</li> <li>• BCA</li> </ul>
Risk level/implementation/Technical maturity	Council	<ul style="list-style-type: none"> <li>• Social resistance, community acceptance, other uncertainties with the implementation (not practical etc.) How well established is the technology used for this option, has this solution been used before in NSW/Australia/Internationally.</li> <li>• Legal and regulatory should be covered as a Risk the – regulatory Risk, technical risk, legal risk, environmental risk, employee/employment risk</li> </ul>

Table 1: MCA Criteria and Description

The results of the MCA are detailed below (Table 2).

Option No.	Option Description	Total Weighted Score
1	No Changes to operations	30%
2	Landfill Expansion	66%
3	Dirty MRF	71%
4	Transfer Station	53%

Table 2: MCA Results

The MCA results indicate that Option 3, Increase Resource Recovery – Dirty MRF, provides the best ranked option. It offers substantial benefits such as reduced landfill levy payments, increased material recovery, and reduced GHG emissions. However, it carries moderate risks, requires further investigation and would still result in a waste stream requiring disposal.

Option 2, Landfill Expansion ranks second in overall score, providing control over waste strategy and potential economic benefits when paired with Option 3. Overall, it was also the most financially viable and would be easiest and quickest to implement.



## ORDINARY MEETING

### 4. REPORTS FOR DETERMINATION

Meeting Date: 12 March 2024

The MCA results highlighted the need for pursuing options in conjunction with one another, e.g., Option 3 and Option 2.

#### Final Report Recommendations

From the MCA and Tech Memos, a final report was developed to bring together all the technical detail, including the development of key decisions, recommendations and decision trees to help Council navigate the best pathway/s forward for the site.

The SMEC report highlighted six high level recommendations:

1. Cease all landfill capping works immediately (Completed at the Council Meeting on 12 September 2023);
2. Initiate steps for expansion within the current landfill footprint of Cells 1-6 and to the north of the site (currently leased by Council from University of Western Sydney) (Figure 4) ;
3. Investigate options for expansion of the landfill footprint west;
4. Extend the landfill life; investigate options for increased resource recovery (Dirty MRF, reuse shop, increased metal recovery/separation, etc);
5. Speak with surrounding LGAs to discuss options to partner in service delivery; and
6. Design and build a transfer station, if the landfill expansion is unsuccessful;

In addition, Council staff identified the need to secure the current landfill site, owned by Crown Lands and managed by the University of Western Sydney (UWS) (Figure 4). Council currently leases this land from the UWS at a cost of between \$8-10 per tonne of waste landfilled. Purchasing this land from the Crown would ensure Council can manage the site in perpetuity including any environmental requirements without leasing from UWS.

The complexity of the report and the decision tree is an indicator as to the challenges the Waste Facility development may be. These challenges should not be underestimated and will require Council to have a flexible and adaptable approach to change the strategic pathway as required over time, should the need arise.

The strategic directions for the Waste Facility, also highlights several interdependencies, the major one being that if Council was to cease landfilling, this would have a significant impact on current red bin waste collection arrangements, for which there would be three options left for disposal of red bin waste, all resulting in the potential for significant increases in the cost of providing the service:

1. Creating a transfer station to transfer the waste with the current existing fleet;
2. Double the fleet so they can travel further afield to other transfer stations;
3. Seek to outsource the waste collections and manage through a contract;





Figure 4: WMF Ownership and Management of Parcels, including in blue the area to the west of the Site for Potential Expansion

#### **Benefits of Report Recommendations**

These recommendations will allow Council to pursue various options to ensure:

1. The current space we are using for our community's waste is maximised;
2. Increase resource recovery and circular economy initiatives;
3. Plan for the future of the site including location of strategic assets;
4. Multiple pathways, depending on outcomes of further works; and

## ORDINARY MEETING

### 4. REPORTS FOR DETERMINATION

Meeting Date: 12 March 2024

5. Ensuring the facility continues to be used by our community;

Council should also consider broader opportunities (highlighted in the report) available including:

1. Becoming a player within the region. Council should explore the opportunity to become a resource recovery centre for residents in other neighbouring LGAs including Blacktown, The Hills, Penrith and the Blue Mountains. This may increase the revenue base for Council and diversify the funding base of the facility, provide regional opportunities for other Councils and focus on collaboration with other partners in the region;
2. Increasing resource recovery and circular economy objectives, this not only support environmental and potentially social outcomes but may also save Council funds or allow for Council to leverage off grants or government funding.

#### Strategic Directions and Decision Making

The recommendations align with pursuing resource recovery and maximising the life of the landfill.

Decisions made for the HWMF need to consider the site being flexible, resilient and adaptable to the changing regulatory, strategy, or policy environment.

Based on information from the MCA developed by SMEC and the CSP, is it recommended that decision making for the waste facility addresses three key pillars:

1. Financially sustainable;
2. Environmentally sustainable; and
3. Socially sustainable.

#### RISK MANAGEMENT CONSIDERATIONS

There are several risks associated with the Recommendations, which are highlighted below.

Risk	Risk Level	Mitigation Strategies
Development Approval is rejected from the approval body for the expansion such as the NSW EPA and/or Planning Panel for additional height and/or expansion.	High	Consult with NSW EPA early and Council's planning team
Western Sydney University does not agree to extend the lease on the facility	High	Consult early  Consider purchasing land from Crown Lands on current landfill site
Significant objections from neighbours such as WSU, Defence or occupant along The Driftway	High	Consider purchase neighbour land or taking over management (if crown land)  Consult early with Defence
Proposed high level designs do not meet the same capacity as suggested in the strategic documents	High	Consult with previous designers and ensure a detailed design is considered before proceeding further

**ORDINARY MEETING**  
**4. REPORTS FOR DETERMINATION**  
**Meeting Date: 12 March 2024**

<b>Risk</b>	<b>Risk Level</b>	<b>Mitigation Strategies</b>
Council is required to build a transfer station and does not proceed with expansion opportunities	High	Consult with EPA  Consider alternative options  Work with other Councils to produce a joint transfer station for other Councils

## **COMMUNITY ENGAGEMENT**

Community engagement will be critical to some of these recommendations, particularly any expansion of the facility to the west of the site (should further investigations prove worthwhile). This will include managing community expectations, engaging with the community and following any planning requirements to respond to questions and comments raised by the community.

The HWMF is a well used and loved site by the community and any consideration of changes to services or access should reflect this.

## **CONFORMANCE TO THE HAWKESBURY COMMUNITY STRATEGIC PLAN 2022-2042**

The proposal is consistent with the following Long-Term Community Objectives set out within the CSP.

### Great Place to Live

- 1.3 Increase the range of local partnerships and plan for the future.
- 1.5 Provide the right places and spaces to serve our community.

### Protected Environment and Valued History

- 2.3 Encourage and enable our community to embrace the waste management principles of reduce, reuse and recycle.
- 2.4 Encourage and enable our community to make more sustainable choices.

### Reliable Council

- 4.3 Build strong financial sustainability for now and future generations.
- 4.4 Build strong relationships and shared responsibilities.

## **FINANCIAL IMPACT**

The matters raised in this report have direct financial implications. Part of the further investigations into these options has been provided for in the Adopted 2023/2024 Operational Plan including through the Quarterly Budget Review process. Additional funding for investigations has also been provided in the Draft 2024/2025 Operational Plan.

To meet some of these decisions, a detailed review of financials will be conducted after the completion of the Cell 6 project (expected April 2024).

**ORDINARY MEETING**

**4. REPORTS FOR DETERMINATION**

**Meeting Date:** 12 March 2024

The recommendations, while securing the future for Hawkesbury residents may also result in positive financial returns or relieve pressure on the Domestic Waste Charge (DWC). This would need to be investigated and assessed through the development of business cases. Each business case will include a payback period within the modelling to ensure that the decision is financially viable and sustainable.

**ATTACHMENTS**

**AT - 1** Hawkesbury Landfill Management Strategy (Beyond 2026) - (*Distributed under separate cover*).

**oooO END OF REPORT Oooo**

**5. REPORTS OF COMMITTEES**

**5.1.1. ROC - Heritage Committee - 1 February 2024 - (80242)**

**Directorate:** City Planning

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**PURPOSE OF THE REPORT**

The purpose of this report is to present the Minutes of the Heritage Committee, held on 1 February 2024.

**EXECUTIVE SUMMARY**

One item - Item 3.1.1, contained within the minutes of the Heritage Committee has policy or financial implications to Council. It therefore requires specific consideration by Council, the details of which are discussed in the report below.

**RECOMMENDATION**

That in relation to the Minutes of the Heritage Committee Meeting held on the 1 February 2024, Council endorses the Committee Recommendations in respect of 3.1.1, namely:

1. Note the information provided, and the Committee flag that in regard to this project, this type of extensive public works has not been undertaken on such a large scale covering a large area of Windsor since the 1874 fire and construction of the pedestrian mall. Given this, there is a need to be mindful of the unique Aboriginal and European heritage that may be discovered and the detail that needs to be considered in such a project.
2. Note the information contained within the report on the proposed paving substrate for Windsor Stage 1. The Heritage Committee advises the following:
  - a) That the compacted substrate option is the preferred treatment pending confirmation that this option allows for the percolation of water through this substrate layer.
  - b) The drainage from the existing buildings is checked.
  - c) The Committee's view is that verandahs and awnings in front of heritage items will not prevent rising damp.
3. Note that additional information will be provided to the Heritage Committee for Windsor Stage 1a and Stage 2 of the project as they are progressed.

The Heritage Committee requires information about the excavation depth, noting that any excavation or tree removal below the existing disturbance level for Stages 1, 1a, and 2 should be monitored by Dharug people (person) and/or a Registered Aboriginal Party with connections to the Sydney Basin, in addition to the Section 140 Excavation Permit requirements.

The Heritage Committee receive a report of the results of the test excavations for Aboriginal and European artefacts for the Stages 1a and 2 sites, and information about the provisions to be made for keeping any artefacts.

**ORDINARY MEETING**  
**5. REPORTS OF COMMITTEES**  
**Meeting Date: 12 March 2024**

4. The Heritage Committee recommends information regarding the pre-Macquarie village of Green Hills be incorporated into the interpretation plan for Windsor for all three stages.
  5. The Heritage Committee recommends that in respect of sandstone that it should be:
    - a) Rehewn sandstone (in situ)
    - b) Replace missing sandstone where rehewing isn't possible.
    - c) That Council refer to the Thompson Square Conservation Management Plan and the ICOMOS Burra Charter.
    - d) That the Committee receive an inventory of heritage sandstone held by Council and to consider the provenance and significance. Any heritage sandstone reused within Windsor is as close to the earlier use and location as possible.
  6. The Heritage Committee recommends exploring the use of heritage sandstone to mark out the earlier street through the mall and the earlier cross streets.
  7. Note that the project site is an important area for Dharug people and First Contact and further discussions will be required with the Heritage Committee to deal with Aboriginal and post settlement matters. To address this, the Director City Planning will coordinate future consultation as required on Dharug heritage and the Windsor stages of the Liveability Project.
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## **DISCUSSION**

The Committee considered the staff report on this matter as shown in the attached minutes (Attachment 1.) The following item requires specific consideration by Council.

With respect to the Liveability Project the Heritage Committee provided a number of recommendations, including:

1. Council note the information provided, and the Committee flag that in regard to this project, this type of extensive public works has not been undertaken on such a large scale covering a large area of Windsor since the 1874 fire and construction of the pedestrian mall. Given this, there is a need to be mindful of the unique Aboriginal and European heritage that may be discovered and the detail that needs to be considered in such a project.

