



Hawkesbury City Council

ordinary
meeting
business
paper

date of meeting: 25 February 2020

location: council chambers

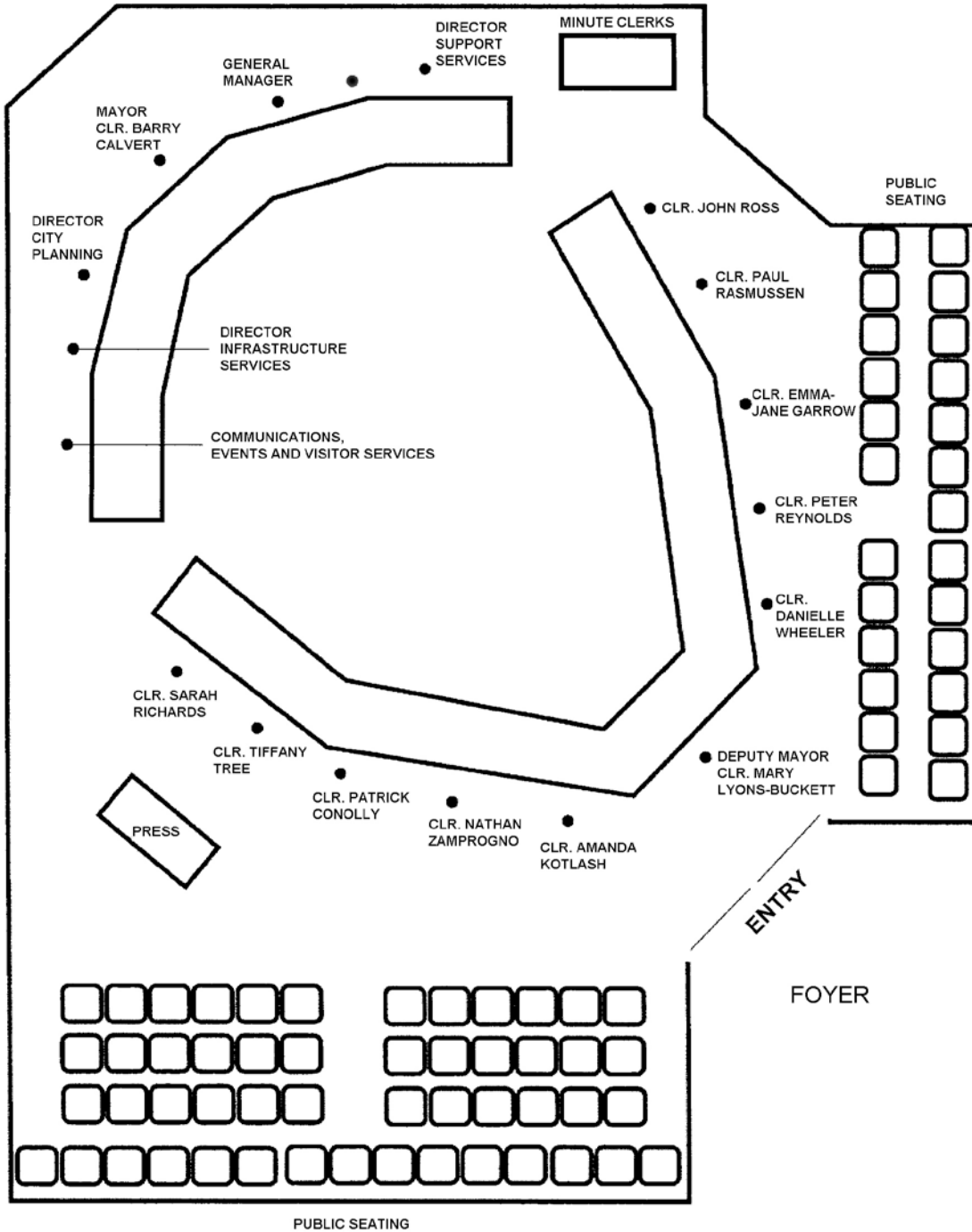
time: to commence at the
conclusion of the
extraordinary meeting on
25 February 2020,
which commences at 6:30pm.



mission statement

*Hawkesbury City Council
leading and working
with our community
to create a healthy
and resilient future.*

Hawkesbury City Council



ORDINARY MEETING**Table of Contents**

Meeting Date: 25 February 2020

TABLE OF CONTENTS

ITEM	SUBJECT	PAGE
PROCEDURAL MATTERS		3
SECTION 2 – Mayoral Minutes		6
SECTION 3 – Reports for Determination		9
PLANNING DECISIONS		9
Item: 027	CP - Planning Proposal to Amend Hawkesbury Local Environmental Plan 2012 - 9 Industry Road, Vineyard, 7 Fernadell Drive Pitt Town, 312 Windsor Road, Vineyard - (95498, 124414)	9
CITY PLANNING		49
Item: 028	CP - Draft Progress Report on the 2019/2020 Operational Plan for the period July - December 2019 - (95498)	49
Item: 029	CP - Draft Hawkesbury Local Strategic Planning Statement (LSPS) 2040 - (95498, 124414)	51
Item: 030	CP - Windsor Bridge Replacement Project Heritage Issues - (95498, 147666)	61
SUPPORT SERVICES		74
Item: 031	SS - December 2019 Quarterly Budget Review Statement - (95496)	74
Item: 032	SS - Monthly Investments Report - January 2020 - (95496)	82
Item: 033	SS - Land Revaluation 2019 - (95496)	86
Item: 034	SS - State Government Funding for NSW Public Libraries - (79351, 80248, 95496, 82780)	90
SECTION 4 – Reports of Committees		97
Item: 035	ROC - Local Traffic Committee - 10 February 2020 - (80245, 95495)	97
SECTION 5 – Notices of Motion		134
CONFIDENTIAL REPORTS		135
Item: 036	SS - Acquisition of Crown Land under Council's Management by Roads and Maritime Services - (14893, 100920, 95496)	135

ORDINARY MEETING

Table of Contents

Meeting Date: 25 February 2020

ORDINARY MEETING
Procedural Matters
Meeting Date: 25 February 2020

PROCEDURAL MATTERS

Welcome

The Mayor, Councillor Barry Calvert will acknowledge the Indigenous Heritage.

The General Manager will address the Council meeting, mentioning:

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

Attendance

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

Apologies and Leave of Absence

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

Declaration of Interest

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

Acknowledgement of Official Visitors to the Council

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

ORDINARY MEETING

Procedural Matters

Meeting Date: 25 February 2020

ordinary

section 2

mayoral minutes

ORDINARY MEETING

SECTION 2 – Mayoral Minute

Meeting Date: 25 February 2020

SECTION 2 – Mayoral Minutes

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

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

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

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

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

ORDINARY MEETING

SECTION 3 – Reports for Determination

Meeting Date: 25 February 2020

ordinary

section 3

reports
for determination

ORDINARY MEETING

SECTION 3 – Reports for Determination

Meeting Date: 25 February 2020

ORDINARY MEETING
SECTION 3 – Reports for Determination
Meeting Date: 25 February 2020

SECTION 3 – Reports for Determination

PLANNING DECISIONS

Item: 027 **CP - Planning Proposal to Amend Hawkesbury Local Environmental Plan 2012 - 9 Industry Road, Vineyard, 7 Fernadell Drive Pitt Town, 312 Windsor Road, Vineyard - (95498, 124414)**

Directorate: City Planning

PLANNING PROPOSAL INFORMATION

File Number: LEP001/19
Property Address: 9 Industry Road and 312 Windsor Road, Vineyard
7 Fernadell Drive, Pitt Town (Fernadell Park)
312 Windsor Road, Vineyard
Applicant: Hawkesbury City Council
Owner: Hawkesbury City Council
Date Received: 29 April 2019
Current Minimum Lot Size: B5 Business Development (9 Industry Road, Vineyard)
RU2 Rural Landscape (7 Fernadell Drive, Pitt Town)
Proposed Minimum Lot Size: 10 Hectares (7 Fernadell Drive, Pitt Town)
Current Zone: 4,000m² (7 Fernadell Drive, Pitt Town)
Site Area: 3.097ha (9 Industry Road, Vineyard)
9.9549ha (7 Fernadell Drive, Pitt Town)

Key Issues: ♦ Reclassification of Land
♦ Hawkesbury Local Planning Panel Advice

EXECUTIVE SUMMARY:

Council seeks to amend the *Hawkesbury Local Environmental Plan 2012* to:

- (a) Reclassify Lot 9 DP 1149340, 9 Industry Road, and Lot 13 DP 815849 and Lot 6 DP 777933, 312 Windsor Road, Vineyard from 'Community' land to 'Operational' land;
- (b) Reclassify part of Lot 6028 DP 1169449, 7 Fernadell Drive, Pitt Town from 'Community' land to 'Operational' land;
- (c) Rezone part of Lot 6028 DP 1169449, 7 Fernadell Drive, Pitt Town from RU2 Rural Landscape to RE1 Public Recreation;
- (d) Amend the minimum lot size for subdivision of Lot 6028 DP 1169449, 7 Fernadell Drive, Pitt Town to part 4,000m² and part no minimum lot size.
- (e) Amend the maximum height of buildings on part of Lot 6028 DP 1169449, 7 Fernadell Drive, Pitt Town so that there is no restriction on the height of buildings.

The purpose of this report is to:

- Advise Council of the recommendation of the Hawkesbury Local Planning Panel in respect of this matter;
- Provide an assessment of the merits of the Planning Proposal; and

ORDINARY MEETING

SECTION 3 – Reports for Determination

Meeting Date: 25 February 2020

- Recommend that the Planning Proposal be forwarded to the Department of Planning, Industry and Environment for a 'Gateway Determination'.

It should be noted that there are two separate sites as part of this planning proposal, at Vineyard and Pitt Town. This report assesses both sites as part of this planning proposal.

In accordance with the Ministerial Direction under Section 9.1 of the *Environmental Planning and Assessment Act, 1979*, the Planning Proposal was referred to the Hawkesbury Local Planning Panel for comment. Whilst a number of planning proposals including this matter were originally received prior to the commencement of this new requirement, the Department of Planning, Industry and Environment have stipulated that they require the advice of a Local Planning Panel when submitting any planning proposal for a Gateway Determination. The Panel recommended that the Planning Proposal proceed for a 'Gateway' determination subject to meeting certain requirements as outlined in this report.

The report demonstrates that the Planning Proposal is considered to be consistent with relevant legislation and considerations including, the *Local Government Act 1993*, *Environmental Planning and Assessment Act 1979* and Practice Note PN16-001 - *Classification and reclassification of public land through a local environmental plan* in relation to the reclassification of the subject sites. In addition, the Planning Proposal is considered to be consistent with the aims, objectives and requirements of the relevant State, Regional and Local strategies/strategic plans, State Environmental Planning Policies and Section 9.1 Ministerial Directions.

The Officers report is divided into the following sections to assist in its explanation and consideration:

1.	Background	11
2.	Subject Site and Surrounds	15
3.	Current Planning Controls	19
4.	Planning Proposal	20
5.	Justification of Proposal	21
6.	Policy Considerations	22
7.	Discussion	32
8.	Hawkesbury Local Planning Panel Advice	40
9.	Conformance to Hawkesbury Community Strategic Plan	42
10.	Fit for the Future	43
11.	Conclusion	43

RECOMMENDATION:

That:

1. Council support the recommendation of the Hawkesbury Local Planning Panel dated 21 November 2019.
2. That Council support the preparation of a planning proposal to:
 - (a) Reclassify Lot 9 DP 1149340, 9 Industry Road, and Lot 13 DP 815849 and Lot 6 DP 777933, 312 Windsor Road, Vineyard to 'Operational' land;
 - (b) Reclassify part of Lot 6028 DP 1169449, 7 Fernadell Drive, Pitt Town to 'Operational' land;
 - (c) Rezone part of Lot 6028 DP 1169449, 7 Fernadell Drive, Pitt Town to RE1 Public Recreation;
 - (d) Amend the minimum lot size for subdivision of Lot 6028 DP 1169449, 7 Fernadell Drive, Pitt Town to part 4,000m² and part no minimum lot size.
 - (e) Amend the maximum height of buildings on part of Lot 6028 DP 1169449, 7 Fernadell Drive, Pitt Town so that there is no restriction on the height of buildings.

and that the planning proposal be forwarded to the Department of Planning, Industry and Environment for a 'Gateway' determination.

ORDINARY MEETING

SECTION 3 – Reports for Determination

Meeting Date: 25 February 2020

3. The Department of Planning, Industry and Environment be advised that Council wishes to request a Written Authorisation to Exercise Delegation to make the Plan.

1. BACKGROUND

Reclassification of Land

The *Local Government Act 1993* requires that all Council-owned land be classified as either 'Community' or 'Operational' land. Under the provisions of the *Local Government Act 1993*, Community Land cannot be sold, exchanged or otherwise disposed. Once the land is reclassified to Operational, it will no longer be protected under the *Local Government Act 1993* from potential future sale or development. The change in classification from Community to Operational land will remove this restriction and allow Council to deal in the land on a commercial basis. This may include development, leasing or disposal. The reclassification does not commit council to the sale or development of the land, nor does it remove the land from Council's ownership or prevent the current use of the land from continuing.

The reclassification of Council land must be undertaken in accordance with the *Local Government Act 1993*, *Environmental Planning and Assessment Act 1979* and Practice Note PN16-001 - *Classification and reclassification of public land through a local environmental plan* issued by the Department of Planning and Environment (October 2016).

The mechanism to reclassify land by way of a planning proposal is to amend Schedule 4 of the *Hawkesbury Local Environmental Plan 2012* to identify the land as reclassified to Operational Land.

An independently facilitated public hearing is required to be held as part of the community consultation process for any planning proposal seeking to reclassify land from 'Community' to 'Operational'.

Practice Note PN16-001 - Classification and reclassification of public land through a local environmental plan

Schedule 1 of Practice Note PN16-001 lists a number of matters that are to be addressed for Gateway consideration. The Planning Proposal has addressed these matters, which have been discussed further within this report. In particular, the Practice Note requires that a summary of council's interest in the land be provided, and that any rezoning of the land is consistent with an endorsed Plan of Management or Strategy. Table 1 below summarises Council's interests in the subject sites.

ORDINARY MEETING
SECTION 3 – Reports for Determination
Meeting Date: 25 February 2020

Legal Description	Street Frontage	Land Size m ²	Date Acquired	Transfer No.	Price	Comments
9/1149340	9 Industry Road, Vineyard	12,270	22/10/2010	N/A	Dedicated to Council on Deposited Plan	Lot 9 DP1149340 was dedicated on Deposited Plan 1149340 as a public reserve by the developers GT Lingard Holdings Pty Ltd, Neil, Patricia and Alexander Schembri, Rabobi Pty Ltd, W & G Lambris & Sons Pty Ltd. The Certificate of Title was issued to Council on 22 October 2010.
13/815849	312 Windsor Road, Vineyard	3,646.3	26/11/1993	1867135	\$1.00	Lot 13 DP 815849 was acquired from Capital Commercial Pty Limited (formerly Chris Heyer Promotions Pty Limited) for \$1.00 by Transfer dated 26 November 1993. The Certificate of Title was issued to Council on 10 December 1993.
6/777933	312 Windsor Road, Vineyard	1,204	17/10/1988	N/A	Dedicated to Council on Deposited Plan	Lot 6 DP777933 was dedicated on Deposited Plan 777933 as a public reserve by the developers CR Enterprises Pty Limited. The Certificate of Title was issued to Council on 17 October 1988.
6028/1169449	7 Fernadell Drive, Pitt Town	9,9549	27/5/2015	N/A	Dedicated to Council on Deposited Plan	Lot 6028 DP1169449 was dedicated on Deposited Plan 1169449 as a public reserve by the developers Fernadell Properties Pty Ltd and Division CCMF Limited. The Certificate of Title was issued to Council on 27 May 2015.

Table 1: Summary of Council's Interests in the Subject Sites

Council's generic Plan of Management Park applies to 9 Industry Road and 312 Windsor Road, Vineyard. The public reserve status of the subject sites will be retained. It is considered that the reclassification of the subject sites, and continued use for advertising will not prevent the core objectives of the Plan of Management Park being met.

Plan of Management Park

The core objectives of the Local Government Act 1993 in relation to land categorised as Park are as follows:

- *To encourage, promote and facilitate recreational, cultural, social and educational pastimes and activities, and*
- *To provide for passive recreational activities or pastimes and the casual playing of games, and*
- *To improve the land in such a way as to promote and facilitate its use to achieve the other core objectives for its management.*

These corporate goals and core objectives define the strategic framework under which management objectives have been developed. The implementation plan will refer to these management objectives from which performance targets can be set and the means of achieving and assessing these targets.

Council's generic Plans of Management for General Community Use and Sportsground apply to 7 Fernadell Drive, Pitt Town. The Planning Proposal seeks to rezone part of 7 Fernadell Drive, Pitt Town to RE1 - Public Recreation. This rezoning is required to enable the construction of a multi-function community facility for recreational and sporting needs, which will align the use of the land with the relevant objectives of the Plans of Management:

ORDINARY MEETING

SECTION 3 – Reports for Determination

Meeting Date: 25 February 2020

Plan of Management for General Community Use

The core objectives of the Local Government Act 1993 in relation to land categorised as General Community use are as follows:

- *To promote, encourage and provide for the use of the land, and to provide facilities on the land, to meet the current and future needs of the local community and of the wider public:*
 - *In relation to public recreation and the physical, cultural, social and intellectual welfare or development of individual members of the public, and*
 - *In relation to purpose for which a lease, licence or other estate may be granted in respect of the land (other than the provision of public utilities and works associated with or ancillary to public amenities).*

These corporate goals and core objectives define the strategic framework under which management objectives have been developed. The implementation plan will refer to these management objectives from which performance targets can be set and the means of achieving and assessing these targets.

Plan of Management for Sportsground

The core objectives of the Local Government Act 1993 in relation to land categorised as sportsground are as follows:

- *To encourage, promote and facilitate recreational pursuits in the community involving organised and informal sporting activities and games; and*
- *To ensure that the activities are managed having regard to any adverse impact on nearby residences.*

These corporate goals and core objectives define the strategic framework under which performance objectives have been developed. As issues arise in the management of community land these are tested against the performance objectives and used to develop a series of planning activities or strategies.

9 Industry Road and 312 Windsor Road, Vineyard

At its Ordinary Meeting on 11 September 2018, Council considered a report seeking support for the reclassification of three parcels of land at 9 Industry Road and 312 Windsor Road, Vineyard from 'Community' land to 'Operational' land. The proposed reclassification of the land would allow Council to lease the existing advertising structures on the subject sites.

When Council took ownership of the subject sites, there was an advertising sign located on Lot 9 DP 1149340, 9 Industry Road, Vineyard which had been approved under DA0289/95. The owners of the sign, APN Outdoor, had an agreement with the previous owner of Lot 9 DP 1149340 to lease the area where the sign is located. However when Council took ownership of the subject site no agreement between Council and APN Outdoor was entered into.

Council has been approached by APN Outdoor and also neighbouring retailers to continue to utilise the space for advertising purposes. If Council were to reclassify the parcels of land it would create an opportunity to consider new advertising models, and hence an increased income stream for Council.

Section 46 of the *Local Government Act 1993* deals with the leasing of 'Community' land and states that Council is not authorised to use public reserves for advertising structures regardless of the Plan of Management for the property.

To enable Council to enter into a lease agreement with APN Outdoor and other retailers, the subject site would need to be reclassified to 'Operational' land via a planning proposal.

ORDINARY MEETING

SECTION 3 – Reports for Determination

Meeting Date: 25 February 2020

At Council's Ordinary Meeting on 11 September 2018, Council supported the reclassification of the subject sites and resolved:

- "1. *That Council lodge a Planning Proposal to reclassify the following properties from 'Community' land to 'Operational' land in accordance with the Local Government Act 1993.*
 - a) *Lot 9 in Deposited Plan 1149340*
 - b) *Lot 13 in Deposited Plan 815849*
 - c) *Lot 6 in Deposited Plan 777933*
2. *The Planning Proposal is prepared in accordance with the Environmental Planning and Assessment Act 1979 and the Department of Planning and Environments guidelines."*

7 Fernadell Drive, Pitt Town

At its Ordinary Meeting on 30 October 2018, Council considered a report seeking support for the lodgement of a planning proposal to reclassify and rezone Lot 6028 DP 1169449, 7 Fernadell Drive, Pitt Town to facilitate the provision of community and recreational facilities on the land. The resolution also included an amendment to the minimum lot size for subdivision of the site.

The Hawkesbury Section 94 Contributions Plan 2015 includes a provision for the construction of community facilities, recreational buildings and park improvements on the subject site to support residential development within Pitt Town.

Council has acquired 9.95 hectares of land on Fernadell Drive for this purpose. The property comprises two sections of land divided by Fernadell Drive. A 4,299m² section of land to the west of Fernadell Drive has been identified as the site for a proposed community centre, with the balance of 9.5 hectares to the east and north of Fernadell Drive identified as the site for a recreation and sporting facility.

Currently, the subject site is zoned RU2 Rural Landscape, and is classified as 'Community' land. The RU2 zone does not permit community facilities or recreation facilities. Therefore, to enable the provision of community and recreational facilities within Pitt Town, the subject site would need to be rezoned and reclassified to 'Operational' land.

In September 2018, Council staff met with representatives of the Pitt Town Progress Association to commence the community engagement process in relation to the development of concept plans for the Pitt Town Community Precinct. The Association provided Council with a summary of the design suggestions and expectations of residents for the provision of community facilities in Pitt Town. During these discussions, the option of combining the community facilities, recreational facilities and park improvements was canvassed with the intention of constructing a single multi-function centre to be located on Fernadell Park.

The Fernadell Park Masterplan and Plan of Management was exhibited to seek community feedback on how they would like to see the Park developed. The exhibition commenced on 10 September 2019 and concluded 10 October 2019.

As part of this option, the 4,299m² Community Centre Site would no longer be required for public amenity purposes, and could potentially be sold in the future with the sale proceeds reinvested into community facilities within the Pitt Town Community Centre Site.

At its Ordinary Meeting on 30 October 2018, Council supported the reclassification and rezoning of the land, and changes to the minimum lot size for subdivision of the land and resolved to:

ORDINARY MEETING

SECTION 3 – Reports for Determination

Meeting Date: 25 February 2020

- "1. *Approve the preparation of a planning proposal to:*
 - (a) *Rezone Fernadell Park – the proposed Pitt Town Community Precinct site (Lot 6028 DP 1169449) from RU2 – Rural Landscape to RE1 – Public Recreation to enable the construction of a multi-function community, recreation and sporting facility*
 - (b) *Reclassify the 4,299m² Community Centre Site on Fernadell Drive from Community Land to Operational Land under the Local Government Act, 1993, and amend the minimum lot size map to accommodate a lot this size*
 - (c) *Maintain the current RU2 – Rural Landscape zone for the Community Centre Site.*
2. *Include within the proposed update of the Section 94 Contributions Plan 2015, a provision to delete the requirement for Council to retain the 4,299m² Community Centre Site on the corner of Fernadell Drive for a public amenity purpose.*
3. *Commence the preparation of a Master Plan and Plan of Management for the Pitt Town Community Precinct on Fernadell Park fronting Stables Street.*
4. *Further consult with the Pitt Town Progress Association to develop and implement a community engagement strategy to inform residents and seek their views on the development of the Pitt Town Community Precinct on Fernadell Park fronting Stables Street.*
5. *Note the \$4M grant application under the NSW Greater Sydney Sports Facility Fund seeking additional external investment for the Pitt Town Community Centres.*
6. *Specifically consult with residents opposite and adjacent to the proposed Pitt Town Community Precinct site.*
7. *Consult with the entire Pitt Town community to ascertain the best use of the 4,299m² Community Centre site on Fernadell Drive.*

2. Subject Site and Surrounds

9 Industry Road and 312 Windsor Road, Vineyard

The properties at 9 Industry Road and 312 Windsor Road, Vineyard comprise three parcels of land, including:

- (a) Lot 9 in Deposited Plan 1149340, 9 Industry Road, Vineyard
- (b) Lot 13 in Deposited Plan 815849, 312 Windsor Road, Vineyard
- (c) Lot 6 in Deposited Plan 777933, 312 Windsor road, Vineyard

As shown in Figure 1, the subject sites form a strip of land that separate Windsor Road and Industry Road, which run parallel to each other. They are located adjacent to the Mulgrave Industrial and Business Precinct.

ORDINARY MEETING

SECTION 3 – Reports for Determination

Meeting Date: 25 February 2020



Figure 1: Locality Map - 9 Industry Road & 312 Windsor Road, Vineyard

Lot 9 DP 1149340 is the largest of the three parcels that are subject to this Planning Proposal, and is mostly occupied by vegetation (mainly stands of trees), drainage infrastructure, a footpath and cleared grass areas. The only substantial structure located on Lot 9 DP 1149340 is the existing approved billboard/advertising sign.

Lot 13 DP 815849 and Lot 6 DP 777933 are mostly occupied by vegetation, drainage infrastructure, a footpath and cleared grass areas. However, it is noted Lot 6 DP 777933 contains some flag/banner advertising structures.

As shown in Figure 2 below, the subject sites are surrounded by a mix of land uses including industrial, business, open space and rural agricultural uses.

ORDINARY MEETING
SECTION 3 – Reports for Determination
Meeting Date: 25 February 2020



Figure 2: Aerial View of 9 Industry Road & 312 Windsor Road, Vineyard and Surrounding Properties

The subject site is located within the Mulgrave Industrial and Business Precinct surrounded by a mix of business and industrial activities. The subject site forms a slither of generally flat land parallel to Windsor Road, with the low point being located on Lot 9 DP 1149340 where there is a culvert under Windsor Rd and vegetation. The location of the subject site gives it the potential to be used for advertising purposes to promote businesses within the Mulgrave Business Precinct.

The subject site is surrounded by B5 Business Development, IN1 General Industrial and across Windsor Road, the land is zoned RU4 Primary Production Small Lots. The subject site includes a footpath that forms part of a bigger pedestrian network, generally connecting people between Vineyard and McGraths Hill.

ORDINARY MEETING
SECTION 3 – Reports for Determination
Meeting Date: 25 February 2020

7 Fernadell Drive, Pitt Town

Lot 6028 in Deposited Plan 1169449, 7 Fernadell Drive, Pitt Town is located approximately 400m from the Pitt Town centre. The subject site is 9.9549 ha in size, and is comprised of two portions of land divided by Fernadell Drive as shown in Figure 3.

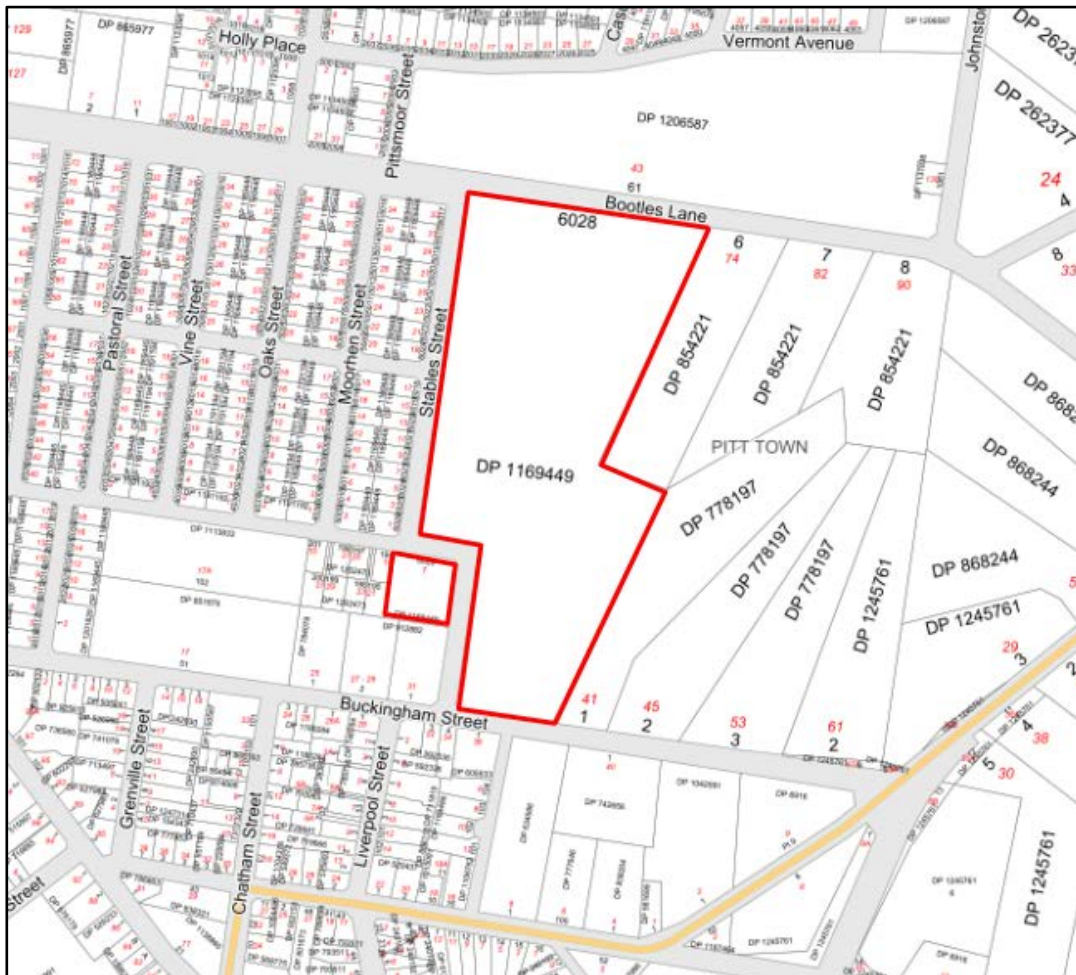


Figure 3: Locality Map – 7 Fernadell Drive, Pitt Town

To the south-west of Fernadell Drive is the smaller section of the subject site, having an area of 4,299m². This portion had been previously identified as the site for a proposed community centre, and is referred to as the 'Pitt Town Community Centre Site' in this Report.

To the north-east of Fernadell Drive is the larger section of the subject site, having an area of 9.525 ha. This portion has now been identified as the proposed location of a larger community, recreation and sporting site, and is referred to as the 'Pitt Town Community Precinct Site' in this Report.

The subject site is surrounded by a mix of residential and rural residential land uses as shown in Figure 4 below. The subject site is cleared, and contains a large detention basin located in the south-eastern corner. No buildings exist on the subject site.

ORDINARY MEETING
SECTION 3 – Reports for Determination
Meeting Date: 25 February 2020



Figure 4: Aerial View of 7 Fernadell Drive, Pitt Town and Surrounding Properties

The general locality that surrounds the subject site is new, low density urban development to the west, rural land to the north and east, and older, low density urban development to the south.

3. Current Planning Controls

9 Industry Road and 312 Windsor Road, Vineyard

The subject sites are owned by Hawkesbury City Council and are zoned B5 Business Development under *Hawkesbury Local Environmental Plan 1989*. The land is classified as 'Community' land and nominated as public reserve.

The subject sites are affected by Class 5 Acid Sulfate Soils on the Acid Sulphate Soils Planning Maps contained within the *Hawkesbury Local Environmental Plan 2012*.

The subject sites contain 'Significant Vegetation' as identified on the Terrestrial Biodiversity Map of the *Hawkesbury Local Environmental Plan 2012*. Council's vegetation mapping identifies this 'Significant Vegetation' as Shale Plains Woodland and Shale Gravel Transition Forest, which are a Critically Endangered Ecological Community and an Endangered Ecological Community respectively under the *Biodiversity Conservation Act 2016*. These communities are located on Lots 9 and 13, and generally correspond to the location of existing vegetation on these lots.

The lots are located on the floodplain (that is below the Probable Maximum Flood) and are affected by the 1 in 100 year flood in the following manner:

- Lot 9 is below the 1 in 100 year flood level of approximately 17.3m AHD, having land levels between 12.5 – 15m AHD
- Lot 13 is partially below the 1 in 100 year flood level of approximately 17.3m AHD, having land levels between 15.5 – 18.5m AHD
- Lot 6 is above the 1 in 100 year flood level of approximately 17.3m AHD, having land levels between 18 – 18.5m AHD

ORDINARY MEETING

SECTION 3 – Reports for Determination

Meeting Date: 25 February 2020

7 Fernadell Drive, Pitt Town

The subject site is owned by Hawkesbury City Council. The land is classified as ‘Community’ land and nominated as public reserve.

The subject site is currently zoned RU2 Rural Landscape and has a minimum lot size requirement for subdivision of 10 ha under the *Hawkesbury Local Environmental Plan 2012*.

The subject site has a maximum height of buildings provision of 10m.

The subject site contains 'Connectivity between significant vegetation' as identified on the Terrestrial Biodiversity Map of the *Hawkesbury Local Environmental Plan 2012*. However, as can be seen in Figure 4 the subject site is cleared of native vegetation.

The subject site is affected by Class 5 Acid Sulfate Soils on the Acid Sulphate Soils Planning Maps contained within the *Hawkesbury Local Environmental Plan 2012*.

The subject site is partially below the 1 in 100 year flood level of approximately 17.3m AHD, having land levels between 12 – 20.5m AHD.

Part of the subject site is identified as being Bushfire Prone (Buffer). It is identified as containing Agriculture Land Classification 2 and 3 in the maps prepared by the former NSW Department of Agriculture.

4. Planning Proposal

The planning proposal seeks to amend the *Hawkesbury Local Environmental Plan 2012* to enable the development and management of the Council owned subject sites by:

- reclassifying 9 Industry Road and 312 Windsor Road, Vineyard to ‘Operational’ land to permit Council to lease the use of the existing signs on the subject sites;
- rezoning part of 7 Fernadell Drive, Pitt Town to RE1 Public Recreation to enable the development of the subject site for community and recreational purposes in line with the commitments for the Pitt Town Release Area, S94 Contributions Plan and community expectations;
- reclassify part of 7 Fernadell Drive, Pitt Town to ‘Operational’ land to permit subdivision and future sale of this portion of land to help fund the rest of the site for community and recreational purposes.

The Planning Proposal aims to achieve the intended outcomes by amending the *Hawkesbury Local Environmental Plan 2012* as follows:

9 Industry Road and 312 Windsor Road, Vineyard

1. Amend *Hawkesbury Local Environmental Plan 2012*, Schedule 4, Part 1 - *Land classified, or reclassified, as operational land - no interests changed* to insert the following into the table in alphabetical order:

Column 1	Column 2
Locality	Description
Vineyard, 9 Industry Road	Lot 9 DP 1149340
Vineyard, 312 Windsor Road	Lot 13, DP 815849 and Lot 6, DP 777933

ORDINARY MEETING

SECTION 3 – Reports for Determination

Meeting Date: 25 February 2020

7 Fernadell Drive, Pitt Town

2. Amend *Hawkesbury Local Environmental Plan 2012*, Schedule 4, Part 2 – Land classified, or reclassified, as operational land – interests changed to insert the following:

Column 1 Locality	Column 2 Description	Column 3 Any trusts etc not discharged
Pitt Town, 7 Fernadell Drive (part of)	Part of Lot 6028, DP 1169449 identified as "Operational Land" on the Land Reclassification (Part Lots) Map	Nil

3. Create a Land Reclassification (Part Lots) Map for the *Hawkesbury Local Environmental Plan 2012*, and identify Part of Lot 6028 DP 1169449 (the 4,299m² portion located to the south-west of Fernadell Drive known as the Pitt Town Community Centre Site) as being 'Operational Land' as shown in Attachment 4 of this Report.
4. Amend the Land Zoning Map (Map Reference No. 3800_COM_LZN_008C) of the *Hawkesbury Local Environmental Plan 2012* to rezone Part of Lot 6028 DP 1169449 (the 9.525 ha portion located to the north-east of Fernadell Drive known as the Pitt Town Community Precinct Site) from RU2 Rural Landscape to RE1 Public Recreation as shown in Attachment 1 of this Report.
5. Amend the Lot Size Map (Map Reference No. 3800_COM_LSZ_008C) of the *Hawkesbury Local Environmental Plan 2012* to permit a minimum lot size of 4,000m² for part of Lot 6028 DP 1169449 (the 4,299m² portion located to the south-west of Fernadell Drive known as the Pitt Town Community Centre Site), and remove the current 10 ha minimum lot size provision applying to part of Lot 6028 DP 1169449 (the 9.5 ha portion located to the north-east of Fernadell Drive known as the Pitt Town Community Precinct Site) as shown in Attachment 2 of this Report.
6. Amend the Height of Buildings Map (Map Reference No. 3800_COM_HOB_008C) of the *Hawkesbury Local Environmental Plan 2012* to remove the current 10m maximum building height provision applying to Part of Lot 6028 DP 1169449 (the 9.5 ha portion located to the north-east of Fernadell Drive known as the Pitt Town Community Precinct Site) as shown in Attachment 3 of this Report.

5. Justification of Proposal

The planning proposal is justified for the following reasons:

- The reclassification of 9 Industry Road and 312 Windsor Road would enable Hawkesbury City Council to manage the sites in line with its existing use for advertising purposes.
- The reclassification of 7 Fernadell Drive, Pitt Town would enable Hawkesbury City Council to develop the subject site for recreational and community use as intended by Hawkesbury Section 94 Contributions Plan 2015.
- The reclassification of 9 Industry Road and 312 Windsor Road, Vineyard will not change the use of the subject site as a public reserve and will have no impact on the environmental attributes of the subject sites.
- The reclassification of 9 Industry Road and 312 Windsor Road, Vineyard will enable Hawkesbury City Council to lease the subject sites, allowing flexibility to retain ownership whilst providing an income source. This will enable Council to enter into lease agreements for existing signage on the land and explore new advertising models that might be appropriate for the site.
- The rezoning of the Pitt Town Community Precinct Site of 7 Fernadell Drive, Pitt Town will allow for the timely delivery of planned community and recreational facilities.

ORDINARY MEETING

SECTION 3 – Reports for Determination

Meeting Date: 25 February 2020

- The reclassification, and amendment to the minimum lot size requirement for subdivision, of the Pitt Town Community Centre Site of 7 Fernadell Drive, Pitt Town will enable this portion of the subject site to be excised and sold to financially contribute to the development of the Pitt Town Community Precinct Site for public recreation and community purposes.
- The planning proposal will have no adverse impact on the environmental attributes of 7 Fernadell Drive, Pitt Town.

Other important objectives which will be achieved as a result of this Planning Proposal include:

- enable Council to better manage and allocate its finances;
- increase the amenity of Pitt Town by facilitating the orderly development of the community and recreational facilities of Fernadell Park;
- increase the productivity of Mulgrave Industrial and Business Precinct by facilitating the ongoing use of 9 Industry Road and 312 Windsor Road, Vineyard for advertising purposes.

The reclassification of the subject sites is considered to be the best means of achieving the objectives and intended outcomes of the Planning Proposal, given that, as Community Land the subject sites cannot be leased, sold or developed. Reclassifying the whole or part of the subject sites to Operational Land and amending the zoning and minimum lots sizes will facilitate the use, management and development of these sites.

6. Policy Considerations

The Department of Planning, Industry and Environment's 'A guide to preparing planning proposals' August 2016 (the Guidelines) requires the applicant to demonstrate that a planning proposal is consistent with applicable local strategies/ strategic plans, State Environmental Planning Policies and Section 9.1 Ministerial Directions.

