



Hawkesbury City Council

ordinary meeting business paper

date of meeting: 28 April 2009

location: council chambers

time: 5:00 p.m.

ORDINARY MEETING**Table of Contents****Meeting Date:** 28 April 2009**TABLE OF CONTENTS**

ITEM	SUBJECT	PAGE
	SECTION 4 - Reports for Determination	4
	CITY PLANNING	4
Item: 74	CP - Section 82 A Review of Determination of Development Application - 131 Coromandel Road, Ebenezer - (DA0622/02B, 95498, 109976)	4
Item: 75	CP - Companion Card Program in NSW - (79342, 103069, 106576)	13
	INFRASTRUCTURE SERVICES	20
Item: 77	IS - Proposing Naming of Cycleway/Pedestrian Bridge over South Creek, Windsor - (95494)	20
Item: 79	IS - Tennyson Rural Fire Brigade - New Station - (95494, 73598)	24
	SECTION 5 - Reports of Committees	28
	ROC - Local Traffic Committee - 15 April 2009 - (80245)	28

ordinary

section 4

reports
for determination

ORDINARY MEETING

Meeting Date: 28 April 2009

ORDINARY MEETING

Meeting Date: 28 April 2009

SECTION 4 - Reports for Determination

CITY PLANNING

Item: 74 **CP - Section 82 A Review of Determination of Development Application - 131 Coromandel Road, Ebenezer - (DA0622/02B, 95498, 109976)**

Previous Item: 29, Ordinary (24 February 2009)

Development Information

Applicant: Mr Mark Taylor
Applicants Rep: Falson and Associates Pty Ltd
Owner: Mr Mark Taylor
Zone: Rural Village under Hawkesbury Local Environmental Plan 1989
Advertising: Not required
Date Received: 10 March 2009

Key Issues: ♦ Request for review of determination

Recommendation: Approval

REPORT:

Council has received a request, under the provisions of Section 82A of the Environmental Planning and Assessment Act 1979, to review the determination of a Section 96 Modification Application that was refused at the Ordinary Meeting held on 24 February 2009. A copy of the report to Council on 24 February 2009 is attached.

The applicant has engaged consultants to provide a submission in support of the Section 82A Review. The submission comments on the modification application and the nature of the works for which consent is being sought and also addresses the reasons given for refusal of the modification application.

These are further considered below.

Statutory Provisions of Section 82A of the Environmental Planning and Assessment Act 1979

Section 82A allows an applicant to request Council to review a determination. As a consequence of its review, Council may confirm or change the determination.

The review of determination requests the reconsideration of the refusal of the original modification application to approve the application.

Original Approval

The original approval showed a patch glazed balustrade to three sides of the upper balcony. The section of the balustrade where the glazing has been replaced with rendered brickwork is approximately 2.8 metres long and 1 metre high. It is the applicant's representative view that "if the original plans had shown the brick section where it has now been constructed, then approval would have been forthcoming"

Comment: There is nothing in Hawkesbury Local Environmental Plan or Hawkesbury Development Control Plan which specifies or otherwise controls the form or appearance of balustrades. The

ORDINARY MEETING

Meeting Date: 28 April 2009

Building Code of Australia (BCA) requires that the balustrade prevents people from falling from raised levels. The balustrade as approved and also as constructed, complies with the BCA. It is agreed that it is likely that if the original application had indicated that the balustrade was proposed to be solid masonry, as it is now constructed, the balustrade would have been approved.

Section 96 Application

The applicant's representative identifies that the Section 96 modification application (the subject of this review) involved the replacement of a small section of glass balustrade with masonry and a timber privacy screen on top of the masonry wall. The brickwork is considered necessary due to a BBQ being provided in this same section of balcony. Had glazing remained, there would have been difficulty in cleaning the glazing and the glazing would have been superfluous. The privacy screen was intended to protect the privacy of both the applicant and the neighbour. The applicant's representative suggests that the timber privacy screen may be deleted from the plans at Council's discretion, as the privacy screen is not of primary importance. Of primary importance is for the masonry section of balustrade to remain.

Comment: It is considered that the masonry wall would provide a more aesthetically pleasing result than the rear of a BBQ and other outdoor furniture. The timber privacy screen would serve a purpose particularly when a gathering of people occupied the subject balcony.

Officers Report

The applicant's representative offers the view that the staff report to Council was fair and reasonable in that the issues for consideration were properly addressed.

Comment: Council staff have not altered in their view that the proposal is worthy of Council support.

Reasons for Refusal

The applicant's representative addresses the reasons for refusal which were:

1. The enclosed balustrade is not in keeping with the character of the surrounding residences.
2. The enclosed balustrade and privacy screen increases the bulk of the structure which will have an adverse impact on the adjoining properties.
3. The modification is not in the public interest.

The applicant's representative makes a point that 'loss of views' was not a reason given for refusal.

In addressing each of the reasons for refusal, the applicant's representative has stated that with respect to reason number 1:

1. Surrounding residences have a variety of materials used in balustrades including glass, timber, masonry, hardiplank, etc. It cannot be sustained that the proposed balcony is out of character with the neighbourhood.

Further, the applicant's representative agrees with Council staff that there is no legislative or code requirement that would prevent a balustrade of the type proposed/existing.

With respect to reason number 2:

2. The applicant's representative believes that the claim "the enclosed balustrade and privacy screen increases the bulk of the structure" cannot be sustained. The bulk of the building is set by its extremities (i.e. height, length, width). The materials of balustrade construction have no effect upon the bulk of the building.

With regard to reason number 3:

ORDINARY MEETING

Meeting Date: 28 April 2009

3. The applicant's representative claims that where a matter is said to be or not be in the public interest, that matter should be defined. The point is made that Council gives no indication as to what the public interest is and what has not been satisfied. They state "The private interest of an objector should not be confused with the public interest."

The applicant's representative further states that the enforcement of permissible planning controls and not stifling design matters is in the public interest, whereas the limited view loss of an adjoining owner is a private interest matter. In addition, the neighbour has a large balcony from which he can enjoy panoramic views. To keep an unfettered view from the kitchen window is an unrealistic requirement.

It is the applicant's representative concluding views that:

- (a) The Section 96 Modification is minor in nature and would have received development consent if initially applied for.
- (b) The balustrade as constructed does not cause any substantial dis-benefit to the adjoining owner.
- (c) Whatever view the neighbour would have enjoyed across the subject property is limited from the kitchen window.
- (d) The neighbour has a balcony and other openings in the building from which sweeping views can be had.
- (e) The proposed modification is a small length of masonry balustrade instead of glazing which does not compromise any planning provisions of Council.
- (f) The proposal does not offend any established character elements in the locality.
- (g) Council's reasons for refusal of the application cannot be properly sustained.

Conclusion

It is considered that no material benefit would be achieved by the removal of the masonry balustrade and replacing it with glazing. As such, it is recommended that the review of the Section 96 application change the determination from a refusal to an approval so that the balustrade, as constructed, can remain.

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.

RECOMMENDATION:

That the determination of the Section 96 modification application relating to DA0622/02B at Lot 32 DP 231320, 131 Coromandel Road Ebenezer, dated 24 February 2009 and reviewed under the provisions of Section 82A of the Environmental Planning and Assessment Act 1979, be amended from refusal for alterations to the first floor balcony to unconditional approval.

ATTACHMENTS:

AT - 1 Council report dated 24 February 2009

ORDINARY MEETING

Meeting Date: 28 April 2009

AT - 1 Council report dated 24 February 2009

ITEM: 29 CP - Development Application - Section 96 Application - Retrospective Alteration for First Floor Balcony - 131 Coromandel Road, Ebenezer - (DA0622/02B, 109976, 95498)

Development Information

Applicant: Mark Taylor
Owner: Mark Taylor
Zone: Rural Village under Hawkesbury Local Environmental Plan 1989
Advertising: 2 October 2008 to 16 October 2008
Date Received: 4 September 2008

Key Issues:

- ◆ Work constructed without prior consent.
- ◆ Objection – Loss of views to Hawkesbury River.

Recommendation: Approval

REPORT:

Description of Proposal

Alteration to balustrade (facing north eastern side boundary) on first floor rear balcony.

This matter is being reported to Council at the request of Councillor Williams.

The application involves a Section 96 Modification Application to an approved and constructed first floor balcony to the rear of the dwelling on the subject land. The modification involves the deletion of the one metre high patch glazed balustrade to the north eastern elevation (approximately 2.8 metres in length) and replacing that with a solid masonry wall one metre in height.

Recommendation

Approval.

History

The dwelling was approved on 18 July 2002.

A Section 96 Modification application was approved on 12 June 2008 to extend the building by one metre toward the rear and other minor internal alterations and minor external variations to materials, doors and windows.

Issues Relevant to the Decision - In Point Form

- Work constructed without prior consent.
- Objection – Loss of views to Hawkesbury River.

Council Policies, Procedures and Codes to Which the Matter Relates

Hawkesbury Local Environmental Plan 1989
Hawkesbury Development Control Plan

Section 79C Matters for Consideration

ORDINARY MEETING

Meeting Date: 28 April 2009

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:

The proposal is consistent with all relevant Environmental Planning Instruments as applicable to the land and development.

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

There are no draft Environmental Planning Instruments that affect the proposal.

iii. Development Control Plan applying to the land:

The proposal is consistent with Hawkesbury Development Control Plan.

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:

Not Applicable.

v. Matters prescribed by the Regulations:

There are no matters discernable that are prescribed by the Regulations for this development.

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:

Context & Setting

The proposal involves a privacy screen wall one metre high and 2.8m long on a first floor deck. The wall will have no greater impact upon loss of views than would a collection of household items stored or located on this area of the deck, e.g. a BBQ, outdoor furniture, day bed, etc.

c. Suitability of the site for the development:

The site is suitable for the development as the proposed modification involves work to an approved structure.

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

One submission was received from the owners of the adjacent premises to the north.

The points of concern relate to:

- i) A precedent for the type of balustrades has already been set – being glass or timber.

Comment:

Nothing in any Environmental Planning Instrument or the Building Code of Australia prevents a balustrade of the type proposed.

- ii) Upon approval of the previous Section 96 Modification, Council staff gave justification that “the kitchen window is considered to be subject to little impact”.

Comment:

ORDINARY MEETING

Meeting Date: 28 April 2009

This situation has not demonstrably altered. If the wall were to be replaced with glazing, there is nothing preventing the placement of outdoor furniture or a Bar-B-Que in this location, which would have the same result on the adjoining dwelling.