### Officers Comment

Council Officers note the Committee's recommendation. The project protocols that are in place to ensure excavation and construction is mindful of the area, including Aboriginal and European Heritage than may be discovered, have been provided to the Heritage Committee.

2. Council note the information contained within the report on the proposed paving substrate for Windsor Stage 1. The Heritage Committee advises the following:
  - a) That the compacted substrate option is the preferred treatment pending confirmation that this option allows for the percolation of water through this substrate layer.
  - b) The drainage from the existing buildings is checked.
  - c) The Committees view is that verandahs and awnings in front of heritage items will not prevent rising damp.

**ORDINARY MEETING**  
**5. REPORTS OF COMMITTEES**  
**Meeting Date: 12 March 2024**

Officers Comment

This component of the Heritage Committee recommendation was considered by Council at its Meeting on 13 February 2024, where Council resolved:

*That Council note:*

- i. The information contained within the report regarding the Windsor Liveability Project.*
- ii. The Heritage Committee's advice regarding the paving substrate for the Liveability Project - Windsor Stage 1.*
- iii. That Council Officers will assess the tenders that are returned for the Liveability Project - Windsor Stage 1, inclusive of all viable substrate options.*
- iv. That Council Officers will continue to provide information to the Heritage Committee for future stages, including Dharug representatives.*

As such, endorsement of this recommendation from the Heritage Committee is consistent with the resolution from Council's Meeting on 13 February 2024.

3. Council note that additional information will be provided to the Heritage Committee for Windsor Stage 1a and Stage 2 of the project as they are progressed.

The Heritage Committee requires information about the excavation depth, noting that any excavation or tree removal below the existing disturbance level for Stages 1, 1a, and 2 should be monitored by Dharug people (person) and/or a Registered Aboriginal Party with connections to the Sydney Basin, in addition to the Section 140 Excavation Permit requirements.

The Heritage Committee receive a report of the results of the test excavations for Aboriginal and European artefacts for the Stages 1a and 2 sites, and information about the provisions to be made for keeping any artefacts.

Officers Comment

Council Officers note the Committee's recommendation. The project protocols that are in place to ensure excavation and construction is mindful of the area, including Aboriginal and European Heritage that may be discovered, have been provided to the Heritage Committee. Council Officers are committed to ongoing engagement with Dharug people (person) as included in the report to the Heritage Committee 1 February 2024.

4. Council notes that the Heritage Committee recommends information regarding the pre-Macquarie village of Green Hills be incorporated into the interpretation plan for Windsor for all three stages.

Officers Comment

Council Officers have asked for this information and will provide it to the Liveability Project team for consideration in Stage 1a and Stage 2 design.

5. Council notes that the Heritage Committee recommends that in respect of sandstone that it should be:
- a) Rehewn sandstone (in situ)
  - b) Replace missing sandstone where rehewing isn't possible.

**ORDINARY MEETING**  
**5. REPORTS OF COMMITTEES**  
**Meeting Date: 12 March 2024**

- c) That Council refers to the Thompson Square Conservation Management Plan and the ICOMOS Burra Charter.
- d) That the Committee receive an inventory of heritage sandstone held by Council and to consider the provenance and significance. Any heritage sandstone reused within Windsor is as close to the earlier use and location as possible.

Officers Comment

Council Officers note the Committee's recommendation. Stage 1 a design will consider the Thompson Square Conservation Management Plan and the ICOMOS Burra Charter. It is suggested that it would be practical to undertake an inventory of heritage sandstone as part of the work being undertaken by the Windsor Bridge artifacts working group.

- 6. Council notes that the Heritage Committee recommends exploring the use of heritage sandstone to mark out the earlier street through the mall and the earlier cross streets.

Officers Comment

Council Officers note that this information will be provided to the Liveability Project team for consideration in Stage 2 design.

- 7. Council note that the project site is an important area for Dharug people and First Contact, and further discussions will be required with the Heritage Committee to deal with Aboriginal and post settlement matters. To address this, the Director City Planning will coordinate future consultation as required on Dharug heritage and the Windsor stages of the Liveability Project.

Officers Comment

Council Officers are committed to ongoing engagement with Dharug people (person) as included in the report to the Heritage Committee 1 February 2024.

**ATTACHMENTS**

**AT - 1** Heritage Committee Minutes - 1 February 2024



Attachment 1 - Heritage Committee Minutes - 1 February 2024

Table of Contents

1. AGENDA.....

2. CONFIRMATION OF MINUTES .....

3. REPORTS FOR DETERMINATION .....

3.1.1. HC - Liveability Project Update - (80242).....

4. GENERAL BUSINESS .....

4

6

7

7

9

**ORDINARY MEETING**  
**5. REPORTS OF COMMITTEES**  
**Meeting Date: 12 March 2024**

**HERITAGE COMMITTEE**  
**Meeting Date: 1 February 2024**

**1. AGENDA**

Minutes of the Meeting of the Heritage Committee held in the Council Chambers, Windsor, on 1 February 2024 commencing at 5:05pm.

**ATTENDANCE**

**Present:** Councillor Danielle Wheeler Hawkesbury City Council - (Chairperson)  
Councillor Shane Djuric, Hawkesbury City Council  
Councillor Mary Lyons-Buckett, Hawkesbury City Council  
Councillor Jill Reardon, Hawkesbury City Council  
Mr Graham Edds, Community Representative – (Deputy Chairperson)  
Ms Jan Barkley-Jack, Community Representative  
Ms Cheryl Ballantyne, Community Representative  
Ms Michelle Nichols, Community Representative  
Ms Erin Wilkins, Community Representative

**Apologies:** Mr John Moxon, Community Representative  
Ms Deborah Hallam, Community Representative  
Mr Michael Edwards, Community Representative  
Ms Cindy Laws, Community Representative

**In Attendance:** Ms Meagan Ang, Hawkesbury City Council  
Mr Andrew Kearns, Hawkesbury City Council  
Mr Phil Moore, Hawkesbury City Council  
Mr Christopher Reeves, Hawkesbury City Council  
Ms Melissa Ryan, Hawkesbury City Council, Minute Secretary

Member	1/02/2024
Councillor Danielle Wheeler	✓
Councillor Shane Djuric	✓
Councillor Mary Lyons-Buckett	✓
Councillor Jill Reardon	✓
Ms Jan Barkley-Jack	✓
Ms Cheryl Ballantyne	✓
Ms Gaye Wilson	A
Ms Deborah Hallam	A
Ms Michelle Nichols	✓
Mr John Moxon	A
Ms Erin Wilkins	✓
Ms Cindy Laws	A
Mr Michael Edwards	A
Mr Graham Edds	✓

**Key:** A = Formal Apology ✓= Present X = Absent - no apology

**ORDINARY MEETING**  
**5. REPORTS OF COMMITTEES**  
**Meeting Date: 12 March 2024**

**HERITAGE COMMITTEE**  
**Meeting Date: 1 February 2024**

**APOLOGIES**

Apologies from Mr John Moxon, Ms Deborah Hallam, Mr Michael Edwards and Ms Cindy Laws were noted.

**DECLARATION OF INTERESTS**

There were no Declarations of Interests.

**ORDINARY MEETING**  
**5. REPORTS OF COMMITTEES**  
**Meeting Date:** 12 March 2024

**HERITAGE COMMITTEE**  
**Meeting Date:** 1 February 2024

**2. CONFIRMATION OF MINUTES**

The Committee resolved on the Motion of Councillor Jill Reardon, seconded by Councillor Shane Djuric, that the Minutes from the previous meeting held on Thursday, 2 November 2023 be confirmed.

**ORDINARY MEETING**  
**5. REPORTS OF COMMITTEES**  
**Meeting Date: 12 March 2024**

**HERITAGE COMMITTEE**  
**Meeting Date: 1 February 2024**

**3. REPORTS FOR DETERMINATION**

**3.1.1. HC - Liveability Project Update - (80242)**

**Directorate:** City Planning

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**OFFICER'S RECOMMENDATION:**

That the Heritage Committee:

1. Note the information provided.
2. Note the information contained within the report on the proposed paving substrate for Windsor Stage 1, and request the Heritage Committee provide advice on a preferred option.
3. Note that additional information will be provided to the Heritage Committee for Windsor Stage 1a and Stage 2 of the project as they are progressed.
4. Note the Director City Planning will coordinate future consultation as required on Dharug heritage and the Windsor stages of the Liveability Project.

**COMMITTEE RECOMMENDATION:**

RESOLVED on the motion of Ms Cheryl Ballantyne and seconded by Councillor Jill Reardon.

That the Heritage Committee provide the following advice to Council with respect to the Liveability Project:

1. Note the information provided, and the Committee flag that in regard to this project, this type of extensive public works has not been undertaken on such a large scale covering a large area of Windsor since the 1874 fire and construction of the pedestrian mall. Given this, there is a need to be mindful of the unique Aboriginal and European heritage that may be discovered and the detail that needs to be considered in such a project.
2. Note the information contained within the report on the proposed paving substrate for Windsor Stage 1. The Heritage Committee advises the following:
  - a) That the compacted substrate option is the preferred treatment pending confirmation that this option allows for the percolation of water through this substrate layer.
  - b) The drainage from the existing buildings is checked.
  - c) The Committees view is that verandahs and awnings in front of heritage items will not prevent rising damp.
3. Note that additional information will be provided to the Heritage Committee for Windsor Stage 1a and Stage 2 of the project as they are progressed.

The Heritage Committee requires information about the excavation depth, noting that any excavation or tree removal below the existing disturbance level for Stages 1, 1a, and 2 should be monitored by Dharug people (person) and/or a Registered Aboriginal Party with connections to the Sydney Basin, in addition to the Section 140 Excavation Permit requirements.

**ORDINARY MEETING**  
**5. REPORTS OF COMMITTEES**  
**Meeting Date: 12 March 2024**

**HERITAGE COMMITTEE**  
**Meeting Date: 1 February 2024**

The Heritage Committee receive a report of the results of the test excavations for Aboriginal and European artefacts for the Stages 1a and 2 sites, and information about the provisions to be made for keeping any artefacts.

4. The Heritage Committee recommends information regarding the pre-Macquarie village of Green Hills be incorporated into the interpretation plan for Windsor for all three stages.
5. The Heritage Committee recommends that in respect of sandstone that it should be:
  - a) Rehewn sandstone (in situ)
  - b) Replace missing sandstone where rehewing isn't possible.
  - c) That Council refer to the Thompson Square Conservation Management Plan and the ICOMOS Burra Charter.
  - d) That the Committee receive an inventory of heritage sandstone held by Council and to consider the provenance and significance. Any heritage sandstone reused within Windsor is as close to the earlier use and location as possible.
6. The Heritage Committee recommends exploring the use of heritage sandstone to mark out the earlier street through the mall and the earlier cross streets.
7. Note that the project site is an important area for Dharug people and First Contact, and further discussions will be required with the Heritage Committee to deal with Aboriginal and post settlement matters. To address this, the Director City Planning will coordinate future consultation as required on Dharug heritage and the Windsor stages of the Liveability Project.

