



Hawkesbury City Council

ordinary
meeting
business
paper

date of meeting: 11 May 2010

location: council chambers

time: 6:30 p.m.



mission
statement

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

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SECTION 4 - Reports for Determination

CITY PLANNING

Item: 84 **CP - Development Application - 10 Bed Extension to Existing Nursing Home - Lot 100 DP793048 and Lot 5 DP596107, 116 March Street, Richmond - (DA0781/09, 91720, 3996, 95498)**

Development Information

File Number: DA0781/09
Property Address: 116 March Street, RICHMOND NSW 2753
Applicant: Paynter Dixon
Owner: Richmond Club Limited
Proposal Details: Ten bed extension to existing nursing home
Estimated Cost: \$1,388,000
Zone: 5 (a) Special Uses
Advertising: 18/01/2010 - 1/02/2010
Date Received: 21/12/2009

Key Issues: ♦ Number of parking spaces available
 ♦ Impacts on the locality in terms of traffic access and visitor parking
 ♦ Landscaping

Recommendation: Conditional approval

REPORT:

Introduction

The application seeks approval for a 10 bed extension to the existing Richmond Community Nursing Home at Lot 100 in DP793048 and Lot 5 in DP596107 No. 116 March Street Richmond.

The proposed extension will result in a total of 96 approved beds for the Richmond Community Nursing Home.

This application is being reported to Council for the determination of the use of Council owned land for car parking at Lot 101 DP793048, Lot 2 DP 575929, Lot 6 DP560899, Lot 4 DP561147 and Lot 2 DP560898 at No.114, 110, 110A, 110B and 110C March Street Richmond.

Description of Proposal

The extension will be of single storey construction, total 371m² in area and consist of five new rooms each containing two beds and an ensuite. A lounge room, dining room, courtyard and a utility room will also be constructed as a result of the proposed additions.

The proposal will result in the loss of three parking spaces and a portion of an existing driveway located on the subject site.

The proposed additions will use similar colours and materials to match the existing building on site.

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The following documents support the subject application:

- A Statement of Environmental Effects prepared by Mike George Planning Pty Ltd dated December 2009;
- Building Code of Australia compliance assessment report prepared by Trevor R Howse & Associates Pty Ltd; and,
- A Parking Impact Assessment report prepared by Thompson Stanbury Pty Ltd

History

Previous Applications that apply to the land include:

- DA127/89 Construction for a 65 bed nursing home; and
- DA0098/96 Construction of additional building for the use as therapy room & stores to existing nursing home
- DA0476/07 – 12 bed extension to Richmond Community Nursing Home

Issues Relevant to the Decision

- Number of parking spaces available
- Impacts on the locality in terms of traffic access and visitor parking
- Landscaping

Council Policies, Procedures and Codes to Which the Matter Relates

State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004
Hawkesbury Local Environmental Plan 1989
Sydney Regional Environmental Plan No 20 – Hawkesbury Nepean River
Hawkesbury Development Control Plan (HDCP) 2002
Hawkesbury Section 94A Development Contributions Plan 2006

Matters for Consideration under Section 79C of the Environmental Planning and Assessment Act 1979

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 of any:**
 - i.
 - ii. **Environmental Planning Instrument:**

State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004

The application has been submitted pursuant to the provisions of State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004.

If this Policy is inconsistent with any other environmental planning instrument (including HLEP 1989), made before or after this Policy, this Policy prevails to the extent of the inconsistency.

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This policy aims to encourage the provision of housing that will:

- Increase the supply and diversity of housing that meets the needs of seniors or people with a disability; and
- Make efficient use of existing infrastructure and services; and
- Be of good design.

The Policy seeks to achieve these aims by:

- Setting aside local planning controls that would prevent the development of such housing where it meets the development criteria and standards specified in the Policy.
- Setting out design principles to be followed to achieve a built form that responds to the characteristics of its site and form.
- Ensuring that applicants provide support services for development on land adjoining land zoned primarily for urban purposes.

Comment: The proposal fits the overall aims of this policy as the proposal seeks to use land for the purposes that would otherwise be prohibited under local planning controls (i.e. HLEP 1989), increase the supply of seniors housing within an urban area and the proposed extensions will allow for the use of the existing services and infrastructure available on the subject site.

The extension of the existing nursing home proposed by this application is best defined as a *'residential care facility'*. The definitions within this policy relevant to this proposal are:

- *'residential care facility', being:*

residential accommodation for seniors or people with a disability that includes:

- (a) meals and cleaning services, and*
- (b) personal care or nursing care, or both, and*
- (c) appropriate staffing, furniture, furnishings and equipment for the provision of that accommodation and care,*

not being a dwelling, hostel, hospital or psychiatric facility: and,

- *'Seniors housing' being defined as:*

residential accommodation that is, or is intended to be, used permanently for seniors or people with a disability consisting of:

- (a) a residential care facility, or*
- (b) a hostel, or*
- (c) a group of self-contained dwellings, or*
- (d) a combination of these, but does not include a hospital: and,*

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This proposal's compliance with the various relevant controls within SEPP (Housing for Seniors or People with a Disability) 2004 have been summarised in the following tables:

General Controls

<i>Provision</i>	<i>Requirements</i>	<i>Comment</i>	<i>Complies</i>
<p>Clause 15</p> <p>What Chapter does</p>	<p>This chapter allows for seniors housing development on land zoned primarily for urban purposes for the purpose of any form of seniors housing.</p>	<p>The subject site is zoned 5(a) Special uses being identified as retirement village and community purposes on the HLEP 1989 map. The objectives of this zone under HLEP 1989 allow for the continued identified use of premises within the 5a zonings. Given that the existing property is currently occupied by an existing nursing home and used for the residential accommodation for the aged it is considered that the land is zoned primarily for urban purposes.</p>	<p>Yes</p>
<p>Clause 16</p> <p>Development consent required</p>	<p>Development may be carried out only with the consent of the relevant authority unless another environmental planning instrument allows that development without consent.</p>	<p>Consent is required. Council is the relevant authority.</p>	<p>Yes</p>
<p>Clause 18</p> <p>Restrictions on occupation of seniors housing allowed under this Chapter</p>	<p>Development allowed by this Chapter may be carried out for the accommodation of the following only:</p> <ul style="list-style-type: none"> (a) seniors or people who have a disability, (b) people who live within the same household with seniors or people who have a disability, (c) staff employed to assist in the administration of and provision of services to housing provided under this Policy. <p>Clause 18 also requires that any consent granted to this application must include conditions which restrict occupation of the buildings, including registration of 'Restriction as to User' against the title of the property, in accordance with section 88E of the Conveyancing Act 1919.</p>	<p>Suitable conditions recommending that the development comply with Clause 18 have been included as part of the recommended conditions of consent in this report.</p>	<p>Yes</p>

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Site Related Requirements

<i>Provision</i>	<i>Requirements</i>	<i>Comment</i>	<i>Complies</i>
Clause 26 Location and access to facilities	Consent is not be granted unless Council is satisfied, by written evidence, that residents of the proposal will have access to shops, banks, retail, community, recreation, medical and commercial services that residents may reasonably require. Access to these services is to comply with nominated criteria.	Satisfactory written evidence is provided in the statement of environmental effects lodged with the application. Access to these services complies with the nominated criteria.	Yes
Clause 28 Water and sewer	A consent authority must not consent to a development application made pursuant to this Chapter unless the consent authority is satisfied, by written evidence, that the housing will be connected to a reticulated water system and have adequate facilities for the removal or disposal of sewage.	The existing site has access to reticulated water and sewer. Suitable conditions requiring the applicant to obtain the necessary certificates to demonstrate that these services are available to the site for the proposed extensions have been included as part of the recommended consent.	Yes
29 Consent authority to consider certain site compatibility criteria for development applications to which clause 24 does not apply	This clause requires a consent authority, in determining a development application to which this clause applies, to take into consideration the criteria referred to in clause 25 (5) (b) (i), (iii) and (v), which are as follows: (i) the natural environment (including known significant environmental values, resources or hazards) and the existing uses and approved uses of land in the vicinity of the proposed development, (iii) the services and infrastructure that are or will be available to meet the demands arising from the proposed development (particularly, retail, community, medical and transport services having regard to the location and access requirements set out in clause 26) and any proposed financial arrangements for infrastructure provision, (V) without limiting any other criteria, the impact that the bulk, scale, built form and character of the proposed development is likely to have on the existing uses, approved uses and future uses of land in the vicinity of the development,	This clause applies as a site compatibly certificate is not required to be provided under clause 24 (1). The development is consistent with 25 (5) (b) (i), (iii) and (v), as the development: - will not have an impact on the natural environment, - will unlikely result in the need for the extensions of services or infrastructure within Richmond, and - will fit within the built form and character of the locality.	Yes

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Design requirements - General

Provision	Requirements	Comment	Complies
Clause 30 Site analysis	Consent must not be granted unless Council is satisfied that the applicant has prepared and taken into account a site analysis in accordance with this clause.	The applicant has stated that a detailed site analysis is not required given the minor infill nature of the development and that the information provided in the report and on the drawings should be sufficient. A review of the plans and documents submitted has revealed that the applicant has adequately taken into account what would be required to be addressed under the site analysis component of this clause.	Yes
Clause 32 Design of residential development	Consent must not be granted unless Council is satisfied the proposal demonstrates that adequate regard has been given to the principles set out in Division 2.	See assessment of clauses 33 to 39 below.	Yes

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Design requirements - Design principles

Provision	Requirements	Comment	Complies
Clause 33 Neighbourhood amenity and streetscape	<p>The proposed development should:</p> <ul style="list-style-type: none"> a) recognise the desirable elements of the location's current or future character so that new buildings contribute to the quality and identity of the area, and b) retain, complement and sensitively harmonise with any heritage conservation areas in the vicinity and any relevant heritage items that are identified in a local environmental plan, and c) maintain reasonable neighbourhood amenity and appropriate residential character d) be designed so that the front building of the development is set back in sympathy with, but not necessarily the same as, the existing building line, and e) embody planting that is in sympathy with, but not necessarily the same as, other planting in the streetscape, and f) retain, wherever reasonable, major existing trees, and g) be designed so that no building is constructed in a riparian zone. 	<p>All new construction has been designed to match with the existing building and is considered appropriate.</p> <p>The proposal is not within a heritage conservation area and it is expected that the proposed extensions will not have a negative impact on any heritage items within the locality.</p> <p>Yes</p> <p>Yes</p> <p>N/A</p> <p>No trees proposed to be removed.</p> <p>Yes</p>	Yes
Clause 34 Visual and acoustic privacy	<p>The proposed development should consider the visual and acoustic privacy of neighbours in the vicinity and residents by:</p> <ul style="list-style-type: none"> a) appropriate site planning, the location and design of windows and balconies, the use of screening devices and landscaping, and b) ensuring acceptable noise levels in bedrooms by locating them away from driveways, parking areas and paths 	<p>Windows located a suitable distance from neighbouring properties, driveways, parking areas and pathways</p>	Yes
Clause 35 Solar access and design for climate	<p>The proposed development should:</p> <ul style="list-style-type: none"> a) ensure adequate daylight to the main living areas of neighbours in the vicinity and residents and adequate sunlight to substantial areas of private open space, and b) involve site planning, dwelling design and landscaping that reduces energy use and makes the best practicable use of natural ventilation solar heating and lighting by locating the windows of 		Yes

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Provision	Requirements	Comment	Complies
	living and dining areas in a northerly direction		
Clause 36 Stormwater	The proposed development should: a) control and minimise the disturbance and impacts of stormwater runoff on adjoining properties and receiving waters b) include, where practical, on-site stormwater detention or re-use for second quality water uses.	The proposal will not result in the increase of any hardstand surfaces. Conditions recommending the extensions to be suitably connected to the existing stormwater system have been included as part of the recommended conditions of consent.	Yes
Clause 37 Crime Prevention	The proposed development should provide personal property for residents and visitors and encourage crime prevention.	Proposed extension is not expected to compromise site security as it will be connected to existing nursing home.	Yes
Clause 38 Accessibility	The proposed development should: • have obvious and safe pedestrian links, and • safe & convenient access to parking for residents and visitors.	Proposal will not have an impact on existing site access to transport services, carparking areas or local facilities.	Yes
Clause 39 Waste Management	The proposed development should be provided with waste facilities to maximise recycling	Existing waste facility suitable	Yes

Development Standards - General

Provision	Requirements	Comment	Complies
Clause 40 Development standards— minimum sizes and building height	- Site size must be at least 1,000m ² .	Approx 5331m ² provided.	Yes
	- Site frontage must be at least 20m measured at the building line.	N/A Internal allotment	Yes
	- Height of all buildings must be 8m or less; and	5.4m building height proposed	Yes
	- Buildings adjacent to a boundary of the site must be not more than 2 storey's in height; and	One storey construction proposed	Yes
	- A building located in the rear 25% area of the site must not exceed 1 storey in height.	One storey construction proposed	Yes

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Development standards that cannot be used as grounds to refuse consent - Residential care facilities

<i>Provision</i>	<i>Requirements</i>	<i>Comment</i>	<i>Complies</i>
Clause 48 Standards that cannot be used to refuse development consent for residential care facilities	<p>Council must not refuse consent to development for a residential care facility on any of the following grounds:</p> <p>a) building height: if all proposed buildings are 8 metres or less in height (and regardless of any other standard specified by another environmental planning instrument limiting development to 2 storeys), or</p> <p>b) density and scale: if the density and scale of the buildings when expressed as a floor space ratio is 1:1 or less,</p> <p>c) landscaped area: if a minimum of 25 square metres of landscaped area per residential care facility bed is provided,</p> <p>d) parking for residents and visitors: if at least the following is provided:</p> <p>(i) 1 parking space for each 10 beds in the residential care facility and</p> <p>(ii) 1 parking space for each 2 employees on site at any one time</p> <p>(iii) 1 ambulance parking space.</p>	<p>Single storey development</p> <p>Complies</p> <p>Not provided, see comments in report below</p> <p>Not provided, see comments in report below</p>	Yes

Parking

The applicant advises that the proposal is unable to provide all of the required parking onsite in accordance with Clause 48 of the SEPP (Housing for Seniors or People with a Disability) 2004 which requires:

- 1 parking space for each 10 beds in the residential care facility and
- 1 parking space for each 2 employees on site at any one time, and
- 1 ambulance parking space.

Parking for an ambulance is currently available via the loading dock of the existing nursing home and the applicant has indicated no additional employees will be required to be hired to service the existing facility.

Applying the above calculation the proposed additions to the residential care facility will only generate an additional car parking requirement of 1 space under the policy. However, three spaces will be lost by the expansion of the building footprint. Given that the existing nursing home is required to provide 24 spaces the proposed additions will result in a total 25 spaces to be provided for the nursing home.

The application proposes five onsite parking spaces with the remaining 20 spaces to be accommodated within the adjoining Council owned car park.

If support is given by Council for the use of 20 parking spaces within the Council owned car park then the development would be able to comply with the requirements as set out by the SEPP (Housing for Seniors or People with a Disability) 2004.

Matters regarding the use of the Council owned car park are discussed under the Access, Transport and Traffic section of this report.

Landscaping

The Statement of Environmental Effects submitted with the application has stated that the non compliance with Clause 48 is justifiable in the circumstances because;

- high care nursing home beds do not generate demand for landscaped space at the same rate as low care beds,
- adequate space is provided around the proposal to satisfy the needs for a landscaped setting and outdoor space for seats and similar use,
- the nature of the use involves greater emphasis on secure indoor recreation spaces, rather than outdoor space, compared to a use with more active residents,
- the proposal has the effect of providing additional enclosed internal courtyard spaces that meet requirements, particularly for security.

The SEPP (Housing for Seniors or People with a Disability) 2004 does not specify landscaping requirements for high care nursing home beds. The proposed development will not involve the reduction of any existing landscaped areas as the extensions will be constructed on existing hardstand areas.

Given that the nursing home is existing, the proposal will not result in the loss of landscaping and as the development will add a new courtyard for the residents it is considered that non compliance with this clause is reasonable.

Sydney Regional Environmental Plan No. 20 - Hawkesbury–Nepean River

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

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

Hawkesbury Local Environmental Plan 1989 (HLEP 1989)

Clause 2 - Aims, objectives etc,

The aims and objectives of this plan are to:

- Provide the mechanism for the management, orderly and economic development and conservation of land within the City of Hawkesbury,*
- Provide appropriate land in area, location and quality for living, working and recreational activities and agricultural production,*
- Protect attractive landscapes and preserve places of natural beauty, including wetlands and waterways,*

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- (d) *Conserve and enhance buildings, structures and sites of recognised significance which are part of the heritage of the City of Hawkesbury for future generations, and*
- (e) *Provide opportunities for the provision of secure, appropriate and affordable housing in a variety of types and tenures for all income groups within the City*

Hawkesbury Local Environmental Plan 1989 does not provide a specific definition for a Nursing Home and it is therefore a prohibited form of development under this plan. An assessment against the aims and objectives listed above are not relevant in this instance given that the provisions of the SEPP (Housing for Seniors or People with a Disability) 2004 prevail and enable the development application to be considered.

Clauses 8 and 9 - Zones and Permissibility

The subject property is zoned 5(a) (Special uses "a") under Hawkesbury Local Environmental Plan 1989. As detailed above HLEP 1989 prohibits this proposal. However, the development is able to be considered under SEPP (Housing for Seniors or People with a Disability) 2004.

Clause 9A – Zone objectives

HLEP 1989 map identifies the 5(a) Special uses on the subject property as retirement village and community purposes. The objectives of this zone are:

- (a) *to recognise existing public and private land uses and to enable their continued operation, growth and expansion to accommodate associated, ancillary or otherwise related uses;*
- (b) *to set aside certain lands (being lands that the Council or public authority proposes to acquire) for a variety of purposes, as indicated on the map, for which development is to be carried out by the Council or public authority; and*
- (c) *to restrict development on land which will be required for future community facilities.*

Comment: The development will allow for the expansion of this facility to benefit the community. It is therefore considered that the proposal complies with the objectives of the zone.

Clause 18 – Provision of water, sewerage etc. services

There are existing services connected to the site. The proposal is not expected to create an increase on demands for sewer, water or electricity.

Clause 22 – Development fronting a main or arterial road

The proposed additions are consistent with the principles highlighted under subclause (1) as the additions have been designed to match with the existing building, will not be visible from the March Street frontage, are located a safe distance from the road and is not expected to result in the generation of any significant additional traffic.

Subclause (2) and (3) do not apply to the proposal as the property is in an urban area and access to the subject site will remain unchanged as a result of the proposal.

Clause 25 - Development on flood liable land

The site is situated above the predicted 1-in-100 year flood level.

Clause 27 - Heritage items

The site does not contain any items listed as a heritage item as described in Schedule 1 of HLEP 1989 nor is the land the subject of an Interim Heritage Order.

Clause 28 - Development in the vicinity of heritage items

The subject land is located within the vicinity number 118 & 120 March Street Richmond, which are identified under HLEP1989 as heritage item Number 66 and 67 respectively. The heritage items are located towards the Northeast portion of the site.

Councils Heritage Advisor has reviewed the proposal and concluded that the proposed development would not cause any adverse impact on heritage values of neighbouring items.

Furthermore it is considered that the additions proposed have been designed to fit within the existing built form character of the site.

Clause 37 - Land Affected by Aircraft Noise

Council must not grant consent to the carrying out of development on this land unless it has taken into consideration the requirements of AS2021.

The land is partially affected by the 20-25 Australian Noise Exposure Forecast (ANEF) contours. The proposed additions are within a portion of the site that has been identified as being affected by the 20-25 ANEF contours.

Nursing homes have been identified under AS2021 as development that is considered conditionally acceptable within land affected by the 20-25 ANEF noise contours. Suitable conditions requiring compliance with AS2021 have been included as part of the recommended conditions of consent.

Clause 37A - Development on land identified on Acid Sulfate Soils Planning Map

The subject site is situated on Class 5 Land as identified on Council's Acid Sulfate Soils Planning Map. It is noted that the area of the site subject to the proposal is situated approximately 490 metres from adjoining Class 4 Land. Given the nature of proposed works it is considered that the proposal will not result in the lowering of the water table below 1 metre on the adjacent Class 4 Land.

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

DRAFT Hawkesbury Local Environmental Plan 2009 applies to the subject land.

This draft plan was publicly exhibited between 5 February 2010 and 12 April 2010. Under this Plan the subject land is proposed to be zoned R2 Low Density Residential. DRAFT Hawkesbury Local Environmental Plan 2009 will introduce the definition of "*residential care facility*" which would best describe the proposed development.

This draft plan has not identified '*residential care facilities*' as permitted forms of development within the R2 Low Density Residential zone, however it is noted that should this draft plan be adopted SEPP (Housing for Seniors or People with a Disability) 2004 will prevail over any inconsistencies between these policies and enable Council to consider this proposal.

iv. Development Control Plan applying to the land:

Hawkesbury Development Control Plan 2002

Part A Chapter 2 - General Information Chapter

The subject application provides adequate information for the assessment of the proposal and therefore is consistent with the requirements of this Chapter.