In accordance with a Ministerial Direction under Section 9.1 of the *Environmental Planning and Assessment Act 1979*, a planning proposal is required to be referred to the local planning panel for advice prior to the planning proposal being forwarded to the Minister under Section 3.34 of the *Environmental Planning and Assessment Act 1979* for a 'Gateway' determination. The Planning Proposal was presented to the Hawkesbury Local Planning Panel Meeting of 21 November 2019.

At that Meeting, the Hawkesbury Local Planning Panel recommended referral of the Planning Proposal to the Department of Planning, Industry and Environment for a 'Gateway' determination.

An assessment of the Planning Proposal against the relevant State Planning framework including *A Plan for Growing Sydney*, *Greater Sydney Region Plan - A Metropolis of Three Cities*, Western City District Plan, State Environmental Planning Policies and Section 9.1 Ministerial Directions and Local Planning/policy Framework contained within this report demonstrates that the planning proposal is considered to be consistent with both the State and Local Planning Framework.

A Plan for Growing Sydney

A Plan for Growing Sydney was released in December 2014 and is the NSW Government's 20-year plan for the Sydney Metropolitan Area. It provides direction for Sydney's productivity, environmental management, and liveability, and for the location of housing, employment, infrastructure and open space.

A Plan for Growing Sydney contains the following Vision for Sydney.

A strong global site, a great place to live

The Vision is supported by the following four goals and three principles:

Goal 1: A competitive economy with world-class services and transport.

Goal 2: A city of housing choices with homes that meet our needs and lifestyle.

ORDINARY MEETING

SECTION 3 – Reports for Determination

Meeting Date: 25 February 2020

Goal 3: A great place to live with communities that are strong, healthy and well connected.

Goal 4: A sustainable and resilient city that protects the natural environment and has a balanced approach to the use of land and resources.

Principle 1: Increasing housing choice around all centres through urban renewal in established areas.

Principle 2: Stronger economic development in strategic centres and transport gateways.

Principle 3: Connecting centres with a networked transport system.

A Plan for Growing Sydney divides Sydney into six subregions: Central; West Central; West; North; South West; and South. The Hawkesbury Local Government Area is in the West subregion along with the Penrith and Blue Mountains Local Government Areas.

The Draft North West Subregional Planning Strategy was released by the NSW Government in December 2007. The Strategy covers the Local Government Areas of The Hills, Blacktown, Blue Mountains, Hawkesbury and Penrith and set broad directions for additional dwelling and employment growth.

The Key Directions of the draft Strategy are:

- plan to meet employment and housing capacity targets
- develop Penrith as a Regional City
- strengthen the roles of centres
- improve access to, from and within the subregion
- protect rural resource lands
- promote the environmental and scenic qualities of the region
- improve access to open space and recreation opportunities.

The Strategy was never finalised and is currently under review. At the time of lodgement, assessment of the Planning Proposal and writing of this Report the draft Sydney West District Plan had not been released for public exhibition.

The Planning Proposal is considered to be consistent with *A Plan for Growing Sydney* and the draft Sydney West District Plan as it will:

- promote the business unlocking capacity for economic activity in the Mulgrave precinct; and
- support the Infrastructure Directions and Liveability Directions included in the Greater Sydney Region Plan, by collaborating with communities to see increased provision and use of community facilities and providing those services and infrastructure that meet the changing needs of the community.

Greater Sydney Region Plan - A Metropolis of Three Cities

In March 2018, the NSW Government released the concept of the vision for Greater Sydney as a Metropolis of Three Cities - the Western Parkland City, the Central River City and the Eastern Harbour City.

This strategic framework intends to transform land use and transport patterns and boost Greater Sydney's liveability, productivity and sustainability by spreading the benefits of growth to all its residents.

The emerging Western Parkland City with the Western Sydney Airport and Badgerys Creek Aerotropolis as a catalyst for the city cluster will grow a strong trade, logistics, advanced manufacturing, health, education and science economy and be the most connected place in Australia. It will produce knowledge-intensive jobs close to new well-designed neighbourhoods. Liveability for residents will be key - such as more trees to provide shade and shelter and walkable neighbourhoods within easy reach of shops and services.

ORDINARY MEETING

SECTION 3 – Reports for Determination

Meeting Date: 25 February 2020

It is the first plan to be prepared concurrently with *Future Transport 2056* and the State Infrastructure Strategy, aligning land use, transport and infrastructure planning to reshape Greater Sydney as three unique but connected cities.

The objectives and metrics of 'A Metropolis of three Cities' are based on Ten (10) Directions:

- (a) A city supported by infrastructure;
- (b) A collaborative City;
- (c) A city for people;
- (d) Housing the city;
- (e) A city of great places;
- (f) A well connected city;
- (g) Jobs and skills for the city;
- (h) A city in its landscape;
- (i) An efficient city; and
- (j) A resilient city.

These Directions are supported by objectives and strategies. Relevant to the Planning Proposal are the strategies relating to:

- *Sequence infrastructure provision across Greater Sydney using a place-based approach;*
- *Deliver social infrastructure that reflects the needs of the community now and in the future;*
- *Optimise the use of available public land for social infrastructure;*
- *Deliver healthy, safe and inclusive places for people of all ages and abilities that support active, resilient and socially connected communities;*
- *Retain, review and plan industrial and urban services land in accordance with the principles for managing industrial and urban services land;*
- *Expand urban tree canopy in the public realm;*
- *Maximise the use of existing open space and protect, enhance and expand open space by planning new neighbourhoods with a sufficient quantity and quality of new open space.*

The planning proposal is considered to be consistent with the abovementioned relevant strategies of the Greater Sydney Region Plan as follows:

- The Pitt Town Community Precinct is being provided in response to the expansion of the residential precinct of Pitt Town to cater for the existing and future community and recreational needs of residents. The design of the Pitt Town Community Precinct will include landscaping that will contribute to the expansion of the urban tree canopy in the public realm. The Planning Proposal will facilitate the timely and efficient delivery of these facilities to support an active, resilient and socially connected community, while maximising the use of the subject site by combining community and recreational uses.
- The reclassification of 9 Industry Road and 312 Windsor Road, Vineyard to 'Operational' land will enable Council to lease these sites for advertising purposes to promote existing and future commercial and industrial activities within the Mulgrave Industrial and Business Precinct.

Western City District Plan

The Western City District Plan is a guide for implementing the Greater Sydney Region Plan - 'A Metropolis of Three Cities'. The District Plan is a bridge between regional and local planning.

The Western City District covers the Blue Mountains, Camden, Campbelltown, Fairfield, Hawkesbury, Liverpool, Penrith and Wollondilly local government areas. The Western City District Plan is a 20-year plan to manage growth in the context of economic, social and environmental matters to achieve the 40-year vision for Greater Sydney.

ORDINARY MEETING

SECTION 3 – Reports for Determination

Meeting Date: 25 February 2020

The District Plan also assists Councils to plan for and support growth and change, and aligns their local planning strategies to place-based outcomes. It guides the decisions of State Agencies and informs the private sector and the wider community of approaches to manage growth and change.

The Western City District Plan focuses on identifying the Planning Priorities to achieve a liveable, productive and sustainable future for the District. Relevant Objectives, Strategies and Actions from *A Metropolis of Three Cities* are embedded in each of the Planning Priorities, to integrate the District's challenges and opportunities with the Greater Sydney vision of the metropolis of three cities.

Relevant to the Planning Proposal are the actions relating to:

- *Deliver social infrastructure that reflects the needs of the community now and in the future;*
- *Optimise the use of available public land for social infrastructure;*
- *Using a place-based and collaborative approach throughout planning, design, development and management, deliver great places by prioritising a people-friendly public realm and open spaces as a central organising design principle;*
- *Provide access to jobs, goods and services in centres by attracting significant investment and business activity in strategic centres to provide jobs growth;*
- *Expand urban tree canopy in the public realm;*
- *Maximise the use of existing open space and protect, enhance and expand public open space by providing opportunities to expand a network of diverse, accessible, high quality open spaces that respond to the needs and values of communities as populations grow, planning new neighbourhoods with a sufficient quantity and quality of new open space, and delivering shared and co-located sports and recreational facilities.*

The planning proposal is considered to be consistent with the abovementioned relevant actions of the Western City District Plan for the reasons outlined in the previous section of this Report relating to the Greater Sydney Region Plan.

The Hawkesbury Local Government Area (other than the Vineyard Growth Centre Precinct) is identified as part of the Metropolitan Rural Area under the Western City District Plan. The Western City District's rural areas contribute to habitat and biodiversity, support productive agriculture, provide mineral and energy resources, and sustain local rural towns and villages.

The Western City District Plan recognises that increased urban development is not appropriate within the Metropolitan Rural Area so as to support agriculture and mineral resources. In addition, support for increased rural residential development will only be considered where it meets local demand, and there are no adverse impacts on the amenity and character of the local area and the development provides incentives to maintain and enhance the environmental, social and economic values of the Metropolitan Rural Area.

It is considered that the Planning Proposal is consistent with policy intent for the Metropolitan Rural Area as:

- *the reclassification of 9 Industry Road and 312 Windsor Road, Vineyard will not result in a change in use of the subject sites, which is to remain as a public reserve and to continue the use of the existing advertising structures on the subject sites for advertising purposes;*
- *the reclassification and rezoning of 7 Fernadell Drive, Pitt Town will enable the development of the subject site for recreational and community facilities to support the previously approved residential expansion of Pitt Town, and is aligned to the place-based planning values of the Western City District Plan.*

ORDINARY MEETING

SECTION 3 – Reports for Determination

Meeting Date: 25 February 2020

Section 9.1 Directions (Formerly Section 117 Directions)

Section 9.1 Directions are issued by the Minister for Planning and apply to planning proposals.

Section 9.1 Directions require certain matters to be complied with and/or require consultation with government agencies during the preparation of the planning proposal. However, these Directions permit variations subject to meeting certain criteria. The principal criterion for variation to a 9.1 Direction is consistency with an adopted Local or Regional Strategy. A summary of the key Section 9.1 Directions are as follows:

Direction 1.1 Business and Industrial Zones

This Direction is relevant to the component of the planning proposal to reclassify land at 9 Industry Road and 312 Windsor Road, Vineyard from 'Community' to 'Operational' land.

The objectives of this direction are to:

- (a) *encourage employment growth in suitable locations;*
- (b) *protect employment land in business and industrial zones, and*
- (c) *support the viability of identified strategic centres.*

The proposed reclassification will support the promotion of business and industrial activities located within the locality, and as 'Operational' land, Council has the means to lease the land and develop it further for the purposes of advertising.

The planning proposal does not propose any changes to the current B5 Business Development zoning of the subject sites, thereby protecting existing employment land in business zones by retaining the zone. It will not reduce the total potential floor space area for employment uses and related public services.

For the above reasons, it is considered that the planning proposal is consistent with this Direction.

Direction 1.2 Rural Zones

This Direction is relevant to the component of the planning proposal relating to 7 Fernadell Drive, Pitt Town.

Planning proposals must not rezone land from a rural zone to a residential, business, industrial, village or tourist zone and must not contain provisions that will increase the permissible density of land within a rural zone (other than land within an existing town or village).

The Planning Proposal proposes to rezone the Pitt Town Community Precinct Site of 7 Fernadell Drive, Pitt Town from RU2 Rural Landscape to RE1 Public Recreation to facilitate the provision of community and recreational facilities on the site. As the Planning Proposal does not rezone land from a rural zone to a residential, business, industrial, village or tourist zone and does not contain provisions that will increase the permissible density of land within a rural zone, it is considered to be consistent with this Direction.

Direction 1.3 Mining, Petroleum Production and Extractive Industries

The objective of this direction is to ensure that the future extraction of State or regionally significant reserves of coal, other minerals, petroleum and extractive materials are not compromised by inappropriate development.

This Direction applies when a planning proposal is prepared that would have the effect of prohibiting the mining of coal or other minerals, production of petroleum, or obtaining extractive materials, or would restrict the potential development of these resources which are of state or regional significance by permitting land uses that are likely to be incompatible with such development.

ORDINARY MEETING

SECTION 3 – Reports for Determination

Meeting Date: 25 February 2020

The planning proposal is consistent with Direction 1.3 as the subject sites are not located within an identified Resource Area, Potential Resource Area or Transition Area which is adjacent to identified Resource Areas as identified by mineral resource maps provided by the NSW Resource & Energy Division of NSW Trade and Investment.

Additionally, the subject sites are not located within or in the vicinity of land described in Schedule 1, 2 and 5 of the *Sydney Regional Environmental Plan No. 9 – Extractive Industry (No 2 – 1995)* nor will the proposed development restrict the obtaining of deposits of extractive material from such land.

Regardless of the above comments, should the planning proposal proceed to a Gateway Determination, the NSW Department of Industry will be consulted in accordance with Direction 1.3(4) during the relevant government agency consultation period.

Direction 1.5 Rural Lands

This Direction is relevant to the component of the planning proposal relating to 7 Fernadell Drive, Pitt Town.

This Direction applies when a planning proposal is prepared that will affect land within an existing or proposed rural or environmental protection zone or changes the existing minimum lot size on land within a rural or environmental protection zone.

The Planning Proposal proposes to rezone the Pitt Town Community Precinct Site of 7 Fernadell Drive, Pitt Town from RU2 Rural Landscape to RE1 Public Recreation. It also proposes to change the minimum lot size for subdivision of the subject site to allow the Pitt Town Community Centre Site portion to be excised from the rest of the property.

It is considered that the Planning Proposal is consistent with this Direction as:

- it is consistent with applicable strategic plans, including the Sydney Region Plan and the Western City District Plan, as discussed in this Report.
- the land has been acquired by Council for the purposes of providing community and recreational facilities consistent with an adopted Section 7.11 Contributions Plan in association with the development of Pitt Town for urban purposes.
- the land is located at an urban interface, is no longer being used for agricultural purposes and is of a size and location that will allow for potential land use conflicts to be managed.
- the Planning Proposal, and the use and development of the land, will have no adverse impacts on the environmental values of the land and is compatible with the natural and physical constraints of the land.
- the Pitt Town Community Precinct Site portion of the property will provide a buffer between residential land to the west and rural zoned land to the east to minimise land use conflicts.
- the Planning Proposal will not result in the fragmentation of rural land, as the portion of 7 Fernadell Drive that is to be subdivided off is already separated from the rest of the property by Fernadell Drive.

Direction 4.1 Acid Sulfate Soils

The objective of this Direction is to avoid significant adverse environmental impacts from the use of land that has a probability of containing acid sulfate soils. This Direction requires consideration of the Acid Sulfate Soils Planning Guidelines adopted by the Director-General of the Department of Planning, Industry & Environment.

The subject sites are identified as containing “Class 5 Acid Sulfate Soils on the Acid Sulphate Soils Planning Maps contained within the *Hawkesbury Local Environmental Plan 2012*, and as such any future development on the land will be subject to Clause 6.1 Acid Sulfate Soils of the *Hawkesbury Local Environmental Plan 2012* which has been prepared in accordance with the Acid Sulfate Soils Model Local Environmental Plan provisions within the Acid Sulfate Soils Planning Guidelines adopted by the Director General.

ORDINARY MEETING

SECTION 3 – Reports for Determination

Meeting Date: 25 February 2020

This Direction requires that a relevant planning authority must not prepare a planning proposal that proposes an intensification of land uses on land identified as having a probability of containing acid sulfate soils on the Acid Sulfate Soils Planning Maps unless the relevant planning authority has considered an acid sulfate soil study assessing the appropriateness of the change of land use given the presence of acid sulfate soils. The relevant planning authority must provide a copy of such study to the Director General prior to undertaking community consultation in satisfaction of section 57 of the Act. An acid sulfate soil study has not been included in the planning proposal but the Department of Planning, Industry and Environment will consider this as part of their 'Gateway' determination, and if required can request further information/consideration of this matter.

Direction 4.3 Flood Prone Land

The objectives of this Direction are to:

- (a) ensure that development of flood prone land is consistent with the NSW Government's Flood Prone Land Policy and the principles of the Floodplain Development Manual 2005, and
- (b) Ensure that the provisions of an LEP on flood prone land are commensurate with flood hazard and includes consideration of the potential flood impacts both on and off the subject land.

This direction applies to 'flood prone land', which means "land susceptible to flooding by the PMF (Probable Maximum Flood) event." All of the subject sites are located on flood prone land.

Clause 6.3 – *Flood planning* of the Hawkesbury Local Environmental Plan 2012 and Council's Development of Flood Liable Land Policy will apply to future development of the subject sites.

This direction does not permit the rezoning of land within flood planning areas (land below the flood planning level) from a Rural Zone to a Residential, Business, Industrial, Special Use or Special Purpose Zone. The Planning Proposal proposes to rezone part of 7 Fernadell Drive, Pitt Town from the RU2 Rural Landscape zone to the RE1 Public Recreation zone, and is therefore consistent with this requirement.

In accordance with this Direction, the Planning Proposal will not change the existing flooding provisions of the Hawkesbury Local Environmental Plan 2012, which give effect and are consistent with the NSW Flood Prone Land Policy and the principles of the *Floodplain Development Manual 2005*. In addition, no new provisions are proposed which would permit or intensify development in floodway or high hazard areas, increase flood impacts on other properties or result in increased demand for government spending on flood mitigation measures infrastructure or services.

Given the above, the Planning Proposal is considered to be consistent with Direction 4.3.

Direction 4.4 Planning for Bushfire Protection

This Direction applies to planning proposals that will affect, or is in the proximity to land mapped as bushfire prone land.

The subject sites are shown as being either partially bushfire prone, or within the immediate vicinity of bushfire prone land, on the NSW Rural Fire Service's Bushfire Prone Land Map. This Direction requires consultation with the NSW Rural Fire Service following receipt of a 'Gateway' determination, and compliance with Planning for Bushfire Protection 2006, and various Asset Protection Zone, vehicular access, water supply, layout, and building material provisions.

Direction 6.1 Approval and Referral Requirements

It is considered that the planning proposal is consistent with this Direction as it does not contain provisions requiring the concurrence, consultation or referral of development applications to a Minister or public authority, and does not identify development as designated development.

ORDINARY MEETING

SECTION 3 – Reports for Determination

Meeting Date: 25 February 2020

Direction 6.3 Site Specific Provisions

The objective of this Direction is to discourage unnecessarily restrictive site specific planning controls. The planning proposal is consistent with Direction 6.3 as the proposal seeks an amendment to *Hawkesbury Local Environmental Plan 2012* to amend the Land Zoning Map, Lot Size Map and Schedule 4 only and does not intend to propose any site specific provisions.

Direction 5.10 Regional Plans

This Direction requires planning proposals to be consistent with a Regional Plan that has been released by the Minister for Planning. As discussed previously in this Report, the Planning Proposal is consistent with the Greater Sydney Region Plan - A Metropolis of Three Cities.

Direction 7.1 Implementation of 'A Plan for Growing Sydney'

The objective of this Direction is to give legal effect to the planning principles, directions, and priorities for subregions, strategic centres and transport gateways contained in 'A Plan for Growing Sydney'.

The planning proposal is consistent with Direction 7.1 as the planning proposal is consistent with 'A Plan for Growing Sydney' as previously discussed in this Report.

State Environmental Planning Policies

The planning proposal has been considered against the applicable State Environmental Planning Policies. The State Environmental Planning Policies most relevant to the planning proposal are:

- *State Environmental Planning Policy No. 19 - Bushland in Urban Areas,*
- *State Environmental Planning Policy No. 55 - Remediation of Land,*
- *State Environmental Planning Policy No. 64 - Advertising and Signage,*
- *Sydney Regional Environmental Plan No. 9 - Extractive Industry (No 2- 1995) and*
- *Sydney Regional Environmental Plan No. 20 - Hawkesbury - Nepean River (No.2 - 1997).*

State Environmental Planning Policy No. 19 – Bushland in Urban Areas

This Policy aims to protect and preserve bushland within urban areas. When preparing draft local environmental plans for any land to which this Policy applies, other than rural land, the council shall:

- (a) have regard to the general and specific aims of the Policy, and
- (b) give priority to retaining bushland, unless it is satisfied that significant environmental, economic or social benefits will arise which outweigh the value of the bushland.

9 Industry Road and 312 Windsor Road, Vineyard

Although the subject sites are not within an open space zone, they are a Council owned public reserve, and the status of this land as a public reserve is not changing with the reclassification.

The subject sites contain 'Significant Vegetation' as identified on the Terrestrial Biodiversity Map of the *Hawkesbury Local Environmental Plan 2012*. Council's vegetation mapping identifies this 'Significant Vegetation' as Shale Plains Woodland and Shale Gravel Transition Forest, which are a Critically Endangered Ecological Community and an Endangered Ecological Community respectively under the *Biodiversity Conservation Act 2016*. These communities are located on Lots 9 and 13, and generally correspond to the location of existing vegetation on these lots.

ORDINARY MEETING

SECTION 3 – Reports for Determination

Meeting Date: 25 February 2020

Council's consulting ecologist (Eco Logical Australia, 2018) has advised:

- *"The majority of the reserve is cleared with a mown understory including a number of exotic grasses.*
- *Small patch of Cumberland Plains Woodland (Shale Plains Woodland) in relatively good condition (rated as high biodiversity priority rank) at the northern parts of Industry Reserve.*
- *Small clump of trees aligning with Shale Gravel Transition Forest in a disturbed condition with an exotic understory towards the southern parts of the Reserve.*
- *No connectivity with adjoining habitat.*
- *No recorded threatened flora or fauna species.*
- *Longer term viability of the existing Cumberland Plains Woodland (Shale Plains Woodland) is low."*

Given that the majority of the reserve is cleared, it is considered that future development of the subject sites for advertising structures can be located so as to have no adverse impact on the existing native vegetation on the subject sites. In this regard, the general and specific aims of the *State Environmental Planning Policy No. 19 – Bushland in Urban Areas* can be met.

7 Fernadell Drive, Pitt Town

The Planning Proposal seeks to rezone the Pitt Town Community Precinct Site component of 7 Fernadell Drive, Pitt Town from RU2 Rural Landscape to RE1 Public Recreation. This site is cleared as a consequence of the residential development of Pitt Town, and therefore will have no impacts on existing bushland within the locality.

State Environmental Planning Policy No. 55 - Remediation of Land (SEPP 55)

State Environmental Planning Policy No. 55 requires consideration as to whether or not land is contaminated and, if so, is it suitable for future permitted uses in its current state or whether it requires remediation. This Policy may require Council to obtain, and have regard to, a report specifying the findings of a preliminary investigation of the land carried out in accordance with the contaminated land planning guidelines.

During the construction of the new Pitt Town residential subdivisions and the creation of the detention basin on 7 Fernadell Drive, Pitt Town, filling and earthworks were carried out within Fernadell Park. Given that the material used on the site was excess spoil from the Pitt Town subdivisions, it is considered that further investigations are not warranted for the planning proposal to proceed. Consideration of potential contamination will be subject to the usual investigations to be carried out with the lodgement of a development application for any future development.

State Environmental Planning Policy No. 64 – Advertising and Signage

This Policy is relevant to the component of the planning proposal relating to 9 Industry Road and 312 Windsor Road, Vineyard, as it is the intention of the reclassification of this land to 'Operational' land to enable use of the land for advertising signs.

Any future signage on the subject sites can be designed to achieve consistency with this Policy. This can be assured through the development application process.

Sydney Regional Environmental Plan No. 9 - Extractive Industry (No 2- 1995) - (SREP 9)

The primary aims of *Sydney Regional Environmental Plan No. 9* are to facilitate the development of extractive resources in proximity to the population of the Sydney Metropolitan Area by identifying land which contains extractive material of regional significance and to ensure consideration is given to the impact of encroaching development on the ability of extractive industries to realise their full potential. The

ORDINARY MEETING

SECTION 3 – Reports for Determination

Meeting Date: 25 February 2020

site is not within the vicinity of land described in Schedule 1 and 2 of the Plan, nor will the proposed development restrict the obtaining of deposits of extractive material from such land.

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

The aim of *Sydney Regional Environmental Plan No. 20 (No. 2 - 1997)* is 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. This requires consideration of the strategies listed in the Action Plan of the Hawkesbury-Nepean Environmental Planning Strategy, impacts of the development on the environment, the feasibility of alternatives and consideration of specific matters such as total catchment management, water quality, water quantity, flora and fauna, agriculture, rural residential development and the metropolitan strategy.

Specifically the Plan encourages Council to consider the following:

- rural residential areas should not reduce agricultural viability, contribute to urban sprawl or have adverse environmental impact (particularly on the water cycle and flora and fauna);
- develop in accordance with the land capability of the site and do not cause land degradation;
- the impact of the development and the cumulative environmental impact of other development proposals on the catchment;
- quantify and assess the likely impact of any predicted increase in pollutant loads on receiving waters;
- consider the need to ensure that water quality goals for aquatic ecosystem protection are achieved and monitored;
- consider the ability of the land to accommodate on-site effluent disposal in the long term and do not carry out development involving on-site disposal of sewage effluent if it will adversely affect the water quality of the river or groundwater. Have due regard to the nature and size of the site;
- minimise or eliminate point source and diffuse source pollution by the use of best management practices;
- site and orientate development appropriately to ensure bank stability;
- protect the habitat of native aquatic plants;
- locate structures where possible in areas which are already cleared or disturbed instead of clearing or disturbing further land;
- consider the range of flora and fauna inhabiting the site of the development concerned and the surrounding land, including threatened species and migratory species, and the impact of the proposal on the survival of threatened species, populations and ecological communities, both in the short and longer terms;
- conserve and, where appropriate, enhance flora and fauna communities, particularly threatened species, populations and ecological communities and existing or potential fauna corridors;
- minimise adverse environmental impacts, protect existing habitat and, where appropriate, restore habitat values by the use of management practices;
- consider the impact on ecological processes, such as waste assimilation and nutrient cycling;
- consider the need to provide and manage buffers, adequate fire radiation zones and building setbacks from significant flora and fauna habitat areas;

ORDINARY MEETING

SECTION 3 – Reports for Determination

Meeting Date: 25 February 2020

- consider the need to control access to flora and fauna habitat areas;
- give priority to agricultural production in rural zones;
- protect agricultural sustainability from the adverse impacts of other forms of proposed development;
- consider the ability of the site to sustain over the long term the development concerned;
- maintain or introduce appropriate separation between rural residential use and agricultural use on the land that is proposed for development;
- consider any adverse environmental impacts of infrastructure associated with the development concerned.

The site falls within the Middle Nepean and Hawkesbury River Catchment Area of *Sydney Regional Environmental Plan No.20 Hawkesbury - Nepean River (No.2 - 1997)*.

The likely future land uses, being community and recreational facilities, or advertising, are considered able to satisfy the planning policies, strategies and development controls contained in the Plan. As planning continues for the site the impacts on the Hawkesbury-Nepean will continue to be considered, and ultimately addressed in a future development application.

DISCUSSION

Hawkesbury Local Environmental Plan 2012

9 Industry Road and 312 Windsor Road, Vineyard

Clause 5.2 of the *Hawkesbury Local Environmental Plan 2012* applies to the classification and reclassification of public land. It requires public land that is to be reclassified to be described in Schedule 4 of the *Hawkesbury Local Environmental Plan 2012*.

It is intended to reclassify properties 9 Industry Road and 312 Windsor Road, Vineyard to 'Operational' land, however the subject sites will remain as public reserves and will continue to be affected by trusts, estates, interests, dedications, conditions, restriction or covenants that currently affect the land.

As a result, the subject sites are required to be listed in Part 1 to Schedule 4 of the *Hawkesbury Local Environmental Plan 2012*.

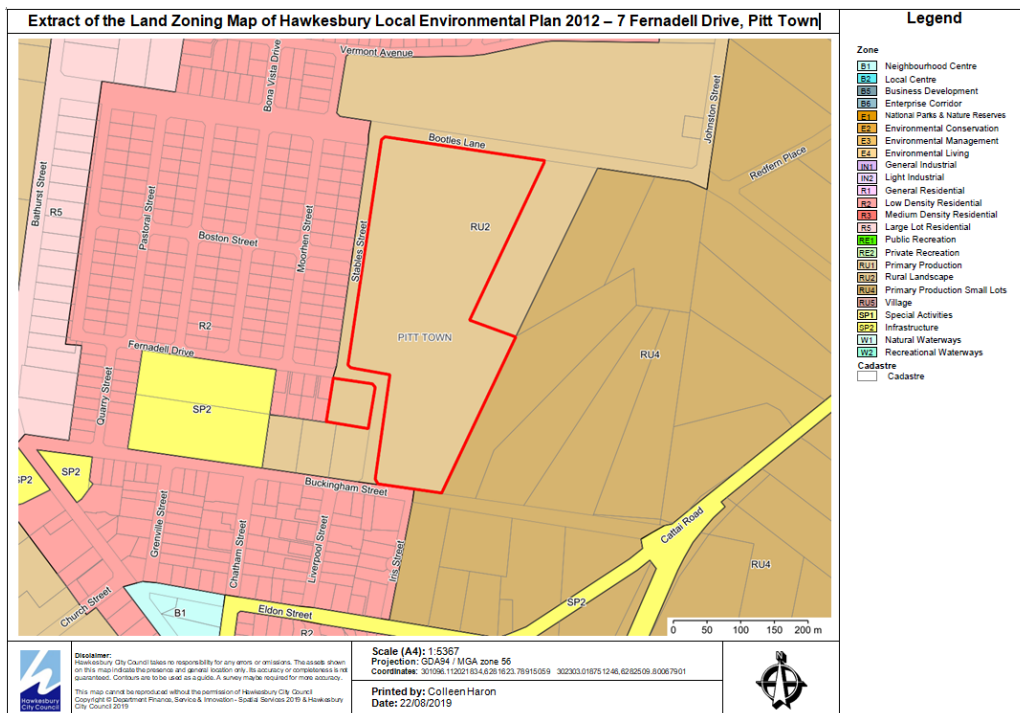
7 Fernadell Drive, Pitt Town

As shown in Figure 5 below, the subject site is currently zoned RU2 Rural Landscape under the *Hawkesbury Local Environmental Plan 2012*, which permits with development consent the following land uses:

Permitted with consent

Agriculture; Animal boarding or training establishments; Aquaculture; Boat sheds; Building identification signs; Business identification signs; Cemeteries; Charter and tourism boating facilities; Crematoria; Dual occupancies (attached); Dwelling houses; Educational establishments; Entertainment facilities; Environmental facilities; Farm buildings; Farm stay accommodation; Flood mitigation works; Forestry; Funeral homes; Helipads; Home-based child care; Home industries; Jetties; Landscaping material supplies; Moorings; Places of public worship; Plant nurseries; Recreation areas; Restaurants or cafes; Roads; Roadside stalls; Rural industries; Rural supplies; Rural workers' dwellings; Water recreation structures; Water storage facilities

ORDINARY MEETING
SECTION 3 – Reports for Determination
Meeting Date: 25 February 2020



**Figure 5: Extract of the Land Zoning Map of Hawkesbury Local Environmental Plan 2012
 7 Fernadell Drive, Pitt Town**

Given that ‘community facilities’ and ‘recreation facilities’ are not included as permitted land uses with development consent under the RU2 zone in the Land Use Table of the *Hawkesbury Local Environmental Plan 2012*, the Planning Proposal seeks to rezone part of the subject site (the Pitt Town Community Precinct Site) to RE1 Public Recreation. The following land uses are permitted with development consent under the proposed RE1 zoning:

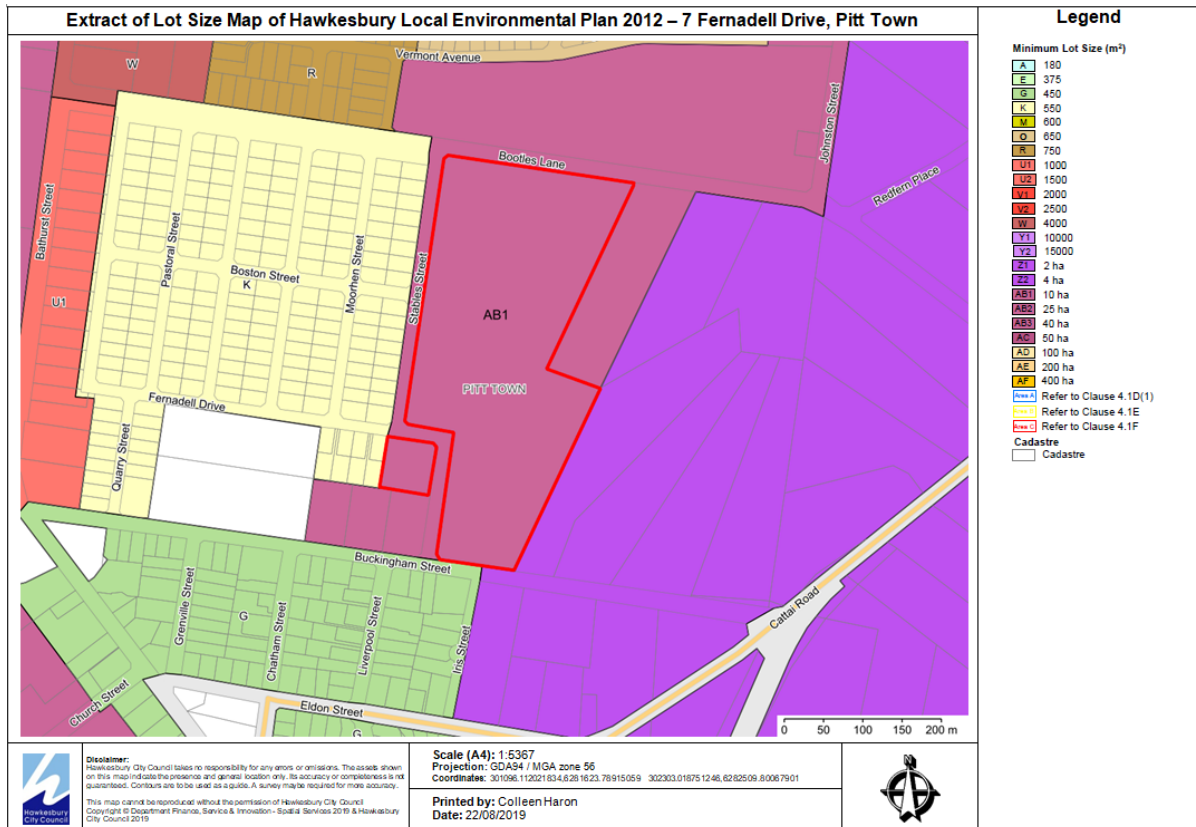
Permitted with consent

*Aquaculture; Boat sheds; Centre-based child care facilities; Charter and tourism boating facilities; **Community facilities**; Environmental facilities; Extensive agriculture; Farm buildings; Flood mitigation works; Food and drink premises; Forestry; Helipads; Information and education facilities; Jetties; Kiosks; Markets; Moorings; Public administration buildings; Recreation areas; Recreation facilities (indoor); Recreation facilities (major); **Recreation facilities (outdoor)**; Respite day care centres; Roads; Signage; Water recreation structures; Water storage facilities*

The 4,299m² Pitt Town Community Centre Site will remain within the current RU2 Rural Landscape zone.

The subject site has a minimum lot size requirement of 10 ha under the *Hawkesbury Local Environmental Plan 2012* as shown in Figure 6 below:

ORDINARY MEETING
SECTION 3 – Reports for Determination
Meeting Date: 25 February 2020



**Figure 6: Extract of the Lot Size Map of Hawkesbury Local Environmental Plan 2012
7 Fernadell Drive, Pitt Town**

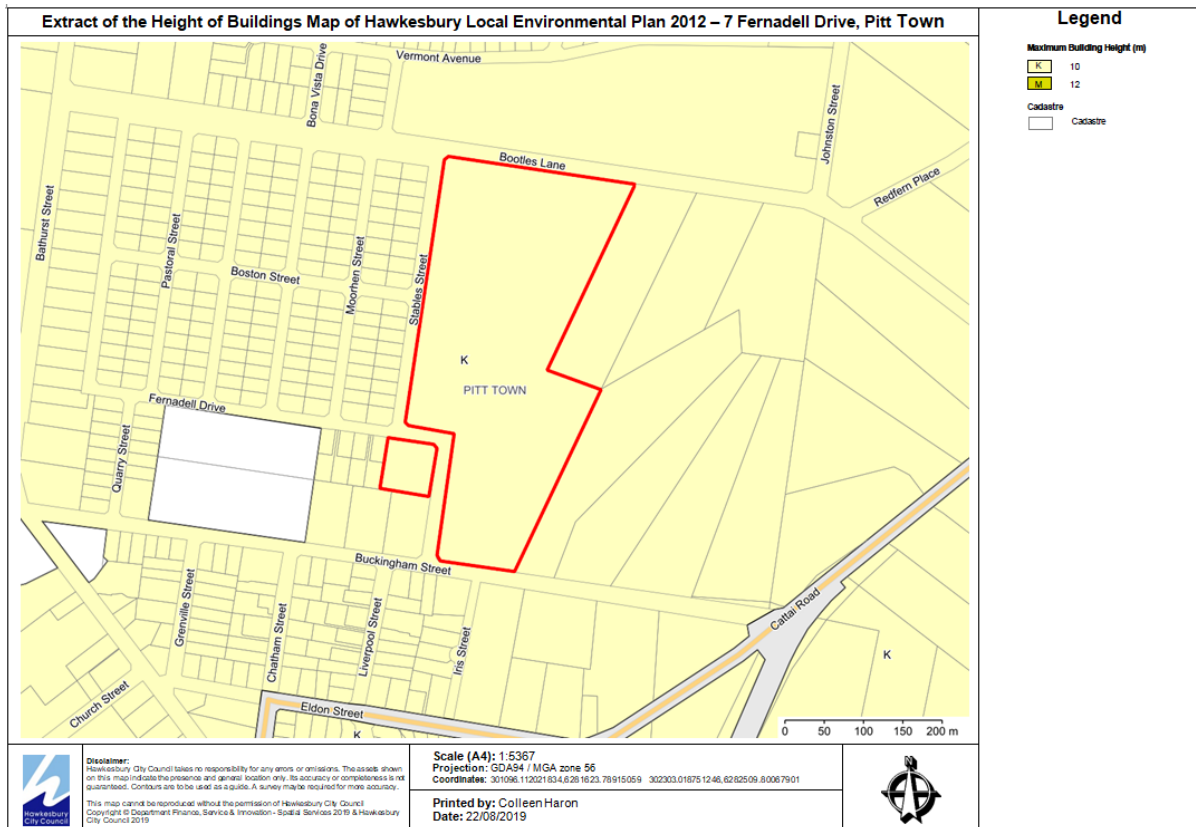
It is the intention that the 4,299m² Pitt Town Community Centre Site will be excised from the rest of the Fernadell Park site in the future. To enable this, the land needs to be reclassified from 'Community' land to 'Operational' land.

The subject site has a total area of 9.9549 ha and therefore does not currently have subdivision potential. In order to facilitate subdivision of the subject site, the minimum lot size provisions for the land need to be amended. It is proposed to change the minimum lot size for the 4,299m² Pitt Town Community Centre Site to 4,000m².

Within the Hawkesbury Local Government Area no minimum lot size provisions apply to land within the RE1 Public Recreation zone. It is therefore also proposed to remove the current 10ha minimum lot size provision for the remaining Pitt Town Community Precinct Site in order to be consistent with the RE1 Public Recreation provisions of the *Hawkesbury Local Environmental Plan 2012*, and to facilitate the excising of the Community Centre Site in the future.

