



Hawkesbury City Council

ordinary meeting business paper

date of meeting: 10 August 2010

location: council chambers

time: 6:30 p.m.



mission statement

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

How Council Operates

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

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

Ordinary Meetings of Council are held on the second Tuesday of each month, except January, and the last Tuesday of each month, except December. The meetings start at 6:30pm and are scheduled to conclude by 11:00pm. These meetings are open to the public.

When an Extraordinary Meeting of Council is held it will usually start at 6:30pm. These meetings are also open to the public.

Meeting Procedure

The Mayor is Chairperson of the meeting.

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

Public Participation

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

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

A Point of Interest

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

Planning Decision

Under Section 375A of the Local Government Act 1993, details of those Councillors supporting or opposing a 'planning decision' must be recorded in a register. For this purpose a division must be called when a motion in relation to the matter is put to the meeting. This will enable the names of those Councillors voting for or against the motion to be recorded in the minutes of the meeting and subsequently included in the required register.

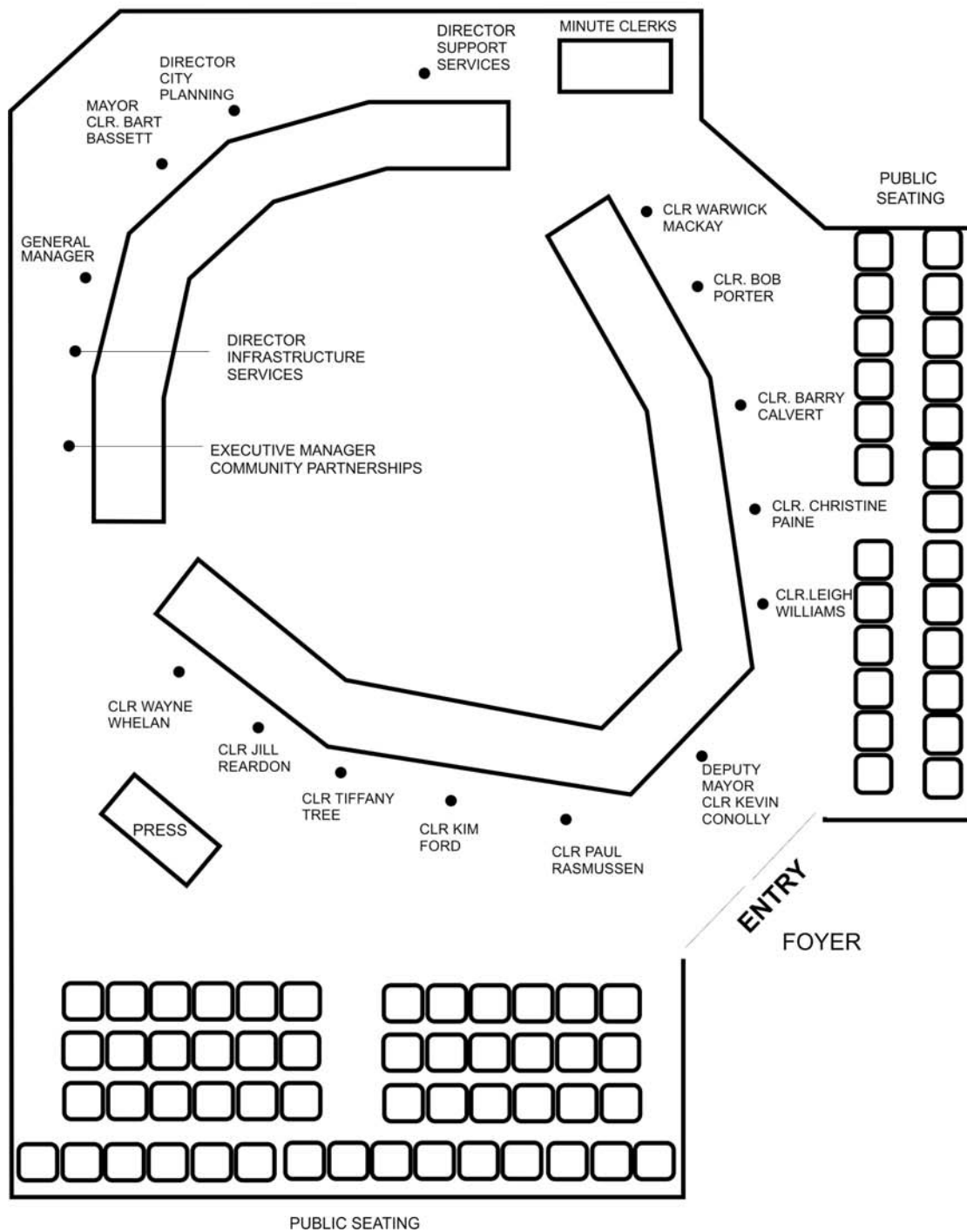
Website

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

Further Information

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

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SECTION 3 - Notices of Motion

NM - Enhancement of Town and Village Streetscapes in the Hawkesbury - (80093)

Submitted by: Councillor Calvert

NOTICE OF MOTION:

That a report be brought to Council providing recommendations on how the streetscape of our towns and villages can be enhanced, standardised and/or regulated to provide an appearance and character that is:

- Consistent across the city
- In harmony with the Macquarie Towns concept
- Welcoming to tourists and travellers
- Unique to the Hawkesbury area

but still functional and sustainable.

The appearance and character could include such items as:

- Standardised street signs
- Road or footpath paving
- Street lighting
- Building facades
- Building setbacks and gardens

This process of standardising the local street character would be a positive response to the current Macquarie celebrations.

ATTACHMENTS:

There are no supporting documents for this report.

oooO END OF NOTICE OF MOTION Oooo

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SECTION 4 - Reports for Determination

CITY PLANNING

Item: 184 **CP - Development Application - Construction of a Concrete Pad, Covered Wash Bay Area and Two Sedimentation Ponds - Lot 1 DP656973, 117 Wilberforce Road, Wilberforce - (DA0049/10, 13562, 36680, 95498)**

Development Information

File Number: DA0049/10
Property Address: 117 Wilberforce Road, Wilberforce NSW 2756
Applicant: Miller's Turf Supplies Pty Limited
Owner: Mr DK Miller
Proposal Details: Construction of a concrete pad, covered wash bay area and two sedimentation ponds
Zone: Environmental Protection - Agriculture Protection
Draft Zone: RU2 Rural Landscape
Date Received: 29 January 2010
Advertising: 2 March 2010 to 16 March 2010

Key Issues:

- ◆ Sediment Control
- ◆ Reuse of stored water

Recommendation: Approval

REPORT:

Introduction

The application seeks approval for the construction of a concrete pad, covered wash bay area and two sedimentation ponds at Lot 1 DP656973, 117 Wilberforce Road, Wilberforce. This site forms part of a larger land holding (Lot 1 DP1027430, Lot 1 DP60747 and Lot 4 DP 214155), utilised for Miller's Turf Supplies.

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

Description of Proposal

The application is proposing the construction of a concrete pad, covered wash bay area and two sedimentation ponds. A concrete pad measuring 5 x 15 metres is proposed to facilitate construction of a covered wash bay area with machinery to wash rolls of turf for export overseas. The present operation is unsustainable, with the business sending the turf to Melbourne for washing, prior to its return to Wilberforce where it is later sold. The construction of the covered wash bay will have numerous environmental and economic benefits, including less truck movements and reduced noise and dust generation.

In addition, the application proposes the construction of two sedimentation ponds, measuring 10 x 5 metres by 1.0 metre deep, each to capture the water and sediment from the turf washing process. Due to the shallow nature of the sedimentation ponds, the extent of earthwork area is limited to 110m², with a proposed importation of 90m³ of clay to line the dams to prevent leakage. This clay is not available on-site.

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The applicant's submission explains that the dirty water washed off the rolls of turf will flow through a rock spillway into the first sedimentation pond and reed bed, where the settlement of silt will take place. Water with finer silt particles will flow into the second pond via a 150mm diameter pipe, where the remnants of silt will then settle. Cleaner water will then flow into the existing sediment dam to the west of the proposed sedimentation ponds for further settling. The stored water can then be reused as irrigation water back upon the turf farm and for the washing of turf within the wash area. The sedimentation ponds are located approximately 270 metres from Wilberforce Road, with a maximum excavation depth of 1.5 metres.

The wash area is isolated from the remaining area of the farm by bunds and no general runoff water from the farm can enter the sedimentation ponds. Similarly, only the water from the wash area that has passed through both sedimentation ponds can discharge to the existing adjoining dam on the farm.

Issues Relevant to the Decision - In Point Form

- Sediment control
- Reuse of stored water

Council Policies, Procedures and Codes to Which the Matter Relates

Draft Hawkesbury Local Environmental Plan 2009
Hawkesbury Local Environmental Plan 1989
Sydney Regional Environmental Plan No 20
Hawkesbury Development Control Plan 2002

Section 79C Matters for Consideration

In determining the application, Council is required to take into consideration the following matters as are relevant to the development that apply to the land to which the development application relates:

a. The provisions (where applicable) of any:

i. Environmental Planning Instrument:

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

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

The proposal is consistent with the aims and objectives of SREP No. 20.

Hawkesbury Local Environmental Plan 1989 (HLEP 1989)

The subject property is zoned Environmental Protection - Agriculture Protection. The sedimentation ponds are considered to be a 'dam' within Hawkesbury Local Environmental Plan 1989, which defines a dam as an:

'artificial pond created by the erection of walls or excavation '.

Dams are permissible with consent within the Environmental Protection – Agriculture Protection zone. The proposed concrete pad and wash bay area are considered ancillary to the land use of turf farming.

In addition to the above, the following clauses of Hawkesbury Local Environmental Plan 1989 were taken into consideration:

Clause 2 - Aims, objectives etc,
Clause 5 - Definitions
Clause 8 - Zones indicated on the map
Clause 9 - Carrying out development
Clause 9A - Zone Objectives
Clause 25 - Development on flood liable land
Clause 37A Development on land identified on Acid Sulfate Soils Planning Map

An assessment of the Development Application otherwise reveals that the proposal complies with the matters raised in the above clauses of Hawkesbury Local Environmental Plan 1989.

ii. Draft Environmental Planning Instrument that is or has been placed on exhibition and details of which have been notified to Council:

Within Draft Hawkesbury Local Environmental Plan 2009, the subject site is zoned RU2 Rural Landscape. The proposed sedimentation ponds are best defined as a *Waterbody (artificial)*, with the proposed concrete pad and covered wash bay area considered ancillary to the existing turf farm use, which is defined as *intensive plant agriculture*. Both defined uses are permissible within the RU2 Rural Landscape zone with development consent.

iii. Development Control Plan applying to the land:

Hawkesbury Development Control Plan (HDCP) 2002

Part A Chapter 2 - General Information

It is considered that the subject application provides adequate information for the assessment of the proposal and therefore complies with this chapter.

Part A Chapter 3 - Notification

The application was notified to adjacent property owners during the period 2 March 2010 to 16 March 2010 in accordance with HDCP. No submissions were received in response to the application.

Part C Chapter 4 - Erosion and Sediment

This application is accompanied by a Sediment and Erosion Control Plan which satisfies the objectives and controls of this chapter of the DCP. Appropriate conditions addressing this matter are included in the recommendation of this report.

Part D Chapter 6 - Dam Construction

The objectives of this Chapter are to:

- A. ensure that any dam proposed is compatible with the existing natural and rural character of the site and the area generally;
- B. ensure that no adverse impact results on local drainage or floodway characteristics in a catchment from dam construction;
- C. ensure that appropriate environmental measures are applied to dam construction sites in order to conserve the landscape and protect the surrounding environment;
- D. establish, maintain and promote appropriate site rehabilitation or revegetation techniques for dam construction;
- E. maintain and enhance the visual and scenic quality of the locality by controlling form, bulk and scale to complement the environment and have minimum environmental impact;
- F. ensure no adverse effects on adjoining properties (drainage, structure, stability, fences);
- G. protect, restore and maintain the local non-urban character of areas and ensure viable agricultural land is sustained;
- H. protect the health and safety of human residents;
- I. maintain water quality within the Hawkesbury Nepean Catchment area; and

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- J. *ensure that degradation of the environment does not occur from acid sulphate soils, sodic soil or saline soils.*

Comments: It is considered that the proposal is consistent with the objectives of this Chapter as the development is distinctively agricultural in nature and therefore compatible with the existing scenic character of the locality. The proposed earthworks will not change the floodway characteristics of the Hawkesbury Nepean River and will improve the retention and reuse of water by allowing sediment to settle in the sedimentation ponds with the stored water able to be reused as irrigation water on the turf farm and for the washing of turf within the wash area.

The following table provides an assessment of the proposed development against the requirements for the Dam Construction Chapter:

Element	Rules	Provides	Complies
Crest	(a) The width of the dam crest is to be a minimum of 3 metres for a 3 metre high dam wall. The crest should increase in width 0.5 metre for every metre above a 3 metre high dam.	No dam walls are proposed. The sedimentation ponds will sit below the natural ground level.	Not applicable
Freeboard	(a) A minimum of 1 metre is to be established for freeboard. This should increase by 10% for every metre over a 3 metre high wall.	A freeboard of 0.5m exists.	No. The lower freeboard is considered adequate as the structural adequacy of the pond will not be compromised due to the water level lying below the natural ground surface level.
Embankments	1. A soil with 25% clay content is ideal to form an impervious barrier.	Condition	Yes
	2. The following soil types should not be used for dam construction: (a) Sand, (b) gravels, (c) organic soils, (d) peat.		Yes
Embankments	3. Topsoil should be stripped and stockpiled from the excavation and wall areas before the dam wall is constructed, with the stockpile located clear of any natural watercourse. There should be no excavation above high water mark.	No natural watercourses run through the subject property. Suitable sediment and erosion controls will need to be installed around stockpiled areas as per a condition of consent.	Yes
	4. The embankment is to be completed with at least 100 millimetres of top soil. It is to be planted with a good holding grass such as couch. Trees or shrubs are not to be planted on the embankment as roots may provide seepage paths for water.	Condition	Yes

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Element	Rules	Provides	Complies
	5. The slope of the upstream embankment batters should be no steeper than the ratio of 3.0 horizontal to 1.0 vertical, while the downstream batter should be no steeper than 2.5 horizontal to 1.0 vertical.	Ratio of 3.0 horizontal to 1.0 vertical proposed on both the upstream and down stream batters.	Yes
Spillway	(a) The spillway should be a minimum of 3 metres in width increasing in size dependent on the size of the dam and catchment. Generally, spillways are to be designed so as not to overflow more than half the depth of the freeboard.	3m spillway designed from sedimentation pond No.1 to sedimentation pond No.2. Overflow from the sedimentation ponds will be directed via a 150mm diameter pipe.	Yes
	(b) The width of the outlet is not to be less than the inlet width. The spillway also is not to direct flows onto the downstream toe. The spillway area should be grassed, stable and able to accept runoff flow. In some instances it may be necessary to turf the spillway area. The spillway cut batter should have a maximum steepness of 2:5:1.	Not applicable	Not applicable
	(c) A small diameter (100 millimetre) pipe be required where spring flows or small flows of long duration occur to ensure that the spillway does not erode.	Not applicable	Not applicable
	(d) Where dams are to be constructed in gullies or water courses, a diversion weir is to be constructed up stream of the dam. The weir is to incorporate two pipes 200 millimetres in diameter.	Not applicable	Not applicable
Cut-Off Trench	(a) The cut-off trench is to be constructed along the entire length of the embankment at a minimum width of 2 metres. The trench should be excavated at least 1 metre into impervious soil and backfilled with impervious material.	Not applicable	Not applicable
Vegetation Filters and Tree Planting	(a) A gate should be provided in the fence so that the filter area can be renovated by light grazing during rapid growth seasons. Prolonged grazing in dam catchments has potential to cause algal and weed growth in the dam due to the introduction of nutrients from manure.	Not applicable	Not applicable
Hydrological Aspects	(a) Clay lining and limiting depths of dam construction to above the water table are consent requirements to minimise the threat of contamination to groundwater.	Proposed	Yes
	(b) All excavations which intercept the groundwater are required to be licensed by Department of Land and Water Conservation under the Water Act.	Proposal does not seek to intercept groundwater	Not applicable
Dam Construction	(a) The dam wall is to be adequately compacted by track rolling or a sheet foot roller or similar in layers no greater than 150 millimetres.	No walls are proposed. However batters and bund walls will be required to be compacted as a condition of consent.	Yes

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Element	Rules	Provides	Complies
	(b) Erosion and sediment control devices are to be installed and maintained to ensure that there is no increase in downstream levels of nutrients, litter, vegetation debris or other water borne pollutants.	Condition	Yes

iv. Planning agreement that has been entered into under section 93F, or any draft planning agreement that a developer has offered to enter into under section 93F:

There are no planning agreements applicable to the proposed development.

v. Matters prescribed by the Regulations:

The proposed development is not inconsistent with the provisions of the Environmental Planning and Assessment Regulation, 2000.

b. The likely impacts of that development, including environmental impacts on both the natural and built environments and the social and economic impacts in the locality:

It is considered unlikely that the proposed development will have any adverse environmental or social impacts on the locality. The proposal will promote the use of the land for agricultural purposes.

Context and Setting

The proposal is compatible with the agriculture production character of the locality. Adjoining land uses are farm lands. The proposal is compatible with the existing use of the locality.

Access, Transport and Traffic

It is considered that the traffic generated by the proposal will have no significant impact on traffic movements within the locality. Access to and from the site will need to be organised during the course of the works. A traffic management plan will need to be prepared and submitted to Council for approval prior to the commencement of works.

Water

The proposed earthworks will not change the floodway characteristics of the Hawkesbury Nepean River and will improve the retention and reuse of water by allowing sediment to settle in the sedimentation ponds with the stored water able to be reused as irrigation water on the turf farm and for the washing of turf within the wash area.

A report to investigate the presence of acid sulphate soils was submitted with the application and revealed that no free groundwater was encountered in any of the excavations for soil sampling. In addition, the report states that there appeared to be no soil layer suitable for rapid transmission of water through soil intersected by excavation. In consideration of the shallow nature of the works (excavation no greater than 1.5 metre in depth) and the soil structure existing on the site, the development is unlikely to impact groundwater.

Soils

Erosion and sedimentation controls will be utilised during construction. Once established, the sedimentation ponds will improve farming practices by capturing sediment and retaining water, which can be reused for irrigation and the washing of turf.

As part of the maintenance of the proposed ponds the sediment which has settled will be required to be excavated. The sediments collected in the ponds will be re-used on the farm as topsoil. A condition of consent is recommended requiring the applicant to provide a plan of management for

the ongoing management of these sedimentation ponds to be submitted and approved by Hawkesbury City Council.

An investigation of the possibility of salinity impacts was conducted by the applicant where it was reported that salinity increases with depth. However, no salinity issue was discovered in the surface layers of the soil. Given the shallow nature of the works (1.5 metres) low soil salinity could be expected.

Air and Noise

There will be a short term increase in air (dust and exhaust) and noise emissions as a result of construction activities. 90m³ of clay liner will be required to be imported to the site to line the sedimentation ponds, which will involve thirteen (13) truck movements based on each vehicle carrying a maximum load of 25 tonnes. A water cart will also be used to suppress and minimise dust during construction. However, given the existing traffic volumes of Wilberforce Road, the current noise levels in the locality, the current farming activities, separation from surrounding dwellings (no structures exist within a 300 metre radius of the site) and the short term nature of the work it is considered that the air and noise impacts will not be significant.

Waste

Conditions have been recommended in the consent to ensure that site is to be kept tidy and maintained to the satisfaction of Council during the construction period.

Construction

The recommendation of this report includes conditions to manage construction works to ensure that disruption to the locality is minimised.

Cumulative Impact

The proposed development is compatible with adjoining land uses, the objectives of the zone and requirements of Hawkesbury DCP therefore no negative cumulative impact is foreseen.

c. Suitability of the site for the development:

No environmental constraints exist to prohibit the proposed development. The site has been extensively cleared from past agricultural use, which has been intensively cultivated for the growing of turf. Accordingly, the site is considered suitable for the development proposed.

d. Any submissions made in accordance with the Act or the Regulations:

The application was placed on public exhibition during the period from 2 March 2010 to 16 March 2010. During this time no submissions were made.

e. The Public Interest:

The proposed earthworks will not change the floodway characteristics of the Hawkesbury Nepean River and will improve the retention and reuse of water by allowing sediment to settle in the sedimentation ponds with the stored water able to be reused as irrigation water back upon the turf farm and for the washing of turf within the wash area. Having regard to the relevant planning considerations, it is concluded that it would be in the public interest to approve the proposed development.

