



Hawkesbury City Council

ordinary meeting business paper

date of meeting: 29 April 2014

location: council chambers

time: 6:30 p.m.



mission statement

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

How Council Operates

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

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

Ordinary Meetings of Council are generally held on the second Tuesday of each month (except January), and the last Tuesday of each month (except December), meeting dates are listed on Council's website. The meetings start at 6:30pm and are scheduled to conclude by 11pm. These meetings are open to the public.

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

Meeting Procedure

The Mayor is Chairperson of the meeting.

The business paper contains the agenda and information on the items to be dealt with at the meeting. Matters before the Council will be dealt with by an exception process. This involves Councillors advising the General Manager by 3pm on the day of the meeting, of those items they wish to discuss. A list of items for discussion will be displayed at the meeting for the public to view.

At the appropriate stage of the meeting, the Chairperson will move for all those items which have not been listed for discussion (or have registered speakers from the public) to be adopted on block. The meeting then will proceed to deal with each item listed for discussion and decision.

Public Participation

Members of the public can register to speak on any items in the business paper other than the Confirmation of Minutes; Mayoral Minutes; Responses to Questions from Previous Meeting; Notices of Motion (including Rescission Motions); Mayoral Elections; Deputy Mayoral Elections; Committee Elections and Annual Committee Reports. To register, you must lodge an application form with Council prior to 3pm on the day of the meeting. The application form is available on Council's website, from the Customer Service Unit or by contacting the Manager - Corporate Services and Governance on (02) 4560 4444 or by email at council@hawkesbury.nsw.gov.au.

The Mayor will invite registered persons to address the Council when the relevant item is being considered. Speakers have a maximum of three minutes to present their views. The Code of Meeting Practice allows for three speakers 'For' a recommendation (i.e. in support), and three speakers 'Against' a recommendation (i.e. in opposition).

Speakers representing an organisation or group must provide written consent from the identified organisation or group (to speak on its behalf) when registering to speak, specifically by way of letter to the General Manager within the registration timeframe.

All speakers must state their name, organisation if applicable (after producing written authorisation from that organisation) and their interest in the matter before speaking.

Voting

The motion for each item listed for discussion will be displayed for Councillors and public viewing, if it is different to the recommendation in the Business Paper. The Chair will then ask the Councillors to vote, generally by a show of hands or voices. Depending on the vote, a motion will be Carried (passed) or Lost.

Planning Decision

Under Section 375A of the Local Government Act 1993, voting for all Planning decisions must be recorded individually. Hence, the Chairperson will ask Councillors to vote with their electronic controls on planning items and the result will be displayed on a board located above the Minute Clerk. 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. This electronic voting system was an innovation in Australian Local Government pioneered by Hawkesbury City Council.

Business Papers

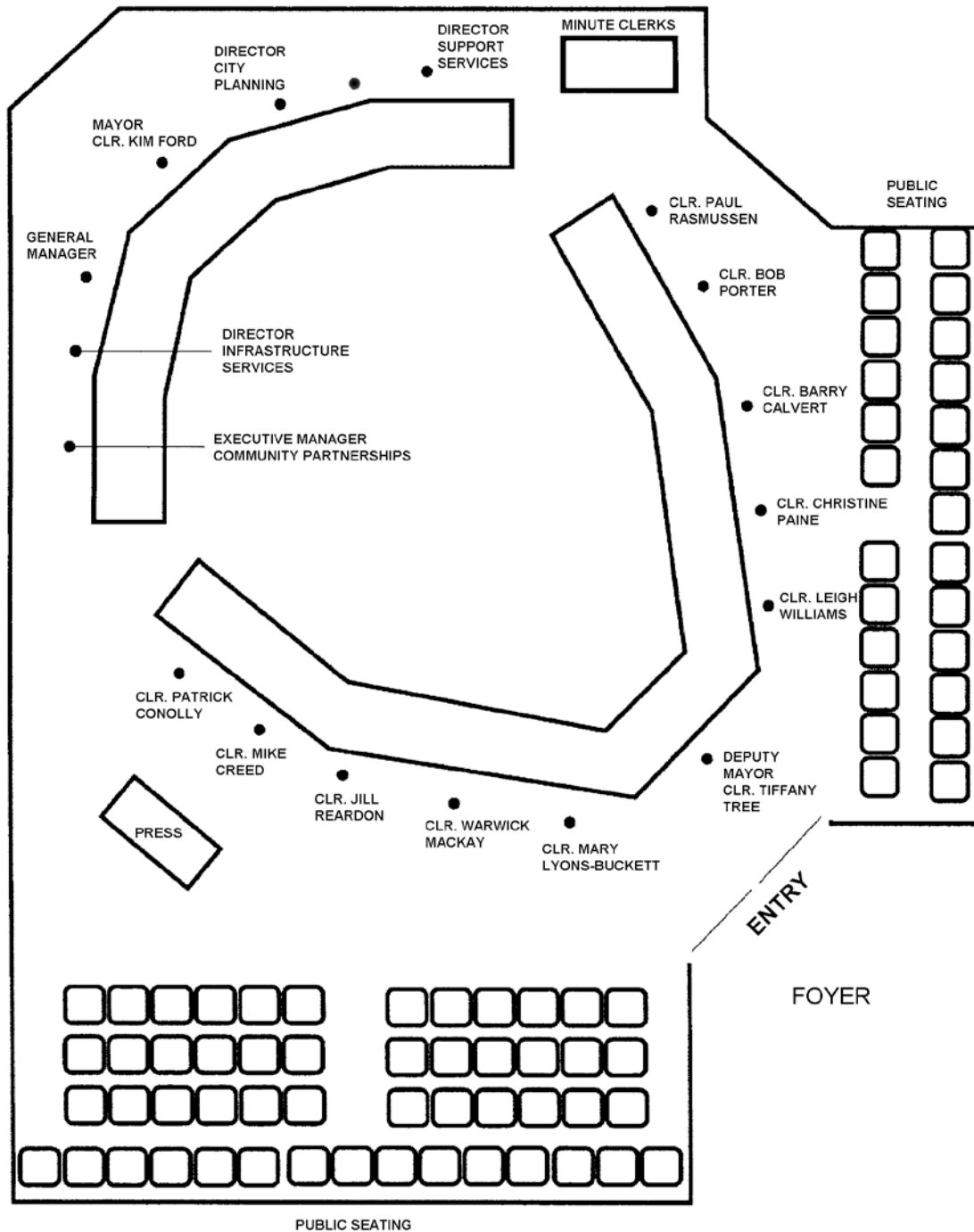
Business papers can be viewed online from noon on the Friday before the meeting on Council's website: <http://www.hawkesbury.nsw.gov.au>.

Hard copies of the business paper can be viewed at Council's Administration Building and Libraries after 12 noon on the Friday before the meeting, and electronic copies are available on CD to the public after 12 noon from Council's Customer Service Unit. The business paper can also be viewed on the public computers in the foyer of Council's Administration Building.

Further Information

A guide to Council Meetings is available on the Council's website. If you require further information about meetings of Council, please contact the Manager, Corporate Services and Governance on, telephone (02) 4560 4444.

Hawkesbury City Council



ORDINARY MEETING

Table of Contents

Meeting Date: 29 April 2014.

AGENDA

- **WELCOME**
 - Prayer**
 - Acknowledgement of Indigenous Heritage**
- **APOLOGIES AND LEAVE OF ABSENCE**
- **DECLARATION OF INTERESTS**
- **SECTION 1 - Confirmation of Minutes**
- **ACKNOWLEDGEMENT OF OFFICIAL VISITORS TO THE COUNCIL**
- **SECTION 2 - Mayoral Minutes**
- **EXCEPTION REPORT - Adoption of Items Not Identified for Discussion and Decision**
- **SECTION 3 - Reports for Determination**
 - Planning Decisions**
 - General Manager**
 - City Planning**
 - Infrastructure Services**
 - Support Services**
- **SECTION 4 - Reports of Committees**
- **SECTION 5 - Notices of Motion**
- **QUESTIONS FOR NEXT MEETING**
- **REPORTS TO BE DISCUSSED IN CONFIDENTIAL SESSION**

ORDINARY MEETING

Table of Contents

Meeting Date: 29 April 2014.

ORDINARY MEETING**Table of Contents****Meeting Date:** 29 April 2014.**TABLE OF CONTENTS**

ITEM	SUBJECT	PAGE
SECTION 1 - Confirmation of Minutes		3
SECTION 3 - Reports for Determination		7
PLANNING DECISIONS		7
Item: 75	CP - Planning Proposal - Amendment to Hawkesbury Local Environmental Plan 2012 - 1026 Grose Vale Road, Kurrajong - (95498)	7
Item: 76	CP - Planning Proposal - Amendment to Hawkesbury Local Environmental Plan 2012 - 1059A Grose Vale Road, Kurrajong - (95498)	22
Item: 77	CP - Planning Proposal - Amendment to Hawkesbury Local Environmental Plan 2012 - 136 Longleat Lane, Kurmond - (95498)	39
Item: 78	CP - Development Report - DA0453/13 - Lot 263 DP751665 - 3 Hendrens Road, Ebenezer - (95498, 78878, 1845, 2807)	55
CITY PLANNING		72
Item: 79	CP - Hawkesbury Revitalisation Plan - (95498)	72
INFRASTRUCTURE SERVICES		78
Item: 80	IS - Macquarie Park Camp Stopover for Charity Cycling Event - (95495, 79354)	78
Item: 81	IS - Proposed Tree Removal at Porpoise Crescent, Bligh Park - (95495, 79354)	81
SUPPORT SERVICES		83
Item: 82	SS - Monthly Investments Report - March 2014 - (96332, 95496)	83
SECTION 4 - Reports of Committees		89
ROC	Development Application Monitoring Advisory Committee - 20 February 2014 - (127794)	89
ROC	Waste Management Advisory Committee - 12 March 2014 - (95249)	91
ROC	Sustainability Advisory Committee - 24 March 2014 - (126363)	96
ROC	Local Traffic Committee - 14 April 2014 - (80245)	99
QUESTIONS FOR NEXT MEETING		153
	Councillor Questions from Previous Meetings and Responses - (79351)	153

ORDINARY MEETING**Table of Contents****Meeting Date:** 29 April 2014.