Figure 7 below shows the current Height of Building provision for the subject site as being 10m:

ORDINARY MEETING
SECTION 3 – Reports for Determination
Meeting Date: 25 February 2020



**Figure 7: Extract of the Height of Buildings Map of Hawkesbury Local Environmental Plan 2012
7 Fernadell Drive, Pitt Town**

Within the Hawkesbury Local Government Area no maximum height of buildings provisions apply to land within the RE1 Public Recreation zone, and it is intended to amend the Height of Buildings Map to remove the 10m maximum height of buildings provision currently applying to the subject site in order to be consistent with the RE1 Public Recreation provisions of the *Hawkesbury Local Environmental Plan 2012*.

The site contains 'Connectivity between significant vegetation' as identified on the Terrestrial Biodiversity Map of the *Hawkesbury Local Environmental Plan 2012*. However, as seen in Figure 4 the site is cleared of native vegetation.

The subject site is affected by Class 5 Acid Sulfate Soils on the Acid Sulphate Soils Planning Maps contained within the *Hawkesbury Local Environmental Plan 2012*.

The subject site is partially below the 1 in 100 year flood level of approximately 17.3m AHD, having land levels between 12 – 20.5m AHD.

Part of the subject site is identified as being Bushfire Prone (Buffer). It is identified as containing Agriculture Land Classification 2 and 3 in the maps prepared by the former NSW Department of Agriculture.

Clause 5.2 of the *Hawkesbury Local Environmental Plan 2012* applies to the classification and reclassification of public land.

To enable the future sale of the 4,299m² Pitt Town Community Centre Site portion of 7 Fernadell Drive, Pitt Town, the existing public reserve status needs to be removed. As a result the 4,299m² Pitt Town Community Centre Site is required to be listed in Part 2 to Schedule 4 of the *Hawkesbury Local Environmental Plan 2012*.

ORDINARY MEETING

SECTION 3 – Reports for Determination

Meeting Date: 25 February 2020

Subclause (5) states:

“The public land described in Part 2 of Schedule 4, to the extent (if any) that it is a public reserve, ceases to be a public reserve when the description of the land is inserted into that Part and is discharged from all trusts, estates, interests, dedications, conditions, restrictions and covenants affecting the land or any part of the land, except:

- (a) those (if any) specified for the land in Column 3 of Part 2 of Schedule 4, and*
- (b) any reservations that except land out of the Crown grant relating to the land, and*
- (c) reservations of minerals (within the meaning of the Crown Lands Act 1989).”*

As a consequence of Clause 5.2(5) of the *Hawkesbury Local Environmental Plan 2012*, the reclassification of the 4,299m² Pitt Town Community Centre Site portion of 7 Fernadell Drive, Pitt Town will result in any trusts that currently apply to the land being removed, unless otherwise stated within Part 2 of Schedule 4.

Certificate of Title for Lot 6028 DP 1169449 (7 Fernadell Drive, Pitt Town) identifies the following interests which apply to the land:

1. Reservations and conditions in the Crown Grant(s)
2. The Land within described is public reserve
3. DP 778197 Restriction(s) on the use of land
4. DP812882 Restriction(s) on the use of land
5. AC584755 Planning agreement pursuant to Section 93H
6. DP1163202 Easement for overhead power line(s) 9 metre(s) wide affecting the Part(s) shown so burdened in the Title Diagram
7. DP1169445 Easement for drainage of water variable width affecting the Part(s) shown burdened in the Title Diagram
8. DA1169448 Easement for underground cables 1 metre(s) wide affecting the Part(s) shown so burdened in the Title Diagram
9. DP1206587 Easement for drainage of water variable width affecting the Part(s) shown so burdened in DP1206587

Items 1 to 5 inclusive apply to the 4,299m² Pitt Town Community Centre Site portion of 7 Fernadell Drive, Pitt Town.

Given the exceptions under Clause 5.2(5) of the *Hawkesbury Local Environmental Plan 2012*, Item 1 relating to reservations and conditions in Crown Grants will remain.

As previously discussed, the public reserve status of the land is to be removed to enable the future sale of the land.

Items 3 and 4 are restrictions on the use of the land that have historically been carried through subsequent subdivisions of the original property and are not relevant anymore.

The Planning Agreement referred to in Item 5 does not apply to the subject site in particular. This restriction on the Title has also been carried over from subdivisions of the original property and related to the dedication of land for a school site and the carrying out of intersection works and shoulder works on Pitt Town Road.

As a result, there is no necessity in maintaining the existing restrictions on the land.

ORDINARY MEETING
SECTION 3 – Reports for Determination
Meeting Date: 25 February 2020

Assessment of the Merits of the Planning Proposal

Ecology

9 Industry Road and 312 Windsor Road, Vineyard

The subject sites are largely cleared but do contain some vegetated areas, including exotic grasses and some stands of *Shale Plains Woodland* and *Shale Gravel Transition Forest*.

Council's consulting ecologist (Eco Logical Australia, 2018) has advised:

- *"The majority of the reserve is cleared with a mown understory including a number of exotic grasses.*
- *Small patch of Cumberland Plains Woodland (Shale Plains Woodland) in relatively good condition (rated as high biodiversity priority rank) at the northern parts of Industry Reserve.*
- *Small clump of trees aligning with Shale Gravel Transition Forest in a disturbed condition with an exotic understory towards the southern parts of the Reserve.*
- *No connectivity with adjoining habitat.*
- *No recorded threatened flora or fauna species.*
- *Longer term viability of the existing Cumberland Plains Woodland (Shale Plains Woodland) is low."*

Therefore, there are no likely impacts on threatened species or ecological communities that would preclude the reclassification of the subject sites. Any future development of the land is similarly unlikely to have such impacts and these can be appropriately managed through Council's development assessment processes.

Figure 8 shows the areas of the subject site which contain significant vegetation. Figure 9 shows the corresponding vegetation that is located in these areas.

ORDINARY MEETING
SECTION 3 – Reports for Determination
Meeting Date: 25 February 2020

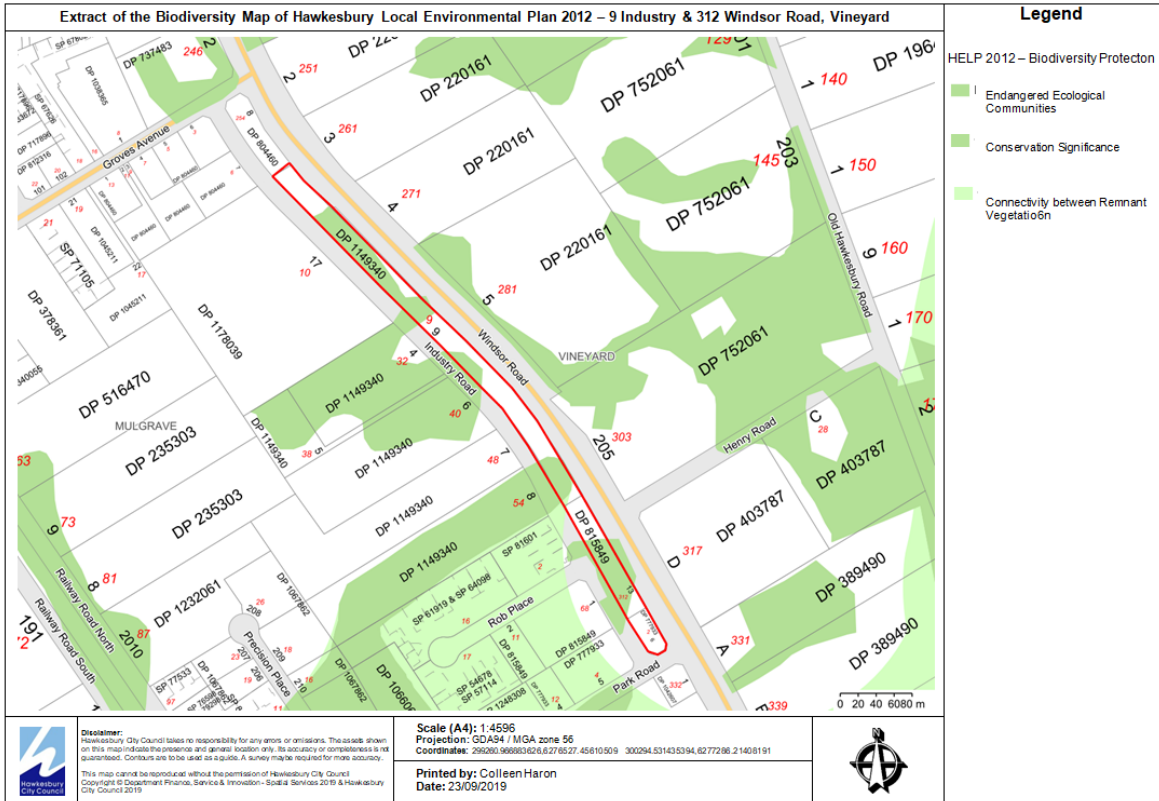


Figure 8 – Mapped Significant Vegetation on the Subject Site

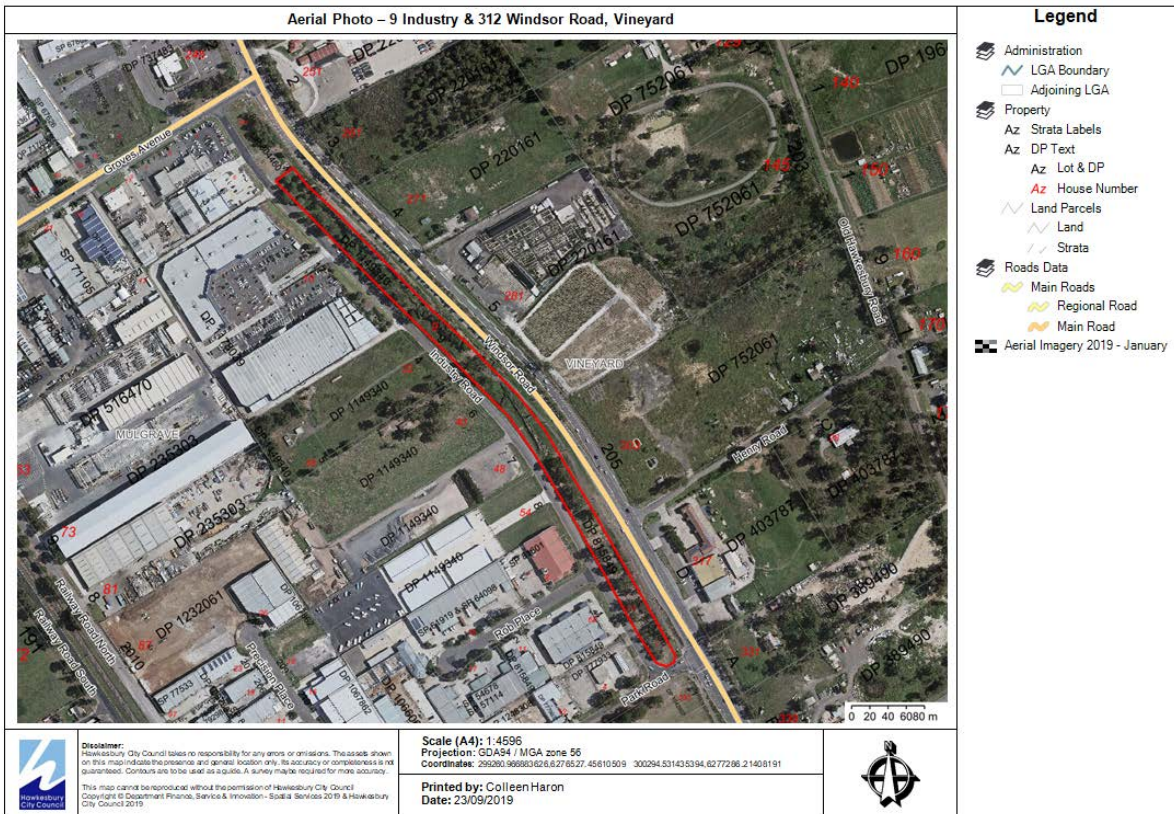


Figure 9 – Aerial Photo of the Subject Site

ORDINARY MEETING

SECTION 3 – Reports for Determination

Meeting Date: 25 February 2020

7 Fernadell Drive, Pitt Town

The subject site is largely cleared however contains some vegetated areas along the site boundaries, which is introduced species.

Therefore, there are no likely impacts on threatened species or ecological communities that would preclude the rezoning and reclassification of the subject sites. Any future development of the land is similarly unlikely to have such impacts and these can be appropriately managed through Council's proposed master planning, plan of management and development assessment processes.

Flooding

Part of the subject sites are affected by the 1 in 100 year flood level, and as such Clause 6.3 – *Flood planning* of the Hawkesbury Local Environmental Plan 2012 and Council's Development of Flood Liable Land Policy will apply to future development of the subject sites.

It is considered that the proposed uses of the subject sites for community, recreation and advertising purposes are compatible with the flood affectation of the land, including the flood hazard classification.

Bushfire Hazard

The subject site is shown as being bushfire prone on the NSW Rural Fire Service's Bushfire Prone Land Map.

The planning proposal is not accompanied by a bushfire assessment report. Given that the subject sites are identified as bushfire prone, the planning proposal will be referred to the NSW Rural Fire Service for comment following any 'Gateway' determination from The Department of Planning, Industry and Environment in accordance with the s.9.1 Direction 4.4.

Agricultural Land Classification

9 Industry Road and 312 Windsor Road, Vineyard

The site is shown as being Agriculture Land Classification 2 and 3 on maps prepared by the former NSW Department of Agriculture. These lands are described by the classification system as:

- "3. *Grazing land or land well suited to pasture improvement. It may be cultivated or cropped in rotation with sown pasture. The overall production level is moderate because of edaphic factors or environmental constraints. Erosion hazard, soil structural breakdown or other factors including climate may limit the capacity for cultivation, and soil conservation or drainage works may be required.*"

Given the location and dimensions of the subject sites, it is considered that it is unlikely the sites could support a commercially sustainable agricultural enterprise.

7 Fernadell Drive, Pitt Town

The site is shown as being Agriculture Land Classification 2 and 3 on maps prepared by the former NSW Department of Agriculture. These lands are described by the classification system as:

- "2. *Arable land suitable for regular cultivation for crops but not suited to continuous cultivation. It has moderate to high suitability for agriculture, but edaphic (soil factors) or environmental constraints reduce the overall level of production and may limit the cropping phase to a rotation with sown pastures.*"

ORDINARY MEETING

SECTION 3 – Reports for Determination

Meeting Date: 25 February 2020

3. *Grazing land or land well suited to pasture improvement. It may be cultivated or cropped in rotation with sown pasture. The overall production level is moderate because of edaphic factors or environmental constraints. Erosion hazard, soil structural breakdown or other factors including climate may limit the capacity for cultivation, and soil conservation or drainage works may be required."*

The subject site has been reserved for the purposes of providing recreational facilities to support the intensification of residential development within Pitt Town, as part of the Major Projects approval for Pitt Town.

Services

9 Industry Road and 312 Windsor Road, Vineyard

The subject sites are located in an area that is well serviced by public infrastructure, including:

- Water: Water mains are located within the site.
- Drainage: A stormwater drain/culvert is located within the site.
- Electricity: Low voltage electricity is available to the site.
- Telecommunications: underground and mobile telecommunications are available at the site.
- Sewer: Sewer mains are located within the site, and a sewer pumping station is located adjacent to the site.
- Transport: Both subject properties are located within 1km of Mulgrave Train Station, and major bus routes operate within walking distance of the subject lands on Windsor Road.

7 Fernadell Drive, Pitt Town

The subject site is located in an area that is relatively well serviced by public infrastructure, including:

- Water: Water mains are located at the site.
- Drainage: A stormwater drain/culvert and major detention basin is located within the site.
- Electricity: Low voltage electricity is available to the site.
- Telecommunications: underground and mobile telecommunications are available at the site.
- Sewer: Sewer mains are located at the site.
- Transport: Bus routes operate within walking distance of the subject land, along Pitt Town Road, Bathurst Street and Cattai Road.

Heritage

The subject sites are not listed as heritage items under Schedule 5 *Environmental Heritage* of the *Hawkesbury Local Environmental Plan 2012*, nor are they located within the vicinity of any listed heritage items where future development of the land may have an impact on the significance of these items.

In addition, these sites are not located within or adjoining a heritage conservation area and not identified as an archaeological site.

8. Hawkesbury Local Planning Panel Advice

The Planning Proposal was reported to the Hawkesbury Local Planning Panel Meeting of 21 November 2019 for advice/comments.

In respect to this Planning Proposal, the Panel recommended that:

1. Supports the Planning Proposal to amend the *Hawkesbury Local Environmental Plan 2012* in relation to the subject sites as follows:

ORDINARY MEETING

SECTION 3 – Reports for Determination

Meeting Date: 25 February 2020

9 Industry Road and 312 Windsor Road, Vineyard

- (a) Amend *Hawkesbury Local Environmental Plan 2012*, Schedule 4, Part 1 – Land classified, or reclassified, as operational land – no interests changed to insert the following into the table in alphabetical order:

Column 1	Column 2
Locality	Description
Vineyard, 9 Industry Road	Lot 9 DP 1149340
Vineyard, 312 Windsor Road	Lot 13, DP 815849 and Lot 6, DP 777933

7 Fernadell Drive, Pitt Town

- (b) Amend *Hawkesbury Local Environmental Plan 2012*, Schedule 4, Part 2 – Land classified, or reclassified, as operational land – interests changed to insert the following:

Column 1	Column 2	Column 3
Locality	Description	Any trusts etc not discharged
Pitt Town, 7 Fernadell Drive (part of)	Part of Lot 6028, DP 1169449 identified as “Operational Land” on the Land Reclassification (Part Lots) Map	Nil

- (c) Create a Land Reclassification (Part Lots) Map for the *Hawkesbury Local Environmental Plan 2012*, and identify Part of Lot 6028 DP 1169449 (the 4,299m² portion located to the south-west of Fernadell Drive known as the Pitt Town Community Centre Site) as being ‘Operational Land’, as shown in Attachment 4 (map to be amended to correctly identify the land to be reclassified).
- (d) Amend the Land Zoning Map (Map Reference No. 3800_COM_LZN_008C) of the *Hawkesbury Local Environmental Plan 2012* to rezone Part of Lot 6028 DP 1169449 (the 9.5ha portion located to the north-east of Fernadell Drive known as the Pitt Town Community Precinct Site) from RU2 Rural Landscape to RE1 Public Recreation as shown in Attachment 1 of this Report.
- (e) Amend the Lot Size Map (Map Reference No. 3800_COM_LSZ_008C) of the *Hawkesbury Local Environmental Plan 2012* to permit a minimum lot size of 4,000m² for part of Lot 6028 DP 1169449 (the 4,299m² portion located to the south-west of Fernadell Drive known as the Pitt Town Community Centre Site), and remove the current 10 ha minimum lot size provision applying to part of Lot 6028 DP 1169449 (the 9.5 ha portion located to the north-east of Fernadell Drive known as the Pitt Town Community Precinct Site) as shown in Attachment 2 of this Report.
- (f) Amend the Height of Buildings Map (Map Reference No. 3800_COM_HOB_008C) of *Hawkesbury Local Environmental Plan 2012* to remove the current 10m maximum building height provision applying to Part of Lot 6028 DP 1169449 (the 9.5 ha portion located to the north-east of Fernadell Drive known as the Pitt Town Community Precinct Site) as shown in Attachment 3 of this Report.

2. Recommend that Council forward the planning proposal to the Greater Sydney Commission requesting a Gateway Determination under Section 3.34 of the *Environmental Planning and Assessment Act 1979*.

ORDINARY MEETING

SECTION 3 – Reports for Determination

Meeting Date: 25 February 2020

The planning proposal has not yet been exhibited as Council has not resolved to prepare the proposal. If the planning proposal is to proceed it will be exhibited in accordance with the relevant provisions of the *Environmental Planning and Assessment Act, 1979* (EP&A Act) and associated Regulations, and as specified in any 'Gateway' determination.

An independently facilitated public hearing is required to be held as part of the community consultation process for any planning proposal seeking to reclassify land from 'Community' to 'Operational'.

CONFORMANCE TO THE HAWKESBURY COMMUNITY STRATEGIC PLAN 2017-2036

The proposal is consistent with the following Focus Areas, Directions and Strategies within the Community Strategic Plan.

Our Leadership

- 1.3 Financial Sustainability - Build strong financial sustainability for now and future generations.
 - 1.3.1 In all of Council's strategies, plans and decision making there will be a strong focus on financial sustainability.
 - 1.3.2 Meet the needs of the community now and into the future by managing Council's assets with a long-term focus.
 - 1.3.3 Decisions relating to determining priorities will be made in the long term interests of the community.

Our Community

- 2.2 Participation in recreational and lifestyle activities is increased - Encourage and enable our community to participate in a healthy lifestyle
 - 2.2.2 Encourage active participation in a range of sporting and recreational pursuits.
- 2.3 Community partnerships continue to evolve - Increase the range of local partnerships and plan for the future
 - 2.3.1 Encourage and facilitate community partnerships.
 - 2.3.4 Develop opportunities for active involvement of residents in the management of parks and public spaces in the Hawkesbury.
- 2.4 Community wellbeing and local services - Build on a sense of community and wellbeing
 - 2.4.2 Provide flexible services that can adapt to changing community needs and service demands.

Our Assets

- 4.3 Places and Spaces - Provide the right places and spaces to serve our community
 - 4.3.1 Provide a variety of quality passive recreation spaces including river foreshores, parks, bushland reserves and civic spaces to enhance our community's health and lifestyle.
 - 4.3.2 Provide a variety of quality active recreation spaces including playgrounds, sporting fields, pool, stadium and multipurpose centres to enhance our community's health and lifestyle.
 - 4.3.3 Provide a variety of quality shared spaces including meeting spaces accommodating public art, cultural and environmental amenity to enhance our community's health and lifestyle.

ORDINARY MEETING

SECTION 3 – Reports for Determination

Meeting Date: 25 February 2020

- 4.3.4 Manage commercial spaces available for business and investment across the Hawkesbury's local centres.

Our Future

- 5.1 Strategic Planning Governance - Encourage informed planning, balanced growth and community engagement
- 5.1.1 Council's planning is integrated and long term.
- 5.1.2 Council's decision making on all matters is transparent, accessible and accountable.
- 5.1.3 Council will continually review its service provision to ensure best possible outcomes for the community.
- 5.1.4 Encourage increased community participation in planning and policy development.
- 5.1.5 The needs of our community will be reflected in Local, State and Regional Plans.
- 5.7 Tourism and Economic Development - Promote our community as the place to visit, work and invest
- 5.7.1 Working in partnership we will actively market our City and our capabilities to existing and potential businesses, visitors and investors.

Fit For the Future Strategy Considerations

The proposal is aligned with Council's long term plan to improve and maintain organisational sustainability and achieve Fit for the Future financial benchmarks. The proposal will enable Council to sustainably manage community assets in accordance with the scheduled program of works in the Long-Term Financial Plan.

Conclusion

The Planning Proposal was reported to the Hawkesbury Local Planning Panel for advice on 21 November 2019. The Panel recommended that the Planning Proposal proceed to a 'Gateway' determination.

As demonstrated in this Report, the Planning Proposal is considered to be consistent with relevant legislation and considerations including, the *Local Government Act 1993*, *Environmental Planning and Assessment Act 1979* and Practice Note PN16-001 - *Classification and reclassification of public land through a local environmental plan* in relation to the reclassification of the subject sites. In addition, the Planning Proposal is consistent with the aims, objectives and requirements of the relevant State, Regional and Local strategies/strategic plans, State Environmental Planning Policies and Section 9.1 Ministerial Directions.

In particular, the Planning Proposal has strategic merit, and is consistent with the objectives of the Sydney Region Plan and the Western City District Plan as:

- The Pitt Town Community Precinct is being provided in response to the expansion of the residential precinct of Pitt Town to cater for the existing and future community and recreational needs of residents. The design of the Pitt Town Community Precinct will include landscaping that will contribute to the expansion of the urban tree canopy in the public realm. The Planning Proposal will facilitate the timely and efficient delivery of these facilities to support an active, resilient and socially connected community, while maximising the use of the subject site by combining community and recreational uses;
- The reclassification of 9 Industry Road and 312 Windsor Road, Vineyard to 'Operational' land will enable Council to lease these sites for advertising purposes to promote existing and future commercial and industrial activities within the Mulgrave Industrial and Business Precinct.

ORDINARY MEETING

SECTION 3 – Reports for Determination

Meeting Date: 25 February 2020

The Planning Proposal is justified as it would:

- enable Hawkesbury City Council to develop and/or manage the sites in line with existing uses (advertising) or intended uses (recreational and community facilities);
- increase the amenity of Pitt Town by facilitating the orderly development of the community and recreational facilities of Fernadell Park;
- increase the productivity of Mulgrave Industrial and Business Precinct by facilitating the ongoing use of 9 Industry Road and 312 Windsor Road, Vineyard for advertising purposes; and
- have no adverse impact on the environmental attributes of the subject sites.

It is therefore recommended that Council support the forwarding of the Planning Proposal to the Department of Planning, Industry and Environment requesting a Gateway Determination under Section 3.34 of the *Environmental Planning and Assessment Act, 1979*.

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.

ATTACHMENTS:

AT - 1 Proposed Land Zoning Map - 7 Fernadell Drive, Pitt Town

AT - 2 Proposed Lot Size Map - 7 Fernadell Drive, Pitt Town

AT - 3 Proposed Height of Buildings Map - 7 Fernadell Drive, Pitt Town

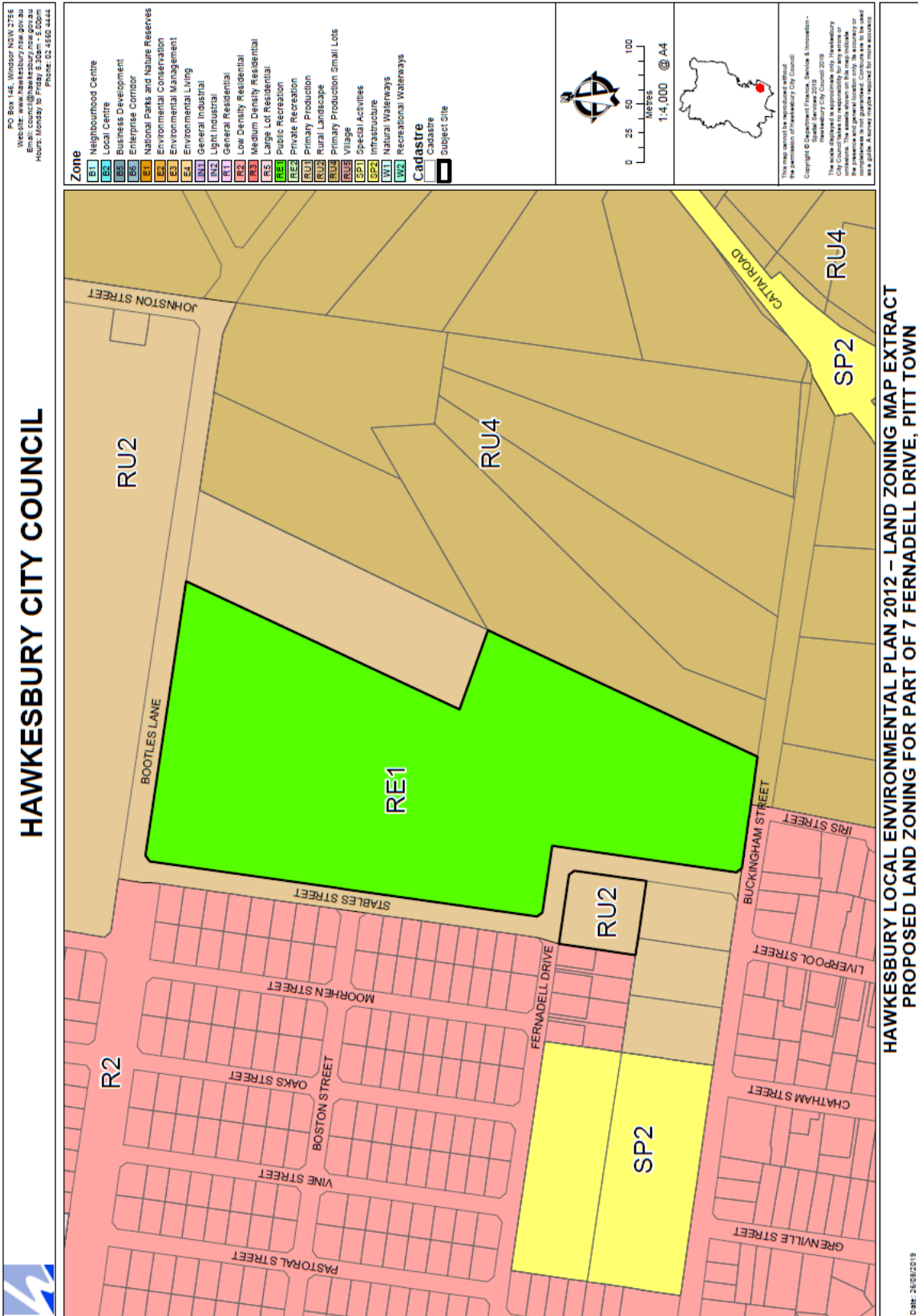
AT - 4 Proposed Land Reclassification (Part Lots) Map - 7 Fernadell Drive, Pitt Town

AT – 1 Proposed Land Zoning Map - 7 Fernadell Drive, Pitt Town

ORDINARY MEETING

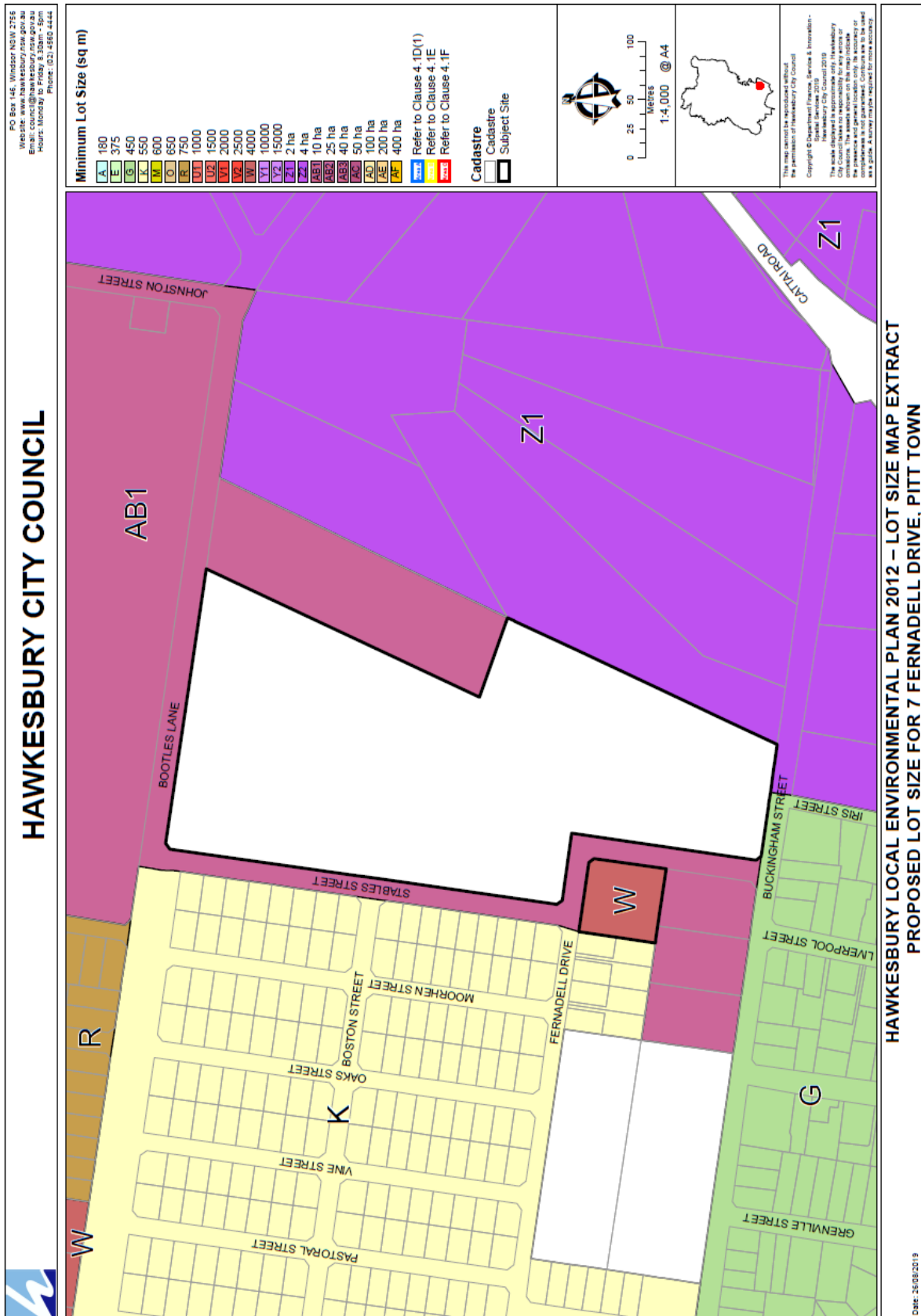
SECTION 3 – Reports for Determination

Meeting Date: 25 February 2020



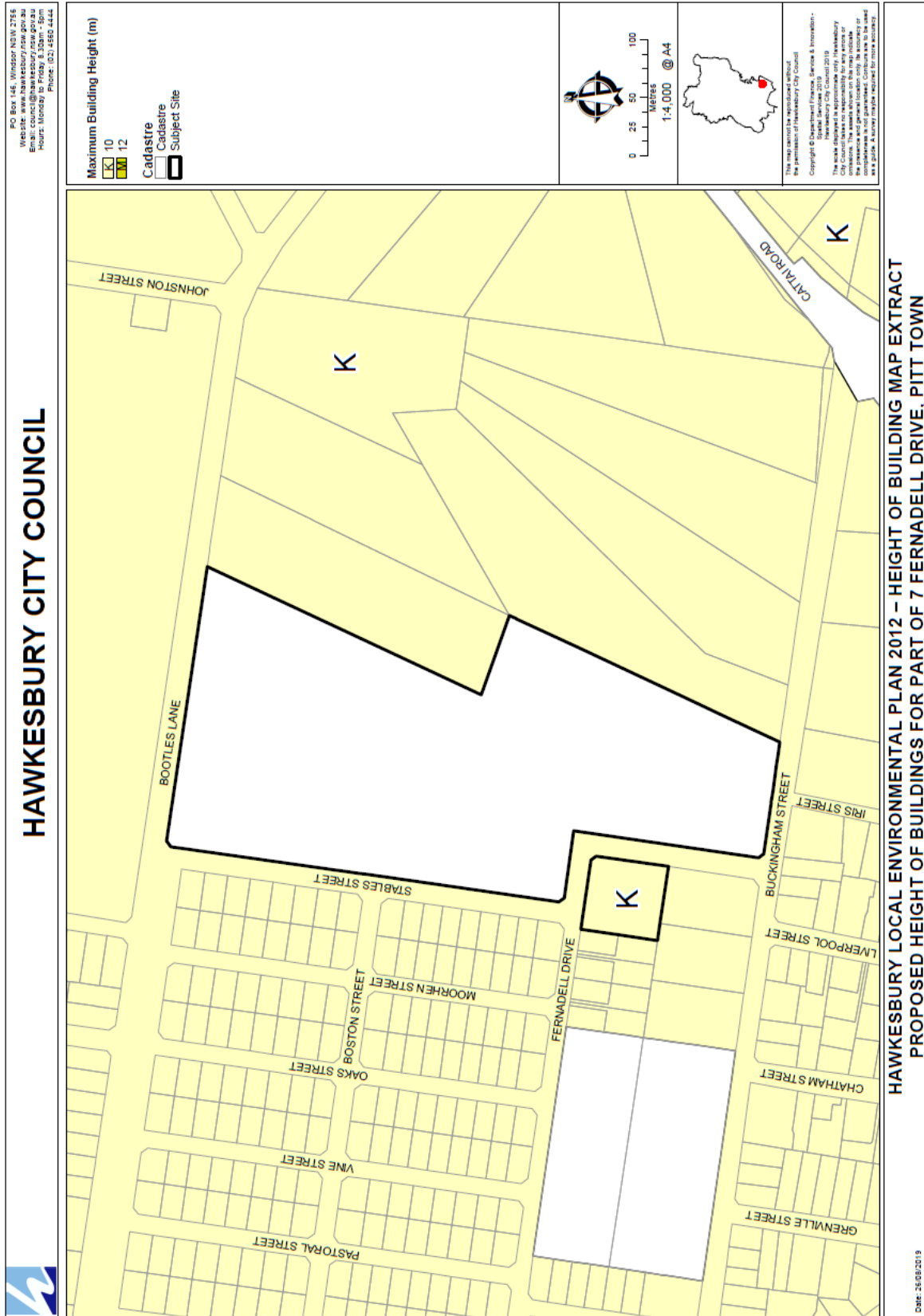
ORDINARY MEETING
SECTION 3 – Reports for Determination
Meeting Date: 25 February 2020

AT – 2 Proposed Lot Size Map - 7 Fernadell Drive, Pitt Town



ORDINARY MEETING
SECTION 3 – Reports for Determination
Meeting Date: 25 February 2020

AT – 3 Proposed Height of Buildings Map - 7 Fernadell Drive, Pitt Town



ORDINARY MEETING
SECTION 3 – Reports for Determination

Meeting Date: 25 February 2020

AT – 4 Proposed Land Reclassification (Part Lots) Map - 7 Fernadell Drive, Pitt Town



oooO END OF REPORT Oooo

ORDINARY MEETING
SECTION 3 – Reports for Determination
Meeting Date: 25 February 2020

CITY PLANNING

Item: 028 **CP - Draft Progress Report on the 2019/2020 Operational Plan for the period July - December 2019 - (95498)**

Directorate: City Planning

PURPOSE OF THE REPORT:

The purpose of this report is to inform Council of progress in implementing Council's 2019-2020 Operational Plan for the period 1 July 2019 to 31 December 2019.

EXECUTIVE SUMMARY:

Local councils in NSW are required to undertake their planning and reporting activities in accordance with the Local Government Act 1993 and the Local Government (General) Regulation 2005. The Progress Report provides Council's six monthly update on the organisation's progress and performance in delivering actions outlined in Council's 2019 - 2020 Operational Plan.

RECOMMENDATION:

That Council receive and note the Six-Month Progress Update on the 2019-2020 Operational Plan.

BACKGROUND

The Operational Plan is a key plan for the Hawkesbury. It translates Council's priorities and services set out in 'The Hawkesbury 2036: It's Our Future' Community Strategic Plan and four year Delivery Program, into measurable actions for the full financial year.

This report has been prepared in accordance with the Office of Local Government's Integrated Planning and Reporting Framework. It provides Council's six monthly update on the organisation's progress and performance during the period 1 July 2019 to 31 December 2019 in delivering actions outlined in Council's 2019/2020 Operational Plan.

The progress report provides a snapshot of achievements under the five focus areas set out in the Community Strategic Plan:

- Our Leadership
- Our Community
- Our Environment
- Our Assets
- Our Future

The snapshot is followed by detailed updates on key programs the organisation is progressing in line with the 2019/2020 Operational Plan.