Conclusion:

The proposal is intended to enable a more sustainable method of 'processing' the turf and recycling the water and sediment for use on site. The proposal facilitates the continued use of the land for turf farming in an area predominately used for this agricultural purpose. Conditions of approval are

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recommended to mitigate potential environmental impacts and to ensure that the water and sediment are recycled on site.

Planning Decision

As this matter is covered by the definition of a “planning decision” under Section 375A of the Local Government Act 1993, details of those Councillors supporting or opposing a decision on the matter must be recorded in a register. For this purpose a division must be called when a motion in relation to the matter is put to the meeting. This will enable the names of those Councillors voting for or against the motion to be recorded in the minutes of the meeting and subsequently included in the required register.

Developer Contributions

The development is exempt from contributions under Section 94E of the Environmental Planning and Assessment Act 1979 or Council’s Section 94A Contributions Plan.

RECOMMENDATION:

That development application DA0049/10 at Lot 1 DP 656973, 117 Wilberforce Road WILBERFORCE NSW 2756 for construction of a concrete pad, covered wash bay area, and two sedimentation ponds ancillary to the existing turf farm be approved subject to the following conditions:

General Conditions

1. The development shall take place in accordance with the stamped plans, specifications and accompanying documentation submitted with the application except as modified by these further conditions.
2. No excavation, site works or building works shall be commenced prior to the issue of an appropriate Construction Certificate.
3. The sedimentation ponds and associated earthworks including the removal of excess soil shall be completed within six months from the date of commencement of works.
4. The development shall comply with the provisions of the Building Code of Australia at all times.
5. The accredited certifier shall provide copies of all Part 4 certificates issued under the Environmental Planning and Assessment Act, 1979 relevant to this development to Hawkesbury City Council within 7 days of issuing the certificate. A registration fee applies.

Prior to issue of Construction Certificate

6. An Environmental Management and Rehabilitation Plan for the development site shall be prepared by an appropriately qualified person. The Plan shall address (without being limited to) the clearing of vegetation, earthworks, erosion control, site rehabilitation and landscaping.

All site works shall be carried out in accordance with the Plan. Implementation of the Plan shall be supervised by an appropriately qualified person.

7. Construction of the sedimentation ponds and turf washing plant are not to commence until three copies of the plans and specifications of the proposed works are submitted to and approved by the Director City Planning or an Accredited Certifier.
8. Payment of a Construction Certificate checking fee of \$1,488 and a Compliance Certificate inspection fee of \$248 when submitting Civil Engineering Plans for approval. This amount is valid until 30 June 2010. Fees required if an Accredited Certifier is used will be provided on request.

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9. Details of any fill material removed from or imported to the site shall be submitted with the engineering plans. Details to include quantities, borrow sites or disposal sites.

Prior to commencement of works

10. Erosion and sediment control devices are to be installed and maintained at all times during site works and construction. The enclosed warning sign shall be affixed to the sediment fence/erosion control device.
11. The applicant shall advise Council of the name, address and contact number of the principal certifier, in accordance with Section 81A 2(b) of the Environmental Planning and Assessment Act, 1979.
12. At least two days prior to commencement of works, notice is to be given to Hawkesbury City Council, in accordance with the Environmental Planning and Assessment Regulation.
13. Toilet facilities (to the satisfaction of Council) shall be provided for workers throughout the course of building operations. Such facility shall be located wholly within the property boundary.
14. A sign displaying the following information is to be erected adjacent to each access point and to be easily seen from the public road. The sign is to be maintained for the duration of works:
 - (a) Unauthorised access to the site is prohibited.
 - (b) The owner of the site.
 - (c) The person/company carrying out the site works and telephone number (including 24 hour 7 days emergency numbers).
 - (d) The name and contact number of the Principal Certifying Authority.
15. A qualified Structural Engineer's design for all reinforced concrete and structural steel shall be provided to the Principal Certifying Authority prior to any works commencing on site.
16. Existing traffic management signs approved under current operational DA1176/04A are to be maintained in place for the duration of the works.

During construction

17. All civil construction works required by this consent shall be in accordance with Hawkesbury Development Control Plan appendix E Civil Works Specification.
18. Unless otherwise specified on plan the sedimentation ponds shall be constructed in accordance with the Dam Construction Chapter of Hawkesbury Development Control Plan 2002.
19. Dust control measures, e.g. vegetative cover, mulches, irrigation, barriers, stone and water suppression shall be applied to reduce surface and airborne movement of sediment blown from exposed areas.
20. Measures shall be implemented to prevent vehicles tracking sediment, debris, soil and other pollutants onto any road.
21. All trucks entering or leaving the site shall have their trays suitably covered to prevent spillage from the truck onto the road.
22. The site shall be secured to prevent the depositing of any unauthorised material.

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23. Erosion and sediment control devices are to be installed and maintained until the site is fully stabilised in accordance with the approved plan and Hawkesbury Development Control Plan chapter on Soil Erosion and Sedimentation.
24. A ticketing system is to accompany any material being brought to the site. A register is to be kept on site to cross reference against the source records. An independent site auditor is to be engaged to undertake appropriate certification regarding the monitoring and validation of the fill material imported to the site as being sound, suitable for the proposed use and free of contamination.
25. All fill including existing fill must be compacted to 98% standard compaction in accordance with AS1289 and verified by the submission of test results for each lot accompanied by a contoured depth of fill plan.
26. An emergency surcharge flow path linking pond (1) and (2) to the adjacent sedimentation dam shall be provided.
27. Pond (2) Construction works are to be located wholly within Lot 1 DP 656973 and a minimum of seven metres from the western property boundary.
28. All necessary works being carried out to ensure that any natural water flow from adjoining properties is not impeded or diverted.
29. Site and building works (including the delivery of materials to and from the property) shall be carried out only on Monday to Friday between 7am – 6pm and on Saturdays between 8am – 4pm.
30. The site shall be kept clean and tidy during the construction period and all unused building materials and rubbish shall be removed from the site upon completion of the project. The following restrictions apply during construction:
 - (a) Stockpiles of topsoil, sand, aggregate, spoil or other material shall be stored clear of any drainage path or easement, natural watercourse, footpath, kerb or road surface and shall have measures in place to prevent the movement of such material off site.
 - (b) Building operations such as brick cutting, washing tools, concreting and bricklaying shall be undertaken only within the site.
 - (c) Builders waste must not be burnt or buried on site. All waste (including felled trees) must be contained and removed to a Waste Disposal Depot.

Prior to issue of Compliance Certificate

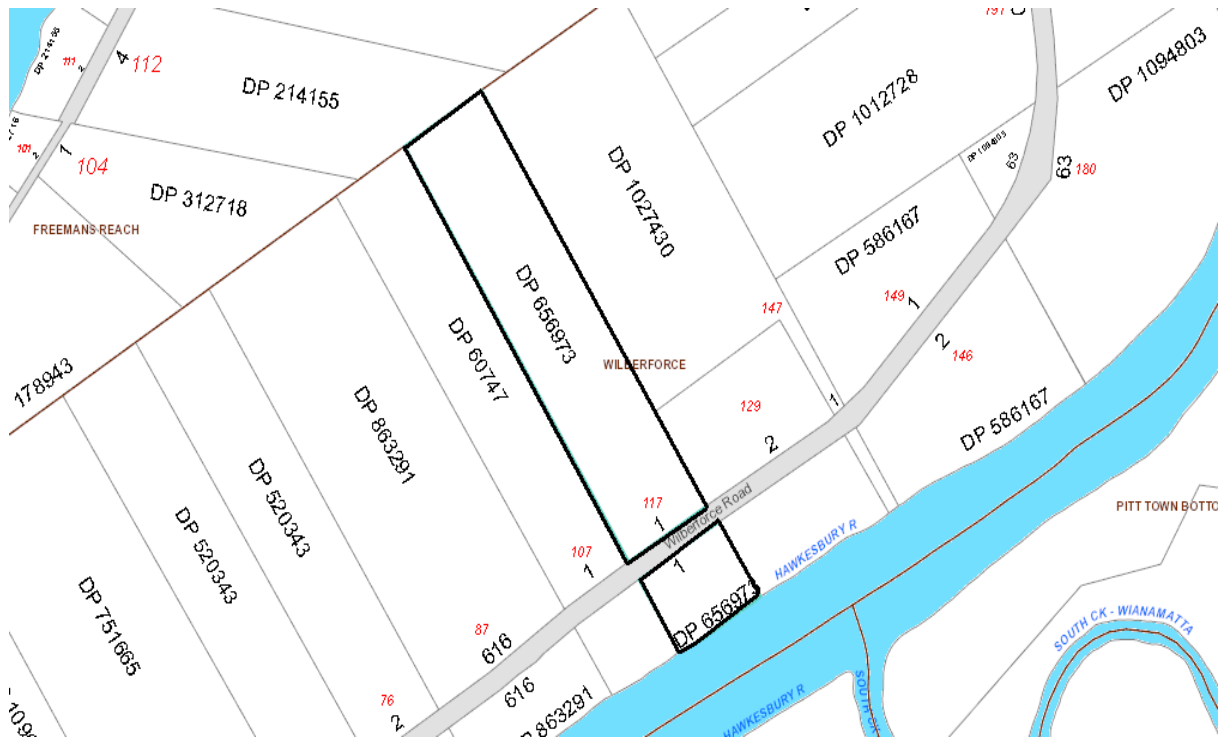
31. Compliance with all conditions of this development consent.
32. A works as executed plan shall be submitted to Council on completion of works. The plan shall include the location of the works in relation to property boundaries.
33. A Plan of Management for the ongoing maintenance of the proposed sediment retention structures shall be submitted to and approved by Hawkesbury City Council.

ATTACHMENTS:

- AT - 1 Locality Plan
- AT - 2 Plan of Proposed Turf Washing Area and Sedimentation Ponds
- AT - 3 Cross Sections
- AT - 4 Turf Washing Awning Elevations

Meeting Date: 10 August 2010

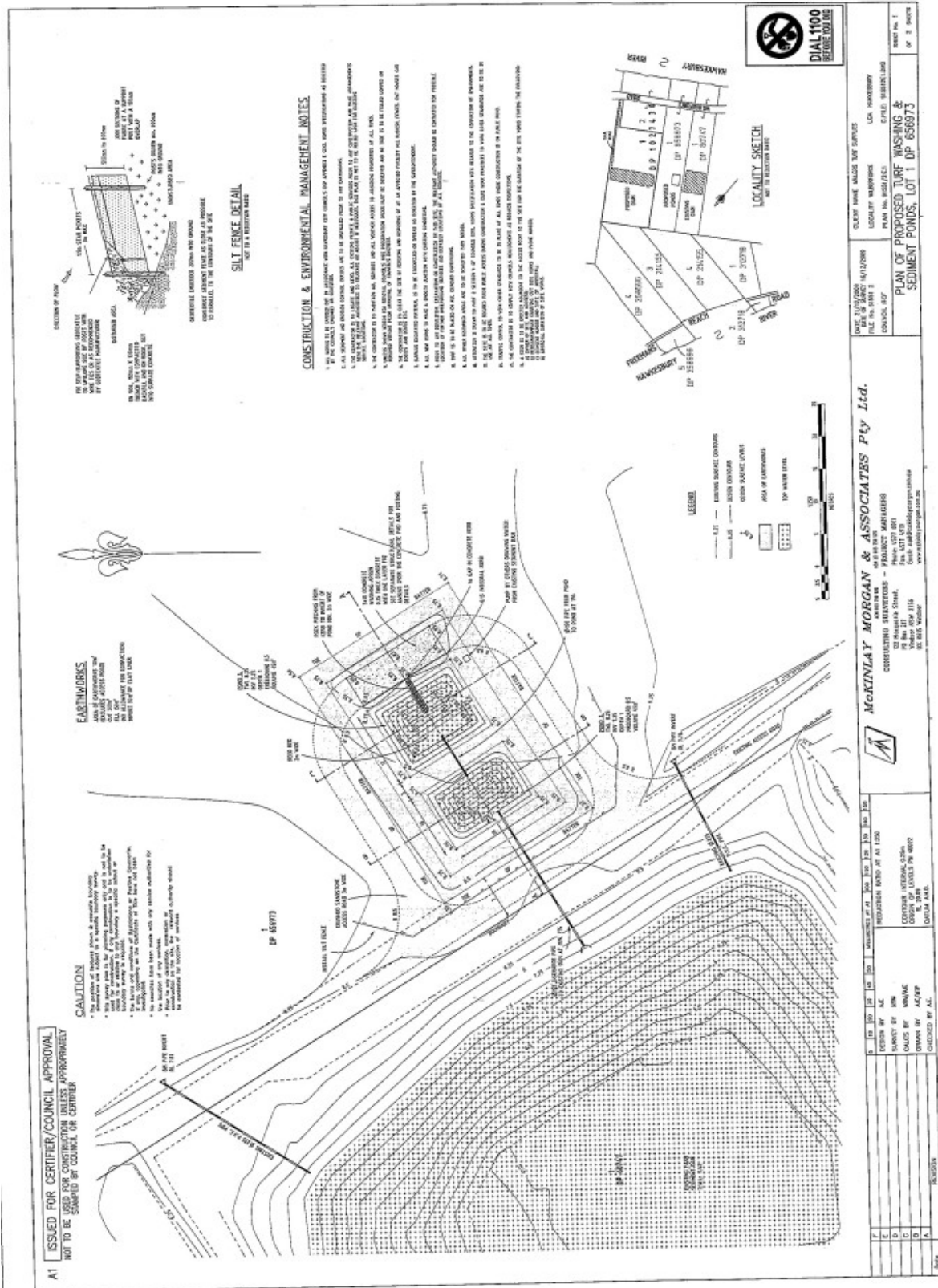
AT - 1 Locality Plan



ORDINARY MEETING

Meeting Date: 10 August 2010

AT - 2 Plan of Proposed Turf Washing Area and Sedimentation Ponds



Meeting Date: 10 August 2010

A1 ISSUED FOR CERTIFIER/COUNCIL APPROVAL
NOT TO BE USED FOR CONSTRUCTION UNLESS APPROPRIATELY
SIGNED BY COUNCIL OR CERTIFIER

DIAGRAM OF DISCHARGE PIPE

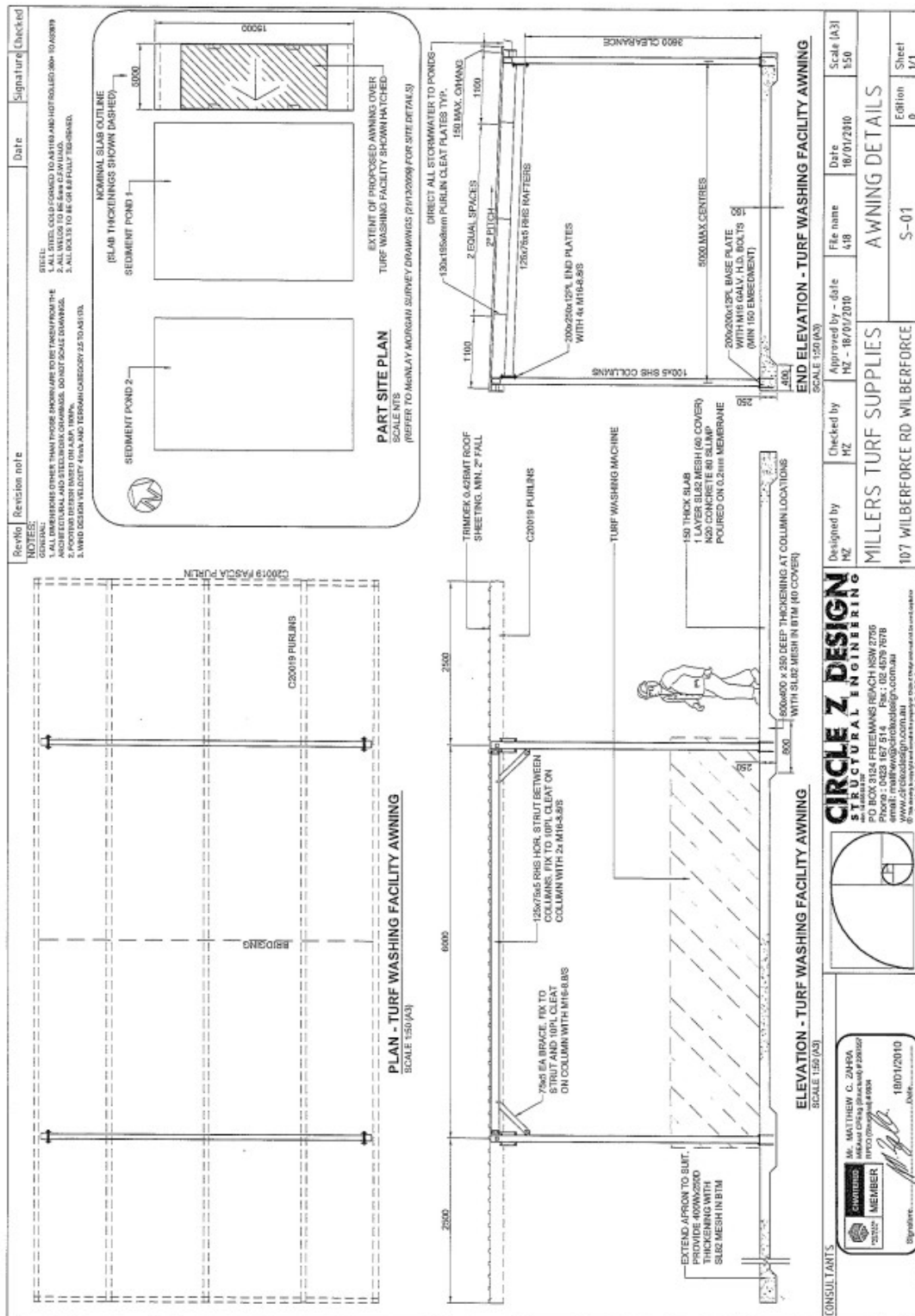
NOT TO SCALE

DESIGN LEVEL	EXISTING LEVEL	CHAINAGE
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AT - 4 Turf Washing Awning Elevations



oooO END OF REPORT Oooo

ORDINARY MEETING

Meeting Date: 10 August 2010

Item: 185 **CP - Development Application Modification - Addition of Two Awnings to a Rural Shed - Lot 102 DP 625791, 1920 Wheelbarrow Ridge Road, Lower Portland - (DA0433/09A, 76144, 76145, 95498)**

Development Information

File Number: DA0433/09A
Property Address: 1920 Wheelbarrow Ridge Road, Lower Portland NSW 2756
Applicant: Mr WM Smith & Mrs CM Smith
Owner: Mr WM Smith & Mrs CM Smith
Proposal Details: Modification of development approval to include the addition of two awnings to the north and south end of the approved rural shed
Estimated Cost: \$55,000
Zone: Environmental Protection - Mixed Agriculture (Scenic)
Draft Zoning: E4 – Environmental Living.
Date Received: 24 August 2009
Exhibition: 1 March 2010 to 15 March 2010

Key Issues:

- ◆ Inconsistent with Hawkesbury Development Control Plan
- ◆ Adverse visual impact from proposal

Recommendation: Refusal

REPORT:

Introduction

Council is in receipt of a Section 96 Modification Application to amend Development Consent DA0433/09 through the addition of two awnings to both the North and South end of the approved shed on the site at 1920 Wheelbarrow Ridge Road, Lower Portland. The two awnings are a continuation of the form and design of the roof line at both ends of the shed.

The application to modify the Development Consent DA0433/09 is being reported to Council at the request of Councillor Williams.

Description of Proposal

The proposal involves the addition of two awnings to both the North and South end of the approved shed on the site. The proposed awnings are each 36 square metres in area. The total area of the awnings is 72 square metres.

The total area of the shed approved under the original development consent is 252 square metres and the total floor area of the structure under the one roof structure, as proposed under the modification application, will be 324 square metres.