**ORDINARY MEETING**  
**5. REPORTS OF COMMITTEES**  
**Meeting Date:** 12 March 2024

**HERITAGE COMMITTEE**  
**Meeting Date:** 1 February 2024

**4. GENERAL BUSINESS**

The meeting terminated at 6.40pm.

oooO END OF REPORT Oooo

**ORDINARY MEETING**  
**5. REPORTS OF COMMITTEES**  
**Meeting Date: 12 March 2024**

**5.1.2. ROC – Local Traffic Committee – 12 February 2024 – (95495, 80245)**

**Directorate:** Infrastructure Service

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**PURPOSE OF THE REPORT**

The purpose of this report is to present the Minutes of the Local Traffic Committee, held on 12 February 2024.

**EXECUTIVE SUMMARY**

The Local Traffic Committee considered two items, contained within the Minutes of the Local Traffic Committee. The Committee has been constituted for the purpose of providing technical review and advice on various traffic related matters, to Council in the exercising of its delegated functions as they relate to the regulation of traffic on the public road network, for which Council is the Roads Authority. The Committee has, however, no delegation authority in its own right and cannot bind Council.

The recommendations of the Committee are in line with the objectives of the Committee, as set out under the Delegation Instrument, and with established practices and procedures.

**RECOMMENDATION**

That the Council adopt the recommendations contained in the minutes of the Hawkesbury City Council Local Traffic Committee meeting held on 12 February 2024.

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**DISCUSSION**

The Committee considered staff reports on a range of matters as shown in the attached minutes (Attachment 1). The following items require specific consideration by Council.

- Special Event Matter - Item 4.2.1. - Convict 100 Mountain Bike Event 2024 - St Albans (Hawkesbury) - (80245, 85193)
- Special Event Matter - Item 4.2.2. - Hawkesbury Show 2024 - Hawkesbury Showground, Clarendon - (Hawkesbury) - (80245, 74207, 123265)

**ATTACHMENTS**

**AT - 1** Minutes of the Local Traffic Committee held on 12 February 2024.



**ORDINARY MEETING**  
**5. REPORTS OF COMMITTEES**  
**Meeting Date: 12 March 2024**

**Attachment 1 - Minutes of the Local Traffic Committee held on 12 February 2024.**

**LOCAL TRAFFIC COMMITTEE**  
**Meeting Date: 12 February 2024**

**Table of Contents**

<b>1. AGENDA.....</b>	<b>5</b>
Welcome .....	5
Apologies .....	5
Declaration of Interests .....	5
<b>2. CONFIRMATION OF MINUTES .....</b>	<b>6</b>
<b>3. BUSINESS ARISING .....</b>	<b>7</b>
<b>4. REPORTS FOR DETERMINATION .....</b>	<b>8</b>
4.1. GENERAL TRAFFIC.....	8
4.2. SPECIAL EVENTS .....	9
4.2.1. LTC - Convict 100 Mountain Bike Event 2024 - St Albans (Hawkesbury) - (80245, 85193)...	9
4.2.2. LTC - Hawkesbury Show 2024 - Hawkesbury Showground, Clarendon - (Hawkesbury) - (80245, 74207, 123265) .....	20
4.3. FOR INFORMATION .....	30
<b>5. GENERAL BUSINESS .....</b>	<b>31</b>

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This is page 3 of the Minutes of the LOCAL TRAFFIC COMMITTEE MEETING held Remotely on 12 February 2024.

**ORDINARY MEETING**  
**5. REPORTS OF COMMITTEES**  
**Meeting Date: 12 March 2024**

**LOCAL TRAFFIC COMMITTEE**  
**Meeting Date: 12 February 2024**

**1. AGENDA**

**Welcome**

Minutes of the Meeting of the Local Traffic Committee held remotely on Monday, 12 February 2024 commencing at 3pm.

**ATTENDANCE**

**Present:** Councillor Sarah McMahon, Mayor Hawkesbury City Council  
Ms Melissa Monroe, Transport for NSW (TfNSW)  
Ms Felicity Findlay, Office of Member for Hawkesbury

**Apologies:** Inspector Daniel Clements, NSW Police Force

**In Attendance:** Mr Christopher Amit, Hawkesbury City Council, (Chair)  
Ms Cathy Mills, Hawkesbury City Council  
Mr Rob Wainhouse, Hawkesbury City Council

**Apologies**

RESOLVED on the motion of Councillor Sarah McMahon, seconded by Ms Felicity Findlay, that the apologies be accepted.

**Declaration of Interests**

There were no Declarations of Interest made.

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This is page 5 of the Minutes of the LOCAL TRAFFIC COMMITTEE MEETING held Remotely on 12 February 2024.

**ORDINARY MEETING**  
**5. REPORTS OF COMMITTEES**  
**Meeting Date:** 12 March 2024

**LOCAL TRAFFIC COMMITTEE**  
**Meeting Date:** 12 February 2024

**2. CONFIRMATION OF MINUTES**

The Committee resolved on the Motion of Councillor Sarah McMahon, seconded by Ms Felicity Findlay, that the Minutes from the previous meeting held on Monday, 15 January 2024 be confirmed.

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This is page 6 of the Minutes of the LOCAL TRAFFIC COMMITTEE MEETING held Remotely on 12 February 2024.

**ORDINARY MEETING**  
**5. REPORTS OF COMMITTEES**  
**Meeting Date:** 12 March 2024

**LOCAL TRAFFIC COMMITTEE**  
**Meeting Date:** 12 February 2024

**3. BUSINESS ARISING**

There was no business arising from the previous minutes.

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This is page 7 of the Minutes of the LOCAL TRAFFIC COMMITTEE MEETING held Remotely on 12 February 2024.

**ORDINARY MEETING**  
**5. REPORTS OF COMMITTEES**  
**Meeting Date: 12 March 2024**

**LOCAL TRAFFIC COMMITTEE**  
**Meeting Date: 12 February 2024**

**4. REPORTS FOR DETERMINATION**

**4.1. GENERAL TRAFFIC**

Nil Reports.

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This is page 8 of the Minutes of the LOCAL TRAFFIC COMMITTEE MEETING held Remotely on 12 February 2024.

**ORDINARY MEETING**  
**5. REPORTS OF COMMITTEES**  
**Meeting Date: 12 March 2024**

**LOCAL TRAFFIC COMMITTEE**  
**Meeting Date: 12 February 2024**

**4.2. SPECIAL EVENTS**

**4.2.1. LTC - Convict 100 Mountain Bike Event 2024 - St Albans (Hawkesbury) - (80245, 85193)**

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**INTRODUCTION:**

An application has been received from Maximum Adventure Pty Ltd seeking approval (in traffic management terms) to conduct the Convict 100 Mountain Bike Event 2024 - St Albans, on Saturday 04 May 2024.

The event organiser has advised;

- The event is a Mountain Bike (Cycling) Race in and around the St Albans and Macdonald Valley areas.
- The event has been held for 17 years and was previously known as the Dirk Works 100 Kilometre Classic.
- The event gets its name from the old Convict trail it traverses.
- The event is run predominantly on trails through the Parr, Dharug and Yengo National Parks.
- The event enjoys the continued support of the St Albans RFS and local community.
- The event will be undertaken between 5:30am and 6pm.
- Approximately 1200 participants are expected for the event.
- Approximately 80 spectators and their vehicles are expected. Parking will be available on private land.
- There are 3 courses for the event; 100, 68 and 44 kilometres.
- The start and finish of the race will be in the town of St Albans, on Wharf Street.
- The event route is similar to previous years.
- It is proposed to close a section of Wharf Street, between Bulga Street and Wollombi Road, St Albans (100 metre long sealed section), commencing from 9am, Friday 03 May 2024, through to 6pm, Saturday 04 May 2024.
- Alternate access is available via Wollombi Road and Bulga Street.
- Route/Course for the three Rides:
  - Convict 100 kilometre Course
    - Commence at Wharf Street (0.05klm) and enter the course by turning right onto Wollombi Road and travel along Wollombi Road (4klm) and turn left into the Road Reserve just past No. 529 Wollombi Road and onto Joes Crossing (0.55klm).

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This is page 9 of the Minutes of the LOCAL TRAFFIC COMMITTEE MEETING held Remotely on 12 February 2024.

**ORDINARY MEETING**  
**5. REPORTS OF COMMITTEES**  
**Meeting Date: 12 March 2024**

**LOCAL TRAFFIC COMMITTEE**  
**Meeting Date: 12 February 2024**

- Cross the Macdonald River at the first River Crossing Point and onto the Road Reserve adjacent to No. 476 Upper Macdonald Road and then turn left onto Upper Macdonald Road and travel along Upper Macdonald Road (3.3klm) and turn right onto Jacks Track.
- Travel along Jacks Track (7.4klm) and turn left onto Womerah Range Trail.
- Travel along Womerah Range Trail (11.8klm) and turn left onto Webbs Creek Mountain Road.
- Travel along Webbs Creek Mountain Road (0.45klm) and turn left onto St Albans Road.
- Travel along St Albans Road (4.6klm) and turn right into No. 934 St Albans Road and travel through this property (0.5klm) crossing the Macdonald River at the Second River Crossing and entering and traveling through No. 916 Settlers Road (0.15klm) and turning right onto Settlers Road.
- Travel along Settlers Road (1.2klm) and turn left onto Shepherds Gully Road.
- Travel along Shepherds Road (2.3klm) and turn left onto the Great Northern Road
- Travel along the Great Northern Road (31.7klm) and turn left onto Sullivans Arm Trail.
- Travel along Sullivans Arm Trail (4.3klm) and turn left onto Wrights Creek Trail.
- Travel along Wrights Creek Trail (14.2klm) and turn left onto Blue Hill Track.
- Travel along Blue Hill Track (2.0klm) and turn right onto Wrights Creek Road.
- Travel along Wrights Creek Road (4.3klm) and turn right onto Settlers Road.
- Travel along Settlers Road (6.8klm) into Bulga Street (0.35klm) and turn left onto Wharf Street return to the end point.
- Convict 68 kilometre Course
  - Commence at Wharf Street (0.05klm) and enter the course by turning right onto Wollombi Road and travel along Wollombi Road (4klm) and turn left into the Road Reserve just past No. 529 Wollombi Road and onto Joes Crossing (0.55klm).
  - Cross the Macdonald River at the first River Crossing Point and onto the Road Reserve adjacent to No. 476 Upper Macdonald Road and then turn left onto Upper Macdonald Road and travel along Upper Macdonald Road (3.3klm) and turn right onto Jacks Track
  - Travel along Jacks Track (7.4klm) and turn left onto Womerah Range Trail.
  - Travel along Womerah Range Trail (11.8klm) and turn left onto Webbs Creek Mountain Road.
  - Travel along Webbs Creek Mountain Road (0.45klm) and turn left onto St Albans Road.
  - Travel along St Albans Road (4.6klm) and turn right into No. 934 St Albans Road and travel through this property (0.5klm) crossing the Macdonald River at the

This is page 10 of the Minutes of the LOCAL TRAFFIC COMMITTEE MEETING held Remotely on 12 February 2024.

**ORDINARY MEETING**  
**5. REPORTS OF COMMITTEES**  
**Meeting Date: 12 March 2024**

**LOCAL TRAFFIC COMMITTEE**  
**Meeting Date: 12 February 2024**

Second River Crossing and entering and traveling through No. 916 Settlers Road (0.15km) and turning right onto Settlers Road.