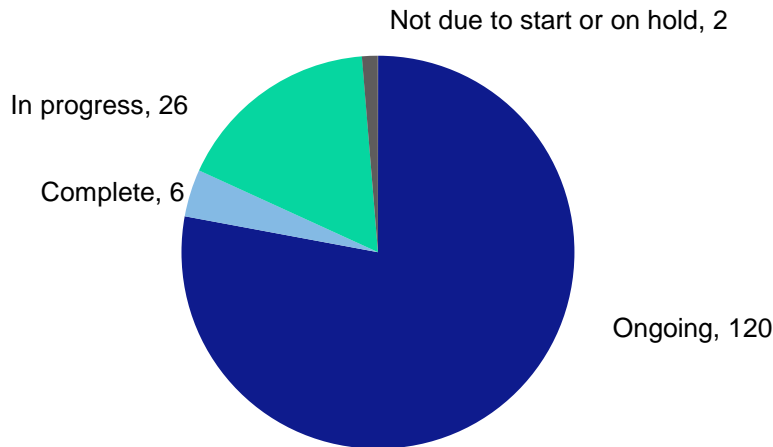
Relevant Legislation

- The Local Government Act 1993
- The Local Government (General) Regulation 2005

ORDINARY MEETING
SECTION 3 – Reports for Determination
Meeting Date: 25 February 2020

DISCUSSION

The attached progress report provides details of Council's progress in achieving the 154 actions listed in Council's 2019/2020 Operational Plan for the period 1 July 2019 to 31 December 2019. The below chart shows a high level status report of the 154 actions listed in the plan. It is important to note that this report does not contain an update on every service and activity provided by Council.



COMMUNITY ENGAGEMENT

This report does not require community consultation.

CONFORMANCE TO THE HAWKESBURY COMMUNITY STRATEGIC PLAN 2017-2036

The report is consistent with the following Focus Area, Direction and Strategy within the Community Strategic Plan.

Our Future

5.1 Strategic planning and governance: Encourage informed planning, balanced growth and community engagement.

5.1.1 Council's planning is integrated and long term.

FINANCIAL IMPACT

There are no financial implications applicable to this report.

FIT FOR THE FUTURE STRATEGY CONSIDERATIONS

This report is aligned with Council's long term plan to improve and maintain organisational sustainability and achieve Fit for the Future financial benchmarks. The preparation of this report has no financial implications outside of Council's adopted Long Term Financial Plan.

ATTACHMENTS:

AT - 1 Progress Report on the 2019/2020 Operational Plan for the period July to December 2019
(Distributed under separate cover).

oooO END OF REPORT Oooo

ORDINARY MEETING

SECTION 3 – Reports for Determination

Meeting Date: 25 February 2020

Item: 029 CP - Draft Hawkesbury Local Strategic Planning Statement (LSPS) 2040 - (95498, 124414)

Previous Item: 170, Ordinary (24 September 2019)
232, Ordinary (10 December 2019)

Directorate: City Planning

PURPOSE OF THE REPORT:

The purpose of this report is to seek Council's endorsement to submit the Draft Hawkesbury Local Strategic Planning Statement 2040 for the Greater Sydney Commission's Assurance Process prior to being considered by Council for final adoption.

EXECUTIVE SUMMARY:

The Draft Hawkesbury Local Strategic Planning Statement 2040 is a 20 year land use vision for Council which includes special local characteristics, shared community values and actions to manage growth and change and provides a line-of-sight between the State, District and Local Level (Community Strategic Plan 2017-2036) Planning Frameworks.

The Draft Hawkesbury Local Strategic Planning Statement 2040 provides consistent strategic reasoning that can be used when:

- explaining the land use requirement to the community;
- justifying the decision of a development application;
- providing expert evidence at the Land and Environment Court; and when
- a council wants to review its strategic direction.

The making of the Local Strategic Planning Statement is a statutory requirement in accordance with the *Environmental Planning and Assessment Act 1979*, which will be followed by the overall review of the Hawkesbury Local Environmental Plan 2012.

The process involves submitting the Draft Hawkesbury Local Strategic Planning Statement 2040 for the Greater Sydney Commission's review and assurance process, whereby all state agencies consider whether the Draft has sufficiently reflected the Sydney Region Plan and Western City District Plan.

RECOMMENDATION:

That Council endorse the submission of the Draft Hawkesbury Local Strategic Planning Statement 2040 contained within Attachment 1 to this report for the Greater Sydney Commission's review and assurance process prior to being considered by Council for final adoption.

BACKGROUND

The *Environmental Planning and Assessment Act 1979* is the principle planning and development assessment legislation in New South Wales. The *Environmental Planning and Assessment Act 1979* was amended in November 2017, coming into effect in March 2018, with the adoption by the NSW State Government of the Sydney Region Plan - A Metropolis of Three Cities and Five District Plans, including the Western City District Plan of which the Hawkesbury LGA falls within.

The amendment of the *Environmental Planning and Assessment Act 1979* shifted the emphasis of planning from a regulatory focus to provide a logical progression from national, state and regional issues to local planning issues whereby planning is able to achieve a shared outcome that better reflects the context and nature of the local community. This leads to more connected, functional and cohesive planning at all levels. Figure 1 below illustrates the line-of-sight between the key strategic priorities identified at regional, district and finer grained planning at a local level.



Figure 1: Strategic Planning Framework – Line of sight

The Greater Sydney Commission and the Department of Planning, Industry and Environment have been guiding the Local Strategic Planning Statement making process since 2018 through technical working group forums and on-going meetings and collaboration.

Council has previously undertaken the initial health check/review of the Hawkesbury Local Environmental Plan 2012 against the Western City District Plan – Planning Priorities, Objectives and Actions. The Health Check Report was presented to Council in October 2018. The health check/review had identified that the Hawkesbury Local Environmental Plan 2012 is mostly consistent with the planning priorities and objectives within the Western City District Plan. The Greater Sydney Commission assessed the Hawkesbury LEP Health Check and provided assurance to proceed with the Local Strategic Planning Statement making process.

The Draft Hawkesbury Local Strategic Planning Statement 2040 has been prepared with significant input from Councillors through various workshop sessions and the community, both through the Community Strategic Plan 2017-2036 engagement, in addition to the community engagement between 1 October to 13 November 2019. A post exhibition report was presented to Council in December 2019 providing the outcome of the public exhibition of the Draft Hawkesbury Local Strategic Planning Statement 2040.

A preliminary health check meeting was held with the Greater Sydney Commission, Department of Planning Industry and Environment and other Government agencies on 22 November 2019 to discuss the Draft Hawkesbury Local Strategic Planning Statement 2040. Comments were received from the Greater Sydney Commission following the meeting and amendments have been made to the Draft Hawkesbury Local Strategic Planning Statement 2040 accordingly. A further health check of the Draft Hawkesbury Local Strategic Planning Statement 2040 was held on 30 January 2020, and again on 14 February 2020, which was attended by relevant Council Officers. Further comments were provided by the Greater Sydney Commission and Government agencies to amend the Draft Hawkesbury Local Strategic Planning Statement 2040 in preparation for assurance purposes. The amended Draft Hawkesbury Local Strategic Planning Statement 2040 is provided as Attachment 1.

ORDINARY MEETING

SECTION 3 – Reports for Determination

Meeting Date: 25 February 2020

Draft Hawkesbury Local Strategic Planning Statement 2040

The Draft Hawkesbury Local Strategic Planning Statement 2040 has been prepared in accordance with section 3.9 of the *Environmental Planning and Assessment Act 1979*, which requires the statement to identify:

- the basis for strategic planning in the area, having regard to economic, social and environmental matters,
- the planning priorities for the area that are consistent with any strategic plan applying to the area and (subject to any such strategic plan) any applicable community strategic plan under section 402 of the *Local Government Act 1993*,
- the actions required for achieving those planning priorities,
- the basis on which the council is to monitor and report on the implementation of those action.

The aim of the Local Strategic Planning Statement is to provide alignment between Regional, District Plans and Local Plans to give effect to the District Plans. The Draft Hawkesbury Local Strategic Planning Statement 2040 sets out a 20 year vision for land use in the Hawkesbury LGA, the special characteristics which contribute to identity, shared community values to be maintained and enhanced, and how growth and change will be managed into the future. The Draft Hawkesbury Local Strategic Planning Statement 2040 is a pivotal tool for managing local strategic planning in the Hawkesbury LGA based on the vision and values of the Hawkesbury Community Strategic Plan 2017-2036.

The Draft Hawkesbury Local Strategic Planning Statement 2040 contains four themes of Infrastructure, Community, Productivity and Sustainability and addresses the 10 Directions of the Sydney Region Plan – 'A Metropolis of Three Cities'.

The Draft Hawkesbury Local Strategic Planning Statement 2040 is an evolving document which can be amended at any stage. However, a major review and update of the document is required every seven years in accordance with section 3.9 of the *Environmental Planning and Assessment Act 1979* and endorsed by the Greater Sydney Commission.

Timeline of the Draft Local Strategic Planning Statement Making

The preparation of the Draft Hawkesbury Local Strategic Planning Statement 2040 included a number of milestones and moving forward will require more processes before the Draft Hawkesbury Local Strategic Planning Statement 2040 is published. Table 1 illustrates a timeline of milestones achieved in order to make the Draft Hawkesbury Local Strategic Planning Statement 2040.

Table 1: Timeline of the Draft Hawkesbury Local Strategic Planning Statement 2040

Date	Milestone	Comments
March 2018	Release of Sydney Region Plan – A Metropolis of Three Cities Release of Five District Plans – Western City District Plan	The EP&A Act amendment came into effect with the release of the planning frameworks.
7 June 2018	Technical Working Group 1 LEP Roadmap - provide an outline of the aims and objectives of the program to update the LEP and give effect to the District Plans.	Attended by Council's Strategic Planning Staff
5 July 2018	Technical Working Group 2 Local Strategic Planning Statement -to outline the aims and objectives of the LSPS -provide an opportunity for councils to work together to undertake joint gap analysis, identify opportunities for joint studies, and discuss common project plan issues.	Attended by Council's Strategic Planning Staff

ORDINARY MEETING

SECTION 3 – Reports for Determination

Meeting Date: 25 February 2020

20 July 2018	Rural lands Technical Working Group -provide resources, support and guidance for Councils to undertake their LEP Health Check, focusing on rural lands planning priority and actions in the district plan. -support councils in understanding how the planning priorities and actions related to rural lands in the district plan can be delivered through the LSPS and LEP. -to participate in discussions on place-based planning for rural lands.	Attended by Council's Strategic Planning Staff
26 July 2018	Technical Working Group 3 Sustainability -provide resources, support and guidance for councils to undertake their LEP Health Check, focusing on Sustainability Planning Priorities and Actions in the District Plans. This will feed into the wider program to review and update LEPs to align with the District Plans.	Attended by Council's Strategic Planning Staff
2 August 2018	Technical Working Group 4 Housing and Liveability -provide resources, support and guidance for Councils to undertake their LEP Health Check focussing on liveability planning priorities and actions in the District Plan.	Attended by Council's Strategic Planning Staff
14 August 2018	Technical Working Group 5 Productivity -provide resources, support and guidance for Councils to undertake their LEP Health Check focussing on productivity planning priorities and actions in the District Plan.	Attended by Council's Strategic Planning Staff
6 September 2018	Technical Working Group 6 Infrastructure and Collaboration -provide resources, support and guidance for Councils to undertake their LEP Health Check focussing on Infrastructure and Collaboration planning priorities and actions in the District Plan.	Attended by Council's Strategic Planning Staff
2 October 2018	LEP Road Map Councillor Briefing	Conducted by Strategic Planning Staff
30 October 2018	Report to Council – LEP Health Check LEP Health Check and Report submitted to Greater Sydney Commission for their review.	Council resolved to progress with the LSPS work.
21 December 2018	Greater Sydney Commission letter received to proceed to LSPS making.	
19 March 2019	LSPS Councillor Briefing	
30 and 31 March 2019	LSPS Councillor Workshops	
9 April 2019	Greater Sydney Commission Assurance Meeting	Presented by Strategic Planning Staff
3 September 2019	LSPS Councillor Briefing	

ORDINARY MEETING
SECTION 3 – Reports for Determination
Meeting Date: 25 February 2020

24 September 2019	Draft LSPS Report to Council	
1 October to 13 November 2019	Draft LSPS Public Exhibition	
30 October 2019	Draft LSPS Community Information Session	Presented by Strategic Planning Staff
31 October 2019	Draft LSPS Community Stall (Riverview Windsor and Richmond Market Place Richmond)	Presented by Strategic Planning Staff
7 November 2019	Draft LSPS Community Information Session	Presented by Strategic Planning Staff
22 November 2019	Draft LSPS Preliminary Review – Assurance program with GSC and DPIE	Attended by Strategic Planning Staff
10 December 2019	Draft LSPS Post Exhibition Report to Council	
30 January 2020	Draft Final LSPS Technical Health Check	Attended by Strategic Planning Staff
25 February 2020	Consideration by Council of submission of Draft LSPS for Greater Sydney Commission assurance process	
4 March 2020	LSPS Greater Sydney Commission Assurance panel	
March 2020	Letter of assurance to be provided by Greater Sydney Commission.	
March 2020	Council considers the Final adoption of the LSPS. Work commences to review and update the Hawkesbury LEP 2012	
June 2021	Final submission of Hawkesbury LEP 2012 update to the Greater Sydney Commission and Department of Planning, Industry and Environment or at least Gateway Determination received for the planning proposal to update the Hawkesbury LEP 2012.	

Relevant Legislation

Environmental Planning and Assessment (EP&A) Act 1979.

DISCUSSION

The amendment to the *Environmental Planning & Assessment Act 1979* came into effect in March 2018, which embedded a statutory requirement for Councils to review and amend their LEPs to implement the visions of the Sydney Region Plan.

The Sydney Region Plan and District Plans inform the preparation and endorsement of the Local Strategic Planning Statement and the preparation and assessment of planning proposals.

Council has three years to complete the LEP review, which began in 2018. This involves:

- reviewing the strategic planning frameworks and LEP against the relevant District Plan objectives and actions - completed in December 2018;
- identifying the gaps that the current LEP's have against the Western City District Plan - completed in December 2018;
- undertaking new and reviewing existing planning strategies and frameworks to support the gap bridging - three planning strategies were commissioned which are almost at finalisation stage now; and

ORDINARY MEETING

SECTION 3 – Reports for Determination

Meeting Date: 25 February 2020

- preparing a local strategic planning statement which will guide the update of the LEP and Development Control Plan – Draft Hawkesbury Local Strategic Planning Statement 2040 reported to Council on 24 September 2019 and was exhibited from 1 October to 13 November 2019.

The Hawkesbury Local Environmental Plan 2012 will be updated to align with the Draft Hawkesbury Local Strategic Planning Statement 2040. This process aligns and strengthens the line of sight in strategic planning framework at Regional, District and Local levels.

Once the Draft Hawkesbury Local Strategic Planning Statement 2040 is finalised and adopted by Council it will become a land use planning document that will provide consistent strategic reasoning in:

- explaining the land use requirements to the community;
- justifying the decision of a development application;
- providing expert evidence at the Land and Environment Court; and
- assisting Council to review its strategic direction.

Since March 2018, following the amendment of the *Environmental Planning and Assessment Act 1979*, Council Strategic Planning Officers have been working to implement the LEP Road Map Project to give effect to the Sydney Region Plan and Western City District Plan in the Greater Sydney Region.

Following the LEP Health Check in October 2018 and receipt of the assurance to progress the Draft Local Strategic Planning Statement work, Council has now prepared and completed exhibition of the Draft Hawkesbury Local Strategic Planning Statement 2040.

The Draft Hawkesbury Local Strategic Planning Statement 2040 is based on the 10 Directions and four themes identified through the Sydney Region Plan and the Western City District Plan. The four themes being:

- Infrastructure and Collaboration
- Liveability
- Productivity
- Sustainability

The Draft Hawkesbury Local Strategic Planning Statement 2040 within its capacity has broadly addressed all aspect of activities that affect the LGA under the four themes. The Draft Hawkesbury Local Strategic Planning Statement 2040 demonstrates a line-of-sight which unifies planning priorities identified through State, Regional, District and Local Community Strategic frameworks.

Planning Priorities and Actions within the Draft Hawkesbury Local Strategic Planning Statement 2040 will inform a range of policies and strategies.

The Draft Hawkesbury Local Strategic Planning Statement 2040 is a requirement under section 3.9 of the *Environmental Planning and Assessment Act 1979*. The Draft Hawkesbury Local Strategic Planning Statement 2040 sets out a 20 year vision for land use in the Hawkesbury LGA, the special characteristics which contribute to identity, shared community values to be maintained and enhanced, and how growth and change will be managed into the future.

The Draft Hawkesbury Local Strategic Planning Statement 2040 is based on the vision and values of the Hawkesbury Community Strategic Plan 2017-2036, indicating how these visions and values give effect to the regional or district plan, based on local characteristics and opportunities.

The Draft Hawkesbury Local Strategic Planning Statement 2040 was exhibited from 1 October to 13 November 2019 for a period of 42 days. Where possible, the Draft Hawkesbury Local Strategic Planning Statement 2040 has been amended to reflect the points raised in submissions.

With these amendments made to the Draft Hawkesbury Local Strategic Planning Statement 2040, since that stage the Draft Hawkesbury Local Strategic Planning Statement 2040 has commenced the Greater Sydney Commission's process in terms of what is termed 'Health Check' and Assurance Process.

ORDINARY MEETING

SECTION 3 – Reports for Determination

Meeting Date: 25 February 2020

Before Council can commence the Hawkesbury Local Environmental Plan 2012 update and embed the actions of the Draft Hawkesbury Local Strategic Planning Statement 2040 into policy and strategy documents, an assurance of the draft Local Strategic Planning Statement has to be sought from the Greater Sydney Commission, which includes an assessment of the Draft Hawkesbury Local Strategic Planning Statement 2040 against the Western City District Plan to ensure the consistency of the planning priorities and objectives.

Essentially there is a requirement for the Greater Sydney Commission and Department of Planning, Industry and Environment to approve all Draft Local Strategic Planning Statements prior to Council adopting the Final Hawkesbury Local Strategic Planning Statement 2040.

A preliminary and a formal health check meeting was held between Council's Strategic Planning officers, the Greater Sydney Commission and Government agencies during November 2019 to January 2020 to assess the Draft Hawkesbury Local Strategic Planning Statement 2040 against the Western City District Plan. There have now been three sessions with the Greater Sydney Commission on 22 November 2019, 30 January 2020, and most recently on 14 February 2020 that have provided feedback on the Draft Hawkesbury Local Strategic Planning Statement 2040.

Particular issues raised through these meetings have included:

- Positive feedback on many aspects of the Draft Hawkesbury Local Strategic Planning Statement 2040 (particularly, major infrastructure, opportunities for collaboration, acknowledgement and recognition of aboriginal communities, heritage and character, agriculture, tourism and visitor economy, scenic and cultural landscapes, flooding in the Hawkesbury Nepean Valley, approach to urban heat island effect and sustainability)
- Need for more emphasis on priorities and actions of the Western City District Plan
- Metropolitan Rural Area (policy context of no new rural residential development)
- Metropolitan Rural Area (place based approach, not broad brushed planning)
- Metropolitan Rural Area (background growth only in towns and villages)
- Identify local growth of industrial land
- Reflect background studies in Local Strategic Planning Statement
- Spatial representation (Structure Plans) with assistance being provided by the Department of Planning, Industry & Environment
- Spatial representation (Productivity, Liveability and Sustainability) with assistance being provided by the Department of Planning, Industry & Environment
- Tighten up Priorities and Actions and link to the narrative (tell the story)
- Include various strategic studies that undertaking as actions

Next Steps

The current Draft Hawkesbury Local Strategic Planning Statement 2040 is presented to Council at this meeting to seek Council's endorsement to submit the Draft to the Greater Sydney Commission for Assurance purposes.

The Greater Sydney Commission and Department of Planning, Industry and Environment will assess the Draft Hawkesbury Local Strategic Planning Statement 2040 in early March and advise Council of whether or not the Draft has sufficiently addressed the Sydney Region Plan and Western City District Plan.

Council will be advised of the outcome of the Assurance process and has a statutory requirement to adopt the final Local Strategic Planning Statement by 31 March 2020.

COMMUNITY ENGAGEMENT

The Draft Hawkesbury Local Strategic Planning Statement 2040 was publicly exhibited from Tuesday, 1 October to Wednesday, 13 November 2019 for a period of 42 days as per Council's Draft Community Participation Plan 2019.

ORDINARY MEETING

SECTION 3 – Reports for Determination

Meeting Date: 25 February 2020

The public exhibition was advertised in the newspaper publication, hard copies of the exhibition were placed at Council's Administration Centre, letters including the exhibition materials were sent out to relevant stakeholders and agencies, and the exhibition was also placed on Council's Website and on 'Your Hawkesbury Your Say' online engagement.

Council's Strategic Planning Officers have also engaged the community through information sessions and pop-up stalls in the shopping centres. These sessions were held to spread awareness and highlight the importance and contents of the Draft Hawkesbury Local Strategic Planning Statement 2040 to the local community.

To assist dissemination of Draft Hawkesbury Information, the following items were given and displayed during the sessions and pop-up stalls:

- Draft Hawkesbury Local Strategic Planning Statement 2040 banner;
- Draft Hawkesbury Local Strategic Planning Statement 2040 post cards;
- Draft Hawkesbury Local Strategic Planning Statement 2040 fact sheets; and
- Draft Hawkesbury Local Strategic Planning Statement 2040 hard copies for viewing.

During the public exhibition period, Council received a number of enquiries regarding the Draft Hawkesbury Local Strategic Planning Statement 2040 through phone and at the counter. All enquirers were encouraged to put in a written submission.

A total of 42 submissions were received. The submissions were generally supportive of the Draft Hawkesbury Local Strategic Planning Statement 2040. All submitters were acknowledged for their submissions through an acknowledgement letter.

In summary, the 42 submissions received were generally supportive of the Draft Hawkesbury Local Strategic Planning Statement 2040. The general issues raised in submissions included:

- Issues of housing affordability, social and affordable housing in the Hawkesbury;
- Recognition and quantification of local housing needs;
- Need for a Region-wide Affordable Housing Strategy;
- Need for a diversity of housing including student housing and seniors housing;
- Council to promote water sensitive urban design principles in all development and asset management works;
- Inclusion of cultural objectives – arts and culture, festivals, live music and public art and address any deficit;
- Stronger and collaborated relationship with the local Aboriginal community;
- Increase Cultural diversity within the Hawkesbury;
- Include public arts in public domain plans and cash in on joint-use and tourism opportunities;
- Importance of partnership between Council and Hawkesbury Harvest;
- Importance of the role of agriculture to accentuate the rural identity of Hawkesbury;
- Metropolitan Rural Area – Hawkesbury is Sydney's rural recreational space;
- Challenges of managing rural residential land and its effects on the current and future agricultural industries/activities;
- Smart cities- enhance and secure a living and productive landscape;
- Encourage out of season activities such as temporary events, pop-up dining etc.;
- Management of environment to reduce bushfire hazards;
- Lack of varied accommodation in the Hawkesbury to attract tourists;
- Hawkesbury lacks tourist attractions to entice visitors to stay overnight;
- Hawkesbury lacks a tourism market and message;
- Lever on the opportunities of the Western Sydney Airport;
- Role of Bilpin located near Wollemi World Heritage National Park and Blue Mountains, has demand for tourism – demand for eco-style accommodation in the area;
- New tourist focussed businesses are investing in Bilpin along the Bells Line of Road;
- Strengthen transport and education infrastructure to increase levels of access;

ORDINARY MEETING

SECTION 3 – Reports for Determination

Meeting Date: 25 February 2020

- Utilise planning as an integral role in determining the health and wellbeing outcomes of people;
- Consider Aboriginal lands for appropriate development to promote business and economic opportunities;
- Provision of tree canopies along pathways to provide shade and protection from UV light to help prevent skin cancer;
- Partnership with RAAF, Western Sydney University and Equine industry to create the agglomerated Clarendon Precinct;
- Community sport, active recreation, and social infrastructure are essential to building well connected and healthy communities. Importance of retail expansion and new generation mixed use developments;
- Cluster of residential developments where possible to allow for a critical mass of population to enable viable retail developments;
- Manage and reduce urban hazards by managing exposure to air, and noise pollution through using complementary planning approaches; and
- Management of contaminated land and waste and resource recovery outcomes.

Where possible, the Draft Hawkesbury Local Strategic Planning Statement 2040 has been amended to reflect the points raised in submissions.

Additionally, further amendments have also been made to reflect Councillor feedback on the Draft Hawkesbury Local Strategic Planning Statement 2040 as part of briefings and workshops. In addition to points raised above, this has included providing a greater focus and emphasis on:

- Sporting facilities
- Tourism opportunities and gateways
- World Heritage and Grose River
- Hawkesbury River
- South Creek
- Connectivity – transport, smart tech and telecommunications
- Fertile Floodplains
- Natural Disasters including flooding and bushfire.
- Spatial representation
- Reflect announcement that Hurlstone School now not coming
- Protection of character and local needs
- Highlight what is important to retain

CONFORMANCE TO THE HAWKESBURY COMMUNITY STRATEGIC PLAN 2017-2036

Given the Local Strategic Planning Statement is a document that covers many aspects, the report is consistent with all Focus Areas, Directions and Strategies within the CSP. As such all of the CSP Directions and Strategies have not been listed.

FINANCIAL IMPACT

Six councils within the Western City District have been provided funding of \$2.5 M and another five councils will be provided funding to assist with their LEP review and update.

Council has not received any funding from the Greater Sydney Commission or any other government agency to undertake the Local Strategic Planning Statement works. The entire work in preparing the Draft Hawkesbury Local Strategic Planning Statement 2040 has been undertaken by Council Officers through available resources.

The supporting strategic studies are funded through Council's funds and no funding subsidy was made or offered by any NSW Government agency.

ORDINARY MEETING
SECTION 3 – Reports for Determination
Meeting Date: 25 February 2020

FIT FOR THE FUTURE STRATEGY CONSIDERATIONS

Does not align specifically with a Fit for The Future Strategy.

ATTACHMENTS:

AT - 1 Draft Hawkesbury Local Strategic Planning Statement 2040 (*Distributed under separate cover*).

oooO END OF REPORT Oooo

ORDINARY MEETING
SECTION 3 – Reports for Determination
Meeting Date: 25 February 2020

Item: 030 **CP - Windsor Bridge Replacement Project Heritage Issues - (95498, 147666)**

Previous Item: Ordinary (27 June 2017)
 Ordinary (11 September 2018)

Directorate: City Planning

PURPOSE OF THE REPORT:

The purpose of this report is to:

- provide Council with an update regarding previous Council resolutions in relation to the potential refurbishment, on-going care and ownership of Windsor Bridge;
- acknowledge receipt of the Draft Heritage Interpretation Plan for the Windsor Bridge Replacement Project;
- seek Council's in principle endorsement to accept artefacts discovered and work collaboratively with Transport for NSW to find suitable locations for display and storage;
- note that comments received from the Heritage Advisory Committee and Council on the Draft Heritage Interpretation Plan for the Windsor Bridge Replacement Project will be forwarded to Transport for NSW;
- advise that Transport for NSW will work through the comments received and work with Council and the Heritage Committee as it finalises the Draft Heritage Interpretation Plan;

EXECUTIVE SUMMARY:

In June 2017 Council resolved:

- To write and seek the support of key organisations for the refurbishment and ongoing care of Windsor Bridge
- Receive the details of the responses provided
- That subject to the receipt of favourable responses, confirm that Council will take possession of Windsor Bridge, refurbished for use by pedestrians and cyclists.

Correspondence was forwarded to the National Trust of Australia, the Royal Australian Historical Society, Engineers Australia and the NSW Heritage Council. Responses were subsequently received from all parties except from Engineers Australia. A further letter was sent in December 2019, however no response has been received to date.

In September 2018 Council resolved:

- To seek the retention of Windsor Bridge for pedestrians, cyclists and possibly light traffic
- To request the Roads and Maritime Services to renovate the Bridge, and transferring it to Council with a 30 year maintenance program
- That a report be prepared on the various issues and responsibilities in respect to the retention of Windsor Bridge

Correspondence was forwarded to Roads and Maritime Services, who subsequently advised that they did not support retention of the Bridge.

ORDINARY MEETING

SECTION 3 – Reports for Determination

Meeting Date: 25 February 2020

In relation to the issues and responsibilities associated with the retention of the Bridge it is not possible to fully identify what these might be in the absence of a full and open disclosure from the Roads and Maritime Services. However if ownership were transferred to Council, it would assume liability for the structure and any insurances, public liability and cleaning, removal of flood debris etc.

In addition to the above, these matters have also been discussed at meetings with the Local Member.

On 20 December 2019, Council received a copy of the Draft Heritage Interpretation Plan for the Windsor Bridge Replacement Project from Transport for NSW. Refer to Attachment 1. In this letter Transport for NSW requested that Council provide comments on the Draft Plan by 31 January 2020. However, due to the Plan being received at the end of 2019, just prior to the Christmas/ New Year break, and together with the first Ordinary Council meeting being scheduled for 11 February 2020, written communication was issued to Transport for NSW to advise that this timeframe was impractical. Council staff invited Transport for NSW to a Councillor Briefing on 4 February 2020 to provide an overview of the Draft Heritage Interpretation Plan for the Windsor Bridge Replacement Project, after which comments on the Draft Plan would be provided. Council also advised Transport for NSW that they would forward the Draft Plan to Council's Heritage Advisory Committee for their feedback.

Following the Briefing, Council received a letter dated 7 February 2020, from Transport for NSW, with the request to seek comments on the Draft Plan by the end of February 2020. The letter also requested Council's in principle acceptance of the artefacts for display in Hawkesbury and to work collaboratively with Transport for NSW to find suitable locations for display and storage.

In June 2017 and September 2018 Council resolved a number of items in relation to retaining and refurbishing the old Windsor Bridge. This report outlines the correspondence issued and received arising from the Council resolutions.

RECOMMENDATION:

That:

1. Council receive and note the contents of this report including the status of actions in relation to previous resolutions regarding heritage issues in relation to the Windsor Bridge and the Draft Heritage Interpretation Plan.
2. Council endorse in principle the acceptance and retention of significant artefacts for display in the Hawkesbury and work collaboratively with Transport for NSW to find suitable locations for display and storage.
3. Council endorse the comments received from the Heritage Advisory Committee on the Draft Heritage Interpretation Plan for the Windsor Bridge Replacement Project and note they are to be forwarded to Transport for NSW.
4. A formal Heritage Advisory Committee meeting be organised with Transport for NSW to work through each of the Committee's comments. The Heritage Advisory Committee meeting minutes will be sent to Council.

BACKGROUND

Council resolutions

The retention and refurbishment of Old Windsor Bridge has been the subject of various Council reports.

ORDINARY MEETING

SECTION 3 – Reports for Determination

Meeting Date: 25 February 2020

Council at its meeting on 27 June 2017 gave consideration to a Notice of Motion regarding the refurbishment and ongoing care of Windsor Bridge. At that meeting, Council resolved as follows:

"That:

- 1. The Mayor write to the National Trust of Australia, the Royal Australian Historical Society, Engineers Australia and the NSW Heritage Council to request their support for the refurbishment and ongoing care of the historic Windsor Bridge.*
- 2. A report be presented to Council, detailing any responses received from the National Trust of Australia, the Royal Australian Historical Society, Engineers Australia and the NSW Heritage Council.*
- 3. Subsequent to receipt of any advice of support from the National Trust of Australia, the Royal Australian Historical Society, Engineers Australia and the NSW Heritage Council, Council advise the RMS that it will take possession of the State Significant Windsor Bridge, refurbished for use by pedestrians and cyclists, in the event the planned Option One bridge is constructed."*

Council at its meeting on 11 September 2018 Council again considered the matter by way of Notice of Motion regarding the Windsor Bridge and resolved to seek the retention of Windsor Bridge and advise RMS of its desire to take possession of the Bridge (for pedestrians, cyclists and possibly light traffic) specifically:

"That:

- 1. Further to the proceedings of NSW Parliament's Upper House Inquiry, and Council's resolution of 27 June 2017, Council contact the RMS and advise it of Council's desire to take possession of the historic Windsor Bridge, for use by pedestrians, cyclists and possibly light traffic, upon its refurbishment.*
- 2. Council request the RMS renovate the Bridge, as detailed in the DPE independent engineering report, before transferring ownership of the refurbished bridge and supply of a 30 year maintenance program, as is their standard practice.*
- 3. A report be prepared for Council on the various issues and ongoing responsibilities in respect to the retention of the historic Windsor Bridge."*

Background - Heritage Interpretation

The development approval for the Windsor Bridge required the development of a Heritage Interpretation Plan. The RMS submitted a request to NSW Department Planning and Environment to stage the submission of the Interpretation Plan (as required under the Project Approval).

The Department gave its approval to this request, and required the preparation of an updated Plan to be resubmitted following full salvage works, and requiring consultation and agreements for interpretation elements on land not owned by RMS.

RMS prepared a Stakeholder Engagement Program for the development of the Heritage Interpretation Plan. The engagement plan included the RMS establishing a reference group and the RMS invited Councillors and the Heritage Advisory Committee to attend a workshop on 23 May 2019 to provide input into the Draft Heritage Interpretation Plan.

On 20 December 2019, Council received a copy of the Draft Heritage Interpretation Plan for the Windsor Bridge Replacement Project from Transport for NSW. (Refer to Attachment 1). In this letter Transport for NSW requested that Council provide comments on the Draft Plan by 31 January 2020. However, due to the Plan being received at the end of 2019, just prior to the Christmas/ New Year break, and together with the first Ordinary Council meeting being scheduled for 11 February 2020, written communication was

ORDINARY MEETING

SECTION 3 – Reports for Determination

Meeting Date: 25 February 2020

issued to Transport for NSW to advise that this timeframe was impractical. Council staff invited Transport for NSW to a Councillor Briefing on 4 February 2020 to provide an overview of the Draft Heritage Interpretation Plan for the Windsor Bridge Replacement Project, after which comments on the Draft Plan would be provided. Council also advised Transport for NSW that they would forward the Draft Plan to Council's Heritage Advisory Committee for their feedback.

Following the Briefing, Council received a letter dated 7 February 2020, from Transport for NSW, with the request to seek comments on the Draft Plan by the end of February 2020. The letter also requested Council's in principle acceptance of the artefacts for display in Hawkesbury and to work collaboratively with Transport for NSW to find suitable locations for display and storage.

DISCUSSION

Council at its meeting on 27 June 2017

- To write and seek the support of key organisations for the refurbishment and ongoing care of Windsor Bridge
- Receive the details of the responses provided
- That subject to the receipt of favourable responses, confirm that Council will take possession of Windsor Bridge, refurbished for use by pedestrians and cyclists.

In accordance with Part 1 of Council's resolution, correspondence dated 19 July 2017 was forwarded to the National Trust of Australia, the Royal Australian Historical Society, Engineers Australia and the NSW Heritage Council. The progress of this Council resolution was reported to Council on 25 July 2017. (Note: In March 2018 Council resolved to include in future reports, Council resolutions outstanding from previous summaries).

The following responses have since been received to Council's correspondence of 19 July 2017:

- A letter dated 22 September 2017 from the National Trust of Australia, supporting the Council position a copy of which is attached as (Attachment 2) to this report.
- A letter dated 3 August 2017 from the Royal Australian Historical Society, supporting the Council position a copy of which is attached as (Attachment 3) to this report.
- A letter dated 3 November 2017 from the NSW Heritage Council, advising it was a matter solely for Council. A copy of which is attached as (Attachment 4) to this report.

No response was received from Engineers Australia to Council's letter dated 19 July 2017 regarding this matter. A further follow up letter dated 19 December 2019 was forwarded to Engineers Australia, however, to date no response has been received.

Notwithstanding the previous resolutions, Council at its meeting on 11 September 2018 again considered the matter by way of Notice of Motion regarding the Windsor Bridge and resolved.

- To seek the retention of Windsor Bridge for pedestrians, cyclists and possibly light traffic
- To request the Roads and Maritime Services to renovate the Bridge, and transferring it to Council with a 30 year maintenance program
- That a report be prepared on the various issues and responsibilities in respect to the retention of Windsor Bridge

Council subsequently wrote to RMS in relation to Parts 1 and 2 of Council's resolution and RMS responded that it does not support retention of the Bridge as sought by Council. In its response RMS, copy attached as (Attachment 5) to this report, cited the following reasons:

- *As detailed in the Department of Planning and Environment (DPE) independent engineering report the cost to rehabilitate was \$14.5 million. Two other reports*

ORDINARY MEETING

SECTION 3 – Reports for Determination

Meeting Date: 25 February 2020

commissioned by Roads and Maritime also assessed the rehabilitation costs in the rate of \$16 million to \$18 million.

- *Retaining the existing bridge along with the new bridge will restrict river flows during a flood which would increase the risk of flooding to some upstream properties.*
- *The new bridge will provide high standard of access for pedestrians and cyclists crossing the river.*

In relation to Part 3 of the above resolution regarding the issues and responsibilities that might arise in respect to retention of the Bridge it is not possible to fully identify what this might be in the absence of a positive response by RMS to retain the Bridge. However, in the event that it was refurbished and maintained for 30 years by RMS there would be no impact on Council for that period.

If ownership were transferred now or at any point, Council would assume liability for the structure and any insurances, public liability and cleaning, including flood debris removal or other damage occurring outside of any maintenance agreement. Ownership would also entail formal regulatory bridge inspections for structural and operational safety and any ensuing repairs or actions. Given the potential costs it is suggested that if retention of the Bridge were to occur then the RMS should retain ownership. This, it could be argued, would be consistent with its responsibility to maintain a State listed heritage item in its ownership.

At this stage RMS have not agreed to retain the Bridge, they have indicated that the end span (Windsor side) could be retained as a viewing platform. If this does occur this element of the structure would remain in RMS ownership, with Council undertaking general cleaning and maintenance of any items that form part of the heritage interpretation plan.

These matters have also been discussed at meetings with the Local Member. In doing so the Local Member has been:

- Provided with a copy of the original consultant's report commissioned by the then Department of Planning, in relation to the condition of the Windsor Bridge
- Requested to pursue an independent review of relevant documentation to confirm the condition of Windsor Bridge, its potential future uses and the threat it poses in relation to future flooding events.

Draft Heritage Interpretation Plan for the Windsor Bridge Replacement Project.

Transport for NSW commissioned consultants Spackman Michael Mossop and Wolf Peak in early 2019 to develop the Draft Heritage Interpretation Plan for the Windsor Bridge Replacement Project.

The Draft Plan includes:

- A Project - including an executive summary, background and objectives, consultation and acknowledgement
- The Place - including heritage significance, the relevance and importance of an inclusive history and case studies
- Interpretive Framework - including purpose, objectives, themes and narratives
- Key Strategies - including creative identity, in the artists own words and experiences
- Concept Designs - including signage
- Storylines - including built devices and elements, digital realm and museum
- Finalisation and Implementation - including evaluation framework and recommendations
- Style Guide and Templates - including signage style guide, digital style guide and templates

ORDINARY MEETING

SECTION 3 – Reports for Determination

Meeting Date: 25 February 2020

The Plan acknowledges Thompson Square as a place containing Aboriginal and historic archaeology of State significance and capable of providing further information about the pre-1788 period and the British settlement era.