Recommendation

Refusal

Background

Unauthorised development occurred on the premises in 2008 involving earthworks and tree removal. This matter was investigated and penalties issued by Council officers.

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Development Application (DA0433/09) for a Rural Shed was lodged in July 2009. An objection was received from an adjoining resident. On 18 December 2009 approval for the shed (252 m² in area) was granted under delegated authority.

The current Section 96 application was received on 21 January 2010.

The application was placed on public exhibition from 1 March 2010 to 15 March 2010.

One objection received from the adjoining owner. Issues of concern are discussed below.

Council officers attempted to negotiate an acceptable outcome for both the applicant and the objector having regard to the provisions of Hawkesbury Development Control Plan.

In a letter to the applicant dated 11 May 2010, the assessing officer for the modification application did not raise any concerns with the proposed alterations and requested a lowering of the building floor level to mitigate the visual impact of the structure. This was a direct result of the inconsistency between the works being undertaken on site and the approved plans. This course of action was determined as the most appropriate in order to resolve the objectors continued concerns and ensure the impact of the development was minimised.

The modification application was considered at an internal Development Review Panel where the application was not supported on the basis of a cumulative non-compliance with the Hawkesbury Development Control Plan and the considered unacceptable visual impact of the amended proposal. The applicant was advised that Council staff did not support the proposal and negotiations commenced with a view to minimising the visual impact of the additional structures whilst providing for the needs of the applicant.

Issues Relevant to the Decision - In Point Form

- The proposal is inconsistent with the aims and objectives of Hawkesbury Development Control Plan.
- Adverse visual impact resulting from the proposed additional structures.

Council Policies, Procedures and Codes to Which the Matter Relates

State Regional Environmental Plan No 20
Hawkesbury Local Environmental Plan 1989
Draft Hawkesbury Local Environmental Plan 2009
Hawkesbury Development Control Plan

Section 79C Matters for Consideration

In determining the application, Council is required to take into consideration the following matters as are relevant to the development that apply to the land to which the development application relates:

a. The provisions (where applicable) of any:

i. Environmental Planning Instrument:

State Regional Environmental Plan No. 20 (SREP 20)

Sydney Regional Environmental Plan (SREP) 20 aims to protect the environment of the Hawkesbury-Nepean River system by ensuring that the impacts of future land uses are considered in a regional context. The policy requires the Council to consider, in determining an application for development on affected land, the general planning considerations outlined in Clause 5 of the Plan as well as the specific planning policies and related recommended strategies outlined in Clause 6 of the Plan.

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The subject site falls within the Colo River Catchment area defined by SREP No. 20 (No. 2 - 1997). The provisions of Clause 6 - Specific Planning Policies and Recommended Strategies apply having regard to total catchment management, water quality, flora and fauna, riverine scenic quality, recreation and tourism and metropolitan strategy.

The application does not propose the removal of any significant stands of vegetation, will not alter the existing landscape character, nor will the proposal have a significant impact upon the scenic quality associated with the riverine corridor.

Given the minimal environmental impact associated with the proposed modification, it is considered that the development is consistent with the aims and objectives of the Plan.

Hawkesbury Local Environmental Plan 1989

The subject land is zoned Environmental Protection – Mixed Agriculture (Scenic).

Rural Sheds are permissible under this zoning with consent and the development is consistent with the objectives of the Environmental Protection - Mixed Agriculture (Scenic) zone.

ii. Draft Environmental Planning Instrument that is or has been placed on exhibition and details of which have been notified to Council:

Draft Hawkesbury Local Environmental Plan

The proposed zoning is E4 – Environmental Living

Sheds and farm buildings would be permissible under this zoning with consent and the development is consistent with the objectives of the draft E4 - Environmental Living zone.

iii. Development Control Plan applying to the land:

Hawkesbury Development Control Plan

The proposal is inconsistent with the aims, objectives and provisions of the Rural Shed Chapter of Hawkesbury's Development Control Plan (HDCP).

The aims and objectives of the Rural Sheds Chapter of HDCP are to enable the erection of sheds on rural properties within the Hawkesbury City Council area in a manner which compliments the rural character of the landscape and has minimal impact on the scenic qualities of an area. Further, under the Hawkesbury Development Control Plan, a maximum shed size of 170 square metres applies in rural areas.

1. Shed size

Consideration was given to the proposal for a 252 square metre shed in the original application which included storage for Boats, Trucks and various machinery items. Consent was granted for a larger shed at that time based on the justification provided.

It is considered that given the original approval was granted for a Rural Shed of 252 square metres, a further increase in the size and bulk of the structure (through the extension of the roof) at both ends for the purpose of weather protection is unjustified.

The applicant seeks to increase the overall roof area and increase the potential floor area of the shed to 324 square metres. This is close to double the maximum suggested under Hawkesbury's Development Control Plan without suitable justification or merit to support the modification application.

2. Weather protection

The objective of the Rural Shed Chapter of the DCP is to encourage sheds that compliment the rural character of the landscape and have minimal impact upon the scenic qualities of an area.

The increase in size of the proposal by 72 m² for weather protection will add additional roof area and further increase the overall bulk and appearance of the shed. The footprint of the structure in total will be 324 m² which exceeds the DCP requirement substantially.

It is considered the cumulative non-compliance of the proposal does not assist in achieving the objectives of the DCP. The applicant has stated that the awnings are required for weather protection of the shed openings. Council staff raise no objection to the need for appropriate weather protection to be attached to the shed. However, the proposal is for large, garage/carport awning extensions to the shed rather than canopy covers which would provide the proposed weather protection.

Council staff have attempted to negotiate an acceptable outcome for all parties concerned. Council's Planning Manager has had discussions with the applicant about the design of the proposal and has provided examples of the type of structure that would be considered appropriate for the applicant's requirements.

Rather than a continuation of the roof design, staff have suggested smaller flat roofed canopy covers. These canopies would project out over the door openings providing protection from the weather but not add to the bulk and scale of the proposal, thereby reducing the visual impact of the structure. An example of the type of structure suggested is provided in Attachment 5.

In subsequent discussions it was revealed by the applicant that he has already purchased the materials to be used in the construction of the work as proposed. Whilst it is unfortunate that the applicant has ordered the attachments prior to obtaining consent for their installation, that purchase is not sufficient justification for the approval of the shed extension.

It is considered the proposal as submitted does not assist in achieving the objectives of the DCP.

iv. Planning agreement that has been entered into under section 93F, or any draft planning agreement that a developer has offered to enter into under section 93F:

There are no planning agreements applicable to the proposed development.

v. Matters prescribed by the Regulations:

There are no discernable matters prescribed by the Regulations.

b. The likely impacts of that development, including environmental impacts on both the natural and built environments and the social and economic impacts in the locality:

An increase in the size of the roof area and overall building footprint increases the visual impacts (bulk) upon adjoining properties in terms of the natural and built environment. The scale, bulk and size of the proposal would dominate the rural landscape in the immediate vicinity and is not consistent with the intentions of Council's planning controls.

c. Any submissions made in accordance with the Act or the Regulations:

One (1) submission was received from an adjoining property owner. The same objector had previously made a submission regarding the original Development application. The objection raises the following concerns:

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1. "The impact on our amenity and overall outlook from our cottage".

Comment:

The position of the shed, as originally approved, was considered the most suitable on the property to minimise impacts on adjoining properties and the environment. Increasing the size by adding a further 72 square metres of roof area will increase the visual impact of the structure and has the potential to adversely impact upon the amenity of the area.

2. "Privacy issues, created coming to and from the shed".

Comment:

This issue was raised with the original Development Application. The issues raised have no relevance to the Section 96 modification application for the awning extensions as the awnings will have no greater impact upon privacy, apart from the potential visual impact that the additional bulk and storage within the areas may have.

3. "The detrimental impact on the landscape".

Comment:

An increase in the size of the roof area increases the footprint of the structure and associated vehicle manoeuvring area. This will result in further earthworks being required which will adversely impact the landscape of the locality.

4. "Conversion of views from the river of rolling hills to the Historic Lower Portland School (est. 1827) and Church into Massive Industrial Looking Structures which are adjacent to School Grounds".

Comment:

It is considered that the additional roof area will increase the visual impact and bulk and scale of the structure.

5. "Its size is enormous in relation to the residence and the small rural block. Approximate Shed size 21 metres long x 12.6 m wide x 6.7 m high. (Bigger than the house?)".

Comment:

The shed is currently approved at 252 square metres in area. The proposed awnings will further increase the apparent shed size to 324 square metres, which is considered excessive in terms of Bulk and Scale. Further to this the overall size proposed is equal to twice the allowable maximum for Shed's under Hawkesbury's Development Control Plan i.e., (170 square metres).

6. "I don't believe the Site Plan and Site Analysis to be accurate as well".

Comment:

The site plan is considered suitable for assessment of the application.

7. "Existing ground levels were established through the unapproved earth works previously investigated by Hawkesbury City Council Rangers".

Comment:

The matter relating to unlawful earth works was dealt with by Council's Compliance Officer on 17 September 2008. The owner was issued with a Penalty Infringement Notice for illegal earth works and tree removal. No further action is required in relation to this matter as the site levels as constructed (in the absence of an approval) were considered acceptable at the time.

8. "Finally this application should be viewed at the same time with the adjoining property 1924, your Ref. DA0381/09 which I will submit a late objection to on the same grounds".

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Comment:

The above point was raised in a previous objection letter and is not relevant. DA0381/09 has also since been approved.

The objector submitted a letter of objection dated 15th March 2010 and raised concerns regarding Cut and Fill associated with the approved shed.

A letter was subsequently forwarded by Council staff to the applicant requesting the fill level be lowered by 1 metre in height and the excavation be increased by 1 metre in depth. Subsequently this would have the effect of lowering the overall building by one metre. Amended plans were requested by Council staff to reflect these changes. The applicant agreed to the above changes in a telephone conversation with Council staff on Tuesday 11 May 2010. Amended plans, including these changes, have since been provided.

The subsequent reduced height of the structure will assist in reducing the impacts of the Rural Shed with regard to the overall height of the structure by 1 metre.

d. The Public Interest:

Approval of the awnings would create an undesirable precedent for similar inappropriate development which would not be in the public interest.

Conclusion:

It is considered that the Section 96 modification application to increase the shed by a further 72 square metres is unjustified, other than for the purpose of weather protection. Council staff consider that weather protection can be achieved via alternate means such as the provision of flat roofed canopies suspended or cantilevered immediately over the openings providing the required weather protection without the visual impact of extending the ridgeline at either end of the shed.

Planning Decision

As this matter is covered by the definition of a "planning decision" under Section 375A of the Local Government Act 1993, details of those Councillors supporting or opposing a decision on the matter must be recorded in a register. For this purpose a division must be called when a motion in relation to the matter is put to the meeting. This will enable the names of those Councillors voting for or against the motion to be recorded in the minutes of the meeting and subsequently included in the required register.

Developer Contributions

The development is exempt from contributions under Section 94E of the Environmental Planning and Assessment Act 1979 or Council's Section 94A Contributions Plan.

RECOMMENDATION:

That the Section 96 modification application to development consent for DA0433/09A for Lot 102 DP 625791, 1920 Wheelbarrow Ridge Road LOWER PORTLAND NSW 2756 for the addition of two awnings to each end of the approved shed be refused for the following reasons:

Reasons for Refusal

1. The proposed development is likely to have an adverse impact on the amenity of residents in the immediate locality.
2. The proposed development will have an unacceptable impact on the visual quality of the area.

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3. The proposed development will have an unacceptable impact on the locality in terms of scale, bulk, form and design.
4. The proposed development is inconsistent with the aims and objectives of Hawkesbury Development Control Plan.
5. In the circumstances, approval of the development would not be in the public interest.

ATTACHMENTS:

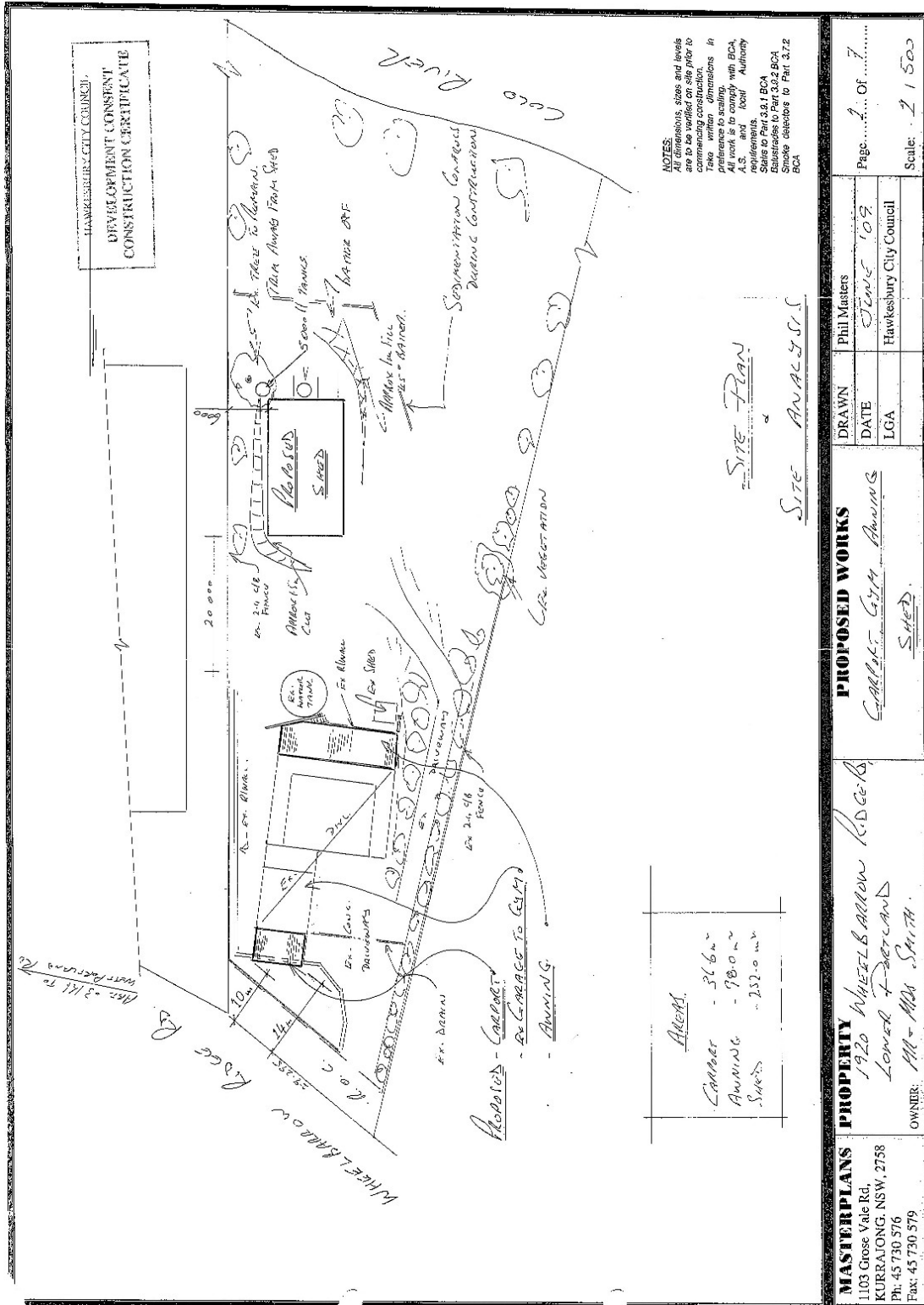
- AT - 1** Plans Approved Under DA0433/09
- AT - 2** Site Locality Map
- AT - 3** Site Plan
- AT - 4** Floor Plans and Elevations for Awning Extensions
- AT - 5** Example of Canopy Cover

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AT - 1 Plans Approved Under DA0433/09

Site Plan



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Meeting Date: 10 August 2010

Elevations

NOTES:
 All dimensions, sizes and levels are to be verified on site prior to commencing construction.
 The drawings are to be used in preference to scaling.
 All work is to comply with BCA, A.S. and local Authority requirements.
 Starts to Part 3.6.1 BCA, Clause 3.6.1.2 BCA, Clause 3.6.1.3 BCA, Starts to Part 3.7.2 BCA

PROPOSED WORKS
SHED

MASTERPLANS
 1103 Grose Vale Rd,
 KURRAI LONG, NSW, 2758
 Ph: 45 730 576
 Fax: 45 730 579

PROPERTY
 1920 WHEELBARROW ROAD R.,
 LOWER PARTLAND.
 OWNER: MR & MRS SMITH

DRAWN
 Phil Masters

DATE
 27/07/09

LGA
 Hawkesbury City Council

Page 5 of 7

Scale: 1:1200

Notes: All dimensions, sizes and levels are to be verified on site prior to commencing construction. The drawings are to be used in preference to scaling. All work is to comply with BCA, A.S. and local Authority requirements. Starts to Part 3.6.1 BCA, Clause 3.6.1.2 BCA, Clause 3.6.1.3 BCA, Starts to Part 3.7.2 BCA

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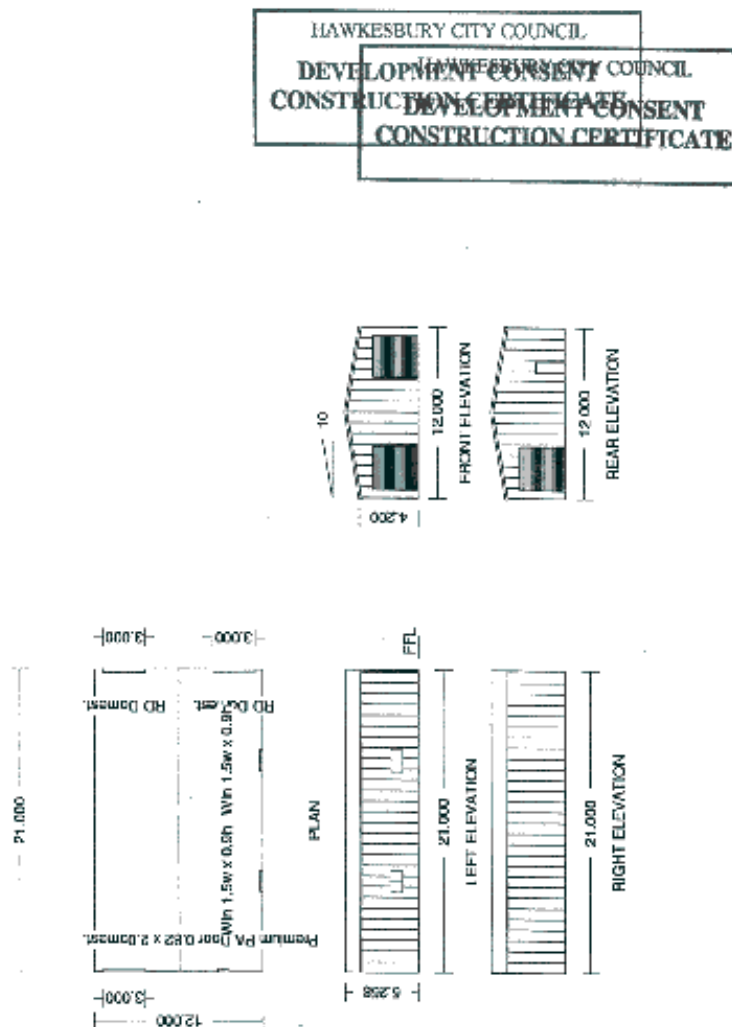
The floor plan shows a rectangular building with internal dimensions of 12,000 (width) by 42,000 (length). The drawing includes a title block in the top right corner with the following information:

HAWKESBURY CITY COUNCIL DEVELOPMENT CONSENT CONSTRUCTION CERTIFICATE	
NOTES:	Page 6 of 7
All dimensions, sizes and levels are to be verified on site prior to commencing construction.	Scale: 1:100
Dimensions are to be taken in accordance with BCA, A.S. and local Authority requirements.	
Drawn to Part 3.8.4 BCA	
Shaded to Part 3.7.2 BCA	

The drawing also includes a north arrow pointing towards the top right and a scale bar indicating 1:100. The title block is signed by Phil Maskey, dated 10/09, and includes the name of the council, Hawkesbury City Council.

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DA 6433/09.