Part A Chapter 3 - Notification Chapter

The adjoining neighbours were notified and a site sign was provided as per the requirements of this chapter. No submissions were received in respect to the proposed development.

Part C Chapter 1 - Landscaping Chapter

Landscaping has been discussed in the report above under the assessment of SEPP (Housing for Seniors or People with a Disability) 2004. It is considered that the proposal is generally consistent with the overall objectives of the chapter as the development will not involve the reduction of existing landscaped areas.

Part C Chapter 2 - Carparking and Access

The on-site car parking requirements contained in the DCP are superseded by controls contained in Seniors Housing Policy. An assessment relating to access and car parking arrangements associated with the proposal are discussed under the Access, Transport and Traffic component of this report.

Part C Chapter 4 - Soil Erosion and Sediment Control Chapter

It is a requirement of this plan that any proposal which will or may involve the disturbance of the existing surface of the earth or placement of fill or changes in the rate and/or volume of run-off entering a watercourse, or flowing over land, shall be subject to the provisions of this chapter. No plan has been submitted with the application. Erosion and sediment control will also be enforced through conditions of consent.

Part D Chapter 1 - Residential development

The DCP is applicable however the design standards and controls contained in SEPP (Housing for Seniors or People with a Disability) 2004 override any similar DCP provisions.

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

There has been no planning agreement or draft planning agreement entered into under Section 93F of the Environmental planning and Assessment Act, 1979.

vi. Matters prescribed by the Regulations:

Conditions of consent have been imposed requiring the development to comply with the Building Code of Australia.

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:

Consideration has been given to s79C (1)(b) of the EP&A Act as shown below:

Context and setting

It is considered that the proposed development will not unreasonably impact on adjoining properties in terms of overshadowing, loss of visual or acoustic privacy, or loss of views and vistas.

It is considered that the bulk and scale of the proposed works are generally consistent with the scenic quality of the surrounding area and would not result in a change to the local context and setting.

Access, Transport and Traffic

The subject site is landlocked with access to March Street via a Right of Way over Lot 101 DP793048. It is considered that this access is suitable for the proposed development as it is unlikely that the proposed additions will result in significant traffic generation along March Street.

Offsite parking

As a result of the proposed extension 25 parking spaces will be required. The application provides for five on site parking spaces with the remaining 20 spaces are proposed to be accommodated off site within the adjacent Council owned carpark.

Richmond Community Nursing home has been using the carparking spaces located on 114 March Street for car parking for several years as approved under DA0127/89. Subsequently DA0476/07 required that the use of parking spaces on Council owned land be formalised legally. It should be noted that the use of the Council owned carpark has not yet been legally formalised.

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Given that the proposal will increase the car parking demand of the existing Council owned carpark it is considered appropriate that the number of parking spaces to be dedicated to the nursing home be established prior to the determination of this application.

The site plan submitted with the application identifies a total of 55 parking spaces located on Council owned land, consisting of 34 spaces at the front of the site near the existing Senior Citizens Centre and 24 spaces to the rear of the site towards the existing Pre-School. (See attachment 3).

A search of Council records has revealed that the parking areas identified on Council owned land have not been specifically allocated to either the existing seniors citizens centre, Pre-School or nursing home which all rely on the use of Council owned land for parking.

In determining the number of available parking spaces required for the above developments Hawkesbury Development Control Plan 2002 sets out standards for parking rates based on type of development.

Development	Hawkesbury Development Control Plan 2002 Parking rate	Generated parking requirements	Required Number of spaces to be provided on Council Land
Pre-School	Schools 1 space per each staff plus one space for delivery vehicles and busses, plus 1 space per 5 seats or one space per 7m ² of floor area in assembly hall, whichever is greater.	Approx 25 children with up to 8 employees at one time.	13
Proposed nursing home extension	Addition requires one (1) additional space under SEPP (Housing for Seniors or People with a Disability) 2004, plus the previously required 24 spaces approved under DA0476/07.	5 spaces provided onsite with the reminder to be provided off site.	20
Senior citizens centre	No specific requirement, closest standard may be a reception centre which requires 1 space per 20m ²	Building approx 400m ² in area	20

Total number of spaces generated on Council land	53 spaces
Number of spaces available on Council land	55 Spaces

Based on the figures above it is considered that there is suitable space available within the existing Council owned carpark for both the developments which currently rely on the existing parking spaces and the increased demand of parking as required by the proposed additions to the existing nursing home.

It should also be noted that the applicant has mentioned the further expansion of the nursing home. The Richmond Club has previously approached Council regarding the expansion of the existing nursing home onto the Council owned land currently occupied by the parking spaces behind the senior citizens centre. At the Ordinary Meeting held on 25 November 2008, Council resolved to support the expansion "in principle". It should be noted that if this application is approved any future development may be influenced by the available parking spaces.

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The suitability of the use of the parking spaces located behind the existing seniors citizen centre has been assessed and it is recommended the upgrade of the car park. A condition recommending the upgrading works has been included as part of the recommended conditions of consent.

Utilities

It is considered that the proposed development will not place unreasonable demands on the provision of services.

Heritage

The site is not a registered heritage item under any local or state registry.

The subject land is located within the vicinity number 118 & 120 March Street Richmond, which are identified as heritage item Numbers 66 and 67 respectively under HLEP 1989. It is also opposite the recently State listed Richmond Park. This development should not affect these heritage items.

Water

Water is supplied to the site.

Soils

Erosion and sedimentation controls will be enforced through conditions of consent

Flora & Fauna

The proposed development is located within an established residential area with domestic gardens. The proposal does not involve the disturbance or removal of native vegetation. The proposed development will have no significant impact on threatened species, populations, ecological communities or their habitats.

Waste

The site is to be kept tidy and maintained to the satisfaction of Council during the construction period.

Natural Hazards

The subject land is not defined as bushfire prone land, and is located above the 1 in 100 year flood level for the locality.

Social Impact in the Locality

It is considered that the proposal will not have any significant social or economic impacts on the locality. The development will provide for the continued use of the existing nursing home and provide additional accommodation and facilities for the elderly.

Site Design and Internal Design

It is considered that the design and layout of the proposal is satisfactory having regard to the immediate area, existing and future level of amenity to adjoining properties.

Construction

Construction is not expected to unreasonably impact upon surrounding neighbours.

Cumulative Impacts

The proposed development is compatible with surrounding land uses and no negative cumulative impact is foreseen.

c. Suitability of the site for development:

The site is considered able to support the proposed development for the following reasons;

- There are no constraints from surrounding landuses that would make this development prohibitive.

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- The proposed development will not lead to unmanageable transport demands or traffic generation.
- Access to the site is satisfactory for the intended use.
- Adequate services and utilities are available to the site.
- There are no known hazardous landuses/activities nearby.
- Ambient noise levels are suitable for the development.
- The site is not critical to the water cycle of the catchment.
- The development will not impact upon critical habitats and threatened species, populations, ecological communities and habitats.

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

No submissions were received within accordance with the Act or the Regulations in respect to the proposed development.

e. The Public Interest:

Public interest will be served, as the proposed development will be able to provide additional aged care for the community in a location of high amenity and accessibility.

The proposal is consistent with the relevant planning controls affecting the site as identified in the report above and it is therefore considered that the proposal is not contrary to public interest.

Conclusion

Based upon the assessment of the application as described in this report it is considered that the site is suitable to accommodate the proposed development for the following reasons:

- The proposed addition will enable the existing nursing home to provide a continued service to the community.
- The proposal will be able to provide a suitable degree of amenity for future occupants
- The proposal is not expected to adversely impact on adjoining properties.
- The site contains appropriate area free from significant environmental constraint to support the proposed development.
- The site is located within close proximity to the commercial centre of Richmond which is capable of providing adequate support infrastructure to cater for both the existing nursing home and future residents.
- The proposal is consistent with the provisions contained in the State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004.
- Adequate service infrastructure is available to the subject site.
- The built form of the development is capable of being accommodated upon the site without significant adverse impact associated with bulk, scale, overshadowing, privacy, density, visual impact and landscape treatment.

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- The proposal is considered to be satisfactory, subject to the implementation of conditions outlined in the recommendation to this report.

Hawkesbury Section 94A Development Contributions Plan 2006

The Hawkesbury Section 94A Development Contributions Plan 2006 commenced on 10 May 2006. The Plan applies to all land in the Hawkesbury City Local Government Area with the exception of Pitt Town and applications for development and complying development received by Council prior to 10 May 2006.

The Contribution Plan applies a levy at the rate of 1% of the estimated development cost for this specific development. Accordingly an appropriate condition requiring developer contributions of \$13,880.00 to be paid to Council has been included in the recommendation.

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:

1. Council enter into legal arrangements with the developer in order to formalise the use of 20 parking spaces on Council owned land located on Lot 101 DP793048, Lot 2 DP 575929, Lot 6 DP560899, Lot 4 DP561147 and Lot 2 DP560898 at No.114, 110, 110A, 110B and 110C March Street Richmond; and,
2. Development application DA0781/09 at Lot 100 DP 793048, 116 March Street RICHMOND NSW 2753 for a Ten bed extension to the existing nursing home be approved subject to the following conditions:

General Conditions

1. The development shall take place in accordance with the stamped plans, specifications and accompanying documentation submitted with the application except as modified by these further conditions.
2. No excavation, site works or building works shall be commenced prior to the issue of an appropriate Construction Certificate.
3. The approved use shall not commence until all conditions of this Development Consent have been complied with.
4. The extension shall not be used or occupied prior to the issue of an Occupation Certificate.
5. The development shall comply with the provisions of the Building Code of Australia at all times.
6. Occupation of the accommodation in this development is restricted to those people identified within Clause 18 (1) - Restrictions on occupation of seniors housing allowed under this Chapter of State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004.

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Prior To Issue Of Construction Certificate

7. Pursuant to section 80A(1) of the Environmental Planning and Assessment Act 1979 and Hawkesbury City Council's Section 94A Development Contributions Plan 2006 (as amended from time to time), a contribution of \$13,880.00 shall be paid to Hawkesbury City Council.

The amount to be paid is to be adjusted at the time of the actual payment, in accordance with the provisions of Hawkesbury City Council's Section 94A Development Contributions Plan 2006 (as amended from time to time).

The contribution is to be paid prior to the issue of the construction certificate and copies of receipts(s) confirming that the contribution has been fully paid are to be provided to the Principal Certifying Authority.

8. A report is to be prepared by an appropriately qualified Acoustic Engineer with the Construction Certificate, certifying that noise levels within the proposed building will not exceed the requirements contained in AS2021-2000 Acoustics - Aircraft Noise Intrusion: Building Siting and Construction having regard to aircraft noise as the site is situated in the 20 - 25 ANEF Contour and satisfy the NSW Environment Protection Authority's guidelines "Environmental Criteria for Road Traffic Noise".

This report is to recommend appropriate materials to be utilized within the building so as to ensure that the acceptable internal noise level criteria are provided.

9. The location of the proposed and existing essential services to the new and existing building shall be provided to the Principle Certifying Authority for assessment and approval.
10. Prior to the issue of the Construction Certificate submission of evidence, to the Principle Certifying Authority, that legal arrangements have been made between Hawkesbury City Council and the owners of 116 March Street, Richmond in respect to the continued use of twenty (20) carparking spaces located on adjoining Council owned Land at Lot 101 DP793048, Lot 2 DP 575929, Lot 6 DP560899, Lot 4 DP561147 and Lot 2 DP560898 at 114, 110, 110A, 110B and 110C March Street, Richmond.

Prior To Commencement Of Works

11. Erosion and sediment control devices are to be installed and maintained at all times during site works and construction. The enclosed warning sign shall be affixed to the sediment fence/erosion control device.
12. The building shall be set out by a Registered Surveyor. The Survey Certificate of the building showing the position of the external walls under construction and in compliance with the approved plans shall be lodged with the principal certifying authority. Any easements must be shown on the Survey Certificate.
13. A certificate issued by an approved insurer under Part 6 of the Home Building Act 1989 shall be supplied to the principal certifying authority prior to commencement of works.
14. A copy of receipt of payment of Long Service Levy shall be provided to the Principal Certifying Authority prior to any works commencing on site. Payments can be made at Long Service Corporation offices or most Councils.
15. At least two days prior to commencement of works, notice is to be given to Hawkesbury City Council, in accordance with the Environmental Planning and Assessment Regulation.
16. Toilet facilities (to the satisfaction of Council) shall be provided for workmen throughout the course of building operations. Such facility shall be located wholly within the property boundary.

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17. A sign displaying the following information is to be erected adjacent to each access point and to be easily seen from the public road. The sign is to be maintained for the duration of works:
 - (a) Unauthorised access to the site is prohibited.
 - (b) The owner of the site.
 - (c) The person/company carrying out the site works and telephone number (including 24 hour 7 days emergency numbers).
 - (d) The name and contact number of the Principal Certifying Authority.
18. A qualified Structural Engineer's design for all reinforced concrete and structural steel shall be provided to the Principal Certifying Authority prior to any works commencing on site.
19. The approved plans must be submitted to a Sydney Water Quick Check agent or customer Centre to determine whether the development will affect Sydney Water's sewer and water mains, stormwater drains and/or easements, and if further requirements need to be met. Plans will be appropriately stamped. For quick Check agent details, please refer to the web site www.sydneywater.com.au, see Building Developing and Plumbing then Quick Check or telephone 13 20 92.

The consent authority or a private accredited certifier must either:

- Ensure that Quick Check agent/Sydney Water has appropriately stamped the plans before the issue of any Construction Certificate; or
- If there is a combine Development/Construction Certificate application or Complying Development, include the above condition as one to be met prior to works commencing on site.

During Construction

20. Dust control measures, eg vegetative cover, mulches, irrigation, barriers and stone shall be applied to reduce surface and airborne movement of sediment blown from exposed areas.
21. Measures shall be implemented to prevent vehicles tracking sediment, debris, soil and other pollutants onto any road.
22. All necessary works being carried out to ensure that any natural water flow from adjoining properties is not impeded or diverted.
23. All natural and subsurface water-flow shall not be re-directed or concentrated to adjoining properties. Water flows shall follow the original flow direction without increased velocity.
24. External colours and material of the new work are to match the existing.
25. Site and building works (including the delivery of materials to and from the property) shall be carried out only on Monday to Friday between 7am – 6pm and on Saturdays between 8am – 4pm.
26. During the demolition and construction period, the person responsible for the site is to retain records of waste disposal (waste receipts or dockets, recycling processor receipts etc.) in a Waste Data File. The Waste Data File must be provided to Council officers on request to demonstrate that the approved Waste Management Plan is being implemented.

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27. The site shall be kept clean and tidy during the construction period and all unused building materials and rubbish shall be removed from the site upon completion of the project. The following restrictions apply during construction:
- (a) Stockpiles of topsoil, sand, aggregate, spoil or other material shall be stored clear of any drainage path or easement, natural watercourse, footpath, kerb or road surface and shall have measures in place to prevent the movement of such material off site.
 - (b) Building operations such as brick cutting, washing tools, concreting and bricklaying shall be undertaken only within the site.
 - (c) Builders waste must not be burnt or buried on site. All waste (including felled trees) must be contained and removed to a Waste Disposal Depot.
28. Erosion and sediment control devices are to be installed and maintained until the site is fully stabilised in accordance with the approved plan and Hawkesbury Development Control Plan chapter on Soil Erosion and Sedimentation.
29. Mandatory inspections shall be carried out and Compliance Certificates issued only by Council or an accredited certifier for the following components of construction:
- Note: Structural Engineer's Certificates, Drainage Diagrams and Wet Area Installation Certificates are NOT acceptable unless they are from an accredited person.**
- (a) Piers;
 - (b) Internal stormwater lines prior to covering;
 - (c) Steel reinforcement prior to pouring concrete;
 - (d) External stormwater lines, prior to backfilling;
 - (e) Framework, after installation of all plumbing, drainage and electrical fixtures, and after the external cladding and roof covering has been fixed prior to fixing of internal linings and insulation;
 - (f) Wet area flashing, after the installation of bath and shower fixtures;
 - (g) Prior to occupation of the building;
 - (h) On completion of the works.
30. All materials and components used in the building shall comply with the early fire hazard indices stipulated in Specification C1.10 of the BCA. A separate schedule detailing such materials and their respective indices and approved in writing prior to the acquisition, installation or fitting of such materials.
31. Portable fire extinguisher/s containing an extinguishing agent suitable for the risk being protected shall be installed in accordance with AS 2444 E1.6.
32. All civil construction works required by this consent shall be in accordance with Hawkesbury Development Control Plan appendix E Civil Works Specification.
33. Appropriate legal arrangements are to be made for the provision of common drainage and the disposal of storm water from the site.
34. The existing adjacent carpark at the north east of the nursing home shall be upgraded to provide 24 off-street carparking spaces.

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The works shall include provision for two (2) disabled parking spaces, line marking and vehicle wheel stops. Access manoeuvring and turning areas are to comply with the requirements of AS2890.1:2004.

Prior To Issue Of interim Occupation Certificate

35. A Fire Safety Certificate shall be issued addressing the requirements of the Fire Safety Schedule.
36. A Certificate from a telecommunications carrier confirming that provision has been made for services to the development shall be submitted to the Principal Certifying Authority.
37. A Section 73 Compliance Certificate under the Sydney Water Act 1994 must be obtained from Sydney Water Corporation.

Application must be made through an authorised Water Servicing Coordinator. Please refer to the Building Developing and Plumbing section of the web site www.sydneywater.com.au then refer to "Water Servicing Coordinator" under "Developing Your Land" or telephone 13 20 92 for assistance.

Following application a "Notice of Requirements" will advise of water and sewer infrastructure to be built and charges to be paid. Please make early contact with the Coordinator, since building of water/sewer infrastructure can be time consuming and may impact on other services and building, driveway or landscape design.

38. Written clearance from Integral Energy shall be submitted to the Principal Certifying Authority.
39. A 'Restriction as to User' against the title of the property, in accordance with section 88E of the Conveyancing Act 1919, limiting accommodation to those people identified within Clause 18 (1) - Restrictions on occupation of seniors housing allowed under this Chapter of State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004, is to be registered. Evidence of this registration is to be submitted to the Principle Certifying Authority prior to the issue of any Occupation Certificate.

Prior To Issue Of Final Occupation Certificate

40. Compliance with all conditions of this consent.
41. A Surveyor's Certificate stating that all existing buildings on the lots are contained within the subject property shall be submitted to Hawkesbury City Council.

Use Of The Development

42. No internal or external alterations shall be carried out without prior approval of Council.
43. All waste materials shall be regularly removed from the property.
44. The subject development, including landscaping, is to be maintained in a clean and tidy manner.
45. No advertising signs or structures shall be erected, displayed or affixed on any building or land without prior approval.
46. No advertising signs or structures shall be displayed on the footpaths, pedestrian ways, roadways or on any land other than the approved development site.

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47. All fire safety equipment and fixtures shall be regularly serviced and maintained. The owner or their agent shall certify annually that each of the fire safety measures specified in this statement has:
- (a) been assessed by a properly qualified person, and
 - (b) found, when it was assessed, to be capable of performing to at least the standard required by the current Fire Safety Schedule for the building for which the certificate is issued.

Advisory Notes

*** The applicant shall make themselves aware of the Discrimination Against People with Disabilities Act (DDA) and assess their responsibilities and liabilities with regards to the provision of access for all people.

*** The applicant is advised to consult with:

- (a) Sydney Water Corporation Limited
- (b) Integral Energy
- (c) Natural Gas Company
- (d) a local telecommunications carrier

regarding their requirements for the provision of services to the development and the location of existing services that may be affected by proposed works, either on site or on the adjacent public roads.

*** The developer is responsible for all costs associated with any alteration, relocation or enlargement to public utilities whether caused directly or indirectly by this proposed subdivision. Such utilities include water, sewerage, drainage, power, communication, footways, kerb and gutter.

*** Should any aboriginal site or relic be disturbed or uncovered during the construction of this development, all work should cease and the National Parks and Wildlife Service consulted. Any person who knowingly disturbs an aboriginal site or relic is liable to prosecution under the National Parks and Wildlife Act 1974.

*** The applicant shall make themselves aware of any User Restriction, Easements and Covenants to this property and shall comply with the requirements of any Section 88B Instrument relevant to the property in order to prevent the possibility of legal proceedings against them.

*** Non-compliance with any condition of this development consent may result in a penalty notice being issued by Council.