ITEM	SUBJECT	PAGE
	CONFIDENTIAL REPORTS	154
Item: 83	CP - Provision of Additional Recycling Services over the Christmas and New Year Period - (96330)	154
Item: 84	SS - Property Matter - Lease to David John Spencer - Wilberforce Garden Nursery - Wilberforce Shopping Centre - (102508, 86218, 34779, 112106, 95496)	155

ordinary

section 1

confirmation of minutes

ORDINARY MEETING
Confirmation of Minutes

ORDINARY MEETING
Confirmation of Minutes

SECTION 1 - Confirmation of Minutes

ORDINARY MEETING
Confirmation of Minutes

ordinary

section

3

reports
for determination

ORDINARY MEETING

Meeting Date: 29 April 2014

ORDINARY MEETING

Meeting Date: 29 April 2014

SECTION 3 - Reports for Determination

PLANNING DECISIONS

Item: 75 **CP - Planning Proposal - Amendment to Hawkesbury Local Environmental Plan 2012 - 1026 Grose Vale Road, Kurrajong - (95498)**

Previous Item: 20, Ordinary (25 February 2014)

REPORT:

Executive Summary

This report discusses a planning proposal which seeks to amend *Hawkesbury Local Environmental Plan 2012* (LEP 2012) in order to permit the subdivision of Lot 2 DP 617404, 1026 Grose Vale Road, Kurrajong into two lots with a minimum lot size of not less than 4ha.

It is recommended that Council support the preparation of the planning proposal.

Consultation

The planning proposal has not yet been exhibited. 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 1979) and associated Regulations and as specified in the "Gateway" determination.

Background

A report for this matter was presented to the Council meeting of 25 February 2014 where Council resolved the following:

"That Council defer the matter pending a site inspection".

A site inspection was undertaken on Monday 7 April 2014 and was attended by Councillors Lyons-Buckett, Porter, Rasmussen, Reardon and Williams. Apologies were received from the Mayor, Councillor Ford and Deputy Mayor, Councillor Tree and Councillors Calvert, Connolly, Creed, Mackay and Paine. The inspection was also attended by Council's Development Services Manager and the applicant.

Planning Proposal

The planning proposal submitted by Falson & Associates Pty Ltd (Falson) seeks an amendment to LEP 2012 in order to permit the subdivision of Lot 2 DP 617404, 1026 Grose Vale Road, Kurrajong into two lots with a minimum lot size of not less than 4ha.

A concept plan for the proposed subdivision is attached to this report.

The effect of the planning proposal would be to:

1. Amend the Land Zoning Map of LEP 2012 to change the current RU1 Primary Production zoning of the land to RU4 Primary Production Small Lots.
2. Amend the Lot Size Map of LEP 2012 to fix the minimum lot size for the land at 4ha.

ORDINARY MEETING

Meeting Date: 29 April 2014

Subject Site and Surrounds

The subject site is located approximately 1km south-west of the Kurrajong Neighbourhood Centre and in proximity to the intersection of Grose Vale Road and Willow Glen Road. The site has an area of 10.78ha and is an irregular shape with an approximate 130m frontage to Grose Vale Road. The site can also be accessed via Tates Lane.

The site is zoned RU1 Primary Production under LEP 2012. The current minimum lot size for subdivision of this land is 10ha.

The site contains a dwelling, associated outbuildings, and a dam. Towards the rear of the site is a watercourse which runs generally parallel to the southern boundary of the site. The remainder of the site is substantially cleared and undeveloped other than some scattered paddock trees of Acacia species.

The land generally falls from Grose Vale Road with an elevation of approximately 178 AHD towards the existing dam which is located at a level of approximately 128 AHD and closer to south-eastern corner of the site. According to Council's slope mapping land towards Grose Vale Road, within the middle of the site and along the watercourse has a slope less than 15% with the remainder of the site is generally greater than 15% in slope.

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

The site is shown as being bushfire prone (bushfire vegetation category 1) on the NSW Rural Fire Service's Bushfire Prone Land Map.

The site is shown as being within Acid Sulfate Soil Classification 5. This represents a relatively low chance of acid sulphate soils being present on the site.

The site is shown as being Agriculture Land Classification 3 and 4 on maps prepared by the former NSW Department of Agriculture.

There is an electricity easement at the rear of the site.

Properties immediately to the north, south and west are zoned RU4 and properties immediately to the east are zoned RU1 Primary Production under LEP 2012 and the immediate locality is predominantly zoned RU4 Primary Production Small Lots. The current minimum lot sizes for subdivision of the immediate surrounding properties are generally in the range of 4ha to 10ha in size.

Within close proximity of the site are locally significant heritage items at 941, 1033, 1040 and 1042 Grose Vale Road, Kurrajong.

According to Council's development approval records the site has been approved for a rural shed and subsequent modifications to the shed. The site is currently being used for residential purposes and has been used for grazing and some farming activities.

The site is situated above 1 in 100 year ARI flood level.

Applicant's Justification of Proposal

The applicant has provided the following justification for the planning proposal:

- *The planning proposal will enable economic use of the land for rural residential purpose consistent with the surrounding development.*
- *The land has appropriate physical characteristics to support the proposed two lot subdivision.*

ORDINARY MEETING

Meeting Date: 29 April 2014

- *The planning proposal will assist in maintaining the viability of the Kurrajong Neighbourhood Centre.*
- *The planning proposal is consistent with the Metro Plan, dNWSS, HRLS and other relevant statutory framework.*
- *There are no adverse environmental and visual impacts arising from this planning proposal.*

Metropolitan Strategy, Draft North West Subregional Strategy and Hawkesbury Residential Land Strategy

The NSW Government's Metropolitan Strategy and Draft North West Subregional Strategy establish the broad planning directions for the Sydney metropolitan area and north-western sector of Sydney respectively. These documents identify a number of strategies, objectives and actions relating to the economy and employment, centres and corridors, housing, transport, environment and resources, parks and public places, implementation and governance.

These two documents have a high level metropolitan and regional focus and for the most part are not readily applicable to a singular rural-residential planning proposal at Kurrajong. Notwithstanding this the applicant has provided an assessment of the planning proposal against these two documents and concludes that the proposal is consistent with these strategies. Taking into consideration the location of the proposed development i.e. on the western side of Hawkesbury River and on the fringe of Kurrajong Rural Neighbourhood Centre, and the unsuitability of the site to provide for an increased density of housing development beyond what is proposed it is considered that the proposal demonstrates satisfactory compliance with these strategies.

The Hawkesbury Residential Land Strategy (HRLS) is, in part, a response to the above mentioned State strategies and seeks to identify residential investigation areas and sustainable development criteria which are consistent with the NSW Government's strategies.

The proposal can be described as a rural residential development on the fringe of the Kurrajong Neighbourhood Centre.

The HRLS states that the future role of rural residential development is as follows:

Rural residential developments have historically been a popular lifestyle choice within Hawkesbury LGA. However, rural residential development has a number of issues associated with it including:

- *Impacts on road networks;*
- *Servicing and infrastructure;*
- *Access to facilities and services;*
- *Access to transport and services;*
- *Maintaining the rural landscape; and*
- *Impacts on existing agricultural operations.*

Whilst this Strategy acknowledges rural residential dwellings are a part of the Hawkesbury residential fabric, rural residential dwellings will play a lesser role in accommodating the future population. As such, future rural development should be low density and large lot residential dwellings.

For the purposes of this proposal, the relevant criteria for rural residential development, as defined in Section 6.5 of the HRLS, are that it be large lot residential dwellings and:

- *Be able to have onsite sewerage disposal;*
- *Cluster around or on the periphery of villages;*

ORDINARY MEETING

Meeting Date: 29 April 2014

- Cluster around villages with services that meeting existing neighbourhood criteria services as a minimum (within a 1km radius);
- Address environmental constraints and have minimal impact on the environment; and
- Only occur within the capacity of the rural village

The ability to dispose of effluent on site is discussed in later sections of this report.

The site is proximate to the Kurrajong Neighbourhood Centre (i.e. from the edge of the Kurrajong commercial area to the centre of the subject site frontage is approximately 930m).

Relevant environmental constraints are discussed in later sections of this report.

Council Policy - Rezoning of Land for Residential Purposes - Infrastructure Issues

On 30 August 2011, Council adopted the following Policy:

"That as a matter of policy, Council indicates that it will consider applications to rezone land for residential purposes in the Hawkesbury LGA only if the application is consistent with the directions and strategies contained in Council's adopted Community Strategic Plan, has adequately considered the existing infrastructure issues in the locality of the development (and the impacts of the proposed development on that infrastructure) and has made appropriate provision for the required infrastructure for the proposed development in accordance with the sustainability criteria contained in Council's adopted Hawkesbury Residential Land Strategy.

Note 1:

In relation to the term "adequately considered the existing infrastructure" above, this will be determined ultimately by Council resolution following full merit assessments, Council resolution to go to public exhibition and Council resolution to finally adopt the proposal, with or without amendment.

Note 2:

The requirements of the term "appropriate provision for the required infrastructure" are set out in the sustainability matrix and criteria for development/settlement types in chapter six and other relevant sections of the Hawkesbury Residential Land Strategy 2011."

Compliance with the HRLS has been discussed above. Compliance with the Hawkesbury Community Strategic Plan 2013 - 2032 (the CSP) will be discussed later in this report.

Section 117 Directions

Section 117 Directions are issued by the Minister for Planning and Infrastructure and apply to planning proposals. Typically, the Section 117 Directions will require certain matters to be complied with and/or require consultation with government authorities during the preparation of the planning proposal. A summary of the key Section 117 Directions follows:

Direction 1.2 Rural Zones

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 seeks to rezone the land from RU1 Primary Production to RU4 Primary Production Small Lots and both these zones are rural zones. The planning proposal does seek to increase the permissible density of land by reducing the minimum lot size from 10ha to 4ha.