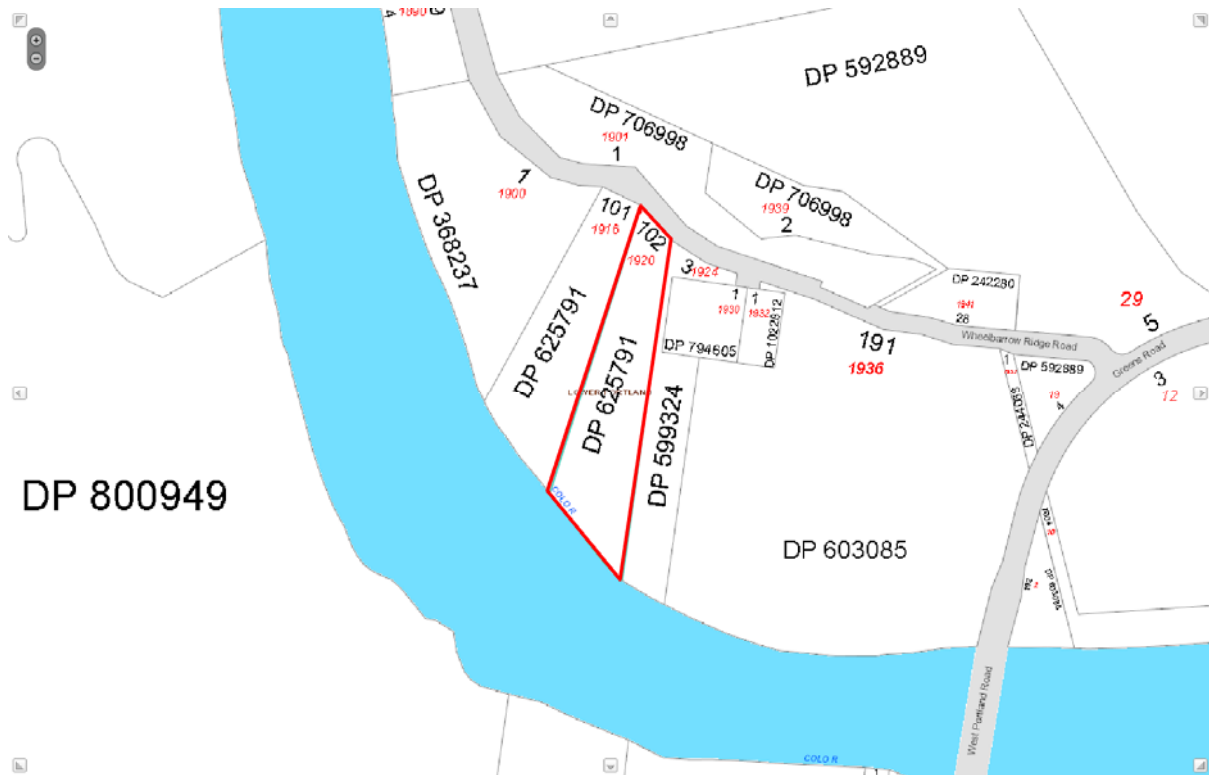


Metromax Sheds PO BOX 6472 Toowoomba WAst QLD 4350 PH 1540730765 Email - sales@metromaxsheds.com.au	Proposed Shed 12.000x21.000x4.200 41m's	CN C18071301553559	JN J19071310155985	CN Q12071310170400
	At 1520 Wheelbarrow Crk Rd Lower Portland NSW	All Work To Be In Accordance With Accompanying Engineers Details		
	For WES SMITH			
	Wall Colour - Willeriness Roof Colour - Willeriness			
<div> <div></div> <div>PROPOSAL</div> </div>				

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AT - 2 Site Locality Map

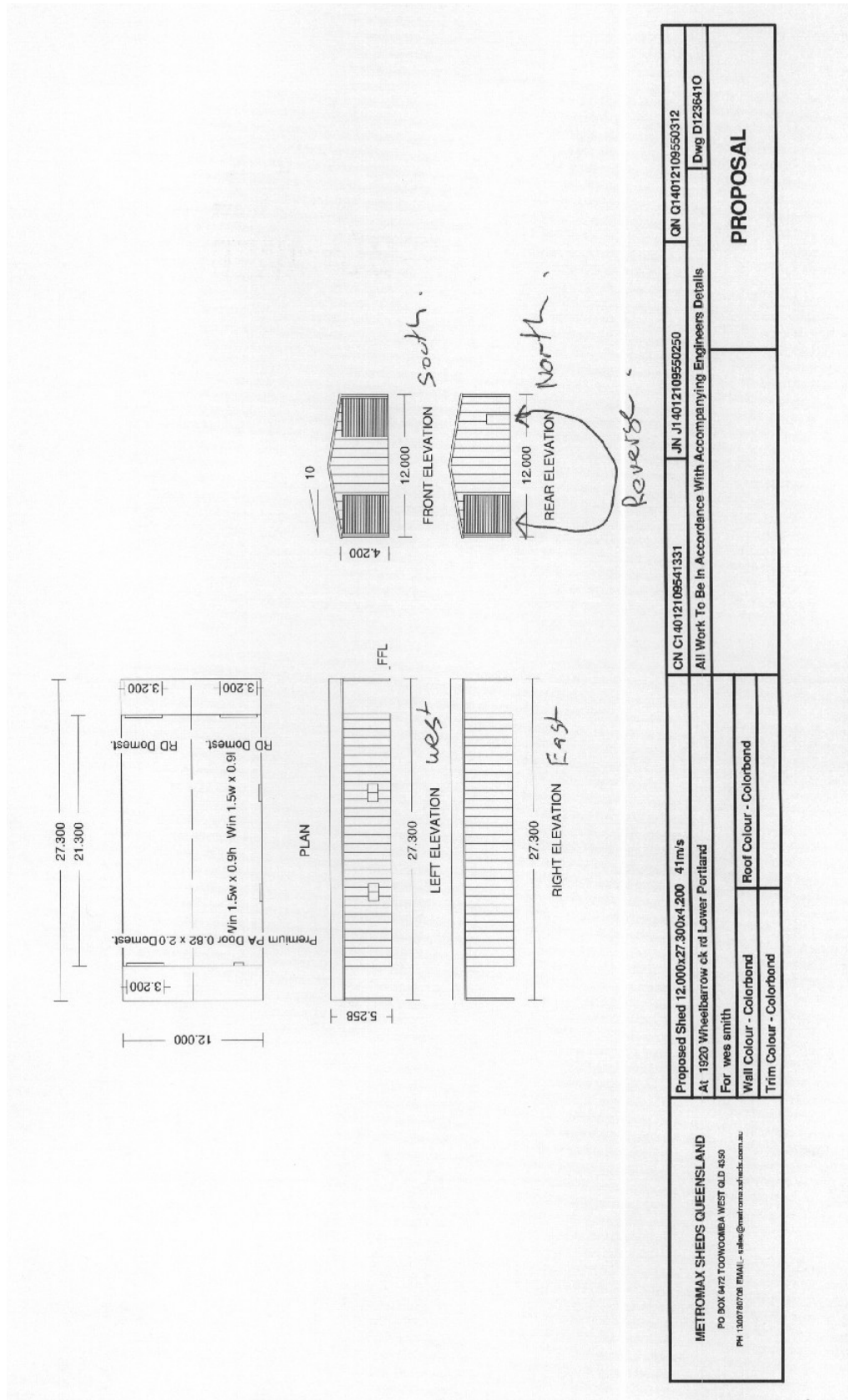


[illegible]

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Meeting Date: 10 August 2010

AT – 4 Floor Plans and Elevations for Awning Extensions



ORDINARY MEETING

Meeting Date: 10 August 2010

AT – 5 Example of Canopy Cover



Note high level canopies over roller doors. Canopy has minimal visual impact whilst providing appropriate weather protection.

oooO END OF REPORT Oooo

ORDINARY MEETING

Meeting Date: 10 August 2010

Item: 186 **CP - Management of Community Centres and Halls - Revised Manual - (96328, 95498)**

Previous Item: 87, Ordinary (11 May 2010)

REPORT:

Executive Summary

This report has been prepared to advise of the outcome of the distribution of a draft (revised) *Community Facilities Manual* to community committees who have been delegated responsibility under Section 377 of the *Local Government Act, 1993* for the care, control and management of community facilities.

The report summarises comments received from those committees and actions taken in relation to those comments. The report recommends that Council adopt the revised (draft) manual.

Consultation

The draft manual has been distributed to affected parties and their comments have been incorporated into the revised manual.

Background

At its Ordinary Meeting held on 11 May 2010, Council received a report on the review of the *Manual for Management Committee*, previously distributed in 1993. In considering this report, Council resolved (in part) that Council;

- "1. Approve the distribution of a draft (revised) *Community Facilities Manual* to community committees who have been delegated responsibility under Section 377 of the *Local Government Act, 1993* for the care, control and management of community facilities.
2. The respective community committees be requested to consider the text of the draft (revised) *Community Facilities Manual* and to provide comments to Council within 28 days. Any comments received to be further reported to Council prior to the formal adoption of the revised manual."

Current Situation

The draft (revised) *Community Facilities Manual* was distributed to all community committees who have been delegated responsibility under Section 377 of the *Local Government Act, 1993* for the care, control and management of community facilities. All committees were asked to provide comments and feedback on the manual and its content. Five responses were received.

Table 1 below outlines the five submissions received, comments raised and responses.

Committee	Comment	Response
Stewart Street Early Intervention Centre Committee	▪ Clarification regarding responsibility for payment of Council waste service charges.	▪ Advice forwarded confirming that waste charges are categorised as a day-to-day operational expense.
McMahon Park Hall & Park Committee	▪ Query requirement for hirers to supply proof of Public Liability Insurances. ▪ Financial System section be updated to include direct bank transfers.	▪ Advised that requirement based on standard insurance coverage practice. ▪ Section amended

ORDINARY MEETING**Meeting Date:** 10 August 2010

Committee	Comment	Response
	<ul style="list-style-type: none"> Financial System section be amended in relation to receipts and tax invoices. 	<ul style="list-style-type: none"> Section amended
Wilberforce School of Arts Committee	<ul style="list-style-type: none"> Document will be helpful to committee Request that draft hire agreements be included. 	<ul style="list-style-type: none"> Comment noted Template hire agreements included in draft document (appendix)
Hobartville Long Day Care Preschool Inc	<ul style="list-style-type: none"> Document is a valuable tool. Sought clarification as to what funding received by the committee had to be supplied to Council. 	<ul style="list-style-type: none"> Comment noted Advice forwarded that information on fees and charges (for hire of facility) was required to be forwarded to Council for inclusion in Management Plan.
North Richmond Community Services inc	<ul style="list-style-type: none"> Value in the distribution of document. Suggested another link for registration of parties with the police. Suggested clarification of committee responsibilities in relation to grounds, insurances, emergency equipment and financial management. 	<ul style="list-style-type: none"> Comment noted Suggested link assessed, found to be better and replaced previous link. Sections amended and/or clarified

Table 1: Summary of submissions and responses

As noted in the table above, responses were considered and where appropriate the draft manual was amended.

Conformance to Strategic Plan

The proposal is consistent with the Shaping our Future Together Direction statement:

- Have constructive and productive partnerships with residents, community groups and institutions

and is also consistent with the strategy in the Community Strategic Plan being:

- Develop and implement a community partnership and participation program

It will also contribute to the Goal within the Shaping our Future Together element within the Community Strategic Plan:

- Support community initiatives and volunteers

and assist Council to achieve the following CSP measure:

- Level of support to community organisations

Funding Implications

There are no financial implications arising from this report.

RECOMMENDATION:

That Council adopt the draft (revised) *Community Facilities Manual* and distribute the adopted manual to community committees who have been delegated responsibility under Section 377 of the *Local Government Act, 1993* for the care, control and management of community facilities.

ORDINARY MEETING

Meeting Date: 10 August 2010

ATTACHMENTS:

AT - 1 Draft (Revised) Community Facilities Manual - *(Distributed under Separate Cover)*

oooO END OF REPORT Oooo

Item: 187 CP - Planning Proposal to Rezone certain Land at North Bligh Park - (95498)

REPORT:**Executive Summary**

A Planning Proposal, seeking rezoning of approximately 103 hectares of land at North Bligh Park, primarily zoned Mixed Agriculture, to Housing Zone, was received from James Lovell and Associates Pty Ltd, acting on behalf of a number of property owners, on 8 June 2010.

The proposal seeks to develop the majority of the subject land for future residential purposes. Some various recreational and retail/commercial developments within the land are also proposed.

The purpose of this report is to provide an assessment of the rezoning application.

Background

North Bligh Park is located north of the existing Bligh Park residential area and south of the existing South Windsor residential area. The future extensions of these residential areas, through the development of North Bligh Park area for residential purposes, has, in the past, been considered as a logical approach to provide more residential accommodation and increased housing choice for the people in the Hawkesbury Local Government Area (LGA). As a consequence, the North Bligh Park area has been identified as a potential urban development area in Council's draft Urban Land Strategy 1998 and previous Council resolutions. The area has also been included in the Sydney Metropolitan Development Program.

However, a significant number of properties in the area are flood affected in the 1 in 100 year event. According to the NSW State Emergency Service (SES) the evacuation of people in the area in the event of a major flood is difficult. This issue is considered as the major constraint in the future development of land in North Bligh Park for residential purposes.

According to Council's records since 1989 Council has made a number of attempts to rezone land in the North Bligh Park area to residential in response to various rezoning requests. None of the past efforts were successful mainly due to the NSW State Emergency Service (SES) significant concern, supported by the Department of Planning, over evacuation difficulties in the area.

In accordance with Council's resolution of 19 December 1995, a draft Local Environmental Plan (LEP), which sought to rezone the land for residential purposes, was forwarded to the then Department of Urban Affairs and Planning (DUAP) for finalisation and gazettal. In June 1996 Council received advice from the then Department of Urban Affairs and Planning that the Minister had decided not to proceed with the draft LEP due to the following reasons:

- flood risks associated with the area;
- the uncertainty regarding the feasibility of evacuation once the development is completed;
- provisions in the draft LEP are not considered adequate to alleviate flood risks;
- the proposed construction of an evacuation route does not provide certainty that a complete evacuation can occur within the limited time that is available to the SES; and
- future residential development would likely increase the risk to personal safety to an unacceptable level.

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In response to the Council's last resolution to prepare a draft LEP to rezone the land in North Bligh Park area, the DUAP advised Council that it would not be in a position to consider Council's request until there is certainty that the evacuation route is being provided and the SES is satisfied that there is sufficient capacity in the flood evacuation route for safe evacuation of the existing and future population of the area.

In May 2001 written advice was received from the SES, in response to Council's further enquiry on the proposed rezoning dated 30 March 2000, stating that its previous view on the matter had remained unchanged and that the SES does not support further development in the Bligh Park area under the current circumstances as there has been no satisfactory solution to the prevailing evacuation problem in Windsor, Bligh Park, McGraths Hills and Richmond areas.

In November 2005 Council received a request from Modog Moore Development Group to rezone the land in North Bligh Park and Council advised the applicant by its letter dated 12 December 2005 that Council would not be able to consider the request based on the above advice received from the DUAP and the SES.

In July 2006 the applicant submitted an evacuation plan, prepared by Molino Stewart Pty Ltd using SES evacuation modelling for the Hawkesbury-Nepean region, to the SES for its endorsement. As per the applicant's request Council forwarded the same evacuation plan to the SES in February 2008 for its comments. To date no formal written comments have been received from the SES. However, verbal comments have been received from the SES stating that they will not comment on any rezoning proposals from Council until the Flood Risk Management Study and Plan has been completed.

Council at its meeting of 2 February 2010 resolved to invite representatives of the SES and the rezoning proponents to a Councillor Briefing Session in order to discuss this particular issue. The applicants made a presentation to the Briefing Session but the SES representatives were not able to attend the Briefing Session.

Planning Proposal

The Planning Proposal seeks to rezone approximately 103 hectares of land primarily zoned Mixed Agriculture, at North Bligh Park to Housing Zone under Hawkesbury Local Environmental Plan 1989 (see Attachments 1 and 2). This is to enable the extension of the existing Bligh Park residential area to the north to allow for approximately 700 residential allotments and some retail/commercial and recreational purposes.

A concept subdivision plan showing how the area would be subdivided into approximately 700 residential allotments, prepared by Brown Consulting (NSW) Pty Ltd, and a flood evacuation plan, prepared by Molino Stewart Pty Ltd, have also been included as part of the proposal (see Attachment 3).

Subject Area

The North Bligh Park area is located between the existing residential areas of Bligh Park and South Windsor. The size of the area is approximately 103 hectares and currently consists of 32 allotments zoned Mixed Agriculture, fronting Woods Road, Berger Road and Fairey Road and one 6(b) Open Space (Proposed Recreation) allotment fronting Berger Road.

The area is predominantly characterised by 2 hectare allotments (see Attachments 4). Currently a few single dwellings, outbuildings and a poultry farm occupy the land. Also part of the land is used for grazing, growing vegetables and hydroponic gardens.

Locality

To the south of the subject land is the existing Bligh Park residential area, to the west and north is the South Windsor residential and industrial areas and to the east is some Mixed Agriculture allotments. The other surrounding land uses within a walking distance to the site are Windsor Park Primary School, Bligh Park reserves, South Windsor light industrial area (see Attachment 5).

Applicant's Justification of the Proposal

The applicant provides the following justification in support of the proposal:-

- the Planning Proposal will provide benefits to the community through the provision of additional residential accommodation;
- the proposal will provide a logical extension between the established residential areas of South Windsor and Bligh Park;
- the proposal will provide a mechanism to evacuate the existing and additional population in the event of a major flood.

Assessment of the Proposal

The Planning Proposal and the accompanied concept subdivision plan showing approximately 700 future residential lots and a flood evacuation report for the Bligh Park area have been taken into consideration in this assessment.

Council in its previous assessments of proposals for rezoning of land in the North Bligh Park area, considered a range of relevant matters including consistency with the relevant planning legislation, flora and fauna, bushfire, acid sulphate soils, heritage, available infrastructure services/facilities and surrounding development. Many of these issues have not raised any major concerns that would prevent the making of draft plans to allow development of the area for residential purposes, with the exception of the flora and fauna assessments. The previous applications for rezoning have included flora and fauna assessments for the locality which included the required eight part tests under Clause 5A of the Environmental Planning and Assessment Act 1979 (EP&A Act). However, these reports were prepared in 2005 prior to changes to the EP&A Act which now requires a "seven part test" under Clause 5A and there have also been changes to other related legislation that classifies the vegetation as endangered or threatened and recovery plans have also been prepared that this proposal will need to consider. As such the flora and fauna assessments would require to be updated to take these changes into account. As the recommendation of this report is to not proceed at this time and to spare the applicant from additional expense at this time, the applicant has not been requested to undertake this additional work. However, should the proposal be supported additional work on flora and fauna issues will be required.

The above issues are not fully addressed in this report as the following key issues that have significant weight in the determination of the proposal have been taken into consideration in this assessment:-

Future residential development

The draft North West Subregional Strategy 2007 identifies a 5,000 additional dwelling target for Hawkesbury Local Government Area by 2031. In line with the Subregional Strategy's dwelling target for Hawkesbury, the Draft Hawkesbury Residential Strategy 2009 (yet to be exhibited) identifies a number of strategic centres and locations within the LGA to be the focus of future residential activities.

The draft Residential Strategy identifies the area between Windsor and Bligh Park as a potential corridor of higher density urban development. However, given the area's significant flood constraints, the draft Strategy recommends that further investigations will be needed to determine the extent of suitability and capacity of services and facilities. This approach has also been supported by Council when it considered the draft Residential Strategy in December 2009 and the discussion of the draft Strategy at the recent Councillor Briefing Session. The suitability and the likely area available, for residential development can only be effectively determined following completion and adoption of the Hawkesbury Floodplain Risk Management Study and Plan which is currently being prepared.

Concept subdivision plan

The concept subdivision plan shows how the land would be subdivided to create approximately 700 allotments. The proposed subdivision is generally consistent with the subdivision character of the existing

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Bligh Park and South Windsor residential areas in terms of lot sizes, configuration, road patterns and access arrangements. The proposed road network is generally above 1-in-100 flood level and provides connection to the existing road network in the area.

The majority of the subject area is below the 1-in-100 year flood level (see Attachment 6). However, the current HLEP 1989 does not specify Flood Planning Levels (FPLs) for development of flood prone land in residential areas. The DUAP has previously advised Council to include an appropriate provision in a previous draft LEP which sought to rezone land in North Bligh Park to Housing Zone to specify that no habitable floors are allowed below the 1-in-100 year flood level.