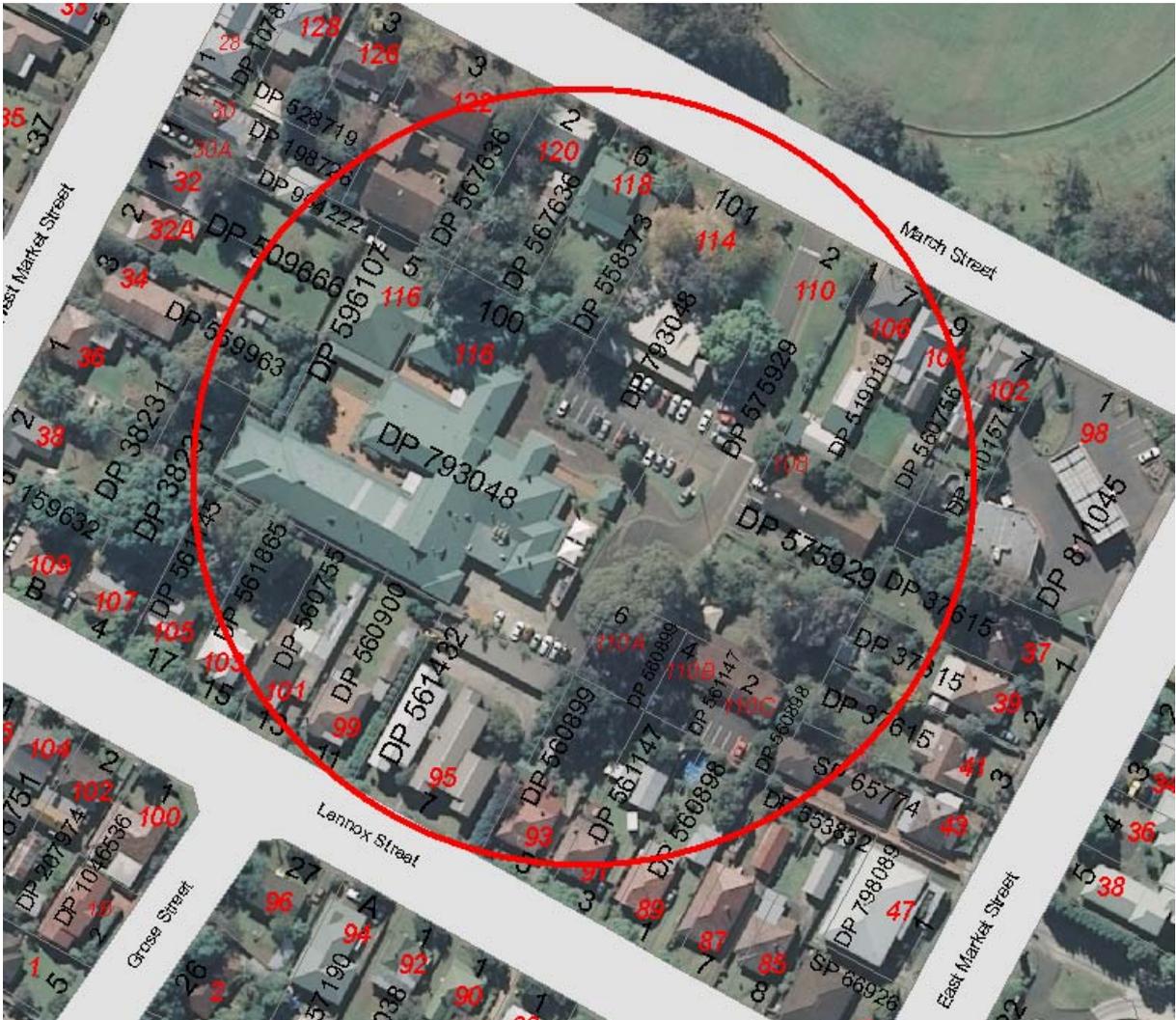
ATTACHMENTS:

- AT - 1** Locality Plan
- AT - 2** Aerial Photograph
- AT - 3** Parking layout of Council owned land
- AT - 4** Site Plan

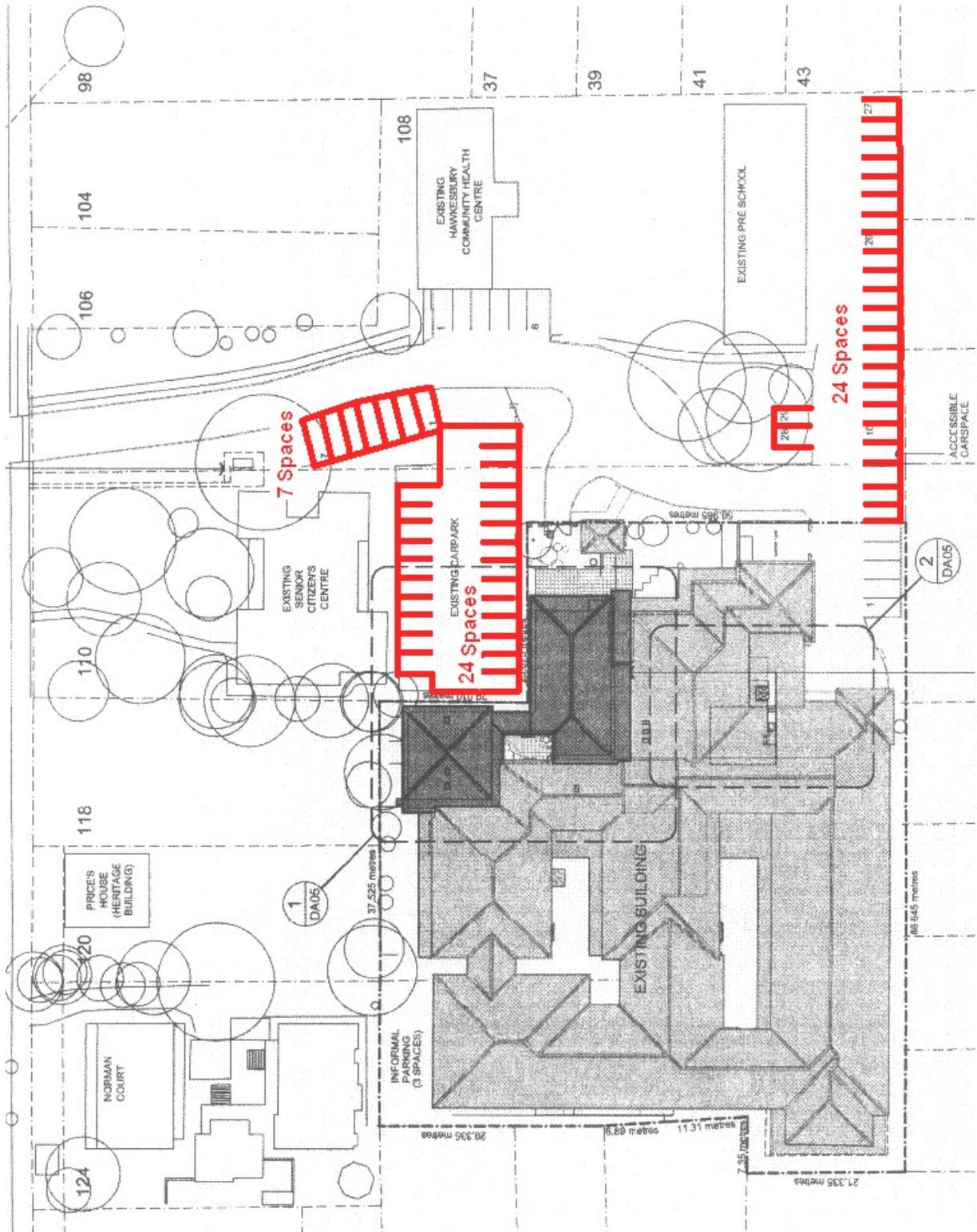
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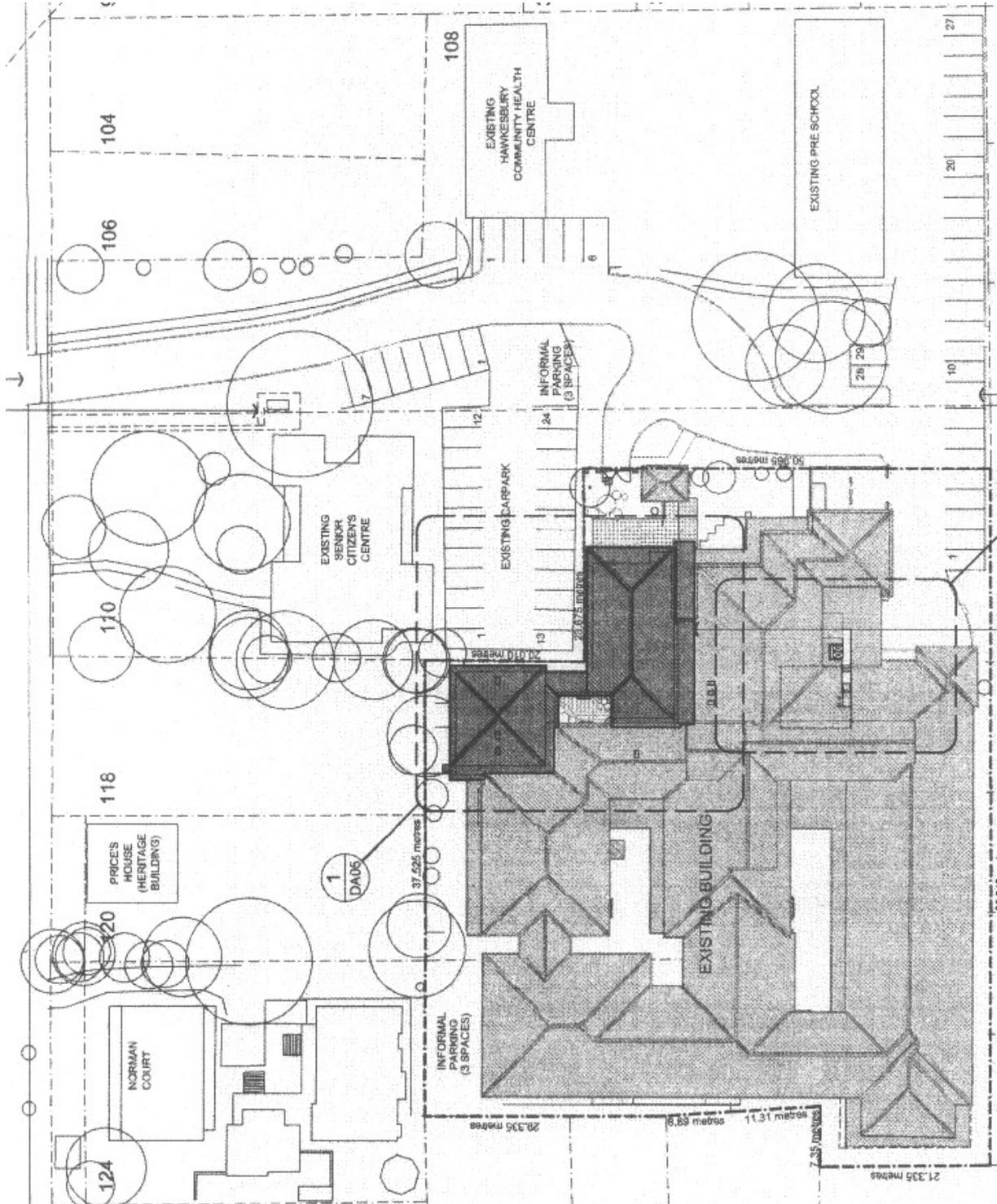
AT - 2 Aerial Photograph



AT - 3 Parking layout of Council owned land



AT - 4 Site Plan



oooO END OF REPORT Oooo

ORDINARY MEETING

Meeting Date: 11 May 2010

Item: 85 **CP - Packaged Liquor Licence Application - Rachael Marks Unit 21 / 5B Curtis Road, Mulgrave - (95498)**

Previous Item: NM1 - Ordinary (30 June 2009)

REPORT:

Executive Summary

This report involves an application for a Packaged Liquor Licence (Bottle Shop) received by the NSW Casino, Liquor and Gaming Control Authority. The applicant is required to advise Council of the lodgement of that application. Council may make representations to the Casino, Liquor and Gaming Control Authority in respect of the application.

Development Consent has been granted under delegated authority for the use of the premises as a bottle shop and no objections are raised to the Liquor Licence being granted by the Casino, Liquor and Gaming Control Authority.

Development consent (DA0058/10) was granted on 6 April 2010. The Casino, Liquor and Gaming Control Authority and the Liquor Licensing Police are responsible for controlling the hours of operation and the conditions imposed upon a Liquor Licence. As such, it is recommended that a response be provided that no objection is raised to the issue of a Liquor Licence for the bottle shop premises.

Consultation

The issues raised in this report concern matters which do not require community consultation under Council's Community Engagement Policy. Council is being asked to provide its views to the NSW Casino, Liquor and Gaming Control Authority as part of the Liquor Licence Application process. The development application was not required to be notified under the provisions of the Hawkesbury DCP.

Background

At the Ordinary Meeting of 30 June 2009 Council resolved to have all liquor licence applications reported to Council that required the preparation of a Community Impact Statement (CIS) until such time as a policy for dealing with liquor licence applications is adopted by Council. A policy is being formulated and will be reported to Council in July.

Packaged Liquor Licence Application

Council has received correspondence dated 9 April 2010 that an application for a Packaged Liquor Licence (Bottle Shop) has been lodged by Grant Cusack and Associates with the NSW Casino, Liquor and Gaming Control Authority. The licence (if granted) will allow the sale of take-away liquor. Council may make representations to the Casino, Liquor and Gaming Control Authority in respect of the application.

Development Consent has been granted under delegated authority for the use of the premises as a bottle shop.

The hours of operation as proposed by the applicant are Sunday to Wednesday 10.00am - 8.00pm and Thursday to Saturday 10.00am - 10.00pm.

The premises are located adjacent to the new ALDI supermarket in Mulgrave within the industrial area. The NSW Police did not raise any concerns with the proposal and their comments were incorporated into the development consent conditions as attached.

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Accordingly, no objections are raised to the Liquor Licence being granted by the Casino, Liquor and Gaming Control Authority.

Conformance to Community Strategic Plan

The proposal is consistent with the Supporting Business and Local Jobs Directions statement;

- Plan for a range of industries that build on the strengths of the Hawkesbury to stimulate investment and employment in the region.

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

- Encourage stronger relationships between the business and community sectors to increase local career options.

The provision of a liquor licence is consistent with the development approval for a business that provides for the needs of the community as well as provides jobs for local people.

Financial Implications

There are no financial implications applicable to this report.

RECOMMENDATION:

That a response be provided to the Casino, Liquor and Gaming Control Authority advising that no objection is raised to the issue of a Liquor Licence for the bottle shop premises at Unit 21, Shop 5B Curtis Road, Mulgrave.

ATTACHMENTS:

- AT - 1** Location Plan
- AT - 2** Development Consent 0058/10
- AT - 3** Approved Plan 0058/10

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AT - 2 Development Consent 0058/10

DA0058/10

Consent date: 6 May 2010

Applicant

Mrs R Marks
126 Threlkeld Drive
CATTAI NSW 2756

Notice of Determination of a Development Application

Environmental Planning and Assessment Act 1979

in respect of **Development Application No.:** DA0058/10

Pursuant to Section 81(1)(a) of the EPA Act notice is hereby given of the determination of the Development Application relating to the land described as follows:

Lot 8 S/P 73477, 8/5B Curtis Road VINEYARD NSW 2765

Council's Property Number: 46645

Building Code of Australia Building Classification: Class 6

Determination:

Decision Date: 6/04/2010

The HAWKESBURY CITY COUNCIL, hereby consents to:

Use of premises - Bottle Shop and equipment hire - Shop 21

Conditions attaching to this consent:

General

1. The development shall take place in accordance with the stamped plans, specifications and accompanying documentation submitted with the application except as modified by these further conditions.
2. No building works shall be commenced prior to the issue of an appropriate Construction Certificate.
3. The approved use shall not commence until all conditions of this Development Consent have been complied with.
4. The building shall not be used or occupied prior to the issue of an Occupation Certificate.

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5. The development shall comply with the provisions of the Building Code of Australia at all times.
6. The accredited certifier shall provide copies of all Part 4 certificates issued under the Environmental Planning and Assessment Act, 1979 relevant to this development to Hawkesbury City Council within 7 (seven) days of issuing the certificate. A registration fee applies.

Prior to Issue of Construction Certificate

The following conditions in this section of the consent must be complied with or addressed prior to the issue of any Construction Certificate relating to the approved development, whether by Council or an appropriately accredited certifier. In many cases the conditions require certain details to be included with or incorporated in the detailed plans and specifications which accompany the Construction Certificate. **The Construction Certificate shall be obtained prior to the commencement of any earth works or building works.**

7. A waste management plan shall be submitted to and approved by Council. The plan shall address any builder's waste and waste generated during the day to day operation of the development. Particular attention shall be paid to type and quantity of waste, recycling, reuse, storage and disposal.

Prior to Commencement of Works

8. The applicant shall advise Council of the name, address and contact number of the principal certifier, in accordance with Section 81A 2(b) of the Environmental Planning and Assessment Act, 1979.
9. At least two days prior to commencement of works, notice is to be given to Hawkesbury City Council, in accordance with the Environmental Planning and Assessment Regulation.
10. Toilet facilities (to the satisfaction of Council) shall be provided for workmen throughout the course of building operations. Such facility shall be located wholly within the property boundary.
11. A sign displaying the following information is to be erected adjacent to each access point and to be easily seen from the public road. The sign is to be maintained for the duration of works:
 - (a) Unauthorised access to the site is prohibited.
 - (b) The owner of the site.
 - (c) The person/company carrying out the site works and telephone number (including 24 hour 7 days emergency numbers).
 - (d) The name and contact number of the Principal Certifying Authority.

During Construction

12. The site shall be secured to prevent the depositing of any unauthorised material.

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13. Site and building works (including the delivery of materials to and from the property) shall be carried out only on Monday to Friday between 7am – 6pm and on Saturdays between 8am – 4pm.
14. The site shall be kept clean and tidy during the construction period and all unused building materials and rubbish shall be removed from the site upon completion of the project. The following restrictions apply during construction:
 - (a) Stockpiles of topsoil, sand, aggregate, spoil or other material shall be stored clear of any drainage path or easement, natural watercourse, footpath, kerb or road surface and shall have measures in place to prevent the movement of such material off site.
 - (b) Building operations such as brick cutting, washing tools, concreting and bricklaying shall be undertaken only within the site.
 - (c) Builders waste must not be burnt or buried on site. All waste (including felled trees) must be contained and removed to a Waste Disposal Depot.
15. Glass within windows shall be reinforced by either having a shatter-resistant film adhered internally to the existing glass, or by replacing the existing glass with laminated glass, or by having quality metal security grilles or shutters installed.
16. An internal and external CCTV (Closed circuit television) security system shall be installed and all staff shall be trained to retrieve footage. All footage is to be retained for 30 days, and is to be made available to Police or Council upon request.
17. External lighting shall be provided to the premises. Lighting on the site shall be designed so as not to cause nuisance to other residences in the area or to motorists on nearby public roads and to ensure no adverse impact on the amenity of the surrounding area by light overspill. All lighting shall comply with AS4282-1997 The Control of the Obtrusive Effects of Outdoor Lighting.

Prior to Issue of the Occupation Certificate

18. A liquor licence for the retail of liquor from the premises shall be obtained from the NSW Office of Liquor, Gaming and Racing prior to the occupation of the premises.
19. A plan of management shall be prepared for the premises with consideration to crime prevention through environmental design (but which is not limited to) as referenced within Appendix 1. The operation and management of the premises shall comply at all times with the plan of management.

The Use of the Site

20. No internal or external alterations shall be carried out without prior approval of Council.
21. All fire safety equipment and fixtures shall be regularly serviced and maintained. The owner or their agent shall certify annually that each of the fire safety measures specified in this statement has:
 - (a) been assessed by a properly qualified person, and

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- (b) found, when it was assessed, to be capable of performing to at least the standard required by the current Fire Safety Schedule for the building for which the certificate is issued.
22. Management of the store shall be undertaken in accordance with the requirements of the Liquor Act 2007 and Liquor Regulation 2008.
 23. The development shall be conducted in such a manner that the LA(eq) noise levels, measured at any point in accordance with the NSW EPA's Industrial Noise Policy (2000), do not exceed 5dB(A) LA(eq) above background noise levels with respect to noise amenity of residential dwellings.
 24. No advertising signs or structures shall be displayed on the footpaths, pedestrian ways, roadways or on any land other than the approved development site.
 25. No advertising signs or structures shall be erected, displayed or affixed on any building or land without prior approval.
 26. The development shall be limited to the area shown on the submitted plans.
 27. All work and the storage of goods or materials shall be confined within the building or approved areas at all times.
 28. All vehicles being loaded or unloaded shall stand entirely within the property.
 29. All waste materials shall be regularly removed from the property.
 30. Only pre-packaged food shall be sold from the premises.
 31. Equipment hire shall be limited to those items listed within the Statement of Environmental Effects dated February 2010, prepared by Grant Cusack & Associates.

The reasons for the imposition of these conditions are those matters in 79(c)(1) of the Environmental Planning and Assessment Act, 1979 as are relevant to the subject development.