ORDINARY MEETING

Meeting Date: 29 April 2014

Direction 1.3 Mining, Petroleum Production and Extractive Industries

Requires consultation with NSW Industry and Investment.

Direction 3.4 Integrating Land Use and Transport

Planning proposals must locate zones for urban purposes and include provisions that give effect to and are consistent with the aims, objectives and principles of Improving Transport Choice - Guidelines for planning and development (DUAP 2001)

In summary this document seeks to provide guidance on how future development may reduce growth in the number and length of private car journeys and make walking, cycling and public transport more attractive. It contains 10 "Accessible Development" principles which promote concentration within centres, mixed uses in centres, aligning centres with corridors, linking public transport with land use strategies, street connections, pedestrian access, cycle access, management of parking supply, road management, and good urban design.

The document is very much centres based and not readily applicable to consideration of a rural residential planning proposal. The document also provides guidance regarding consultation to be undertaken as part of the planning proposal process and various investigations/plans to be undertaken. It is recommended that if this planning proposal is to proceed Council seek guidance from the DP&I via the "Gateway" process, regarding the applicability of this document.

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 sulphate soils. This Direction requires consideration of the Acid Sulfate Soils Planning Guidelines adopted by the Director-General of DP&I. The subject site is identified as "Class 5" (less constrained) on the Acid Sulphate Soils Planning Maps. The DP&I will consider this as part of their "Gateway" determination and if required can request further information/consideration of this matter.

Direction 4.4 Planning for Bushfire Protection

Requires consultation with the NSW Rural Fire Service, compliance with Planning for Bushfire Protection 2006, and compliance with various Asset Protection Zones, vehicular access, water supply, layout, and building material provisions.

Direction 6.1 Approval and Referral Requirements

The objective of this Direction is to ensure that LEP provisions encourage the efficient and appropriate assessment of development. It is considered that the planning proposal is consistent with this Direction as it does not require the concurrence, consultation or referral of development applications to a Minister or public authority, and does not identify development as designated development.

Direction 6.3 Site Specific Provisions

The objective of this Direction is to discourage unnecessary restrictive site specific planning controls.

The planning proposal is consistent with this direction as it does not specify any restrictive provisions for future development on the land other than those already specified in LEP 2012 for the RU4 Primary Production Small Lots zones.

Direction 7.1 Implementation of the Metropolitan Strategy

Requires planning proposals to be consistent with the NSW Government's Metropolitan Strategy City of Cities, A Plan for Sydney's Future.

ORDINARY MEETING

Meeting Date: 29 April 2014

The Section 117 Directions do allow for planning proposals to be inconsistent with the Directions. In general terms a planning proposal may be inconsistent with a Direction only if the DP&I are satisfied that the proposal is:

- a) justified by a strategy which:
 - gives consideration to the objectives of the Direction, and
 - identifies the land which is the subject of the planning proposal (if the planning proposal relates to a particular site or sites), and
 - is approved by the Director-General of the DP&I, or
- b) justified by a study prepared in support of the planning proposal which gives consideration to the objectives of this Direction, or
- c) in accordance with the relevant Regional Strategy or Sub-Regional Strategy prepared by the Department of Planning which gives consideration to the objective of this Direction, or
- d) is of minor significance.

The HRLS has been prepared with consideration given to the various policies and strategies of the NSW Government and Section 117 Directions of the Minister. In this regard, a planning proposal that is consistent with the Hawkesbury Residential Land Strategy is more likely to be able to justify compliance or support for any such inconsistency.

State Environmental Planning Policies

The State Environmental Planning Policies of most relevance are *State Environmental Planning Policy No. 55 Remediation of Land*, *Sydney Regional Environmental Plan No. 9 - Extractive Industry (No 2- 1995)* and *Sydney Regional Environmental Plan No. 20 Hawkesbury - Nepean River (No.2 - 1997)*.

SEPP 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 does it require remediation. The SEPP 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.

The applicant advises that:

"The land has not been used for an agricultural use for many years. Previous uses were for limited grazing activities of cattle and horses. There is no obvious evidence of surface or groundwater pollution as a result of past uses.

Notwithstanding, it is noted that the Department of Planning Local Plan Making Guidelines states as follows:

In some cases it will be necessary to undertake technical studies or investigations to justify different aspects of a planning proposal. Generally, these studies or investigations should not be carried out in the first instance. Instead, the issues giving rise to the need for these studies or investigations should be identified in the planning proposal. The initial gateway determination will then confirm the studies or investigations required and the process for continuing the assessment of the proposal, including whether it will need to be resubmitted following completion of the studies or investigations.

In terms of this planning proposal, it is considered that no study is warranted in order to progress the draft LEP. Any future development application for subdivision may then require further investigation."

ORDINARY MEETING

Meeting Date: 29 April 2014

Council's investigations undertaken in February 2010 revealed that the site had been used for the operation of a tilt of concrete panel business with no development approval.

If the planning proposal is to proceed further consideration of potential contamination can be dealt with after DP&I's "Gateway" determination.

The primary aims of SREP No 9 (No.2 -1995) 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 site is not within the vicinity of land described in Schedule 1, 2 and 5 of the SREP nor will the proposal development restrict the obtaining of deposits of extractive material from such land.

The aim of SREP 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 SREP 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;

ORDINARY MEETING

Meeting Date: 29 April 2014

- 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;
- 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.

It is considered that a future rural dwelling on the planned additional lot has the potential to either satisfy the relevant provisions SREP No 20 or be able to appropriately minimise its impacts.

Character of the Area

The area surrounding the site contains a mix of lot sizes and the predominant average lot size in the immediate vicinity is 4ha. A number of relatively small rural residential lots are within the vicinity of the subject site to the northeast. The proposed lots are of similar size to these existing properties.

Topography

The land generally falls from Grose Vale Road with an elevation of approximately 178 AHD towards the existing dam which is located at a level of approximately 128 AHD and closer to south-eastern corner of the site. According to Council's slope mapping land towards Grose Vale Road, within the middle of the site and along the watercourse has a slope less than 15% with the remainder of the site is generally greater than 15% in slope.

The concept plan for the proposed two lot subdivision does not show a building footprint of a future dwelling on the proposed additional lot to demonstrate the environmental capability of the land. Given the proposed lots sizes are more than 4ha it is considered that a suitable building footprint could be accommodated within the land. However, this issue can be taken into consideration at the development application stage.

Public Transport, Accessibility and Traffic Generation

Public transport is limited to the Westbus Route 682 service along Bells Line of Road between Richmond and Kurrajong. The service operates every 30 minutes during peak period. The closest bus stop is located within the Kurrajong village. Given the limited frequency of service and the location of the bus stop it is anticipated that the occupants of the proposed subdivision will most likely to rely upon private vehicles.

The site is currently accessed via Grose Vale Road. The concept plan for the proposed subdivision shows that the proposed Lot 101 containing the existing dwelling house maintains its current access from Grose Vale Road. The proposed Lot 102 which is a battle-axe allotment also gains access from Grose Vale Road and it also can access via Tates Lane.

ORDINARY MEETING

Meeting Date: 29 April 2014

Given the planning proposal is only to subdivide the land into two lots and allow an additional dwelling on the proposed Lot 102 there will be no significant traffic generation in the locality.

Services

The applicant advises that the land is serviced by power and telecommunication services. A reticulated water supply is not available to the site, hence future occupants will need to rely on tank water.

The site does not have access to a reticulated sewer system and future development of the site will depend on an onsite sewage disposal system. The concept plan shows the proposed two lots (Lot 101 and Lot 102) with areas of 6.19ha and 4.59ha respectively. The existing dwelling on proposed Lot 101 is served by a septic tank and trench system.

Whilst no preliminary wastewater disposal feasibility study or any other relevant statement/study has been submitted with the planning proposal the applicant claims that given the topography, grass cover and the proposed lot sizes, appropriate on-site sewerage system can be designed for the site and the proposed Lot 102 is large enough to contain a building footprint with associated effluent disposal, bushfire protection zone and ancillary development well away from the intermittent watercourses and dam.

Heritage Significance

The site is not identified as a heritage item/property in Schedule 5 Environmental Heritage of LEP 2012 or located within a conservation area. Four heritage listed properties are located within the immediate vicinity. The likely impact of the future development of the land on these heritage properties can be assessed at development application stage. Appropriate development conditions ensuring no adverse impacts on these heritage items/properties could be imposed in future development approvals for the subject land.

Ecology

The Terrestrial Biodiversity Map of LEP 2012 identifies more than 50% of the site area as 'connectivity between significant vegetation'. Council's vegetation mapping records site as Unclassified vegetation and Turpentine - Ironbank Forest. A recent site investigation reveals that there is limited vegetation on site and this vegetation is dominated by scattered paddock trees of the Acacia species. It is considered that the significance of flora/fauna on the land can be assessed at development application stage.

Towards the rear of the site is a watercourse which runs generally parallel to the southern boundary of the site. The conservation significance referred to in the Council's Biodiversity Protection Map of the LEP 2012 represents a riparian buffer zone of 50m from top of bank for both sides of the watercourse. This should be retained to a minimum of 20m either side (40m in total).

It is considered that the concept subdivision plan shows sufficient land within the generally cleared area that could be available for the erection of buildings, waste water disposal and asset protection zones. Furthermore the planning proposal does not seek to amend *Clause 6.4 Terrestrial biodiversity* of the LEP or the associated map layer hence detailed consideration of any future development of the land can occur at development application stage.

Bushfire Hazard

The site is shown as being bushfire prone (bushfire vegetation category 1) on the NSW Rural Fire Service's Bushfire Prone Land Map.

If the planning proposal is to proceed it will be referred to the NSW Rural Fire Service (RFS), being the responsible authority of bushfire protection, for comment.