The Draft Heritage Interpretation Plan was informed through community and stakeholder consultation including Council's Heritage Advisory Committee.

Council Officers invited Transport for NSW to a Councillor Briefing on 6 February 2020 to discuss the Draft Heritage Interpretation Plan for the Windsor Bridge Replacement Project. Council Officers forwarded the Draft Plan to Council's Heritage Advisory Committee for their feedback. Comments received from the Heritage Advisory Committee and Council on the Draft Heritage Interpretation Plan for the Windsor Bridge Replacement Project have been forwarded to Transport for NSW. Transport for NSW have advised that they will work through the comments received and work with Council and the Heritage Committee as it finalises the Draft Heritage Interpretation Plan.

COMMUNITY ENGAGEMENT

Transport for NSW to work with Council's Heritage Committee as they work to finalise the Draft Heritage Interpretation Plan.

CONFORMANCE TO THE HAWKESBURY COMMUNITY STRATEGIC PLAN 2017-2036

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

Our Environment

- 3.1 The natural environment is protected and enhanced - Value, protect and enhance our unique natural environment.
 - 3.1.1 Encourage effective management and protection of our rivers, waterways, riparian land, surface and ground waters, and natural eco-systems through local action and regional partnerships.
 - 3.1.2 Act to protect and improve the natural environment including working with key agency partners.
 - 3.1.3 Minimise our community's impacts on habitat and biodiversity and protect areas of conservation value.
 - 3.1.4 Use a range of compliance measures to protect the natural environment.

Our Future

- 5.1 Strategic Planning Governance
 - 5.1.1 Council's planning is integrated and long term.
 - 5.1.2 Council's decision making on all matters is transparent, accessible and accountable.
 - 5.1.3 Council will continually review its service provision to ensure best possible outcomes for the community.
 - 5.1.4 Encourage increased community participation in planning and policy development.
 - 5.1.5 The needs of our community will be reflected in Local, State and Regional Plans.

FINANCIAL IMPACT

Windsor Bridge

As stated in the report, representations by Council regarding an independent review of the relevant documents are ongoing. In the event that these representations lead to the retention of the existing bridge, Council may be obliged to fund future maintenance of the structure, insurance, cleaning and removal of debris arising from floods. These matters would all lead to Council expending funds on the bridge and have a financial impact.

ORDINARY MEETING
SECTION 3 – Reports for Determination
Meeting Date: 25 February 2020

Heritage Interpretation Plan

Costs associated with the display and upkeep of the artefacts and public domain fixtures can only be understood when the Heritage Interpretation Plan has been finalised and will be subject to a further report.

FIT FOR THE FUTURE STRATEGY CONSIDERATIONS

The matter in this report is consistent with Council's Fit for the Future Strategy considerations.

ATTACHMENTS:

- AT - 1** Draft Heritage Interpretation Plan for the Windsor Bridge Replacement Project (*Distributed under separate cover*).
- AT - 2** Letter dated 22 September 2017 from the National Trust of Australia.
- AT - 3** Letter dated 3 August 2017 from the Royal Australian Historical Society.
- AT - 4** Letter dated 3 November 2017 from the NSW Heritage Council.
- AT - 5** Letter dated 9 October 2018 from RMS.

ORDINARY MEETING
SECTION 3 – Reports for Determination
Meeting Date: 25 February 2020

AT - 2 Letter dated 22 September 2017 from the National Trust of Australia

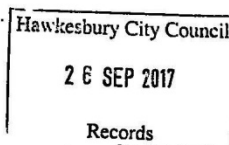


NATIONAL TRUST

Upper Fort Street, Observatory Hill
Millers Point, NSW 2000
GPO BOX 518
Sydney NSW 2001
T +61 2 9258 0123 F +61 2 9251 1110
www.nationaltrust.org.au/NSW

22 September 2017

Clr Mary Lyons- Buckett
Mayor
City of Hawkesbury
PO Box 146
WINDSOR NSW 2756



Email: council@hawkesbury.nsw.gov.au

Dear Councillor Lyons-Buckett,

Windsor Bridge, Windsor NSW

Thank you for your letter requesting the position of the National Trust with regard to the refurbishment and ongoing care of the historic Windsor Bridge.

In 1975 the Trust listed on the National Trust Register the Thompson Square Precinct. This village square was planned by Governor Macquarie in 1811 when the town of Windsor was known as Greenhills. Governor Macquarie named the square in honour of Andrew Thompson, noted emancipist, Justice of the Peace and Principal Magistrate for the district who had taken up residence there in 1801. The Thompson Square Conservation Area was listed on the State Heritage Register in April, 1999 and Thompson Square has been nominated for listing on the National Heritage List. The site is likely to contain remains from the pre-Macquarie era settlement and since its 1975 listing of Thompson Square the Trust has looked forward to the re-routing of the highway around the town of Windsor.

In 2008 the NSW Government announced it had committed \$25 million to replace and raise Windsor Bridge. An Environmental Impact Statement was placed on public exhibition in December, 2012 and the National Trust, in a submission, expressed deep concern at the likely adverse impacts on Thompson Square.

This plan was approved in late December, 2013, but was challenged in the Land & Environment Court by local group Community Action for Windsor Bridge (CAWB). CAWB has continuously occupied Thompson Square since 23 July, 2013 and the NSW Government recognised the CAWB volunteers with a Heritage Volunteers Award for 2014. In May, 2014 the Construction, Forestry, Mining and Energy Union placed a Green Ban on Thompson Square. In 2015 CAWB were the recipients of the National Trust Heritage Awards - Advocacy Campaign Award.

The Trust believes Thompson Square and particularly its pre-Macquarie era settlement archaeology must be kept intact. The Trust is urging the construction of a Windsor by-pass as the adverse heritage impacts on Thompson Square, to the historic buildings to the north of the Square and to the archaeological heritage in the Square are unacceptable. The Trust does not believe that there is any firm evidence justifying the removal of the present bridge which the Trust believes should be retained for its heritage significance and to serve as an access way for local traffic, pedestrians and cycling.

Please do not hesitate to contact the Trust should you require any further information or assistance. We greatly appreciate the opportunity to share our position on this matter with you.

Yours sincerely,


Debbie Mills
Chief Executive Officer

The National Trust of Australia (New South Wales)
ABN 82 491 958 802



SCANNED

ORDINARY MEETING
SECTION 3 – Reports for Determination
Meeting Date: 25 February 2020

AT - 3 Letter dated 3 August 2017 from the Royal Australian Historical Society



**Royal Australian
Historical Society**

133 Macquarie Street, Sydney NSW 2000
Tel 02 9247 8001 | Fax 02 9247 7854 | www.rahs.org.au | history@rahs.org.au

3 August 2017

Clr Mary Lyons-Buckett
Mayor City of Hawkesbury
Hawkesbury City Council
PO Box 146
WINDSOR NSW 2756
council@hawkesbury.nsw.gov.au

Dear Mayor Clr Lyons-Buckett

**Re: Your letter dated 19 July 2017, addressed to Associate Professor Carol Liston AO,
Your Ref: MLB170719L21925_RF.docx**

The Royal Australian Historical Society wishes to advise that we fully support the Hawkesbury City Council's Notice of Motion for the refurbishment and ongoing care of the existing historic Windsor Bridge, Windsor, NSW.

We make the following points regarding the historic relevance of the bridge:

1. given the historic significance of the bridge, as recognised by RMS's own s170 Register listing,
2. given the bridge is 143 years old, and in its long life has had significant changes in its fabric reflecting the development of bridge-maintenance technologies and the times when governments took their responsibilities for maintaining public assets seriously,
3. given the bridge has survived over 100 floods in a very flood-prone location where flooding is an acknowledged historical and contemporary fact of life,
4. given that Hawkesbury City Council has commissioned a new CMP for Thompson Square that recognises the historic values of the bridge and its setting,

In view of the above points, the Royal Australian Historical Society supports the current moves by Hawkesbury City Council to seek the continuing care and ongoing pedestrian and bicycle use of Windsor Bridge as an important element of one of NSW's and Australia's most significant historic landscapes.

Yours sincerely



Suzanne Holohan
General Manager
Cc: RMS windsor_bridge@rms.nsw.gov.au

ORDINARY MEETING
SECTION 3 – Reports for Determination

Meeting Date: 25 February 2020

AT - 4 Letter dated 3 November 2017 from the NSW Heritage Council



Level 6, 10 Valentine Avenue
Parramatta NSW 2150
Locked Bag 5020
Parramatta NSW 2124

Telephone: 61 2 9873 8500
Facsimile: 61 2 9873 8599
heritagemailbox@environment.nsw.gov.au
www.heritage.nsw.gov.au

File No: EF17/10580
Ref No: DOC17/402699

Clr Mary Lyons-Buckett
Mayor
Hawkesbury City Council
PO Box 146
WINDSOR NSW 2751

Sent by e-mail to: council@hawkesbury.nsw.gov.au

Dear Clr Lyons-Buckett

RE: HAWKESBURY COUNCIL RESOLUTION ON WINDSOR BRIDGE.

Reference is made to your correspondence to the Heritage Council of NSW received on 3 August 2017 regarding a Notice of Motion considered by Council at its Ordinary Meeting on 27 June 2017 (incorrectly addressed to the Chief Executive of the Office of Environment & Heritage, OEH)

I note that the Minutes of the Meeting available on Council's website record the following:

SECTION 5 - Notices of Motion
NM1 - Historic Windsor Bridge (79351, 105109, 138880)

206 RESOLUTION:
RESOLVED on the motion of Councillor Reynolds, seconded by Councillor Rasmussen

That:

1. The Mayor write to the National Trust of Australia, the Royal Australian Historical Society, Engineers Australia and the NSW Heritage Council to request their support for the refurbishment and ongoing care of the historic Windsor Bridge.
2. A report be presented to Council, detailing any responses received from the National Trust of Australia, the Royal Australian Historical Society, Engineers Australia and the NSW Heritage Council.
3. Subsequent to receipt of any advice of support from the National Trust of Australia, the Royal Australian Historical Society, Engineers Australia and the NSW Heritage Council, Council advise the RMS that it will take possession of the State Significant Windsor Bridge, refurbished for use by pedestrians and cyclists, in the event the planned Option One bridge is constructed.

I can advise that the existing Windsor Bridge has a high level of historic, technical, aesthetic and social significance and was included in the RMS S170 Heritage Register because of these values. More recently, concerns arose over the capacity of the bridge to carry increased traffic loads and a proposal for a new bridge was developed by NSW Roads and Maritime Services.

ORDINARY MEETING
SECTION 3 – Reports for Determination
Meeting Date: 25 February 2020

Options for a new bridge were developed from 2009 and Hawkesbury Council previously provided strong support for Option 1, a new bridge with a road-link through Thompson Square which was proposed as a State Significant Infrastructure project by RMS and submitted to the Department of Planning in 2011.

The Windsor Bridge replacement project was approved by the former Minister for Planning and Infrastructure as a state significant infrastructure project (SSI-4951) on 20 December 2013. When a project is SSI under the NSW Environmental Planning and Assessment Act 1979, Heritage Council consent is not required and key provisions of the NSW Heritage Act, 1977 are suspended.

I advise that the Heritage Council of NSW, an independent expert heritage body with carriage of the Heritage Act 1977, provided a submission to the former Department of Planning and Infrastructure recommending refusal of the project on the grounds of its long-term impacts on Thompson Square, listed on the State Heritage Register (SHR) since 1999. Several other items in and around the Square are also listed on the SHR. The Heritage Council's submission supported the rehabilitation of the existing bridge but also recommended conditions of approval related to heritage matters should the then Minister for Planning and Infrastructure issue an approval for a new bridge.

A copy of the Heritage Council's correspondence may be viewed on the DPE website at: https://majorprojects.accelo.com/public/67fef7bc12e287528dcd40a5068809cd/WB_Agency%20Submission_Heritage%20Council.pdf

I note that the project was subsequently approved with numerous heritage conditions. The Heritage Council was consulted on many occasions during the SSI application process about the project and proposed conditions of approval.

While the Heritage Council is on record as preferring alternative options for the Windsor Bridge Replacement Project, the Council has recognised that under the circumstances (an approved SSI project) management of the heritage impacts is the most appropriate way forward. To this end, I can advise that the Heritage Council receives regular briefings from OEH Heritage Division staff and has requested presentations from RMS on the project's progress. Heritage Division staff also assess the documentation submitted by RMS as part of their Conditions of Approval to the Heritage Council and provide recommendations to the Department of Planning & Environment on their appropriateness.

The feasibility of retaining and refurbishing the existing Windsor Bridge, and the costs of doing so, is solely a matter for Hawkesbury City Council to consider.

If you have any questions regarding the above matter please contact Dr Siobhan Lavelle OAM, Senior Team Leader, Archaeological Heritage at the Heritage Division, Office of Environment and Heritage on 9873 8546 or at siobhan.lavelle@environment.nsw.gov.au.

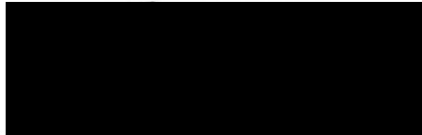
I apologise for the delay in this reply.

Yours sincerely

ORDINARY MEETING

SECTION 3 – Reports for Determination

Meeting Date: 25 February 2020



Tim Smith OAM
Director OperationsHeritage Division
Office of Environment & Heritage
As Delegate of the Heritage Council of NSW
3 November 2017

ORDINARY MEETING
SECTION 3 – Reports for Determination
Meeting Date: 25 February 2020

AT - 5 Letter dated 9 October 2018 from Roads and Maritime Services



Our Ref: CE18/0812
Your ref: PC180913L4512_JR

9 October 2018

Mr Peter Conroy
General Manager
Hawkesbury City Council
PO BOX 146
WINDSOR NSW 2756

Dear Mr Conroy

Windsor Bridge Replacement Project

Thank you for your letter dated 13 September 2018 requesting that the existing Windsor Bridge be retained for pedestrians, cyclists and potentially light vehicles after the opening of the new bridge.

Roads and Maritime Services does not support retaining the existing bridge as suggested by Council. The issues associated with retaining the existing bridge are provided in Roads and Maritime letter to Council date 29 June 2017. The reasons are as follows:

- As detailed in the Department of Planning and Environment (DPE) independent engineering report the cost to rehabilitate was \$14.5 million. Two other reports commissioned by Roads and Maritime also assessed the rehabilitation costs in the range of \$16 million to \$18 million.
- Retaining the existing bridge along with the new bridge will restrict river flows during a flood which would increase the risk of flooding to some upstream properties.
- The new bridge will provide high standard of access for pedestrians and cyclists crossing the river.

As referenced in Roads and Maritime's letter there is opportunity to instead retain the first span of the existing bridge as a viewing platform as part of the heritage interpretation of the site. Roads and Maritime will contact Council Officers directly to progress the opportunity to retain the first span only, and agree on future asset ownership.

Roads and Maritime recognises the heritage significance of the Thompson Square and this has been an important consideration in the development of the project. In particular a Strategic Conservation Management Plan and Urban Design and Landscaping Plan as requested in Council's letter dated 17 December 2012 that supported the approval of the project by the DPE. These plans have been developed in consultation with Council officers and the community and have been approved by the DPE. Copies of these plans are available on the project website.

For more information, please contact Mr Graham Standen, Senior Project Manager at Roads and Maritime on (02) 8849 2669.

Yours sincerely



Colin Langford
Director North West Precinct

27 Argyle Street, Parramatta, NSW 2150 | www.rms.nsw.gov.au | ABN: 76 236 371 088

oooO END OF REPORT Oooo

ORDINARY MEETING
SECTION 3 – Reports for Determination
Meeting Date: 25 February 2020

SUPPORT SERVICES

Item: 031 **SS - December 2019 Quarterly Budget Review Statement - (95496)**

Previous Item: 098, Extraordinary (12 June 2019)

Directorate: Support Services

PURPOSE OF THE REPORT:

The purpose of this report is to inform Council of the current and projected financial performance and financial position and to seek adoption of proposed changes required to the Budget within the 2019/2020 Adopted Operational Plan.

EXECUTIVE SUMMARY:

In accordance with legislation, within two months of the end of each quarter, Council is required to review its progress in achieving the financial objectives set out in its Operational Plan. The Responsible Accounting Officer of a Council must prepare and submit to Council a budget review statement that shows a revised estimate of the income and expenditure for that year. In doing so the Responsible Accounting Officer needs to reference the estimate of income and expenditure set out in the statement of the Council's revenue policy, included in the operational plan for the relevant year.

The Integrated Planning and Reporting (IP&R) Framework outlines that Councils are required to present a summary of the Council's financial position at the end of each quarter. It is the mechanism whereby Councillors and the community are informed of the Council's progress against the Original Budget and the last revised budget along with any recommended changes and reasons for major variances.

The Responsible Accounting Officer has therefore revised Council's income and expenditure for the 2019/2020 financial year and recommends revising estimates in line with Council's financial performance as at the end of December 2019, and as projected for the remainder of the financial year.

This report and the relevant attachment provide information on Council's financial performance and financial position for:

- The second quarter of the 2019/2020 financial year; and
- The resulting financial position including the Budget variations proposed.

The Quarterly Budget Review Statement – December 2019 recommends a number of variations that result in an overall Deficit budgeted position of \$60K. Proposed unfavourable Budget variations are in excess of proposed favourable variations. It is proposed that the \$60K Deficit is budgeted to be funded through the Contingency Reserve resulting in an overall balanced budget being maintained.

RECOMMENDATION:

That:

1. The information contained in the report be received.
2. The Quarterly Budget Review Statement – December 2019, attached as Attachment 1 to this report, be adopted.

BACKGROUND

Following the adoption of the Original Budget in June each year, the Budget is amended throughout the year to reflect any unspent amounts carried over, and necessary Budget variations to enable the delivery of the Operational Plan.

In regard to the 2019/2020 Budget, adopted on 12 June 2019, this has been amended to reflect amounts carried over from the 2018/2019 financial year, reflecting discussions at the Councillor Briefing held on 21 May 2019, outlining the progress of works and identifying works to be carried into the 2019/2020 Operational Plan. The 2019/2020 Budget has also been amended to reflect amounts adopted as part of the September 2019 Quarterly Budget Review Statement adopted on 26 November 2019. Subject to Council's endorsement, the Budget will be further amended with the proposed variations contained within this Quarterly Budget Review Statement.

Relevant Legislation

Clause 203 of the Local Government (General) Regulation 2005 requires a revised estimate of income and expenditure for the year to be prepared by reference to the estimate of income and expenditure set out in the Operational Plan for the year.

The Quarterly Budget Review Statement is the mechanism stipulated by the Local Government Regulations 2005 for Councils to revise the adopted Operational Plan for the year to reflect the actual financial performance as at the end of each Quarter, and projected to the end of the financial year. This review ensures Council's Budget remains current and relevant throughout the financial year, and provides early indication of progress in achieving financial targets.

The Integrated Planning and Reporting (IP&R) Framework outlines that Councils are required to present a summary of the Council's financial position at the end of each quarter. It is the mechanism whereby Councillors and the community are informed of the Council's progress against the Original Budget and the last revised budget along with recommended changes and reasons for major variances. The minimum standards applying to the contents of the Quarterly Budget Review Statement are detailed within the [Office of Local Government's Quarterly Budget Review Statement Guidelines](#).

DISCUSSION

The Quarterly Budget Review Statement – December 2019 recommends a number of variations that result in an overall \$60K Deficit budgeted position. Proposed unfavourable Budget variations are in excess of proposed favourable variations. It is proposed that the \$60K Deficit is budgeted to be funded through the Contingency Reserve resulting in an overall balanced budget being maintained. Variations proposed are necessary to ensure appropriate budget allocations are available to deliver Council's Adopted Operational Plan. Refer to Attachment 1 to this report.

In reviewing Council's financial performance as at the end of December 2019, a number of external factors have been identified that have impacted negatively on Council's financial performance against the 2019/2020 Adopted Operational Plan. These factors and associated budgets, if not addressed, will continue to have an impact on Council's financial performance against the 2019/2020 adopted Operational Plan for the remaining of the financial year.

Council's adopted 2019/2020 Operational Plan has fully allocated the available resources and funding to works, services and projects. Accordingly, Council has limited capacity to respond to adverse external influences.

The external factors having a significant impact are:

- The current economic environment
- A significant reduction in the rate of development
- The ongoing unpredictable nature of construction related procurement

ORDINARY MEETING

SECTION 3 – Reports for Determination

Meeting Date: 25 February 2020

- A number of planning matters requiring significant, lengthy legal advice

There is currently an underlying problem of recurrent income not being aligned with recurrent expenditure. This problem is challenged further by weak economic conditions and the robust construction market. Work is being undertaken to address this challenge:

- In terms of income generation – work is underway in regard to Biodiversity Offsets and Property Management;
- In terms of expenditure – work is underway in relation to energy, and discretionary budgeted expenditure to identify any programs or projects that can be reduced in scope or deferred.

Financial Position

The Quarterly Budget Review Statement recommends Budget adjustments that result in an overall balanced budget adjustment for the quarter, and in the opinion of the Responsible Accounting Officer, maintains a satisfactory short term financial position for Council. The Responsible Accounting Officer Statement is included within this Quarterly Budget Review Statement attachment.

While the short term financial position for Council at this stage is likely to remain satisfactory, this could be at risk if the external factors outlined above deteriorate further or in the event other matters having an adverse impact on Council's budgeted income and expenditure arise during the remainder of the financial year.

Attachment 1 to this report includes an executive summary of Council's financial performance as at the end of the second quarter of 2019/2020, and provides further details within financial reports provided.

The attachment also details all the major budget variations proposed in this Quarterly Budget Review Statement. The majority of the proposed variations are minor or not operationally significant in nature.

The more significant items in the December 2019 Quarterly Budget Review Statement that require Council's attention are:

- ***Income Adjusted as a result of current economic conditions – Net Unfavourable Variance \$176K***

The conditions reported to Council in the course of the December 2018 Quarterly Budget Review Statement are on-going. As a result, there are several income lines that are impacted by the current economic conditions, with increased construction costs, reduced housing sales, slower levels of development and lower levels of housing construction.

As a result, the following unfavourable variances are included in this Quarterly Budget Review, in order to adjust the Budget for the shortfall in income as at the end of the reporting period:

- Development Applications reduced by \$86K. As at the end of the reporting period had earned 41% of full year budget, being \$319K of \$786K;
- Subdivision Income reduced by \$45K. As at the end of the reporting had earned 29% of the full year budget, being \$105K of \$368K;
- Plumbing and Drainage Inspections reduced by \$25K. As at the end of the reporting period had earned 40% of the full year budget, being \$51K of \$128K;
- Road Opening Permits reduced by \$20K. As at the end of the reporting period had earned 21% of the full year budget, being \$7K of \$35K.

As there is some indication that external factors may improve by the end of the financial year, the budgets have only been reduced by the current shortfall. As these income lines are influenced by the macro-economic climate and may fluctuate outside of these projections over the remainder of the financial year, further adjustments may be required in the March 2020 Quarterly Budget Review.

ORDINARY MEETING

SECTION 3 – Reports for Determination

Meeting Date: 25 February 2020

- **Rural Fire Service Maintenance and Repairs Contribution – Favourable Variance \$99K**

The Original Budget of \$283K was based on advice regarding the budget bid for the maintenance and repairs of Rural Fire Service Plant and Equipment from the District Office to the NSW Rural Fire Service. In September 2019, the NSW Rural Fire Service advised of the approved bid, with a range of expenditure for certain categories reduced. An adjustment in the September Quarterly Review, included these reductions, offset by the reduction in Contribution. Subsequently, the budget approved from the NSW Rural Fire Service differed from this budget bid. In November 2019, Council received \$298K; therefore a favourable variance of \$99K has been included in this Quarterly Budget Review Statement.

- **Dividend arising from sale of Southern Phone Equity – Favourable Variance \$27K**

As resolved by Council at the meeting of 12 November 2019, Council sold its Southern Phone shares to the value of \$2 as part of the sale of Southern Phone. In addition to the distribution of the proceeds of the sale (\$786K), Council received \$27K as a special dividend. This dividend has been incorporated as favourable variance as part of the Quarterly Budget Review Statement.

- **Sale of plant replaced in 2018/2019 – Net Favourable Variance \$25K**

As at the end of December 2019, Council received unbudgeted proceeds from the sale of plant that was replaced in 2018/2019. The sale was budgeted in 2018/2019, but could not be carried forward to the 2019/2020 Budget, resulting in the \$25K favourable variance.

- **General Rates Income – Net Favourable Variance \$22K**

A variable variance of \$22K is included in this Quarterly Budget Review Statement to adjust the amount budgeted for general rates revenue in line with the amount generated as at the end of the reporting period. The additional income is a result of additional properties through subdivisions.

Workers Compensation – Unfavourable Variance \$141K

As a result of an increase in the number of cases requiring significant medical intervention, a total unfavourable variance of \$141K is included in this Quarterly Budget Review Statement. The variance has partially been funded from the Workers Compensation Reserve (\$74K). The increase can in part be attributed to Council's ageing workforce. An Occupational Therapist is being engaged to review the workforce and case history, to develop a plan to minimize future incidents.

- **Upper Colo Reserve Park Bookings – Net Unfavourable Variance \$38K**

Income reduced due to closure of Upper Colo Reserve necessitated by bushfires during summer peak season.

- **Independent Planning Consultant – Unfavourable Variance \$24K**

Independent advice was required to support the assessment of applications where Council is the applicant.

- **Rural Fire Service Red Fleet (Fire Trucks) Depreciation**

In line with advice from the NSW Audit Office, Council recognised Rural Fire Service red fleet (fire engines) as Council assets during 2018/2019. The recognition of these assets is associated with an increase in depreciation of \$425K, which subsequently is included in this Quarterly Budget Review Statement. While this increase in depreciation will not impact on Council's overall bottom line result, it will negatively impact on Council's Operating Performance Result.

ORDINARY MEETING

SECTION 3 – Reports for Determination

Meeting Date: 25 February 2020

- **Grants – Additional Works and Programs Totalling \$400K**

A number of adjustments relating to grant funding successfully secured by Council, are included in this Quarterly Budget Review Statement. These adjustments have a nil effect on the Budget position, as amounts included for income have a corresponding amount for expenditure. The securing of grant funding assists Council to undertake works otherwise not funded through Council's available funds.

There are several major adjustments relating to grant funding, as outlined below:

- *McQuade Park Landscape Improvements* – The Department of Planning, Industry and Environment has granted Council \$300K towards lake improvements and associated landscape works at McQuade Park.
- *Richmond Pool Improvements* – As part of the My Community Projects 2019, by the New South Wales Department of Premier and Cabinet, Council will install \$61K worth of accessible tables and additional shade areas at the Richmond Swimming Complex.
- *Disaster and Emergency Dashboard* – Local Government New South Wales has granted Council \$30K to develop an Disaster and Emergency Dashboard to provide live updates on road conditions, weather warnings and fire incidents etc. on Council's website.

- **Reserve Funded Adjustments**

The following adjustments are within internally or externally restricted funds, and consequently have nil impact on Council's overall position:

- *Section 64 Plan Reserves* – In accordance with the Section 64 Contribution Plan for Pitt Town, adopted by Council in November 2015, land was to be acquired and infrastructure constructed for the purposes of servicing increased demand resulting from the Pitt Town development. A Works in Kind Agreement was executed in October 2017, requiring the developer to deliver part of the stormwater infrastructure. A supplementary agreement was executed in April 2019 confirming the amended value based on CPI and the completion of works in accordance with the Plan. The contributions to be paid by the developer totaled \$1.4M, leaving the balance of \$1.7M to be paid by Council for the \$3.1M worth of stormwater assets. This expenditure will continue to be funded from future developer contributions.
- *Section 7.11 Reserve* – An unfavourable variance of \$2.8M is as a result of the outcome of the Valuer General's determination on the first land acquisition within the Vineyard Precinct. The timing of this application has resulted from the successful hardship application from the property owner. The Valuer General valuation of this property differs to the Department of Planning estimate used for the development of the initial Section 7.11 Plan and the findings of the assessment of the Plan from the Independent Pricing and Remuneration Tribunal, being \$1.1M.
- *Planning Proposals Reserve* – The favourable variance of \$56K has resulted from the receipt of an unanticipated Major Planning Proposal during the period.
- *Construction Engineering Reserve* – The unfavourable variance of \$111K is due: to the development application for the 273 lot subdivision in Redbank that was anticipated to have commenced currently being considered in the Land and Environment Court; and six development applications for Vineyard that were anticipated to have commenced but are unable to be determined due to the Section 94 contributions plan not being approved.
- *Legal Reserve* – Due to a number of significant planning matters currently being appealed to the Land and Environment Court, an unfavourable variance of \$100K has been included in this Quarterly Budget Review Statement. Due to the difficulties in predicting the outcome, timing and cost of cases, there is potential for this budget to need further adjustment in the March Quarterly Review.

ORDINARY MEETING

SECTION 3 – Reports for Determination

Meeting Date: 25 February 2020

- *Property Reserve* – A reduction to this Reserve in the amount of \$50K is proposed as part of this Quarterly Budget Review Statement in order to cover the costs associated with recovering outstanding rent from a tenant that went into liquidation.
- *Mutli-year Reserve* – Council sold Southern Phone shares, as part of an acquisition of Southern Phone. The value of the shares when sold amounted to \$786K. This amount has been restricted in a reserve, in order to facilitate determination of the optimal use of this income as part of the 2020/2021 Operational Plan process.
- *Ferry Replacement Reserve* – The Original Budget reflected contributions to be paid by both Councils and held in this Reserve. The Hills Council have advised that the contribution to be paid towards the ferry replacement will be managed by The Hills Council directly. Therefore, a reduction of \$104K is included in this Quarterly Budget Review Statement.
- *Workers Compensation Reserve* – As outlined earlier in this report, an amount of \$74K is proposed to be used to offset part of the increase required to cover the cost of Workers Compensation currently being experienced by Council.
- *Information Technology Reserve* – The current communication system was installed under a lease agreement. At the point this lease was due for renewal, it was determined that it would be more cost effective to purchase the system outright, with a calculated saving of \$25K to be achieved. In order to purchase the system and obtain this saving over the five year life of this system, a budgetary adjustment of \$195K is required in the Quarterly Budget Review Statement. The Information Technology Reserve will be repaid over the course of the five years, as the lease payments are included in the Long Term Financial Plan, which will no longer be required.
- *Domestic Waste Management Reserve* – At the time of developing the Original Budget, the Recycling Collection contract was due to expire effective 1 July 2019. Due to the imminent contract expiry and the potential impacts of changes to the recycling market a 15% increase was factored in the budget. As resolved at the Extraordinary Council Meeting on 12 June 2019, Council extended the current contract for 12 months, prior to going to tender. The overall increase of the recycling contract is less than projected, resulting in a \$100K favourable variance, which is included in this Quarterly Budget Review Statement.
- *Sullage Reserve* – Commercial Sullage income is based on volume collected. Reduced income of \$56K likely to be due to water restrictions impacting volumes.
- *Waste Management Facility Reserve* – In order to prevent contamination, in particular from asbestos, material is now mulched and transferred to an offsite facility, costing \$114K. As a result of a review undertaken, \$100K is proposed as part of this Quarterly Budget Review Statement to upgrade lunchroom and bathroom amenities at the Waste Management Facility, to an adequate standard.
- *Sewer Reserve* – Increase of \$150K required as the prices tendered for the upgrade of two pump stations were higher than projected, estimates were based on 2018 tender prices indexed to 2019. An additional \$45K is also required for the replacement of a wastewater pump at the South Windsor Sewer Treatment Plant.

Contingency Reserve

Council established a Contingency Reserve for the purpose of building up funding that could be accessed should a Budget Deficit arise due to unfavourable unforeseen circumstances. Over the years Council was able to set funds aside through favourable Budget variations.

As detailed in this report, external factors outside Council's control have resulted in proposed unfavourable budget variations not being able to be completely offset by favourable budget variations, resulting in a budgeted overall Deficit position.

ORDINARY MEETING
SECTION 3 – Reports for Determination
Meeting Date: 25 February 2020

It is proposed to use the Contingency Reserve, in line with the purpose it was intended for, and fund the projected budgeted Deficit overall accordingly. This will result in an overall balanced budget position to be maintained.

The Quarterly Budget Review Statement includes a number of minor adjustments and reallocation of funds that have not been detailed above. Further details can be found in the attachment to this report.

Performance against Financial Sustainability Benchmarks

The Office of Local Government developed Financial Sustainability ratios, benchmarks and a timeframe to be met in order to be termed “Fit for the Future”. Council developed a Long Term Financial Plan to achieve financial sustainability, which was adopted by Council on 28 November 2018. The Long Term Financial Plan incorporates strategies to meet these benchmarks, as required by the Office of Local Government by 30 June 2021.

The table below provides an update of Council’s performance against the Financial Sustainability Benchmarks, as determined as part of the Fit for the Future Framework.

Table 1

Financial Sustainability Ratio	Benchmark	Original Budget 2019/2020	Amended Budget 2019/2020 After Sep Quarterly Budget Review Statement	Proposed Budget 2019/2020 After Dec Quarterly Budget Review Statement
Operating Performance	>= 0	-0.004	-0.128	-0.133
Own Source Revenue	> 60%	84.0%	81.9%	81.5%
Asset Renewal	> 100%	118.5%	181.5%	179.6%
Infrastructure Backlog	< 2%	1.4%	0%	0%
Asset Maintenance	> 100%	85.3%	99.0%	100.7%
Debt Service	0%-20%	4.7%	4.8%	4.8%
Real Operating Expenditure per Capita	Decrease	Decrease	Increase	Increase

As shown in the table above, the proposed amendments included in the Quarterly Budget Review Statement will result in changes to the projected Financial Sustainability Ratios:

- a) The Operating Performance Ratio deteriorates to -0.133 due to a decrease in projected operating income and increased expenditure since the adoption of the 2019/2020 Original Budget. The majority of the impact is attributable to the aforementioned external economic factors.
- b) The Asset Maintenance Ratio improves due to an increase in asset maintenance since the adoption of the 2019/2020 Original Budget, and now meets the benchmark.

COMMUNITY ENGAGEMENT

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

CONFORMANCE TO THE HAWKESBURY COMMUNITY STRATEGIC PLAN 2017-2036

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

ORDINARY MEETING
SECTION 3 – Reports for Determination
Meeting Date: 25 February 2020

Our Leadership

1.3 Financial Sustainability - Build strong financial sustainability for now and future generations.

1.3.1 In all of Council's strategies, plans and decision making there will be a strong focus on financial sustainability.

1.3.2 Meet the needs of the community now and into the future by managing Council's assets with a long-term focus.

FINANCIAL IMPACT

The matters raised in this report have direct financial implications. If adopted, the budget adjustments proposed will be added to the current 2019/2020 Budget.

FIT FOR THE FUTURE STRATEGY CONSIDERATIONS

The subject of this report does not directly align with a specific Fit for the Future Strategy, but does impact on the overall Fit for the Future objectives, being to attain financial sustainability and meet all Fit for the Future benchmarks by 2020/2021.

ATTACHMENTS:

AT - 1 The Quarterly Budget Review Statement – December 2019 - *(Distributed under separate cover)*.

oooO END OF REPORT Oooo

ORDINARY MEETING
SECTION 3 – Reports for Determination
Meeting Date: 25 February 2020

Item: 032 **SS - Monthly Investments Report - January 2020 - (95496)**

Previous Item: 150, Ordinary (26 June 2018)

Directorate: Support Services

PURPOSE OF THE REPORT:

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

EXECUTIVE SUMMARY:

This report indicates that Council held \$56.83 million in investments at 31 January 2020 and outlines that all investments were made in accordance with the Act, the Regulation and Council's Investment Policy.

RECOMMENDATION:

That the Monthly Investments Report for January 2020 be received and noted.

BACKGROUND

The following table indicates that Council held \$56.83 million in investments as at 31 January 2020. Details of the financial institutions with which the investments were made, the maturity date (where applicable), the rate of return achieved, the credit rating of the institutions both in the short term and the long term, and the percentage of the total portfolio, are provided below:

Investment Type	Institution Short Term Rating	Institution Long Term Rating	Lodgement Date	Maturity Date	Interest Rate %	Principal \$	Percentage of Portfolio	Total \$
On Call								
CBA	A1+	AA-			0.75%	3,600,000	6.33%	
Tcorp*					1.30%	2,118,371	3.73%	
Total On-call Investments								5,718,371
Term Investments								
ANZ	A1+	AA-	17-Apr-19	17-Apr-20	2.35%	1,500,000	2.64%	
ANZ	A1+	AA-	24-Apr-19	06-May-20	2.35%	1,000,000	1.76%	
ANZ	A1+	AA-	03-May-19	06-May-20	2.25%	2,000,000	3.52%	
ANZ	A1+	AA-	15-May-19	25-May-20	2.25%	1,000,000	1.76%	
ANZ	A1+	AA-	19-Jun-19	18-Jun-20	1.90%	1,000,000	1.76%	
ANZ	A1+	AA-	15-Jan-20	09-Dec-20	1.50%	2,000,000	3.52%	
Bankwest	A1+	AA-	09-Aug-19	07-Feb-20	1.70%	1,000,000	1.76%	
CBA	A1+	AA-	02-Mar-18	04-Mar-20	2.79%	1,000,000	1.76%	
CBA	A1+	AA-	04-Apr-18	03-Apr-20	2.85%	1,000,000	1.76%	
CBA	A1+	AA-	23-Aug-19	08-Jul-20	1.63%	1,000,000	1.76%	
NAB	A1+	AA-	07-Feb-19	07-Feb-20	2.75%	1,000,000	1.76%	
NAB	A1+	AA-	19-Jun-19	19-Feb-20	2.04%	2,000,000	3.52%	

ORDINARY MEETING
SECTION 3 – Reports for Determination
Meeting Date: 25 February 2020

Investment Type	Institution Short Term Rating	Institution Long Term Rating	Lodgement Date	Maturity Date	Interest Rate %	Principal \$	Percentage of Portfolio	Total \$
NAB	A1+	AA-	06-Mar-19	05-Mar-20	2.65%	1,000,000	1.76%	
NAB	A1+	AA-	26-Jun-19	25-Mar-20	1.97%	1,000,000	1.76%	
NAB	A1+	AA-	23-Oct-19	25-Mar-20	1.60%	1,000,000	1.76%	
NAB	A1+	AA-	31-May-19	29-Apr-20	2.20%	1,000,000	1.76%	
NAB	A1+	AA-	30-Oct-19	25-May-20	1.53%	1,000,000	1.76%	
NAB	A1+	AA-	21-Nov-19	25-May-20	1.50%	1,500,000	2.64%	
NAB	A1+	AA-	06-Nov-19	08-Jul-20	1.53%	1,500,000	2.64%	
NAB	A1+	AA-	09-Aug-19	12-Aug-20	1.70%	1,000,000	1.76%	
NAB	A1+	AA-	10-Sep-19	12-Aug-20	1.66%	3,500,000	6.16%	
NAB	A1+	AA-	30-Oct-19	23-Sep-20	1.47%	1,000,000	1.76%	
NAB	A1+	AA-	18-Dec-19	14-Oct-20	1.52%	2,000,000	3.52%	
NAB	A1+	AA-	21-Nov-19	20-Nov-20	1.45%	1,500,000	2.64%	
NAB	A1+	AA-	15-Jan-20	12-Jan-21	1.55%	1,500,000	2.64%	
NAB (SIRA cash deposit)	A1+	AA-	22-Jan-20	22-Oct-20	1.53%	620,000	1.09%	
Westpac	A1+	AA-	07-Feb-19	07-Feb-20	2.68%	1,000,000	1.76%	
Westpac	A1+	AA-	22-Feb-19	20-Feb-20	2.62%	1,000,000	1.76%	
Westpac	A1+	AA-	14-Mar-18	13-Mar-20	2.81%	500,000	0.88%	
Westpac	A1+	AA-	04-Apr-19	03-Apr-20	2.41%	2,500,000	4.40%	
Westpac	A1+	AA-	18-Apr-18	17-Apr-20	2.93%	500,000	0.88%	
Westpac	A1+	AA-	31-May-19	03-Jun-20	2.07%	1,000,000	1.76%	
Westpac	A1+	AA-	19-Jun-19	18-Jun-20	1.90%	1,500,000	2.64%	
Westpac	A1+	AA-	26-Jun-19	24-Jun-20	1.83%	1,000,000	1.76%	
Westpac	A1+	AA-	09-Oct-19	08-Jul-20	1.60%	3,500,000	6.16%	
Westpac	A1+	AA-	06-Dec-19	23-Sep-20	1.53%	4,000,000	7.04%	
Total Term Investments								51,120,000
TOTAL INVESTMENT AS AT 31 January 2020								56,838,371

*Tcorp is wholly owned by the NSW State Government

Performance by Type

Category	Balance \$	Average Interest	Bench Mark	Bench Mark %	Difference to Benchmark
Cash at Call	5,718,371	0.95%	Reserve Bank Cash Reference Rate	0.75%	0.20%
Term Deposit	51,120,000	1.92%	UBS 90 Day Bank Bill Rate	0.88%	1.04%
Total	56,838,371	1.82%			

Restricted/Unrestricted Funds

Restriction Type	Amount \$
External Restrictions –S7.11 and S7.12	14,436,898
External Restrictions - Other	11,946,437
Internal Restrictions	13,791,891
Unrestricted	16,663,145
Total	56,838,371

ORDINARY MEETING

SECTION 3 – Reports for Determination

Meeting Date: 25 February 2020

Unrestricted funds, whilst not subject to a restriction for a specific purpose, are fully committed to fund operational and capital expenditure in line with Council's adopted Operational Plan. As there are timing differences between the accounting for income and expenditure in line with the Plan, and the corresponding impact on Council's cash funds, a sufficient level of funds is required to be kept at all times to ensure Council's commitments are met in a timely manner. Council's cash management processes are based on maintaining sufficient cash levels to enable commitments to be met when due, while at the same time ensuring investment returns are maximised through term investments where possible.