Notes:

- i. This consent operates from the *consent date* shown on the top of this notice and will lapse unless the development, is commenced, within five (5) years from the date endorsed on this consent.
- ii. If you are dissatisfied with this decision section 97 of the *Environmental Planning and Assessment Act 1979* gives you the right to appeal to the Land and Environment Court within 12 months after the date on which you receive this notice.
- iii. Non-compliance with any condition of this development consent may result in a penalty notice being issued by Council.

For any enquiries please contact Adam Sampson on (02) 4560 4549.

for General Manager

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Advisory Notes:

- *** The applicant is advised to make detailed inquiries as to whether approval by the Australian Government Minister for the Environment and Heritage is necessary under the Environment Protection and Biodiversity Conservation Act 1999.
- *** The applicant shall make themselves aware of the Discrimination Against People with Disabilities Act (DDA) and assess their responsibilities and liabilities with regards to the provision of access for all people.
- *** The applicant shall make themselves aware of any User Restriction, Easements and Covenants to this property and shall comply with the requirements of any Section 88B Instrument relevant to the property in order to prevent the possibility of legal proceedings against them.

Appendix 1 -

- The counter should be designed to reduce the opportunity for assaults upon staff and unauthorised public access behind counters. Consideration should be given to the width, height and location of the counter areas.
- Shelving within the business should be limited in height, or transparent, to increase natural visibility of the premises.
- Warning signs should be strategically posted around the business to warn intruders of what security treatments have been implemented to reduce opportunities for crime.
- Shelves should be positioned to maximise supervision from both inside the store and outside.
- Display windows should be covered by no more than 15% of promotional materials.
- A robbery prevention program shall be established to ensure that management and staff are aware of their responsibilities in the event of such an event taking place.
- A clear cash-handling procedure shall be established, with staff training in such a procedure to reduce opportunities for crime.
- Where possible, the amount of cash stored upon the premises shall be limited by installing electronic payment systems such as EFTPOS.
- Limit the amount of money carried in the cash drawer at any time (\$200.00 float). Lock cash drawers when not in use, and clear money from the cash drawer on a regular basis, e.g. to a safe.
- Avoid counting cash in view of the public.
- Use a minimum of two staff, or security services, when transferring money to financial institutions, or consider using a reputable security company especially when transferring large amounts of money.
- Avoid wearing uniform or identification when transferring money.

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- Don't use conspicuous bank-bags when transferring money.
- The surveillance system should be manufactured and installed by a qualified and reputable company and regularly function tested.
- Ensure that the requirements of the Surveillance and Privacy Act are adhered to.
- The CCTV camera views are not be obscured by temporary or permanent structures, signage or other impediments. Recording equipment should be installed away from the counter area to avoid tampering.
- Digital or video technology should be used to record images from CCTV cameras.
- Staff shall be trained in the correct use of the system and be able to provide footage on request.
- Display minimum amount of goods that are often targeted in robberies and shoplifting incidents. Keep high value items in a locked cabinet or behind the counter.
- Maintain a well lit interior and exterior to minimise hiding places.
- Use drop safes and time delay safes. Install security devices to monitor people in high risk areas of the store (e.g. mirrors in corners or ceiling to monitor hidden corners).
- Keep counters clear of heavy or sharp items that could be used as weapons.
- Roster more staff and more experienced staff at high risk times (e.g night).

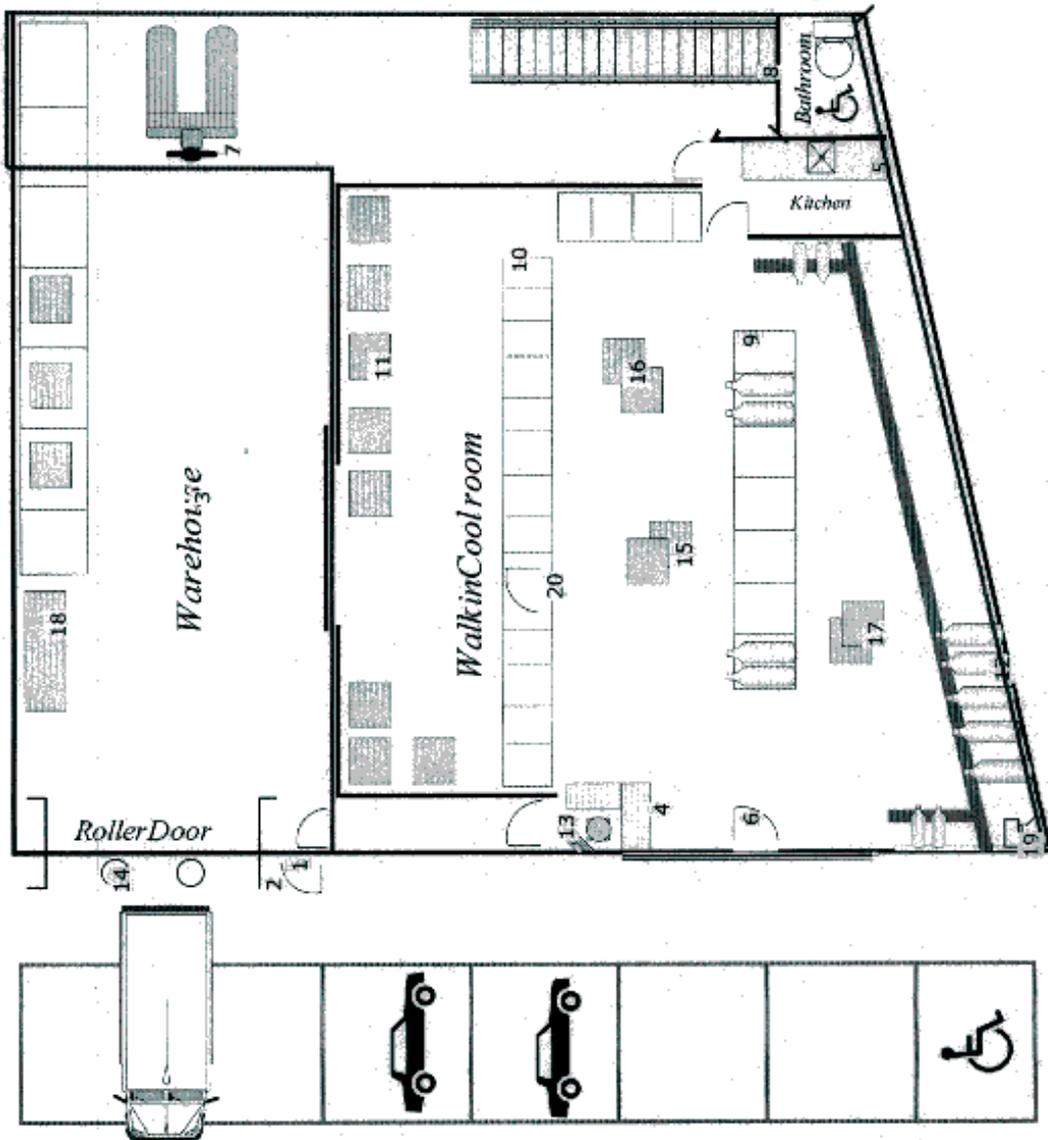
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AT - 3 Approved Plan 0058/10

Hawkesbury City Council
DEVELOPMENT CONSENT
Approval No. DA0058/10
Approval Date 7/4/10



oooO END OF REPORT Oooo

ORDINARY MEETING

Meeting Date: 11 May 2010

Item: 88 **CP - Final Draft Hawkesbury Mobility Plan - (96328, 98212)**

Previous Item: 106, Ordinary (30 May 2006)
 275, Ordinary (8 December 2009)

REPORT:

Executive Summary

This report has been prepared to advise Council of the outcome of the public exhibition of the Hawkesbury Mobility Plan. The report outlines the costings and scope of the bicycle and pedestrian networks proposed in the Plan, and identifies a strategy for the funding and implementation of the Plan. The report recommends that the Plan be adopted and that Council establish a Hawkesbury Mobility Plan Implementation Committee to assist in the implementation of the Plan. The report also proposes that copies of the plan be forwarded to the Roads and Traffic Authority (RTA) and local State and Federal Members of Parliament to seek their assistance and support in its implementation.

Consultation

The Draft Hawkesbury Mobility Plan was placed on public exhibition between 8 December 2009 and 23 February 2010. Six public submissions were received and referred to GTA Traffic Consultants. Actions taken in response to the comments and issues raised in the public submissions have been documented in Appendix C of the final draft of the Hawkesbury Mobility Plan. Where required, the Draft Plan has been amended in response to these comments and issues. The consultation process undertaken with respect to the preparation of the Draft Hawkesbury Mobility Plan has complied with Council's Community Engagement Policy.

Background

In May 2006, Council endorsed terms of reference for a planning process to draft a city-wide mobility plan. The Hawkesbury Bicycle and Access Mobility Committee (HBAMC) were delegated responsibility for the implementation of the approved planning process. During 2006/2007 the HBAMC completed 4 of the 7 elements within the adopted planning process.

In June 2008, Council approved an amount of \$60,000 to facilitate the appointment of consultants to undertake the extensive research, technical assessments and additional consultations required to finalise the draft plan. GTA Traffic Consultants were subsequently engaged by the HBAMC Committee and a Mobility Plan Steering Committee made up of Council staff and members of the HBAMC was established to assist GTA consultants in the preparation of the draft plan.

The Draft Hawkesbury Mobility Plan was considered by the HBAMC at its November 2009 meeting. The Committee resolved to ratify the Draft Plan and to forward it to Council for public exhibition. At its 8 December 2009 Ordinary Meeting, Council subsequently resolved to place the Draft Plan on public exhibition for a period of 60 days.

Hawkesbury Mobility Plan

The Hawkesbury Mobility Plan incorporates:

- a bike plan identifying on road and off road cycleways across the region with a primary focus on 13 regional routes that would have maximum benefit in increasing the uptake of cycling as a transport mode. The Draft Plan includes indicative costings and works schedules for the regional routes which focus on improving linkages between Windsor and South Windsor/Bligh Park, Richmond and Windsor; and Richmond and North Richmond through to Kurrajong. The Regional Routes also address connections with the regional centres of Parramatta, Blacktown, and Penrith.

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- pedestrian and access mobility plans (PAMPS) for Windsor (Sth Windsor), Richmond and North Richmond. The PAMPS were developed in conformance with footpath design principles which suggest that footpaths should generally be provided on both sides of all streets within a 400m catchment of accessible centres and major trip attractors such as schools. The Draft Plan includes indicative costings and work schedules for the proposed pedestrian facilities.

The Draft Plan proposes the development of high quality infrastructure in line with contemporary community aspirations and industry standards. The works schedules within the Plan are comprehensive. For this reason, the draft Plan proposes a 10 year time frame for the works and utilises a 'priority evaluation matrix' to assess the cost, benefit and feasibility of the proposed works to establish high, medium and low priority works.

Proposed Bicycle Network

Costings. The indicative cost for the proposed bicycle network (based on the 13 regional routes) is calculated at \$2,938,590. Priority 1 works total \$1,423,120; Priority 2 works total \$471,070 and Priority 3 works total \$1,044,400. The costs of upgrades to sub-regional routes and local routes are not incorporated in these costs.

Scope. The proposed bicycle network identifies 13 regional routes located on RTA state roads - (Windsor Rd, Macquarie St, Hawkesbury Valley Way, March St - Kurrajong Rd - Bells Line of Road, and Blacktown Rd). The Draft Plan identifies a series of works that would be required to upgrade these routes to provide safe bicycle transport in accordance with relevant guidelines. The scope and costs of these categories of works are outlined in the table below.

Category of Work	Length (m) or number	Estimated Cost (\$)
Construct off-road shared pathway	6,321m	1,700,740
Widen existing footpath/pathway	1,915 m	268,160
Road shoulder widening	2,890 m	257,760
Install kerb ramps	35	28,180
Install crossings (pedestrian, refuge + signalised)	8	262,400
Signs	18	6,800
Line marking (including logos and signs)	27,679 m	378,550
Install bicycle lanterns	16	36,000
Total		2,938,590

The costings in the Draft Plan indicate that of the 13 regional routes, 9 could be upgraded to a satisfactory standard with an investment of less than \$100,000 for each route, with six of these routes requiring an estimated investment of less than \$25,000. The routes where significant investment of more than \$650,000 is required include Windsor to Richmond, Kurmond to Kurrajong and Windsor to South Windsor (with the Richmond to North Richmond link costed at just over \$200,000). Although the regional routes are located on RTA state roads, the RTA only accepts responsibility for that portion of the roadway from gutter to gutter (or table drain to table drain where there are no gutters) with Council responsible for road verges. As many of the required works in the Draft Plan are off-road - and presumably outside of the RTA's responsibility - improvements to the regional routes will require close liaison and co-ordination between Council and the RTA.

The proposed bicycle network also identifies 3 sub-regional routes - Windsor to Wilberforce, McGrath's Hill to Pitt Town, and North Richmond to Glossodia. These sub-regional routes are predominantly on-road bicycle shoulder lanes. Similarly, the proposed bicycle network identifies a network of local on-road bicycle shoulder lanes (Pitt Town Bottoms, Richmond Lowlands, Freemans Reach - Kurmond - Terrace Rds, The Driftway, and various roads in North Richmond, Windsor, Richmond and Hobartville). Costings for these routes have not been included in the Draft Plan and will primarily be reliant on 'opportunistic' bicycle shoulder lane improvements occurring in conjunction with planned road maintenance and pavement rehabilitation works.

In total, the Draft Mobility Plan includes proposals for the construction of 6.3km of off-road shared pathways and the widening of a further 1.9km of existing footpaths - a total of 8.2km. Council currently maintains an off-road cycleway/shared pathway network of 21 km - the proposed bicycle network in the Draft Plan would extend the length of this network by 40% (a figure which does not include proposals for shared pathways on sub-regional or local routes). Any extension of the existing bicycle network will require ongoing maintenance and this expense will need to be factored into Council's future operating budgets. A summary of the works schedule within the Draft Plan for the proposed bicycle network is appended to this report (Attachment 1).

Funding. Council's draft budget estimates for 2010/2011 includes dedicated funding of \$100,000 a year (over the next ten years) for cycleway construction and improvement. The draft budget estimates also include provision for road rehabilitation, road shoulder renewal, kerb & gutter and other roadworks. These funds may be able to be utilised to implement elements of the Draft Mobility Plan where planned pavement rehabilitation works coincide with works identified in the proposed bicycle network. The Draft Plan also identifies possible sources of external funding for the projects identified in the proposed bicycle network. As noted above, Council will need to be mindful of the additional operating costs which will flow from the construction of any new capital infrastructure.

Other considerations. The proposed bicycle network identifies a number of 'pinch points' which would need to be resolved to achieve the goal of an integrated bicycle network linking the major population centres in the Hawkesbury with each other and then to the surrounding local government areas. Council has previously identified the 'missing link' between Windsor and Richmond (along Hawkesbury Valley Way) as a priority route - this route would require the construction of 1,741m of shared pathway and the widening of 940m of existing pathways at an estimated costs just over \$800,480. However, the primary obstacle to achieving this link is the bridge over Rickaby's Creek. The current bridge does not provide for a safe pedestrian/bicycle crossing point and the Plan recommends the construction of a pedestrian (shared pathway) bridge and raised pathways on either side of the bridge (which has not been costed in the Draft Plan). Given the likely cost of a bridge, it is unlikely that Council would be able to fund this work and would be reliant on securing RTA or other government funding to deliver this element of the Plan. As noted above, Hawkesbury Valley Way is an RTA state road. The recent construction of the flood evacuation route has directed traffic (including cyclists) along Hawkesbury Valley Way, and given that Hawkesbury Valley Way is one of two roads linking Sydney with the Central West of NSW, Council would be in strong position to lobby the RTA and local state government representatives to contribute funds for the construction of an off-road shared cycleway and bridge to improve the safety of Hawkesbury Valley Way for cyclists.

Proposed Pedestrian Network

Costings. The indicative cost for the proposed pedestrian network is calculated at \$6,184,850. Priority 1 works total \$1,433,020, Priority 2 works total \$3,691,580 and Priority 3 works total \$1,060,250.

Scope. The proposed pedestrian network identifies almost 31 km of new footpaths, 187 kerb ramps and 13 other works (such as bollards and pedestrian crossings). The proposed footpath network incorporates provision for 3km of new footpaths in Windsor, 10.8km in South Windsor, 5km in Richmond, 6km in Hobartville, and 6.1km in North Richmond. The Draft Plan proposes these works to achieve the goal of providing footpaths on both sides of all streets within a 400m catchment of accessible centres and major trip attractors such as schools.

The total length of new footpaths proposed in the Draft Mobility Plan of 31 km represents a 40 % increase in Council's existing paved pedestrian footpath network of 78 km. As for the proposed bicycle network, the extension of the existing pedestrian network will require ongoing maintenance and this expense will need to be factored into Council's future operating budgets. A summary of the works schedule within the Draft Plan for the proposed pedestrian network is appended to this report (Attachment 2).

Funding. Council's draft budget estimates for 2010-2011 includes an amount of \$200,000 for footpath maintenance (\$1.28M over the next ten years) and less than \$50,000 for the construction of new footpaths (with no additional provision in the forward estimates). Given the scope of the works outlined in the Draft Plan for the pedestrian networks, and the relatively limited funding allocated for footpath construction and

rehabilitation, there will be a challenge in funding the proposed pedestrian network. It will be crucial for Council to establish clear priorities and parameters for the proposed construction of new footpaths and to satisfy itself that their construction will not adversely impact on Council's capacity to maintain the safety and accessibility of its existing footpath network. In this respect Council will need to 'drill down' into the proposed pedestrian network and identify reasonable guidelines for the selection of new footpath works. For example Council may determine that at this time the provision of a footpath on one side of a nominated street may be a more achievable goal (except where pedestrian traffic supports footpaths on both sides of a street such as in a commercial precinct) and that priorities for footpaths should be dictated by existing 'unmet' pedestrian flows - i.e where an unpaved portion of the footpath is clearly heavily trafficked creating an informal (worn) pathway.

In the long term, funding the construction of new footpaths may be reliant on other sources of funding and/or provision for pedestrian and cycling requirements in Council's planning instruments. It should be noted that Council's adopted Sec 94A Developer Contributions Plan includes provision for 'accessibility walkways' - the plan is scheduled for imminent review and will provide the opportunity to identify pedestrian network projects within the Draft Mobility Plan which would be consistent with the kinds of accessible walkway infrastructure provided for in the current plan.

Implementation

It seems clear that Council will face financial and co-ordination challenges in implementing the Draft Hawkesbury Mobility Plan. Council is not in a position to fund the entire proposed works schedule from within its current footpath and bicycle construction and maintenance budgets - however the Draft Plan does provide scope for improving bicycle and pedestrian networks by implementing some of the more affordable elements within the plan. The draft Plan identifies comprehensive work schedules which will assist Council not only to establish internal priorities, but will enable Council to lobby for grants and/or works (particularly on RTA state and regional roads) and to undertake 'opportunistic' improvements in conjunction with planned road maintenance and pavement rehabilitation works.

To begin the task of implementing the Draft Mobility Plan, it is proposed that Council review the terms of reference and membership of the exiting Hawkesbury Bicycle and Access Mobility Committee. With the completion of the Draft Hawkesbury Mobility Plan, the Committee has achieved its major objective and it would be reasonable to reassess its role with a view to identifying a role for the Committee to assist the implementation and review of the Hawkesbury Mobility Plan. As the implementation of the Plan will require increased co-ordination between the City Planning and Infrastructure Service Divisions of Council, the revised 'Hawkesbury Mobility Plan Implementation Committee' should broaden its membership to include the Managers (and/or delegates) from Construction and Maintenance, Design and Mapping Services and Planning. The Executive Manager Community Partnerships will continue to maintain the executive support services to the Committee. It is also proposed that Council formally write to the RTA to request a nomination from the RTA for a representative to sit on the Committee. It is envisaged that the current status of the Councillor and community representatives who sit on the Committee would remain unchanged. Given its revised brief it is envisaged that the Committee would probably be required to meet on a quarterly basis.

The role of the revised Committee would be to provide advice in relation to Council's proposed works program for cycleway and pedestrian improvements - based on the priorities and routes within the Draft Hawkesbury Mobility Plan. The works program would also take into account the scope of any planned pavement rehabilitation, road shoulder widening and footpath construction and maintenance works to ensure that, as far as possible, these works complement the objectives of the Hawkesbury Mobility Plan. The Committee would assist Council in establishing reasonable cycleway and/or footpath infrastructure requirements that might be associated with future urban developments within the City. The Committee's brief would also include identifying other sources of internal and external investments to fund the Draft Hawkesbury Mobility Plan (while also having due regard to the recurrent lifecycle costs of any new infrastructure).