ORDINARY MEETING

Meeting Date: 29 April 2014

Agricultural Land Classification

The site is shown as being Agriculture Land Classification 3 and 4 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 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.*
4. *Land suitable for grazing but not for cultivation. Agriculture is based on native pastures or improved pastures established using minimum tillage techniques. Production may be seasonally high but the overall production level is low as a result of major environmental constraints."*

Given the proximity of the site to surrounding rural residential properties and the size and slope of the site it is considered that it is unlikely the site could be used for a substantial or sustainable agricultural enterprise.

Compliance with DP&I Guidelines for Preparing Planning Proposals

A planning proposal needs to be prepared in accordance with s.55 of the *Environmental Planning and Assessment Act, 1979* (the Act) and having regard to the NSW Department of Planning's (DP&I's) 'A guide to preparing local environmental plans' October 2012 (the Guidelines). This planning proposal has been prepared in accordance with the previous Guidelines published in July 2009. Should the planning proposal be supported, and in order to ensure consistency with the current Guidelines, the applicant will be required to update the planning proposal prior to the planning proposal being forwarded to the DP&I for a "Gateway" determination.

Conclusion

It is considered that the planning proposal enabling development of the subject land for rural residential purpose is appropriate and feasible and it is recommended that Council support amending LEP 2012 to allow the subject land to be developed for rural residential development.

Financial Implications

The applicant has paid the fees required by Council's fees and charges for the preparation of a local environmental plan.

Planning Decision

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

ORDINARY MEETING

Meeting Date: 29 April 2014

RECOMMENDATION:

That:

1. Council support the preparation of a planning proposal for Lot 2 DP 617404, 1026 Grose Vale Road, Kurrajong to allow development of the land for rural residential development with a minimum lot size of 4ha.
2. Council does not endorse any proposed subdivision layout submitted with the planning proposal as this will need to be subject to a development application should the planning proposal result in gazettal.
3. The planning proposal be forwarded to the Department of Planning and Infrastructure for a "Gateway" determination.
4. The Department of Planning and Infrastructure be advised that Council wishes to request a Written Authorisation to Exercise Delegation to make the Plan.
5. The Department of Planning and Infrastructure and the applicant be advised that in addition to all other relevant planning considerations being addressed, final Council support for the proposal will only be given if Council is satisfied that satisfactory progress, either completion of the Section 94 Developer Contributions Plan or a Voluntary Planning Agreement, has been made towards resolving infrastructure provision for this planning proposal.

ATTACHMENTS:

- AT - 1 Locality Plan
- AT - 2 Subject Site
- AT - 3 Aerial Photo of Site
- AT - 4 Slope Map

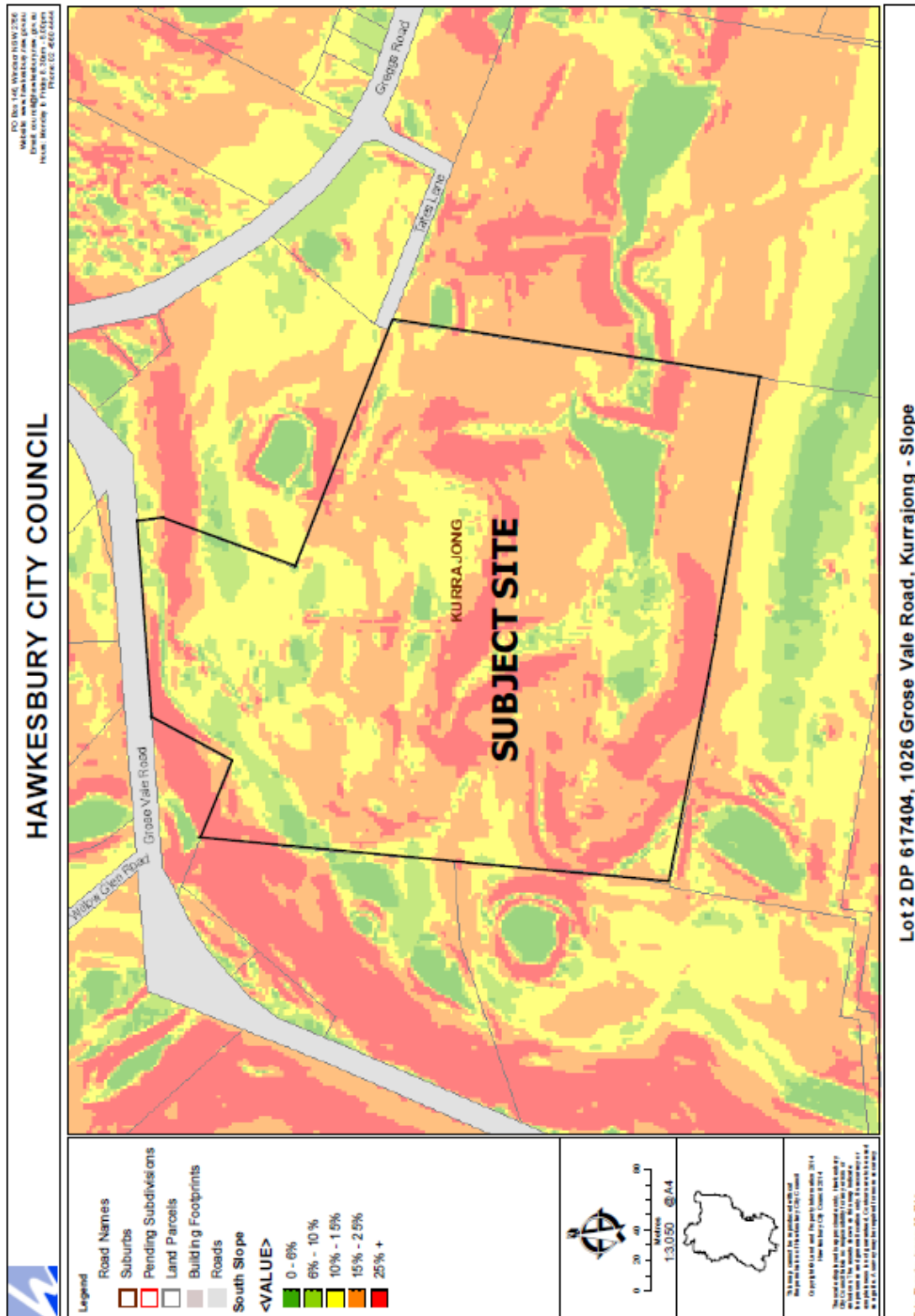
Meeting Date: 29 April 2014

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ORDINARY MEETING

Meeting Date: 29 April 2014

AT - 4 Slope Map



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ORDINARY MEETING

Meeting Date: 29 April 2014

Item: 76 **CP - Planning Proposal - Amendment to Hawkesbury Local Environmental Plan 2012 - 1059A Grose Vale Road, Kurrajong - (95498)**

Previous Item: 21, Ordinary (25 February 2014)

REPORT:

This report discusses a planning proposal which seeks to amend *Hawkesbury Local Environmental Plan 2012* (LEP 2012) in order to permit the subdivision of 1059A Grose Vale Road, Kurrajong into six to seven lots with a minimum lot size of not less than 4,000m².

It is recommended that Council support the preparation of a planning proposal to allow development of the land for rural residential development.

Consultation

The planning proposal has not yet been exhibited. 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* and associated Regulations and as specified in the "Gateway" determination.

Background

A report for this matter was presented to the Council meeting of 25 February 2014 where Council resolved the following:

"That the matter be deferred pending a site inspection".

A site inspection was undertaken on Monday 7 April 2014 and was attended by Councillors Porter, Rasmussen, Reardon and Williams. Apologies were received from the Mayor, Councillor Ford and Deputy Mayor, Councillor Tree and Councillors Calvert, Connolly, Creed, Mackay and Paine. Councillor Lyons-Buckett declared a pecuniary interest in this matter and did not attend the inspection. The inspection was also attended by Council's Development Services Manager, the applicant and a number of surrounding residents were also present.

Planning Proposal

The planning proposal submitted by Montgomery Planning Solutions (MPS) seeks an amendment to *Hawkesbury Local Environmental Plan 2012* (LEP 2012) in order to permit the subdivision of Lot 2 DP 270237, 1059A Grose Vale Road, Kurrajong into lots with a minimum lot size of not less than 4,000m².

Concept plans of two proposed subdivisions, one with six lots the other with seven lots, are attached to this report, for discussion purposes only in relation to the potential yield of the site and do not form part of the planning proposal. The proponent has requested that Council proceed with the planning proposal on the basis of a minimum lot size of 4,000m² and a maximum lot yield of seven lots for the land.

The effect of the planning proposal would be to either:

- a) amend the Lot Size Map of LEP 2012 and insert an appropriate provision limiting the development to a maximum of seven lots, or
- b) insert an appropriate provision into Schedule 1 Additional Permitted Uses into LEP 2012.

The Department of Planning and Infrastructure (DP&I) will ultimately decide on the type of amendment to LEP 2012. It is understood that at present the DP&I's preference is to limit the use of Schedule 1 and rely on amendments to the minimum lot size map.

Subject Site and Surrounds

The site is located on the edge of Kurrajong village. The subject site has an area of 4ha and is a lot within a seven lot community title subdivision (DP270237). No dwellings are located on the site and it appears the current use of the site is predominantly for low scale grazing of livestock.

The site has frontage to Grose Vale Road and a private road that serves the community title subdivision. A restriction as to user exists over the site prohibiting vehicular access to or from Grose Vale Road. Hawkesbury City Council is the beneficiary of this restriction as to user.