- Travel along Settlers Road (1.2km) and turn left onto Shepherds Gully Road.
- Travel along Shepherds Gully Road (2.3km) and turn left onto the Great Northern Road
- Travel along the Great Northern Road (9.6km) and turn left onto Eight Mile Trail.
- Travel along Eight Mile Trail (9.4km) which links to Blue Hill Trail (1.0km) and turn left onto Wrights Creek Road.
- Travel along Wrights Creek Road (4.5km) and turn right onto Settlers Road.
- Travel along Settlers Road (6.8km) into Bulga Street (0.35km) and turn left onto Wharf Street return to the end
- Convict 44 kilometre Course
  - Commence at Wharf Street (0.05km) and enter the course by turning right onto Wollombi Road and travel along Wollombi Road (4km) and turn left into the Road Reserve just past No. 529 Wollombi Road and onto Joes Crossing (0.55km).
  - Cross the Macdonald River at the first River Crossing Point and onto the Road Reserve adjacent to No. 476 Upper Macdonald Road and then turn left onto Upper Macdonald Road and travel along Upper Macdonald Road (3.3km) and turn right onto Jacks Track.
  - Travel along Jacks Track (7.4km) and turn left onto Womerah Range Trail.
  - Travel along Womerah Range Trail (11.8km) and turn left onto Webbs Creek Mountain Road.
  - Travel along Webbs Creek Mountain Road (0.45km) and turn left onto St Albans Road.
  - Travel along St Albans Road (4.6km) and turn right into No. 934 St Albans Road and travel through this property (0.5km) crossing the Macdonald River at the Second River Crossing and entering and traveling through No. 916 Settlers Road (0.15km) and turning left onto Settlers Road.
  - Travel along Settlers Road (10.8km) into Bulga Street (0.35km) and turn left onto Wharf Street return to the end.
- The event will have an impact on residents of Wharf Street between Wollombi Road and Bulga Street accessing their properties.
- Consultation is currently in progress with the adjoining property owners, who have previously provided support in writing, relating to the proposed road closure. Arrangements will be made with these residents to allow access when requested.
- Participants will compete on a two-leaf clover route format, covering approximately 100 kilometres of fire trail, single track and dirt roads through the National Parks, private properties and public roads.
- The course will be clearly marked for riders to follow.

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This is page 11 of the Minutes of the LOCAL TRAFFIC COMMITTEE MEETING held Remotely on 12 February 2024.



**ORDINARY MEETING**  
**5. REPORTS OF COMMITTEES**  
**Meeting Date: 12 March 2024**

**LOCAL TRAFFIC COMMITTEE**  
**Meeting Date: 12 February 2024**

- Marshalls with high visibility vests and radios will be positioned at junctions, warning cyclists of on-coming traffic and the track ahead.
- Signs will be positioned throughout the course to warn other users of the event.
- The event route will cross the Macdonald River at the two points shown on the Event Course Map contained in Attachment 1. Crossing of the Macdonald River will be undertaken either by walking across if the water level is ankle deep and safe to do so or alternatively utilising a 'pontoon bridge' configuration at each location.
- The property owners located at No. 934 St Albans Road and No.916 Settlers Road, which are the properties on either side of the river at the second river crossing point, are currently being consulted and have previously provided consent to access their properties.
- Spectators and participants can park in the day parking area on private land along Settlers Road as indicated in Attachment 2.

**DISCUSSION:**

It would be appropriate to classify the event as a "Class 2" special event under the "Traffic and Transport Management for Special Events" guidelines issued by Transport for NSW – TfNSW (formerly RTA/RMS) as the event may impact minor traffic and transport systems, which includes the proposed road closure along the specified route, and there may be a low scale disruption to the non-event community.

The mountain bike event is predominantly on tracks within the Parr State Conservation Area, Dharug and Yengo National Parks, private properties and on the following public roads;

- Bulga Street – Sealed Road.
- Settlers Road – Sealed and Unsealed Road.
- Shepherds Gully Road – Unformed Road.
- St Albans Road – Sealed Road.
- Upper Macdonald Road – Unsealed Road.
- Webbs Creek Mountain Road - Unsealed Road
- Wharf Street – Sealed Road.
- Wollombi Road – Sealed and Unsealed Road.
- Wrights Creek Road - Unsealed Road.
- Macdonald River – Two river crossing points.

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

The Transport Management Plan (TMP) and the associated Traffic Control Plan (TCP) is to be submitted to Transport for NSW – TfNSW (formerly TMC) for authorisation due to the proposed road closure of Wharf Street, between Bulga Street and Wollombi Road, St Albans (100 metre long sealed section).

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This is page 12 of the Minutes of the LOCAL TRAFFIC COMMITTEE MEETING held Remotely on 12 February 2024.

**ORDINARY MEETING**  
**5. REPORTS OF COMMITTEES**  
**Meeting Date: 12 March 2024**

**LOCAL TRAFFIC COMMITTEE**  
**Meeting Date: 12 February 2024**

The event organiser has submitted the following items in relation to the event: Attachment 4 (ECM Document Set ID No. 8701513):

1. Traffic and Transport Management for Special Events – HCC: Form A – Initial Approval - Application Form,
2. Traffic and Transport Management for Special Events – HCC: Form B – Initial Approval Application - Checklist,
3. Special Event Transport Management Plan Template – RTA (Transport for NSW – TfNSW),
4. Event Information including Traffic Control Plans (TCPs) and an Emergency Management Plan,
5. Event Course Map,
6. Road Closure/Detour Plan,
7. Copy of Insurance Policy which is valid to 28 January 2024.

**RECOMMENDATION TO COMMITTEE:**

That:

1. The approval conditions listed below relate only to matters affecting the traffic management of the event. The event organiser must obtain all other relevant approvals for this event. The event organiser must visit Council's web site, <https://www.hawkesbury.nsw.gov.au/your-council/events/traffic-management-for-special-events> and refer to the documentation contained within this link which relates to other approvals that may be required for the event as a whole. It is the responsibility of the event organiser to ensure that they comply with the contents and requirements of this information which includes the Transport for NSW – TfNSW (formerly RTA/RMS) publication "Guide to Traffic and Transport Management for Special Events" (Version 3.4) and the Hawkesbury City Council special event information package.
2. The Convict 100 Mountain Bike Event 2024 - St Albans, event planned for Saturday, 04 May 2024 be classified as a "Class 2" special event, in terms of traffic management, under the "Traffic and Transport Management for Special Events" guidelines issued by Transport for NSW – TfNSW (formerly RTA/RMS).
3. The safety of all road users and personnel on or affected by the event is the responsibility of the event organiser.
4. No objection (in terms of traffic management) be held to this event subject to compliance with the information contained within the application submitted – which includes the road closure of a section of Wharf Street between Bulga Street and Wollombi Road, St Albans, commencing from 8am, Friday 03 May 2024, through to 6pm, Saturday 04 May 2024, and the following conditions:

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This is page 13 of the Minutes of the LOCAL TRAFFIC COMMITTEE MEETING held Remotely on 12 February 2024.

**ORDINARY MEETING**  
**5. REPORTS OF COMMITTEES**  
**Meeting Date: 12 March 2024**

**LOCAL TRAFFIC COMMITTEE**  
**Meeting Date: 12 February 2024**

**Prior to the event:**

- 4a. the event organiser is responsible for ensuring the safety of all involved in relation to the proposed event and must fully comply with the requirements of the Work Health & Safety (WHS) Act 2011, WHS Regulations 2011 and associated Australian Standards and applicable Codes of Practice. It is incumbent on the organiser under this legislation to ensure all potential risks are identified and assessed as to the level of harm they may pose and that suitable control measures are instigated to either eliminate these or at least reduce them to an acceptable level. This will include assessing the potential risks to spectators, participants and road/park/facility users etc during the event including setting up and clean-up activities. This process must also include (where appropriate) but is not limited to the safe handling of hazardous substances, electrical equipment testing, tagging and layout, traffic/pedestrian management plans, certification and licensing in relation to amusement rides, relevant current insurance cover and must be inclusive of meaningful consultation with all stakeholders. Information for event organisers to assist in identifying, controlling and managing risk is available on the NSW Government's web site at <https://www.nsw.gov.au/departments-and-agencies/premiers-department/community-engagement/event-starter-guide/risk-assessment-management>;
- 4b. the event organiser is to assess the risk and address the suitability of the entire route/site as part of the risk assessment considering the possible risks for all participants. This assessment should be carried out by visual inspection of the route/site by the event organiser prior to preparing the TMP and prior to the event.
- 4c. the event organiser is to obtain approval to conduct the event, from the NSW Police Force; a copy of the Police Force approval to be submitted to Council;
- 4d. the event organiser is to obtain approval from Transport for NSW – TfNSW (formerly TMC) as a road closure is proposed for a section of Wharf Street between Bulga Street and Wollombi Road, St Albans commencing from 8am, Friday 03 May 2024, through to 6pm, Saturday 04 May 2024; a copy of the Transport for NSW – TfNSW (formerly TMC) approval to be submitted to Council;
- 4e. the event organiser is to submit a Transport Management Plan (TMP) for the entire route/event incorporating the submitted Traffic Control Plans (TCPs) to Council for acknowledgement and Transport for NSW – TfNSW (formerly TMC and RTA/RMS) for concurrence;
- 4f. the event organiser is to submit to Council a copy of its Public Liability Policy in an amount not less than \$10,000,000 noting Council and Transport for NSW – TfNSW (formerly RTA/RMS) as interested parties on the Policy and that Policy is to cover both on-road and off-road activities;
- 4g. as the event involves the closure of a public road and the traverse of public roads, the event organiser is required to submit a Road Occupancy Application (ROA) to Council, with any associated fee, to occupy and close the road;
- 4h. 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. The method and frequency of watering is to be addressed and outlined in the TMP;
- 4i. the event organiser is to obtain the relevant approval to cross the Macdonald River from Transport for NSW – TfNSW (formerly RTA/RMS and NSW Maritime); a copy of this approval to be submitted to Council;
- 4j. the event organiser is to obtain the relevant approval from the NSW Department of Planning, Industry and Environment (formerly Office of Environment and Heritage) to

This is page 14 of the Minutes of the LOCAL TRAFFIC COMMITTEE MEETING held Remotely on 12 February 2024.

**ORDINARY MEETING**  
**5. REPORTS OF COMMITTEES**  
**Meeting Date: 12 March 2024**

**LOCAL TRAFFIC COMMITTEE**  
**Meeting Date: 12 February 2024**

access and cross the Macdonald River; a copy of this approval to be submitted to Council;

- 4k. the event organiser is to obtain approval from the NSW National Parks and Wildlife Service (NSW Department of Planning, Industry and Environment) for the use of the Parr State Conservation Area, Dharug and Yengo National Parks and the Great Northern Road; a copy of this approval to be submitted to Council;
- 4l. the event organiser is to obtain written approval from Council for the use of a Council Park/Reserve;
- 4m. the event organiser is to obtain approval from the NSW Department of Planning, Industry and Environment (formerly NSW Department of Industries - Lands) for the use of any Crown Road or Crown Land; a copy of this approval to be submitted to Council;
- 4n. the event organiser is to obtain approval from the respective Landowners for the use of their land for the event; a copy of this approval to be submitted to Council;
- 4o. the event organiser is to advertise the event in the local press stating the entire route/extent of the event, including the proposed traffic control measures, road closure, detour route and the traffic impact/delays expected, due to the event, two weeks prior to the event; a copy of the proposed advertisement to be submitted to Council (indicating the advertising medium);
- 4p. the event organiser is to notify the details of the event to the NSW Ambulance Service, Fire and Rescue NSW, NSW Rural Fire Service and SES at least two weeks prior to the event; a copy of the correspondence to be submitted to Council;
- 4q. the event organiser is to directly notify relevant ferry operators, bus companies, tourist bus operators and taxi companies operating in the area which may be affected by the event, including the proposed traffic control measures, road closure, detour route and the traffic impact/delays expected, due to the event, at least two weeks prior to the event; a copy of the correspondence to be submitted to Council;
- 4r. the event organiser is to directly notify all the residences and businesses which may be affected by the event, including the proposed traffic control measures, road closure, detour route and the traffic impact/delays expected, due to the event, at least two weeks prior to the event; The event organiser is to undertake a letter drop to all affected residents and businesses in proximity of the event, with that letter advising full details of the event; a copy of the correspondence to be submitted to Council;
- 4s. the event organiser is to submit the completed "Traffic and Transport Management for Special Events – Final Approval Application Form (Form C)" to Council;

**During the event:**

- 4t. access is to be maintained for businesses, residents and their visitors;
- 4u. a clear passageway of at least four metres in width is to be maintained at all times for emergency vehicles;
- 4v. all traffic controllers / marshals operating within the public road network or road related area, are to hold appropriate certification as required by Transport for NSW – TfNSW (formerly RTA/RMS);
- 4w. the cyclists are to be made aware of and are to follow all the general road user rules whilst cycling on public roads;

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This is page 15 of the Minutes of the LOCAL TRAFFIC COMMITTEE MEETING held Remotely on 12 February 2024.