In line with the above advice, the concept plan proposes to fill a significant area of flood affected land to above the 1-in-100 year flood level to create 193 of the proposed 700 residential allotments. All the other proposed allotments are above 1-in-100 year flood level.

Given the significant flood constraints and the difficulty in evacuation of the current population in the area the proposed filling of a large area of the land to achieve a maximum dwelling yield is considered excessive and it will extensively modify existing land forms, vegetation, flood paths/ways and also may increase flood risks to properties located in low lying areas. It is also noted that the Hawkesbury-Nepean Catchment Trust has raised significant concern over the proposed filling of flood prone land in a previous proposal to rezone land in the North Bligh Park area.

It is considered that the proposed rezoning to create approximately 700 allotments on the land is an over development, and it may be more prudent to develop the land for much lower density residential development avoiding significant filling on the land or investigate other development alternatives that are compatible with the surrounding land uses.

Proposed Evacuation Plan

The evacuation difficulty is the key constraint for development in the area and this was the main cause which hampered all of the past attempts to rezone land in the North Bligh Park area for residential purposes. The SES has consistently opposed any rezoning of land in the North Bligh Park area due to the uncertainty of the evacuation routes' capability in the event that total evacuation of the current and the future population in the area during a major flood event is required.

In response to the SES ongoing concerns over the capability of the existing flood evacuation system in the area, a proposed evacuation plan has been submitted as part of the subject rezoning application. The proposed evacuation plan attempts to demonstrate that the proposed measures and recommendations contained in the evacuation plan will be able to cope with any major flood events and evacuate the existing and future increased population in the area in a safe and efficient manner.

The evacuation plan states that:

- Providing the road infrastructure is appropriately upgraded, it would be possible to evacuate more than 700 new lots in North Bligh Park in a way that integrates with the current SES flood evacuation plan for the region and there will be a time safety margin available rather than current time deficit; and
- Should residents fail to evacuate in time, the proposed development design features will minimise risk to lives.
- The current evacuation route needs to be upgraded to provide exit lanes for existing evacuation traffic.
- The proposed subdivision and building design features will reduce the risk to lives of residents who fail to evacuate in time by motor vehicle.

The submitted evacuation plan, prepared by Molino Stewart, proposes some sensible recommendations in relation to the road network, i.e. evacuation routes always rising in level, and the building design features.

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However, there are concerns with the proposed development design features should the residents fail to evacuate the site and are trapped in the development and the relatively narrow focus on the evacuation capacity and locality considered in the plan.

The evacuation plan proposes *“the subdivision layout would provide a continually rising gradient to a multistorey point of refuge along pedestrian routes. Commercial developments such as shops, restaurants and child care facilities as well as community meeting rooms etc could occupy these buildings.”* Whilst this concept seems logical, the planning proposal has not included any information or justification as to how this concept would work, who would own these facilities, whether there is a need for these facilities, i.e. economic assessment to justify the need for additional retail or commercial floor space in the locality, nor how residents could occupy these buildings when the everyday occupants would have goods and equipment stored in the structures. Similarly, as part of the preparation of the draft Residential Strategy, an assessment of the existing community facilities in the locality has indicated that there may not be a need for additional community facilities. In this regard, the proposed development and flood evacuation plan has not adequately considered the impacts that the proposed flood evacuation plan and development will have on the existing community.

The plan suggests the following works to upgrade the route to overcome the shortfall in capacity:-

- Increase the route capacity to two lanes out for evacuation traffic and at least one lane in for emergency service vehicles - most of the route west of South Creek already has this capacity with the exception of the Cox Street level crossing which would need to be widened to three lanes.
- There may be several ways in which additional capacity could be achieved east of South Creek but no budget has been allocated for such works by the NSW Government.
- The length of road needing additional capacity could be minimised if the low point on Bandon Road is upgraded to be flood free in a 1-in-500 local flood.
- If the Bandon Road low point is upgraded, there are two options. The first would follow the existing nominated evacuation route and would require a new three lane level crossing at Groves Avenue and the widening by one lane of Railway Road South, the Level Crossing Road level crossing, a short section of Level Crossing Road, Wallace Road and Bandon Road. Alternatively, instead of crossing the railway at Groves Avenue the traffic could continue along Railway Road North which is currently wide enough for three lanes along most of its route and then a new section of three lane road would need to be constructed between Park Road and Level Crossing Road on the northern side of the Railway. (note: this would require acquisition of private land).
- Provide road links between the new development and South Windsor and also with Bligh Park. All of these roads would be above 17.3m AHD. There will also be a pedestrian link from Bligh Park North which would be above 17.3m AHD.
- It is proposed to evacuate Bligh Park North in the same manner as the SES evacuation plan proposes for Windsor and South Windsor. A new road from the subdivision would lead onto Woods Road and thence onto George Street from where the traffic would follow the existing evacuation route for Windsor South.

Whilst the proposed route upgrading will have some benefit to the proposed development it is unclear if the proposal has adequately considered the existing population, and the development potential within the existing residentially zoned land in the locality. In this regard the comments from the SES in relation to evacuation of existing development, and existing potential for development, needs to be carefully considered prior to releasing of additional land for development. According to Council's records the same evacuation plan has been forwarded by the applicant to the SES for its endorsement in July 2006 and no comments have been received. In February 2008 Council also forwarded the plan to SES seeking comments as per the applicant's request. No formal written comments on the evacuation plan have been received.

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According to the NSW Floodplain Development Manual 2005, Council will need to develop and implement a floodplain risk management study and plan for the entire Hawkesbury LGA to enable effective development and management of flood prone land with minimal impact of flooding on individual owners and occupiers of flood prone property and to reduce private and public losses resulting from floods. In line with the Manual, the consultants engaged by Council are currently developing a floodplain risk management study and plan for the Hawkesbury Local Government (LGA). This process is expected to be completed late 2011 or early 2012. When it is implemented, the likely impacts of any development proposal on flood management and evacuation can be effectively assessed.

The evacuation plan is limited to Bligh Park and the surrounding area, and this area specific approach, instead of the whole LGA wide approach, to evacuation is considered inconsistent with the objectives of the NSW Floodplain Management Policy and the NSW Floodplain Development Manual 2005.

It is considered that given no endorsement from the SES has been received on the same plan previously sent; it is very unlikely that support for the evacuation plan will be obtained with no availability of a LGA wide floodplain risk management plan, as required by the Manual. It should also be noted that recent verbal advice from the SES states that they are not prepared to comment on these proposals until a Floodplain Risk Management Study and Plan have been completed. It is therefore likely that the SES's current view on the capability of evacuation routes may remain unchanged until the adoption and implementation of the Hawkesbury Floodplain Risk Management Study and Plan. Given these circumstances the Department of Planning is also unlikely to proceed with any planning proposal until the receipt of an endorsement from the SES.

Given the above circumstances, it is not considered appropriate to proceed with the current proposal until such time as the adoption and implementation of the Hawkesbury Floodplain Risk Management Study and Plan by Council.

Conformance to Community Strategic Plan

The proposal is consistent with the Looking after People and Place directions, strategies, goals and measures in the Community Strategic Plan being:

Directions

- Have an effective system of flood mitigation, fire, and natural disaster management and community safety which protects life, property and infrastructure.

Strategies

- Develop disaster response and community safety plans.

Goals

- Have effective systems that protect life, property and infrastructure from the effects of flood, bushfire and other natural disasters.

Measures

- Impact and cost of disasters minimised.

Financial Implications

No financial implications applicable to this report.

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RECOMMENDATION:

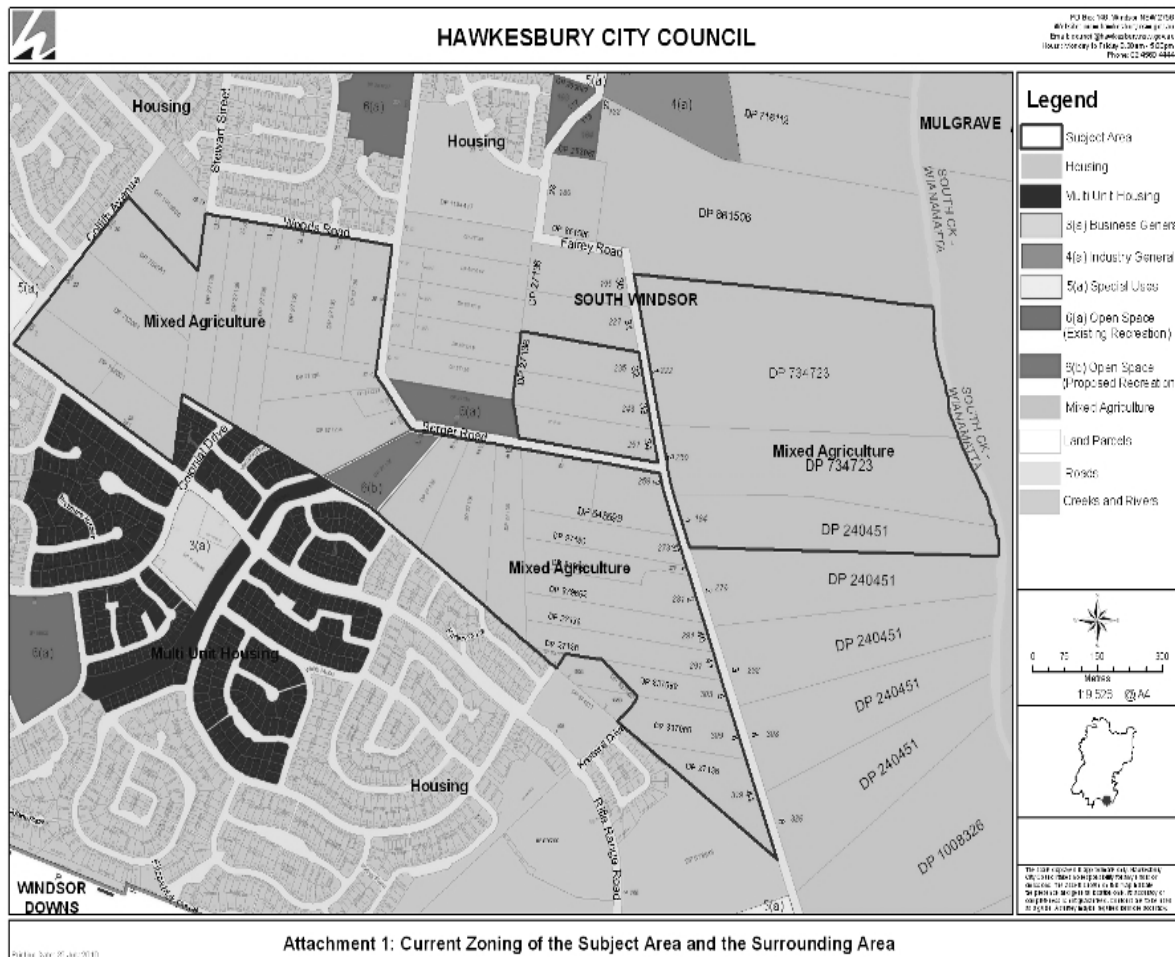
That the Planning Proposal, submitted by James Lovell and Associates Pty Ltd, dated June 2010, to rezone the subject properties in North Bligh Park to the Housing Zone not proceed until such time as the Hawkesbury Floodplain Risk Management Study and Plan has been adopted by Council.

ATTACHMENTS:

- AT - 1 Current Zoning of the Subject Area and the Surrounding Area
- AT - 2 Proposed Zoning of the Subject Area
- AT - 3 Planning Proposal - (*Distributed under Separate Cover*)
- AT - 4 Subject Area Property Details and Map
- AT - 5 Locality Map
- AT - 6 Flood Map Showing 1-in-100 Year Flood Level

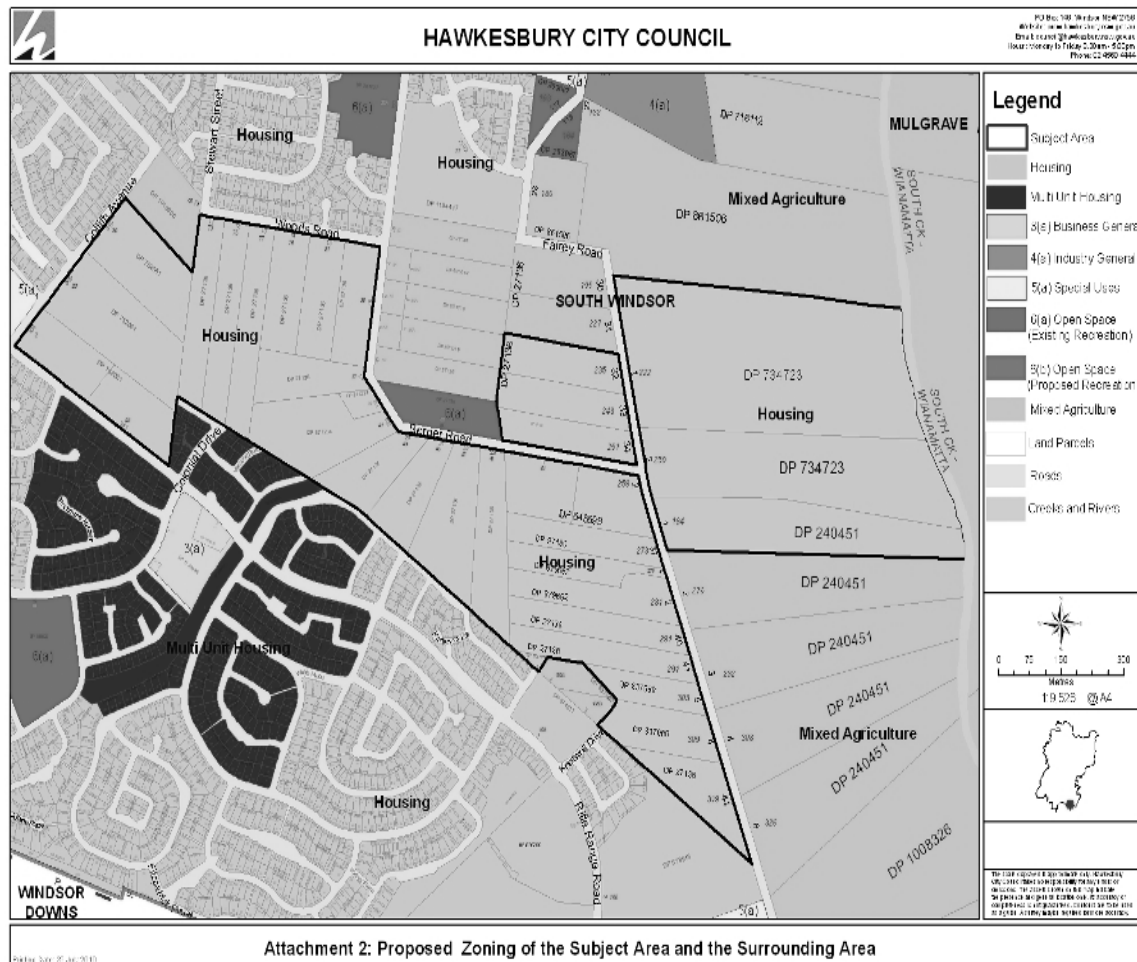
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AT - 1 Current Zoning of the Subject Area and the Surrounding Area



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AT - 2 Proposed Zoning of the Subject Area



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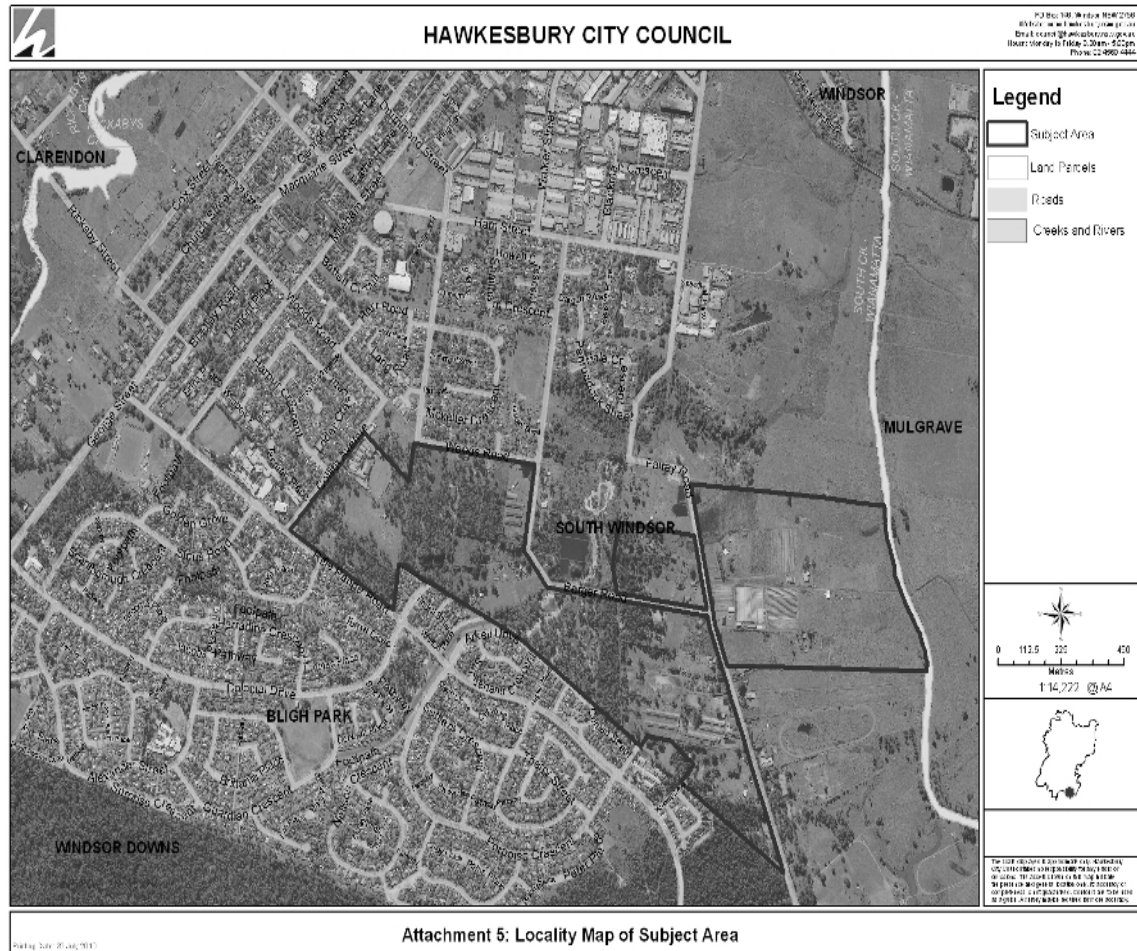
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AT - 4 Subject Area Property Details and Map