The site contains a small dam towards Grose Vale Road and small water course with associated riparian vegetation towards the north-western boundary. The water course is part of larger water course extending generally in a northerly direction from near Grose Vale Road to Little Wheeny Creek near Kurrajong Road, Kurrajong. The riparian vegetation includes Turpentine Iron Margin Forest which is a component of the endangered ecological community Sydney Turpentine Ironbark Forest. This is a critically endangered ecological community (CEEC). The proposal indicates there will be no significant impact on the community by this development. However, a number of small lots contain a significant proportion of the CEEC. Approximately half of this vegetation is subject to a restriction as to user that, amongst other matters, prohibits the grazing of livestock, erection of buildings or structures, and fencing. Hawkesbury City Council is the beneficiary of this restriction as to user. However, changes to the lot yield and layout, road location, etc., may be required to accommodate the retention of this CEEC, particularly in relation to effluent disposal. Much of this can be undertaken at the development application stage.

The land has an elevation of approximately 177m AHD towards Grose Vale Road and then falls westerly for a distance of approximately 270m towards the watercourse to an elevation of approximately 144m. This represents an average slope of 12%; however, in general terms the first third of the site, measured from Grose Vale Road, is in excess of 15%.

The site is zoned RU4 Primary Production Small Lots under LEP 2012. The current minimum lot size for subdivision of this land is 4ha. Properties immediately to the north in Buckett Place and to the east in Grose Vale Road are zoned R2 Low Density Residential.

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

The site is shown as being bushfire prone (bushfire vegetation category 1) on the NSW Rural Fire Service's Bushfire Prone Land Map.

The site is shown as being within Acid Sulfate Soil Classification 5. This represents a relatively low chance of acid sulphate soils being present on the site.

The site is shown as being Agriculture Land Classification 3 on maps prepared by the former NSW Department of Agriculture.

Land surrounding the site consists of a varied mix of lots sizes with smaller lots located immediately adjacent in Grose Vale Road and to the north in Buckett Place. Larger lots are generally located to the west and south.

Metropolitan Strategy, Draft North West Subregional Strategy and Hawkesbury Residential Land Strategy

The NSW Government's Metropolitan Strategy and Draft North West Subregional Strategy establish the broad planning directions for the Sydney metropolitan area and north-western sector of Sydney respectively. These documents identify a number of strategies, objectives and actions relating to the economy and employment, centres and corridors, housing, transport, environment and resources, parks and public places, implementation and governance.

ORDINARY MEETING

Meeting Date: 29 April 2014

These two documents have a high level metropolitan and regional focus and for the most part are not readily applicable to a singular rural residential planning proposal at Kurrajong. Notwithstanding this the applicant has provided an assessment of the planning proposal against these two documents and concludes that the proposal is consistent with these strategies. Taking into consideration the location of the proposed development, i.e. on the western side of Hawkesbury River and on the fringe of Kurrajong Village, and the unsuitability of the site to provide for an increased density of housing development beyond what is proposed it is considered that the proposal demonstrates satisfactory compliance with these strategies.

The Hawkesbury Residential Land Strategy (HRLS) is, in part, a response to the above mentioned State strategies and seeks to identify residential investigation areas and sustainable development criteria which are consistent with the NSW Government's strategies.

The proposal can be described as a rural residential development on the fringe of the Kurrajong village.

The HRLS states that the future role of rural residential development is as follows:

Rural residential developments have historically been a popular lifestyle choice within Hawkesbury LGA. However, rural residential development has a number of issues associated with it including:

- *Impacts on road networks;*
- *Servicing and infrastructure;*
- *Access to facilities and services;*
- *Access to transport and services;*
- *Maintaining the rural landscape; and*
- *Impacts on existing agricultural operations.*

Whilst this Strategy acknowledges rural residential dwellings are a part of the Hawkesbury residential fabric, rural residential dwellings will play a lesser role in accommodating the future population. As such, future rural development should be low density and large lot residential dwellings.

For the purposes of this proposal, the relevant criteria for rural residential development, as stated in Section 6.5 of the HRLS, are that it be large lot residential dwellings and:

- *Be able to have onsite sewerage disposal;*
- *Cluster around or on the periphery of villages;*
- *Cluster around villages with services that meet existing neighbourhood criteria services as a Minimum (within a 1km radius);*
- *Address environmental constraints and have minimal impact on the environment;*
- *Occur only within the capacity of the rural village*

The ability to dispose of effluent on site is discussed in later sections of this report.

The site is on the fringe of the Kurrajong village centre and is within the one kilometre radius specified in the HRLS.

Relevant environmental constraints are discussed in later sections of this report.

Council Policy - Rezoning of Land for Residential Purposes - Infrastructure Issues

On 30 August 2011, Council adopted the following Policy:

"That as a matter of policy, Council indicates that it will consider applications to rezone land for residential purposes in the Hawkesbury LGA only if the application is consistent with the directions and strategies contained in Council's adopted Community Strategic Plan, has adequately considered the existing infrastructure issues in the locality of the development (and the impacts of the proposed development on that infrastructure) and has made appropriate provision for the required infrastructure for the proposed development in accordance with the sustainability criteria contained in Council's adopted Hawkesbury Residential Land Strategy.

Note 1:

In relation to the term "adequately considered the existing infrastructure" above, this will be determined ultimately by Council resolution following full merit assessments, Council resolution to go to public exhibition and Council resolution to finally adopt the proposal, with or without amendment.

Note 2:

The requirements of the term "appropriate provision for the required infrastructure" are set out in the sustainability matrix and criteria for development/settlement types in chapter six and other relevant sections of the Hawkesbury Residential Land Strategy 2011."

Compliance with the HRLS has been discussed above. Compliance with CSP will be discussed later in this report.

Council Policy - Our City Our Future Rural Rezonings Policy

This Policy was adopted by Council on 16 May 1998 and had its origin in the Our City Our Future study of the early 1990s.

Since the time of adoption this Policy has essentially been superseded by subsequent amendments to *Hawkesbury Local Environmental Plan 1989*, NSW Draft North West Subregional Strategy, the *Hawkesbury Residential Land Strategy*, the *Hawkesbury Community Strategic Plan*, the commencement of LEP 2012, and the DP&I's "Gateway" system for dealing with planning proposals.

The Policy is repeated below with responses provided by the applicant.

- a) Fragmentation of the land is to be minimised.

Applicant response

It is considered that the proposal minimises fragmentation of rural lands by creating mostly 4,000m² residential lots, allowing for an acceptable increase in population, while not fragmenting larger viable agricultural lots.

- b) Consolidation within and on land contiguous with existing towns and villages be preferred over smaller lot subdivision away from existing towns and villages

Applicant response

It is submitted that the proposal is within a location which has access to services and facilities and is contiguous with residential lots associated with Kurrajong village
This policy statement has been adopted by the Hawkesbury Residential Lands Strategy in Section 6.5 – Rural Village Criteria

ORDINARY MEETING

Meeting Date: 29 April 2014

Cluster around the periphery of villages

Cluster around villages with services that meet existing neighbourhood criteria services as a minimum (within 1km radius)

- c) No subdivisions along main road and any subdivision to be effectively screened from minor roads

Applicant response

Grose Vale Road is not a main road. The land falls away from Grose Vale Road, which means that the proposed subdivision will not be readily visible from this road.

- d) No subdivision along ridgelines or escarpments

Applicant response

Grose Vale Road follows a minor ridgeline or saddle. The land which is proposed to be subdivided falls away from Grose Vale Road to the west. The proposal will not be visible against the eastern escarpment and foothills backdrop due to the nature of the topography. It is therefore submitted that the proposal is consistent with this statement.

- e) Where on site effluent disposal is proposed, lots are to have an area of at least one hectare unless the effectiveness of a smaller area can be demonstrated by geotechnical investigation.

Applicant response

This policy statement has been adopted by the Hawkesbury Residential Lands Strategy in Section 6.5 - Rural Village Criteria:

Be able to have onsite sewerage disposal

The size of the proposed lots is 4,000m². A preliminary geotechnical investigation was carried out by Toby Fiander and Associates, which confirms that the land is suitable for on-site effluent disposal. It is submitted that the Planning Proposal is consistent with this policy statement.

Staff response

This Policy statement has been completely superseded by Clause 4.1D of the Hawkesbury Local Environmental Plan 2012 (LEP) where the minimum allotment size for areas not serviced by reticulated sewer is set at 4,000m².

- f) The existing proportion of tree coverage on any site is to be retained or enhanced.

Applicant response

The Planning Proposal will have no impact on tree coverage. The subdivision concept has been designed to retain riparian vegetation and to place building envelopes within existing cleared grazing paddocks. Additional plantings as part of subdivision works will enhance the overall tree coverage of the land.

- g) Any rezoning proposals are to require the preparation of Environmental Studies and Section 94 Contributions Plans at the applicant's expense.

Applicant response

It is submitted that an environmental study is not required, as sufficient information is provided with the Planning Proposal in accordance with Department of Planning Local Plan Making Guidelines. Whether or not a Section 94 contributions plan is required for the proposal is a matter for Council consideration.

Staff response

Taking into consideration the scale of the development it is considered that an environmental study is not required. However, this will be a matter for the DP&I to advise Council on as a result of their "Gateway" process.

The need for a Section 94 Contribution Plan or a Voluntary Planning Agreement can be further discussed with the applicant if this planning proposal is to proceed.

- h) Community title be encouraged for rural subdivision as a means of conserving environmental features, maintaining agricultural land and arranging for the maintenance of access roads and other capital improvements.

Applicant response

The form of title of subdivision is more appropriate for discussion in the lead up to a development application, once the Planning Proposal has progressed to the final stage. However, the preliminary subdivision concept provides that all lots will have access to a public road. Private roads are problematic in terms of the current Planning for Bushfire Protection requirements.

Section 117 Directions

Section 117 Directions are issued by the Minister for Planning and Infrastructure and apply to planning proposals. Typically, the Section 117 Directions will require certain matters to be complied with and/or require consultation with government authorities during the preparation of the planning proposal. A summary of the key Section 117 Directions follows:

Direction 1.2 Rural Zones

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).

Direction 1.3 Mining, Petroleum Production and Extractive Industries

Requires consultation with NSW Industry and Investment.