**ORDINARY MEETING**  
**5. REPORTS OF COMMITTEES**  
**Meeting Date: 12 March 2024**

**LOCAL TRAFFIC COMMITTEE**  
**Meeting Date: 12 February 2024**

- 4x. in accordance with the submitted TMP and associated TCPs, appropriate advisory signs and traffic control devices are to be placed along the route, including the road closure points, during the event, under the direction of a traffic controller holding appropriate certification as required by Transport for NSW – TfNSW (formerly RTA/RMS);
- 4y. the competitors and participants are to be advised of the traffic control arrangements in place, prior to the commencement of the event;
- 4z. all roads and marshalling points are to be kept clean and tidy, with all signs and devices to be removed immediately upon completion of the activity, and,
- 4aa. 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. The method and frequency of watering is to be undertaken as outlined in the TMP.

**COMMITTEE RECOMMENDATION:**

RESOLVED on the motion of Councillor Sarah McMahon, seconded by Ms Felicity Findlay.

Support for the recommendation: Unanimous support

That:

- 1. The approval conditions listed below relate only to matters affecting the traffic management of the event. The event organiser must obtain all other relevant approvals for this event. The event organiser must visit Council's web site, <https://www.hawkesbury.nsw.gov.au/your-council/events/traffic-management-for-special-events> and refer to the documentation contained within this link which relates to other approvals that may be required for the event as a whole. It is the responsibility of the event organiser to ensure that they comply with the contents and requirements of this information which includes the Transport for NSW – TfNSW (formerly RTA/RMS) publication "Guide to Traffic and Transport Management for Special Events" (Version 3.4) and the Hawkesbury City Council special event information package.
- 2. The Convict 100 Mountain Bike Event 2024 - St Albans, event planned for Saturday, 04 May 2024 be classified as a "Class 2" special event, in terms of traffic management, under the "Traffic and Transport Management for Special Events" guidelines issued by Transport for NSW – TfNSW (formerly RTA/RMS).
- 3. The safety of all road users and personnel on or affected by the event is the responsibility of the event organiser.
- 4. No objection (in terms of traffic management) be held to this event subject to compliance with the information contained within the application submitted – which includes the road closure of a section of Wharf Street between Bulga Street and Wollombi Road, St Albans, commencing from 8am, Friday 03 May 2024, through to 6pm, Saturday 04 May 2024, and the following conditions:

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This is page 16 of the Minutes of the LOCAL TRAFFIC COMMITTEE MEETING held Remotely on 12 February 2024.

**ORDINARY MEETING**  
**5. REPORTS OF COMMITTEES**  
**Meeting Date: 12 March 2024**

**LOCAL TRAFFIC COMMITTEE**  
**Meeting Date: 12 February 2024**

**Prior to the event:**

- 4a. the event organiser is responsible for ensuring the safety of all involved in relation to the proposed event and must fully comply with the requirements of the Work Health & Safety (WHS) Act 2011, WHS Regulations 2011 and associated Australian Standards and applicable Codes of Practice. It is incumbent on the organiser under this legislation to ensure all potential risks are identified and assessed as to the level of harm they may pose and that suitable control measures are instigated to either eliminate these or at least reduce them to an acceptable level. This will include assessing the potential risks to spectators, participants and road/park/facility users etc during the event including setting up and clean-up activities. This process must also include (where appropriate) but is not limited to the safe handling of hazardous substances, electrical equipment testing, tagging and layout, traffic/pedestrian management plans, certification and licensing in relation to amusement rides, relevant current insurance cover and must be inclusive of meaningful consultation with all stakeholders. Information for event organisers to assist in identifying, controlling and managing risk is available on the NSW Government's web site at <https://www.nsw.gov.au/departments-and-agencies/premiers-department/community-engagement/event-starter-guide/risk-assessment-management>;
- 4b. the event organiser is to assess the risk and address the suitability of the entire route/site as part of the risk assessment considering the possible risks for all participants. This assessment should be carried out by visual inspection of the route/site by the event organiser prior to preparing the TMP and prior to the event.
- 4c. the event organiser is to obtain approval to conduct the event, from the NSW Police Force; a copy of the Police Force approval to be submitted to Council;
- 4d. the event organiser is to obtain approval from Transport for NSW – TfNSW (formerly TMC) as a road closure is proposed for a section of Wharf Street between Bulga Street and Wollombi Road, St Albans commencing from 8am, Friday 03 May 2024, through to 6pm, Saturday 04 May 2024; a copy of the Transport for NSW – TfNSW (formerly TMC) approval to be submitted to Council;
- 4e. the event organiser is to submit a Transport Management Plan (TMP) for the entire route/event incorporating the submitted Traffic Control Plans (TCPs) to Council for acknowledgement and Transport for NSW – TfNSW (formerly TMC and RTA/RMS) for concurrence;
- 4f. the event organiser is to submit to Council a copy of its Public Liability Policy in an amount not less than \$10,000,000 noting Council and Transport for NSW – TfNSW (formerly RTA/RMS) as interested parties on the Policy and that Policy is to cover both on-road and off-road activities;
- 4g. as the event involves the closure of a public road and the traverse of public roads, the event organiser is required to submit a Road Occupancy Application (ROA) to Council, with any associated fee, to occupy and close the road;
- 4h. 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. The method and frequency of watering is to be addressed and outlined in the TMP;
- 4i. the event organiser is to obtain the relevant approval to cross the Macdonald River from Transport for NSW – TfNSW (formerly RTA/RMS and NSW Maritime); a copy of this approval to be submitted to Council;
- 4j. the event organiser is to obtain the relevant approval from the NSW Department of Planning, Industry and Environment (formerly Office of Environment and Heritage) to

This is page 17 of the Minutes of the LOCAL TRAFFIC COMMITTEE MEETING held Remotely on 12 February 2024.

**ORDINARY MEETING**  
**5. REPORTS OF COMMITTEES**  
**Meeting Date: 12 March 2024**

**LOCAL TRAFFIC COMMITTEE**  
**Meeting Date: 12 February 2024**

access and cross the Macdonald River; a copy of this approval to be submitted to Council;

- 4k. the event organiser is to obtain approval from the NSW National Parks and Wildlife Service (NSW Department of Planning, Industry and Environment) for the use of the Parr State Conservation Area, Dharug and Yengo National Parks and the Great Northern Road; a copy of this approval to be submitted to Council;
- 4l. the event organiser is to obtain written approval from Council for the use of a Council Park/Reserve;
- 4m. the event organiser is to obtain approval from the NSW Department of Planning, Industry and Environment (formerly NSW Department of Industries - Lands) for the use of any Crown Road or Crown Land; a copy of this approval to be submitted to Council;
- 4n. the event organiser is to obtain approval from the respective Landowners for the use of their land for the event; a copy of this approval to be submitted to Council;
- 4o. the event organiser is to advertise the event in the local press stating the entire route/extent of the event, including the proposed traffic control measures, road closure, detour route and the traffic impact/delays expected, due to the event, two weeks prior to the event; a copy of the proposed advertisement to be submitted to Council (indicating the advertising medium);
- 4p. the event organiser is to notify the details of the event to the NSW Ambulance Service, Fire and Rescue NSW, NSW Rural Fire Service and SES at least two weeks prior to the event; a copy of the correspondence to be submitted to Council;
- 4q. the event organiser is to directly notify relevant ferry operators, bus companies, tourist bus operators and taxi companies operating in the area which may be affected by the event, including the proposed traffic control measures, road closure, detour route and the traffic impact/delays expected, due to the event, at least two weeks prior to the event; a copy of the correspondence to be submitted to Council;
- 4r. the event organiser is to directly notify all the residences and businesses which may be affected by the event, including the proposed traffic control measures, road closure, detour route and the traffic impact/delays expected, due to the event, at least two weeks prior to the event; The event organiser is to undertake a letter drop to all affected residents and businesses in proximity of the event, with that letter advising full details of the event; a copy of the correspondence to be submitted to Council;
- 4s. the event organiser is to submit the completed "Traffic and Transport Management for Special Events – Final Approval Application Form (Form C)" to Council;

**During the event:**

- 4t. access is to be maintained for businesses, residents and their visitors;
- 4u. a clear passageway of at least four metres in width is to be maintained at all times for emergency vehicles;
- 4v. all traffic controllers / marshals operating within the public road network or road related area, are to hold appropriate certification as required by Transport for NSW – TfNSW (formerly RTA/RMS);
- 4w. the cyclists are to be made aware of and are to follow all the general road user rules whilst cycling on public roads;

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This is page 18 of the Minutes of the LOCAL TRAFFIC COMMITTEE MEETING held Remotely on 12 February 2024.

**ORDINARY MEETING**  
**5. REPORTS OF COMMITTEES**  
**Meeting Date: 12 March 2024**

**LOCAL TRAFFIC COMMITTEE**  
**Meeting Date: 12 February 2024**

- 4x. in accordance with the submitted TMP and associated TCPs, appropriate advisory signs and traffic control devices are to be placed along the route, including the road closure points, during the event, under the direction of a traffic controller holding appropriate certification as required by Transport for NSW – TfNSW (formerly RTA/RMS);
- 4y. the competitors and participants are to be advised of the traffic control arrangements in place, prior to the commencement of the event;
- 4z. all roads and marshalling points are to be kept clean and tidy, with all signs and devices to be removed immediately upon completion of the activity, and,
- 4aa. 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. The method and frequency of watering is to be undertaken as outlined in the TMP.

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This is page 19 of the Minutes of the LOCAL TRAFFIC COMMITTEE MEETING held Remotely on 12 February 2024.



**ORDINARY MEETING**  
**5. REPORTS OF COMMITTEES**  
**Meeting Date: 12 March 2024**

**LOCAL TRAFFIC COMMITTEE**  
**Meeting Date: 12 February 2024**

**4.2.2. LTC - Hawkesbury Show 2024 - Hawkesbury Showground, Clarendon - (Hawkesbury) - (80245, 74207, 123265)**

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**INTRODUCTION:**

An application has been received on behalf of the Hawkesbury District Agricultural Association seeking approval (in traffic management terms) to conduct the Hawkesbury Show 2024, between 19 to 21 April 2024 within the Hawkesbury Showground, Clarendon.