- iii) The proposal has not considered the principle of View Sharing

Comment:

The objector has provided an extract from a case heard in the NSW Land and Environment Court – *Tenacity Consulting v Warringah* [2004] NSWLEC 140. That case involved a specific clause from Warringah Local Environmental Plan (LEP) which expressly states that “development is to allow for the reasonable sharing of views”. Hawkesbury Local Environmental Plan 1989 contains no such clause.

The quoted case set principles for the assessment of view impacts. The Senior Commissioner of the Land and Environment Court – Dr John Roseth – in his judgement set four steps for assessment of views:

1. The first is the assessment of views affected (water and iconic views are more highly valued than land views and whole views are more highly valued than partial views);
2. The second is to consider from what part of the property the views are obtained (“The impact on views from living areas is more significant than from bedrooms or service areas”);
3. The third is to assess the extent of the impact (“assess the view loss qualitatively as negligible, minor, sever or devastating”);
4. The fourth is to assess the reasonableness of the proposal that is causing the impact.

Senior Commissioner Dr Roseth goes on to mention in paragraph 27 of the judgement that *“...the protection of views across side boundaries is more difficult than the protection of views from front and rear boundaries....The expectation to retain side views...is often unrealistic.”*

The objectors have existing views of the Hawkesbury River over their own property. It is acknowledged that the development that has occurred on the adjoining land has very marginally reduced the objectors previously enjoyed view. However, it should be noted that this view is over the adjoining property, not owned by the objectors, and noted by Commissioner Dr Roseth in the above judgement as “unrealistic” to keep. The objectors do not own the view they previously enjoyed. It is unreasonable to require the owners of the subject land to maintain a corridor over their land for the views of adjoining neighbours, particularly when that view does not involve any iconic feature. Further, the solid balustrade the subject of this report, does not demonstrably contribute to the reduction of that view.

- iv) Work was undertaken without prior development consent.

Comment:

The legality or otherwise of the work is not, in itself, reason to refuse consent. The application must be assessed on the individual merits of the case. The issue of unauthorised building works will be considered in line with Council's Enforcement Policy.

e. The Public Interest:

The proposal is not considered to be contrary to the public interest.

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.

ORDINARY MEETING

Meeting Date: 28 April 2009

RECOMMENDATION:

That the Section 96 application to vary the consent for development application DA0622/02B at Lot 32 DP 231320, 131 Coromandel Road, Ebenezer for alterations to the first floor balcony be approved subject to the addition of the following condition:

20. A solid balustrade is permitted on the north eastern side of the first floor rear balcony only.

ATTACHMENTS:

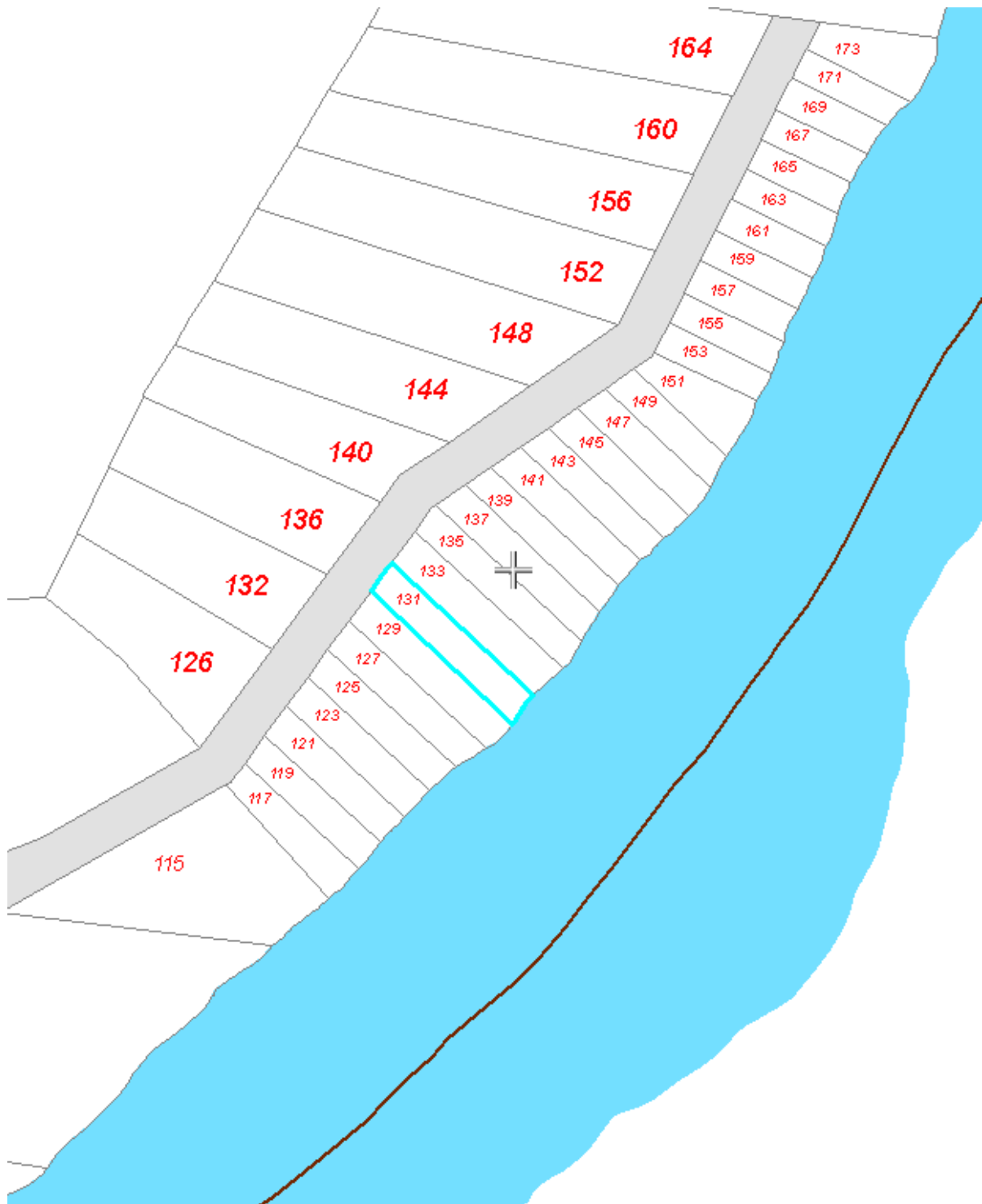
AT - 1 Locality Map

AT - 2 Elevation Plan

ORDINARY MEETING

Meeting Date: 28 April 2009

AT - 1 Locality Map



Meeting Date: 28 April 2009

[illegible]

```
0000  END OF REPORT  0000
0000  END OF REPORT  0000
```

Item: 75**CP - Companion Card Program in NSW - (79342, 103069, 106576)**

REPORT:

This report has been prepared to seek Council's support to become an 'Affiliate' for the NSW Companion Card Program.

Background

Council has received correspondence from the NSW Department of the Arts, Sport and Recreation inviting Council to participate in the NSW Companion Card Program (Attachment 1).

The NSW Department of Ageing Disability & Home Care (DADHC) provides support and services to older people, people with a disability and their carers in NSW. The Department in conjunction with the National Disability Service is implementing the NSW Companion Card Program to increase community participation of people with a profound disability.

The Companion Card is issued to people with a significant lifelong disability who require attendant care (support from a companion) for the rest of their life. Only people with a profound lifelong disability are eligible for a Companion Card.

The Companion Card has been designed with a range of security features that can be used by affiliate organisations to check the validity of Companion Cards. A Companion Card is issued following a rigorous application and audit process, which ensures that the Card reaches its intended audience. Each person applying for a Companion Card is assessed by their doctor or their current service provider who is required to sign a statutory declaration that the applicant has a profound life long disability and needs an attendant carer to assist them. The doctor or service provider must also sign that the photo shown on the application form is the person with a disability.

Anti-discrimination legislation prohibits discrimination against people with a disability. It has been suggested that the practice of charging two admission fees to enable a person, who because of their need for attendant care requires a carer to accompany them, breaches the spirit and intent of anti-discrimination legislation. Under these circumstances the charging of two admission fees to a companion card holder could be viewed as a discriminatory ticketing practice. Recognising the Companion Card and providing a second ticket for the cardholder's companion free of charge, would enable Council to clearly comply with anti-discrimination legislation. However, the primary intent of the Companion Card Program is to enable people with a profound disability to more easily participate in community activities and events.

Implications

The Companion Card has been implemented in other states and a recent survey showed that card holders had more than doubled the number of times they go out, from an average of 16 to 37 outings per year. Companion Card holders also reported increased feelings of social inclusion, confidence and dignity.

Based on the latest Australian Bureau of Statistics, 6.3% of the population has a profound or severe core-activity limitation suggesting that approximately 950 people with a profound disability live in the Hawkesbury Local Government Area.

By recognising the Companion Card and becoming an 'affiliate', Council agrees to issue a second ticket or venue entry at no charge to the Companion Card holder. In practical terms, there are only a few venues or activities for which Council charges a fee, which are likely to be accessed by a Companion Card Holder. The majority of Council's 'public' venues, such as the Regional Museum, Gallery, Library, parks and recreation areas can be entered free of charge. In addition, existing Council funded programs - such as community transport services managed by Peppercorn Services Inc – which are likely to be accessed by Companion Card holders, already provide free access to services for attendant carers. For obvious

ORDINARY MEETING

Meeting Date: 28 April 2009

reasons, the provisions of the Companion Card program would not apply to Council's waste management facility.

The implementation of the Companion Card Program will mostly impact on the Richmond Pool, which Council directly operates, and the Oasis Aquatic Centre and Hawkesbury Indoor Sports Stadium which are managed by the YMCA (but whose operating costs Council subsidises). Given that the Oasis Aquatic Centre is heated and has a disability support chair or lift to assist people into and out of the pool, it is more likely that people with a disability will access this facility.

The implementation of the Companion Card Program would require Council (and the YMCA) to allow a second person, accompanying a companion care holder free entry into these venues. While theoretically this may mean that Council is forgoing revenue, it is more likely that participation in the Companion Card program will generate additional revenue as the cardholder may not have otherwise been able to access these venues.

Residents of the Hawkesbury will not readily distinguish between the Richmond Pool and the Oasis Aquatic Centre as both are Council owned properties. Should Council become a Companion Card Affiliate, it is likely that there will be an expectation that a Companion Card would be accepted at both the Richmond Pool and the Oasis Aquatic Centre. It is proposed therefore that discussions be held with the YMCA, to determine the most appropriate way of designating the Oasis Aquatic Centre as a venue which accepts the Companion Card. It may also be appropriate to initiate discussions with the Hawkesbury Show Committee in regard to them participating in the NSW Companion Card Program, given that the Hawkesbury Show is a key community event.