Direction 3.4 Integrating Land Use and Transport

Planning proposals must locate zones for urban purposes and include provisions that give effect to and are consistent with the aims, objectives and principles of Improving Transport Choice - Guidelines for planning and development (DUAP 2001)

In summary this document seeks to provide guidance on how future development may reduce growth in the number and length of private car journeys and make walking, cycling and public transport more attractive. It contains 10 "Accessible Development" principles which promote concentration within centres, mixed uses in centres, aligning centres with corridors, linking public transport with land use strategies, street connections, pedestrian access, cycle access, management of parking supply, road management, and good urban design.

The document is very much centres based and not readily applicable to consideration of a rural residential planning proposal. The document also provides guidance regarding consultation to be undertaken as part of the planning proposal process and various investigations/plans to be undertaken. It is recommended that if this planning proposal is to proceed Council seek guidance from the DP&I via the "Gateway" process, regarding the applicability of this document.

ORDINARY MEETING

Meeting Date: 29 April 2014

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 sulphate soils. This Direction requires consideration of the Acid Sulfate Soils Planning Guidelines adopted by the Director-General of DP&I. The subject site is identified as "Class 5" (less constrained) on the Acid Sulphate Soils Planning Maps. The DP&I will consider this as part of their "Gateway" determination and if required can request further information/consideration of this matter.

Direction 4.4 Planning for Bushfire Protection

Requires consultation with the NSW Rural Fire Service, compliance with Planning for Bushfire Protection 2006, and compliance with various Asset Protection Zones, vehicular access, water supply, layout, and building material provisions.

Direction 6.1 Approval and Referral Requirements

The objective of this Direction is to ensure that LEP provisions encourage the efficient and appropriate assessment of development. It is considered that the planning proposal is consistent with this Direction as it does not require the concurrence, consultation or referral of development applications to a Minister or public authority, and does not identify development as designated development.

Direction 6.3 Site Specific Provisions

The objective of this Direction is to discourage unnecessary restrictive site specific planning controls. The planning proposal proposes a number of options, including site specific provisions, to amend HLEP 2012 in order to enable the proposed subdivision. These options are to be discussed with DP&I.

Direction 7.1 Implementation of the Metropolitan Strategy

Requires planning proposals to be consistent with the NSW Government's Metropolitan Strategy City of Cities, A Plan for Sydney's Future.

The Section 117 Directions do allow for planning proposals to be inconsistent with the Directions. In general terms a planning proposal may be inconsistent with a Direction only if the DP&I is satisfied that the proposal is:

- a) justified by a strategy which:
 - gives consideration to the objectives of the Direction, and
 - identifies the land which is the subject of the planning proposal (if the planning proposal relates to a particular site or sites), and
 - is approved by the Director-General of the DP&I, or
- b) justified by a study prepared in support of the planning proposal which gives consideration to the objectives of this Direction, or
- c) in accordance with the relevant Regional Strategy or Sub-Regional Strategy prepared by the Department of Planning which gives consideration to the objective of this Direction, or
- d) is of minor significance.

The HRLS has been prepared with consideration given to the various policies and strategies of the NSW Government and Section 117 Directions of the Minister. In this regard, a planning proposal that is consistent with the Hawkesbury Residential Land Strategy is more likely to be able to justify compliance or support for any such inconsistency.

State Environmental Planning Policies

The State Environmental Planning Policies of most relevance are *State Environmental Planning Policy No. 55 Remediation of Land*, *Sydney Regional Environmental Plan No. 9 - Extractive Industry (No 2- 1995)* and *Sydney Regional Environmental Plan No. 20 Hawkesbury - Nepean River (No.2 - 1997)*.

SEPP 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 does it require remediation. The SEPP 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.

The applicant advises that:

"The land has been used for agriculture in the form of animal grazing for many years. However, there is no evidence to suggest that any activities have occurred on the land which would give rise to contamination.

Notwithstanding, it is noted that the Department of Planning Local Plan Making Guidelines states as follows:

In some cases it will be necessary to undertake technical studies or investigations to justify different aspects of a planning proposal. Generally, these studies or investigations should not be carried out in the first instance. Instead, the issues giving rise to the need for these studies or investigations should be identified in the planning proposal. The initial gateway determination will then confirm the studies or investigations required and the process for continuing the assessment of the proposal, including whether it will need to be resubmitted following completion of the studies or investigations.

In terms of this planning proposal, it is considered that no study is warranted in order to progress the draft LEP. Any future development application for subdivision may then require further investigation."

If the planning proposal is to proceed further consideration of potential contamination can be dealt with after DP&I's "Gateway" determination.

The primary aims of SREP No 9 (No.2 -1995) 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 site is not within the vicinity of land described in Schedule 1, 2 and 5 of the SREP nor will the proposal development restrict the obtaining of deposits of extractive material from such land.

The aim of SREP 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 SREP 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;

ORDINARY MEETING

Meeting Date: 29 April 2014

- 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;
- when considering a proposal for the rezoning or subdivision of land which will increase the intensity of development of rural land (for example, by increasing cleared or hard surface areas) so that effluent equivalent to that produced by more than 20 people will be generated, consider requiring the preparation of a Total Water Cycle Management Study or Plan;
- 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;
- 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.

ORDINARY MEETING

Meeting Date: 29 April 2014

It is considered that some form of rural residential development on the subject land has the potential to either satisfy the relevant provisions SREP No 20 or be able to appropriately minimise its impacts.

Character of the Area

The area surrounding the site contains a mix of lot sizes and in particular there are a number of relatively small rural residential lots within the immediate vicinity of the subject site to the east in Grose Vale Road and the north in Buckett Place. The proposed lots are of similar size to these existing properties.

Topography

The land has an elevation of approximately 177m AHD towards Grose Vale Road and then falls westerly for a distance of approximately 270m towards the watercourse to an elevation of approximately 144m. This represents an average slope of 12% however in general terms the first third of the site, measured from Grose Vale Road, is in excess of 15%.

The HRLS recognises slopes greater than 15% act as a constraint to development. Proposed Lot 1 on the six lot plan and proposed Lots 1 and 2 on the proposed seven lot plan contain significant portions of land with a slope greater than 15%. The Strategy slope constraint combined with the impacts these slopes have on effluent disposal, potential impacts on the Critically Endangered Ecological Community and increased impacts on building and site access, it is considered that the proposed development should be limited to six proposed allotments and not seven.

The steeper sloping part of the land will, to varying degrees, act as a constraint for the location and type of dwelling, outbuilding, effluent disposal system, and driveways.

Public Transport and Traffic Generation

Public transport is limited to the Westbus Route 682 service along Bells Line of Road between Richmond and Kurrajong. The service operates every 30 minutes during peak period. The closest bus stop is located within the Kurrajong village. Given the limited frequency of service and the location of the bus stop it is anticipated that the occupants of the proposed subdivision will be private vehicle dependent.

The planning proposal is not supported by a traffic impact statement and the cumulative impact of similar proposals that may occur in the future has not been considered by the planning proposal. It is considered that this is a matter for Council and the RMS to address with the outcome being incorporated into affected planning proposals.

In recent reports to Council dealing with other planning proposals within the vicinity of Kurmond it has been noted that Council has received petitions from residents west of the Hawkesbury River concerned about rezoning of land for residential purposes in the absence of necessary infrastructure upgrades. To address this it has been recommended that Council commence the preparation of a Section 94 Contributions Plan for the land within the vicinity of Kurmond to ensure that all proposed developments in the locality contribute to the required infrastructure, especially road upgrade and provision, in the locality. Alternatively applicants and Council can commence Voluntary Planning Agreement negotiations to address this issue. It is considered this is a fundamental matter to be dealt with by Council prior to the finalisation of any planning proposals in the locality as the cumulative impact of these types of development will be unacceptable if no traffic improvements are made.

With respect to the current prohibition of direct vehicular access to and from Grose Vale Road, the proponent makes the following comments:

"Examination of the site constraints revealed that the best location for the road to intersect with Grose Vale Road is along the northern boundary. This location provides a more level platform at the intersection without significant earthworks to change the landform. I would also point out that the intersection is within a posted 50kph speed zone, while the sign for the 40kph village zone is visible from the southern side of the intersection. Therefore traffic on Grose Vale Road in this location will be travelling at a speed of between 40 and 50 kph."

ORDINARY MEETING

Meeting Date: 29 April 2014

In relation to the 88B instrument on the title restricting access to Grose Vale Road, it is noted that Council is the beneficiary of this restriction and therefore can remove the restriction. The requirement for a public road is found [in Planning for Bushfire Protection 2006] acceptable solution: "access to a development comprising more than three dwellings have formalised access by dedication of a road and not by right of way". Council is formally requested to agree to removal of the existing restriction in the event that the planning proposal proceeds."

Services

The applicant advises that the land is serviced by reticulated water, power and telecommunication services.

A preliminary on site waste water disposal feasibility study has been submitted with the planning proposal. This study provides a preliminary assessment of the site's suitability of on-site effluent disposal. The study considered the soil profile, required separation distance, existing vegetation, slope and it was assumed that an area of 1000m² per lot would be required for irrigation disposal.

Based in the findings of the feasibility study it is considered that on site waste water disposal is achievable on the lots proposed in the six lot and seven lot concept plans.

Whilst the feasibility study states that on site waste water disposal is "achievable", as mentioned previously in this report, due to the reasons of slope and the potential adverse impacts on the CEEC on the site, a limitation of 6 potential allotments is recommended.

Ecology

The site contains a small water course with associated riparian vegetation towards the north-western boundary. This vegetation includes Turpentine Iron Margin Forest which is a component of the endangered ecological community Sydney Turpentine Ironbark Forest. Approximately half of this vegetation is subject to a restriction as to user that, amongst other matters, prohibits the grazing of livestock, erection of buildings or structures, and fencing. Hawkesbury City Council is the beneficiary of this restriction as to user.