Conformance to Community Strategic Plan

The proposal is consistent with the Linking the Hawkesbury Directions statement;

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- Be linked by accessible, viable public transport, cycleways and pathways to the major growth and commercial centres within and beyond the Hawkesbury.

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

- Implement bike and pedestrian mobility plan.

The proposed implementation timeframe for this matter, as specified in the CSP Milestones is 2009-2012.

Financial Implications

As outlined in the report, the Implementation of the Hawkesbury Mobility Plan will require significant capital and recurrent investment. The report proposes the establishment of an implementation process to co-ordinate the planning and allocation of existing resources in Council's forward budget estimates to deliver on the elements in the Draft Plan. The report also identifies a range of other internal (Sec 94A) and external (grants) funding sources to be investigated in conjunction with the implementation of the Draft Hawkesbury Mobility Plan.

RECOMMENDATION:

That:

1. Council adopt the Draft Hawkesbury Mobility Plan.
2. Council endorse the works schedules and priorities within the Plan on the basis that their implementation will take into account Council's financial capacity having particular regard to the life-cycle costs of any new capital projects and noting that any proposed future works on the City's bicycle and pedestrian networks will be reported to Council in conjunction with the adoption of Council's annual financial estimates.
3. Council write to those persons and agencies who have lodged submissions during the public exhibition of the Draft Mobility Plan to thank them for their comments and to advise them of the actions taken in response to these comments.
4. Council request that the Hawkesbury Bicycle and Access Mobility Committee review its objectives and membership having regard to the matters raised in this report and that a further report be provided for Council's consideration in relation to the revised objectives and membership of the proposed Hawkesbury Mobility Plan Implementation Committee.
5. Council write to the RTA to request that the RTA nominate a representative to sit on the Hawkesbury Mobility Plan Implementation Committee.
6. Council forward copies of the Hawkesbury Mobility Plan to the RTA and local state and federal members of parliament seeking their assistance in its implementation and noting the joint-responsibility of all levels of government in working together for the safety and health of residents, pedestrians and cyclists who use the NSW roads network.

ATTACHMENTS:

- AT - 1 Summary of Proposed Bicycle Network - Hawkesbury Mobility Plan
- AT - 2 Summary of Proposed Pedestrian Network - Hawkesbury Mobility Plan
- AT - 3 Draft Hawkesbury Mobility Plan 2010 (*distributed under separate cover*)

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AT - 1 Summary of Proposed Bicycle Network - Hawkesbury Mobility Plan

ATTACHMENT 1 - Summary of Proposed Bicycle Network - Hawkesbury Mobility Plan.

Bicycle Strategy	Predominant Treatment and Route Description	Route	Works	Location	construct path length (m)	width path length (m)	road shoulder widening	kerb ramps	crossings + (signalised + refuge)	line marking (signage)	logos + signs	bicycle lanterns	Priority			Total
													1	2	3	
RR001	Parramatta to Windsor Off-Road (Backdown LGA) - satisfactory signage + definition	Windsor Rd	Install Bicycle Lanterns to signalised crossings	Groves Ave (west leg)	0	0	0	0	0	0	0	1	0	2,250	0	2,250
RR002	Parramatta to Windsor Off-Road (Mulgrave to McGraths) satisfactory signage + definition	Windsor Rd	Install Bicycle Lanterns to signalised crossings	Pitt Town Rd (south leg)	0	0	0	0	0	0	0	1	0	2,250	0	2,250
RR003	Parramatta to Windsor Off-Road (McGraths Hill to) satisfactory signage + definition	Windsor Rd	Improve definition of existing shared path	opposite Court Street (Hotel Entrance)	0	0	0	0	0	0	0	0	1,410	0	1,410	
RR004	Windsor to Macquarie St signane and definition, provision for bicycles at signalised crossings to link into Windsor Town Centre	Macquarie St	Improve definition of existing shared path	Windsor Rd to Hawkesbury Valley Way	0	0	0	0	0	0	0	1,000	0	15,250	0	15,250
RR005	Windsor to Mulgrave via Hawkesbury Valley Way	Hawkesbury Valley Way to Groves Ave	Shared path construction	25m west of Windsor Rd	150	0	0	0	0	0	0	3,265	0	50,070	0	50,070
RR006	Windsor CBD - Hawkesbury Valley Way	Hawkesbury Valley Way to McQuade Park to Hawkesbury valley Way	Install Bicycle Lanterns	Macquarie St to H/W 1.8, George St to H/W 1.8, Macquarie St to George St	150	0	0	0	0	0	0	3,265	0	91,520	0	91,520
RR007	Windsor - Richmond	Hawkesbury Valley Way (through) Ham Common to Bourke St, then Windsor Street, on road link into Richmond Town Centre	Improve + shared definition for new/missing paths	Windsor St to Bourke St	940	0	0	0	0	0	0	0	0	96,670	0	96,670
RR008	Richmond to North Richmond	Richmond to North Richmond	Improve + shared definition for new/missing paths	Richmond to North Richmond	240	0	0	0	0	0	0	0	0	14,320	0	14,320
RR009	North Richmond to Kummed	North Richmond to Kummed	Improve definition of existing shared path	North Richmond to Kummed	280	0	0	0	0	0	0	0	0	17,520	0	17,520
RR010	Kummed to Kurnjaling	Kummed to Kurnjaling	Construct off-road shared path	Kummed to Kurnjaling	3,150	0	0	0	0	0	0	0	0	21,870	0	21,870
RR011	Windsor to South Windsor Bligh Park and Penrith (via the Northern Road)	Windsor to South Windsor Bligh Park and Penrith (via the Northern Road)	Improve definition - off road paths + on road shoulder lanes, intersection improvements required and some shoulder widening	Windsor to South Windsor Bligh Park and Penrith (via the Northern Road)	740	0	0	0	0	0	0	0	0	850,880	0	850,880
RR011a	Windsor Mall to South Windsor via Windsor Station	Windsor Mall to South Windsor via Windsor Station	Construct off-road shared path	Windsor Mall to South Windsor via Windsor Station	30	0	0	0	0	0	0	0	0	20,390	0	20,390
RR012	Richmond to Bligh Park	Richmond to Bligh Park	Improve definition - on road shoulders	Richmond to Bligh Park	0	0	0	0	0	0	0	0	0	13,380	0	13,380
RR013	Bligh Park to Windsor Downs and Backdown LGA	Bligh Park to Windsor Downs and Backdown LGA	Delimitation of bicycle lanes through intersections	Bligh Park to Windsor Downs and Backdown LGA	0	0	0	0	0	0	0	0	0	24,440	0	24,440
Total Scope of Works for all Regional Routes RRI to RRI3					6,321	1,915	2,890	35	8	18	27,619	16	1,423,120	471,070	1,044,000	2,938,590
Cost by Category of Proposed Works					1,700,740	268,160	257,740	28,186	262,400	6,800	318,550	35,000				

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AT - 2 Summary of Proposed Pedestrian Network - Hawkesbury Mobility Plan

ATTACHMENT 2 - Summary of Proposed Pedestrian Network - Hawkesbury Mobility Plan.

town	street	footpath length (m)	kerb ramp no	other no	Priority			Total
					1	2	3	
Windsor	Moses St	250	0	0	0	48,000	0	48,000
	Macquarie St	510	9	0	77,890	46,080	0	123,960
	Day St	120	0	0	23,040	0	0	23,040
	The Terrace	0	3	0	2,280	0	0	2,280
	Milham St	1,060	2	0	151,280	0	0	151,280
	Suffolk St	25	0	0	4,800	0	0	4,800
	George St	0	2	1	29,250	0	0	29,250
	Windsor Mall	0	0	2	5,120	0	0	5,120
	Brabyn St.	200	3	0	40,680	0	0	40,680
	Cox St.	400	7	0	46,440	34,920	0	81,360
	Fairfield Ave	135	0	0	0	0	26,920	26,920
	Cambridge St	235	0	0	0	0	43,200	43,200
	Total for Windsor	3,035	26	3	206,450	303,320	89,120	578,890
South Windsor	Brabyn St.	105	0	0	20,160	0	0	20,160
	George St	305	7	0	63,880	0	0	63,880
	Cox St	1,930	8	0	59,120	134,360	183,160	376,640
	Bell St	860	16	0	82,560	94,740	0	177,300
	Church St	1,455	0	0	48,000	231,360	0	279,360
	Macquarie St	1,710	8	0	313,300	334,420	21,120	668,840
	Milham St	2,100	4	0	0	199,580	205,560	405,140
	McCuarie Ave	610	0	0	96,350	1,520	117,120	315,000
	Argyle St.	500	6	0	57,600	19,200	0	76,800
	Campbell St	400	0	0	134,400	0	0	134,400
	James St	700	0	0	0	19,200	0	19,200
	Drummond St.	110	0	0	0	0	0	19,200
	Total for Sth Windsor	10,765	49	0	430,370	1,147,760	527,960	2,106,090
Richmond	Kurralong Rd	240	3	0	2,280	46,080	0	48,360
	March St	5	9	5	46,210	380	0	46,590
	Blacktown Rd	20	8	0	19,200	9,930	0	29,130
	Windsor St	0	0	1	19,200	0	0	19,200
	Chapel St	320	5	0	65,250	0	0	65,250
	Francis St	1,750	4	0	282,240	76,800	339,040	698,080
	Boosworth	160	0	0	30,720	0	0	30,720
	Lennox	260	0	1	27,730	49,920	0	77,650
	Paget	350	6	0	71,760	0	0	71,760
	Burgess	170	0	0	32,640	0	0	32,640
	Conrad	385	0	0	0	73,920	0	73,920
	Terriot	130	0	0	0	0	24,960	24,960
	Moray	445	5	0	55,480	33,780	0	89,260
Joseph St	130	0	0	0	24,960	0	24,960	
Bourke St	215	1	0	24,960	17,080	0	42,040	
Jersey St	170	2	0	34,180	0	0	34,180	
Strong Place	220	0	0	0	42,240	0	42,240	
Total for Richmond	4,970	43	7	206,500	752,470	111,680	1,070,650	
TOTALS		30,955	187	13	1,453,020	3,691,580	1,060,250	5,184,850

oooO END OF REPORT Oooo

Item: 89 CP - Waste Management Advisory Committee - 28 April 2010 - Draft Strategic Waste Action Plan - (95249, 95498)

REPORT:

Executive Summary

A meeting of the Waste Management Advisory Committee was held on 28 April 2010. The Committee has made recommendations in relation to a report which now require Council's consideration to enable action to be taken in relation to those specific matters.

Consultation

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

Background

At the Ordinary meeting of Council held on 13 April 2010, Council resolved the following:

"That the recommendations of the Waste Management Advisory Committee meeting of 31 March 2010 be adopted."

One of the recommendations from the Waste Management Advisory Committee included a list of actions and commitments that related to the acceptance of the Waste and Sustainability Improvement Payments to Council from the Department of Environment Climate Change and Water (DECCW). One of the matters involved in this program is that Council prepare a Strategic Waste Action Plan.

At the meeting of 28 April 2010, the Waste Management Advisory Committee considered a further report on the Draft Strategic Waste Action Plan that outlined in more detail what the Strategic Waste Action Plan involved. A copy of that report and the Committee's recommendation is attached.

The Committee has made recommendations in relation to the report which now require Council's consideration to enable action to be taken in relation to those specific matters. The minutes of the Waste Management Advisory Committee are included as a separate agenda item to this meeting.

The attached report outlines a proposal to employ a Waste Education Officer for a period of twelve months to ensure the implementation of selected actions and programs contained in the draft Strategic Waste Action Plan. Funding for that position would be obtained via the Waste and Sustainability Improvement Payment (WaSIP) Program from the Department of Environment Climate Change and Water.

These actions are to include but not limited to the following:

- Upgrade dry recyclables collection service.
- Increase rates of recycling to Multi-Unit Dwellings.
- Enhance communication and community outreach program.
- Improve construction and demolition diversion program.
- Education for Urban Single Unit Dwelling dry recycling.
- Public place recycling.
- Corporate Waste Recycling.

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These actions could be funded by an external source under 2010/2011 Department of Environment, Climate Change and Water (DECCW), Waste and Sustainability Improvement Payment Program. However, ongoing funding is not guaranteed.

Currently funded, by (DECCW) 2009/2010 Improvement Payment Program, is a feasibility study looking at different options available for the collection and treatment of municipal waste. The Committee also recommended including the feasibility of the kerbside collection of green waste/ organic material in the proposed study.

As part of Council's acceptance of the Waste and Sustainability Improvement Payments, the Draft Strategic Waste Action Plan, incorporating Council's commitment to increasing the diversion rate of waste from landfill, is to be received by the DECCW by 31 May 2010 for their approval.

Conformance to Community Strategic Plan

The proposal is consistent with the Caring for Our Environment Directions statement;

- Take active steps to encourage lifestyle choices that minimise our ecological footprint.

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

- Develop and implement waste and recycling strategies

The proposed implementation timeframe for this matter, as specified in the CSP Milestones is 2012.

Financial Implications

The actions contained in the Strategic Waste Action Plan (SWAP) will have ongoing funding implications. Some of the preliminary work for these actions is currently funded under the WaSIP program as mentioned above.

The employment of a Waste Education Officer for a period of twelve months to ensure the implementation of Selected Actions and Programs, could be funded by an external source under 2010/2011 Waste and Sustainability Improvement Payment (WaSIP) Program. However, ongoing funding is not guaranteed. Should the funding for this position not be successful alternate options would be reported back to Council.

RECOMMENDATION:

That Council:

1. Submit the Draft Strategic Waste Action Plan as identified in Appendix 2 - "Employ Waste Education Officer", (Item 2 in Waste Management Advisory Committee Agenda 28 April 2010) to the Department Environment Climate Change and Water by 31 May 2010 for their approval.
2. Apply for funding in the 2010/2011 Waste and Sustainability Improvement Payment Program to employ a Waste Education Officer for a minimum of twelve months as part of the program to implement the selected Actions and Programs. If this funding is not successful alternate funding options to be reported back to Council.
3. Commit to, in the already funded feasibility study, investigating both separated organic kerbside collection service and the different options available for the collection and treatment of municipal waste both supported by an appropriate business plan to achieve the State Governments target of 66% landfill diversion by 2014.

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Meeting Date: 11 May 2010

ATTACHMENTS:

- AT - 1** Report for Item 2 - Draft Strategic Waste Action Plan, and Appendix, from Waste Management Advisory Committee Agenda - 28 April 2010

AT - 1 Report for Item 2 - Draft Strategic Waste Action Plan, and Appendix, from Waste Management Advisory Committee Agenda - 28 April 2010

REPORT:

Executive Summary

Hawkesbury City Council currently diverts 20% (5,428 tonnes/year) of waste from landfill. In an attempt to reach the State Governments target of 66% diversion of waste from landfill by 2014, analysis of various options have been developed using the Strategic Waste Action Plan tool provided by the Department of Environment, Climate Change and Water (DECCW).

This report outlines various potential and selected Actions and Programs that may be implemented to achieve this target and extend the life of the Hawkesbury City Waste Management Facility.

These options include the potential addition of a Waste Education Officer to educate and enhance community participation rates for recycling and to investigate the feasibility of implementing a green waste and organic collection service that has the potential to divert 57% (11,760 tonnes/year) of waste from the landfill. Further investigation is also required on the feasibility for collection and treatment of municipal waste utilising an alternate waste treatment system other than landfill for a potential additional diversion of 62% (16,491 tonnes/year).

As part of Council's acceptance of the Waste and Sustainability Improvement Payments, the Draft Strategic Waste Action Plan, incorporating Council's commitment to increasing the diversion rate of waste from landfill, is to be received by the DECCW by 31 May 2010 for their approval.

Consultation

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

Consultation has been undertaken internally at meetings with the Waste Management Officer, Director of Infrastructure Services and Director of City Planning. Information was provided to the Waste Advisory Committee in General Business at their meeting on 31 March 2010, with this report provided to the special meeting held on 28 April 2010. This report will also be sent to a full Council meeting prior to forwarding to DECCW by 31 May 2010.

Background

In August 2009 Council received the Waste and Sustainability Improvement Payments Program and Standards from the DECCW. The Delivery of an adopted Strategic Waste Action Plan (SWAP) was one of the requirements for accepting the payments. The SWAP must contain performance milestones that will contribute to Council reaching the 2014 waste target of reducing waste to landfill by 66%.

In addition the DECCW provided Council with a "Local Government Strategic Waste Action Plan Tool" (the Tool). This Tool is MS Excel based and has been developed to assist in evaluating current waste diversion performance and to investigate the impacts on future waste diversion rates. The Tool allows councils to create a strategic list of system changes, activities and programs tailored to the local waste stream that will achieve a kerbside diversion of 66% by 2014. Alternatively those councils with existing Waste Action Plans can use the Tool to quickly and easily check waste diversion assumptions against published regional and state averages.

It is important to note that the 66% waste diversion target for 2014 is not mandatory and only a guide for Local Government to achieve. However, in order to receive a Waste and Sustainability Improvement Payment (WASIP) councils need to demonstrate that they are meeting all of the Standards applicable in their area and to provide the DECCW with a certificate, signed by the General Manager. This certificate

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has been provided to DECCW based on the existing works that Council is undertaking and the ability to fully fund, via the WASIP, the additional actions proposed. These certificates will also commit council to the actions required by the Guidelines including the allocation of payments to waste and sustainability outcomes for their community. Staff will attend the Waste and Sustainability Improvement Payment Information Session, held on the 27 April 2010, to obtain an explanation of the future waste standards for the 2010-2011 WASIP program.

Council is required to submit their completed SWAP to the DECCW by 30 April 2010 along with relevant council meeting minutes which adopted the waste actions to be implemented. An extension of time was granted until the 31 May 2010.

Potential Landfill Diversion Options

The Local Government Waste and Resource Recovery Data Return for 2007-2008 data were entered into the Tool.

The results identified that council currently diverts 20% (5,428 tonnes) of waste from landfill and the Tool indicates that a further potential for the diversion of 57% (11,760 tonnes/year) waste from landfill could be obtained by the implementation of a garden and food organics recycling. Refer to Appendix 1.

Secondly the selected Actions and Programs were entered into the Tool, with the aim of simulating the employment of a Waste Education Officer and the completion of programs listed in Appendix 2. This position could be funded as part of the 2010-2011 Waste and Sustainability Improvement Payment Program. This action alone has the potential to lift the current landfill diversion rate from 20% to 44%.

Thirdly, actions and programs were entered into the Tool, which simulated both the employment of a Waste Education Officer and kerbside collection of food waste and garden waste. Material would then be processed by an alternative waste treatment organic system. This alternative could be implemented by the end of 2011 and achieve a 73% (19,415 tonnes/year) diversion rate. Refer to Appendix 3.

Finally, Appendix 4 shows the results of the data simulating both the employment of a Waste Education Officer and the processing of residual municipal waste by an alternative waste treatment system. This data is calculated on being able to process 70% of the municipal waste, thus achieving 83% (21,919 tonnes/year) total diversion of waste from landfill.

In addition a feasibility study will soon be commissioned, as resolved by Council on 13 April 2010, to look at different options available for the collection and treatment of municipal waste supported by an appropriate business plan. This recommendation was supported by the DECCW on 4 March 2010 and is being funded by the 2009-2010 Waste and Sustainability Improvement Payment Program at a cost of \$65,000.00. This study could include the option of a separate organics collection and processing by an alternative waste treatment system. The business plan would identify real time frames and economic solutions for both municipal waste and the organic separation options.

Conformance to Community Strategic Plan

The proposal is consistent with the Caring for Our Environment Directions statement;

- Take active steps to encourage lifestyle choices that minimise our ecological footprint.

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

- Develop and implement waste and recycling strategies.

The proposed actions that are nominated in this report are directly applicable to the Directions, Strategies, Goals and Measures contained in the Community Strategic Plan as adopted by Council in October 2009.

The proposed implementation timeframe for this matter, as specified in the CSP Milestones is 2010-2012.

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Financial Implications

Selected Actions and Programs "User defined Action 2-3", contained in Appendix 2, will be funded from Component 43 - Strategic Planning- Environment with the approved grant allocation from the 2009- 2010 Waste and Sustainability Improvement Payment Program from the Department of Environment, Climate Change and Water.

The actions contained in the Strategic Waste Action Plan (SWAP) have ongoing funding implications such as:

1. The employment of a Waste Education Officer for a period of twelve months to ensure the implementation of Selected Actions and Programs, " Action 4,8,11 and 12" (Appendix 2 & 3) contained in the SWAP, could be funded by an external source under 2010-2011 Waste and Sustainability Improvement Payment Program. However, ongoing funding is not guaranteed. One option for external funding could be sourced or allocated from Component 81 - Domestic Waste Management or Component 89- Waste Management Facility.
2. The Feasibility Study (previously mentioned in this report) should look at additional options namely organic kerbside collection service contained in Appendix 3 "Action 2, 3" as well as the identified collection and treatment of municipal waste referred to in Appendix 4 "Action 1" is to be funded by Component 43- Strategic Planning- Environment with approved grant allocation (\$65,000) from the 2009-2010 Waste and Sustainability Improvement Payment Program from the Department of Environment, Climate Change and Water. Ongoing funding and economic impacts on the community will be addressed by an appropriate business plan prepared for the feasible options recommended by the study.