As an Affiliate to the Companion Card Program, Council would be agreeing to:

- issue a Companion Ticket, at no charge, to cardholders who require attendant care support from a companion to participate at their venue/event ;
- display the companion card logo in a prominent position and/or on promotional material;
- abide by the Companion Card Affiliate Terms and Conditions (as appended in Attachment 2).

Affiliation to the Companion Card Program will allow Council, to project a positive corporate image in the community and contribute to the enrichment of peoples' lives. In addition, affiliation will help Council to meet the requirements of the disability discrimination legislation.

Conformance to Strategic Plan

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

"An informed community working together through strong local and regional connections."

Funding

There are no significant funding implications arising from this report. There may be a requirement for Council to forgo some minimal income generated through entry fees but it is likely that any lost revenue will be offset by increased patronage.

ORDINARY MEETING

Meeting Date: 28 April 2009

RECOMMENDATION:

That:

1. Hawkesbury City Council become an affiliate of the NSW Companion Card Program.
2. Council staff initiate discussions with the YMCA with regard to identifying an appropriate strategy for designating the Oasis Aquatic Centre and Hawkesbury Indoor Sports Stadium as venues which accept the Companion Card (including the option of the YMCA becoming an affiliate of the NSW Companion Card Program).
3. Council staff initiate discussions with the Hawkesbury Show Committee in relation to the NSW Companion Card Program.

ATTACHMENTS:

AT - 1 Letter from NSW Dept of the Arts, Sport & Recreation re the NSW Companion Card Program.

AT - 2 Companion Card Affiliate Terms and Conditions.

ORDINARY MEETING

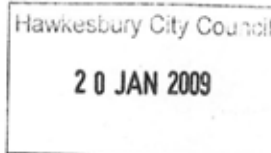
Meeting Date: 28 April 2009

**AT - 1 Letter from NSW Dept of the Arts, Sport & Recreation re the
NSW Companion Card Program**

NSW Department of the Arts, Sport and Recreation

Office of the Director-General

Mr Peter Jackson
Acting General Manager
Hawkesbury City Council
PO Box 146
WINDSOR NSW 2756



SCANNED

Dear Mr Jackson

The NSW Department of Ageing, Disability and Home Care (DADHC) provides support and services to older people, people with a disability and their carers in NSW. The Department, in conjunction with National Disability Services, will soon be implementing the NSW Companion Card Program to increase community participation for people with a disability, who require attendant care type support from a companion in order to participate in a venue or event.

We would like to formally invite you to be part of the Companion Card Program in NSW.

By recognising the Companion Card and becoming an 'affiliate' your business agrees to issue a second ticket at no charge to cardholders who require attendant care support to participate at venues and events. Affiliation to the program will allow your organisation to project a positive corporate image in your community and contributes to the enrichment of peoples' lives. In addition, your affiliation will help your organisation meet the requirements of disability discrimination legislation.

The Companion Card has been implemented in other states. A recent survey showed cardholders had more than doubled the number of times they go out, from an average of 16 to 37 outings per year. The majority of people reported increased feelings of social inclusion, confidence and dignity.

I strongly encourage you to recognise the Companion Card at your venues/activities. For further information, a representative from your organisation may wish to contact National Disability Services to discuss the implementation, and how best they may assist. The contact officer is Jeffrey Tonge, Affiliate Manager, Companion Card Program on (02) 9256 3116.

Thank you for your assistance with this matter and please return the completed form to DADHC at your earliest convenience.

Yours sincerely

A handwritten signature in dark ink, appearing to be "C. Mills".

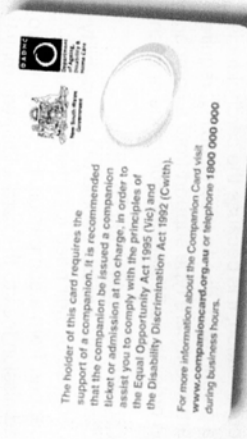
Carol Mills
Director-General
16 January 2008

Address: Level 3, 175 Macquarie Street, Sydney NSW 2000 | GPO Box 4149, Sydney NSW 2001
Phone: 61 2 8233 1300 Fax: 61 2 8233 1310 www.dasr.nsw.gov.au ABN: 52 273 723 634

Card Security

The Companion Card has been designed with a range of security features that can be used by affiliate organisations to check the validity of Companion Cards.

The Companion Card boasts a rigorous application and audit process, which ensures that the card reaches its intended audience.



Cardholders say life has changed

A recent survey in Victoria showed that since having a Companion Card, cardholders had more than doubled the number of times they go out from an average of 16 outings per year to 37 outings per year**.

Half of cardholders interviewed said the card had improved their social networks and about 70 per cent of cardholders said that having the card means that more people are willing to accompany them to venues. Seventy eight per cent of cardholders said their life had changed since receiving the card. This included increased feelings of social inclusion, confidence and dignity.

For more information

To find out more about Companion Card visit www.companioncard.org.au or to register your organisation to accept Companion Cards email the NSW Affiliate manager companioncard@dadhc.nsw.gov.au.

*Source: Australian Bureau of Statistics

**Source: www.vic.companioncard.org.au (May 2008)



Easy and fair



- a better way for your business to meet the needs of customers with a disability
- information to help your business meet your anti-discrimination obligations.



What is a Companion Card?

If a Companion Card is presented at your organisation, it is because the cardholder is a person who, due to their disability, requires attendant care type support from a companion in order to participate at your venue or event.

Legislation requires that you do not discriminate against people with a disability because of their need for attendant care support from a companion. By charging two admission fees to the cardholder, you may be accused of discriminatory ticketing practices.

Recognising the Companion Card and providing a second ticket for the cardholder's companion, at no charge, is one way to comply with part of the existing anti-discrimination legislation. You may also like to consider becoming an affiliate.

"The safest and easiest way to protect your organisation from accusations of discrimination is to provide an additional ticket at no extra cost to the holder of a Companion Card".

Australian Entertainment Industry Association (AEIA), Companion Card and Discrimination Guidelines for AEIA Members, August 28, 2002



What is an affiliate?

Affiliates are organisations, events or venues that officially register to participate in the Companion Card program.

In summary, affiliates agree to;

- Issue a Companion Ticket, at no charge, to cardholders who require attendant care support from a companion to participate at their venue/event;
- Display the Companion Card logo in a prominent position and/or in promotional material, where possible; and
- Abide by the Companion Card Affiliate Terms and Conditions.

It is important to remember that the disability anti-discrimination legislation applies to your organisation regardless of whether or not you are a registered affiliate of the Companion Card program.

Who can apply for a card?

The Companion Card is for people with a profound disability who always require a carer to provide attendant Card to support them participate at community activities and venues.

The card is provided to people who can demonstrate that their level of care is life long.

A Companion Card will be issued to people who are assessed as meeting all of the following eligibility criteria –

- resident of NSW
- severe or profound disability
- unable to participate in most community-based activities without significant assistance with mobility, communication, self care, planning and
- where the use of aids and other technologies does not meet those needs.
- their level of support is lifelong

The Companion Card is not provided to people who require social support, assurance or encouragement.



ORDINARY MEETING

Meeting Date: 28 April 2009

AT - 2 Companion Care Affiliate Terms and Conditions



Companion Card Affiliate Terms and Conditions

1. Affiliates understand that the Companion Card will only be used when the cardholder requires the assistance of a companion to participate at a particular venue/activity.
2. The minimum expectation of Companion Card affiliates is that they will issue Companion Card Cardholders from any Australian State or Territory with one Companion Ticket, or admission, at no charge. This ticket will be exempt from all booking fees.
3. Where a cardholder needs more than one companion to provide attendant care support, the cardholder will negotiate this with the venue/activity operator at the time of booking.
4. The Companion Card can be used to obtain a Companion Ticket for any programs, services and sessions run by affiliated venue/activity operators. This will be subject to the usual admission availability and conditions.
5. Booking and ticket distribution practices for Companion Tickets should not be more difficult than the standard ticketing practices of the affiliated venue/activity.
6. The Companion Card can be used in conjunction with any recognised concession cards.
7. The venue/activity must ensure cardholders are able to be seated or located physically close to their companions. Companions will remain close to cardholders to assist them as required. Cardholders with specific seating requirements will inform the venue/activity at the time of booking.
8. Some venue/activity operators may charge for participation over and above general admission costs (e.g. a fee for rides in addition to an entry fee at a fun park). Affiliated venue/activity operators must issue a Companion Ticket for both admission, and for additional components, such as rides etc., if the cardholder requires assistance in order to participate.
9. Companion Cards may be used to purchase a package deal for the cardholder that combines admission costs with ancillary components such as meals etc. When taking a booking for a package deal, affiliates should provide details of what is included with the Companion Ticket. It is essential that the companion's support to the cardholder is not disrupted if the ancillary components are not included in the Companion Ticket. For example, if meals are not included, the companion must be able to bring or access food in a manner that enables them to provide continual support to the cardholder.
10. Affiliated venues/activities agree to, where possible, display the Companion Card logo in a prominent position at their business premises or ticketing outlet, and in promotional material.
11. Only the person whose photograph and details appear on the Companion Card can use the card.
12. Companion Tickets cannot be used without the Companion Card cardholder being present.
13. Companion Card cardholders must inform the venue/activity of their requirement for a Companion Ticket at the time they book or purchase their own ticket.
14. Acceptance of the Companion Card does not indicate that the venue/activity is accessible. Cardholders will be advised to check accessibility with the venue/activity before booking tickets.
15. Cardholders must provide their Companion Card details when making telephone bookings, and must present their valid card during ticket collection and at any time when asked during the activity. If cardholders cannot present their card, they may be charged for the Companion Ticket.
16. If a venue/activity suspects a Companion Card is being misused, they can report this to the Companion Card program, which will investigate the report. Proven misuse of the Companion Card may result in card cancellation, and the cardholder being ineligible to reapply.
17. It is understood that venue/activity operators and organisations agree to and accept the Companion Card Affiliate Terms and Conditions when they submit the Industry Affiliation Form.



oooO END OF REPORT Oooo

ORDINARY MEETING

Meeting Date: 28 April 2009

INFRASTRUCTURE SERVICES

Item: 77 **IS - Proposing Naming of Cycleway/Pedestrian Bridge over South Creek, Windsor - (95494)**

Previous Item: 62, Ordinary (31 March 2009)

REPORT:

Council at its meeting of 31 March 2009 considered a report in relation to the proposed naming of the Cycleway/Pedestrian Bridge over South Creek, Windsor as the Andrew Thompson Bridge. A submission had been made on behalf of the Hawkesbury Historical Society and the RTA in assessing the proposal sought Council's support.