The event organiser has advised:

- The Hawkesbury Show is a major community event, featuring agricultural displays, rides, show bags, sideshows, business promotions and exhibition of arts and craft shows that have been held at the showground for over 135 years.
- The times for operation are proposed from 9am to 11:30pm for both Friday, 19 and Saturday, 20 April, and 9am to 4pm for Sunday, 21 April 2024.
- It is expected that the exhibitors and workers will start to arrive at the site from 6am daily and will come and go until 11:30pm on Friday and Saturday nights. The final pack-down of the Show will occur after the Sunday closing time of 4pm, with vehicular movements expected to continue up to 8pm.
- The showground is located on Racecourse Road, with the Hawkesbury Racecourse and the Clarendon Railway Station located opposite.
- The event is expected to attract approximately 1,500 participants.
- The event is expected to attract approximately 70,000 visitors over the three days it will operate.
- It is estimated approximately 26% of the total number of visitors will attend the show on Friday, 42% will attend the show on Saturday and 32% will attend the show on Sunday.
- It is anticipated that most visitors (an estimated 85%) will travel by car. They will park within the Hawkesbury Showground car parking area, the UWS Hawkesbury Campus/Clarendon paddock, the Hawkesbury Equestrian Centre (Racecourse), or in the road reserve areas of Hawkesbury Valley Way and Racecourse Road and walk to one of the pedestrian entry gates.
- An additional train will be provided by Sydney Trains on the Saturday and Sunday, with the train terminating at Clarendon Station and returning towards Blacktown. The additional train will not affect traffic crossing the railway line.
- Due to the excessive traffic delays experienced in 2021, the traffic management for the site was reviewed for the 2022 and 2023 events and changes implemented to better control access to and from the event site. The 2024 event will be in line with the measures from the 2022 and 2023 events.
- Patrons travelling by train will use the Gates 1, 2 and 3 which are accessed from Racecourse Road. It is likely that Gate 1 will be the main point of access for commuters to gain access – which is located at the northern point of the Showground.
- Traffic controllers will be used near the railway level crossing to safely manage pedestrians that either travel by train to Clarendon Station, park within the Racecourse or along Racecourse

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This is page 20 of the Minutes of the LOCAL TRAFFIC COMMITTEE MEETING held Remotely on 12 February 2024.

**ORDINARY MEETING**  
**5. REPORTS OF COMMITTEES**  
**Meeting Date: 12 March 2024**

**LOCAL TRAFFIC COMMITTEE**  
**Meeting Date: 12 February 2024**

Road near Gate 1. In addition to this the Railway parking area on the western side of Racecourse Road, north of Gate 1 will be closed off and used as a pedestrian holding area. This will separate pedestrians and moving traffic along Racecourse Road.

- Traffic controllers will manage the movement of pedestrians in the vicinity of the railway line and from the railway station, crossing Racecourse Road to Gate 1. The Traffic controllers will control traffic along Racecourse Road and the access road to the Racecourse.
- In addition to the roadway areas, accredited traffic controllers will be used within the showground to manage pedestrian movements between the event parking and pedestrian entry gates 7 and 13.
- Vehicle access to and from the Showground car park for the 2024 event will be similar to the 2022 and 2023 events. This will result in turn restrictions and traffic control points being established/implemented along several of the access roads:
  - Hawkesbury Valley Way – Ban the right turn into Racecourse Road between 8am to 9pm for both Friday, 19 and Saturday, 20 April, and 8am to 3pm on Sunday 21 April 2024.
  - Traffic controllers to manage the right turn out of Racecourse Road onto Hawkesbury Valley Way between 8am to 11:30pm for both Friday, 19 and Saturday, 20 April, and 8am to 5pm on Sunday 21 April 2024. The Traffic controllers to ensure that traffic along Hawkesbury Valley Way is not held for more than 1 minute.
  - Traffic controllers to manage traffic queues in Racecourse Road and prevent queuing across the Railway level crossing and pedestrians crossing Racecourse Road.
  - Blacktown Road – Ban the right turn into Racecourse Road between 8am to 11:30m for both Friday, 19 and Saturday, 20 April, and 8am to 5pm on Sunday 21 April 2024. This will result in left in and left out movements at Racecourse Road.
  - Blacktown Road at the University Private Road will operate under traffic control for the entry and exit sequencing for event traffic.
- An alternate Bypass route will be available for motorist to travel between Richmond and Windsor and avoid Hawkesbury Valley Way near Racecourse Road. The bypass route will be along Bourke Street, Francis Street, Jersey Street, Dight Street and Percival Street. A number of VMSs will be provided to guide the traffic along this route for traffic travelling in both directions.
- The majority of the visitors will park within the Hawkesbury Showground in the dedicated Hawkesbury Showground Car Park adjacent to the western boundary of the Showground. Access will be from either Racecourse Road or Blacktown Road.
  - Access from Racecourse Road to the Showground carpark for patrons will be mainly from Gate 4 along Racecourse Road with early entry from Gate 5.
    - Event early entry will operate between 6am to 9am for all the three days from Gate 5.
    - Event general entry will operate between 9am to 11:30pm for both Friday, 19 and Saturday, 20 April, and 9am to 5pm on Sunday 21 April 2024 from Gate 4.
    - The access road from Gate 4 will allow for two-way traffic flow.

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This is page 21 of the Minutes of the LOCAL TRAFFIC COMMITTEE MEETING held Remotely on 12 February 2024.

## ORDINARY MEETING

### 5. REPORTS OF COMMITTEES

Meeting Date: 12 March 2024

#### LOCAL TRAFFIC COMMITTEE

Meeting Date: 12 February 2024

- Event general exit from the Showground carpark onto Racecourse Road will be from Gate 5. This will be permitted between 9am to 11:30pm for both Friday, 19 and Saturday, 20 April, and 9am to 5pm on Sunday 21 April 2024.
- Access to and from the Showground Road for Staff, Stall Holders, Trade, Livestock Floats and Catering will be from Racecourse Road.
  - Entry will be through Gates 2 and 3 and will operate between 6am to 9am for all the three days.
  - Exit will be through Gate 4 with the access road operating to allow two-way traffic flow and will operate between 9am to 11:30pm for both Friday, 19 and Saturday, 20 April, and 9am to 5pm on Sunday 21 April 2024.
- Access from Blacktown Road to the Showground carpark for patrons will be from the University Private Road and the access road will operate as a one way road for entry and exit depending on the times of operation.
  - Event entry will operate between 6am and 9pm for both Friday, 19 and Saturday, 20 April, and 8am to 3pm on Sunday 21 April 2024.
  - Event exit will operate between 9pm and 11:30pm for both Friday, 19 and Saturday, 20 April, and 3pm to 5pm on Sunday 21 April 2024.
- The splitting of the access points will prevent the queuing of vehicles along the access roads such as Hawkesbury Valley Way, Blacktown Road and Racecourse Road.
- It is expected that there will be impacts on traffic during the opening hours and for 1 to 2 hours before and after closing times. The impact generally will be in the form of traffic delays in the vicinity of the site, as vehicles enter and leave the event, and negotiate the intersections with adjoining roads, with moderate delays expected during peak traffic times. It is anticipated that the changes proposed for this event, which is similar to those from the 2022 and 2023 events, will minimise the traffic delays experienced during the 2021 event.
- It is expected that approximately 20,000 vehicles will travel to this area during the three days of the Show.
- Parking is available for more than 20,000 vehicles each day.
- 'Free Parking' signs are to be located at Hawkesbury Valley Way, Blacktown Road and Racecourse Road directing vehicular traffic into the Hawkesbury Showground.
- To prevent significant vehicular traffic congestion whether entering or leaving Racecourse Road between Hawkesbury Valley Way and the Clarendon Railway Crossing, it is proposed to provide a temporary fence around the 'triangle' Reserve Land located in this area. This will prevent the unauthorised parking of motor vehicles in this area. The concrete pedestrian path adjacent to Hawkesbury Valley Way will not be obstructed or the required sight distance for vehicles exiting Racecourse Road.
- In the event of wet weather in the lead up to the event, some of the grassed areas of the Showground proposed for the event parking may become unsuitable for vehicles. The contingency plan used for the 2022 and 2023 events will be used to manage parking. The sites include the RAAF base accessed from Percival Street and the UWS Richmond campus accessed from Campus Drive. Private shuttle buses will be arranged to pick up patrons from these parking areas and transport them to the Showground. The VMS signs in place will be changed once the showground capacity is reached to direct patrons to the alternate parking sites.

This is page 22 of the Minutes of the LOCAL TRAFFIC COMMITTEE MEETING held Remotely on 12 February 2024.

**ORDINARY MEETING**  
**5. REPORTS OF COMMITTEES**  
**Meeting Date: 12 March 2024**

**LOCAL TRAFFIC COMMITTEE**

**Meeting Date: 12 February 2024**

- Mobile VMS Units will be erected along March Street, Castlereagh Road, Lennox Street, Hawkesbury Valley Way, Blacktown Road, and Windsor Street notifying motorists of the access points for the event parking and alternative/bypass route around the event site.
- Certified Traffic Controllers are to be used at all intersecting points with additional Traffic Controllers being available as required to direct traffic.
- Application has been made with Transport for NSW – TfNSW (formerly RTA/RMS) for the following speed limit reductions to improve safety around the event precinct;
  - Hawkesbury Valley Way, speed reduction from 70/80km/h to 60km/h extending approximately 200 to 300metres either side of Racecourse Road.
  - Racecourse Road, speed reduction from 60km/h to 40km/h: between Hawkesbury Valley Way and Rickaby Street.
  - Blacktown Road, speed reduction from 80km/h to 40km/h extending approximately 300 to 400metres either side of Racecourse Road and The Driftway with the speed zone also extending into these roads for approximately 100 to 200metres.
  - Blacktown Road, speed reduction from 80km/h to 60km/h extending approximately 300 to 400metres either side of the University Private Road and Campus Road with the speed zone also extending into these roads for approximately 100 to 200metres.

Details of the Event Site Plan, Traffic Control Plans for Intersection Controls, Entry and Exit into the Showground, Alternate Bypass Route Plan and VMS Location Plan are contained in Attachments 1 to 11.

**DISCUSSION:**

Racecourse Road intersects with Hawkesbury Valley Way near the northern boundary of the showground site and intersects with Blacktown Road approximately 3.5 kilometres to the south. Racecourse Road is a minor distributor rural road of approximately 3.5 kilometres in length with the full length being sealed. The event organiser has indicated that access to the showground will be split with access from both Racecourse Road via Hawkesbury Valley Way and the University Private Road via Blacktown Road. Both Hawkesbury Valley Way and Blacktown Road are state roads.

The splitting of the access points utilised for the 2022 and 2023 events compared to the single access point utilised for the 2021 event will prevent the queuing of vehicles along the access roads such as Hawkesbury Valley Way, Blacktown Road and Racecourse Road.

Pedestrian movements are expected along Racecourse Road from Clarendon Station or those patrons who park in the road reserve areas of Racecourse Road and Hawkesbury Valley Way as well as the Hawkesbury Equestrian Centre.