RECOMMENDATION:

That Council:

1. Submit the Draft Strategic Waste Action Plan as identified in Appendix 2- "Employ Waste Education Officer" to the Department Environment Climate Change and Water by 31 May 2010 for their approval.
2. Apply for funding in the 2010-2011 Waste and Sustainability Improvement Payment Program to employ a Waste Education Officer for a minimum of twelve months to implement the selected Actions and Programs to achieve a waste diversion of 44% in accordance with the Plan. If this funding is not successful alternate funding options to be reported back to Council.
3. Commit to, in the already funded feasibility study, investigating both separated organic kerbside collection service and the different options available for the collection and treatment of municipal waste both supported by an appropriate business plan to achieve the State Governments target of 66% landfill diversion by 2014.

ATTACHMENTS:

- AT - 1 Appendix 1 - Current Waste Diversion - Performance Evaluation Hawkesbury City Council.
- AT - 2 Appendix 2 - Employ Waste Education Officer.
- AT - 3 Appendix 3 - Employ Waste Education Officer and source separate organic waste.
- AT - 4 Appendix 4 - Employ Waste Education Officer and Process residual waste with AWT.

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**AT - 1 Appendix 1 - Current Waste Diversion - Performance Evaluation
Hawkesbury City Council**

Current Waste Diversion Performance Evaluation

2007-08LGSWAP_Tool30032010

30/03/2010

*Appendix 1 - Current Waste Diversion
Performance Evaluation Hawkesbury City Council*

Local Government Strategic Waste Action Plan Tool
Current Waste Diversion - Performance Evaluation
Hawkesbury City Council

This Current Waste Diversion Performance Evaluation has been developed using the Strategic Waste Action Plan tool. This report identifies potential areas to increase diversion of waste from landfill.

Date: 29th March
By: D Tierney & M Collins
Position: Strategic Planning
Contact: 02 45604444

Report Details

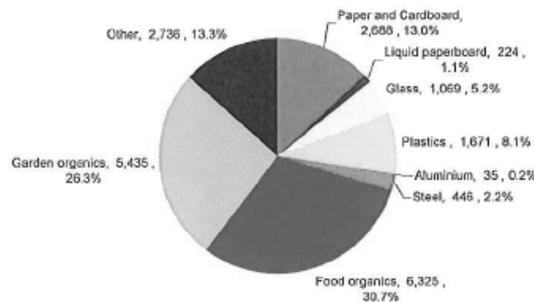
Summary of Data Sources Used		
Step 2	Kerbside recycling (quantity of materials collected and sold)	LG data only
Step 3	Kerbside recycling (MUD and SUD composition)	Default data only
Step 4	Kerbside residual waste (quantities)	LG data + default data
Step 4	Kerbside residual waste (composition)	LG data + default data
Step 5	Kerbside bulky waste	LG data only

Overview

Hawkesbury City Council currently generates 26,520 tonnes of domestic waste, of which 5,426 tonnes or 20% is diverted from landfill. To achieve a 66% diversion target, Council would need to increase overall diversion by 46%.

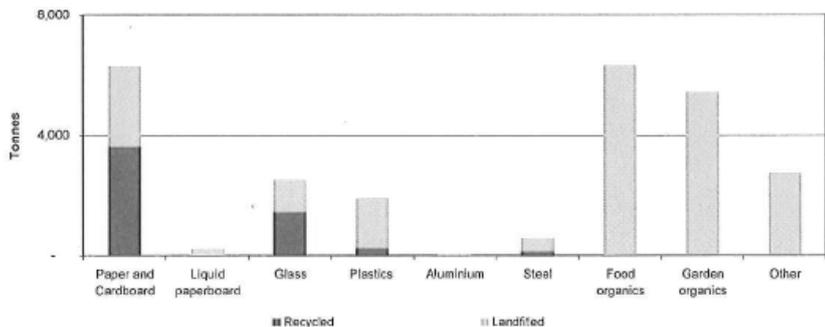
Waste Currently Landfilled

The domestic waste currently being sent to landfill comprises the following fraction of materials. For each material type the pie chart shows both the tonnages and percentage of the domestic kerbside waste stream.



General Waste - Landfilled vs. Recovered

The graph below shows the total domestic waste generation by material type. The green bars show the fraction currently being recovered by Council's recycling collection programmes. The grey bars show the fraction currently sent to landfill.



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AT - 2 Appendix 2 - Employ Waste Education Officer

Strategic Waste Action Plan

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Appendix 2 - Employ Waste Education Officer

Local Government Strategic Waste Action Plan Tool
Strategic Waste Action Plan
Hawkesbury City Council

This Strategic Waste Action Plan has been developed using the Local Government Strategic Waste Action Plan tool. The Current Waste Diversion - Performance Evaluation report identified areas for improvement whereas this Strategic Waste Action Plan report identifies the potential material recovery and environmental benefits of selected actions and programmes.

Data Sources

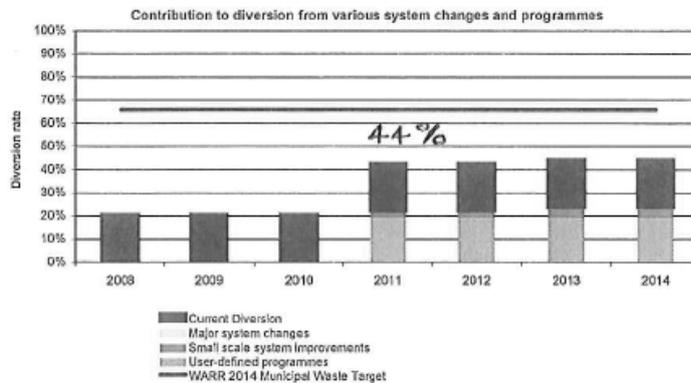
Summary of Data Sources Used		
Step 1	Kerbside recycling (quantity of materials collected and sold)	LG data only
Step 2	Kerbside recycling (MUD and SUD composition)	Default data only
Step 3	Kerbside residual waste (quantities)	LG data + default data
Step 4	Kerbside residual waste (composition)	LG data + default data
Step 5	Kerbside bulky waste	LG data only

Selected Actions and Programmes

Action	Programme	Potential additional material to recover		Operational in year:
		Percentage	Tonnes	
Action 4	Upgrade dry recyclables collection service	0.7%	182 tonnes	2011
Action 8	Increase rates of recycling in MUDs	1.7%	460 tonnes	2011
Action 11	Enhanced communication and community outreach program	0.1%	33 tonnes	2011
Action 12	Improved construction and demolition diversion program	2.0%	530 tonnes	2011

User defined action	Programme	Potential additional material to recover		Operational in year:
		Percentage	Tonnes	
User defined action 1	Urban SUD's Dry Recycling education	16.9%	4,495 tonnes	2011
User defined action 2	Public Place Recycling	0.8%	208 tonnes	2011
User defined action 3	Corporate Waste Recycling	0.8%	208 tonnes	2011
User defined action 4	0	0.0%	0 tonnes	2011

Potential Landfill Diversion



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Meeting Date: 11 May 2010

AT - 3 Appendix 3 - Employ Waste Education Officer and source separate organic waste

Strategic Waste Action Plan

2007-08LGSWAP_Tool30032010

30/03

Appendix 3 - Employ Waste Education Officer and Source Separate Organic Waste

Local Government Strategic Waste Action Plan Tool
Strategic Waste Action Plan
 Hawkesbury City Council

This Strategic Waste Action Plan has been developed using the Local Government Strategic Waste Action Plan tool. The Current Waste Diversion - Performance Evaluation report identified areas for improvement whereas this Strategic Waste Action Plan report identifies the potential material recovery and environmental benefits of selected actions and programmes.

Data Sources

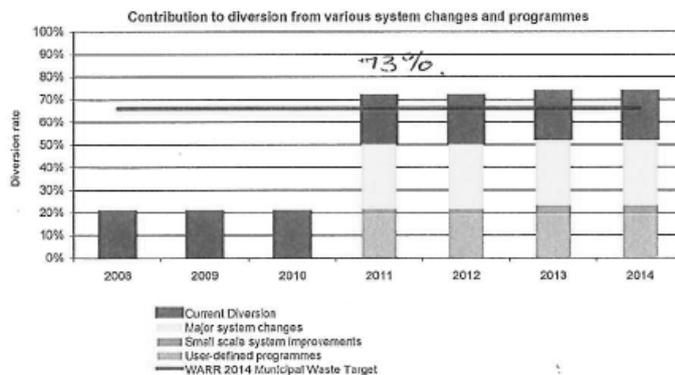
Summary of Data Sources Used		
Step 1	Kerbside recycling (quantity of materials collected and sold)	LG data only
Step 2	Kerbside recycling (MUD and SUD composition)	Default data only
Step 3	Kerbside residual waste (quantities)	LG data + default data
Step 4	Kerbside residual waste (composition)	LG data + default data
Step 5	Kerbside bulky waste	LG data only

Selected Actions and Programmes

Programme		Potential additional material to recover		Operational in year:
Action 2	Source separated food waste collection	15.2%	4,021 tonnes	2011
Action 3	Upgrade garden organics collection service	13.7%	3,641 tonnes	2011
Action 4	Upgrade dry recyclables collection service	0.7%	182 tonnes	2011
Action 8	Increase rates of recycling in MUDs	1.7%	460 tonnes	2011
Action 11	Enhanced communication and community outreach program	0.1%	33 tonnes	2011
Action 12	Improved construction and demolition diversion program	2.0%	530 tonnes	2011

Programme		Potential additional material to recover		Operational in year:
User defined action 1	Urban SUD's Dry Recycling education	16.9%	4,495 tonnes	2011
User defined action 2	Public Place Recycling	0.8%	208 tonnes	2011
User defined action 3	Corporate Waste Recycling	0.8%	208 tonnes	2011
User defined action 4	0	0.0%	0 tonnes	2011

Potential Landfill Diversion



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Meeting Date: 11 May 2010

AT - 4 Appendix 4 - Employ Waste Education Officer and Process Residual Waste with AWT

Strategic Waste Action Plan

2007-08LGSWAP_Tool30032010

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Appendix 4 - Employ waste Education Officer and Process residual waste with AWT

Local Government Strategic Waste Action Plan Tool
Strategic Waste Action Plan
 Hawkesbury City Council

This Strategic Waste Action Plan has been developed using the Local Government Strategic Waste Action Plan tool. The Current Waste Diversion - Performance Evaluation report identified areas for improvement whereas this Strategic Waste Action Plan report identifies the potential material recovery and environmental benefits of selected actions and programmes.

Data Sources

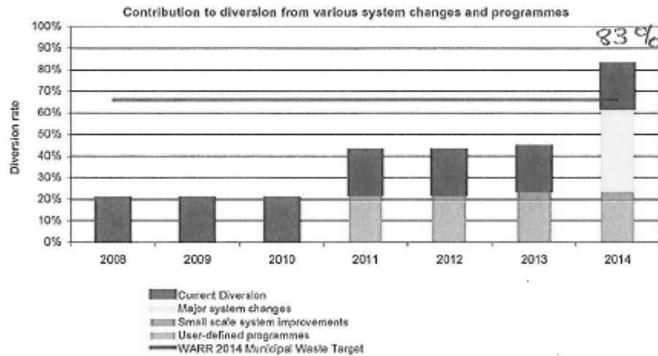
Summary of Data Sources Used		
Step 1	Kerbside recycling (quantity of materials collected and sorted)	LG data only
Step 2	Kerbside recycling (MUD and SUD composition)	Default data only
Step 3	Kerbside residual waste (quantities)	LG data + default data
Step 4	Kerbside residual waste (composition)	LG data + default data
Step 5	Kerbside bulky waste	LG data only

Selected Actions and Programmes

Programme		Potential additional material to recover		Operational in year:
Action 1	Processing of residual waste with AWT	38.3%	10,166 tonnes	2014
Action 4	Upgrade dry recyclables collection service	0.7%	182 tonnes	2011
Action 8	Increase rates of recycling in MUDs	1.7%	460 tonnes	2011
Action 11	Enhanced communication and community outreach program	0.1%	33 tonnes	2011
Action 12	Improved construction and demolition diversion program	2.0%	530 tonnes	2011

Programme		Potential additional material to recover		Operational in year:
User defined action 1	Urban SUD's Dry Recycling education	16.9%	4,495 tonnes	2011
User defined action 2	Public Place Recycling	0.8%	208 tonnes	2011
User defined action 3	Corporate Waste Recycling	0.8%	208 tonnes	2011
User defined action 4	0	0.0%	0 tonnes	2011

Potential Landfill Diversion



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Meeting Date: 11 May 2010

INFRASTRUCTURE SERVICES

Item: 91 **IS - Naming of a un-named Road at Pitt Town within proposed subdivision of Lot 4 DP 711815, No.10 Eldon Street, Pitt Town - (95495)**

Previous Item: 7, Ordinary (2 February 2010)

REPORT:

Executive Summary

This report has been prepared following Council's Resolution on the 2 February 2010 to seek public comment under the New South Wales Roads Act 1993 on the naming of a existing un-named road in Pitt Town as Iris Street.

Public comment has now been sought with three submissions being received in relation to the proposed name.

The report recommends that public consultation be sought on the use of a new name being "Sarah Street".

Consultation

Public consultation was sought by way of advertisement in the local press, Council's web page under Consulting the Community, correspondence addressed to adjoining and surrounding owners of the un-named road and various organisations. The public comment period expired on 31 March 2010. No further public consultation is required for the name 'Iris'.

The recommendation outlined in this report triggers a requirement for Community Engagement under Council's Community Engagement Policy. It is proposed that Council undertake the following community engagement process in compliance with Council's Policy and the New South Wales Roads Act 1993. The consultation required is for a period of 30 days and involves the following:

- Advertisement in Local Press
- Advertisement on Council's web page under Consulting the Community
- Correspondence addressed to adjoining and surrounding owners
- Correspondence addressed to various service organisations.

Background

At Council's meeting held on the 2 February 2010, it was resolved:

"That public comment be sought under the New South Wales Roads Act, 1993 for the naming of the existing un-named road in connection within a proposed subdivision of Lot 4 DP 711815, No. 10 Eldon Street Pitt Town as Iris Street."

The application for the road name was received from McKinlay Morgan & Associates Pty Ltd of behalf of their client Mrs D Miller. The new lots generated from the subdivision will be gaining access from this un-named road.

The name Iris was originally suggested as Iris Miller owned the land being subdivided before passing away and also for the following reason:

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Meeting Date: 11 May 2010

"After Iris Miller, nee Curl. Iris has had a long association with Pitt Town and has family links back to the early settlers of the Pitt Town area. Iris was a well respected resident. She was a patron and foundation member of Pitt Town Bowling Club and a life member of Pitt Town District Sports Club."

At the end of the public comment period, three submissions were received as follows:

- No objection to the use of Iris, from the Geographical Names Board of New South Wales providing it does not refer specifically to any living person.
- Objection from an adjoining property owner to the un-named road with a suggestion that the road be named "Margaret Street".
- Objection from a Windsor resident suggesting the road be named "Smallwood Street"

Details on the two newly suggested names are listed:

- **Margaret Street**
Margaret is the mother of the adjoining property owner (land opposite the subdivision lot) who has objected to the use of the name Iris. Margaret is a breast cancer survivor and her family is extremely proud of her and the time she has put into raising her family single-handedly. Margaret currently takes care of her best friend of 45 years who has chronic dementia and has done so for the past 10 years.

The objector acknowledges that she and her family have known Iris for almost two decades as a neighbour and helped Iris in her times of need. The objector's family requests respectfully that since putting this time in and that Margaret still puts in her time, money and effort caring for others that the street be named as a tribute to Margaret.

- **Smallwood Street**
Smallwood has been suggested in honour of Daniel Smallwood a well known Hawkesbury Pioneer and the first licensee of the Bird in Hand Inn at Pitt Town.

Under the guidelines listed for naming roads issued under the Geographical Names Board of New South Wales the two suggested names should not be further considered for the reasons as follows:

- Propriety 3.1 - States that the names of living persons should not be used.
- Uniqueness 1.1 - States that name duplication within a local government area should be avoided. A street located in the adjoining suburb of McGraths Hill is named Smallwood Road.

The use of these names may receive an objection from some of the organisations required to be notified under the New South Wales Roads Act 1993 and the Roads (General) Regulation 2008 under the guidelines for naming roads. If this should happen the use of the above names cannot proceed without the approval of the Minister of Roads.

In view of the two submissions objecting to the use of the name of Iris it is felt that a new name should be considered.

Council's Local Studies and Outreach Librarian has been consulted for an appropriate name. After cross referencing the suggested names against existing streets and the list of names for the Pitt Town Subdivision area, the name of "Sarah Street" has been suggested, with details as listed below:

- **Sarah Street**
Infant Sarah Bootle was baptised on 7 February 1826, the daughter of John and Catherine Bootle. She is the first child baptised and registered in St. James Church of England baptism registers from Pitt Town. The Bootles lived in Pitt Town and John was recorded as a farmer. The service was taken by Rev Matthew Devenish Meares.

Based on the information outlined above, it is proposed that the un-named public road in connection with the proposed subdivision of Lot 4 DP 711815, No.10 Eldon Street Pitt Town be named Sarah Street.

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Conformance to Community Strategic Plan

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

- Be a place where we value, protect and enhance the historical, social, cultural and environmental character of Hawkesbury's towns, villages and rural landscapes.

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

- Work with the community to define the Hawkesbury character to identify what is important to preserve and promote.

The proposed implementation timeframe for this matter, as specified in the CSP Milestones is 2012.

Financial Implications

The advertising expenses associated with this matter have been provided for in Component 22 from the 2009/2010 Adopted budget.

RECOMMENDATION:

That public comment be sought under the New South Wales Roads Act, 1993 for the naming of the existing un-named road in connection with the proposed subdivision of Lot 4 DP 711815, No. 10 Eldon Street Pitt Town as Sarah Street, replacing the previous proposal of Iris Street.

ATTACHMENTS:

AT - 1 Locality Plan - Proposed Sarah Street, Pitt Town

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ordinary

section 5

reports
of committees

ORDINARY MEETING
Reports of Committees

SECTION 5 - Reports of Committees

ROC - Local Traffic Committee - 21 April 2010 - (80245, 95495)

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

ATTENDANCE

- Present:** Councillor B Bassett (Chairman)
Mr J Suprain, Roads and Traffic Authority
Mr J Christie, Officers of Messrs A Shearan, MP, (Londonderry) and
J Aquilina, MP, (Riverstone)
- Apologies:** Mr R Williams, MP, (Hawkesbury)
Snr Constable B Phillips, NSW Police Service
- In Attendance:** Mr C Amit, Manager, Design & Mapping Services
Denise Oakes, Community Safety Co-ordinator
Kathy Baillie, Administrative Officer, Infrastructure Services
-

The Chairman tendered an apology on behalf of Mr R Williams MP and Snr Constable B Phillips, advising that Mr Williams and Snr Constable Phillips concurred with the recommendations as contained in the formal agenda and had granted proxy to himself to cast vote(s) on his behalf.

SECTION 1 - Minutes

Item 1.1 Minutes of Previous Meeting

Resolved on the motion of Mr J Suprain and seconded by Mr J Christie that the Minutes of the meeting of the Local Traffic Committee held on 17 March 2010 at 3.00pm be confirmed, with the following amendments.

Attendance

"The Chairman tendered an apology on behalf of Mr R Williams MP, advising that Mr Williams concurred with the recommendations as contained in the formal agenda and had granted proxy to himself to cast vote(s) on his behalf."

Item 1.1 - Minutes of Previous Meeting

Resolved on the motion of Mr J Christie and seconded by Mr B Bassett, that the Minutes of the meeting of the Local Traffic Committee held on 10 February at 3.00pm be confirmed."

Item 1.2 Business Arising

Nil Business Arising.

SECTION 2 - Reports for Determination

**Item 2.1 LTC - 21 April 2010 - Item 2.1 - All Holden Day - Holden Display Day 2010 -
Hawkesbury Showground, Clarendon - (Londonderry) - (80245, 114515)**

REPORT:

Introduction

An application has been received from All Holden Day Inc. seeking approval to conduct the All Holden Day – Holden Display Day 2010 within the Hawkesbury Showground, Clarendon, on Sunday, 1 August 2010, which includes a 2 day Swap Meet to be held on Saturday, 31 July 2010 and Sunday, 1 August 2010. The times for operation are proposed from 6.00am to 5.00pm for both days. The showground is located on Racecourse Road, with the Hawkesbury Racecourse and the Clarendon Railway Station located opposite.