The proponent advises:

"Ground inspection confirms that the area identified as significant vegetation is concentrated within the riparian corridor. This area will not be affected by the subdivision or subsequent dwellings or asset protection zones.

The area identified as connectivity between significant vegetation is slashed pasture with no trees. There is also no native ground cover or shrub layer, as shown in Figure 22 below.

It is considered that the proposal will have no adverse impact on threatened species populations or ecological communities."

It is considered that the concept subdivision plans show sufficient land outside of the riparian vegetation that could be available for the erection of buildings, waste water disposal and asset protection zones. Furthermore the planning proposal does not seek to amend *Clause 6.4 Terrestrial biodiversity* of the LEP or the associated map layer hence detailed consideration of any future development of the land can occur at development application stage.

Bushfire Hazard

The site is shown as being bushfire prone (bushfire vegetation category 1) on the NSW Rural Fire Service's Bushfire Prone Land Map. The planning proposal is supported by a preliminary bush fire hazard assessment prepared by Control Line Consulting.

ORDINARY MEETING

Meeting Date: 29 April 2014

The report finds that the establishment of asset protection zones would not require the removal of any standing or woody vegetation within the site, the creation of asset protection zones and ongoing maintenance would be easily achieved by regular mowing of the grasslands.

The report concludes that whilst there would be bushfire related consent conditions applied to the land at both subdivision and construction stages, none of these conditions should be overly restrictive or prohibit development approval by bushfire regulatory provisions.

If the planning proposal is to proceed it will be referred to the NSW Rural Fire Service (RFS), being the responsible authority of bushfire protection, for comment.

Agricultural Land Classification

The site is shown as being Agriculture Land Classification 3 on maps prepared by the former NSW Department of Agriculture. This land is described by the classification system as being:

"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 proximity of the site to surrounding rural residential properties and the size and slope of the site it is considered that it is unlikely the site could be used for a substantial or sustainable agricultural enterprise.

Compliance with DP&I Guidelines for Preparing Planning Proposals

The planning proposal has been prepared based on the DP&I guidelines published in 2009. These guidelines have been superseded by new guidelines issued in October 2012. As a result the planning proposal will require amendment to satisfy the new guidelines prior to forwarding the matter to the DP&I. If the planning proposal is to proceed these amendments can be dealt with by the applicant and Council staff.

Conformance to Community Strategic Plan

The proposal is consistent with the Looking After People and Plan Directions statement:

- Offer residents a choice of housing options that meets their needs whilst being sympathetic to the qualities of the Hawkesbury
- Population growth is matched with the provision of infrastructure and is sympathetic to the rural, environmental, heritage values and character of the Hawkesbury
- Have development on both sides of the river supported by appropriate physical and community infrastructure

Conclusion

It is considered that some form of rural residential development on the subject site is appropriate and feasible and it is recommended that Council support amending LEP 2012 to allow the subject land to be developed for rural residential development.

Whilst the land has potential for the development of rural residential allotments for the reasons of slope constraints, which contribute to increased potential adverse impacts on Critically Endangered Ecological Community from on-site waste water disposal, etc., it is recommended that the proposal be limited to six potential allotments.

ORDINARY MEETING

Meeting Date: 29 April 2014

It is also recommended that if the DP&I determines that the planning proposal is to proceed, this development, via a Section 94 plan or Voluntary Planning Agreement, contribute to the required infrastructure, especially road upgrade and provision, in the locality.

Financial Implications

The applicant has paid the fees required by Council's fees and charges for the preparation of a local environmental plan.

Planning Decision

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

RECOMMENDATION:

That:

1. Council support the preparation of a planning proposal for Lot 2 DP 270237, 1059A Grose Vale Road, Kurrajong to allow development of the land for rural residential development with an overall lot yield limited to six allotments.
2. Council does not endorse any proposed subdivision layout submitted with the planning proposal as this will need to be subject to a development application should the planning proposal result in gazettal. Should such a development application be made, Council will not support any direct vehicular access from the site to Grose Vale Road.
3. The planning proposal be forwarded to the Department of Planning and Infrastructure for a "Gateway" determination.
4. The Department of Planning and Infrastructure be advised that Council wishes to request a Written Authorisation to Exercise Delegation to make the Plan.
5. The Department of Planning and Infrastructure and the applicant be advised that in addition to all other relevant planning considerations being addressed, final Council support for the proposal will only be given if Council is satisfied that satisfactory progress, either completion of the Section 94 Developer Contributions Plan or a Voluntary Planning Agreement, has been made towards resolving infrastructure provision for this planning proposal.

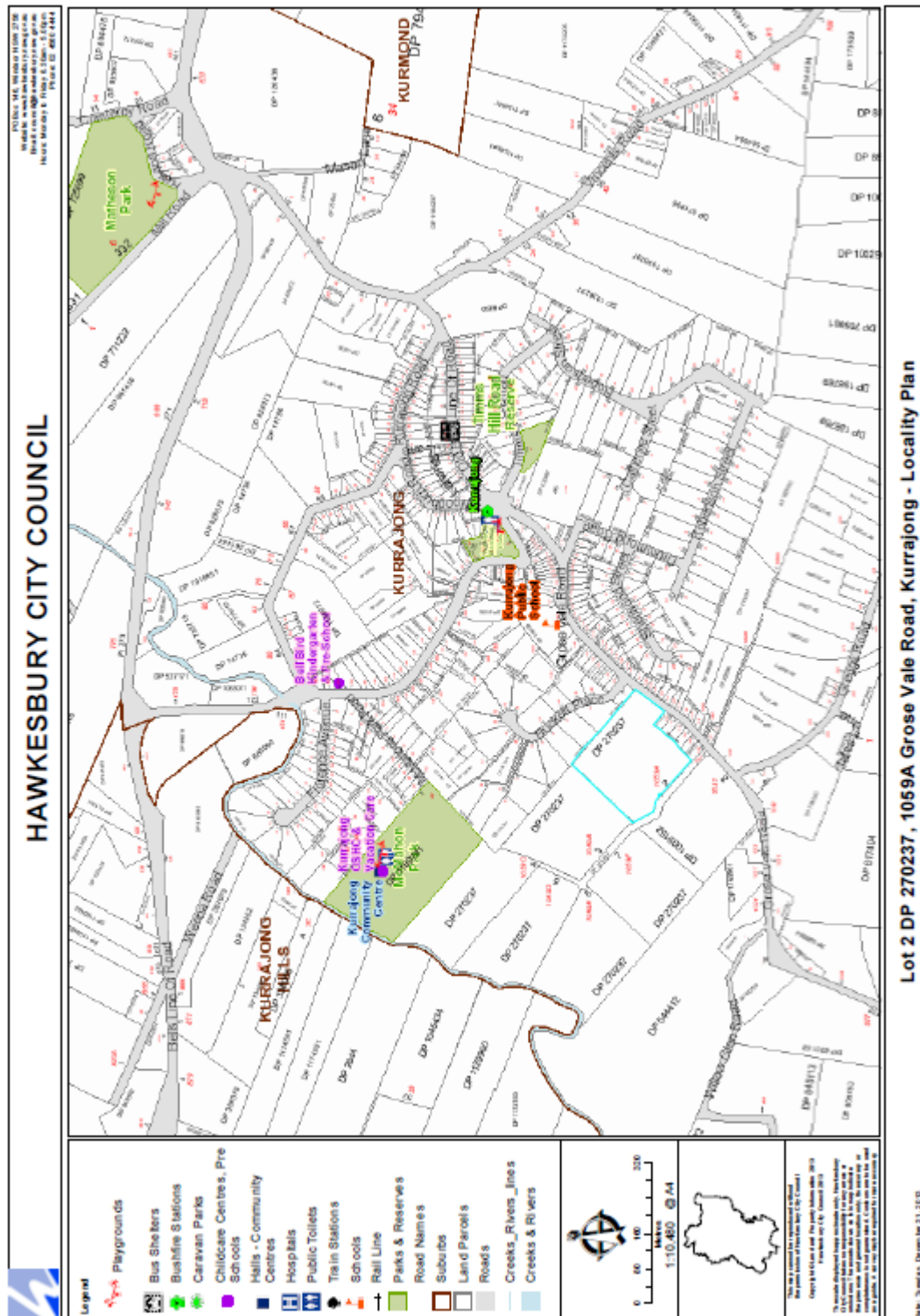
ATTACHMENTS:

- AT - 1 Locality Plan
- AT - 2 Subject Site
- AT - 3 Aerial Photo of Site
- AT - 4 Slope Map