Property Description	Address	Area (Ha)	Current Zoning
Lot 11 DP 27136	73 Woods Road	2.28	Mixed Agriculture
Lot 12 DP 27136	75 Woods Road	2.28	Mixed Agriculture
Lot 13 DP 27136	77 Woods Road	2.59	Mixed Agriculture
Lot 14 DP 27136	79 Woods Road	2.03	Mixed Agriculture
Lot 15 DP 27136	81 Woods Road	2.03	Mixed Agriculture
Lot 16 DP 27136	35 Berger Road	2.03	Mixed Agriculture
Lot 17 DP 27136	37 Berger Road	2.03	Mixed Agriculture
Lot 20 DP 27136	43 Berger Road	2.03	6(b) Open Space (Proposed Recreation)
Lot 21 DP 27136	45 Berger Road	2.03	Mixed Agriculture
Lot 22 DP 27136	47 Berger Road	3.28	Mixed Agriculture
Lot 23 DP 27136	49 Berger Road	2.8	Mixed Agriculture
Lot 32 DP 27136	235 Fairey Road	2.27	Mixed Agriculture
Lot 33 DP 27136	243 Fairey Road	2.27	Mixed Agriculture
Lot 34 DP 27136	251 Fairey Road	2.03	Mixed Agriculture
Lot 37 DP 27136	273 Fairey Road	2.03	Mixed Agriculture
Lot 40 DP 27136	291 Fairey Road	2.3	Mixed Agriculture
Lot 41 DP 27136	291 Fairey Road	2.39	Mixed Agriculture
Lot 101 DP 877234	39 Berger Road	0.41	Mixed Agriculture
Lot 102 DP 877234	41 Berger Road	3.64	Mixed Agriculture
Lot 308 DP 752061	2 Collith Avenue	2.02	Mixed Agriculture
Lot 309 DP 752061	20 Collith Avenue	4.66	Mixed Agriculture
Lot 310 DP 752061	30 Collith Avenue	3.38	Mixed Agriculture
Lot 341 DP 752061	48 Rifle Range Road	2.1	Mixed Agriculture
Lot 1 DP 734723	222 Fairey Road	18.9	Mixed Agriculture
Lot 2 DP 734723	250 Fairey Road	10.12	Mixed Agriculture
Lot 1 DP 240451	164 Fairey Road	7.02	Mixed Agriculture
Lot 1 DP 837060	Fairey Road	0.43	Mixed Agriculture
Lot 4 DP 837060	309 Fairey Road	2.29	Mixed Agriculture
Lot 5 DP 837060	303 Fairey Road	1.44	Mixed Agriculture
Lot 1 DP 879662	279 Fairey Road	1.7	Mixed Agriculture
Lot 2 DP 879662	281 Fairey Road	2.59	Mixed Agriculture
Lot 1 DP 545599	51 Berger Road	2.02	Mixed Agriculture
Lot 2 DP 545599	259 Fairey Road	2.03	Mixed Agriculture
Total Area		103.45	

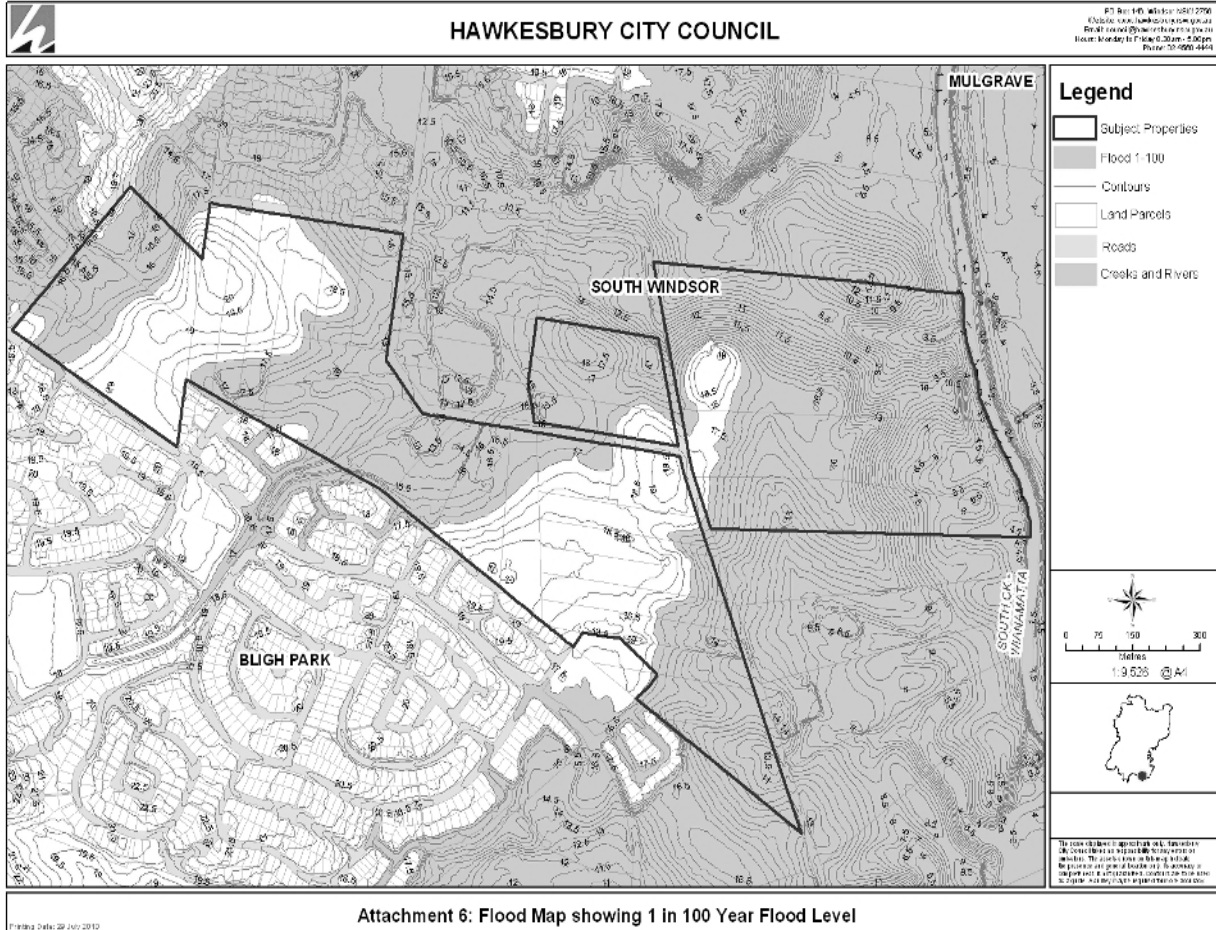
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AT - 5 Locality Map



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AT - 6 Flood Map Showing 1-in-100 Year Flood Level



oooO END OF REPORT Oooo

INFRASTRUCTURE SERVICES

Item: 188 **IS - Provision of a Skate Park within the Glossodia Area - (95495)**

Previous Item: NM1, 23 February 2010 (Ordinary)
 63, 30 March 2010 (Ordinary)

REPORT:

Executive Summary

Following Council resolutions to investigate a proposal to provide a skate facility within the Woodbury Reserve at Glossodia, extensive community consultation was undertaken. The portable skate ramp was placed at the location and has had adverse effect on both the locality and families utilising the adjacent play space. Grant funding is being sought to undertake a recreational strategy and it is proposed that further consideration of proposed skate facilities be considered as part of that strategy.

Consultation

Over 1100 surveys were sent to property owners and occupiers within the Glossodia area, with additional access to an online response being available on Council's website. Details of responses received are discussed later in this report.

Background

A number of residents requested that consideration be given for the installation of a permanent skate park facility within the Glossodia area. Council at its meeting held on 23 February 2010 resolved:

"That a report be submitted to Council regarding the possibility of a skate park being provided in the Glossodia area with such report also detailing the costs that would be involved and potentially suitable locations for the facility."

Following consideration of a report in relation to the matter, Council at its meeting held on the 30 March 2010 resolved:

"That:

- 1. Consultation be undertaken with the residents and users in relation to the provision of a Skate Park, and suggestions for a preferred location of such facility.*
- 2. The portable half pipe currently at the Council Depot, be relocated to Woodbury Reserve as a short term measure allowing the community and users to determine the success of the site.*
- 3. A detailed cost analysis be undertaken of the Precast Concrete Modules based on a design suggested by the users."*

The portable half pipe has been relocated to Woodbury Reserve, positioned within the adjacent carpark, to determine the suitability of the location for a future permanent skate park facility. Following the placement of the portable half pipe at the Reserve there has been an increase in the level of graffiti, vandalism and dumped rubbish at the site and the adjacent play space which is detracting from the overall usability of the site. This has also lead to a decline in the use of this popular play space for families with small children.

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In relation to Point 3 of the Resolution, staff met with a representative of the local skate board fraternity who has supplied a preferred skate park design. The preliminary plans of the preferred design have been sent to a number of skate park manufacturers to undertake an indicative costing.

The consultation process included over 1100 letters being sent to the property owners and residents of the Glossodia area to enable them to comment on the proposal to locate a skate park within the Woodbury Reserve. 49 responses (4%) were received and of those 49, 27 supported the proposal, 17 indicated conditional support, and 5 objected to the proposal.

Comments from those supporting the proposal were similar in content and ranged from:

- Young kids don't have much to do and this would be great;
- Great for the kids to ride their scooters;
- Provide the kids more amenities; and
- Happy to have as it as long as it is safe.

Comments from those objecting (again summarised) were:

- Concerned regarding the behaviour of youth and lack of Police presence.
- Concerned regarding existing poor behavior by users of the area. No provision of toilet facilities or rubbish bins.
- Not favourable to a skate park at Woodbury Reserve however feels a better location would be behind the shops. Has always felt unsafe in Woodbury Reserve and feels the installation of a skate park there would attract younger males thus making the area unsafe.
- Property backs onto Woodbury Reserve. We have been living here for nearly 22 years. On a regular occurrence the "forty acres" is used as a dirt bike track, apart from the noise factor, we are concerned about the position of the proposed skate park as it is obscured from the public, access could be day and night, the noise during day and night during the week and weekends, and criminal element. On principal the plan is a good one, but the positioning of the skate park is questionable.

Comments from those with conditional support were:

- Support providing that more police presence is available or provided.
- Would prefer the skate park to be a distance away from the swings area.
- Thanks to everyone taking an interest. Suggested location for skate park has a lot of trees. The debris that can fall onto the concrete, will cause a lot of accidents and broken bones
- I appreciate the opportunity to participate in this consultation. I have no objection to new skate parks but what I am surprised with is the choice of location.
- I would support a skate park for Glossodia but I don't know what the proposal is. The youth need something to do but I would like the skate park to be away from the shopping centre and the school. I think the skate park should be visible from the main road (Spinks Road). Suggests a better location
- I think the skate park is a great idea. My only hesitation is the possibility of defacement due to graffiti by some of the local teenagers. Would it be possible to decorate some areas of the structure with artistic graffiti, that the local kids could help design and paint the structure? I believe if the kids are involved and they have some pride of ownership the likelihood of random tagging will be less likely to happen.

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- Supports the idea of a skate park but is concerned that a skate park at this location may attract a "ratbag" element to this area as the Woodbury Reserve has been targeted in the past. Has suggested CCTV cameras at the clubhouse to prevent vandalism.
- If the kids want a skate park I would only agree if their parents and the kids take responsibility and keep the area clean and not allow graffiti. All other skate parks are an eyesore and become a hangout, which is off putting for other park users. You only need to visit the portable ramp and see the rubbish left everywhere.
- Gives options for exercise for youth. Concerns about proposed locality of skate park - needs to be in full view of the public. Concerns about graffiti.
- I have a child who loves going to the skate park at North Richmond. Having one in Glossodia means that I don't have to go to North Richmond and I can walk to Glossodia. Concerns relate to not enough security at the site and kids will vandalise with painting and smashing bottles so that the younger ones can get hurt.

As identified in a previous report to Council the actual placement of the skate park is of considerable importance to allow for effective operation, enjoyment and usage of the facility, and to reduce the anti-social activity that will occur in an isolated skate park. Such behaviour is currently occurring at the location of the portable unit. The comments received from respondents either rejecting, or offering conditional support have, in the majority identified the placement of the skate park as the most important aspect of the proposal. These respondents suggest that the proposed location of the skate park be within close proximity to the shops and community centre that will allow for the passive surveillance required to reduce anti-social activity. Whilst this location would provide for passive surveillance, from past experience it would potentially inevitably lead to increased graffiti and vandalism on adjacent buildings.

In addition, the placement of a new skate park should consider the level of usage that it will attract to a site. As identified previously over 1100 letters were sent to the property owners and residents of Glossodia and provided a consultation period of over a month to gauge the level of need and acceptance to the proposal. The level of response from all forms of reply was only 4%, which is very low considering the 48% response rate regularly received to proposed play space (play ground) activities. With such a low response rate supporting a proposed skate park at this location, it is questionable whether the proposal can be justified, particularly where other localities have also requested skate park facilities and these areas have a larger potential population base. As shown within the table, Bligh Park is a typical example, although previous attempts to locate a suitable site for a skate park facility within the Bligh Park/South Windsor areas have been unsuccessful due to the graffiti, vandalism, unsociable behaviour previously identified.

Suburb	5 – 14 years age class	15 – 24 years age class
Glossodia (2426 total pop)	415	372
Bligh Park (6551 total pop)	1284	1013

Source: ABS 2006

Grant funding is currently being sought to undertake a Regional Open Space Recreational Strategy which will identify the needs of the community for the provision of recreational facilities, including skate parks, play spaces, sporting facilities and other passive recreational needs. The strategy aims to identify any missing links in the provision of recreation facilities and provide for a strategy for the programmed implementation of any such facilities identified.

It is proposed that the installation of a Skate Park facility in Woodbury Reserve not proceed at this time and the location of skate parks generally be considered in conjunction with the Recreational Strategy.

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Conformance to Community Strategic Plan

The proposal is consistent with the Looking After People and Place Directions statement;

- Have friendly neighbourhoods, connected communities, and supported households and families.

and is also consistent with (or is a nominated) strategy in the Community Strategic Plan being:

- Identify community needs, establish benchmarks, plan to deliver and advocate for required services and facilities.

Financial Implications

No financial implications applicable to this report.

RECOMMENDATION:

That the installation of a Skate Park facility in Woodbury Reserve not proceed at this time and the location of skate parks generally be considered in conjunction with the Recreational Strategy.

ATTACHMENTS:

There are no supporting documents for this report.

oooO END OF REPORT Oooo

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CONFIDENTIAL REPORTS

INFRASTRUCTURE SERVICES

Item: 189 IS - Tender No. 00211 - Provision of Mechanical Services (Air Conditioning) for the Administration Building - (95495, 79340)

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 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 tenders for the supply of goods and/or services to 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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Item: 190 IS - Acquisition for Easements for Batter and Support - Bridge No.4 Upper Colo Road - (95495, 96333)

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 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 property values and the information is regarded as being commercial information of a confidential nature that 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 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.

ORDINARY MEETING

Meeting Date: 10 August 2010

Item: 191 **IS - Tender No. 01510 - Construction of Wheeny Creek Bridge, Upper Colo Road - (95495, 79344) CONFIDENTIAL**

Previous Item: 203, Ordinary (29 September 2009)
 218, Ordinary (21 October 2008)

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 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 tenders for the supply of goods and/or services to 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.

ORDINARY MEETING

Meeting Date: 10 August 2010

ordinary

section 5

reports
of committees

ORDINARY MEETING
Reports of Committees

SECTION 5 - Reports of Committees

ROC - Local Traffic Committee - 21 July 2010 - (80245)

Minutes of the Meeting of the Local Traffic Committee held in the Large Committee Room, Windsor, on Wednesday, 21 July 2010, commencing at 3.00pm.

ATTENDANCE

Present: Councillor B Bassett (Chairman)
Mr J Suprain, Roads and Traffic Authority
Mr J Christie, Officer of Messrs A Shearan, MP and J Aquilina, MP
Mr R Williams, MP (Hawkesbury)
Snr Constable B Phillips, NSW Police Service

Apologies:

In Attendance: Mr C Amit, Manager, Design & Mapping Services
Ms D Oakes, Community Safety Officer
Ms K Baillie, Administrative Officer, Infrastructure Services

SECTION 1 - Minutes

Item 1.1 Minutes of Previous Meeting

Resolved on the motion of Mr J Christie and seconded by Mr J Suprain, that the Minutes of the meeting of the Local Traffic Committee held on 16 June 2010, be confirmed.

Item 1.2 Business Arising

Item 1.2.1 LTC - 21 July 2010 – Item 1.2.1 – Safety concerns at Ebenezer Public School, 531 Sackville Road, Ebenezer - (80245)

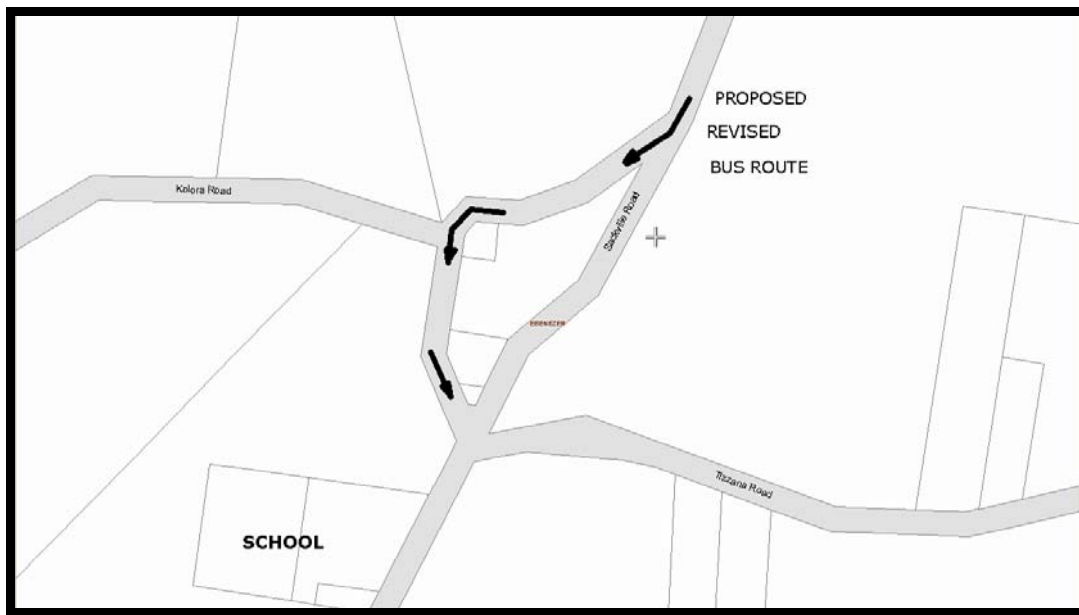
Previous Item: Item 4.2, Local Traffic Committee (16 June 2010)

REPORT:

At the previous Local Traffic Committee meeting (16 June 2010), Mr Williams requested an on-site meeting to discuss safety concerns at Ebenezer Public School. An on-site meeting was held on 25 June 2010, with a subsequent meeting held on 1 July 2010.

An oral report was presented by Mr Amit covering the notes from both meetings. The meeting notes are attached as Appendices 1 and 2.

Following the Road Safety Reviews held at Ebenezer Primary School, the following revised bus route, using Kolora Road, was proposed.



Consultation was subsequently undertaken with Westbus and Hawkesbury Valley Bus Company. Further, the RTA was requested to provide an update as to the installation date for School Zone flashing lights at Ebenezer School.

Consultation with Westbus:

Consultation was undertaken with Mr Phil Davies from Westbus in relation to the use of Kolora Road.

The proposal was that the buses would be turning right from Sackville Road into Kolora Road (at the northern intersection point of Kolora Road and Sackville Road) not at the Tizzana Road point. The buses would be travelling along the unsealed section of Kolora Road and stopping approximately 20.0 metres before the intersection of Sackville Road. The students would exit the bus at this point and cross Kolora Road and walk to the school gate entrance (without having to cross Sackville Road).

The advice received from Westbus on 1 July 2010 (D/W 3471005) is that they do not support the proposed revised Bus route utilising Kolora Road.

"We have had a look at Kolora Rd and with the amount of work that would be required to make this road bus friendly we feel that this is not the best option, if we are to drop the students on the school side of Kolora Rd we would have to make a right turn to get back onto Sackville Rd which would require major infill at the lower end of Kolora Rd, also it is felt that there would be too much temptation for students to look into the property on the corner that has a lot of old machinery laying about near the nature strip.

So as far as Westbus are concerned we would not be using Kolora Rd.

We do understand that we would come in via the bottom section, but this then causes the students to alight in the middle of the road at the top end and would require them to cross the road to get to the foot path, also it means that the bus would be turning right with a blind bend to the left, so we really do not see this as an option"

Outcome from Westbus consultation:

- The use of Kolora Road is Not Supported:

Consultation with Hawkesbury Valley Bus Company:

The utilisation of Kolora Road is supported by Hawkesbury Valley Bus Company. This was supported by Mr Carols De Sousa during discussions held on 30 June 2010.

Outcome from Hawkesbury Valley Bus Company consultation:

- The use of Kolora Road is supported.

Advice from the RTA regarding flashing lights:

Advice has been received from the RTA via email dated 7 July 2010 (D/W 3476052) in response to a request for an update on the installation date for School Zone flashing lights at Ebenezer School.

"I refer to your email concerning school zone flashing lights at Ebenezer School.

School zones are being selected for the new technology roll-out, based on strict safety criteria, including traffic and pedestrian volumes, speed limits and road visibility, crash history and crash risk. Ebenezer Public School will be accessed against these criteria.