The event organiser has advised the following:

- The event is a display day for all original and modified Holden vehicles.
- The event is expected to attract approximately 700-800 entrants and 12,000 visitors.
- It is anticipated that most visitors will travel by car. They will park within the Hawkesbury Showground car parking area, and will be directed into the site via Gate 4, by accredited traffic controllers.
- Parking is available within the Showground site.
- Exit from the showground will be via Gate 1.

Discussion

Racecourse Road intersects with Hawkesbury Valley Way near the northern boundary of the showground site, and intersects with Blacktown Road approximately 3.5 kilometres to the south. Racecourse Road is a minor rural road of approximately 3.5 kilometres in length with the full length being sealed. The event organiser is anticipating that a high proportion of traffic is expected from the Hawkesbury Valley Way intersection. Both Hawkesbury Valley Way and Blacktown Road are main arterial roads.

Traffic congestion is likely to be concentrated in Hawkesbury Valley Way, from where the majority of vehicles will queue to enter Racecourse Road, and in Racecourse Road, as vehicles queue to enter parking areas. It is likely that some vehicles, to avoid the congestion at Hawkesbury Valley Way, will travel towards the intersection of Blacktown Road.

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 RTA as the event may impact on major traffic and transport systems and there may be low scale disruption to the non-event community.

The event organiser has provided the following information in relation to the event: Appendix 1 (Dataworks Document No. 3327112);

1. Special Event – Traffic – Initial Approval Application Form - HCC; Details of Special Event – Traffic;
2. Special Event Transport Management Plan Template – RTA;
3. Traffic Control Plan (TCP);
4. Application to the NSW Police Service;

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5. The Public Liability Insurance to the value of \$20,000,000 which is valid to 31 October 2010 – however the interests of Council and RTA are not noted;
6. Parking layout for the showground;
7. Copy of the media advertisement for the 2009 event;
8. Copy of correspondence forwarded to the NSW Ambulance Service, SES, Richmond and Windsor Fire Brigade.

COMMITTEE RECOMMENDATION:

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

That:

1. The All Holden Day – Holden Display Day 2010 event within the Hawkesbury Showground, Clarendon, on Sunday, 1 August 2010, which includes a 2 day Swap Meet to be held on Saturday, 31 July 2010 and Sunday, 1 August 2010, 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 the event, from the NSW Police Service; **a copy of the Police Service approval to be submitted to Council;**
- 4b. the event organiser **is to submit a Transport Management Plan (TMP) for the entire event incorporating the submitted Traffic Control Plan (TCP) to Council and the RTA** for acknowledgement;
- 4c. the event organiser is to **submit to Council a copy of its Public Liability Policy** in an amount not less than \$10,000,000 **noting Council and the Roads and Traffic Authority as interested parties on the Policy** and that Policy is to cover **both on-road and off-road activities;**
- 4d. the event organiser is to advertise the event in the local press stating the entire extent of the event and the traffic impact/delays expected due to the event, two weeks prior to the event; **a copy of the proposed advertisement to be submitted to Council** (indicating the advertising medium);
- 4e. the event organiser is to notify the details of the event to the NSW Rural Fire Service at least two weeks prior to the event; **a copy of the correspondence to be submitted to Council;**
- 4f. the event organiser is to directly notify relevant bus companies, tourist bus operators and taxi companies operating in the area 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;**

ORDINARY MEETING
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- 4g. 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>);
- 4h. the event organiser is to submit the completed "Special Event - Traffic - Final Approval Application Form" to Council;

During the event:

- 4i. access is to be maintained for businesses, residents and their visitors;
- 4j. a clear passageway of at least 4 metres in width is to be maintained at all times for emergency vehicles;
- 4k. all traffic controllers / marshals operating within the public road network are to hold appropriate certification as required by the RTA;
- 4l. in accordance with the submitted TMP and associated TCP, appropriate advisory signs, and traffic control devices are to be placed for the event, during the event, under the direction of a traffic controller holding appropriate certification as required by the RTA;
- 4m. the participants are to be advised of the traffic control arrangements in place, prior to the commencement of the event; and,
- 4n. 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 Special Event Application - (Dataworks Document No. 3327112) - *see attached*.

Item 2.2 **LTC - 21 April 2010 - Item 2.2 - Kurrajong Classic Cycle Race Event for 2010 - Kurrajong and East Kurrajong (Hawkesbury) - (80245, 82935)**

REPORT:

Introduction:

An application has been received from the Parramatta Cycling Club seeking approval to conduct an Amateur Bicycle Racing Event in Kurrajong and East Kurrajong on Sunday 8 August 2010. The racing event will be conducted along the following route

Route – Kurrajong/East Kurrajong

Commencing at Stanley Park, East Kurrajong, and proceeding along East Kurrajong Road
Turning left into Putty Road (RTA),
Turning left into Blaxlands Ridge Road,
Turning left into Comleroy Road,
Turning left into East Kurrajong Road and finishing at Stanley Park.

ORDINARY MEETING

Reports of Committees

The route distance is approximately 32.5 kilometres
(Refer to Appendix 1: Plan TR002/10 – Kurrajong Classic Cycle Race Event, Route – Kurrajong/East Kurrajong).

The event organiser has advised the following:

- The event will be a One Day Event, conducted between 8.30am and 4.00pm.
- There will be approximately 250-300 competitors competing in graded events.
- There will be approximately 50-60 competitors competing in 5 separate groups.
- Approximately 150-200 spectators are expected.
- Traffic control arrangements will be in place with no road closures required.
- All turns at intersections will be left turns with cyclists not having to cross any intersections.
- An application has been made to the RTA for a reduction in speed zone from 80kph to 60kph, through the start/finish line area and at the corner of Putty Road and East Kurrajong Road. Accredited traffic marshals will be in control of these areas.
- Traffic control at the 2 affected intersections will stop traffic long enough to allow groups of cyclists to negotiate the corners safely (normally only for 30 seconds).

Discussion:

It would be appropriate to classify the event as a “**Class 1**” special event under the “Traffic and Transport Management for Special Events” guidelines issued by the RTA as the event may impact on major traffic and transport systems along the specified route. Traffic volume and road width details are as shown in the following table;

Route – Kurrajong/East Kurrajong		
Road Name	ADT (Year)	Sealed Carriageway Width (m)
East Kurrajong Road	906 (1995)	5.6 – 6.4
Putty Road (RTA)	RTA (Not Available)	RTA (Not Available)
Blaxlands Ridge Road	694 (1995)	6.0 – 7.5
Comleroy Road	2184 (1998)	6.0 – 6.8

The event organiser should assess the risk and address the suitability of the route as part of the risk assessment considering the road width, number of bicycles, traffic volume and bicycles travelling close to the edge of the sealed travelling lane.

The event organiser has provided the following information in relation to the event: Appendix 2 (Dataworks Document Nos 3333900 & 3378080);

1. Special Event – Traffic – Initial Approval Application Form - HCC; Details of Special Event – Traffic;
2. Special Event Transport Management Plan Template – RTA;
3. Transport Management Plan (TMP) - referred to in the application as Traffic Management Plan - and Traffic Control Plan (TCP);
4. The approval provided by the NSW Police Service dated 24 November 2009;
5. The Public Liability Insurance to the value of \$20,000,000 which is valid to 30 November 2010;
6. Event Route Plan;
7. Copy of the media advertisement for the event;
8. Copy of correspondence forwarded to NSW Ambulance Service, NSW Fire Brigade / Rural Fire Service, SES, NSW Taxi Council and NPWS.

COMMITTEE RECOMMENDATION:

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

That:

1. The Bicycle Racing Event planned for Sunday, 8 August 2010 by the Parramatta Cycling Club along the Kurrajong/East Kurrajong Route, 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 become 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 from the RTA as this is a **Class 1** event and the event will traverse along a classified; **a copy of the RTA approval to be submitted to Council;**
- 4b. 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);
- 4c. the event organiser is to directly notify relevant bus companies and tourist bus operators 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;**
- 4d. written approval is required from Councils' Parks and Recreation section for the use of Stanley Park, East Kurrajong;
- 4e. 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>);
- 4f. the event organiser is to submit the completed "Special Event - Traffic - Final Approval Application Form" to Council;

During the event:

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

ORDINARY MEETING
Reports of Committees

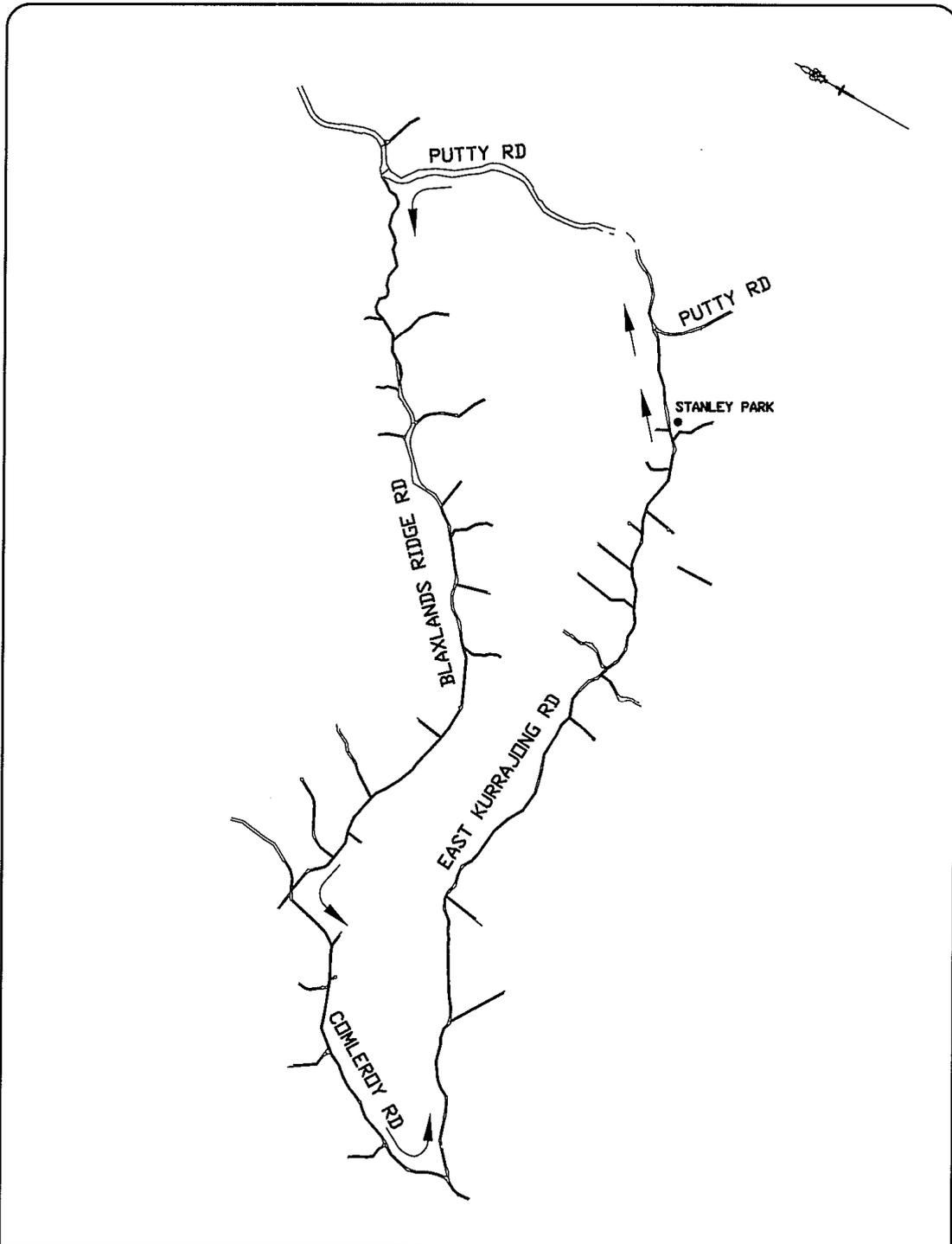
- 4i. all traffic controllers / marshals operating within the public road network are to hold appropriate certification as required by the RTA;
- 4j. the cyclist are to be made aware of and are to follow all the general road user rules whilst cycling on public roads;
- 4k. in accordance with the submitted 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;
- 4l. the competitors and participants are to be advised of the traffic control arrangements in place, prior to the commencement of the event; and,
- 4m. 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 Kurrajong Classic Cycle Race Event, Route – Kurrajong/East Kurrajong, Plan TR002/10

AT - 2 Special Event Application - (Dataworks Document Nos 3333900 & 3378080) - *see attached.*

AT - 1 Kurrajong Classic Cycle Race Event, Route – Kurrajong/East Kurrajong, Plan TR002/10



KURRAJONG CLASSIC CYCLE RACE EVENT			Hawkesbury City Council
ROUTE - KURRAJONG/EAST KURRAJONG			
APRIL 2010	PLAN NO: TR002/10	NOT TO SCALE	

**Item 2.3 LTC - 21 April 2010 - Item 2.3 - Bridge to Bridge Water Ski Classic, November 2010 -
(Hawkesbury, Londonderry & Riverstone) - (80245, 74204)**

REPORT:

Introduction

An application has been received from NSW Water Ski Federation Ltd, seeking approval to conduct the Bridge to Bridge Water Ski Classic on Saturday, 20 and Sunday, 21 November 2010.

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

Event Schedule:

Saturday, 20 November 2010: 7.00am – 5.00pm
Starting at Sackville Ski Gardens and finishing at Governor Phillip Reserve, Windsor

Sunday, 21 November 2010: 6.00am - 8.00pm
Starting at Danger Island Brooklyn and finishing at Governor Phillip Reserve, Windsor

The event organiser has advised the following:

- a) Affected streets are:
 - George Street, Windsor – between Bridge Street and Palmer Street from around 6.00am
 - Arndell Street – Full length from around 6.00am
 - Palmer Street – Full length from around 6.00am
 - North Street – Full length from around 6.00am
 - Court Street – Full length from around 6.00am
- b) The effect on traffic is not expected to be significant and road closures have not been requested, as they are not deemed necessary.
- c) It is expected that the event will impact only marginally on traffic using Windsor Road, Bridge Street, Macquarie Street and Wilberforce Road compared to the normal traffic during weekends.
- d) As no road closures will be in place, there will be little effect on traditional afternoon peak hour southeast bound traffic on Windsor Road.
- e) This annual event has been held for over forty years,
- f) Approximately 2000 spectators are expected for the event at the finish venue in Windsor
- g) Parking will be at Governor Phillip Reserve with additional parking at Tebbutts Observatory for any additional overflow.
- h) Parking is available for approximately 4000 vehicles.
- i) Emergency vehicles will be allowed access at all times.
- j) Approximately 800 participants are anticipated.

ORDINARY MEETING

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The event organiser is seeking Council / RTA approval for the suspension of the following Ferry Services on 21 November 2010:

Wisemans Ferry (RTA)	11.45am – 12.15pm
Webbs Creek Ferry (RTA)	11.45am – 12.15pm
Lower Portland Ferry (HCC)	8.30am – 1.30pm
Sackville Ferry (RTA)	8.30am – 1.30pm

Suspension of Wisemans Ferry and Webbs Creek Ferry is required only for the Super Class Series competitors. Reduced Operation of these two ferries will apply at all other times, whereby a full load of vehicles are to be aboard prior to the ferry undertaking a crossing. The suspension and reduced operation of these two ferries is required to cater for the respective type of competitors and will enable free flow of competitors across the ferry crossings.

Total suspension of Lower Portland Ferry and Sackville Ferry is required due to poor sight distance leading to these two ferries and the bends in the river. The total suspension of these two ferries will enable a free flow of competitors across the ferry crossings.

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

Ferry operations are not affected on 20 November 2010 as Wiseman Ferry, Webbs Creek Ferry, Sackville Ferry and Lower Portland Ferry are all located downstream of the Sackville Ski Gardens.

The event organiser has provided the following information in relation to the event: Appendix 1 (Dataworks Document Nos. 3341384 & 3378405);

1. Special Event – Traffic – Initial Approval Application Form - HCC; Details of Special Event – Traffic;
2. Special Event Transport Management Plan Template – RTA;
3. Transport Management Plan (TMP) and Traffic Control Plan (TCP);
4. Copy of intended advertisements of the event Ferry operating times.

Discussion

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

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

The event organiser has made application under separate cover to Councils' Parks and Recreation section for exclusive use of Governor Philip Reserve.

COMMITTEE RECOMMENDATION:

RESOLVED on the motion of Mr J Christie, seconded by Mr J Suprain.

That:

1. The Bridge to Bridge Water Ski Classic 2010 event planned for Saturday 20 and Sunday 21 November 2010, 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 the event, from the NSW Police Service; **a copy of the Police Service approval to be submitted to Council;**
- 4b. the event organiser is to obtain approval from the RTA as this is a "**Class 1**" event; **a copy of the RTA approval to be submitted to Council;**
- 4c. the event organiser is to **submit to Council a copy of its Public Liability Policy** in an amount not less than \$20,000,000 **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 to conduct the event from NSW Maritime; **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 - including the road/ferry closures- and the traffic impact/delays expected due to the event, two weeks prior to the event; **a copy of the proposed advertisement has been submitted to Council;**
- 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 - including the proposed road/ferry closures - for at least two weeks prior to the event; The event organiser is to undertake a letter drop to all affected residents and businesses in proximity of the event, with that letter advising full details of the event; **a copy of the correspondence to be submitted to Council;**
- 4h. the event organiser is to advise all adjoining Councils such as Gosford, The Hills and Hornsby of the event and in particular the reduced crossing/operation and closure of the ferries and obtain any necessary approvals from these Councils;

ORDINARY MEETING
Reports of Committees

- 4i. the event organiser is to submit the completed "Special Event - Traffic - Final Approval Application Form" to Council;

During the event:

- 4j. access is to be maintained for businesses, residents and their visitors;
- 4k. a clear passageway of at least 4 metres in width is to be maintained at all times for emergency vehicles;
- 4l. all traffic controllers / marshals operating within the public road network are to hold appropriate certification as required by the RTA;
- 4m. in accordance with the submitted TMP and associated TCP, appropriate advisory signs, and traffic control devices are to be placed along the route, during the event, under the direction of a traffic controller holding appropriate certification as required by the RTA;
- 4n. the competitors and participants are to be advised of the traffic control arrangements in place, prior to the commencement of the event;
- 4o. 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;

Ferry Services

5. The applicant is to seek RTA approval for the suspension/reduced operation of the Wisemans Ferry, Webbs Creek Ferry and Sackville Ferry Services. No objection is held to the suspension of the Lower Portland Ferry Service. Suspension/reduced operation of the ferry services is subject to the applicant complying with the following conditions, as well as any conditions imposed by the RTA:
- 5a) the applicant is to contact Hawkesbury City Council's Construction and Maintenance Section and the Ferry operator, three weeks prior to the event with regard to the suspension of the Lower Portland Ferry service maintained by Hawkesbury City Council
- 5b) Advertising of the proposed event is to be undertaken at the expense of the event organiser in both Sydney and Local newspapers, two weeks prior to the event, in relation to :
- traffic impact and delays,
 - exclusive use of Governor Phillip Reserve,
 - timings of suspension/ reduced operation of ferry services,
- such notice is to be incorporated in the news sections of those newspapers and to be approximately 1/8 (one-eighth) page size;
- 5c) signs are to be erected at the expense of the event organiser in locations indicated in the approved Transport Management Plan and Traffic Control Plan and at a size indicated in the same, on all roads leading to the ferries, as well as on each ferry, for at least two weeks prior to the event;
- 5d) safety precautions outlined in the TMP are to be in place at all ferry locations, such to include a boat and crew upstream and/or downstream from each ferry as applicable with suitable equipment to indicate to competitors that a ferry may be operating and with communication between that boat and the ferry vessel, such procedures are to be implemented to the satisfaction of NSW Maritime, RTA and Hawkesbury City Council; and,
- 5e) the Transport Management Centre, Roads & Traffic Authority and Council be authorised to alter ferry suspension/reduced operation times if necessary.

APPENDICES:

AT - 1 Special Event Application - (Dataworks Document Nos. 3341384 & 3378405) - *see attached.*

Item 2.4 LTC - 21 April 2010 - Item 2.4 - Mt Wilson to Bilpin Bush Run 2010 - Mt Irvine Rd & Bells Line of Rd, Bilpin (Hawkesbury) - (80245, 73582, 74282)

REPORT:

Introduction

An application has been received from Bilpin Rural Fire Brigade seeking approval to conduct the Mt Wilson to Bilpin Bush Run on Saturday, 21 August 2010. The route of the Bush Run involves roads in the Blue Mountains and Hawkesbury Local Government areas. The event is an annual 37 kilometre Bush Run which starts in Mt Wilson (Blue Mountains Council) and proceeds mainly via fire trails and private property to a 1.0 kilometre long section of Mt Irvine Road, 2.0 kilometre long section of Bells Line of Road and terminates at Bilpin Community Hall. Mt Irvine Road is a very low traffic (ADT < 100) gravel road.

Refer to the attached Plan No: TR003/10 - Appendix 1.