At the meeting a suggestion was put forward by Mr Doug Bathersby to consider the naming of the bridge after David Morris, in honour of the late cyclist who was killed whilst cycling on the M7 on 24 January 2009. It was subsequently resolved that the matter be deferred for a further report to Council, to enable background information to be provided in relation to Mr Morris. Mr Bathersby indicated he would provide information in relation to Mr Morris, which he has done and this information is an attachment to this report.

In general terms the RTA protocols for naming of structures on main roads are based on the principles recommended by the Geographic Names Board, which are:

- Avoid duplications
- Retention of euphonious names
- Preference for names of aboriginal origin, names with a historical background or thematic names such as flora, fauna or ships
- Preference for retention of long established place names appropriate to the physical, historical or cultural character of the area concerned
- Avoid naming places after living persons
- Perpetuating of names of eminent persons now deceased, i.e. explorers, settlers, etc.
- Avoid attempts to restore the original form of place names changed or corrupted by long established general usage

Discussions with RTA representatives indicated that in general the naming of structures after road accident victims was avoided wherever possible. The reasons behind this principal is that there may have been victims of previous accidents at a location whose families may feel aggrieved that a similar honour has not been bestowed upon that person, or indeed if there were to be future victims in the vicinity of a site there would not be an opportunity to give a similar consideration. There has in recent years been three fatalities in this immediate vicinity, one in 2004 and a double fatality in 2008. Council has previously resolved that the naming of road structures after road accident victims be avoided.

The alternate proposal to name the Cycleway Bridge over South Creek is outside the principles recommended by the Geographic Names Board and the RTA, and not supported by a previous resolution of Council. As such it would appear that Council could support the naming of the bridge as suggested by the Hawkesbury Historical Society; however it has been pointed out that Thompson Square in Windsor and Andrew Thompson Drive at McGraths Hill have both been named in honour of Andrew Thompson, or alternatively advise the RTA that Council recommends that the cycleway bridge over South Creek remain unnamed at this stage.

ORDINARY MEETING

Meeting Date: 28 April 2009

Conformance to Strategic Plan

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

"Objective: Strategic Direction: Establish a framework to define and equitably manage the infrastructure demands of the City. "

Funding

Nil impact on the current budget should the proposal proceed.

RECOMMENDATION:

That the RTA be advised that Council does not support the naming of the Cycleway Bridge over South Creek at this stage.

ATTACHMENTS:

AT - 1 Background Information provided on the Late David Morris

AT - 1 Background Information provided on the Late David Morris

VALE DAVID MORRIS

A new charity fund will be launched at this year's IRONMAN Australia to honour a man whose love of the sport led to a legacy of investment that helped athletes, competitors and races across Australia.

Ironman Australia organizers are working with the event's official charity, the KIDS foundation, to establish a fund in the memory of competitor and sponsor David Morris, who was killed in a cycling accident on Sydney's M7 highway on January 24 this year.

The 46-year old was the General Manager of Supercraft Tools and was set to join with Ironman Australia chiefs the following day to announce his company would become the Port Macquarie event's new presenting sponsor.

Supercraft Tools has been the primary sponsor of Australia's other ultra-distance triathlon, Ironman Western Australia, since 2007 after David became a passionate Ironman competitor.

Dallas O'Brien, the Director of Athletics for IMG, which runs both events, said all proceeds from Ironman Australia would be directed to the newly created David Morris Memorial Fund.

"David Morris made an incredible impression on so many people in the world of Ironman in Australia. He was a true gentleman and would do anything for anyone," O'Brien said. "As General Manager of Supercraft Tools he was the perfect sponsor. He was the sort of person who would listen to our suggestions about getting the most out of his sponsorship and would act on it immediately.

"His whole reason for sponsoring events was to make them a better experience for the competitors-which, of course, he was one. He wasn't a superstar at his age, but competed because he loved it and the sense of achievement he gained from completing an Ironman.

O'Brien said the Supercraft Tools chief also supported many elite triathletes, helping them make a living out of the sport.

Morris was among the many competitors at the presentation dinner for Ironman WA in 2004, when men's winner Jason Shortis declared he would not be heading to Hawaii the following year because he could'nt afford it.

Morris, a former international waterskiing competitor, promptly approached Shortis and offered to take him on board as a sponsored athlete, vowing to provide whatever Shortis needed to get to Hawaii.

He progressively built a stable of sponsored elite athletes that also included Ironman, WA's 2005 winner, Mitch Anderson.

O'Brien said David was "one of the nice guys of this world" and had a

ORDINARY MEETING

Meeting Date: 28 April 2009

strong legacy in triathlon, including Supercraft's continuing involvement as presenting sponsor for Ironman Australia and Ironman WA in 2009.

"We had a very touching minute's silence for David at Geelong 70.3, which he had entered, and we will do the same thing at Port Mcquarie," O'Brien said.

Ironman Australia race director Ken Baggs said David would "forever remain part of this great Ironman family".

"David packed so much into a short life and had an amazing and lasting impact on so many people across family, friends, work colleagues and, of course, the triathlon community," Baggs said. "How he managed to combine family, work, travel and training is quite bewildering".

Baggs said Ironman was an important part of David's life. Last October, he fulfilled a long-time goal and became a finisher at the Ironman World Championships in Kona.

The Sydney resident's path to Hawaii began 10 years ago when his wife Jennifer, a triathlete at the time, asked the LAPD Club's coaching coordinator, Joe Dimech, to help ease her husband into the sport to regain some fitness.

Despite word commitments that frequently took him overseas, David became an enthusiastic training partner, competitor and, ultimately, Joe's best mate. The two were frequent training companions and traveled together to several Ironman races.

"He was a consummate businessman and was very big on looking after your mates, but David was also a larrikin. He partied hard and he worked extremely hard, Joe said.

"David was also a giver. As well as financially looking after a number of athletes in cycling and triathlon, he also sponsored water skiers and car racing teams.

Those supported athletes included Joe's 26-year old son Adam, who has contested several world championships and will step up for his first Ironman, in honour of David.

"Adam had been planning to do an Ironman in the next few years but brought it forward for Ironman Australia this year to honour a man who was like the big brother he never had", Joe said

Adam will be joined in the race by his girlfriend Naomi Perry, who was riding with David when the fatal incident occurred and was also persuaded to tackle her first Ironman as a mark of respect for her former training companion.

"We will all be out there trying to do him proud, spurred on by our memories of David," Joe Said. "When I am training he is on my shoulder pushing me, and he will be out there pushing me along on race day."

David Morris' family has requested that any donations in his memory be made to the KIDS Foundation, at WWW.kidsfoundation.org.au

oooO END OF REPORT Oooo

ORDINARY MEETING

Meeting Date: 28 April 2009

Item: 79 IS - Tennyson Rural Fire Brigade - New Station - (95494, 73598)

REPORT:

A request has been received from the Tennyson Rural Fire Brigade, through the Fire Control Officer, for consideration to be given to allow the Brigade to construct a new station within an unused section of road reserve at the intersection of Murrays and Tennyson Roads at Tennyson.

The current Brigade Station is located on a very small block of land (173m²) immediately adjacent to Tennyson Road and the Brigade have a number of issues relating to that location including:

- Safety concerns relating to pedestrian and vehicular traffic due to the Station's proximity to Tennyson Road;
- Limited amount of available parking for volunteers and visitors;
- Toilet, kitchen and training facilities not being to an acceptable standard;
- Inadequate storage space for essential equipment.

The Brigade has undertaken to fund the relocation of the Station in its entirety and the Fire Control Officer has advised that the proposal is supported in principle. Should Council agree to the Brigade's request in principle, it would be necessary to proceed with a formal development application process, including notification of adjoining property owners.

Both Tennyson and Murrays Roads are sealed roads and as shown on the attached plan, access to the proposed Station is via Murrays Road. This proposal would provide improved safety in relation to access to the current site and traffic conditions generally within the area.

The Fire Control Officer has suggested that should Council support the proposal, the existing site be sold to augment funding for future station upgrades. As previously identified, the lot is small and would not support individual development. It would appear that the lot was originally subdivided off the adjoining parcel of land in 1975 to provide a separate lot for the Brigade Station. It would most likely only be of interest to the adjoining owner.

Conformance to Strategic Plan

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

"Objective: Implement processes to identify and respond to the infrastructure requirements (information, access and mobility) of groups with special needs."

Funding

Funding will be provided by the Tennyson Fire Brigade.

RECOMMENDATION:

That the proposal by the Tennyson Bush Fire Brigade to relocate the existing Brigade Station to a location adjacent to Murrays/Tennyson Roads at the entire cost of the Brigade be supported in principal.

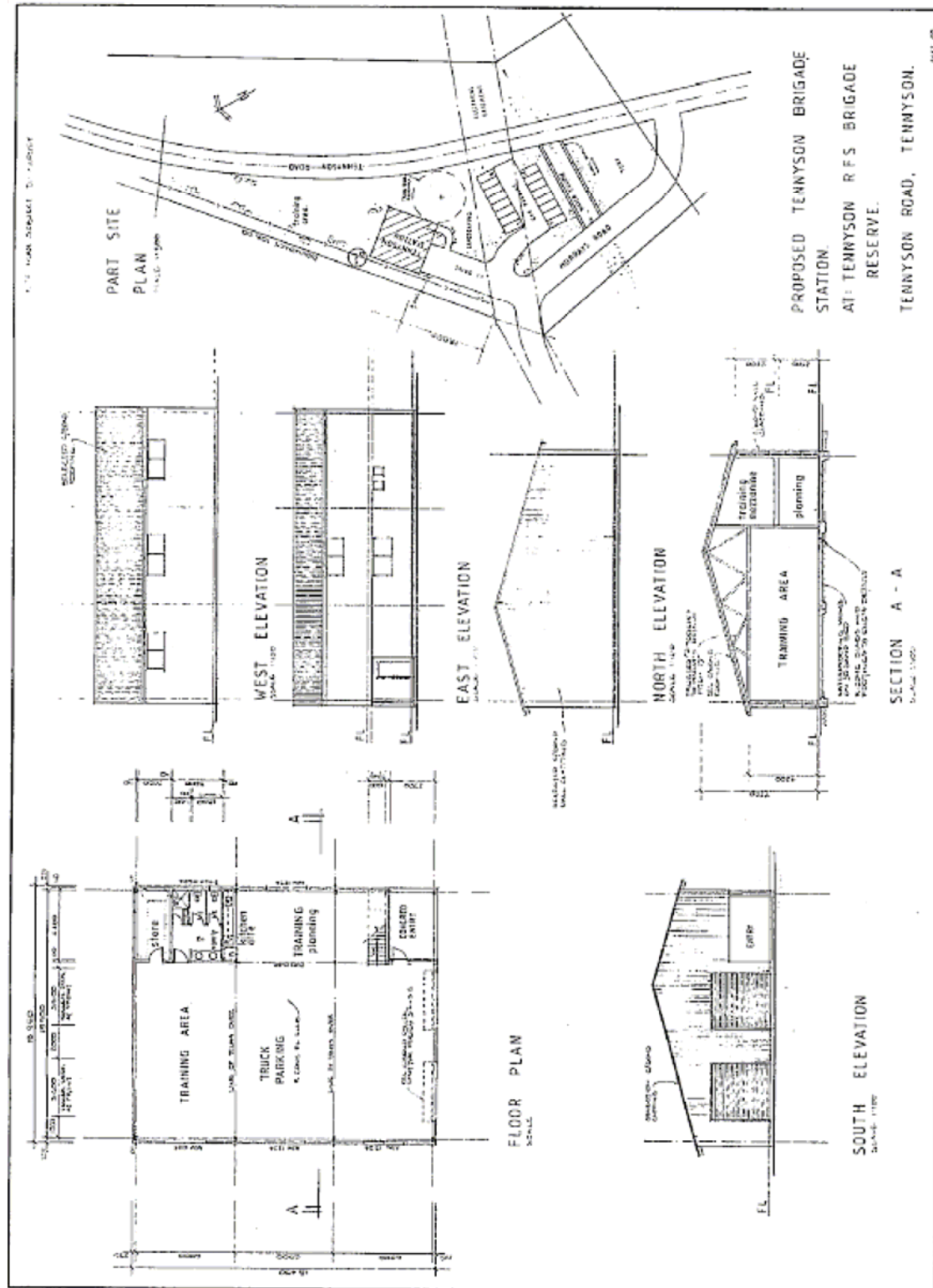
ATTACHMENTS:

AT - 1 Proposed Tennyson Brigade Station, Tennyson Road, Tennyson.

ORDINARY MEETING

Meeting Date: 28 April 2009

AT - 1 Proposed Tennyson Brigade Station, Tennyson Road, Tennyson



oooO END OF REPORT Oooo

ordinary

section 5

reports
of committees

ORDINARY MEETING
Reports of Committees

ORDINARY MEETING
Reports of Committees

SECTION 5 - Reports of Committees

ROC - Local Traffic Committee - 15 April 2009 - (80245)

Minutes of the Meeting of the Local Traffic Committee held in the Large Committee Room, Windsor, on Wednesday, 15 April 2009, commencing at 3.00pm.

ATTENDANCE

Present:	Councillor B Bassett (Chairman) Mr J Suprain, Roads and Traffic Authority Mr R Williams, MP (Hawkesbury) Mr J Christie, Officer of Messrs A Shearan, MP and J Aquilina, MP
Apologies:	Sgt A Palmowski, NSW Police Service Snr Constable M Simmons, NSW Police Service
In Attendance:	Mr C Amit, Manager, Design & Mapping Services Ms B James, Administrative Officer, Infrastructure Services

SECTION 1 - Minutes

Item 1.1 Minutes of Previous Meeting

The Minutes of the meeting held on 18 March 2009 were confirmed.

Item 1.2 Business Arising

Item 1.2.1 LTC - 15 April 2009 - Item 1.2.1 - Traffic Safety - Intersection of Duke and Macquarie Roads, Wilberforce - (80245)

Previous Item: Item 4.2 – Local Traffic Committee (18 March 2009)

REPORT:

- Chris Amit undertook a site inspection on 8/4/09 in conjunction with meeting Mr Cserhlami (No.33 Macquarie Road).
- Mr Cserhlami was advised that the vegetation along the nature strip adjacent to No. 33 Macquarie Road was hindering site distance at the intersection and compromising safety. (Dataworks Doc: 3065979)
- Vegetation clearing is required at the NE corner adjacent to No. 33 Macquarie Road. The hedge extends from the property boundary to the kerb line affecting the site line at this point.
- The available Accident history from the RTA database, at this intersection, from 2004 to 2007 indicates 3 accidents.
- Additional Give Way sign required at the NE corner.

RECOMMENDATION:

The following measures be undertaken at the intersection of Duke Road and Macquarie Road, Wilberforce;

- Vegetation clearing along the nature strip be undertaken to improve site distance on the North East corner adjacent to No.33 Macquarie Road. The extent of clearing is along the property boundary of No.33 Macquarie Road.
- An additional Give Way sign be installed at the North East corner to provide 2 Give Way signs for this approach.

The property owner at No. 33 Macquarie Road, Wilberforce be advised of the proposed measures.

APPENDICES:

AT - 1 Photographs of Intersection – Duke and Macquarie Roads - (Dataworks Doc. No.3065979).

AT - 1 Photographs of Intersection – Duke and Macquarie Roads - (Dataworks Doc. No..3065979).



Photograph – view along Duke Road towards Macquarie Road



Photograph – view along Duke Road



Photograph – view along Macquarie Road

Item 1.2.2 LTC - 15 April 2009 - Item .1.2.2 - Traffic Safety - Intersection of Old Pitt Town and Schofield Road Pitt Town - (80245)

Previous Item: Item - 4.4 - Local Traffic Committee (18 March 2009)

REPORT:

- Vegetation clearing is required at the North West corner adjacent to No.240 Old Pitt Town Road. The vegetation clearing needs to be undertaken along both road frontages adjacent to the property fence. At the time of clearing the property owner will be approached regarding clearing some of the vegetation with their property. This matter is to be actioned by Council's Parks and Recreation Section.
- Additional Warning signage – "Watch for Entering Traffic" be provided along Old Pitt Town Road at its approaches to Schofield Road. This matter is to be actioned by Council's Construction & Maintenance Section.
- The available accident history from the RTA database, at this intersection, from 2004 to 2007 indicates no accidents.
- The intersection be reviewed after these actions have been completed.

RECOMMENDATION:

That the information be received.

APPENDICES:

There are no supporting documents for this report.

Item 1.2.3 LTC - 15 April 2009 - Item 1.2.3 - Intersection of George Street and Hawkesbury Valley Way, Windsor - Traffic Conflict (80245)

Previous Item: Item 1.2.1 – Local Traffic Committee (18 March 2009)
 Item 4.6 – Local Traffic Committee (18 February 2009)

REPORT:

Councillor Bassett requested an update on the RTA approval for the right turn arrow from George Street onto Hawkesbury Valley Way.

Mr Suprain advised that the existing light phase for the intersection has been changed to accommodate the existing traffic to improve the efficiency of the intersection.

Mr Suprain advised that he has requested the RTA to expedite the approval of the right turn arrow.

RECOMMENDATION:

That the information be received.

APPENDICES:

There are no supporting documents for this report.

SECTION 2 - Reports for Determination

Item 2.1 LTC - 15 April 2009 - Item 2.1 - 24 Hour Multisport Endurance Event 2009 - (Hawkesbury) - (80245, 85193)

REPORT:

An application has been received from Maximum Adventure Pty Ltd seeking approval to conduct the 24 Hour Multisport Endurance Event, on Saturday 19, and Sunday 20, September 2009. This event is a Multisport Endurance Event (navigation, mountain biking, trekking, tubing and kayaking) in the Colo River area and extending over areas such as Webbs Creek, Leets Vale, Colo Heights, Upper Colo, Central Colo, Colo and Lower Portland.

The event organiser has provided the following information regarding the event:

ORDINARY MEETING

Reports of Committees

- This is the first year this event has been hosted in the Hawkesbury area;
- The start and finish of the race will be at the Del Rio Riverside Resort at Webbs Creek;
- The event extends from 6.00am on Saturday, 19 to 9.00am Sunday, 20 September 2009;
- The participants have up to 24 hours to complete the course;
- The course is approximately 80 kilometres;
- Approximately 120 competitors are expected for the event. They will ride individually and in teams of 2;
- No spectators are expected;
- The start of the event will involve some navigation in and around the Del Rio Riverside Resort to split the field up and reduce the amount of traffic on the roads and trails at any one time. As the event progresses, the participants will spread out further;
- The event involves navigation, mountain biking, trekking, tubing and kayaking;
- During various legs of the event, participants will be mountain biking on public roads and various trails through the Parr State Recreational Area and Wollemi National Park;
- The competitors will need to cross the Putty Road north of Colo Heights as well as cross under the Putty Road Bridge at Upper Colo Road/Lower Colo Road;
- Some of the roads will be navigated at night with the participants wearing high visibility clothing and using front and rear lights;
- The participants will obey the rules of the road at all times;
- Marshals with high visibility vests and radios will be positioned at strategic points on the course to warn other users of the course area. Signs will also be positioned throughout the course;

Route for the Event:

Refer to attached drawing "Event Route Plan - 24 Hour Multisport Endurance Event – September 2009": Appendix 1

- Start at the Del Rio Riverside Resort, Webbs Creek,
- Travel along Chaseling Road and turn left into Bicentenary Road,
- Travel along Bicentenary Road, and turn right into Wheelbarrow Ridge Trail,
- Travel along Wheelbarrow Ridge Trail, and turn right into Wheelbarrow Ridge Road,
- Travel along Wheelbarrow Ridge Road, and turn right into Grono South Trail,
- Travel along Grono South Trail into Grono North Trail, and turn left into Pierces Valley Trail and follow the trail and turn left onto Putty Road (RTA Road) – the trails are contained within the Parr State Recreational Area,
- Travel along Putty Road for approximately 3.1 kilometres and cross the Putty Road to access Bob Turner's Fire Trail,
- There are various other navigation legs taking place within the Wollemi National Park and crossing the Colo River,
- Participants pick up their bikes at Mountain Lagoon and travel east along Mountain Lagoon Road and turn left into Comleroy Road,
- Travel along Comleroy Road and turn right into Upper Colo Road
- Travel along Upper Colo Road, crossing under the Putty Road Bridge and into Lower Colo Road,
- Travel along Lower Colo Road, and turn left into West Portland Road,
- Travel along West Portland Road, over the Colo River Bridge and into Greens Road and access the boat ramp to the north of Colo River,
- Participants then make their way back to Del Rio Riverside Resort via Kayak.

Road Inventory:

- Chaseling Road - Unsealed Road,
- Bicentenary Road - Unsealed Road,
- Wheelbarrow Ridge Road - Sealed and Unsealed Road,
- Putty Road (RTA Road) - Sealed Road,
- Mountain Lagoon Road - Unsealed Road,

ORDINARY MEETING
Reports of Committees

- Comleroy Road - Unsealed Road,
- Upper Colo Road - Sealed and Unsealed Road,
- Lower Colo Road - Sealed and Unsealed Road,
- West Portland Road - Sealed Road,
- Greens Road - Sealed and Unsealed Road
- Trails: Grono South, Grono North, Pierces Valley, Bob Turners and Mountain Lagoon.