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

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

Relevant Legislation

According to Clause 212 of the Local Government (General) Regulation 2005, the Responsible Accounting Officer must provide the Council with a written report setting out details of all money that the Council has invested under Section 625 of the Local Government Act 1993. The report must include a certificate as to whether or not investments have been made in accordance with the Act, the Regulation and the Council's Investment Policy.

DISCUSSION

During the reporting period, the investment portfolio decreased by \$1.2 million reflecting funds received, payments made, and redemption of invested funds and lodging of new term deposits, which is driven by cash flow requirements.

The investment portfolio currently involves a number of term deposits and on-call accounts. Council's current investment portfolio is not subject to share market volatility.

As at 31 January 2020, Council's investment portfolio is all invested with major Australian trading banks or wholly owned subsidiaries of major Australian trading banks and in line with Council's Investment Policy.

The investment portfolio is regularly reviewed in order to maximise investment performance and minimise risk. Independent advice is sought on new investment opportunities, and Council's investment portfolio is independently reviewed on a regular basis by Council's investment advisor.

COMMUNITY ENGAGEMENT

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

CONFORMANCE TO THE HAWKESBURY COMMUNITY STRATEGIC PLAN 2017-2036

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

Our Leadership

1.3 Financial Sustainability - Build strong financial sustainability for now and future generations.

1.3.1 In all of Council's strategies, plans and decision making there will be a strong focus on financial sustainability.

ORDINARY MEETING

SECTION 3 – Reports for Determination

Meeting Date: 25 February 2020

1.3.2 Meet the needs of the community now and into the future by managing Council's assets with a long-term focus.

FINANCIAL IMPACT

The matters raised in this report have direct financial implications. The income applicable is provided for in the 2019/2020 Adopted Operational Plan.

FIT FOR THE FUTURE STRATEGY CONSIDERATIONS

The proposal is aligned with Council's long term plan to improve and maintain organisational sustainability and achieve Fit for the Future financial benchmarks.

ATTACHMENTS:

There are no supporting documents for this report.

oooO END OF REPORT Oooo

ORDINARY MEETING
SECTION 3 – Reports for Determination
Meeting Date: 25 February 2020

Item: 033 **SS - Land Revaluation 2019 - (95496)**

Directorate: Support Services

PURPOSE OF THE REPORT:

The purpose of this report is to provide an overview of the outcome of the Valuer General's land valuations within the Hawkesbury City Council Local Government Area undertaken in late 2019, for Council's information.

EXECUTIVE SUMMARY:

The Office of the New South Wales Valuer General (Valuer General) conducts a valuation of each Local Government Area approximately every three years. The last valuation was undertaken for the Hawkesbury Local Government Area in late 2016 with those land values being used for the following three financial years.

In accordance with the valuation cycle, the Valuer General has undertaken a valuation of each Local Government Area, including the Hawkesbury Local Government Area, in late 2019. The land values arising from this valuation will be used for rating purposes for the first time in the 2020/2021 financial year onwards until the next valuation.

The rateable land value resulting from the 2016 valuation was \$12.23 billion. At the time of the latest valuation, the 2016 rateable land value, including adjustments resulting from growth and objections, was \$12.64 billion. The change in rateable land value results from the number of properties increasing by 806 properties since the 2016 valuation and any objections during that period.

The 2019 valuation has resulted in the total rateable land valuations increasing from \$12.64 billion to \$14.14 billion, an average increase of 11.87% across all rating categories and sub-categories.

The increase in land values will not result in an increase in rating income. The current rating income, allowing for the allowable increase for 2020/2021, will simply be redistributed across properties based on the 2019 valuation.

It should be noted that the values quoted in this report are based on the valuation figures received from the Valuer General. These values may be subject to further change prior to use in the 2020/2021 rates levy, due to ongoing objections by owners and subsequent reviews by the Valuer General.

The matters discussed within this report were presented to the Councillors at the Councillor Briefing Session on 17 February 2020.

RECOMMENDATION:

That the information concerning the valuation of properties within the Hawkesbury City Council Local Government Area be received and noted.

ORDINARY MEETING
SECTION 3 – Reports for Determination

Meeting Date: 25 February 2020

BACKGROUND

The Valuer General conducts a valuation of each Local Government Area approximately every three years. A valuation of the Hawkesbury Local Government Area was previously undertaken in 2016. These land values currently have been used for rating purposes since the 2017/2018 rates levy.

In accordance with the Valuer General valuation cycle, a valuation of the Hawkesbury City Council Local Government Area was undertaken in late 2019.

The Valuer General bases its land valuations on a range of factors, including, but not limited to, property sales data in the area and restrictions on the property.

The Land Value for each property, as determined by the Valuer General, is used by Council to determine the general rates applicable to the property in accordance with the rating structure applicable to the respective rating categories and sub-categories thereof.

Relevant Legislation

In accordance with Section 498 of the Local Government Act 1993, land valuations provided by the Valuer General are used for rating purposes.

DISCUSSION

The rateable land value resulting from the 2016 valuation was \$12.23 billion. At the time of the latest valuation, the 2016 rateable land value, including adjustments resulting from growth and objections, was \$12.64 billion. The change in rateable land value results from the number of properties increasing by 806 properties since the 2016 valuation.

The 2019 valuation has resulted in the total rateable land valuations increasing from \$12.64 billion to \$14.14 billion, an average increase of 11.87% across all rating categories and sub-categories.

As a result of the 2019 land valuations, there is a shift of 2% of the Notional Yield from the Residential category to the Business category as shown in Table 1 below:

Table 1 – Distribution of the Notional Yield

Category	2020/2021 Notional Yield based on 2016 Valuations (\$)	2020/2021 Notional Yield based on 2016 Valuations (%)	2020/2021 Notional Yield based on 2019 Valuations (\$)	2020/2021 Notional Yield based on 2019 Valuations (%)	Change (%)
Residential	\$36M	85%	\$35M	83%	-2%
Business	\$4.4M	11%	\$5.3M	13%	+2%
Farmland	\$1.7M	4%	\$1.8M	4%	Nil
Total	\$42.1M	100%	\$42.1M	100%	

The following Table provides a summary of the overall effects of the valuation on land values in each rating category and sub-category.

ORDINARY MEETING
SECTION 3 – Reports for Determination
Meeting Date: 25 February 2020

Table 2: Land Values Summary

Category	No. of Rateable Properties	2016 Total Land Value	2016 Average Land Value	2019 Total Land Value	2019 Average Land Value	Change in Average Land Value \$	Change in Average Land Value %	Change in CPI
Residential	24,330	\$11,109,235,292	\$456,606	\$12,160,084,221	\$499,798	\$43,192	9.5%	5%
Business	1,560	\$813,605,791	\$521,542	\$1,135,873,196	\$728,124	\$206,582	39.6%	5%
Farmland	605	\$721,017,000	\$1,191,764	\$847,931,100	\$1,401,539	\$209,775	17.6%	5%
Total	26,495	\$12,643,858,083		\$14,143,888,517				

Impact on Rates

The impact of the 2019 land valuations on the average rates for each respective rating category is summarised in Table 3 below:

Table 3 – Impact on Rates

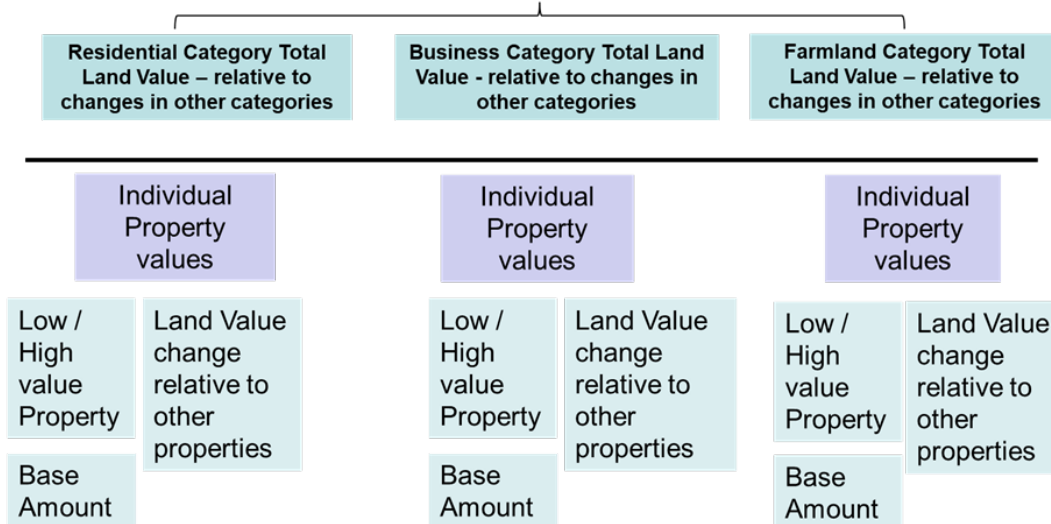
Category	Average Rates based on 2016 Land values	Average Rates based on 2019 Land values	Change in Average Rates due to land valuation
Residential	\$1,478	\$1,440	-\$38
Business	\$2,824	\$3,374	+\$550
Farmland	\$2,891	\$2,980	+\$89

The increase in land values will **not** result in an increase in rating income. The rating income for 2020/2021 will be based on the 2019/2020 rating income increased by the allowable rates increase and the impact of growth.

The impact on rates payable by each property will, to varying extents, be impacted as follows:

- The change in the relative proportion of the Notional Yield between the different rating categories
- The movement in the land value of the property relative to the average movement in land value within the applicable rating category
- The land value of each individual property
- The level of the Base Amount

Rate in \$ based on Land Value = **Total Rates**



ORDINARY MEETING

SECTION 3 – Reports for Determination

Meeting Date: 25 February 2020

As shown in Table 1 above, the 2019 land valuations have resulted in a shift of the proportion of the Notional Yield collected from each respective Rating category. For 2020/2021, an additional 2% of the Notional Yield will be collected from the Business Rating category, offset with a corresponding 2% reduction in the amount collected from the Residential Rating category. This shift has resulted in changes to the average rates applicable to each respective Rating category.

The impact on rates payable by each respective property will depend on the increase or decrease in land value relative to other properties. Generally, if the land value of a property has increased by more than the average increase across the rating category, that property will experience an increase in rates payable. On the other hand if a property experiences an increase lower than the average increase, that property will experience a decrease in rates payable.

The impact of changes in land values is also partly driven by the extent of reliance on land value in the rating structure. The higher the proportion of rates revenue a council collects through the ad valorem rate, the higher the impact of a land revaluation on rates payable.

Where a council has a rating structure based solely on an ad valorem rate, properties are impacted to the full extent with the applicable land valuation changes. Where a rating structure has a reduced reliance on the ad valorem rate, such as structures including Base Amounts, the impact of a land valuation is reduced to some extent. This applies to both increases and decreases in property land values. Council's current rating structure includes a Base Rate of 30% for the Residential category, with the Residential category Base Amount being applicable to the Business and Farmland categories all the rating categories.

The value of the property also plays a part, with lower valued properties such as units being less impacted by changes in land valuations due to the relatively larger proportion of the applicable Rates being made up of the fixed Base Amount.

COMMUNITY ENGAGEMENT

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

CONFORMANCE TO THE HAWKESBURY COMMUNITY STRATEGIC PLAN 2017-2036

The proposal is consistent with the following Focus Area, Direction and Strategy within the CSP.

Our Leadership

1.3 Financial Sustainability - Build strong financial sustainability for now and future generations.

1.3.1 In all of Council's strategies, plans and decision making there will be a strong focus on financial sustainability.

FINANCIAL IMPACT

The matters raised in this report have direct financial implications.

FIT FOR THE FUTURE STRATEGY CONSIDERATIONS

The proposal is aligned with Council's long term plan to improve and maintain organisational sustainability and achieve Fit for the Future financial benchmarks. The proposal has no resourcing implications, outside of Council's adopted Long Term Financial Plan.

ATTACHMENTS:

There are no supporting documents for this report.

oooO END OF REPORT Oooo

ORDINARY MEETING
SECTION 3 – Reports for Determination
Meeting Date: 25 February 2020

Item: 034 **SS - State Government Funding for NSW Public Libraries - (79351, 80248, 95496, 82780)**

Previous Item: 166, Ordinary (10 July 2018)
 186, Ordinary (31 July 2018)

Directorate: Support Services

PURPOSE OF THE REPORT:

The purpose of this report is to advise Council of Phase Two of the Renew Our Libraries funding campaign. The report outlines the requested support from the NSW Public Libraries Association.

EXECUTIVE SUMMARY:

Advice received from the NSW Public Libraries Association's 2018/2019 Renew Our Libraries campaign resulted in an increase of \$60 million in State funding for NSW public libraries over the quadrennial period 2019/2020 to 2022/2023. This is the largest single increase in State funding since the NSW Library Act was introduced in 1939.

The NSN Public Libraries Association have indicated that this outcome was achieved as a result of the support by councils, libraries and communities across NSW. Over 80% of NSW councils, formally endorsed the Renew Our Libraries campaign through council resolutions.

Renew Our Libraries Phase Two has recently been launched, and the NSW Public Libraries Association has again requested the support of NSW councils in its advocacy to State Government to develop a sustainable funding model for NSW libraries by;

- Making representations to local members
- Writing to the Minister and Shadow Minister
- Supporting sustainable State Government funding for Libraries
- Endorsing the distribution of advocacy information

RECOMMENDATION:

That Council:

1. Make representation to the local State Member, Robyn Preston, in relation to the need for a sustainable State funding model for the ongoing provision of public library services.
 2. Write to the Hon. Don Harwin, Minister for the Arts and the Hon. Walt Secord, Shadow Minister for the Arts, calling for bi-partisan support for Consumer Price Index (CPI) indexation of State funding for NSW public libraries, as well as legislation of all elements of the 2019/2020 to 2022/2023 NSW State funding model.
 3. Take a leading role in lobbying for sustainable State government funding for libraries.
 4. Endorse the distribution of the NSW Public Libraries Association NSW library sustainable funding advocacy information in Council's libraries, as well as involvement in any actions proposed by the Association.
-

ORDINARY MEETING

SECTION 3 – Reports for Determination

Meeting Date: 25 February 2020

BACKGROUND

The NSW Government's 2018/2019 State budget cut the State Library of NSW funding for public libraries by \$5.275 million. As a consequence, in 2018/2019 Hawkesbury Library Service received \$10,820 less funding compared to the previous year. This reduction had to be absorbed by the Hawkesbury Library Service whilst maintaining its service levels.

The NSW State Government cut in funding resulted in the Renew Our Libraries campaign being launched. As a result of this funding campaign, Hawkesbury Library Service received a funding increase of \$55,303 from 2018/2019 to 2019/2020. The following table outlines the funding received over the last three years by Hawkesbury Library Service from the NSW State Government.

Year	Public Library Funding Strategy - funds received	Increase / decrease from previous year
2017/2018	\$176,772	
2018/2019	\$165,952	-\$10,820
2019/2020	\$221,255	+\$55,303

Renew Our Libraries Phase Two builds on the results of the initial funding advocacy campaign and recommends continued lobbying to ensure that public library funding is indexed and protected in legislation through the Library Act and/or the Library Regulation.

Relevant Legislation

Library Act 1939
Library Regulation 2018

DISCUSSION

At the Council meeting on 10 July 2018, Council resolved to defer considering the matter of library funding and the Renew Our Libraries initiative to enable a Councillor Briefing to take place. On the 24 July 2018, Councillors were provided with a Councillor Briefing Session that provided them with detailed information on the Renew Our Libraries campaign.

At the Council Meeting held on 31 July 2019, Council resolved in part, as follows:

"That Council:

1. Notes:
 - a) *That the NSW Government's recent budget drastically cut library funding by \$5.275 million, an 18% reduction on 2017/2018 levels*
 - b) *That libraries in NSW receive less funding than any in any State or Territory in Australia (7.8%)*
 - c) *That these cuts will have an impact on Council libraries, resources, staff and services and may impact greatest on the most disadvantaged in our community.*
 - d) *The Hawkesbury Library Service has maintained service levels despite its operating costs being held over three financial years, while meeting mandated staff pay increases, updating its collection and maintaining high patron satisfaction scores.*
2. *Endorse the NSW Public Libraries Association and Local Government NSW Library funding advocacy initiative, Renew Our Libraries.*
3. *Write to the Hon Dominic Perrottet, Treasurer and Member for Hawkesbury, expressing Council's dismay at the cuts to library funding, alerting him to likely impacts on library services in the Local Government Area and requesting a meeting to discuss solutions.*

ORDINARY MEETING

SECTION 3 – Reports for Determination

Meeting Date: 25 February 2020

4. *Write to Hon Don Harwin, Minister for the Arts and the Hon Walt Second, Shadow Minister for the Arts, calling for bi-partisan support for the provision of significant increase in State funding for NSW public libraries, supported by sustainable future funding model.*
5. *Take a leading role in activating the campaign local.*
6. *Endorse the distribution of the NSW Public Libraries Association and Local Government NSW library funding advocacy initiative information on the Council's Website and Council's public spaces.*
7. *Formally advise the NSW Public Libraries Association and Local Government NSW that Council has endorsed the library funding advocacy initiative."*

The NSW Public Libraries Association has again requested the support of NSW councils in its advocacy to State Government to develop a sustainable funding model for NSW libraries.

Renew Our Libraries Phase Two <https://renewourlibraries.com.au/> was recently launched. Campaign objectives are to:

- Index the total increased State funding contribution to the Consumer Price Index (CPI) in perpetuity. Without indexation the actual value of State funding for NSW libraries will decline over time, leaving NSW Councils to either meet the shortfall or reduce services.
- Protect the new funding commitment by including all elements of the new State funding model in legislation through the Library Act and/or the Library Regulation. Currently, only the per capita component of the funding model (increasing from \$1.85 per capita to \$2.85 per capita over the four year period 2019-2023) is included in library legislation, leaving 46% of the total funding for NSW libraries at risk.

These two measures will ensure that NSW councils continue to receive a significantly increased State Government contribution to the operation of public libraries across the State, which will be protected by legislation and will not be subject to cost of living attrition over time.

It is considered that this is an opportunity to permanently secure the historic 2019 State funding increase for NSW libraries, thereby ensuring the future prosperity of the NSW public library network.

Accordingly, it is recommended that Council consider supporting the NSW Public Libraries Association by formally endorsing Phase Two of the Renew Our Libraries campaign to secure a sustainable funding model for NSW public libraries in perpetuity.

COMMUNITY ENGAGEMENT

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

CONFORMANCE TO THE HAWKESBURY COMMUNITY STRATEGIC PLAN 2017-2036

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

Our Community

- 2.4 Community wellbeing and local services - Build on a sense of community and well being
 - 2.4.1 Work in partnership with government and community organisations to improve services and facilities for disadvantaged and vulnerable groups, and to build stronger and more cohesive communities.
 - 2.4.2 Provide flexible services that can adapt to changing community needs and service demands.

ORDINARY MEETING

SECTION 3 – Reports for Determination

Meeting Date: 25 February 2020

2.5. Cultural Development and Heritage - Enable broad and rich celebration of our local culture and significant heritage

2.5.1 Encourage and support all residents to participate in all aspects of community, cultural and civic life.

2.5.2 Provide community and cultural services through a range of affordable and accessible facilities.

FINANCIAL IMPACT

The matters raised in this report have direct financial implications for Hawkesbury Library Service if State Government public library funding, which is devolved through the State Library of NSW, is not increased per capita and indexed. The income applicable is provided for in service 15 – Cultural Services – Library Services of the 2019/2020 Adopted Operational Plan.

FIT FOR THE FUTURE STRATEGY CONSIDERATIONS

The proposal is aligned with Council's long term plan to improve and maintain organisational sustainability and achieve Fit for the Future financial benchmarks. The proposal will enable Council to continue to provide and maintain service levels to meet established community expectations as budgeted for in the Long-Term Financial Plan.

ATTACHMENTS:

There are no supporting documents for this report.

oooO END OF REPORT Oooo

ORDINARY MEETING

SECTION 3 – Reports for Determination

Meeting Date: 25 February 2020

ordinary

section 4

reports
of committees

ORDINARY MEETING

SECTION 4 – Reports of Committees

Meeting Date: 25 February 2020

ORDINARY MEETING
SECTION 4 – Reports of Committees
Meeting Date: 25 February 2020

SECTION 4 – Reports of Committees

Item: 035 **ROC - Local Traffic Committee - 10 February 2020 - (80245, 95495)**

Directorate: Infrastructure Services

PURPOSE OF THE REPORT:

The purpose of this report is to present the Minutes of the Local Traffic Committee, held on 10 February 2020. The Local Traffic Committee is not a Committee of Council but a Statutory Committee.

RECOMMENDATION:

That the Minutes of the Local Traffic Committee meeting held on 10 February 2020 be received and noted.

REPORT:

DISCUSSION

The matters contained within the Minutes attached as Attachment 1 of this report of the Local Traffic Committee have no policy or financial implications to Council.

The Committee considered staff reports on a range of matters as shown in the attached minutes (Attachment 1).

- Special Event Traffic - Q60 Endurance Ride Weekend - July 2020
- Special Event Traffic - Shahzada 400 Kilometre Horse Endurance Ride, St Albans 2020
- Special Event Traffic - Polo International 2020 - Windsor Polo Club

ATTACHMENTS:

AT - 1 Minutes of the Local Traffic Committee held on 10 February 2020

ORDINARY MEETING
SECTION 4 – Reports of Committees

Meeting Date: 25 February 2020

AT - 1 Minutes of the Local Traffic Committee held on 10 February 2020

Minutes of the Meeting of the Local Traffic Committee held in the Large Committee Room, Windsor, on Monday, 10 February 2020, commencing at 3pm.

ATTENDANCE

Present: Mr Mark Rusev, representing Ms Robyn Preston, MP (Hawkesbury)
Mr David Osborne, Transport for NSW

Apologies: Councillor Peter Reynolds, Hawkesbury City Council
Mr Steve Grady, Busways
Senior Constable Damien Mitchell, NSW Police Force

In Attendance: Mr Christopher Amit, Hawkesbury City Council, (Chair)
Ms Meagan Ang, Hawkesbury City Council

Mr Christopher Amit advised the Committee that the position of Chair is to be undertaken in accordance with the TfNSW (formerly RTA/RMS) Guidelines "*Delegation to Councils for the Regulation of Traffic*" Section 5.3 which states that the meeting is to be convened by a Council representative, either voting or non-voting. On this basis Mr Amit is to take up the position of the Chair for this meeting.

The Chairman tendered an apology on behalf of Councillor Peter Reynolds advising that Councillor Peter Reynolds concurred with the recommendations as contained in the formal agenda and had granted proxy to himself to cast vote(s) on his behalf.

RESOLVED on the motion of Mr David Osborne, seconded by Mr Mark Rusev that the apologies be accepted.

SECTION 1 - Minutes

Item 1.1 Confirmation of Minutes

The Committee resolved on the motion of Mr Mark Rusev, seconded by Mr Christopher Amit, that the Minutes from the previous meeting held on Monday, 13 January 2020 be confirmed.

Item 1.2 Business Arising

There was no Business Arising.

SECTION 2 - Reports for Determination

Item: 2.1 LTC - Q60 Endurance Ride Weekend - July 2020 - Upper Colo (Hawkesbury) - (80245, 85005)

REPORT:

Introduction

An application has been received from Zone One of The NSW Endurance Riders' Association seeking approval (in traffic management terms) to conduct the Q60 Endurance Ride Weekend on Saturday, 11 and

ORDINARY MEETING
SECTION 4 – Reports of Committees

Meeting Date: 25 February 2020

Sunday, 12 July 2020, in and around the Central Colo, Mountain Lagoon, Upper Colo and Wheeny Creek area.

The event organiser has advised:

- The event has been held in previous years.
- The event consists of Endurance, Training, Intermediate and Introductory Horse riding and is conducted over distances of 100, 80, 40, 20 and 10 Kilometres.
- The event is timed and not a race.
- The event will be undertaken between 7am and 5pm on the Saturday and between 4am and 6pm on the Sunday.
- The Ride Base will be at the Ararat Lodge located at No. 1055 Upper Colo Road, Upper Colo.
- Parking will be available at the Ride Base located at Ararat Loge.
- The course is generally similar to previous years.
- Approximately 200 Participants are expected for the event.
- Route for the Endurance, Training, Intermediate and Introductory Rides are:

Leg 1 - 40 Kilometres:

- Commence from the Ride Base located at the Ararat Lodge at No. 1055 Upper Colo Road and enter the course by turning left onto Upper Colo Road,
- Travel along Upper Colo Road, past the intersection of Comleroy Road to the Fire Station and turn left into Wards Track,
- Travel along Wards Track into Males Ridge Track into Gospers Track into T3 Track and then turn left into Sams Way,
- Travel along Sams Way and turn left into Mountain Lagoon Road,
- Travel along Mountain Lagoon Road and turn left into Comleroy Road,
- Travel along Comleroy Road and turn right into Gees Arm North Fire Trail,
- Travel along Gees Arm North Fire Trail to the turn-around point,
- Turn around and return along Gees Arm North Fire Trail and turn right into Comleroy Road,
- Travel along Comleroy Road down to the Upper Colo Road junction and turn right into Upper Colo Road,
- Travel back along Upper Colo Road, to the Ride Base.

Leg 2 and Intermediate Ride - 40 Kilometres:

- Commence from the Ride Base located at the Ararat Lodge at No. 1055 Upper Colo Road and enter the course by turning left onto Upper Colo Road,
- Travel along Upper Colo Road to the intersection on Comleroy Road and turn left into Comleroy Road,
- Travel along Comleroy Road and turn left into Gees Arm North Fire Trail,
- Travel along Gees Arm North Fire Trail to the turn-around point,
- Turn around and return along Gees Arm North Fire Trail and turn left into Comleroy Road,
- Travel along Comleroy Road and turn right into Mountain Lagoon,
- Travel along Mountain Lagoon Road and turn right into Sams Way,
- Travel along Sams Way and turn right into T3 Track,
- Travel along T3 Track into Gospers Track into Males Ridge Track into Wards Track to the Fire Station and turn right into Upper Colo Road,

ORDINARY MEETING
SECTION 4 – Reports of Committees

Meeting Date: 25 February 2020

- Travel back along Upper Colo Road, to the Ride Base.

Leg 3 and Introductory Ride – 20 Kilometres:

- Commence from the Ride Base located at the Ararat Lodge at No. 1055 Upper Colo Road and enter the course by turning left onto Upper Colo Road,
 - Travel along Upper Colo Road, past the intersection of Comleroy Road and the Fire Station for approximately 10 kilometres along Upper Colo Road to the end of Upper Colo Road,
 - Turn around and return along Upper Colo Road, to the Ride Base.
- Where the course covers trafficable roads, as with previous years, the following will be in place:
 - A Marshall is to be in place to stop horses crossing whilst vehicles pass,
 - At any junction where horses cross or access roads that are main access gates, the Marshall is to notify Traffic of the conditions ahead,
 - Signage shall be in place stating the following: Horses on Road, Horses crossing. In areas where the road narrows or is windy; Drive Slowly Horses on Road is to be provided.
 - Road Inventory
 - Comleroy Road – Unsealed,
 - Mountain Lagoon Road – Sealed/Unsealed,
 - Sams Way – Unsealed,
 - Upper Colo Road – Sealed/Unsealed,
 - Roads/Tracks on private property and within the National Park,
 - The Colo River will not be crossed as part of the route.

Refer to Attachment 1: "Event Course Maps - Q60 Endurance Ride Weekend 2020".

Discussion

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

The event organiser has submitted the following items in relation to the event: Attachment 2 (ECM Document Set ID No: 6786783):

1. Traffic and Transport Management for Special Events – HCC: Form A – Initial Approval - Application Form,
2. Traffic and Transport Management for Special Events – HCC: Form B – Initial Approval Application - Checklist,
3. Special Event Transport Management Plan Template – RTA (Transport for NSW – TfNSW),
4. Event Course Maps,
5. Copy of Insurance Policy which is valid to 01 January 2020,
6. Copy of the application to the NSW Police Force,
7. Copy of the application to the National Parks and Wildlife Service (NSW Department of Planning, Industry and Environment),
8. Copies of correspondence forwarded to the NSW Ambulance Service, NSW Rural Fire Service, Fire and Rescue NSW and SES.

ORDINARY MEETING
SECTION 4 – Reports of Committees

Meeting Date: 25 February 2020

RECOMMENDATION TO COMMITTEE:

That:

1. The approval conditions listed below relate only to matters affecting the traffic management of the event. The event organiser must obtain all other relevant approvals for this event. The event organiser must visit Council's web site, <http://www.hawkesbury.nsw.gov.au/news-and-events/events/organising-an-event2>, and refer to the documentation contained within this link which relates to other approvals that may be required for the event as a whole. It is the responsibility of the event organiser to ensure that they comply with the contents and requirements of this information which includes the Transport for NSW – TfNSW (formerly RTA/RMS) publication "Guide to Traffic and Transport Management for Special Events" (Version 3.4) and the Hawkesbury City Council special event information package.
2. The Q60 Endurance Ride Weekend event in and around the Central Colo, Mountain Lagoon, Upper Colo and the Wheeny Creek area, planned for Saturday, 11 and Sunday, 12 July 2020 be classified as a "Class 2" special event, in terms of traffic management, under the "Traffic and Transport Management for Special Events" guidelines issued by Transport for NSW – TfNSW (formerly RTA/RMS).
3. The safety of all road users and personnel on or affected by the event is the responsibility of the event organiser.
4. No objection (in terms of traffic management) be held to this event subject to compliance with the information contained within the application submitted and the following conditions:

Prior to the event:

- 4a. the event organiser is responsible for ensuring the safety of all involved in relation to the proposed event and must fully comply with the requirements of the Work Health & Safety (WHS) Act 2011, WHS Regulations 2011 and associated Australian Standards and applicable Codes of Practice. It is incumbent on the organiser under this legislation to ensure all potential risks are identified and assessed as to the level of harm they may pose and that suitable control measures are instigated to either eliminate these or at least reduce them to an acceptable level. This will include assessing the potential risks to spectators, participants and road/park/facility users etc during the event including setting up and clean-up activities. This process must also include (where appropriate) but is not limited to the safe handling of hazardous substances, electrical equipment testing, tagging and layout, traffic/pedestrian management plans, certification and licensing in relation to amusement rides, relevant current insurance cover and must be inclusive of meaningful consultation with all stakeholders. (information for event organisers about managing risk is available on the NSW Sport and Recreation's web site at <http://www.dsr.nsw.gov.au>; additionally council has an events template which can be provided to assist in identifying and controlling risks);
- 4b. the event organiser is to assess the risk and address the suitability of the entire route/site as part of the risk assessment considering the possible risks for all participants. This assessment should be carried out by visual inspection of the route/site by the event organiser prior to preparing the TMP and prior to the event;
- 4c. the event organiser is to obtain approval to conduct the event, from the NSW Police Force; a copy of the Police Force approval to be submitted to Council;
- 4d. the event organiser is to submit a Transport Management Plan (TMP) for the entire route/event incorporating a Traffic Control Plan (TCP) to Council for acknowledgement and Transport for NSW – TfNSW (formerly RTA/RMS) for concurrence. The TCP should be prepared by a person holding appropriate certification as required by Transport for NSW – TfNSW (formerly RTA/RMS) to satisfy the requirements of WHS legislation and associated Codes of Practice and Australian Standards;

ORDINARY MEETING

SECTION 4 – Reports of Committees

Meeting Date: 25 February 2020

- 4e. the event organiser is to submit to Council a copy of its Public Liability Policy in an amount not less than \$10,000,000 noting Council and Transport for NSW – TfNSW (formerly RTA/RMS) as interested parties on the Policy and that Policy is to cover both on-road and off-road activities;
- 4f. as the event will traverse public roads and require traffic control, the event organiser is required to submit a Road Occupancy Application (ROA) to Council, with any associated fee, to occupy the road;
- 4g. the event organiser is to ensure that dust along the unsealed sections of road utilised for the event and by the event competitors and participants and those travelling to the event are mitigated by providing a water cart for the duration of the event. The method and frequency of watering is to be addressed and outlined in the TMP;
- 4h. the event organiser is to obtain approval from the NSW National Parks and Wildlife Service (NSW Department of Planning, Industry and Environment) for the use of the Wollemi National Park; a copy of this approval to be submitted to Council;
- 4i. the event organiser is to obtain written approval from Councils' Parks and Recreation Section for the use of a Council Park/Reserve;
- 4j. the event organiser is to obtain approval from the NSW Department of Planning, Industry and Environment (formerly NSW Department of Industries - Lands) for the use of any Crown Road or Crown Land; a copy of this approval to be submitted to Council;
- 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; a copy of this approval to be submitted to Council;
- 4l. the event organiser is to advertise the event in the local press stating the entire route/extent of the event, including the proposed traffic control measures 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);
- 4m. the event organiser is to directly notify relevant bus companies, tourist bus operators and taxi companies operating in the area which may be affected by the event, including the proposed traffic control measures and the traffic impact/delays expected, due to the event, at least two weeks prior to the event; a copy of the correspondence to be submitted to Council;
- 4n. the event organiser is to directly notify all the residences and businesses which may be affected by the event, including the proposed traffic control measures and the traffic impact/delays expected, due to the event, at least two weeks prior to the event; The event organiser is to undertake a letter drop to all affected residents and businesses in proximity of the event, with that letter advising full details of the event; a copy of the correspondence to be submitted to Council;
- 4o. the event organiser is to submit the completed "Traffic and Transport Management for Special Events – Final Approval Application Form (Form C)" to Council;

During the event:

- 4p. access is to be maintained for businesses, residents and their visitors;
- 4q. a clear passageway of at least four metres in width is to be maintained at all times for emergency vehicles;
- 4r. all traffic controllers / marshals operating within the public road network or road related area, are to hold appropriate certification as required by Transport for NSW – TfNSW (formerly RTA/RMS);

ORDINARY MEETING

SECTION 4 – Reports of Committees

Meeting Date: 25 February 2020

- 4s. the riders are to be made aware of and are to follow all the general road user rules whilst riding on public roads;
- 4t. 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 Transport for NSW – TfNSW (formerly RTA/RMS);
- 4u. the competitors and participants are to be advised of the traffic control arrangements in place, prior to the commencement of the event;
- 4v. all roads and marshalling points are to be kept clean and tidy, with all signs and devices to be removed immediately upon completion of the activity, and,
- 4w. the event organiser is to ensure that dust along the unsealed sections of road utilised for the event and by the event competitors and participants and those travelling to the event are mitigated by providing a water cart for the duration of the event. The method and frequency of watering is to be undertaken as outlined in the TMP.

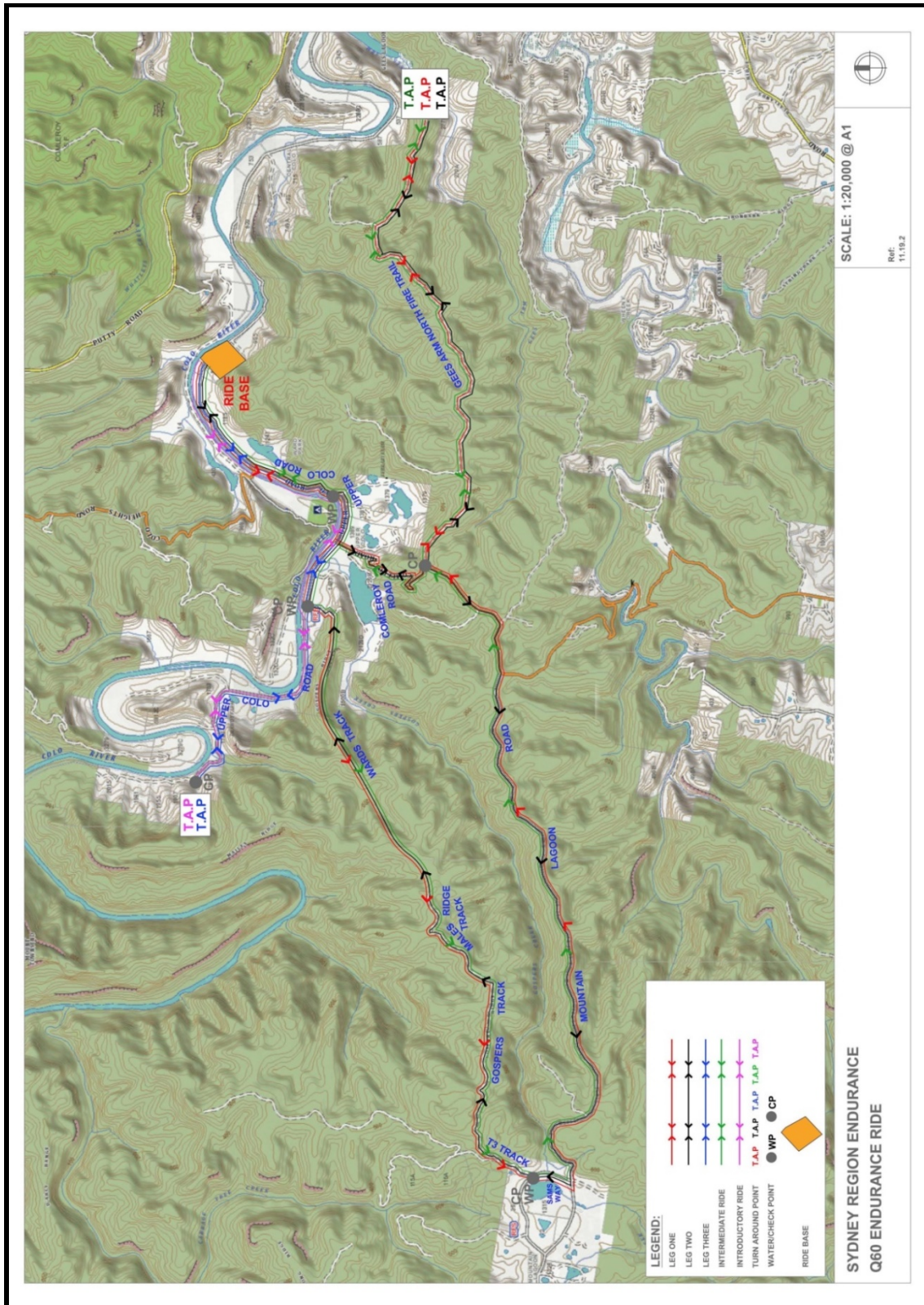
APPENDICES:

AT - 1 Event Course Map - Q60 Endurance Ride Weekend 2020

AT - 2 Special Event Application - (ECM Document Set ID No. 6786783) - *see attached*

ORDINARY MEETING
SECTION 4 – Reports of Committees
 Meeting Date: 25 February 2020

AT - 1 Event Course Map - Q60 Endurance Ride Weekend 2020



ORDINARY MEETING
SECTION 4 – Reports of Committees

Meeting Date: 25 February 2020

COMMITTEE RECOMMENDATION:

RESOLVED on the motion of Mr David Osborne, seconded by Mr Mark Rusev.