The event organiser has advised the following:

- a) The last section of the run is along the northern verge of Bells Line of Road, which is a State Road. Vehicular traffic and participants are separated by a verge of approximately 10 metres wide along this section of Bells Line of Road at all points,
- b) The shoulder of Bells Line of Road (on the section between Mt Irvine Road and Bilpin Community Hall) will not be used at all and any runners found running on the shoulder of Bells Line of Road or outside the designated course will be disqualified,
- c) There will be approximately 275 runners participating in the run, which will be held between 10.00am and 2.30pm,
- d) Approximately 50 spectators are expected to attend,
- e) Off street parking will be provided at Bilpin community Hall for approximately 500 cars.

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 the event may impact on minor traffic and transport systems and there may be low scale disruption to the non-event community.

The event organiser has provided the following information in relation to the event: Appendix 2 (Dataworks Document No. 3348873);

1. Special Event – Traffic – Initial Approval Application Form - HCC; Details of Special Event – Traffic;
2. Special Event Transport Management Plan Template – RTA;
3. Transport Management Plan (TMP) - referred to in the application as Traffic Management Plan - without the associated Traffic Control Plan (TCP);
4. Copy of the Application to the NSW Police Service.

COMMITTEE RECOMMENDATION:

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

That:

1. The Mt Wilson to Bilpin Bush Run event planned for Saturday 21 August 2010 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 the event, from the NSW Police Service; **a copy of the Police Service approval to be submitted to Council;**
- 4b. the event organiser **is to submit 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 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);
- 4e. the event organiser is to notify the details of the event to the NSW Ambulance Service, NSW Fire Brigade / Rural Fire Service and SES at least two weeks prior to the event; **a copy of the correspondence to be submitted to Council;**
- 4f. the event organiser is to directly notify relevant bus companies, tourist bus operators and taxi companies operating in the area 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;**
- 4g. the event organiser is to obtain approval from the National Parks and Wildlife Service (Department of Environment, Climate Change and Water) for the use of Wollemi National Park and The Blue Mountains National Park;
- 4h. 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;

ORDINARY MEETING
Reports of Committees

- 4i. the event organiser is to obtain approval from Blue Mountains Council for the use of their roads;
- 4j. the event organiser is to submit the completed "Special Event - Traffic - Final Approval Application Form" to Council;

During the event:

- 4k. access is to be maintained for businesses, residents and their visitors;
- 4l. a clear passageway of at least 4 metres in width is to be maintained at all times for emergency vehicles;
- 4m. all traffic controllers / marshals operating within the public road network are to hold appropriate certification as required by the RTA;
- 4n. the runners are to be made aware of and are to follow all the general road user rules whilst running on public roads;
- 4o. 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;
- 4p. the competitors and participants are to be advised of the traffic control arrangements in place, prior to the commencement of the event; and,
- 4q. 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:

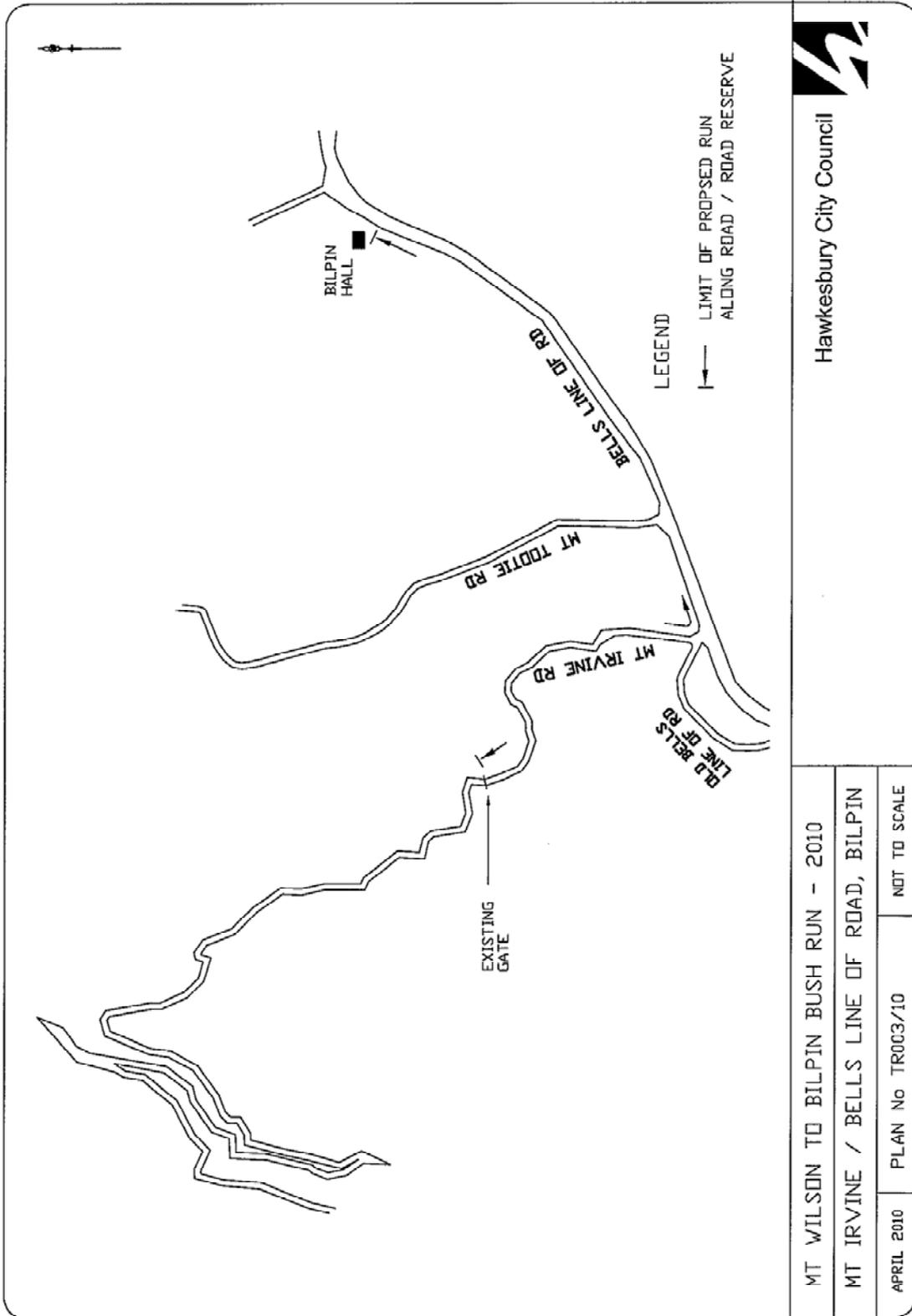
AT - 1 Mt Wilson to Bilpin Bush Run - 2010: Plan No. TR003/10

AT - 2 Special Event Application - Mt Wilson to Bilpin Bush Run (Dataworks Document No. 3348873) - *see attached*

ORDINARY MEETING

Reports of Committees

AT - 1 Mt Wilson to Bilpin Bush Run 2010 - Plan No.TR003/10



Hawkesbury City Council

MT WILSON TO BILPIN BUSH RUN - 2010

MT IRVINE / BELLS LINE OF ROAD, BILPIN

APRIL 2010	PLAN No TR003/10	NOT TO SCALE
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**Item 2.5 LTC - 21 April 2010 - Item 2.5 - The Hawkesbury 120 Ski Race Classic 2010-
(Hawkesbury, Londonderry & Riverstone) - (80245, 92138)**

REPORT:

Introduction:

An application has been received from Ski Racing NSW Inc. seeking approval to conduct the Hawkesbury 120 Ski Race Classic on Saturday, 28 and Sunday, 29 August 2010.

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

Event Details:

- 27 August 2010: 12.00noon - 5:00pm
Vessel safety scrutineering at Governor Phillip Reserve, Windsor.
- 28 August 2010: 8.00am - 4:00pm
Ski Race from Governor Philip Reserve, Windsor to Sackville Ski Gardens, Sackville and return.
- 29 August 2010: 8.00am - 5:00pm.
Ski Race from Governor Philip Reserve, Windsor to NSW Ski Grounds Caravan Park (Known as NSW Ski Gardens) at Wisemans Ferry and return.

Council resolved to grant the exclusive use of Governor Phillip Reserve for the event on 30 March 2010.

The event organiser has advised the following:

i) Affected Streets are:

George Street, Windsor: between Bridge Street and Palmer Street from 12.00noon to 5.00pm on 27 August 2010, 7:00am on 28 August 2010, and 6:00am on 29 August 2010,

Arndell Street, Windsor: the full length from 7:00am on 28 August 2010, and 6:00am on 29 August 2010,

Palmer Street, Windsor: the full length from 7:00am on 28 August 2010, and 6:00am on 29 August 2010,

North Street/Court Street, Windsor: the full length from 7:00am on 28 August 2010, and 6:00am on 29 August 2010,

- ii) The effect on traffic is not expected to be significant.
- iii) It is expected that the event will impact only marginally on traffic using Windsor Road, Bridge Street, Macquarie Street and Wilberforce Road compared to the normal traffic during weekends.
- iv) As no road closures will be in place, there will be little effect on traditional afternoon peak hour southeast bound traffic on Windsor Road.
- v) Approximately 2000 spectators are expected across the 2 days (28-29 August 2010).
- vi) Parking will be at Governor Phillip Reserve with additional parking available off street utilising vacant land adjacent to Governor Phillip Reserve. Parking is available for approximately 4000 vehicles.

ORDINARY MEETING

Reports of Committees

- vii) The number of entries (competitors and boat trailers) expected is approximately 150 for the event. Up to 4 participants per boat made up of the Driver, Observer and possibly 2 skiers.
- viii) A letter drop will be undertaken to all residents and businesses within proximity of the event location.

The event organiser is seeking Council / RTA approval for the following Ferry Services on 29 August 2010:

Lower Portland Ferry (HCC)	9.00am – 5.00pm - Total suspension. Requested as there is poor sight distance leading to the ferry due to the bends in the river. The total suspension will enable a free flow of competitors across the ferry crossing.
Sackville Ferry (RTA)	9.00am – 5.00pm - Reduced Operation of the ferry, whereby a full load of vehicles are to be aboard prior to the ferry undertaking a crossing. The reduced operation will enable free flow of competitors across the ferry crossing.

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

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

The event organiser has provided the following information in relation to the event: Appendix 1 (Dataworks Document Nos. 3352830, 3345647 & 3378600);

1. Special Event – Traffic – Initial Approval Application Form - HCC; Details of Special Event – Traffic;
2. Special Event Transport Management Plan Template – RTA;
3. Transport Management Plan (TMP) - referred to in the application as Event Traffic Management Plan - without the associated Traffic Control Plan (TCP);
4. Submission to the NSW Police Service;
5. Copy of intended advertisements of the event and in particular Ferry operating times;
6. Copy of correspondence forwarded to the Residents, Businesses, NSW Ambulance Service, SES, Windsor Fire Brigade, Richmond Fire Brigade and the RTA;

Discussion

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

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

COMMITTEE RECOMMENDATION:

RESOLVED on the motion of Mr J Christie, seconded by Mr J Suprain.

That:

1. The Hawkesbury 120 Ski Race Classic 2010 event planned for 27, 28 and 29 August 2010 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 the event, from the NSW Police Service; **a copy of the Police Service approval to be submitted to Council;**
- 4b. the event organiser is to obtain approval from the RTA as this is a "**Class 1**" event; **a copy of the RTA approval to be submitted to Council;**
- 4c. the event organiser **is to submit 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;
- 4d. the event organiser is to **submit to Council a copy of its Public Liability Policy** in an amount not less than \$20,000,000 **noting Council and the Roads and Traffic Authority as interested parties on the Policy** and that Policy is to cover **both on-road and off-road activities;**
- 4e. the event organiser is to obtain the relevant approval to conduct the event from NSW Maritime; **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 - including the road/ferry closures - and the traffic impact/delays expected due to the event, two weeks prior to the event; **a copy of the proposed advertisement has been submitted to Council;**
- 4g. the event organiser is to notify the details of the event to the NSW 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 which may be affected by the event - including the proposed road/ferry closures - for at least two weeks prior to the event; The event organiser is to undertake a letter drop to all affected residents and businesses in proximity of the event, with that letter advising full details of the event; **a copy of the correspondence has been submitted to Council;**

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- 4i. the event organiser is to advise all adjoining Councils such as Gosford, The Hills and Hornsby of the event and in particular the reduced crossing/operation and closure of the ferries and obtain any necessary approvals from these Councils;
- 4j. 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>);
- 4k. the event organiser is to submit the completed "Special Event - Traffic - Final Approval Application Form" to Council;

During the event:

- 4l. access is to be maintained for businesses, residents and their visitors;
- 4m. a clear passageway of at least 4 metres in width is to be maintained at all times for emergency vehicles;
- 4n. all traffic controllers / marshals operating within the public road network are to hold appropriate certification as required by the RTA;
- 4o. 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;
- 4p. the competitors and participants are to be advised of the traffic control arrangements in place, prior to the commencement of the event;
- 4q. 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;

Ferry Services

5. The applicant is to seek RTA approval for the reduced operation of the Sackville Ferry Service. No objection is held to the suspension of the Lower Portland Ferry Service. Suspension/reduced operation of the ferry services is subject to the applicant complying with the following conditions, as well as any conditions imposed by the RTA:
 - 5a) the applicant is to contact Hawkesbury City Council's Construction and Maintenance Section and the Ferry operator, three weeks prior to the event with regard to the suspension of the Lower Portland Ferry service maintained by Hawkesbury City Council
 - 5b) Advertising of the proposed event is to be undertaken at the expense of the event organiser in both Sydney and Local newspapers, two weeks prior to the event, in relation to :
 - traffic impact and delays,
 - exclusive use of Governor Phillip Reserve,
 - timings of suspension/ reduced operation of ferry services,such notice is to be incorporated in the news sections of those newspapers and to be approximately 1/8 (one-eighth) page size;
 - 5c) signs are to be erected at the expense of the event organiser in locations indicated in the approved Transport Management Plan and Traffic Control Plan and at a size indicated in the same, on all roads leading to the ferries, as well as on each ferry, for at least two weeks prior to the event;

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- 5d) safety precautions outlined in the TMP are to be in place at all ferry locations, such to include a boat and crew upstream and/or downstream from each ferry as applicable with suitable equipment to indicate to competitors that a ferry may be operating and with communication between that boat and the ferry vessel, such procedures are to be implemented to the satisfaction of NSW Maritime, RTA and Hawkesbury City Council; and,
- 5e) the Transport Management Centre, Roads & Traffic Authority and Council be authorised to alter ferry suspension/reduced operation times if necessary.

APPENDICES:

AT - 1 Special Event Application - (Dataworks Document Nos. 3352830, 3345647 & 3378600) - see *attached*.

Item 2.6 **LTC - 21 April 2010 - Item 2.6 - St Albans Endurance Ride 2010 - (Hawkesbury) - (80245, 99601)**

REPORT:

An application has been received from the St Albans Committee seeking approval to conduct the St Albans Endurance Ride (also known as the Forgotten Valley Classic), in and around the St Albans and Macdonald Valley areas. The event will be held on Sunday, 6 June 2010.

The event organiser has advised the following:

- The event has been held over the last 30 years.
- The event commences at 4.00am and concludes at 3.00pm.
- It is 100 kilometre endurance ride in conjunction with a 20 kilometre social ride and a 40 kilometre training ride.
- 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 50 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: 3369603) 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

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- 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, Climate Change and Water).

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 provided the following information in relation to the event: Appendix 1 (Dataworks Document No 3369603);

1. Special Event – Traffic – Initial Approval Application Form - HCC; Details of Special Event – Traffic;
2. Special Event Transport Management Plan Template – RTA;
3. Transport Management Plan (TMP) - referred to in the application as Traffic Management Plan - and Traffic Control Plan (TCP);
4. Event Route Maps;
5. Public Liability Insurance Policy to the value of \$20,000,000 which is valid to 01 January 2011;
6. Copy of media advertisement for the event;
7. Copies of correspondence forwarded to the NSW Police Service, NSW Ambulance Service, Waterway Authority (NSW Maritime), Department of Water and Energy (DECCW) and SES.

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

COMMITTEE RECOMMENDATION:

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

That:

1. The St Albans Endurance Ride event, in and around the St Albans and Macdonald Valley areas, planned for Sunday, 6 June 2010 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 the event, from the NSW Police Service; **a copy of the Police Service approval to be submitted to Council;**
- 4b. the event organiser 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;**

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- 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 the 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 Environment, Climate Change and Water 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 has been submitted to Council;**
- 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 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 the residents has been submitted to Council;**
- 4i. the event organiser is to obtain approval from the National Parks and Wildlife Service (Department of Environment, Climate Change and Water) 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 Land and Property Management Authority 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 Application 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;

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- 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. 3369603) - *see attached*.

Item 2.7 **LTC - 21 April 2010 - Late Item 2.7 - Proposed Temporary relocation of School Bus Zone in Francis Street, Richmond - Richmond Public School (Londonderry) - (80245, 12938, 104540)**

REPORT:

Introduction

Representation has been received from the Principal of Richmond Public School (Dataworks Document Nos. 3392207 & 3392345) requesting that the existing School Bus Zone in Francis Street, in the vicinity of the school, be temporarily relocated to an alternate position for approximately 6 months. The School is currently having new hall built as part of the Stimulus Package work and the current School Bus Zone is adjacent to the building works. Even though there is safety fencing along the perimeter of the school, it is considered safer for the students to have the School Bus Zone relocated away from the construction zone.

Discussion

The current regulatory speed limit on Francis Street in the vicinity of the school is 50 kph with the School Zone of 40kph operating during the times of 8.00am to 9.30am and 2.30pm to 4.00pm. This road is a local road. Parallel parking is permitted on both sides of the road except on some sections where there are parking restriction signs.

The existing School Bus Zone operates within the time frame of "8.30am - 9.30am and 3.00pm - 4.00pm - School Days" and is located on the southern side of Francis Street, between the pedestrian crossing and Moray Street, and is approximately 33.0 metres long.

The request is to relocate the current School Bus Zone temporarily to the western side of the pedestrian crossing, between the access driveway to the school and the pedestrian crossing. The temporary position will provide approximately 30.0 metres of School Bus Zone. The section of kerb to the west of the pedestrian crossing currently provides unrestricted parking. It is proposed that these 2 zones be swapped over for the duration of the building works.

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It is anticipated that the building works will take approximately 6 months, at which time the temporary zones are to be reverted back to their previous status.

Mr. Phil Davies from Westbus has concurred to these changes (Dataworks Document No. 3392218).

The Principal has advised that once the temporary relocation of the School Bus Zone is approved, the school community will be notified through their news letter.

COMMITTEE RECOMMENDATION:

RESOLVED on the motion of Mr J Christie, seconded by Mr J Suprain.

That the existing School Bus Zone (approximately 33.0 metres in length) located on the southern side of Francis Street, between the pedestrian crossing and Moray Street and in the vicinity of Richmond Public School, operating within the time frame of "8.30am - 9.30am and 3.00pm - 4.00pm - School Days", be temporarily be relocated to the western side of the pedestrian crossing, between the access driveway to the school and the pedestrian crossing (approximately 30.0 metres), with these zones being swapped back upon completion of the building works within the School grounds.

APPENDICES:

There are no supporting documents for this report.

SECTION 3 - Reports for Information

Nil Reports for Information.

SECTION 4 - General Business

Item 4.1 LTC - 21 April 2010 - QWN 4.1 - Traffic Issues at the Intersection of Webbs Creek Road and St Albans Road, Webbs Creek - (80245)

REPORT:

Councillor Bart Bassett advised that the Macdonald Association has made representation to him regarding several issues relating to the intersection of Webbs Creek Road and St Albans Road, Webbs Creek.

The issues include:

- Missing give way sign controlling Webbs Creek Road and St Albans Road, Webbs Creek;
- Vehicles exiting Webbs Creek Road at St Albans Road, to use Webbs Creel Ferry during heavy traffic periods have to queue for an extended period of time. Alternatively they can turn left and travel up St Albans Road and undertake a "u"-turn. A request has been made for a turning area to be formalised along St Albans Road.

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Mr J Suprain (RTA) advised that the option for the "u"-turn along St Albans Road is not supported as there may not be sufficient space to undertake the manoeuvre. Councillor Bart Bassett indicated that during a site visit there appeared to be an area approximately 600m north along St Albans Road. Mr J Suprain advised that he would investigate the matter.

COMMITTEE RECOMMENDATION:

The RTA to inspect the Webbs Creek Road and St Albans Road intersection and formulate a solution to rectify the queuing problem in Webbs Creek Road at St Albans Road due to the traffic bank up of vehicles waiting to board the Webbs Creek Ferry.

SECTION 5 - Next Meeting

The next Local Traffic Committee meeting will be held on 19 May 2010 at 3.00pm in the Large Committee Room.

The meeting terminated at 3.40pm.

oooO END OF REPORT Oooo



ordinary
meeting

end of
business
paper

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