Discussion:

It would be appropriate to classify this event as a "Class 1" special event under the "Traffic and Transport Management for Special Events" guidelines issued by the Roads & Traffic Authority (RTA) as it may impact on major traffic and transport systems, in particular along Putty Road, and there may be disruption to the non-event community.

RTA approval is to be sought directly by the event organiser as participants of the event need to travel along and cross the Putty Road, Colo Heights. The speed limit for Putty Road at this location is 100kph.

The event organiser has submitted the following items in relation to the event: Appendix 2 (Dataworks Doc. Nos: 3026687 and 3026708):

- i) Details of the Special Event - Traffic template;
- ii) RTA - Special Event Transport Management Plan Template;
- iii) Event Route Plan;
- iv) Transport Management Plan (TMP) – Hazard and Risk Assessment - Emergency Management Plan and Traffic Control Plan (TCP) – however this does not cover the event traversing and crossing Putty Road (RTA Road);
- v) Public Liability Insurance Policy to the value of \$10,000,000.

RECOMMENDATION:

That:

1. The 24 Hour Multisport Endurance Event , planned for Saturday 19, and Sunday 20, September 2009, be classified as a "Class 1" special event under the "Traffic and Transport Management for Special Events" guidelines issued by the RTA.
2. The safety of all road users and personnel on or affected by the event is the responsibility of the event organiser.
3. It is strongly recommended that the event organiser becomes familiar with the contents of the RTA publication "Guide to Traffic and Transport Management for Special Events" (Version 3.4) and the Hawkesbury City Council special event information package which explains the responsibilities of the event organiser in detail.
4. No objection be held to this event subject to compliance with the following conditions:

Prior to the event:

- 4a. the event organiser is to obtain approval to conduct this 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 this is a "Class 1" event and the event traverses and crosses Putty Road; **a copy of the RTA approval to be submitted to Council;**
- 4c. the event organiser **is to submit a Transport Management Plan (TMP) incorporating a**

ORDINARY MEETING

Reports of Committees

Traffic Control Plan (TCP) to the RTA for acknowledgement due to the event traversing and crossing Putty Road. The TCP should be prepared by a person holding appropriate certification as required by the RTA to satisfy the requirements of the relevant Work Cover legislation;

- 4d. the Event organiser is to ensure that dust along the unsealed sections of road utilised by the event participants and those travelling to the event are mitigated by providing a water cart for the duration of the event. The method and frequency of watering is to be addressed and outlined in writing and added to the TMP;
- 4e. the event organiser is to obtain the relevant approval to conduct this event from NSW Maritime; **A copy of this approval to be submitted to Council;**
- 4f. the event organiser is to obtain the relevant approval from the Department of Natural Resources to cross the Colo River; **A copy of this approval to be submitted to Council;**
- 4g. the event organiser is to advertise the event in the local press stating the entire route/extent of the event 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);
- 4h. 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;**
- 4i. the event organiser is to directly notify relevant bus companies, tourist bus operators and taxi companies operating in the area and all the residences and businesses which may be affected by the event 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;**
- 4j. the event organiser is to obtain approval from the National Parks and Wildlife Service (Department of Environment and Climate Change) for the use of Parr State Recreational Area and Wollemi National Park. If the use of a Council Park/Reserve is required, written approval is required from Councils' Parks and Recreation section;
- 4k. the event organiser is to obtain approval from the NSW Department of Lands for the use of any Crown road or Crown Land;
- 4l. the event organiser is to assess the risk and address the suitability of the use of Putty Road as part of the risk assessment considering the possible risks for all participants negotiating this road; This assessment should be carried out by visual inspection of the route / site by the event organiser prior to preparing the TMP and prior to the event;
- 4m. the event organiser is to submit the completed "Special Event - Traffic Final Approval" form to Council;

During the event:

- 4n. access is to be maintained for businesses, residents and their visitors;
- 4o. a clear passageway of at least 4 metres in width is to be maintained at all times for emergency vehicles;
- 4p. all traffic controllers / marshals operating within the public road network are to hold appropriate certification as required by the RTA;
- 4q. the participants are to be made aware of and are to follow all the general road user rules

whilst travelling on public roads;

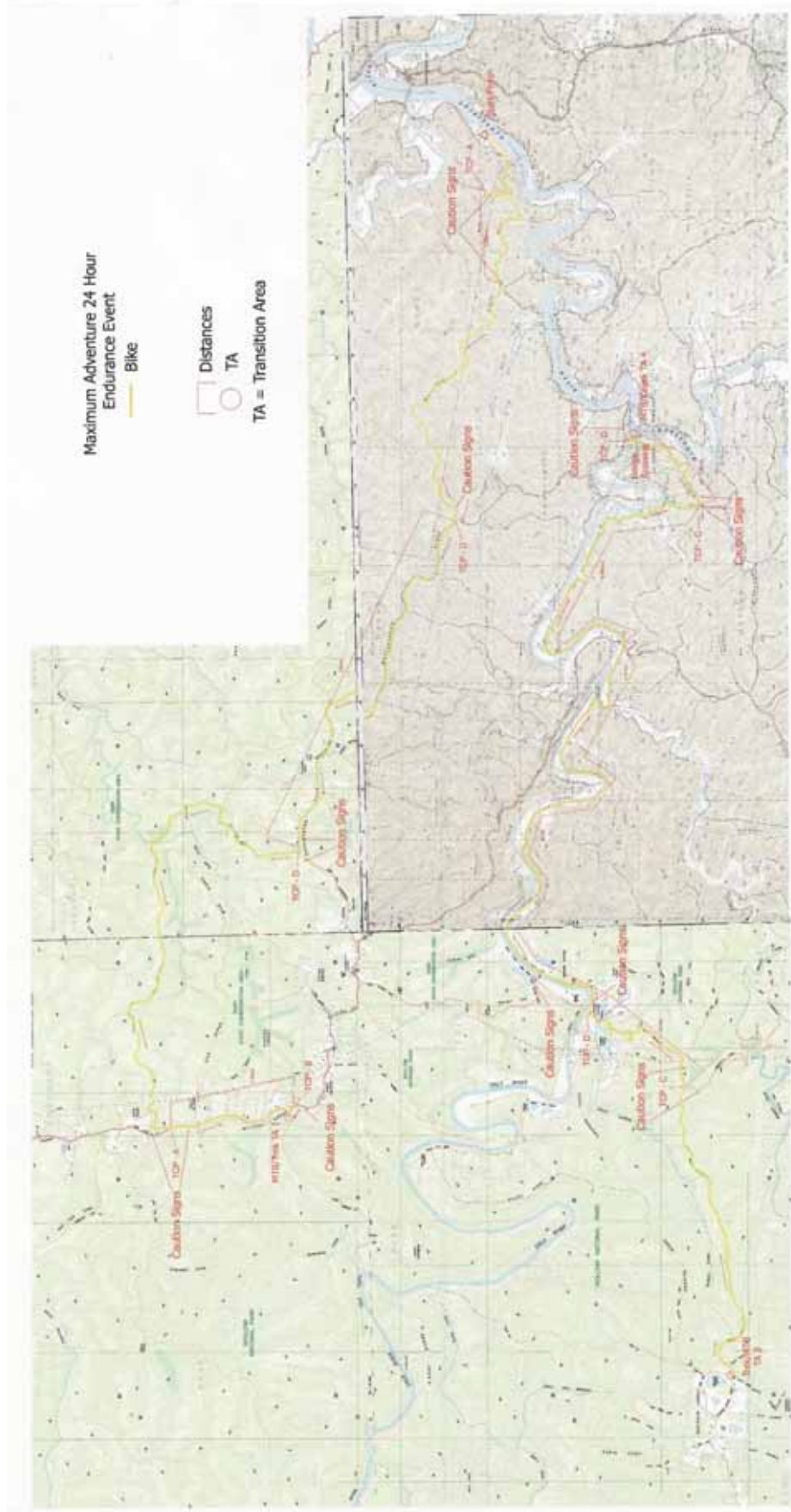
- 4r. in accordance with the submitted TMP and associated TCP, appropriate advisory signs, including temporary speed restriction signs (subject to RTA requirements), shall be placed at the event organiser's expense after all the required approvals are obtained from the relevant authorities, and traffic control devices are to be placed along the route, during the event, under the direction of a traffic controller holding appropriate certification as required by the RTA;
- 4s. the competitors and participants are to be advised of the traffic control arrangements in place, prior to the commencement of the event;
- 4t. all roads and marshalling points are to be kept clean and tidy, with all directional signs to be removed immediately upon completion of the activity, and,
- 4u. the Event organiser is to ensure that dust along the unsealed sections of road utilised by the event participants and those travelling to the event are mitigated by providing a water cart for the duration of the event. The method and frequency of watering is to be undertaken as outlined in the TMP.

APPENDICES:

AT - 1 Event Route Plan - 24 Hour Multisport Endurance Event – September 2009.

AT – 2 Special Event Application - 24 Hour Multisport Endurance Event – September 2009 (Dataworks Document Nos. 3026687 and 3026708) - *see attached*.

AT - 1 Event Route Plan - 24 Hour Multisport Endurance Event – September 2009



Item 2.2 LTC - 15 April 2009 - Item 2.2 - Richmond Marketplace Santa's Arrival 2009 - Various Roads, Richmond CBD - (Londonderry) - (80245, 77088)

REPORT:

Introduction

An application has been received from the Richmond Marketplace Centre Management seeking approval to conduct Santa's Arrival at the Richmond Marketplace on Sunday, 8 November 2009 from 1.00pm to 1.10pm.

Event Description

Santa will be seated in a sleigh that will be led by reindeer. A handler will walk beside the sleigh. The sleigh will take the proposed route as shown on the attached Plan No: TR003/09. The event will start at the Woolworths Petrol Plus on Lennox Street and finish at the March Street entrance to the Richmond Marketplace. The proposed route consists of the following roads within the Richmond CBD.

State Roads

Lennox Street (between Paget Street and East Market Street), East Market Street (between Windsor Street and Lennox Street) and March Street (between East Market Street and West Market Street).

Local Roads

West Market Street (between March Street and Windsor Street), Windsor Street (between West Market Street and East Market Street) and March Street (between East Market Street and Paget Street).

The event organiser has provided the following information in relation to the event:

- It is anticipated that it will take approximately 10 minutes for the sleigh to travel along the proposed route.
- No changes to the existing traffic conditions are required.
- The event was conducted in a similar manner last year. It proved to be both an attraction for the Marketplace, as well as for the Richmond Main Street retailers, with customers lining up along the roads to see Santa and his reindeer.