Traffic congestion is likely to be concentrated in Hawkesbury Valley Way, from where the majority of vehicles will queue to enter Racecourse Road, and in Racecourse Road, as vehicles queue to enter parking areas. There will be traffic impacts along Blacktown Road as well. The turn bans proposed along Hawkesbury Valley Way and Blacktown Road will assist with the movement of traffic along these roads and traffic flow into the car park. To improve traffic and pedestrian safety around the event precinct, the event organiser has applied to Transport for NSW – TfNSW (formerly RTA/RMS) for the following speed limit reductions:

- Hawkesbury Valley Way, speed reduction from 70/80km/h to 60km/h extending approximately 200 to 300metres either side of Racecourse Road.

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This is page 23 of the Minutes of the LOCAL TRAFFIC COMMITTEE MEETING held Remotely on 12 February 2024.

**ORDINARY MEETING**  
**5. REPORTS OF COMMITTEES**  
**Meeting Date: 12 March 2024**

**LOCAL TRAFFIC COMMITTEE**  
**Meeting Date: 12 February 2024**

- Racecourse Road, speed reduction from 60km/h to 40km/h: between Hawkesbury Valley Way and Rickaby Street.
- Blacktown Road, speed reduction from 80km/h to 40km/h extending approximately 300 to 400metres either side of Racecourse Road and The Driftway with the speed zone also extending into these roads for approximately 100 to 200metres.
- Blacktown Road, speed reduction from 80km/h to 60km/h extending approximately 300 to 400metres either side of the University Private Road and Campus Road with the speed zone also extending into these roads for approximately 100 to 200metres.

The provision of the alternate bypass route will allow motorists to avoid the event area along Hawkesbury Valley Way when traveling between Richmond and Windsor. The bypass route along Bourke Street, Francis Street, Jersey Street, Dight Street and Percival Street may have a minor impact to the local community along these roads. The event organiser will be required to undertake a letter box drop to all affected properties within the event precinct which also includes the alternate bypass route. The contingency plan for wet weather will allow for a suitable alternative to the proposed parking areas.

The Transport Management Plan (TMP) and the associated Traffic Control Plans (TCP) are to be submitted to Transport for NSW – TfNSW (formerly TMC) for authorisation due to the proposed traffic control measures along Hawkesbury Valley Way, Blacktown Road, Racecourse Road and the surrounding road network that will affect the movement of traffic along these roads as well as the potential impact across the railway level crossing at Clarendon Station.

It would be appropriate to classify the event as a "Class 1" special event under the "Traffic and Transport Management for Special Events" guidelines issued by Transport for NSW – TfNSW (formerly RTA/RMS) as the event may impact on major traffic and transport systems which includes the Speed Zone reductions and traffic control on the nominated State roads, and there may be significant disruption to the non-event community.

The event organiser has submitted the following items in relation to the event: Attachment 12 (ECM Document Set ID No: 8697408):

1. Traffic and Transport Management for Special Events – HCC: Form A – Initial Approval - Application Form,
2. Traffic and Transport Management for Special Events – HCC: Form B – Initial Approval Application - Checklist,
3. Special Event Transport Management Plan Template – RTA (Transport for NSW – TfNSW),
4. Transport Management Plan – referred to in the application as Special Event Traffic Management Plan (TMP) and Traffic Control Plans (TCP),
5. Copy of Insurance Policy which is valid to 31 May 2024,
6. Copy of the application to the NSW Police Force.

**RECOMMENDATION TO COMMITTEE:**

That:

1. The approval conditions listed below relate only to matters affecting the traffic management of the event. The event organiser must obtain all other relevant approvals for this event. The event organiser must visit Council's web site, <https://www.hawkesbury.nsw.gov.au/your-council/events/traffic-management-for-special-events>, and refer to the documentation contained

This is page 24 of the Minutes of the LOCAL TRAFFIC COMMITTEE MEETING held Remotely on 12 February 2024.

**ORDINARY MEETING**  
**5. REPORTS OF COMMITTEES**  
**Meeting Date: 12 March 2024**

**LOCAL TRAFFIC COMMITTEE**  
**Meeting Date: 12 February 2024**

within this link which relates to other approvals that may be required for the event as a whole. It is the responsibility of the event organiser to ensure that they comply with the contents and requirements of this information which includes the Transport for NSW – TfNSW (formerly RTA/RMS) publication "Guide to Traffic and Transport Management for Special Events" (Version 3.4) and the Hawkesbury City Council special event information package.

2. The Hawkesbury Show 2024 planned for between 19 to 21 April 2024, within the Hawkesbury Showground, Clarendon, be classified as a "Class 1" special event, in terms of traffic management, under the "Traffic and Transport Management for Special Events" guidelines issued by Transport for NSW – TfNSW (formerly RTA/RMS).
3. The safety of all road users and personnel on or affected by the event is the responsibility of the event organiser.
4. No objection (in terms of traffic management) be held to this event subject to compliance with the information contained within the application submitted and the following conditions:

**Prior to the event:**

- 4a. the event organiser is responsible for ensuring the safety of all involved in relation to the proposed event and must fully comply with the requirements of the Work Health and Safety (WHS) Act 2011, WHS Regulations 2011 and associated Australian Standards and applicable Codes of Practice. It is incumbent on the organiser under this legislation to ensure all potential risks are identified and assessed as to the level of harm they may pose and that suitable control measures are instigated to either eliminate these or at least reduce them to an acceptable level. This will include assessing the potential risks to spectators, participants and road/park/facility users etc during the event including setting up and clean-up activities. This process must also include (where appropriate) but is not limited to the safe handling of hazardous substances, electrical equipment testing, tagging and layout, traffic/pedestrian management plans, certification and licensing in relation to amusement rides, relevant current insurance cover and must be inclusive of meaningful consultation with all stakeholders. Information for event organisers to assist in identifying, controlling and managing risk is available on the NSW Government's web site at <https://www.nsw.gov.au/departments-and-agencies/premiers-department/community-engagement/event-starter-guide/risk-assessment-management>;
- 4b. the event organiser is to assess the risk and address the suitability of the entire site as part of the risk assessment considering the possible risks for all participants. This assessment should be carried out by visual inspection of the site by the event organiser prior to the event;
- 4c. the event organiser is to obtain approval to conduct the event, from the NSW Police Force; a copy of the Police Force approval to be submitted to Council;
- 4d. the application including the TMP, and the associated TCP is to be submitted to Transport for NSW – TfNSW (formerly TMC) for authorisation as this is a Class 1 event.
- 4e. the event organiser is to obtain approval from Transport for NSW – TfNSW (formerly TMC) as this is a "Class 1" event which will have a traffic impact on both Hawkesbury Valley Way and Blacktown Road (state roads) as well as the proposed temporary speed reductions required for the following roads;

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This is page 25 of the Minutes of the LOCAL TRAFFIC COMMITTEE MEETING held Remotely on 12 February 2024.



**ORDINARY MEETING**  
**5. REPORTS OF COMMITTEES**  
**Meeting Date: 12 March 2024**

**LOCAL TRAFFIC COMMITTEE**

**Meeting Date: 12 February 2024**

- Hawkesbury Valley Way, speed reduction from 70/80km/h to 60km/h extending approximately 200 to 300metres either side of Racecourse Road.
- Racecourse Road, speed reduction from 60km/h to 40km/h: between Hawkesbury Valley Way and Rickaby Street.
- Blacktown Road, speed reduction from 80km/h to 40km/h extending approximately 300 to 400metres either side of Racecourse Road and The Driftway with the speed zone also extending into these roads for approximately 100 to 200metres.
- Blacktown Road, speed reduction from 80km/h to 60km/h extending approximately 300 to 400metres either side of the University Private Road and Campus Road with the speed zone also extending into these roads for approximately 100 to 200metres.

a copy of the Transport for NSW – TfNSW (formerly TMC) approval to be submitted to Council;

- 4f. as the event requires traffic control on public roads and the provision of the Crossing Points, the event organiser is required to submit a Road Occupancy Application (ROA) to Council, with any associated fee, to occupy the road;
- 4g. the event organiser is to obtain approval from the respective Land Owners for the use of their land for the event; a copy of this approval to be submitted to Council;
- 4h. the event organiser is to advertise the event in the local press stating the entire extent of the event, including the proposed traffic control measures, alternate traffic bypass route and the traffic impact/delays expected, due to the event, two weeks prior to the event; a copy of the proposed advertisement to be submitted to Council (indicating the advertising medium);
- 4i. the event organiser is to notify the details of the event to the NSW Ambulance Service, Fire and Rescue NSW, NSW Rural Fire Service and SES at least two weeks prior to the event; a copy of the correspondence to be submitted to Council;
- 4j. the event organiser is to directly notify relevant bus companies, tourist bus operators and taxi companies operating in the area which may be affected by the event, including the proposed traffic control measures, alternate traffic bypass route and the traffic impact/delays expected, due to the event, at least two weeks prior to the event; a copy of the correspondence to be submitted to Council;
- 4k. the event organiser is to directly notify all the residences and businesses which may be affected by the event, including the proposed traffic control measures, alternate traffic bypass route and the traffic impact/delays expected, due to the event, at least two weeks prior to the event; The event organiser is to undertake a letter drop to all affected residents and businesses in proximity of the event and along the alternate bypass route, with that letter advising full details of the event; a copy of the correspondence to be submitted to Council;
- 4l. the event organiser is to submit the completed "Traffic and Transport Management for Special Events – Final Approval Application Form (Form C)" to Council;

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This is page 26 of the Minutes of the LOCAL TRAFFIC COMMITTEE MEETING held Remotely on 12 February 2024.

**ORDINARY MEETING**  
**5. REPORTS OF COMMITTEES**  
**Meeting Date: 12 March 2024**

**LOCAL TRAFFIC COMMITTEE**  
**Meeting Date: 12 February 2024**

**During the event:**

- 4m. access is to be maintained for businesses, residents and their visitors;
- 4n. a clear passageway of at least four metres in width is to be maintained at all times for emergency vehicles;
- 4o. all traffic controllers / marshals operating within the public road network or road related area, are to hold appropriate certification as required by Transport for NSW – TfNSW (formerly RTA/RMS);
- 4p. in accordance with the submitted TMP and associated TCP, appropriate advisory signs - including temporary speed restriction signs (subject to Transport for NSW – TfNSW (formerly TMC and RTA/RMS) requirements), shall be placed at the event organiser's expense after all the required approvals are obtained from the relevant authorities - and traffic control devices are to be placed during the event, under the direction of a traffic controller holding appropriate certification as required by Transport for NSW – TfNSW (formerly RTA/RMS);
- 4q. the participants are to 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 signs and devices to be removed immediately upon completion of the activity.

**COMMITTEE RECOMMENDATION:**

RESOLVED on the motion of Councillor Sarah McMahon, seconded by Ms Felicity Findlay.

Support for the recommendation: Unanimous support

That:

- 1. The approval conditions listed below relate only to matters affecting the traffic management of the event. The event organiser must obtain all other relevant approvals for this event. The event organiser must visit Council's web site, <https://www.hawkesbury.nsw.gov.au/your-council/events/traffic-management-for-special-events>, and refer to the documentation contained within this link which relates to other approvals that may be required for the event as a whole. It is the responsibility of the event organiser to ensure that they comply with the contents and requirements of this information which includes the Transport for NSW – TfNSW (formerly RTA/RMS) publication "Guide to Traffic and Transport Management for Special Events" (Version 3.4) and the Hawkesbury City Council special event information package.
- 2. The Hawkesbury Show 2024 planned for between 19 to 21 April 2024, within the Hawkesbury Showground, Clarendon, be classified as a "Class 1" special event, in terms of traffic management, under the "Traffic and Transport Management for Special Events" guidelines issued by Transport for NSW – TfNSW (formerly RTA/RMS).
- 3. The safety of all road users and personnel on or affected by the event is the responsibility of the event organiser.
- 4. No objection (in terms of traffic management) be held to this event subject to compliance with the information contained within the application submitted and the following conditions:

**Prior to the event:**

- 4a. the event organiser is responsible for ensuring the safety of all involved in relation to the

This is page 27 of the Minutes of the LOCAL TRAFFIC COMMITTEE MEETING held Remotely on 12 February 2024.