Support for the Recommendation: Unanimous support

That:

1. The approval conditions listed below relate only to matters affecting the traffic management of the event. The event organiser must obtain all other relevant approvals for this event. The event organiser must visit Council's web site, <http://www.hawkesbury.nsw.gov.au/news-and-events/events/organising-an-event2>, and refer to the documentation contained within this link which relates to other approvals that may be required for the event as a whole. It is the responsibility of the event organiser to ensure that they comply with the contents and requirements of this information which includes the Transport for NSW – TfNSW (formerly RTA/RMS) publication "Guide to Traffic and Transport Management for Special Events" (Version 3.4) and the Hawkesbury City Council special event information package.
2. The Q60 Endurance Ride Weekend event in and around the Central Colo, Mountain Lagoon, Upper Colo and the Wheeny Creek area, planned for Saturday, 11 and Sunday, 12 July 2020 be classified as a "Class 2" special event, in terms of traffic management, under the "Traffic and Transport Management for Special Events" guidelines issued by Transport for NSW – TfNSW (formerly RTA/RMS).
3. The safety of all road users and personnel on or affected by the event is the responsibility of the event organiser.
4. No objection (in terms of traffic management) be held to this event subject to compliance with the information contained within the application submitted and the following conditions:

Prior to the event:

- 4a. the event organiser is responsible for ensuring the safety of all involved in relation to the proposed event and must fully comply with the requirements of the Work Health & Safety (WHS) Act 2011, WHS Regulations 2011 and associated Australian Standards and applicable Codes of Practice. It is incumbent on the organiser under this legislation to ensure all potential risks are identified and assessed as to the level of harm they may pose and that suitable control measures are instigated to either eliminate these or at least reduce them to an acceptable level. This will include assessing the potential risks to spectators, participants and road/park/facility users etc during the event including setting up and clean-up activities. This process must also include (where appropriate) but is not limited to the safe handling of hazardous substances, electrical equipment testing, tagging and layout, traffic/pedestrian management plans, certification and licensing in relation to amusement rides, relevant current insurance cover and must be inclusive of meaningful consultation with all stakeholders. (information for event organisers about managing risk is available on the NSW Sport and Recreation's web site at <http://www.dsr.nsw.gov.au>; additionally council has an events template which can be provided to assist in identifying and controlling risks);
- 4b. the event organiser is to assess the risk and address the suitability of the entire route/site as part of the risk assessment considering the possible risks for all participants. This assessment should be carried out by visual inspection of the route/site by the event organiser prior to preparing the TMP and prior to the event;
- 4c. the event organiser is to obtain approval to conduct the event, from the NSW Police Force; a copy of the Police Force approval to be submitted to Council;
- 4d. the event organiser is to submit a Transport Management Plan (TMP) for the entire route/event incorporating a Traffic Control Plan (TCP) to Council for acknowledgement and

ORDINARY MEETING

SECTION 4 – Reports of Committees

Meeting Date: 25 February 2020

Transport for NSW – TfNSW (formerly RTA/RMS) for concurrence. The TCP should be prepared by a person holding appropriate certification as required by Transport for NSW – TfNSW (formerly RTA/RMS) to satisfy the requirements of WHS legislation and associated Codes of Practice and Australian Standards;

- 4e. the event organiser is to submit to Council a copy of its Public Liability Policy in an amount not less than \$10,000,000 noting Council and Transport for NSW – TfNSW (formerly RTA/RMS) as interested parties on the Policy and that Policy is to cover both on-road and off-road activities;
- 4f. as the event will traverse public roads and require traffic control, the event organiser is required to submit a Road Occupancy Application (ROA) to Council, with any associated fee, to occupy the road;
- 4g. the event organiser is to ensure that dust along the unsealed sections of road utilised for the event and by the event competitors and participants and those travelling to the event are mitigated by providing a water cart for the duration of the event. The method and frequency of watering is to be addressed and outlined in the TMP;
- 4h. the event organiser is to obtain approval from the NSW National Parks and Wildlife Service (NSW Department of Planning, Industry and Environment) for the use of the Wollemi National Park; a copy of this approval to be submitted to Council;
- 4i. the event organiser is to obtain written approval from Councils' Parks and Recreation Section for the use of a Council Park/Reserve;
- 4j. the event organiser is to obtain approval from the NSW Department of Planning, Industry and Environment (formerly NSW Department of Industries - Lands) for the use of any Crown Road or Crown Land; a copy of this approval to be submitted to Council;
- 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; a copy of this approval to be submitted to Council;
- 4l. the event organiser is to advertise the event in the local press stating the entire route/extent of the event, including the proposed traffic control measures 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);
- 4m. the event organiser is to directly notify relevant bus companies, tourist bus operators and taxi companies operating in the area which may be affected by the event, including the proposed traffic control measures and the traffic impact/delays expected, due to the event, at least two weeks prior to the event; a copy of the correspondence to be submitted to Council;
- 4n. the event organiser is to directly notify all the residences and businesses which may be affected by the event, including the proposed traffic control measures and the traffic impact/delays expected, due to the event, at least two weeks prior to the event; The event organiser is to undertake a letter drop to all affected residents and businesses in proximity of the event, with that letter advising full details of the event; a copy of the correspondence to be submitted to Council;
- 4o. the event organiser is to submit the completed "Traffic and Transport Management for Special Events – Final Approval Application Form (Form C)" to Council;

During the event:

- 4p. access is to be maintained for businesses, residents and their visitors;
- 4q. a clear passageway of at least four metres in width is to be maintained at all times for

ORDINARY MEETING
SECTION 4 – Reports of Committees

Meeting Date: 25 February 2020

- emergency vehicles;
- 4r. all traffic controllers / marshals operating within the public road network or road related area, are to hold appropriate certification as required by Transport for NSW – TfNSW (formerly RTA/RMS);
- 4s. the riders are to be made aware of and are to follow all the general road user rules whilst riding on public roads;
- 4t. 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 Transport for NSW – TfNSW (formerly RTA/RMS);
- 4u. the competitors and participants are to be advised of the traffic control arrangements in place, prior to the commencement of the event;
- 4v. all roads and marshalling points are to be kept clean and tidy, with all signs and devices to be removed immediately upon completion of the activity, and,
- 4w. the event organiser is to ensure that dust along the unsealed sections of road utilised for the event and by the event competitors and 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.

Item: 2.2 LTC - Shahzada 400 Kilometre Horse Endurance Ride, St Albans 2020 - (Hawkesbury) - (80245, 86185, 114819)

REPORT:

An application has been received from Shahzada Memorial Endurance Test Inc. seeking approval (in traffic management terms) to conduct the Shahzada 400 kilometre Horse Endurance Ride, in and around the St Albans and Macdonald Valley areas. The event will be held over five days from Monday, 24 August 2020 to Friday, 28 August 2020.

The event organiser has advised:

- This is an annual event which has been held for over 35 years.
- It is a 400 kilometre horse endurance event, held over five days in conjunction with a 120 kilometre, three day training ride (mini marathon).
- The event is a time trial.
- The event will be undertaken between 4am and 5pm each day.
- There will be approximately 130 horse riders participating.
- There will be approximately 50 spectators.
- Start and end point for the event is within the St Albans village located in Bulga Street, St Albans between Wharf Street and Wollombi Road.

ORDINARY MEETING
SECTION 4 – Reports of Committees

Meeting Date: 25 February 2020

- Route/Course for the Rides:

400 kilometre Endurance Ride (circa 405 kms) – Shahzada Marathon (5 Days):

- Monday, 24 August 2020:

- (Leg 1 – 52 kilometres – Red Markers): Turn right out of Bulga St into Wollombi Road for 12 kilometres (grid at the entry to the Common). Turn right up Johnny's Hill and follow the Transmission Road, down Blue Hill and along Wrights Creek Road. Turn right into Settlers Road and follow Settlers Road for 7 kilometres into St Albans, going past the front of the Settlers Arms along Wollombi Road and right into Bulga Street.
- (Leg 2 – 35 kilometres – Red Markers): Turn right out of Bulga St into Wollombi Road for 4 kilometres to Joe's Crossing. Turn left and across Joe's Crossing (crossing of the Macdonald River), then right into the Branch Road (Upper Macdonald Road). Turn left into McKechnie's, up the big hill and left into the Woomeerah Path. Left into Jack's track, down the big hill and left into the Branch Road. Turn right into Joe's Crossing (crossing of the Macdonald River) then right into Wollombi Road for the 4 kilometres back to St Albans and turn left into Bulga Street.

- Tuesday, 25 August 2020:

- (Leg 1 – 47 kilometres – Black and White Markers): Turn left out of Bulga Street into Wollombi Road and past the front of the Settlers Arms. Left into Wharf Street and right into Bulga Street past the Fickle Wombat. Use the bypass gate, then along Settlers Road for 12 kilometres to Shepherds Gully Road. Turn left up Shepherds Gully Road and left into the Great Northern Road, then left into the Eight Mile trail, through the Meadows and left into Wright's Creek Road. Turn right into Settlers Road for the 8 kilometres back to St Albans going past the front of the Settlers Arms along Wollombi Road and right into Bulga Street.
- (Leg 2 – 33 kilometres – Black and White Markers): Turn left out of Bulga Street into Wollombi Road and past the front of the Settlers Arms. Left into Wharf Street and right into Bulga Street past the Fickle Wombat. Use the bypass gate, then along Settlers Road for just over 8 kilometres until Froggly's driveway about 100 metres past the Wrights Creek bridge, turn left up 3 Mile hill and turn right into the Great Northern Road then right down Shepherds Gully Road. Turn right into Settlers Road for the 12 kilometres back to St Albans going past the front of the Settlers Arms along Wollombi Road and right into Bulga Street.

- Wednesday, 26 August 2020:

- (Leg 1 – 49 kilometres – Blue Markers): Turn left out of Bulga Street into Wollombi Road and past the front of the Settlers Arms. Left into Wharf Street and right into Bulga Street past the Fickle Wombat. Use the bypass gate, then along Settlers Road for just over 4 kilometres and right into the Word of Life crossing (crossing of the Macdonald River). Left into St Albans Road for 2 kilometres (sealed road with no verges) then right up Boyd's Hill to the Woomeerah path. Turn right and along the Woomeerah path and turn right down the big hill in McKechnies to the Branch Road. Turn left into the Branch Road and right after Clarie's bridge, over Prestons and follow the markers running parallel with Wollombi Road. Into Wollombi Road north of the lake to return to St Albans and left into Bulga Street.
- (Leg 2 – 28 kilometres – Blue Markers): Turn left out of Bulga Street into Wollombi Road and past the front of the Settlers Arms. Left into Wharf Street and right into Bulga Street past the Fickle Wombat. Use the bypass gate, then along Settlers Road for 8 kilometres and turn left into Wrights Creek Road. Turn left up Derwents track and right into the Transmission Road, past Blue Hill and left into Short Wellums. Turn right into Settlers Road for 2 kilometres back to St Albans going past the front of the Settlers Arms along Wollombi Road and right into Bulga Street.

ORDINARY MEETING

SECTION 4 – Reports of Committees

Meeting Date: 25 February 2020

- Thursday, 27 August 2020:
 - (Leg 1 – 50 kilometres – Green Markers): Turn left out of Bulga Street into Wollombi Road and past the front of the Settlers Arms. Left into Wharf Street and right into Bulga Street past the Fickle Wombat. Use the bypass gate, then along Settlers Road for 8 kilometres and turn left into Wrights Creek Road. Up Blue Hill and right into the Transmission Road and turning left into Brown's Road. Go down the Steps, then left into Wollombi Road for the 5.5 kilometres back to St Albans and turn left into Bulga Street.
 - (Leg 2 – 30 kilometres – Green Markers): Turn right out of Bulga St into Wollombi Road for 4 kilometres to Joe's Crossing. Turn left and across Joe's Crossing (crossing of the Macdonald River), then left into the Branch Road and right up Jack's track. Turn left into the Woomeerah path then left down Bakers Creek track and left into St Albans Road for 5 kilometres (sealed road with no verges), then right across Word Of Life crossing (crossing of the Macdonald River). Left into Settlers Road for 4 kilometres back to St Albans going past the front of the Settlers Arms along Wollombi Road and right into Bulga Street.

- Friday, 28 August 2020:
 - (Leg 1 – 52 kilometres – Gold/Yellow Markers): Turn right out of Bulga St into Wollombi Road for 12 kilometres (grid at the entry to the Common). Turn right up Johnny's Hill and follow the Transmission Road, down Blue Hill and along Wrights Creek Road. Turn right into Settlers Road and follow Settlers Road for 7 kilometres into St Albans, going past the front of the Settlers Arms along Wollombi Road and right into Bulga Street.
 - (Leg 2 - 30 kilometres – Gold/Yellow Markers): Turn right out of Bulga St into Wollombi Road for 5.5 kilometres and turn right at the old quarry, up the Steps and along Browns Road, left into the Transmission Rd, left into Wollombi Road for 1 kilometre. Then right into the Common off the Wollombi Road. After a few kilometres, re-join Wollombi Road for the final 5 kilometres back to St Albans and turn left into Bulga Street.

- 120 kilometre Training Ride (circa 130/132 kms) - Mini Marathon (MM). (3 Days):

- Tuesday, 25 August 2020:
 - (52 kilometres – Red and Blue Markers): Turn right out of Bulga St into Wollombi Road for 12 kilometres (grid at the entry to the Common). Turn right up Johnny's Hill and follow the Transmission Road, down Short Wellams track and turn right into Settlers Road and follow Settlers Road for 5 kilometres into St Albans, going past the front of the Settlers Arms along Wollombi Road and right into Bulga.

- Wednesday, 26 August 2020:
 - (28 kilometres – Blue Markers): Turn left out of Bulga Street into Wollombi Road and past the front of the Settlers Arms. Left into Wharf Street and right into Bulga Street past the Fickle Wombat. Use the bypass gate, then along Settlers Road for just over 4 kilometres and right into the Word of Life crossing (crossing of the Macdonald River). Left into St Albans Road for 2 kilometres (sealed road with no verges) then right up Boyd's Hill to the Woomeerah path. Turn right and along the Woomeerah path and turn right down the big hill in McKechnies and right into the Branch Road (Starting at the Branch Road, start following the *MINI MARATHON ONLY* sign). Turn left into Joe's Crossing (crossing of the Macdonald River) then right into Wollombi Road for the 4 kilometres back to St Albans and turn left into Bulga Street.

- Thursday, 27 August 2020:
 - (52/50 kilometres – Gold/Yellow Markers): Turn left out of Bulga Street into Wollombi Road and past the front of the Settlers Arms. Left into Wharf Street and right into Bulga Street past the Fickle Wombat. Use the bypass gate, then along Settlers Road for 8 kilometres and turn left into Wrights Creek Road. Up Blue Hill and turn right into the Transmission Road until Browns Road. The Mini Marathon Riders have **option 1 – (52 km)**; of continuing on the Transmission Road then left into Wollombi Road for 1 kilometre. Then right onto the Common off Wollombi Road. After a few kilometres, re-join Wollombi Road for the final 5 kilometres back to St Albans and turn left into Bulga Street. **or option 2 (50**

ORDINARY MEETING
SECTION 4 – Reports of Committees

Meeting Date: 25 February 2020

km); to turn left into Browns Road and go down the Steps, then left into Wollombi Road for the 5.5 kilometres back to St Albans and turn left into Bulga

- Road Inventory

The route/course 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;

- Bulga Street – Sealed section
 - Settlers Road – Sealed and Unsealed Road
 - Shepherds Gully Road – Unformed Road
 - St Albans Road - Sealed Road
 - Upper Macdonald Road (The Branch Road) – Unsealed Road
 - Wharf Street – Sealed Road
 - Wollombi Road – Sealed and Unsealed Road
 - Wrights 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 NSW National Parks and Wildlife Service (NSW Department of Planning, Industry and Environment).
 - St Albans Bridge, which is under the care and control of Transport for NSW – TfNSW (formerly RTA/RMS), will only be used in the event of flooding of the Macdonald River. All riders will be instructed to walk over the bridge.
 - Road closures are not required.
 - Parking of vehicles will be predominantly on private land.
 - Traffic controllers will be positioned at various locations along the route.
 - Warning signage shall be in place on all approaches to inform traffic of Horse and Riders ahead.
 - All riders will be instructed to keep to the left hand side of the road and obey road rules.
 - All riders will be wearing vests with reflective tape on the front and back.
 - When riding in the dark on public roads all riders are required to wear head lights on their helmets.
 - Wicens are at all checkpoints on the course, who will communicate with the ride base on the progress of all riders as they follow the course. This communication is also used to convey an emergency on the course.

Details of the Event Course Maps for the 400 kilometre Horse Endurance Ride and 120 kilometre Ride are contained in Attachments 1 to 5.

Discussion:

It would be appropriate to classify the event as a “Class 2” special event under the “Traffic and Transport Management for Special Events” guidelines issued by Transport for NSW – TfNSW (formerly RTA/RMS) as this event may impact minor traffic and transport systems and there is a low scale disruption to the non-event community.

The event organiser has submitted the following items in relation to the event: Attachment 6 (ECM Document Set ID No: 6789538):

ORDINARY MEETING

SECTION 4 – Reports of Committees

Meeting Date: 25 February 2020

1. Traffic and Transport Management for Special Events – HCC: Form A – Initial Approval - Application Form,
2. Traffic and Transport Management for Special Events – HCC: Form B – Initial Approval Application - Checklist,
3. Special Event Transport Management Plan Template – RTA (Transport for NSW – TfNSW),
4. Event outline referred to as a Traffic Management Plan,
5. Copy of Insurance Policy which is valid to 01 January 2020,
6. Copy of the application to the NSW Police Force,
7. Copies of correspondence forwarded to the NSW Police Force, NSW Ambulance Service, NSW Rural Fire Service, Fire and Rescue NSW, SES and NSW National Parks and Wildlife Service (NSW Department of Planning, Industry and Environment).

RECOMMENDATION TO COMMITTEE:

That:

1. The approval conditions listed below relate only to matters affecting the traffic management of the event. The event organiser must obtain all other relevant approvals for this event. The event organiser must visit Council's web site, <http://www.hawkesbury.nsw.gov.au/news-and-events/events/organising-an-event2>, and refer to the documentation contained within this link which relates to other approvals that may be required for the event as a whole. It is the responsibility of the event organiser to ensure that they comply with the contents and requirements of this information which includes the Transport for NSW – TfNSW (formerly RTA/RMS) publication "Guide to Traffic and Transport Management for Special Events" (Version 3.4) and the Hawkesbury City Council special event information package.
2. The Shahzada 400 kilometre Horse Endurance Ride event, in and around the St Albans and Macdonald Valley areas, planned from Monday, 24 August 2020 to Friday, 28 August 2020 be classified as a "Class 2" special event, in terms of traffic management, under the "Traffic and Transport Management for Special Events" guidelines issued by Transport for NSW – TfNSW (formerly RTA/RMS).
3. The safety of all road users and personnel on or affected by the event is the responsibility of the event organiser.
4. No objection (in terms of traffic management) be held to this event subject to compliance with the information contained within the application submitted and the following conditions:

Prior to the event:

- 4a. the event organiser is responsible for ensuring the safety of all involved in relation to the proposed event and must fully comply with the requirements of the Work Health and Safety (WHS) Act 2011, WHS Regulations 2011 and associated Australian Standards and applicable Codes of Practice. It is incumbent on the organiser under this legislation to ensure all potential risks are identified and assessed as to the level of harm they may pose and that suitable control measures are instigated to either eliminate these or at least reduce them to an acceptable level. This will include assessing the potential risks to spectators, participants and road/park/facility users etc during the event including setting up and clean-up activities. This process must also include (where appropriate) but is not limited to the safe handling of hazardous substances, electrical equipment testing, tagging and layout, traffic/pedestrian management plans, certification and licensing in relation to amusement rides, relevant current insurance cover and must be inclusive of meaningful consultation with all stakeholders. (information for event organisers about managing risk is available on the NSW Sport and Recreation's web site at <http://www.dsr.nsw.gov.au>; additionally Council has an events template which can be provided to assist in identifying and controlling risks);

ORDINARY MEETING

SECTION 4 – Reports of Committees

Meeting Date: 25 February 2020

- 4b. the event organiser is to assess the risk and address the suitability of the entire route/site as part of the risk assessment considering the possible risks for all participants. This assessment should be carried out by visual inspection of the route/site by the event organiser prior to the event;
- 4c. the event organiser is to obtain approval to conduct the event, from the NSW Police Force; a copy of the Police Force approval to be submitted to Council;
- 4d. the event organiser is to obtain approval from Transport for NSW – TfNSW (formerly RTA/RMS) as the event may traverse across the St Albans Bridge; a copy of the Transport for NSW – TfNSW (formerly RTA/RMS) approval to be submitted to Council;
- 4e. the event organiser is to submit a Transport Management Plan (TMP) for the entire route/event incorporating a Traffic Control Plan (TCP) to Council for acknowledgement and Transport for NSW – TfNSW (formerly RTA/RMS) for concurrence. The TCP should be prepared by a person holding appropriate certification as required by Transport for NSW – TfNSW (formerly RTA/RMS) to satisfy the requirements of WHS legislation and associated Codes of Practice and Australian Standards;
- 4f. the event organiser is to submit to Council a copy of its Public Liability Policy in an amount not less than \$10,000,000 noting Council and Transport for NSW – TfNSW (formerly RTA/RMS) as interested parties on the Policy and that Policy is to cover both on-road and off-road activities;
- 4g. as the event will traverse public roads and require traffic control, the event organiser is required to submit a Road Occupancy Application (ROA) to Council, with any associated fee, to occupy the road.
- 4h. the event organiser is to ensure that dust along the unsealed sections of road utilised by the event participants and those travelling to the event are mitigated by providing a water cart for the duration of the event. The method and frequency of watering is to be addressed and outlined in the TMP;
- 4i. the event organiser is to obtain the relevant approval to conduct the event from Transport for NSW – TfNSW (formerly RMS/NSW Maritime) to cross the Macdonald River; a copy of this approval to be submitted to Council;
- 4j. the event organiser is to obtain the relevant approval from the NSW Department of Planning, Industry and Environment (formerly Office of Environment and Heritage) to access and cross the Macdonald River; a copy of this approval to be submitted to Council;
- 4k. the event organiser is to obtain approval from the NSW National Parks and Wildlife Service (NSW Department of Planning, Industry and Environment) for the use of the Parr State Conservation Area, Yengo National Park and the Great Northern Road. a copy of this approval to be submitted to Council;
- 4l. the event organiser is to obtain written approval from Councils' Parks and Recreation Section for the use of a Council Park/Reserve;
- 4m. the event organiser is to obtain approval from the NSW Department of Planning, Industry and Environment (formerly NSW Department of Industries - Lands) for the use of any Crown Road or Crown Land; a copy of this approval to be submitted to Council;
- 4n. the event organiser is to obtain approval from the respective Land Owners for the use of their land for the event; a copy of this approval to be submitted to Council;

ORDINARY MEETING

SECTION 4 – Reports of Committees

Meeting Date: 25 February 2020

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

During the event:

- 4s. access is to be maintained for businesses, residents and their visitors;
- 4t. a clear passageway of at least four metres in width is to be maintained at all times for emergency vehicles;
- 4u. all traffic controllers / marshals operating within the public road network or road related area, are to hold appropriate certification as required by Transport for NSW – TfNSW (formerly RTA/RMS);
- 4v. the riders are to be made aware of and are to follow all the general road user rules whilst riding on public roads;
- 4w. 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 Transport for NSW – TfNSW (formerly RTA/RMS);
- 4x. the competitors and participants are to be advised of the traffic control arrangements in place, prior to the commencement of the event;
- 4y. all roads and marshalling points are to be kept clean and tidy, with all signs and devices to be removed immediately upon completion of the activity, and,
- 4z. the event organiser is to ensure that dust along the unsealed sections of road utilised by the event participants and those travelling to the event are mitigated by providing a water cart for the duration of the event. The method and frequency of watering is to be undertaken as outlined in the TMP.

APPENDICES:

- AT – 1** Event Course Map – 400 kilometre Endurance Ride - Monday - Leg 1 (52 kilometres) and Leg 2 (35 kilometres).

ORDINARY MEETING

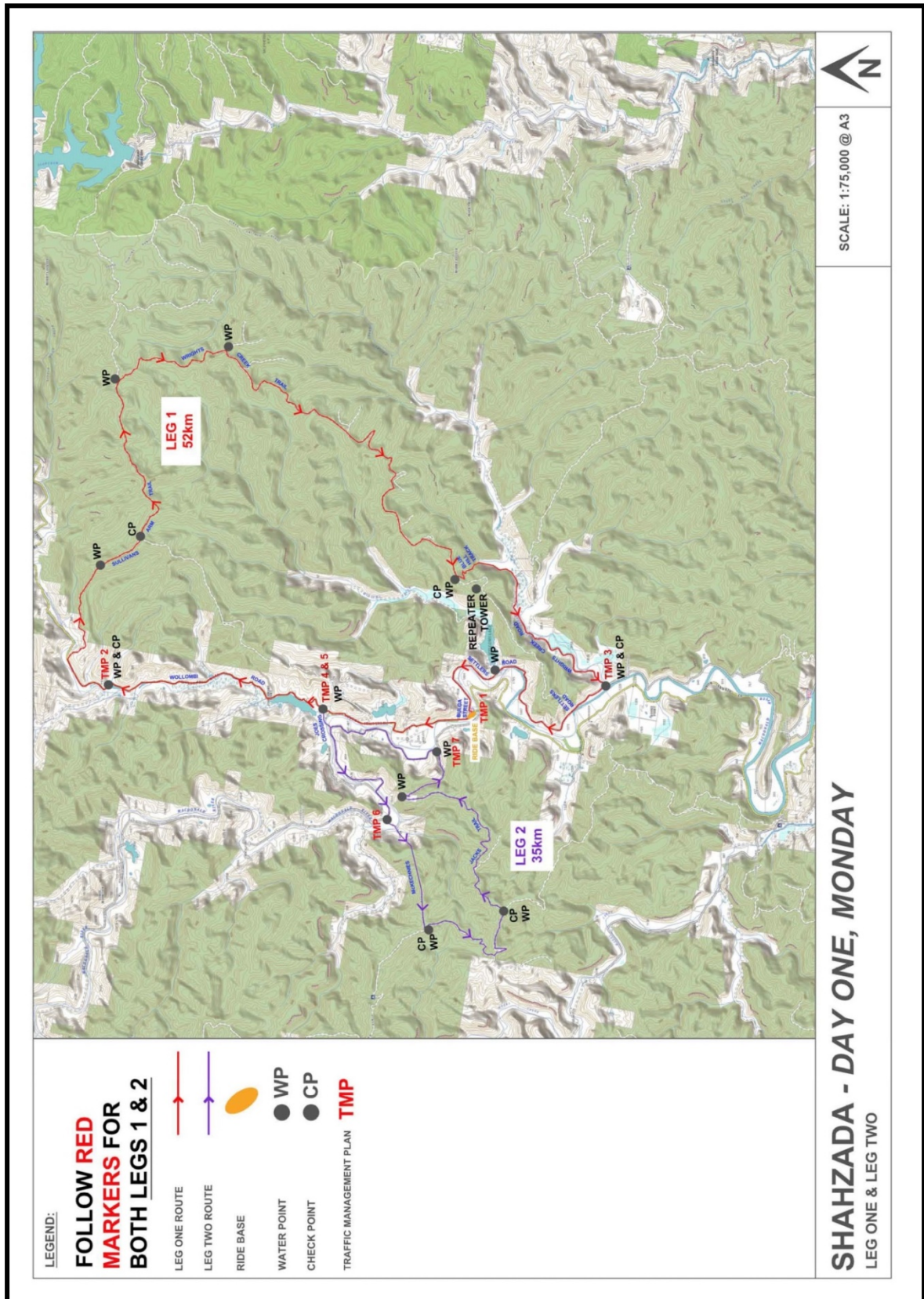
SECTION 4 – Reports of Committees

Meeting Date: 25 February 2020

- AT - 2** Event Course Map - 400 kilometre Endurance Ride - Tuesday - Leg 1 (47 kilometres), Leg 2 (33 kilometres) and MM Leg (52 kilometres).
- AT - 3** Event Course Map - 400 kilometre Endurance Ride - Wednesday - Leg 1 (49 kilometres), Leg 2 (28 kilometres) and MM Leg (28 kilometres).
- AT - 4** Event Course Map - 400 kilometre Endurance Ride - Thursday - Leg 1 (50 kilometres), Leg 2 (30 kilometres) and MM Leg Option 1 (52 kilometres) & Option 2 (50 kilometres).
- AT - 5** Event Course Map - 400 kilometre Endurance Ride - Friday - Leg 1 (52 kilometres) and Leg 2 (30 kilometres).
- AT - 6** Special Event Application - (ECM Document Set ID No: 6789538) - *see attached*

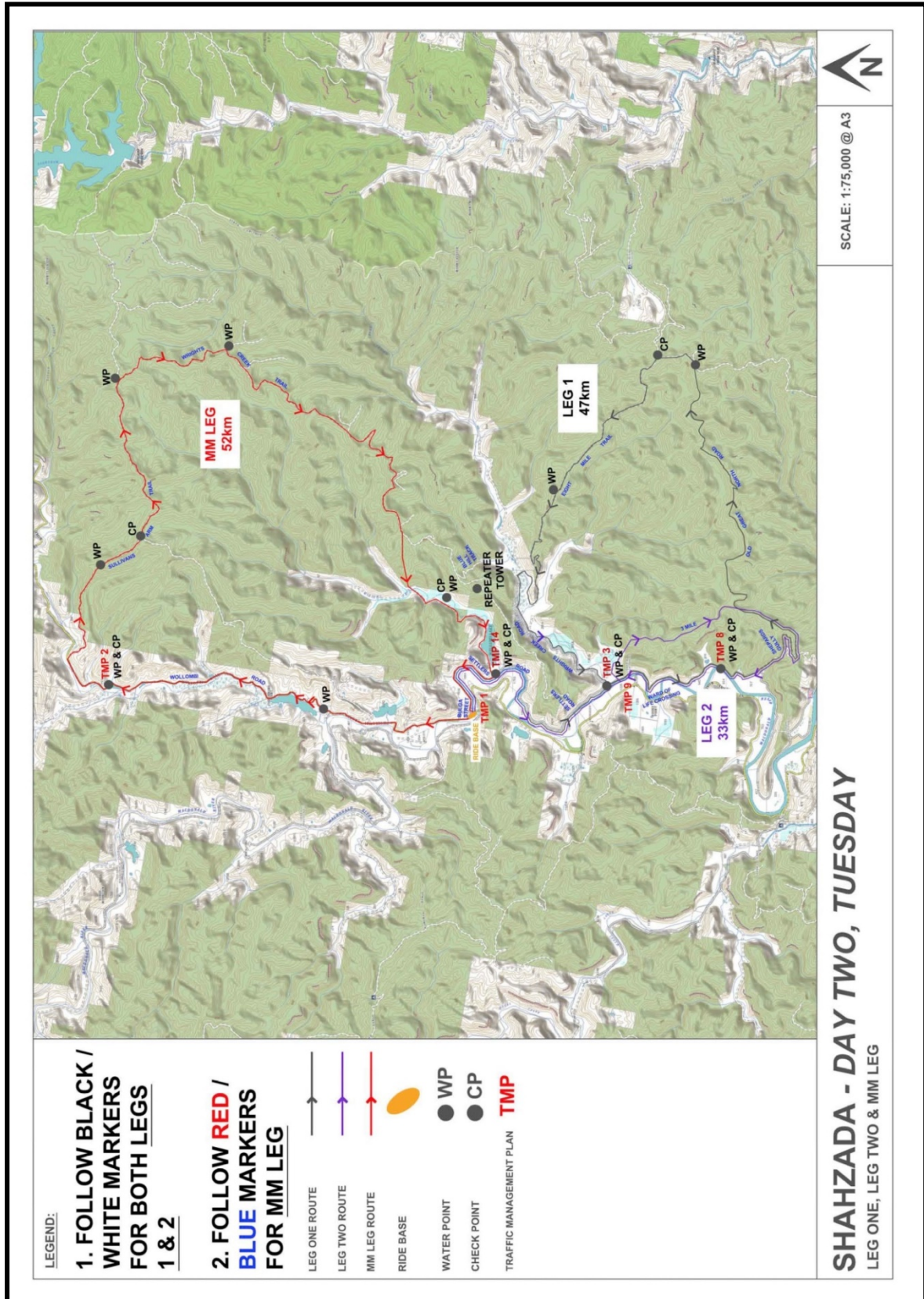
ORDINARY MEETING
SECTION 4 – Reports of Committees
 Meeting Date: 25 February 2020

AT – 1 Event Course Map – 400 kilometre Endurance Ride - Monday - Leg 1 (52 kilometres) and Leg 2 (35 kilometres)



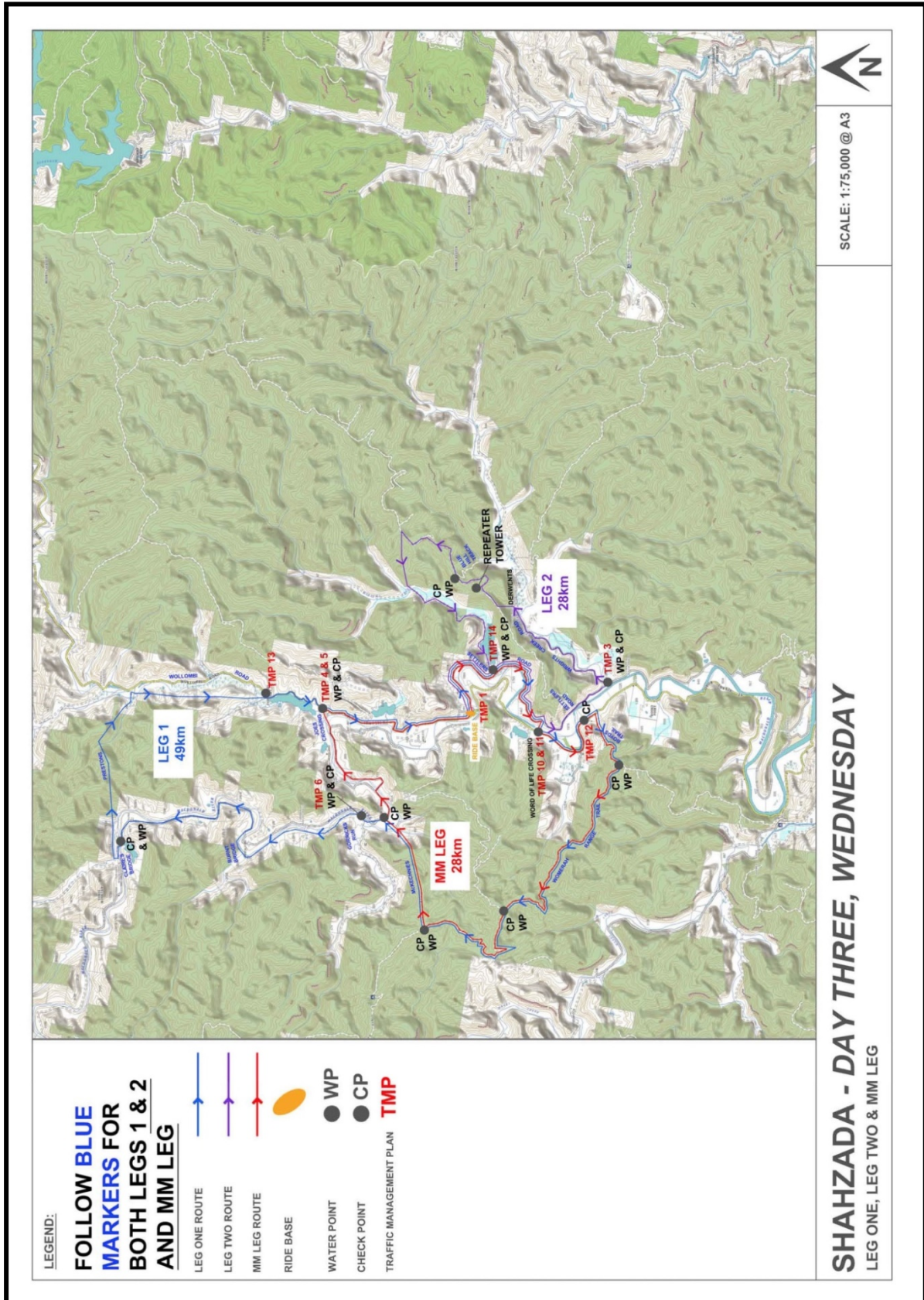
ORDINARY MEETING
SECTION 4 – Reports of Committees
 Meeting Date: 25 February 2020

AT - 2 Event Course Map - 400 kilometre Endurance Ride - Tuesday - Leg 1 (47 kilometres), Leg 2 (33 kilometres) and MM Leg (52 kilometres)