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 as it may impact on minor traffic and transport systems along the specified route and there may be a low scale disruption to the non-event community. Even though the event will traverse along classified roads, the event classification is based on the level of impact on traffic. This is a low speed, moving event and no road closures are involved.

The RSPCA has advised that reindeers are not classified as domestic animals. Therefore, a reindeer is not permitted to travel on public roads, unlike other road user vehicles, without approval.

The event organiser has submitted the following items in relation to this event: Appendix 2 (Dataworks Document No: 3041862):

- i) Details of the Special Event - Traffic template;
- ii) RTA - Special Event Transport Management Plan Template;

- iii) Public Liability Insurance to the value of \$300,000,000, which expires on 1 July 2009.

RECOMMENDATION:

That:

1. The Richmond Marketplace Santa's Arrival event planned for 8 November 2009 be classified as a "Class 2" special event under the "Traffic and Transport Management for Special Events" guidelines issued by the RTA.
2. The safety of all road users and personnel on or affected by the event is the responsibility of the event organiser.
3. It is strongly recommended that the event organiser becomes familiar with the contents of the RTA publication "Guide to Traffic and Transport Management for Special Events" (Version 3.4) and the Hawkesbury City Council special event information package that explains the responsibilities of the event organiser in detail.
4. No objection be held to this event subject to compliance with the following conditions:

Prior to the event:

- 4a. the event organiser is to obtain approval to conduct this event, from the NSW Police Service; **a copy of the Police Service approval to be submitted to Council;**
- 4b. the event organiser **is to submit a Transport Management Plan (TMP) for the entire route incorporating a Traffic Control Plan (TCP) to Council and the RTA** for acknowledgement. The TCP should be prepared by a person holding appropriate certification as required by the RTA to satisfy the requirements of the relevant Work Cover legislation;
- 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 obtain the relevant approval from the RSPCA for the Reindeer to travel on the public road and pull the sleigh; **A copy of this approval to be submitted to Council;**
- 4e. the event organiser is to advertise the event in the local press stating the entire route/extent of the event 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);
- 4f. 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;**
- 4g. the event organiser is to directly notify relevant bus companies, tourist bus operators and taxi companies operating in the area and all the residences and businesses which may be affected by the event 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 assess the risk and address the suitability of the entire route as part

of the risk assessment considering the possible risks for all participants; This assessment should be carried out by visual inspection of the route / site by the event organiser prior to preparing the TMP and prior to the event;

- 4i. 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>);
- 4j. the event organiser is to submit the completed "Special Event - Traffic Final Approval" form to Council;

During the event:

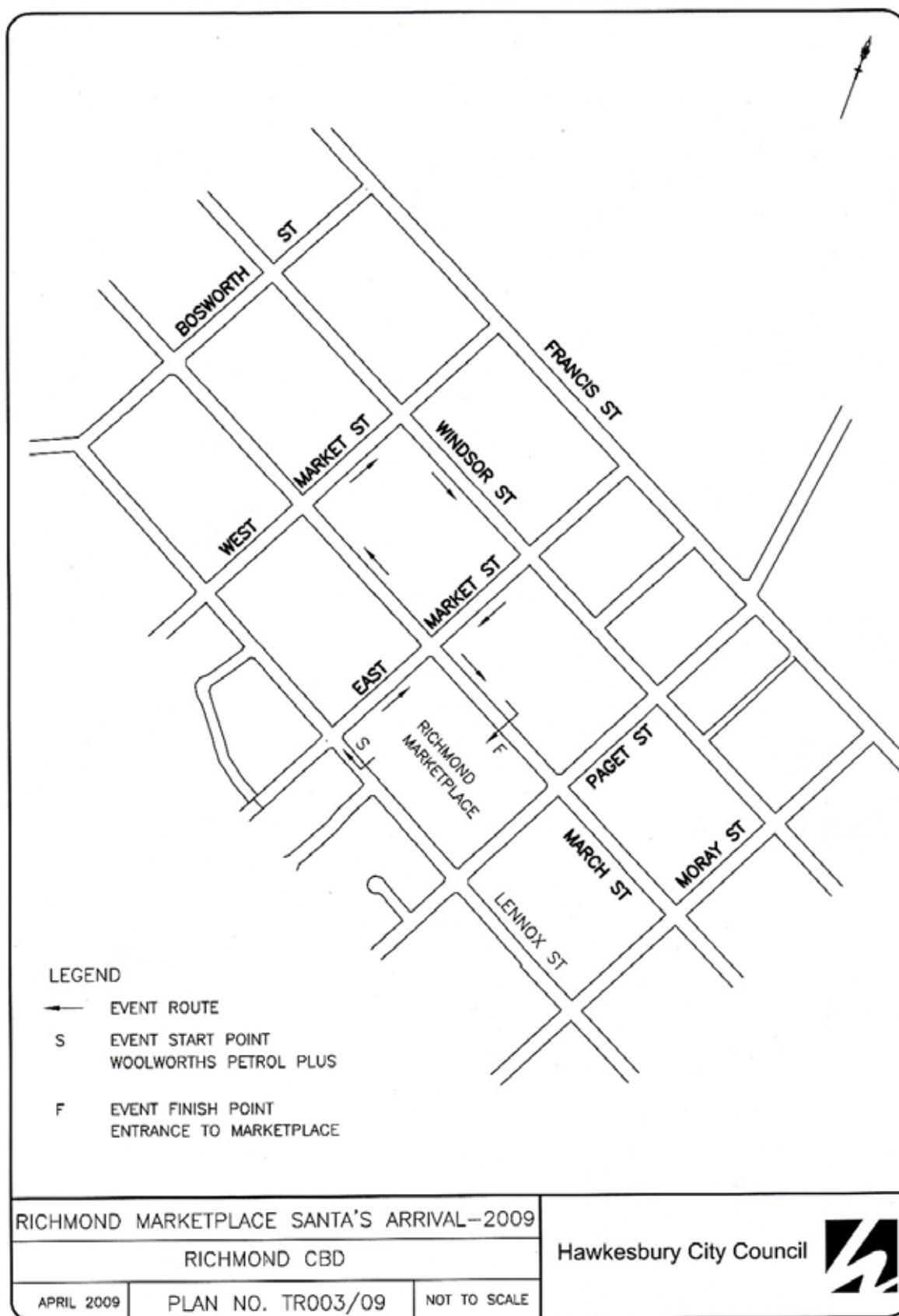
- 4k. access is to be maintained for businesses, residents and their visitors;
- 4l. all traffic controllers / marshals operating within the public road network are to hold appropriate certification as required by the RTA;
- 4m. the reindeer handler is to be made aware of and is to follow all the general road user rules whilst travelling on public roads;
- 4n. in accordance with the submitted TMP and associated TCP, appropriate advisory signs, and traffic control devices are to be placed along the route, during the event, under the direction of a traffic controller holding appropriate certification as required by the RTA;
- 4o. the participants are to be advised of the traffic control arrangements in place, prior to the commencement of the event; and,
- 4p. all roads and marshalling points are to be kept clean and tidy, with all directional signs to be removed immediately upon completion of the activity.

APPENDICES:

- AT - 1** Drawing No. Plan No: TR003/09 - Richmond Marketplace - Santa's Arrival - 2009
- AT - 2** Special Event Application - (Dataworks Document No. 3041862) - see attached

ORDINARY MEETING
Reports of Committees

APPENDIX 1 - Drawing No. Plan No: TR003/09 - Richmond Marketplace - Santa's Arrival - 2009



ORDINARY MEETING

Reports of Committees

Item 2.3 LTC - 15 April 2009 - Item 2.3 - Shahzada 400 Kilometre Horse Endurance Ride, St Albans 2009 - (Hawkesbury) - (80245, 86185)

REPORT:

An application has been received from Shahzada Memorial Endurance Test Inc. seeking approval to conduct its annual Shahzada 400 Kilometre Horse Endurance Ride, in and around the St Albans and Macdonald Valley areas. The event will be held from 17 to 21 August 2009.

The event organiser has provided the following information in relation to the event:

- The event has been held over the last 28 years.
- Start and end point for the event will be within the St Albans village.
- St Albans Bridge, which is under the care and control of the Roads and Traffic Authority, will only be used in the event of flooding of the Macdonald River. All riders will be instructed to walk over the bridge.
- There will be approximately 150 horse riders participating.
- There will be approximately 30 spectators
- Parking of vehicles will be predominantly on private land,
- All riders will be instructed to keep to the left hand side of the road and obey road rules,
- When riding in the dark on public roads all riders are required to either wear head lights on their helmets or carry torches.

Refer to - Appendix 1(Dataworks Document No: 3041443) for the Event Route details

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

- Upper Macdonald Road – Unsealed Road
- Wollombi Road – Sealed and Unsealed Road
- Settlers Road – Sealed and Unsealed Road
- Bulga Street – Sealed section
- Wrights Creek Road - Unsealed Road
- St Albans Road - Sealed Road
- Wharf Street – Sealed Road
- Webbs Creek Road - Unsealed Road
- Webbs Creek Mountain Road - Unsealed Road
- Crossing of the Macdonald River at various locations.

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

Discussion

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

The event organiser has submitted the following items in relation to this event: Appendix 1 (Dataworks Document No: 3031083 & 3041443):

- i) Details of the Special Event - Traffic template,
- ii) RTA - Special Event Transport Management Plan Template,
- iii) Transport Management Plan (TMP) and Traffic Control Plan (TCP),
- iv) Public Liability Insurance Policy to the value of \$20,000,000,

ORDINARY MEETING
Reports of Committees

- v) Copy of advertisement about the event but it does not indicate the route for the event,
- vi) Copies of correspondence forwarded to the NSW Police Service, NSW Ambulance Services, Waterway Authority (NSW Maritime), Department of Natural Resources and SES.

Authorisation for the use of St Albans Bridge is required from the RTA.