**ORDINARY MEETING**  
**5. REPORTS OF COMMITTEES**  
**Meeting Date: 12 March 2024**

**LOCAL TRAFFIC COMMITTEE**  
**Meeting Date: 12 February 2024**

proposed event and must fully comply with the requirements of the Work Health and Safety (WHS) Act 2011, WHS Regulations 2011 and associated Australian Standards and applicable Codes of Practice. It is incumbent on the organiser under this legislation to ensure all potential risks are identified and assessed as to the level of harm they may pose and that suitable control measures are instigated to either eliminate these or at least reduce them to an acceptable level. This will include assessing the potential risks to spectators, participants and road/park/facility users etc during the event including setting up and clean-up activities. This process must also include (where appropriate) but is not limited to the safe handling of hazardous substances, electrical equipment testing, tagging and layout, traffic/pedestrian management plans, certification and licensing in relation to amusement rides, relevant current insurance cover and must be inclusive of meaningful consultation with all stakeholders. Information for event organisers to assist in identifying, controlling and managing risk is available on the NSW Government's web site at <https://www.nsw.gov.au/departments-and-agencies/premiers-department/community-engagement/event-starter-guide/risk-assessment-management>;

- 4b. the event organiser is to assess the risk and address the suitability of the entire site as part of the risk assessment considering the possible risks for all participants. This assessment should be carried out by visual inspection of the site by the event organiser prior to the event;
- 4c. the event organiser is to obtain approval to conduct the event, from the NSW Police Force; a copy of the Police Force approval to be submitted to Council;
- 4d. the application including the TMP, and the associated TCP is to be submitted to Transport for NSW – TfNSW (formerly TMC) for authorisation as this is a Class 1 event.
- 4e. the event organiser is to obtain approval from Transport for NSW – TfNSW (formerly TMC) as this is a "Class 1" event which will have a traffic impact on both Hawkesbury Valley Way and Blacktown Road (state roads) as well as the proposed temporary speed reductions required for the following roads;
  - Hawkesbury Valley Way, speed reduction from 70/80km/h to 60km/h extending approximately 200 to 300metres either side of Racecourse Road.
  - Racecourse Road, speed reduction from 60km/h to 40km/h: between Hawkesbury Valley Way and Rickaby Street.
  - Blacktown Road, speed reduction from 80km/h to 40km/h extending approximately 300 to 400metres either side of Racecourse Road and The Driftway with the speed zone also extending into these roads for approximately 100 to 200metres.
  - Blacktown Road, speed reduction from 80km/h to 60km/h extending approximately 300 to 400metres either side of the University Private Road and Campus Road with the speed zone also extending into these roads for approximately 100 to 200metres.a copy of the Transport for NSW – TfNSW (formerly TMC) approval to be submitted to Council;
- 4f. as the event requires traffic control on public roads and the provision of the Crossing Points, the event organiser is required to submit a Road Occupancy Application (ROA) to Council, with any associated fee, to occupy the road;
- 4g. the event organiser is to obtain approval from the respective Land Owners for the use of their land for the event; a copy of this approval to be submitted to Council;

This is page 28 of the Minutes of the LOCAL TRAFFIC COMMITTEE MEETING held Remotely on 12 February 2024.

**ORDINARY MEETING**  
**5. REPORTS OF COMMITTEES**  
**Meeting Date: 12 March 2024**

**LOCAL TRAFFIC COMMITTEE**  
**Meeting Date: 12 February 2024**

- 4h. the event organiser is to advertise the event in the local press stating the entire extent of the event, including the proposed traffic control measures, alternate traffic bypass route and the traffic impact/delays expected, due to the event, two weeks prior to the event; a copy of the proposed advertisement to be submitted to Council (indicating the advertising medium);
- 4i. the event organiser is to notify the details of the event to the NSW Ambulance Service, Fire and Rescue NSW, NSW Rural Fire Service and SES at least two weeks prior to the event; a copy of the correspondence to be submitted to Council;
- 4j. the event organiser is to directly notify relevant bus companies, tourist bus operators and taxi companies operating in the area which may be affected by the event, including the proposed traffic control measures, alternate traffic bypass route and the traffic impact/delays expected, due to the event, at least two weeks prior to the event; a copy of the correspondence to be submitted to Council;
- 4k. the event organiser is to directly notify all the residences and businesses which may be affected by the event, including the proposed traffic control measures, alternate traffic bypass route and the traffic impact/delays expected, due to the event, at least two weeks prior to the event; The event organiser is to undertake a letter drop to all affected residents and businesses in proximity of the event and along the alternate bypass route, with that letter advising full details of the event; a copy of the correspondence to be submitted to Council;
- 4l. the event organiser is to submit the completed "Traffic and Transport Management for Special Events – Final Approval Application Form (Form C)" to Council;

**During the event:**

- 4m. access is to be maintained for businesses, residents and their visitors;
- 4n. a clear passageway of at least four metres in width is to be maintained at all times for emergency vehicles;
- 4o. all traffic controllers / marshals operating within the public road network or road related area, are to hold appropriate certification as required by Transport for NSW – TfNSW (formerly RTA/RMS);
- 4p. in accordance with the submitted TMP and associated TCP, appropriate advisory signs - including temporary speed restriction signs (subject to Transport for NSW – TfNSW (formerly TMC and RTA/RMS) requirements), shall be placed at the event organiser's expense after all the required approvals are obtained from the relevant authorities - and traffic control devices are to be placed during the event, under the direction of a traffic controller holding appropriate certification as required by Transport for NSW – TfNSW (formerly RTA/RMS);
- 4q. the participants are to 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 signs and devices to be removed immediately upon completion of the activity.

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This is page 29 of the Minutes of the LOCAL TRAFFIC COMMITTEE MEETING held Remotely on 12 February 2024.

**ORDINARY MEETING**  
**5. REPORTS OF COMMITTEES**  
**Meeting Date:** 12 March 2024

**LOCAL TRAFFIC COMMITTEE**  
**Meeting Date:** 12 February 2024

**4.3. FOR INFORMATION**

There were no reports for Information.

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This is page 30 of the Minutes of the LOCAL TRAFFIC COMMITTEE MEETING held Remotely on 12 February 2024.

**ORDINARY MEETING**  
**5. REPORTS OF COMMITTEES**  
**Meeting Date: 12 March 2024**

**LOCAL TRAFFIC COMMITTEE**  
**Meeting Date: 12 February 2024**

**5. GENERAL BUSINESS**

There was no general business.

The next Local Traffic Committee meeting is proposed to be held on Monday, 11 March 2024 at 3.00pm.

The meeting terminated at 3:10pm.

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This is page 31 of the Minutes of the LOCAL TRAFFIC COMMITTEE MEETING held Remotely on 12 February 2024.

**oooO END OF REPORT Oooo**

**ORDINARY MEETING**  
**6. NOTICES OF MOTION**  
**Meeting Date:** 12 March 2024

**6. NOTICES OF MOTION**

Nil reports.

**ORDINARY MEETING****7. QUESTIONS FOR NEXT MEETING****Meeting Date:** 12 March 2024**7. QUESTIONS FOR NEXT MEETING****7.1.1. Responses to Councillor Questions Taken on Notice at the Council Meeting - 13 February 2024**

The following questions were raised from Councillors regarding matters on the Council Meeting Business Paper of Tuesday, 13 February 2024. These questions were taken on notice and the responses are provided below:

#	Councillor	Question	Response
1	Djuric	Is there an ability to push the restoration of Gas Lamps forward, get them done and submit that part to the funding body and complete stage 2, being the Mall, separately when that design/tender process is completed?	Council Officers are seeking further testing of the gas lamps to determine if they can be certified as safe to operate for a planned community event being held on the long weekend in June 2024. Following the outcome of testing, Council Officers will better understand what work is needed to restore the lamps, the costs of which will be brought to Council for consideration to fund.
2	Sheather	The Drummond and Mileham Streets, South Windsor roundabout was done five years ago, what is the problem with it?	Council has successfully obtained grant funding to upgrade the existing roundabout, which was built in 2006, to current standards. The proposed treatment aims to enhance the safety of motorists and pedestrians at the intersection by improving the deflection of the existing roundabout and standardising the splitter islands. The project is currently at the design stage. It is noted that only one objection has been received by Council to date and will be addressed accordingly as the project progresses.
3	Lyons-Buckett	What is the cumulative amount spent so far on the project of sealing Packer Road, Blaxlands Ridge?	<b>Packer Road Upgrade Project Costs FY 2022/2023 and FY 2023/2024</b>  (As at February 2024)  Total Project Management Costs \$39,823.37  Total Design and Planning Fees \$59,653.00  <b>Total \$99,476.37</b>
4	Lyons-Buckett	How much is the Project Team for WestInvest costing?	Estimated cost of staff resources for the Western Sydney Infrastructure Grants Program (formerly WestInvest) is \$3.2 million for the life of all 10 projects. These costs are reflective of the existing and planned staff resources and associated costs, and is fully covered by the grant funds.

**ORDINARY MEETING**  
**7. QUESTIONS FOR NEXT MEETING**  
**Meeting Date:** 12 March 2024

**ATTACHMENTS**

There are no supporting documents for this report.

**oooO END OF REPORT Oooo**

**ORDINARY MEETING**  
**8. CONFIDENTIAL REPORTS**  
**Meeting Date: 12 March 2024**

**8. CONFIDENTIAL REPORTS**

**8.1. GENERAL MANAGER**

Nil reports.

**8.2. CITY PLANNING**

Nil reports.

**8.3. CORPORATE SERVICES**

Nil reports.

**8.4. INFRASTRUCTURE SERVICES**

**8.4.1. IS – Contract for the Management and Operation of the Oasis Aquatic and Fitness Centre – (95495)**

**Previous Item:** 65, Ordinary (30 March 2021); 80. Ordinary (12 April 2022)

**Directorate:** Infrastructure Services

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**REASON FOR CONFIDENTIALITY**

*This report is CONFIDENTIAL in accordance with the provisions of Part 1 of Chapter 4 of the Local Government Act 1993 and the matters dealt within this report are to be considered while the meeting is closed to the press and the public.*

*Specifically, the matter is to be dealt with pursuant to Section 10A(2)(c) of the Act as it relates to details concerning a contract for the management of a Council facility and it is considered that the release of the information would, if disclosed, confer a commercial advantage on a person or organisation with whom the Council is conducting (or proposes to conduct) business, therefore, if considered in an open meeting would, on balance, be contrary to the public interest.*

*In accordance with the provisions of Section 11(2) & (3) of the Local Government Act 1993, the reports, correspondence and other relevant documentation relating to this matter are to be withheld from the press and public.*

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**oooO END OF REPORT Oooo**





## Ordinary Meeting

## End of Business Paper

This business paper has been produced electronically to reduce costs, improve efficiency and reduce the use of paper. Internal control systems ensure it is an accurate reproduction of Council's official copy of the business paper.