The list for the next 50 school zones to be fitted with flashing lights has not been released at this time. However, Council and the schools involved in the next rollout of school zone flashing lights will be notified by the RTA.

Should you have any further queries, please contact the RTA's Acting Speed Management, Manager, Mr Peter Carruthers on (02) 8849 2216."

Outcome from RTA regarding School Zone Flashing Lights:

- The RTA cannot provide a firm date for Ebenezer School.

A site plan was tabled at the meeting which also included a bus manoeuvring path in relation to the relocation of the bus zone in a contra-flow format as suggested by Mr Williams. The turning path indicated that the bus when turning from Sackville Road (eastern side - approaching from the north) to drop off on the western side of Sackville Road (the school side of the road), failed as the bus would be encroaching into the school. There would be safety issues for pedestrians as the full width of the nature strip, plus a section within the school would be required for this manoeuvre. Mr Williams did not agree with the turning path provided and indicated that this option should be tested with a bus. It was indicated that the recent discussion with Westbus is that they do not support the contra-flow option. Mr Williams requested that the RTA look at 3 sites around the Hills Council area where this option is currently being utilised and in particular the site at Hillside Public School in Cattai Ridge Road. Mr Suprain advised that he would inspect these sites prior to making comment on the contra-flow option for Ebenezer School.

Ms Oakes advised that the School Principal has written to the RTA re-requesting a Children's Crossing Supervisor be considered for this site (D/W 3484362). Mr Suprain will follow up the status of this request with the relevant RTA contact for Children's Crossing Supervisors.

COMMITTEE RECOMMENDATION:

RESOLVED on the motion of Mr R Williams, MP, seconded by Mr J Suprain.

That:

1. The information be received.
2. The RTA investigate the following matters and report back to the Committee:

ORDINARY MEETING
Reports of Committees

- a. Review other school sites within the Hills Shire Council area and provide comment in relation to the contra flow option.
- b. Follow up the status of Ebenezer Public School's request for a Children's Crossing Supervisor.

APPENDICES:

AT - 1 Meeting Notes from Road Safety Review, Ebenezer Primary School – Visit 1 (*25 June 2010*)

AT - 2 Meeting Notes from Road Safety Review, Ebenezer Primary School – Visit 2 (*1 July 2010*)

AT - 1 Meeting Notes from Road Safety Review, Ebenezer Primary School – Visit 1

Date / Time of Review: 25 June 2010 - 8.00 am

School Name: Ebenezer Public School

School Location: 531 Sackville Road, Ebenezer

Present at site:

Ros MacKinnon - School Principal

Ray Williams - State Member for Hawkesbury

Phil Davies - Westbus

Carlos De Sousa - Hawkesbury Valley Bus

Kelly Osmotherly -parent

Shannon Waddups - P & C representative

Jason Waddups - parent

David Spencer -parent

Mary Wilbow - parent

Denise Oakes - Hawkesbury City Council -Community Safety Coordinator

Chris Amit - Hawkesbury City Council -Manager, Design and Mapping

1. Existing Facilities in place

- a. Marked Children's Crossing with School Crossing Flags - supplied by Council.
- b. School zone signage and road patches - supplied by RTA.
- c. Bus zone on both sides of road. Bus bays on school side of road and opposite side of road - supplied by Council.
- d. All advisory signs in place - supplied by Council.

2. School and parent perception of current issues of concern

- a. Main concern from all parties is the safety of children crossing at the Children's Crossing unassisted. Principal and parents state that:
 - i. Vehicles fail to stop even when children are on the crossing.
 - ii. Drivers have abused school staff, parents and children on the crossing.
 - iii. Drivers speed through the crossing area and school zone.
 - iv. Children arriving via bus on eastern side of road in morning period arrive just after 8am and need to cross the road at the Children's Crossing without supervision.
 - v. School has made several requests to the RTA for a school crossing supervisor, most recently in 2009. These requests have been denied to date. RTA cites pedestrian and vehicle volumes are too low to meet criteria
 - vi. School has also made requests to RTA for school zone flashing lights to be installed - advised state wide roll out with no priority given to date.

3. Issues observed at site visit by Council Staff

- a. First school bus arrived at 8.05am on eastern side of road (on opposite side to school). Last bus arrived 8.50am. In total, 26 children were observed to alight from bus and cross road unassisted on day of visit.
- b. Children being dropped off by private vehicles on eastern side of road between 8.30am - 9.00am. Children then cross at Children's Crossing unassisted - approximately 20-25 children observed on day of site visit.
- c. Many vehicles fail to stop until right on the crossing.
- d. Young children under age of 10 crossing the crossing unassisted.
- e. Some vehicles parking and dropping in the No Stopping zone near the Children's Crossing - obscuring the sight distance of the crossing.
- f. Vehicles park and/or drop off on western side of road at main school entry to drop off children.

4. General

- a. The school is located in a rural environment and is located on a busy regional road. The location is frequently affected by seasonal fog.

ORDINARY MEETING

Reports of Committees

5. Possible solutions for consideration to improve safety of children at the site.

- a. A school crossing supervisor be supplied by RTA to provide additional safety and supervision of children at Children's Crossing as a matter of priority.
- b. Relocation of the bus zone in a contra-flow format (as proposed by Mr Williams). This would allow buses to drop on western side of Sackville Road, the school side of the road. The available space is very limited.
- c. Relocation of bus zone to Kolora Road - alternate bus route via Kolora Road, access from northern intersection with Sackville Road to drop off near southern intersection point.
- d. Line markings are reviewed to see if upgrading will assist visibility at the site. In particular, edge lines be remarked before the installation of dragons teeth markings by the RTA (end August 2010).
- e. Parking arrangements be reviewed. Possible extension or relocation of parking restrictions to allow more controlled parking at the site. Eastern side - extend No Stopping zone on the northern side of the crossing to the Tizzana Road intersection. Western side - provide No Parking zone south of existing No Stopping zone to the southern boundary of the school land. Both zones to be timed to match school zone times of 8.00am - 9.30am and 2.30pm - 4.00pm. The school will need to liaise with the school community for concurrence to any changes to the available parking.

AT - 2 Meeting Notes from Road Safety Review, Ebenezer Primary School – Visit 2

Date / Time of Review: 1 July 2010

School Name: Ebenezer Public School

School Location: 531 Sackville Road, Ebenezer

Present at site:

Denise Oakes - Hawkesbury City Council -Community Safety Coordinator

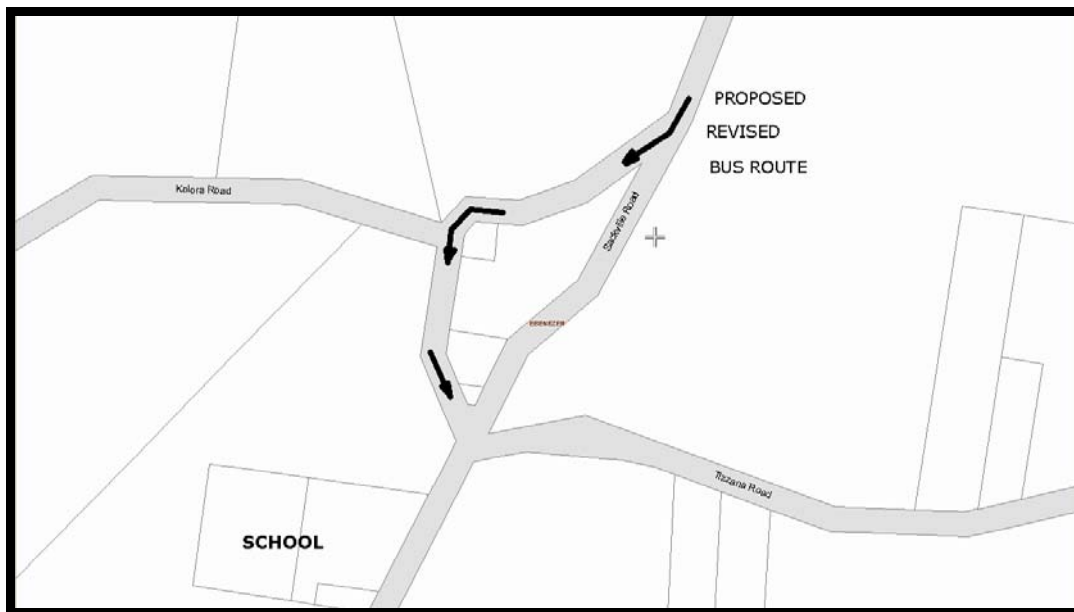
Chris Amit - Hawkesbury City Council -Manager, Design and Mapping

Ros MacKinnon - School Principal

Follow up meeting with Ros MacKinnon to discuss further option re alternative bus drop off area and revised route using Kolora Road.

1. The Principal was advised that Council staff had a further proposal for consideration in relation to student road safety at the site.
2. An option exists to use Kolora Road, with buses entering from the northern end and dropping off just before intersection with Sackville Road. Some upgrading of Kolora Road would need to take place. Students would then have to cross Kolora Road and walk to entrance via school gate on Sackville Road. Buss companies would have to agree to this proposal, but the idea was presented to the Principal for initial consideration at this point.
3. Principal advised that buses do sometimes pick up and drop off at this location for school excursions. However, Principal advised that her 1st preference would still be to get a School Crossing supervisor as this option would assist all students - students arriving by bus and by private car.
4. Outcome of meeting:
 - a. Principal to prepare a new request for RTA to appoint a school crossing supervisor.
 - b. Community Safety Co-ordinator to forward some further points for Principal to consider including in her request to the RTA citing special consideration of this site.
 - c. Manager, Design and Mapping to liaise with bus companies regarding this new option via Kolora Road.

The Proposed Revised Bus Route using Kolora Road:



SECTION 2 - Reports for Determination

Item 2.1 LTC - 21 July 2010 - Item 2.1 - Proposed Loading Zone - Hawkesbury Oasis Leisure Centre Car Park, South Windsor (Riverstone) - (80245; 34584, 80104)

REPORT:

Introduction

Representation has been received from Councillor Paine (QWN 4, Ordinary 25 May 2010) on behalf of the Hawkesbury Oasis Leisure Centre, South Windsor, requesting the provision of a Loading Zone within the Centre's car park (Dataworks Document Nos. 3434796 & 3469643).

Currently, there is no designated area for delivery vehicles in the vicinity of the main entrance to the Centre. The provision of a Loading Zone will enable deliveries to be undertaken without the risk of receiving an Infringement Notice.

Discussion

The Hawkesbury Oasis Leisure Centre car park is accessed from the intersection of Church Street and Drummond Street, South Windsor. The car park with its marked spaces and unmarked kerbside parking provides for 165 vehicles. The marked car parking spaces are located within a small (48) and large (100) car park located side by side. The small car park is directly opposite the main entrance to the Hawkesbury Oasis Leisure Centre.

Consultation has been undertaken with the Centre Manager of the Hawkesbury Oasis Leisure Centre to determine the desired position of the proposed Loading Zone. Advice from the Centre Manager is for the provision of a 10.0 metre Loading Zone in the vicinity of the main entrance to the Centre in accordance with Plan No. TR005/10 (reference points 'S' to 'Z'). The Centre Manager advises that the position and size of the proposed Loading Zone has also been agreed to by the Kiosk operator within the Centre.

ORDINARY MEETING
Reports of Committees

The proposed Loading Zone will replace 2 unmarked kerbside parking spaces (resulting in the loss of one parking space) and is not considered to have an adverse affect on the Hawkesbury Oasis Leisure Centre car park.

The total number of existing and proposed car parking spaces is outlined in the table below:

Parking Restriction	Existing No. of Parking Spaces	Proposed No. of Parking Spaces
Unrestricted Parking (Marked Spaces)	140	140
Disabled Persons Parking (Marked Spaces)	8	8
Unrestricted Kerbside Parking (Unmarked Spaces)	17	15
Loading Zone	0	1
Total	165	164

It is recommended that 2 unmarked kerbside parking spaces be converted to a 10.0 metre Loading Zone in accordance with Plan No. TR005/10 (reference points 'S' to 'Z') - "Proposed Loading Zone, Hawkesbury Oasis Leisure Centre Car Park".

COMMITTEE RECOMMENDATION:

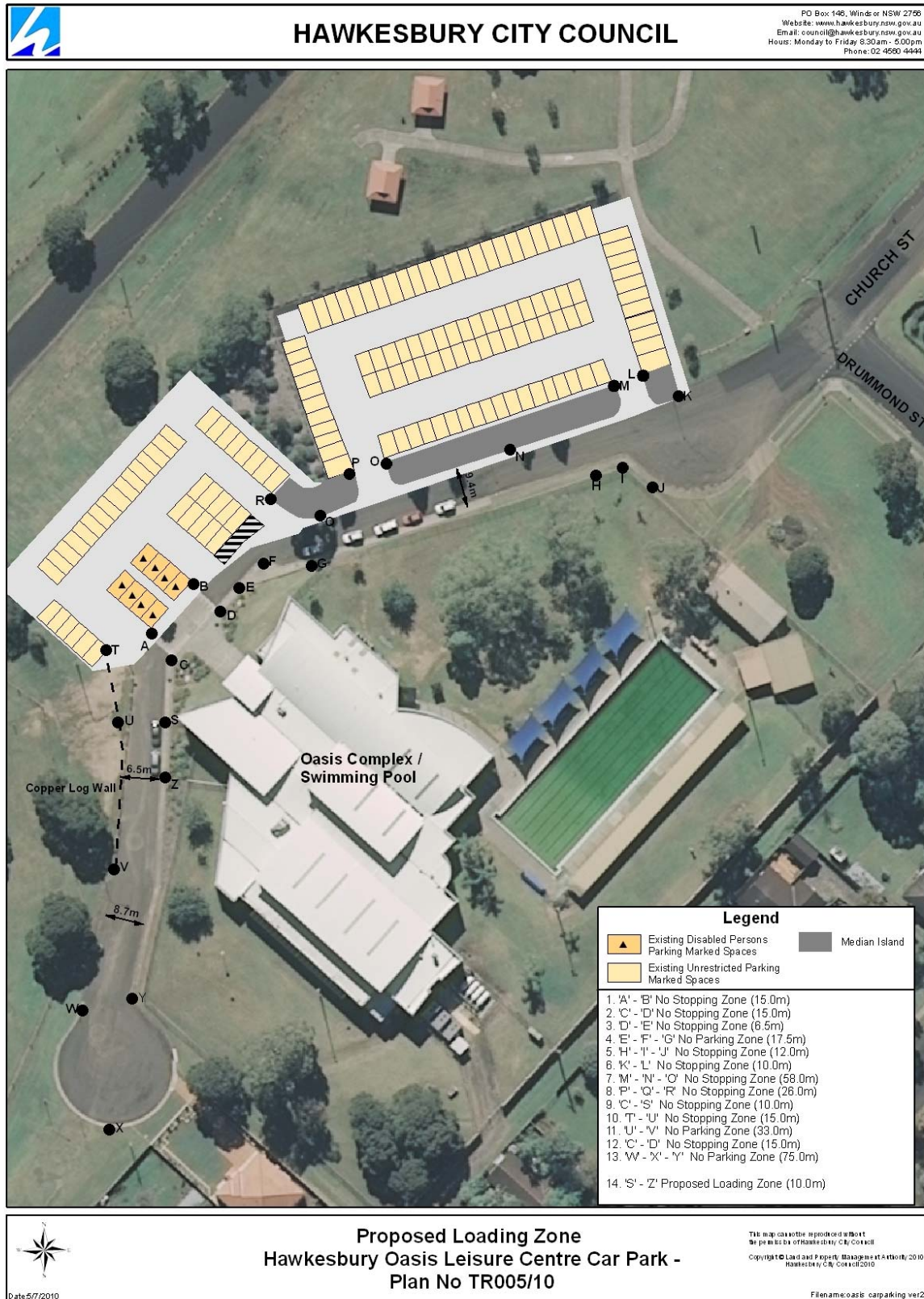
RESOLVED on the motion of Mr J Christie, seconded by Snr Constable B Phillips

That 2 unmarked kerbside parking spaces be converted to a 10.0 metre Loading Zone in accordance with Plan No. TR005/10 (reference points 'S' to 'Z') - "Proposed Loading Zone, Hawkesbury Oasis Leisure Centre Car Park".

APPENDICES:

AT - 1 Proposed Loading Zone, Hawkesbury Oasis Leisure Centre Car Park – Plan No. TR005/10.

AT - 1 Proposed Loading Zone, Hawkesbury Oasis Leisure Centre Car Park – Plan No. TR005/10.



ORDINARY MEETING

Reports of Committees

Item 2.2 LTC - 21 July 2010 - Item 2.2 - Sydney Blues Festival - Windsor 2010 - (Riverstone) - (80245, 114164)

REPORT:

Introduction:

An application has been received from representatives of the Windsor Business Group, seeking approval (in traffic management terms) to conduct the Sydney Blues Festival – Windsor 2010, in and around the Windsor Town Centre from 7.00 pm Friday 29 October 2010 to 10.30pm, Sunday 31 October 2010.

The event organiser has advised the following:

- a) The Sydney Blues Festival is a Blues music festival.
- b) Tentative performance times are:
 - i. Friday 29 October 2010 – 7.00pm to 1.00am
 - ii. Saturday 30 October 2010 – 1.00pm to 1.00am
 - iii. Sunday 31 October 2010 – 1.00pm to 10.30pm.
- c) The Festival is an opportunity to increase the level of visitation and gain increased exposure for the historic Windsor district, and to develop business and commercial opportunity.
- d) Local businesses should enjoy enhanced trading opportunities on the weekend of the Festival and such businesses will be encouraged to support the Festival.
- e) The Event has been sponsored and promoted by the Windsor Business Group.
- f) Windsor is considered an ideal location to conduct such a festival due to its accessibility, history, dining and accommodation facilities, unique village-like atmosphere and relaxed ambiance.
- g) The variety of event venues include hotels, clubs, restaurants, cafes and outdoor venues.
- h) All venues are intended to be within walking distance of each other and include; The Jolly Frog, Macquarie Arms Hotel, Fitzroy Hotel, The Vault, Trentino's on George, and the Hawkesbury Paddle Wheeler.
- i) The Festival is intended to be a safe, friendly festival, transcending the barriers of age, gender and culture.
- j) The festival will be a ticketed event. Ticket prices will be affordable which should guarantee a favourable attendance.
- k) It is expected that between 1500 to 2000 patrons per day will attend the Festival.
- l) The number of patrons attending the Festival on the intended weekend will be manageable and therefore limit any undue pressure on the precinct's resources and facilities.
- m) Existing parking and buses will not be affected by the Festival.
- n) Patrons will be encouraged to travel to Windsor by train to minimise traffic pressures.
- o) Shuttle buses will run from Windsor Station to Kable Street, then to Governor Phillip Reserve and return to the Station. Mini buses will transport patrons between venues and from parking areas to venues.
- p) The Festival website will contain specific details of the event including a festival program, train timetables, available parking areas, and other related information.
- q) Pedestrians have adequate facilities to traverse through and around the festival locations.
- r) The safety of the festival will be improved with the removal of through traffic to sections of George Street, Thompson Square, Baker Street, Kable Street and The Terrace, creating a Mall effect. The extent of road closures will be dependant on the patronage on the day.
- s) A signed petition supporting the road closures for the festival by 28 surrounding businesses has been submitted.
- t) Traffic will be monitored at all times and any build ups will be cleared immediately.
- u) Approval for the use of the Thompson Square Parkland is to be sought under separate cover with Council's Parks & Recreation Section.

ORDINARY MEETING
Reports of Committees

Road Closure Details:

Date and Times: Friday 29 October 2010 – 7.00pm to 1.00am
 Saturday 30 October 2010 – 1.00pm to 1.00am
 Sunday 31 October 2010 – 1.00pm to 10.30pm

Road Closures – for attendance numbers (patrons) up to 2000:

- George Street between Bridge Street and Baker Street (excluding the intersection of Baker Street) creating a Mall effect,
- Thompson Square between George Street and The Terrace.

Additional Road Closures – for attendance numbers (patrons) exceeding 2000:

- Baker Street between Macquarie Street and The Terrace, (including the intersection of George Street),
- The Terrace between Thompson Square and Kable Street, (excluding the intersection of Kable Street),
- Kable Street between Union Lane and the entrance to the Kable/Macquarie Street car park, (excluding the intersecting points).
- The diversion route for traffic in Kable Street will be via Union Lane and the connecting car park access road between Fitzgerald Street and Kable Street

Refer to Appendix 1 and 2: TCP 'A' and TCP 'B' - Details of proposed Road Closures.