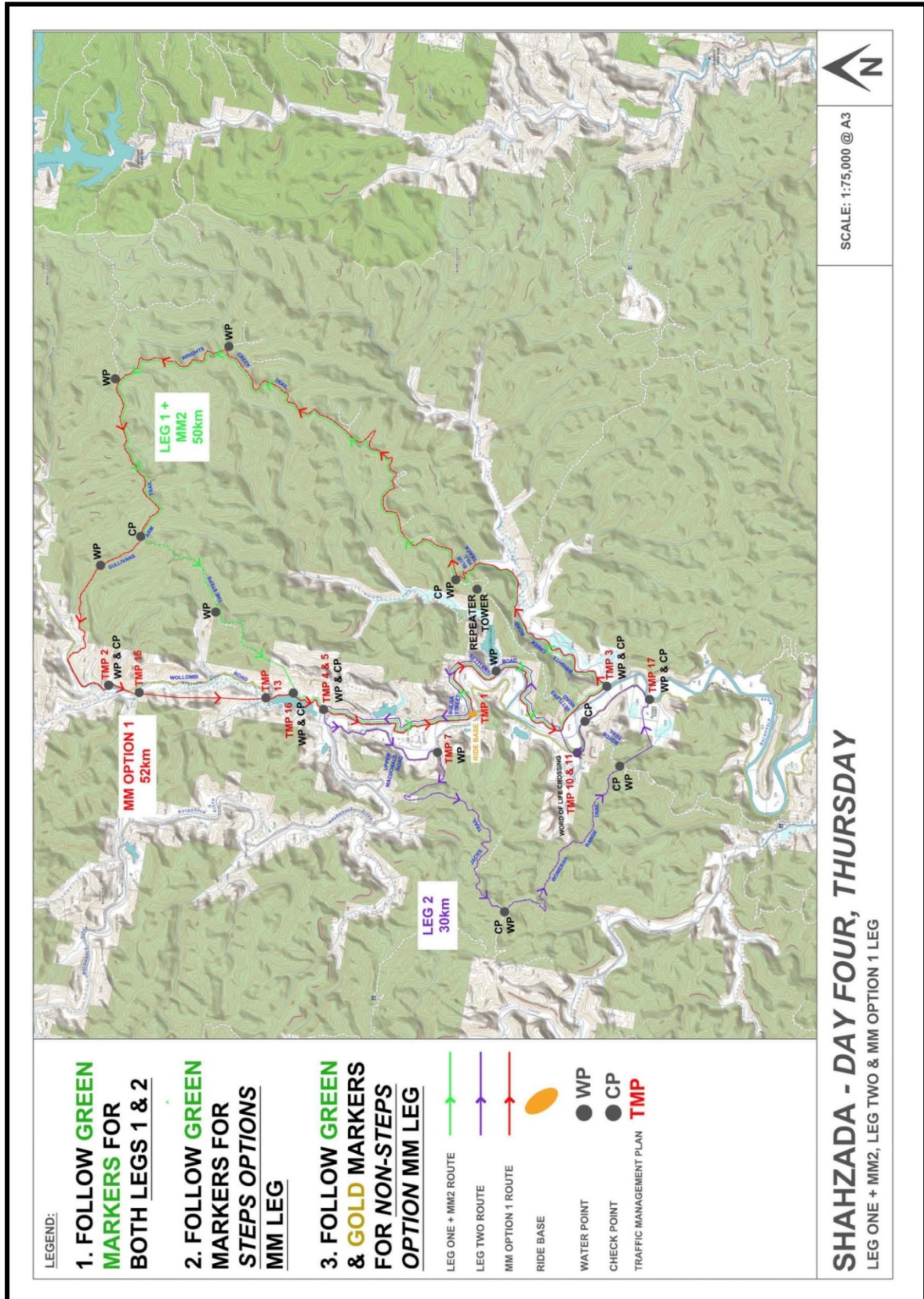
ORDINARY MEETING
SECTION 4 – Reports of Committees
Meeting Date: 25 February 2020

AT - 3 Event Course Map - 400 kilometre Endurance Ride - Wednesday - Leg 1 (49 kilometres), Leg 2 (28 kilometres) and MM Leg (28 kilometres)



ORDINARY MEETING
SECTION 4 – Reports of Committees
 Meeting Date: 25 February 2020

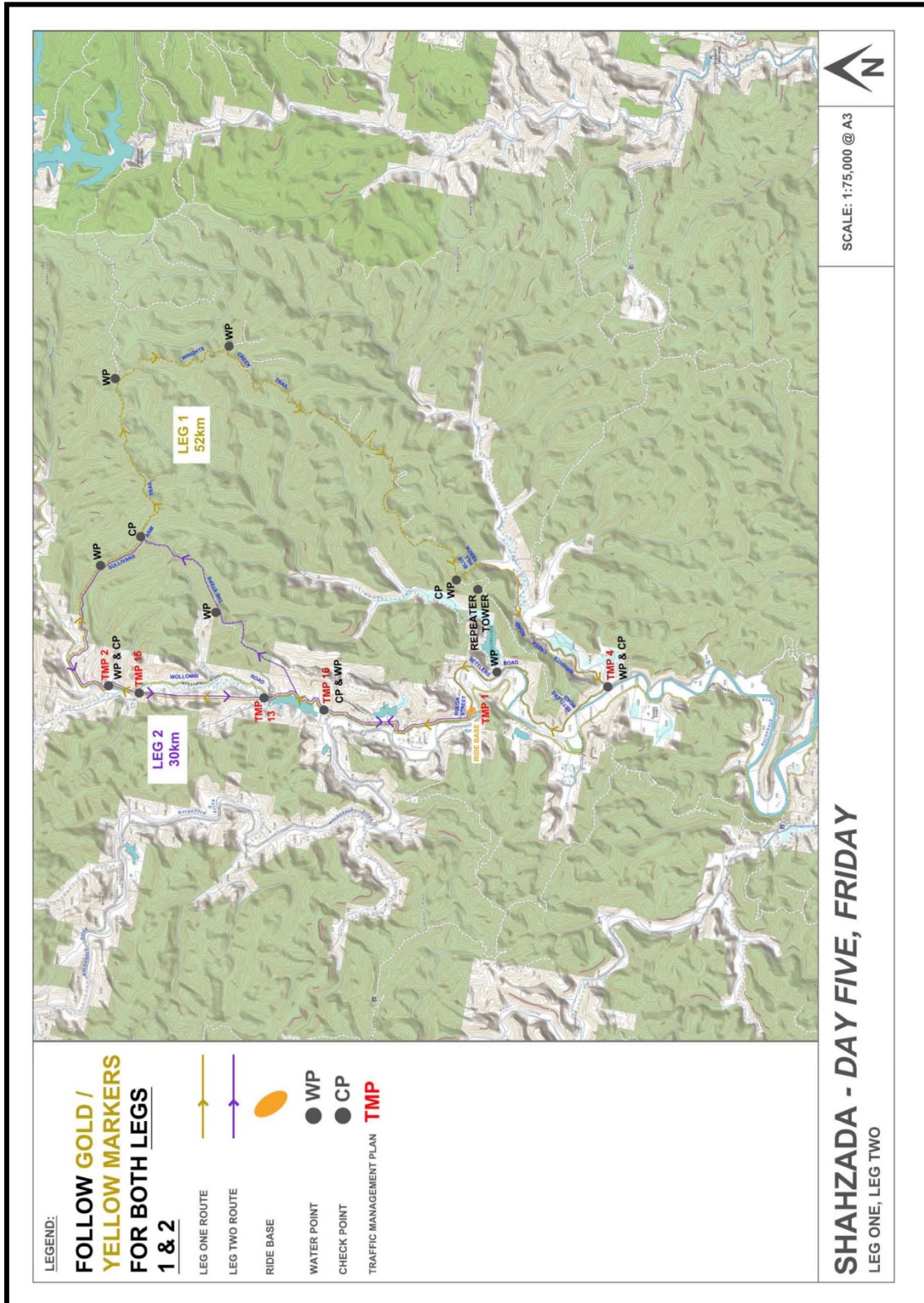
AT - 4 Event Course Map - 400 kilometre Endurance Ride - Thursday - Leg 1 (50 kilometres), Leg 2 (30 kilometres) and MM Leg Option 1 (52 kilometres) & Option 2 (50 kilometres)



ORDINARY MEETING
SECTION 4 – Reports of Committees

Meeting Date: 25 February 2020

AT - 5 Event Course Map - 400 kilometre Endurance Ride - Friday - Leg 1 (52 kilometres) and Leg 2 (30 kilometres)



ORDINARY MEETING
SECTION 4 – Reports of Committees

Meeting Date: 25 February 2020

COMMITTEE RECOMMENDATION:

RESOLVED on the motion of Mr David Osborne, seconded by Mr Mark Rusev.

Support for the Recommendation: Unanimous support

That:

1. The approval conditions listed below relate only to matters affecting the traffic management of the event. The event organiser must obtain all other relevant approvals for this event. The event organiser must visit Council's web site, <http://www.hawkesbury.nsw.gov.au/news-and-events/events/organising-an-event2>, and refer to the documentation contained within this link which relates to other approvals that may be required for the event as a whole. It is the responsibility of the event organiser to ensure that they comply with the contents and requirements of this information which includes the Transport for NSW – TfNSW (formerly RTA/RMS) publication "Guide to Traffic and Transport Management for Special Events" (Version 3.4) and the Hawkesbury City Council special event information package.
2. The Shahzada 400 kilometre Horse Endurance Ride event, in and around the St Albans and Macdonald Valley areas, planned from Monday, 24 August 2020 to Friday, 28 August 2020 be classified as a "Class 2" special event, in terms of traffic management, under the "Traffic and Transport Management for Special Events" guidelines issued by Transport for NSW – TfNSW (formerly RTA/RMS).
3. The safety of all road users and personnel on or affected by the event is the responsibility of the event organiser.
4. No objection (in terms of traffic management) be held to this event subject to compliance with the information contained within the application submitted and the following conditions:

Prior to the event:

- 4a. the event organiser is responsible for ensuring the safety of all involved in relation to the proposed event and must fully comply with the requirements of the Work Health and Safety (WHS) Act 2011, WHS Regulations 2011 and associated Australian Standards and applicable Codes of Practice. It is incumbent on the organiser under this legislation to ensure all potential risks are identified and assessed as to the level of harm they may pose and that suitable control measures are instigated to either eliminate these or at least reduce them to an acceptable level. This will include assessing the potential risks to spectators, participants and road/park/facility users etc during the event including setting up and clean-up activities. This process must also include (where appropriate) but is not limited to the safe handling of hazardous substances, electrical equipment testing, tagging and layout, traffic/pedestrian management plans, certification and licensing in relation to amusement rides, relevant current insurance cover and must be inclusive of meaningful consultation with all stakeholders. (information for event organisers about managing risk is available on the NSW Sport and Recreation's web site at <http://www.dsr.nsw.gov.au>; additionally Council has an events template which can be provided to assist in identifying and controlling risks);
- 4b. the event organiser is to assess the risk and address the suitability of the entire route/site as part of the risk assessment considering the possible risks for all participants. This assessment should be carried out by visual inspection of the route/site by the event organiser prior to the event;
- 4c. the event organiser is to obtain approval to conduct the event, from the NSW Police Force; a copy of the Police Force approval to be submitted to Council;

ORDINARY MEETING

SECTION 4 – Reports of Committees

Meeting Date: 25 February 2020

- 4d. the event organiser is to obtain approval from Transport for NSW – TfNSW (formerly RTA/RMS) as the event may traverse across the St Albans Bridge; a copy of the Transport for NSW – TfNSW (formerly RTA/RMS) approval to be submitted to Council;
- 4e. the event organiser is to submit a Transport Management Plan (TMP) for the entire route/event incorporating a Traffic Control Plan (TCP) to Council for acknowledgement and Transport for NSW – TfNSW (formerly RTA/RMS) for concurrence. The TCP should be prepared by a person holding appropriate certification as required by Transport for NSW – TfNSW (formerly RTA/RMS) to satisfy the requirements of WHS legislation and associated Codes of Practice and Australian Standards;
- 4f. the event organiser is to submit to Council a copy of its Public Liability Policy in an amount not less than \$10,000,000 noting Council and Transport for NSW – TfNSW (formerly RTA/RMS) as interested parties on the Policy and that Policy is to cover both on-road and off-road activities;
- 4g. as the event will traverse public roads and require traffic control, the event organiser is required to submit a Road Occupancy Application (ROA) to Council, with any associated fee, to occupy the road.
- 4h. the event organiser is to ensure that dust along the unsealed sections of road utilised by the event participants and those travelling to the event are mitigated by providing a water cart for the duration of the event. The method and frequency of watering is to be addressed and outlined in the TMP;
- 4i. the event organiser is to obtain the relevant approval to conduct the event from Transport for NSW – TfNSW (formerly RMS/NSW Maritime) to cross the Macdonald River; a copy of this approval to be submitted to Council;
- 4j. the event organiser is to obtain the relevant approval from the NSW Department of Planning, Industry and Environment (formerly Office of Environment and Heritage) to access and cross the Macdonald River; a copy of this approval to be submitted to Council;
- 4k. the event organiser is to obtain approval from the NSW National Parks and Wildlife Service (NSW Department of Planning, Industry and Environment) for the use of the Parr State Conservation Area, Yengo National Park and the Great Northern Road. a copy of this approval to be submitted to Council;
- 4l. the event organiser is to obtain written approval from Councils' Parks and Recreation Section for the use of a Council Park/Reserve;
- 4m. the event organiser is to obtain approval from the NSW Department of Planning, Industry and Environment (formerly NSW Department of Industries - Lands) for the use of any Crown Road or Crown Land; a copy of this approval to be submitted to Council;
- 4n. the event organiser is to obtain approval from the respective Land Owners for the use of their land for the event; a copy of this approval to be submitted to Council;
- 4o. the event organiser is to advertise the event in the local press stating the entire route/extent of the event, including the proposed traffic control measures and the traffic impact/delays expected, due to the event, two weeks prior to the event; a copy of the proposed advertisement to be submitted to Council (indicating the advertising medium);
- 4p. the event organiser is to directly notify relevant ferry operators, bus companies, tourist bus operators and taxi companies operating in the area which may be affected by the event, including the proposed traffic control measures and the traffic impact/delays expected, due to the event, at least two weeks prior to the event; a copy of the correspondence to be submitted to Council;

ORDINARY MEETING

SECTION 4 – Reports of Committees

Meeting Date: 25 February 2020

- 4q. the event organiser is to directly notify all the residences and businesses which may be affected by the event, including the proposed traffic control measures and the traffic impact/delays expected, due to the event, at least two weeks prior to the event; The event organiser is to undertake a letter drop to all affected residents and businesses in proximity of the event, with that letter advising full details of the event; a copy of the correspondence to be submitted to Council;
- 4r. the event organiser is to submit the completed "Traffic and Transport Management for Special Events – Final Approval Application Form (Form C)" to Council;

During the event:

- 4s. access is to be maintained for businesses, residents and their visitors;
- 4t. a clear passageway of at least four metres in width is to be maintained at all times for emergency vehicles;
- 4u. all traffic controllers / marshals operating within the public road network or road related area, are to hold appropriate certification as required by Transport for NSW – TfNSW (formerly RTA/RMS);
- 4v. the riders are to be made aware of and are to follow all the general road user rules whilst riding on public roads;
- 4w. 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 Transport for NSW – TfNSW (formerly RTA/RMS);
- 4x. the competitors and participants are to be advised of the traffic control arrangements in place, prior to the commencement of the event;
- 4y. all roads and marshalling points are to be kept clean and tidy, with all signs and devices to be removed immediately upon completion of the activity, and,
- 4z. 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.

Item: 2.3 LTC - Polo International 2020 - Windsor Polo Club - (Hawkesbury) - (80245, 74482)

REPORT:

Introduction

An application has been received from the Windsor Polo Club seeking approval (in traffic management terms) to conduct the Polo International 2020 – Australia versus England event at the Windsor Polo Club, Richmond on Sunday, 5 April 2020.

The event organiser has advised:

- This event has been held previously, and this is the second year since 2007 that the application has been submitted to Council relating to traffic management.

ORDINARY MEETING
SECTION 4 – Reports of Committees

Meeting Date: 25 February 2020

- This is Australia’s premium polo event showcasing Australia’s polo talent with 3 games.
- The event is a ticketed entry event that in addition to the polo game will involve entertainment, market stalls, food and beverages.
- The event is based at the Windsor Polo Club located at 33 Old Kurrajong Road, Richmond.
- Each event will be conducted between 11am and 8pm.
- Approximately 2000 spectators are expected.
- There will be 3 polo games involving 24 competitors (3 groups of 8).
- There will be limited impact on public transport. For those wishing to access the site on trains, there will be a free shuttle bus to the event site from Richmond station.
- No road closures or temporary speed reductions are proposed.
- Variable Message Signs (VMS) will be positioned for directional purposes to assist those not familiar with the location of the event. The VMS will be located along:
 - Kurrajong Road
 - March Street
 - Chapel Street,
 - Windsor Street.
- Most of the event control will take place within the grounds of the Windsor Polo Club.
- The proximity of Kurrajong Road dictates that queuing along local roads that project onto Kurrajong Road is not acceptable, due to the importance of good traffic flows along Kurrajong Road.
- The majority of vehicle traffic to the event site is expected along Kurrajong Road-Chapel Street-Windsor Street-Old Kurrajong Road.
- Old Kurrajong Road and Windsor Street allow for event vehicle ‘packing’ off Kurrajong Road with a total length of approximately 800 metres of ‘packing’ space. This corresponds to approximately 111 cars taken off Kurrajong Road should delays at the event entry or a spike in arrival pattern be experienced.
- Parking will be available on site with an option to pre-book online. Access to parking will be from Old Kurrajong Road.
- Disabled car parking will be available at the site. Persons with disabilities will have reserved car spaces closest to the event site.
- Pedestrian entry to the event is not anticipated.

Discussion

It would be appropriate to classify the event as a “Class 2” special event under the “Traffic and Transport Management for Special Events” guidelines issued by Transport for NSW – TfNSW (formerly RTA/RMS) as the event may impact on minor traffic and transport systems and there may be low scale disruption to the non-event community.

ORDINARY MEETING

SECTION 4 – Reports of Committees

Meeting Date: 25 February 2020

The event organiser has submitted the following items in relation to the event: Attachment 4 (ECM Document Set ID No: 6818280):

- Traffic and Transport Management for Special Events – HCC: Form A – Initial Approval - Application Form,
- Traffic and Transport Management for Special Events – HCC: Form B – Initial Approval Application - Checklist,
- Special Event Transport Management Plan Template – RTA (Transport for NSW – TfNSW),
- Transport Management Plan (TMP) – referred to in the application as Traffic Management Plan and Traffic Control Plan (TCP)
- Event, VMS and Parking Layout Plans
- Copy of Insurance Policy which is valid to 31 August 2020, however does not include Hawkesbury City Council as an Interested Party.

RECOMMENDATION TO COMMITTEE:

That:

1. The approval conditions listed below relate only to matters affecting the traffic management of the event. The event organiser must obtain all other relevant approvals for this event. The event organiser must visit Council's web site, <http://www.hawkesbury.nsw.gov.au/news-and-events/events/organising-an-event2>, and refer to the documentation contained within this link which relates to other approvals that may be required for the event as a whole. It is the responsibility of the event organiser to ensure that they comply with the contents and requirements of this information which includes the Transport for NSW – TfNSW (formerly RTA/RMS) publication "Guide to Traffic and Transport Management for Special Events" (Version 3.4) and the Hawkesbury City Council special event information package.
2. The Polo International 2020 – Australia versus England event at the Windsor Polo Club, Richmond on Sunday, 5 April 2020 be classified as a "Class 2" special event, in terms of traffic management, under the "Traffic and Transport Management for Special Events" guidelines issued by Transport for NSW – TfNSW (formerly RTA/RMS).
3. The safety of all road users and personnel on or affected by the event is the responsibility of the event organiser.
4. No objection (in terms of traffic management) be held to this event subject to compliance with the information contained within the application submitted and the following conditions:

Prior to the event:

- 4a. the event organiser is responsible for ensuring the safety of all involved in relation to the proposed event and must fully comply with the requirements of the Work Health & Safety (WHS) Act 2011, WHS Regulations 2011 and associated Australian Standards and applicable Codes of Practice. It is incumbent on the organiser under this legislation to ensure all potential risks are identified and assessed as to the level of harm they may pose and that suitable control measures are instigated to either eliminate these or at least reduce them to an acceptable level. This will include assessing the potential risks to spectators, participants and road/park/facility users etc during the event including setting up and clean-up activities. This process must also include (where appropriate) but is not limited to the safe handling of hazardous substances, electrical equipment testing, tagging and layout, traffic/pedestrian management plans, certification and licensing in relation to amusement rides, relevant current insurance cover and must be inclusive of meaningful consultation with all stakeholders. (information for event organisers about managing risk is available on the NSW Sport and Recreation's web site at <http://www.dsr.nsw.gov.au>; additionally Council has an events template which can be provided to assist in identifying and controlling risks);

ORDINARY MEETING

SECTION 4 – Reports of Committees

Meeting Date: 25 February 2020

- 4b. the event organiser is to assess the risk and address the suitability of the entire site as part of the risk assessment considering the possible risks for all participants. This assessment should be carried out by visual inspection of the site by the event organiser prior to the event;
- 4c. the event organiser is to obtain approval to conduct the event, from the NSW Police Force; a copy of the Police Force approval to be submitted to Council;
- 4d. the event organiser is to advise Transport for NSW – TfNSW (formerly TMC) and obtain any approvals from TfNSW (formerly TMC) due to the close proximity of the event to Kurrajong Road and the potential impact traffic to and from the event may have at the intersections along March Street and Kurrajong Road and in particular the intersection of Kurrajong Road and Old Kurrajong Road, Richmond: a copy of the Transport for NSW – TfNSW (formerly TMC) approval to be submitted to Council;
- 4e. the event organiser is to submit to Council a copy of its Public Liability Policy in an amount not less than \$10,000,000 noting Council and Transport for NSW – TfNSW (formerly RTA/RMS) as interested parties on the Policy and that Policy is to cover both on-road and off-road activities;
- 4f. As the event requires traffic control on a public road, the event organiser is required to submit a Road Occupancy Application (ROA) to Council, with any associated fee, to occupy the road;
- 4g. the event organiser is to obtain approval from the respective Land Owners for the use of their land for the event; a copy of this approval to be submitted to Council;
- 4h. the event organiser is to advertise the event in the local press stating the entire extent of the event, including the proposed traffic control measures and the traffic impact/delays expected, due to the event, two weeks prior to the event; a copy of the proposed advertisement to be submitted to Council (indicating the advertising medium);
- 4i. the event organiser is to notify the details of the event to the NSW Ambulance Service, Fire and Rescue NSW, NSW Rural Fire Service and SES at least two weeks prior to the event; a copy of the correspondence to be submitted to Council;
- 4j. the event organiser is to directly notify relevant bus companies, tourist bus operators and taxi companies operating in the area which may be affected by the event, including the proposed traffic control measures and the traffic impact/delays expected, due to the event, at least two weeks prior to the event; a copy of the correspondence to be submitted to Council;
- 4k. the event organiser is to directly notify all the residences and businesses which may be affected by the event, including the proposed traffic control measures and the traffic impact/delays expected, due to the event, at least two weeks prior to the event; The event organiser is to undertake a letter drop to all affected residents and businesses in proximity of the event, with that letter advising full details of the event; a copy of the correspondence to be submitted to Council;
- 4l. the event organiser is to submit the completed "Traffic and Transport Management for Special Events – Final Approval Application Form (Form C)" to Council;

During the event:

- 4m. access is to be maintained for businesses, residents and their visitors;
- 4n. a clear passageway of at least four metres in width is to be maintained at all times for emergency vehicles;
- 4o. all traffic controllers / marshals operating within the public road network are to hold appropriate certification as required by Transport for NSW – TfNSW (formerly RTA/RMS);

ORDINARY MEETING

SECTION 4 – Reports of Committees

Meeting Date: 25 February 2020

- 4p. 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 Transport for NSW – TfNSW (formerly RTA/RMS);
- 4q. the participants are to be advised of the traffic control arrangements in place, prior to the commencement of the event; and,
- 4r. all roads and marshalling points are to be kept clean and tidy, with all signs and devices to be removed immediately upon completion of the activity.

APPENDICES:

AT - 1 Polo International 2020 – Site Plan

AT - 2 Polo International 2020 - Traffic Control Arrangements

AT - 3 Polo International 2020 - VMS Location Plan

AT - 4 Special Event Application – (ECM Document Set ID No: 6818280) - *see attached*

ORDINARY MEETING

SECTION 4 – Reports of Committees

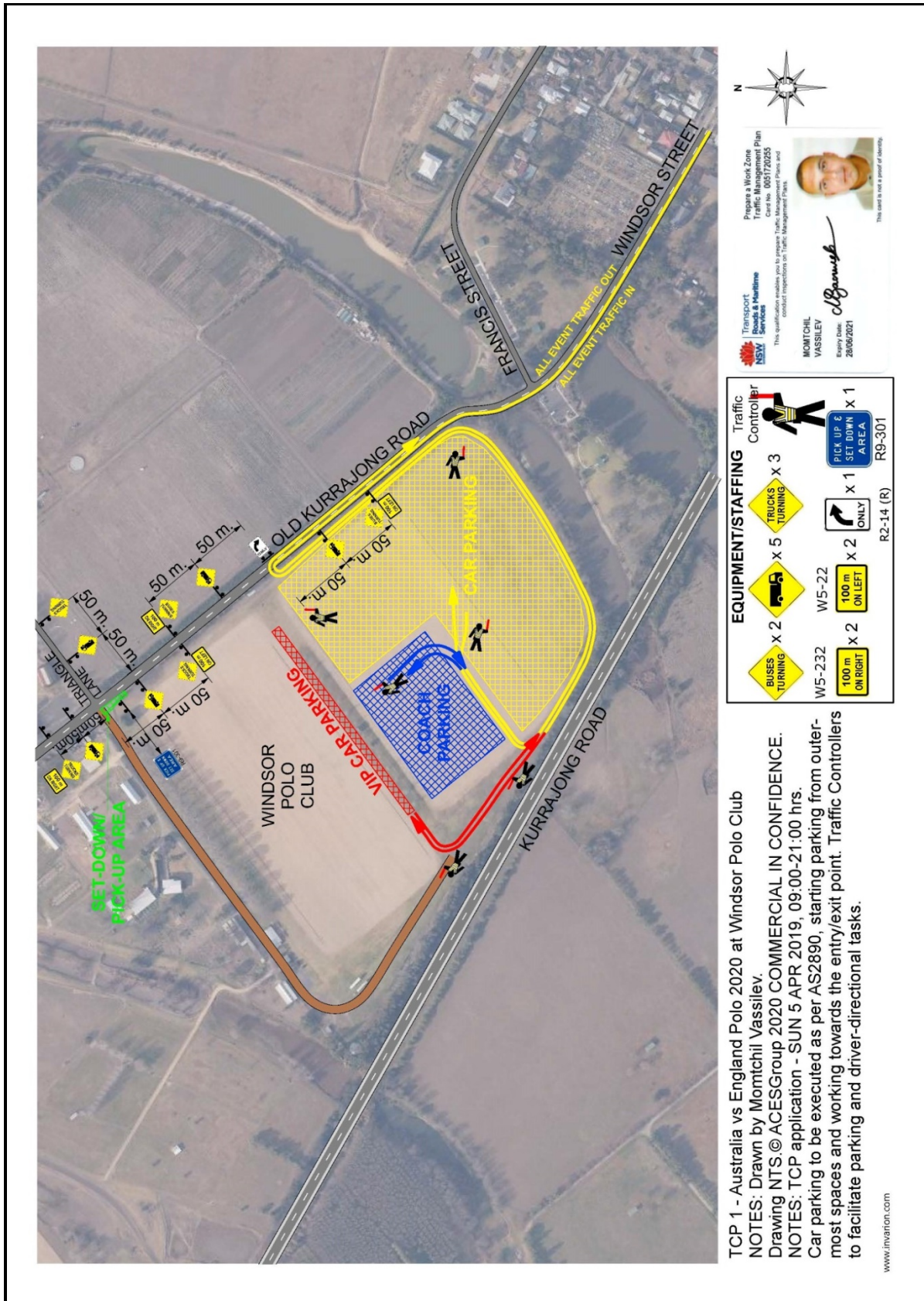
Meeting Date: 25 February 2020

AT - 1 Polo International 2020 – Site Plan



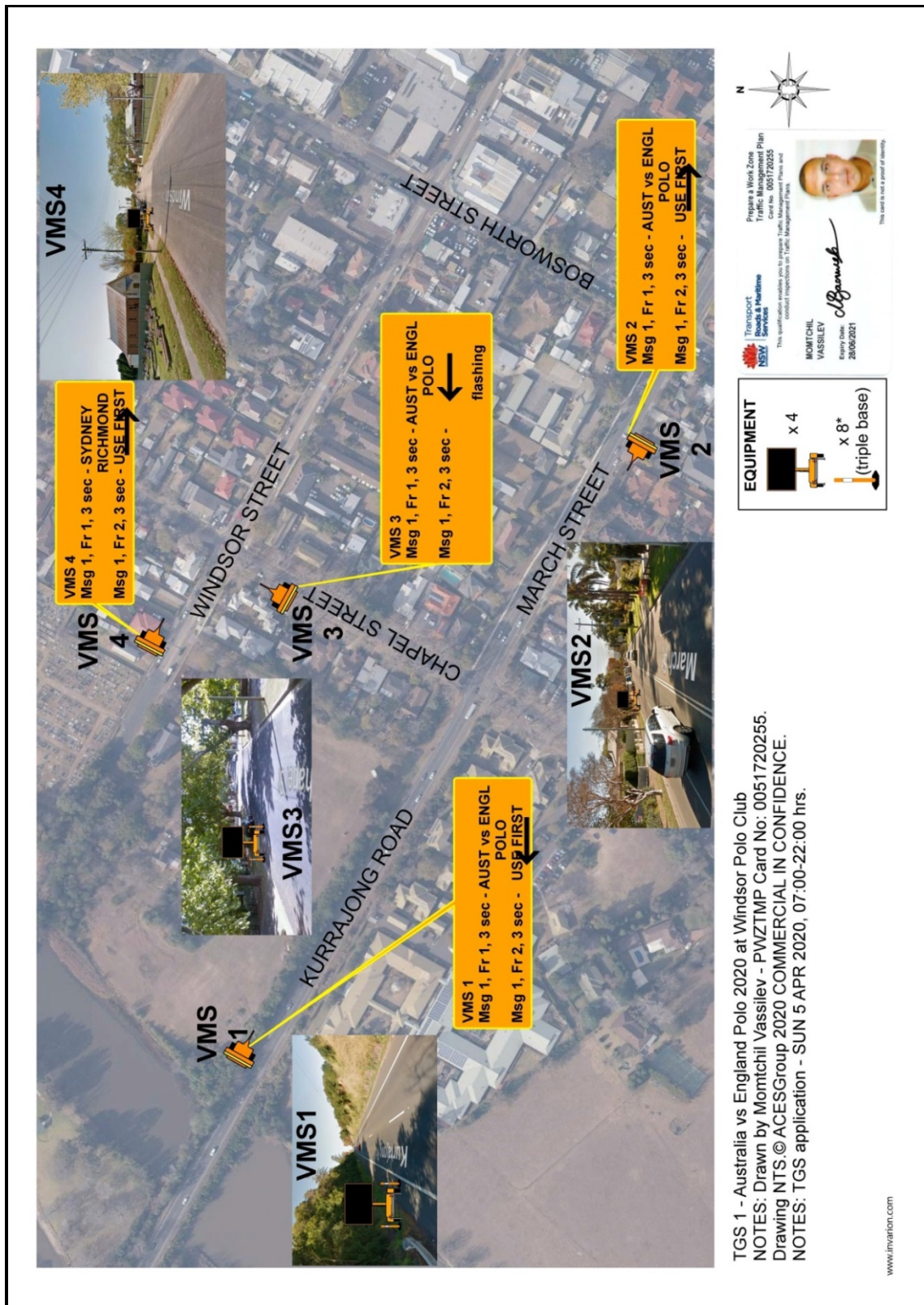
ORDINARY MEETING
SECTION 4 – Reports of Committees
Meeting Date: 25 February 2020

AT - 2 Polo International 2020 - Traffic Control Arrangements



ORDINARY MEETING
SECTION 4 – Reports of Committees
 Meeting Date: 25 February 2020

AT - 3 Polo International 2020 - VMS Location Plan



ORDINARY MEETING
SECTION 4 – Reports of Committees

Meeting Date: 25 February 2020

COMMITTEE RECOMMENDATION:

RESOLVED on the motion of Mr David Osborne, seconded by Mr Mark Rusev.

Support for the Recommendation: Unanimous support

That:

1. The approval conditions listed below relate only to matters affecting the traffic management of the event. The event organiser must obtain all other relevant approvals for this event. The event organiser must visit Council's web site, <http://www.hawkesbury.nsw.gov.au/news-and-events/events/organising-an-event2>, and refer to the documentation contained within this link which relates to other approvals that may be required for the event as a whole. It is the responsibility of the event organiser to ensure that they comply with the contents and requirements of this information which includes the Transport for NSW – TfNSW (formerly RTA/RMS) publication "Guide to Traffic and Transport Management for Special Events" (Version 3.4) and the Hawkesbury City Council special event information package.
2. The Polo International 2020 – Australia versus England event at the Windsor Polo Club, Richmond on Sunday, 5 April 2020 be classified as a "Class 2" special event, in terms of traffic management, under the "Traffic and Transport Management for Special Events" guidelines issued by Transport for NSW – TfNSW (formerly RTA/RMS).
3. The safety of all road users and personnel on or affected by the event is the responsibility of the event organiser.
4. No objection (in terms of traffic management) be held to this event subject to compliance with the information contained within the application submitted and the following conditions:

Prior to the event:

- 4a. the event organiser is responsible for ensuring the safety of all involved in relation to the proposed event and must fully comply with the requirements of the Work Health & Safety (WHS) Act 2011, WHS Regulations 2011 and associated Australian Standards and applicable Codes of Practice. It is incumbent on the organiser under this legislation to ensure all potential risks are identified and assessed as to the level of harm they may pose and that suitable control measures are instigated to either eliminate these or at least reduce them to an acceptable level. This will include assessing the potential risks to spectators, participants and road/park/facility users etc during the event including setting up and clean-up activities. This process must also include (where appropriate) but is not limited to the safe handling of hazardous substances, electrical equipment testing, tagging and layout, traffic/pedestrian management plans, certification and licensing in relation to amusement rides, relevant current insurance cover and must be inclusive of meaningful consultation with all stakeholders. (information for event organisers about managing risk is available on the NSW Sport and Recreation's web site at <http://www.dsr.nsw.gov.au>; additionally Council has an events template which can be provided to assist in identifying and controlling risks);
- 4b. the event organiser is to assess the risk and address the suitability of the entire site as part of the risk assessment considering the possible risks for all participants. This assessment should be carried out by visual inspection of the site by the event organiser prior to the event;
- 4c. the event organiser is to obtain approval to conduct the event, from the NSW Police Force; a copy of the Police Force approval to be submitted to Council;

ORDINARY MEETING

SECTION 4 – Reports of Committees

Meeting Date: 25 February 2020

- 4d. the event organiser is to advise Transport for NSW – TfNSW (formerly TMC) and obtain any approvals from TfNSW (formerly TMC) due to the close proximity of the event to Kurrajong Road and the potential impact traffic to and from the event may have at the intersections along March Street and Kurrajong Road and in particular the intersection of Kurrajong Road and Old Kurrajong Road, Richmond: a copy of the Transport for NSW – TfNSW (formerly TMC) approval to be submitted to Council;
- 4e. the event organiser is to submit to Council a copy of its Public Liability Policy in an amount not less than \$10,000,000 noting Council and Transport for NSW – TfNSW (formerly RTA/RMS) as interested parties on the Policy and that Policy is to cover both on-road and off-road activities;
- 4f. As the event requires traffic control on a public road, the event organiser is required to submit a Road Occupancy Application (ROA) to Council, with any associated fee, to occupy the road;
- 4g. the event organiser is to obtain approval from the respective Land Owners for the use of their land for the event; a copy of this approval to be submitted to Council;
- 4h. the event organiser is to advertise the event in the local press stating the entire extent of the event, including the proposed traffic control measures and the traffic impact/delays expected, due to the event, two weeks prior to the event; a copy of the proposed advertisement to be submitted to Council (indicating the advertising medium);
- 4i. the event organiser is to notify the details of the event to the NSW Ambulance Service, Fire and Rescue NSW, NSW Rural Fire Service and SES at least two weeks prior to the event; a copy of the correspondence to be submitted to Council;
- 4j. the event organiser is to directly notify relevant bus companies, tourist bus operators and taxi companies operating in the area which may be affected by the event, including the proposed traffic control measures and the traffic impact/delays expected, due to the event, at least two weeks prior to the event; a copy of the correspondence to be submitted to Council;
- 4k. the event organiser is to directly notify all the residences and businesses which may be affected by the event, including the proposed traffic control measures and the traffic impact/delays expected, due to the event, at least two weeks prior to the event; The event organiser is to undertake a letter drop to all affected residents and businesses in proximity of the event, with that letter advising full details of the event; a copy of the correspondence to be submitted to Council;
- 4l. the event organiser is to submit the completed "Traffic and Transport Management for Special Events – Final Approval Application Form (Form C)" to Council;

During the event:

- 4m. access is to be maintained for businesses, residents and their visitors;
- 4n. a clear passageway of at least four metres in width is to be maintained at all times for emergency vehicles;
- 4o. all traffic controllers / marshals operating within the public road network are to hold appropriate certification as required by Transport for NSW – TfNSW (formerly RTA/RMS);
- 4p. in accordance with the submitted TMP and associated TCP, appropriate advisory signs 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 Transport for NSW – TfNSW (formerly RTA/RMS);

ORDINARY MEETING

SECTION 4 – Reports of Committees

Meeting Date: 25 February 2020

- 4q. the participants are to be advised of the traffic control arrangements in place, prior to the commencement of the event; and,
- 4r. all roads and marshalling points are to be kept clean and tidy, with all signs and devices to be removed immediately upon completion of the activity.

SECTION 3 - Reports for Information

There were no Reports for Information.

SECTION 4 - General Business

There was no General Business.

SECTION 5 - Next Meeting

The next Local Traffic Committee meeting will be held on Monday, 9 March 2020 at 3pm in the Small Committee Room.

The meeting terminated at 4pm.

oooO END OF REPORT Oooo

ordinary

section 5

notices of motion

ORDINARY MEETING
SECTION 5 – Notices of Motion
Meeting Date: 25 February 2020

SECTION 5 – Notices of Motion

No Notices of Motion.

ORDINARY MEETING

Confidential Reports

Meeting Date: 25 February 2020

CONFIDENTIAL REPORTS

Item: 036 **SS - Acquisition of Crown Land under Council's Management by Roads and Maritime Services - (14893, 100920, 95496)**

Previous Item: 32, Ordinary (23 February 2016)
 302, Ordinary (11 December 2018)
 210, Ordinary (12 November 2019)

Directorate: Support Services

REASON FOR CONFIDENTIALITY

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

Specifically, the matter is to be dealt with pursuant to Section 10A(2)(g) of the Act as it relates to legal advice concerning ongoing Class 3 legal proceedings in the Land and Environment Court and the information is regarded as advice concerning litigation, or advice that would otherwise be privileged from production in legal proceedings on the ground of legal professional privilege and, therefore, if considered in an open meeting would, on balance, be contrary to the public interest.

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



ordinary meeting

end of business paper

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