RECOMMENDATION:

That:

1. The Shahzada 400 Kilometre Horse Endurance Ride event, in and around the St Albans and Macdonald Valley areas, planned from 17 to 21 August 2009 be classified as a “**Class 2**” special event under the “Traffic and Transport Management for Special Events” guidelines issued by the RTA.
2. The safety of all road users and personnel on or affected by the event is the responsibility of the event organiser.
3. It is strongly recommended that the event organiser becomes familiar with the contents of the RTA publication “Guide to Traffic and Transport Management for Special Events” (Version 3.4) and the Hawkesbury City Council special event information package which explains the responsibilities of the event organiser in detail.
4. No objection be held to this event subject to compliance with the following conditions:

Prior to the event:

- 4a. the event organiser is to obtain approval to conduct this 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 the event may traverse across the St Albans Bridge; **a copy of the RTA approval to be submitted to Council;**
- 4c. the Event organiser is to ensure that dust along the unsealed sections of road utilised by the event participants and those travelling to the event are mitigated by providing a water cart for the duration of the event. The method and frequency of watering is to be addressed and outlined in writing and added to the TMP;
- 4d. the event organiser is to obtain the relevant approval to conduct this event from NSW Maritime; **A copy of this approval to be submitted to Council;**
- 4e. the event organiser is to obtain the relevant approval from the Department of Water and Energy to cross the Macdonald River; **A copy of this approval to be submitted to Council;**
- 4f. the event organiser is to advertise the event in the local press stating the entire route/extent of the event 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);
- 4g. the event organiser is to notify the details of the event to the NSW Fire Brigade / Rural Fire Service at least two weeks prior to the event; **a copy of the correspondence to be submitted to Council;**
- 4h. the event organiser is to directly notify relevant bus companies, tourist bus operators and taxi companies operating in the area and all the residences and businesses which may be affected by the event for at least two weeks prior to the event; The event organiser is to

ORDINARY MEETING
Reports of Committees

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;**

- 4i. the event organiser is to obtain approval from the National Parks and Wildlife Service (Department of Environment and Climate Change) for the use of the Parr State Recreational Area, Yengo National Park and the Great Northern Road. If the use of a Council Park/Reserve is required, written approval is required from Councils' Parks and Recreation section;
- 4j. the event organiser is to obtain approval from the NSW Department of Lands for the use of any Crown road or Crown Land;
- 4k. the event organiser is to obtain approval from the respective Land Owners for the use of their land as part of the route for the event;
- 4l. the event organiser is to obtain any necessary approvals from adjoining Councils;
- 4m. the event organiser is to submit the completed "Special Event - Traffic Final Approval" form to Council;

During the event:

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

APPENDICES:

AT - 1 Special Event Application - (Dataworks Document No. 3031083 & 3041443) - *see attached*.

Item 2.4 LTC - 15 April 2009 - Item 2.4 - St Albans Endurance Ride 2009 - (Hawkesbury) - (80245, 99601)

REPORT:

An application has been received from Rosemont Endurance Riders Association seeking approval to conduct the St Albans Endurance Ride, in and around the St Albans and Macdonald Valley areas. The event will be held from 7 to 8 June 2009.

The event organiser has provided the following information in relation to the event:

- The event has been held over the last 30 years.
- There is an endurance ride consisting of various legs: 20, 40, 80 and 160 kilometres.
- The event commences at 2.00am on 7 June 2009 and concludes at 2.00am on 8 June 2009.
- Start and end point for the event will be within the St Albans village.
- St Albans Bridge, which is under the care and control of the Roads and Traffic Authority, will only be used in the event of flooding of the Macdonald River. All riders will be instructed to walk over the bridge.
- There will be approximately 120 horse riders participating.
- There will be approximately 20 spectators.
- Parking of vehicles will be predominantly on private land,
- All riders will be instructed to keep to the left hand side of the road and obey road rules,
- When riding in the dark on public roads all riders are required to either wear head lights on their helmets or carry torches.

Refer to - Appendix 1(Dataworks Document No: 3041442) for the Event Route details.

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

- Upper Macdonald Road – Unsealed Road
- Wollombi Road – Sealed and Unsealed Road
- Settlers Road – Sealed and Unsealed Road
- Bulga Street – Sealed section
- Wrights Creek Road - Unsealed Road
- St Albans Road - Sealed Road
- Wharf Street – Sealed Road
- Webbs Creek Road - Unsealed Road
- Crossing of the Macdonald River at various locations.

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

Discussion

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

The event organiser has submitted the following items in relation to this event: Appendix 1 (Dataworks Document No: 3031083 & 3041442):

- i) Details of the Special Event - Traffic template,
- ii) RTA - Special Event Transport Management Plan Template,

ORDINARY MEETING
Reports of Committees

- iii) Transport Management Plan (TMP) and Traffic Control Plan (TCP),
- iv) Public Liability Insurance Policy to the value of \$20,000,000,
- v) Copy of advertisement about the event but it does not indicate the route for the event,
- vi) Copies of correspondence forwarded to the NSW Police Service, NSW Ambulance Services, Waterway Authority (NSW Maritime), Department of Natural Resources and SES.

Authorisation for the use of St Albans Bridge is required from the RTA.

RECOMMENDATION:

That:

1. The St Albans Endurance Ride event, in and around the St Albans and Macdonald Valley areas, planned from 7 to 8 June 2009 be classified as a “**Class 2**” special event under the “Traffic and Transport Management for Special Events” guidelines issued by the RTA.
2. The safety of all road users and personnel on or affected by the event is the responsibility of the event organiser.
3. It is strongly recommended that the event organiser becomes familiar with the contents of the RTA publication “Guide to Traffic and Transport Management for Special Events” (Version 3.4) and the Hawkesbury City Council special event information package which explains the responsibilities of the event organiser in detail.
4. No objection be held to this event subject to compliance with the following conditions:

Prior to the event:

- 4a. the event organiser is to obtain approval to conduct this 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 the event may traverse across the St Albans Bridge; **a copy of the RTA approval to be submitted to Council;**
- 4c. the Event organiser is to ensure that dust along the unsealed sections of road utilised by the event participants and those travelling to the event are mitigated by providing a water cart for the duration of the event. The method and frequency of watering is to be addressed and outlined in writing and added to the TMP;
- 4d. the event organiser is to obtain the relevant approval to conduct this event from NSW Maritime; **A copy of this approval to be submitted to Council;**
- 4e. the event organiser is to obtain the relevant approval from the Department of Water and Energy to cross the Macdonald River; **A copy of this approval to be submitted to Council;**
- 4f. the event organiser is to advertise the event in the local press stating the entire route/extent of the event 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);
- 4g. the event organiser is to notify the details of the event to the NSW Fire Brigade / Rural Fire Service at least two weeks prior to the event; **a copy of the correspondence to be submitted to Council;**
- 4h. the event organiser is to directly notify relevant bus companies, tourist bus operators and taxi companies operating in the area and all the residences and businesses which may be

ORDINARY MEETING
Reports of Committees

affected by the event 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;**

- 4i. the event organiser is to obtain approval from the National Parks and Wildlife Service (Department of Environment and Climate Change) for the use of the Parr State Recreational Area, Yengo National Park and the Great Northern Road. If the use of a Council Park/Reserve is required, written approval is required from Councils' Parks and Recreation section;
- 4j. the event organiser is to obtain approval from the NSW Department of Lands for the use of any Crown road or Crown Land;
- 4k. the event organiser is to obtain approval from the respective Land Owners for the use of their land as part of the route for the event;
- 4l. the event organiser is to obtain any necessary approvals from adjoining Councils;
- 4m. the event organiser is to submit the completed "Special Event - Traffic Final Approval" form to Council;

During the event:

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

APPENDICES:

AT - 1 Special Event Application - (Dataworks Document No. 3031083 & 3041442) - *see attached*.

SECTION 3 - Reports for Information

ORDINARY MEETING

Reports of Committees

Item 3.1 LTC - 15 April 2009 - Item 3.1 - Advice on Traffic Issues in Richmond and North Richmond - Minister for Roads response to Member for Hawkesbury - (Hawkesbury, Riverstone and Londonderry) - (80245, 74282, 79958)

REPORT:

The Member for Hawkesbury has forwarded correspondence containing a response from the Office for the Minister for Roads relating to traffic issues in Richmond and North Richmond. The information provided by the Office for the Minister for Roads is listed below (Dataworks Document No. 3041754)

"Thank you for your letter to the Minister for Roads on behalf of Hawkesbury City Council about traffic conditions in Richmond and North Richmond. The Minister has asked me to respond on his behalf.

In 2007 the former Minister for Roads announced an important improvement program for Richmond Road. I am advised that works have now commenced at the intersections of Richmond Road/St Marys Road and Richmond Road/Quakers Hill Parkway/Knox Road.

The Roads and Traffic Authority (RTA) is planning to provide at least two lanes of traffic in each direction and the installation of traffic signals at all major intersections on Richmond Road from the M7 Motorway to Garfield Road. The timing of these works is linked to the take-up rate of the North-West Growth centre and the release of the Colebee precinct.

I am further advised the RTA has a long-term proposal to connect The Northern Road with the existing roundabout at George Street to provide a four-way traffic signalised intersection.

The proposed solution for the short to medium-term is to upgrade the existing roundabout to accommodate additional turning lanes and reconstruct the intersection with The Northern Road to provide a new set of traffic signals. The capital cost of this work would be significant. Given other statewide priorities, a timeframe for this work cannot be provided at this stage.

The RTA also advises me it is currently assessing the intersection of Kurrajong Road and Old Kurrajong Road and will undertake traffic flow counts and modeling to determine an appropriate treatment for this intersection.

As part of the assessment, the impacts that may result at the signalised intersections of Kurrajong Road, Bosworth Street and March Street and Bells Line of Road, Grose Vale Road and Terrace Roads will be taken into consideration."

RECOMMENDATION:

That the information be received.

APPENDICES:

There are no supporting documents for this report.

SECTION 4 - General Business

ORDINARY MEETING
Reports of Committees

Item 4.1 LTC - 14 April 2009 - Item 4.1 QWN - Black Spot Funding Approval - Roundabout at Boundary Road and Old Pitt Town Road - (80245)

Councillor B Bassett

REPORT:

Advised that funding of \$500,000 has been approved for the proposed Roundabout at the intersection of Boundary Road and Old Pitt Town Road Oakville.

Although a joint project with The Hills Shire Council, this project was submitted and is being managed by The Hills Shire Council. Both Councils will be involved in the co-ordination of design and construction.

RECOMMENDATION:

That the information be received

APPENDICES:

There are no supporting documents for this report.

Item 4.2 LTC - 15 April 2009 - Item 4.2 QWN - Intersection - March and East Market Street, Richmond - Traffic Improvement - (80245)

Councillor B Bassett

REPORT:

Requested an update on the intersection in relation to the left turn lane in March Street adjacent to Richmond Park.

Mr Suprain advised the RTA are currently investigating various options and have had discussions with the Minister Of Transport in relation to bus movements at the intersection. The RTA is investigating the possible option to acquire land from Richmond Park for a slip lane.

RECOMMENDATION:

That the information be received

APPENDICES:

There are no supporting documents for this report.

ORDINARY MEETING
Reports of Committees

SECTION 5 - Next Meeting

The next Local Traffic Committee meeting will be held on Wednesday, 20 May 2009 at 4.00pm in the Large Committee Room.

The meeting terminated at 3.45pm.

oooO END OF REPORT Oooo

ORDINARY MEETING
Reports of Committees



ordinary
meeting

end of
business
paper

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