The regulatory speed limit in the vicinity of this event is 50kph.

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 the Roads & Traffic Authority (RTA) as the event may impact minor traffic and transport systems due to the proposed road closures and there may be a low scale disruption to the non-event community

The event organiser has submitted the following items in relation to the event: Appendix 3 (Dataworks Document Nos. 3453423 & 3474100):

- i) Special Event – Traffic – Initial Approval Application Form - HCC; Details of Special Event – Traffic,
- ii) Special Event Transport Management Plan Template – RTA ,
- iii) Festival Outline,
- iv) Signed petition by 28 surrounding businesses supporting the road closures,
- v) Transport Management Plan (TMP) - referred to in the application as Traffic Management Plan and Traffic Control Plan (TCP).

COMMITTEE RECOMMENDATION:

RESOLVED on the motion of Mr J Christie, seconded by Councillor B Bassett

That:

1. The Sydney Blues Festival - Windsor 2010, event in and around the Windsor Town Centre planned from 7.00 pm Friday 29 October 2010 to 10.30pm, Sunday 31 October 2010 be classified as a "**Class 2**" special event under the "Traffic and Transport Management for Special Events" guidelines issued by the RTA.

ORDINARY MEETING
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2. The safety of all road users and personnel on or affected by the event is the responsibility of the event organiser.
3. It is strongly recommended that the event organiser becomes familiar with the contents of the RTA publication "Guide to Traffic and Transport Management for Special Events" (Version 3.4) and the Hawkesbury City Council special event information package that explains the responsibilities of the event organiser in detail.
4. No objection (in terms of traffic management) be held to this event subject to compliance with the following conditions:

Prior to the event:

- 4a. the event organiser is to obtain approval to conduct the event, from the NSW Police Service; **a copy of the Police Service approval to be submitted to Council;**
- 4b. the event organiser is to obtain approval from the RTA as road closures are proposed; **a copy of the RTA approval to be submitted to Council;**
- 4c. 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 the Roads and Traffic Authority as interested parties on the Policy** and that Policy is to cover **both on-road and off-road activities;**
- 4d. the event organiser is to advertise the event in the local press stating the entire extent of the event - including the road closures and the detour routes - 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);
- 4e. the event organiser is to notify the details of the event to the NSW Ambulance Service, NSW Fire Brigade / Rural Fire Service and SES at least two weeks prior to the event; **a copy of the correspondence to be submitted to Council;**
- 4f. 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 road closures - for at least two weeks prior to the event; **a copy of the correspondence to be submitted to Council**
- 4g. the event organiser is to directly notify all the residences and businesses which may be affected by the event - including the proposed road closures - for 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;**
- 4h. the event organiser is to carry out an overall risk assessment for the whole event to identify and assess the potential risks to spectators, participants and road users during the event and design and implement a risk elimination or reduction plan in accordance with the Occupational Health and Safety Act 2000; (information for event organisers about managing risk is available on the NSW Sport and Recreation's web site at <http://www.dsr.nsw.gov.au>);
- 4i. the event organiser is to submit the completed "Special Event - Traffic - Final Approval Application Form" to Council;

During the event:

- 4j. access is to be maintained for businesses, residents and their visitors;
- 4k. a clear passageway of at least 4 metres in width is to be maintained at all times for emergency vehicles;

ORDINARY MEETING
Reports of Committees

- 4l. all traffic controllers / marshals operating within the public road network are to hold appropriate certification as required by the RTA;
- 4m. in accordance with the submitted TMP and associated TCP, appropriate advisory signs, and traffic control devices are to be placed along the detour route / road closure points, during the event, under the direction of a traffic controller holding appropriate certification as required by the RTA;
- 4n. the participants are to be advised of the traffic control arrangements in place, prior to the commencement of the event; and,
- 4o. all roads and marshalling points are to be kept clean and tidy, with all signs and devices to be removed immediately upon completion of the activity.

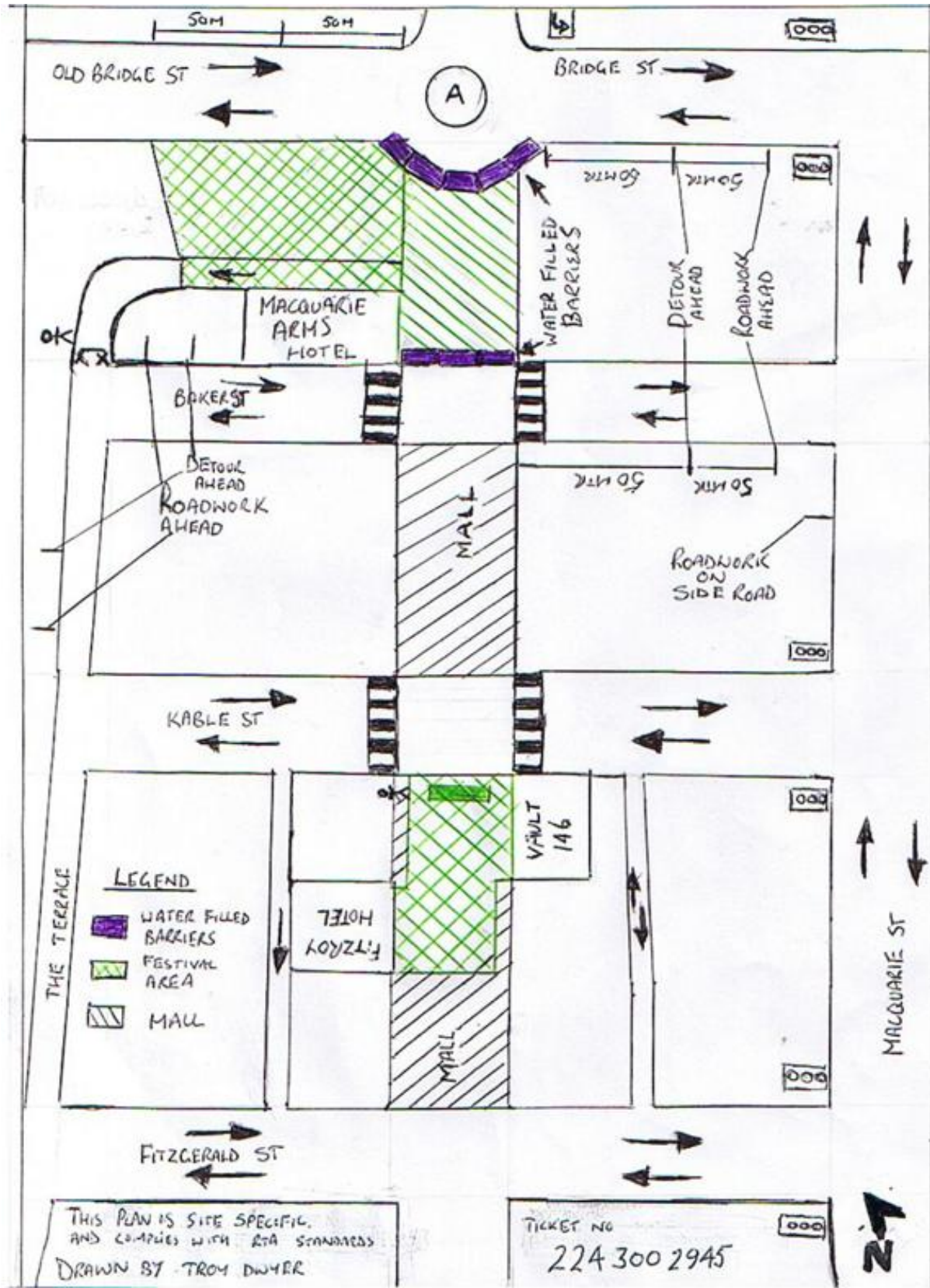
APPENDICES:

AT - 1 Sydney Blues Festival Road Closure Details – TCP ‘A’

AT - 2 Sydney Blues Festival Road Closure Details – TCP ‘B’

AT - 3 Special Event Application - (Dataworks Document Nos. 3453423 & 3474100) - *see attached.*

AT 1 - Sydney Blues Festival Road Closure Details – TCP 'A'



ORDINARY MEETING
Reports of Committees

AT 2 - Sydney Blues Festival Road Closure Details – TCP 'B'

Nil Reports for Information.

SECTION 4 - General Business

Item 4.1 LTC – 21 July 2010 - QWN 4.1 – Local Traffic Committee, Bus Company Representations - (80245)

Previous Item: Item 4.4 QWN, Local Traffic Committee (16 July 2008)

REPORT:

Mr Ray Williams requested the Local Traffic Committee consider a proposal for bus company representatives to attend the Local Traffic Committee meetings.

Mr Amit advised that a letter was sent to the Ministry of Transport on 8 August 2008 seeking nominations for representatives to join the Local Traffic Committee, however no response was received. Mr Amit also advised that any proposed representatives would not be voting members, but were eligible to sit in on the meetings.

Correspondence will be forwarded to Westbus (Windsor and Parramatta), Hawkesbury Valley Bus Service, Bilpin Coaches, NSW Taxi Council and the Ministry of Transport requesting nominations for representatives from each organisation. A copy of the RTA Local Traffic Committee guidelines with a list of meeting dates for 2010 will also be forwarded.

COMMITTEE RECOMMENDATION:

RESOLVED on the motion of Mr R Williams, MP, seconded by Mr J Suprain.

That correspondence be forwarded to Westbus (Windsor and Parramatta), Hawkesbury Valley Bus Service, Bilpin Coaches, NSW Taxi Council and the Ministry of Transport requesting nominations for representatives from each organisation. A copy of the RTA Local Traffic Committee guidelines with a list of meeting dates for 2010 will also be forwarded.

SUPPLEMENTARY REPORTS

Item 2.3 LTC - 21 July 2010 - Late Item 2.3 - Update on Proposed changes to Traffic Flow in Suffolk Street, Windsor (Riverstone) - (80245, 104540)

Previous Item: 2.3, LTC (21 October 2009)
 240, Ordinary (10 November 2009)
 251, Ordinary (10 November 2009)
 2.5, LTC (18 November 2009)

REPORT:

Council at its meeting on 10 November 2009 resolved in part:

2. *"The proposal to alter the traffic flow in Suffolk Street to one way from George Street towards Macquarie Street be supported in principle and appropriate procedures be commenced to achieve the change"*

To facilitate the proposal to alter the direction of traffic flow in Suffolk Street from two way to one way involved a number of actions including; public consultation, traffic study, compilation of a Traffic Management Plan, and approval from the RTA.

Public Consultation:

Public consultation was undertaken during January/February 2010, whereby the views of stakeholders who may be immediately affected by the proposal to alter the traffic flow in Suffolk Street to one way from George Street towards Macquarie Street were sought. Comments received from the public consultation are summarised below (Dataworks Document No. 3379756);

- 25 – Object,
- 41 – Support, and
- 7 – N/A, neither or including an alternate suggestion

Traffic Study:

A detailed Traffic Assessment titled "Traffic Impact Assessment of Proposed Change to Windsor Town Centre Road Network" was undertaken by Christopher Hallam & Associates Pty Ltd. (Dataworks Document No. 3374293):

The Traffic assessment undertaken included intersection traffic counts and an origin-destination survey, to assess current and future traffic conditions. The assessment is set out in the following Sections:

- Section 2 discusses the current situation and traffic movements, including analysis of current intersection peak hour operations;
- Section 3 describes the proposed changes to the road network and sets out the estimated traffic diversions;
- Section 4 discusses in detail the implications of the proposed changes on intersection operation and on traffic safety, and
- Section 5 sets out the conclusions.

The Conclusions indicated that the change in traffic flow along Suffolk Street will not have an adverse effect within the town centre streets. The findings in the conclusions are listed as follows:

1. *The proposal is to change the operation of Suffolk Street from two-way to one-way northbound. The reason for this change is to provide safe bus circulation through Windsor town centre. The new bus route through Windsor requires buses to travel in a southbound direction in Suffolk Street, and to provide a bus stop on the eastern side of Suffolk Street. The carriageway width of Suffolk Street is too narrow to permit safe two-way traffic movements plus a bus stop.*
2. *A detailed traffic survey has been undertaken of the intersections in Windsor town centre, with the intersections surveyed determined in consultation with the Roads & Traffic Authority. A total of 10 intersections were surveyed, on Thursday 11th February 2010, over the periods 7.00-10.00am and 3.00-6.00pm. In addition, an origin-destination survey was undertaken, to determine the destinations of drivers turning from Macquarie Street into Suffolk Street.*
3. *The current operation of each of the 10 intersections in the morning and afternoon peak periods was assessed, using the SIDRA intersection modeling program. Full results are provided in the report. The only intersections where traffic demand is approaching traffic capacity are the Hawkesbury Valley Way intersections with Macquarie Street and with George Street, with the other intersections having spare capacity.*
4. *Based on the origin-destination survey, the alternative routes likely to be used by traffic diverted out of Suffolk Street were estimated. Intersections east of Fitzgerald Street would not be affected. With those intersections affected, the changes to traffic conditions would not create any adverse intersection capacity situations. The majority of intersections have adequate capacity to handle additional traffic. The two Hawkesbury Valley Way intersections have limited spare capacity. However the effect of the diverted traffic was found to be insignificant and of no concern.*
5. *The effect of the diverted traffic on amenity and safety in town centre streets was found to be satisfactory and within acceptable limits.*
6. *Any restriction on traffic movement has the potential to affect accessibility. Suffolk Street is relatively short, with limited commercial frontages. There are adequate alternative routes. The minor reduction in local accessibility would be well balanced by the public transport accessibility provided by the new bus route*

Traffic Management Plan:

A Traffic Management Plan was prepared in accordance with the Guidelines set by the RTA "Procedures for use in the Preparation of a Traffic Management Plan (TMP)". In formulating the TMP, the findings and recommendations from the actions undertaken such as the public consultation and a traffic study were included. The TMP was forwarded to the RTA for their approval on 26 March 2010.

In addition, a Signage Plan for Suffolk Street was provided on request to the RTA which outlines the proposed signage required for the proposed one way traffic flow. Refer to Attachment 1.

Approval from RTA:

Correspondence has been received from the Roads and Traffic Authority dated 30 June 2010 (Dataworks Doc. No. 3469639) advising the following:

"I refer to Council's letter dated 26th March 2010 regarding the submission of a Traffic Management Plan (TMP) for the installation of a One-Way restriction along Suffolk Street, Windsor.

The Authority advises that the TMP submitted by Council for the installation of this restriction to allow only southbound traffic flow along Suffolk Street, Windsor, is approved.

Council is therefore responsible for the installation of appropriate signposting, and any other facilities, to ensure road users are both aware of this change in road use, and appropriately deterred from performing northbound traffic flow along Suffolk Street.

Should you require any additional information regarding this matter, please do not hesitate to contact RTA's Road Network Officer Mr James Suprain on 8849-2294"

Implementation Process:

As a result of the approval received from the RTA to alter the traffic flow in Suffolk Street to one way from George Street towards Macquarie Street, the implementation of the traffic changes is expected to be undertaken during August/September 2010. Discussions are currently being undertaken with the RTA to ensure that the implementation process satisfies all their requirements such as the method for closure of the turning lane in Macquarie Street, time frames for warning motorists of the proposed traffic management changes, public notifications etc.

The stakeholders who were consulted during the public consultation process in January/February 2010, which included the relevant bus companies, will be notified in writing of the RTA approved changes to traffic flow in Suffolk Street, Windsor.

COMMITTEE RECOMMENDATION:

RESOLVED on the motion of Mr J Christie, seconded by Snr Constable B Phillips

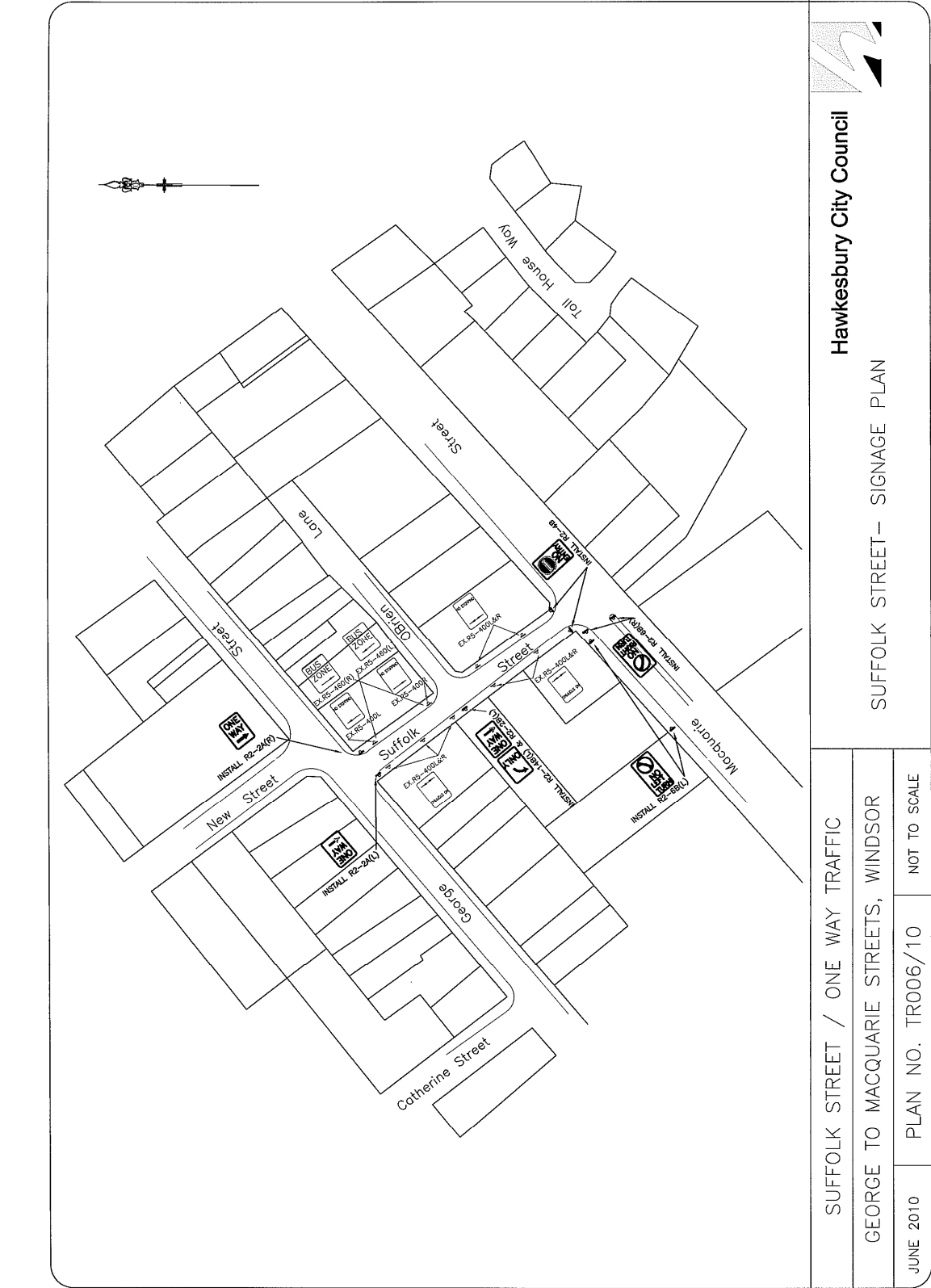
That the implementation of the one way traffic flow in Suffolk Street from George Street towards Macquarie Street be formalised.

APPENDICES:

AT - 1 Suffolk Street – Signage Plan - One Way Traffic George to Macquarie Streets, Windsor - Plan No. TR006/10.

<p align="center">ORDINARY MEETING</p> <p align="center">Reports of Committees</p>

AT - 1 Suffolk Street – Signage Plan - One Way Traffic George to Macquarie Streets, Windsor - Plan No. TR006/10



ORDINARY MEETING
Reports of Committees

SECTION 5 - Next Meeting

The next Local Traffic Committee meeting will be held on Wednesday, 18 August 2010 at 3.00pm in the Large Committee Room.

The meeting terminated at 4.05pm.

oooO END OF REPORT Oooo



ordinary
meeting

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