ORDINARY MEETING

Meeting Date: 29 April 2014

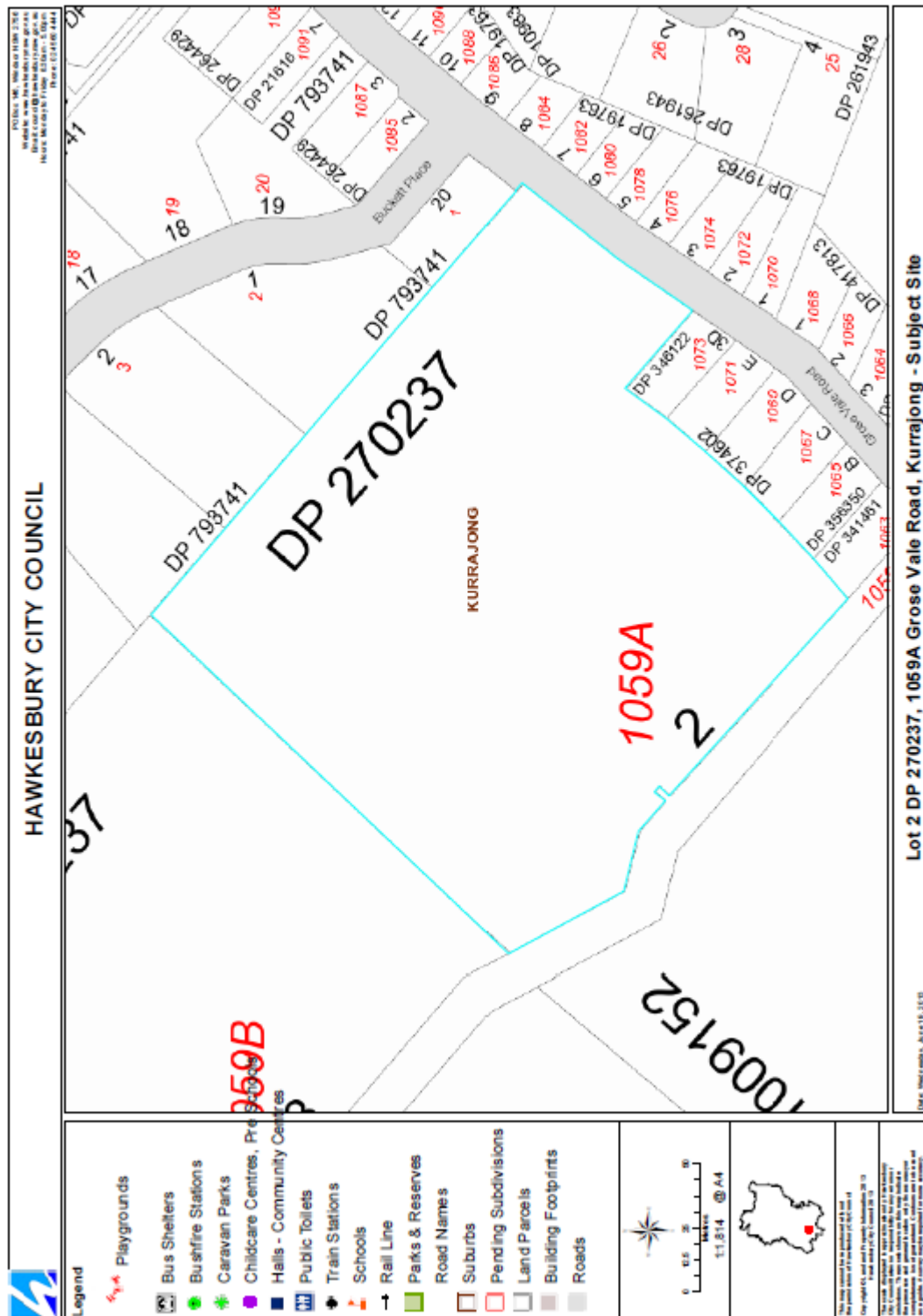
AT - 1 Locality Plan



ORDINARY MEETING

Meeting Date: 29 April 2014

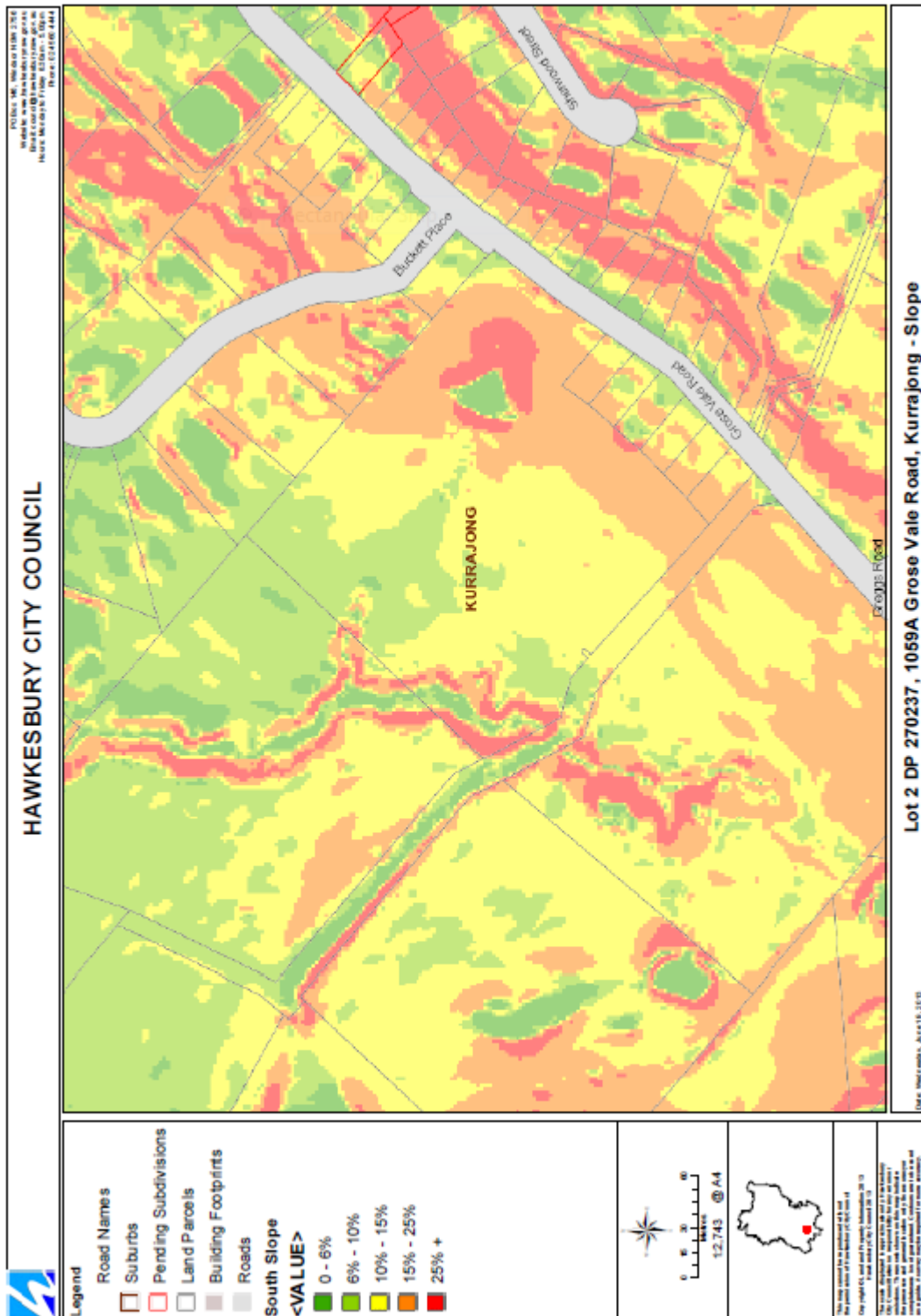
AT - 2 Subject Site



ORDINARY MEETING

Meeting Date: 29 April 2014

AT - 4 Slope Map



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ORDINARY MEETING

Meeting Date: 29 April 2014

Item: 77 **CP - Planning Proposal - Amendment to Hawkesbury Local Environmental Plan 2012 - 136 Longleat Lane, Kurmond - (95498)**

Previous Item: 22, Ordinary (25 February 2014)

REPORT:

Executive Summary

This report discusses a planning proposal which seeks to amend *Hawkesbury Local Environmental Plan 2012* (LEP 2012) in order to permit the subdivision of Lot 8 DP7565, 136 Longleat Lane, Kurmond into four lots.

It is recommended that Council support the preparation of the planning proposal.

Consultation

The planning proposal has not yet been exhibited. 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* and associated Regulations and as specified in the "Gateway" determination.

Background

A report for this matter was presented to the Council meeting of 25 February 2014 where Council resolved the following:

"That the matter be deferred pending a site inspection".

A site inspection was undertaken on Monday 7 April 2014 and was attended by Councillors Lyons-Buckett, Porter, Rasmussen, Reardon and Williams. Apologies were received from the Mayor, Councillor Ford and Deputy Mayor, Councillor Tree and Councillors Calvert, Connolly, Creed, Mackay and Paine. The inspection was also attended by Council's Development Services Manager and the applicant.

Planning Proposal

The planning proposal submitted by Glenn Falson Urban & Regional Planning Consultant (Falson) seeks an amendment to *Hawkesbury Local Environmental Plan 2012* (LEP 2012) in order to permit the subdivision of Lot 8 DP 7565, 136 Longleat Lane, Kurmond into four lots. A concept plan of the proposed subdivision is attached to this report for information only. This concept plan does not form part of the planning proposal and can only be considered by Council when submitted with a development application.

The effect of the planning proposal would be to amend the Lot Size Map of LEP 2012 to provide for a minimum lot size of 4,000m² towards the front of the property and a minimum lot size of 1ha for the balance of the property.

Subject Site and Surrounds

The site is located to the south-west of the Kurmond village at the end of Longleat Lane. The site has an area of 3.97ha, with a frontage to Longleat Lane of approximately 128m and an average depth of approximately 330m.

The site contains a dwelling, associated outbuildings and a dam. Towards the rear of the site is a watercourse with surrounding dense vegetation. The watercourse as part of a larger watercourse extending generally in a south-east direction from near Bells Line of Road down to Redbank Creek near Peel Park, North Richmond. The remainder of the site is a mix of open grassland and scattered trees and shrubs. Council's vegetation mapping records the site as containing Shale Sandstone Transition Forest

ORDINARY MEETING

Meeting Date: 29 April 2014

(Low Sandstone), Shale Sandstone Transition Forest (High Sandstone), Transitional Forest, and Unclassified vegetation. Shale Sandstone Transition Forest is a sub-set of Cumberland Plain Woodland which is a critically endangered ecological community under the *Threatened Species Conservation Act 1995*.

The land has an elevation of approximately 99m AHD towards Longleat Lane and then falls, easterly towards the watercourse, to approximately 58m AHD. Approximately the first third of the site from Longleat Lane has a slope less than 15%, the remaining two thirds of the site contains slopes in excess of 15%.

The site is zoned RU4 Primary Production Small Lots under LEP 2012. The current minimum lot size for subdivision of this land is 4ha. Properties immediately to the north, south and west are zoned RU4, properties immediately to the east are zoned RU1 Primary Production.

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

The site is shown as being bushfire prone (bushfire vegetation category 1) on the NSW Rural Fire Service's Bushfire Prone Land Map.

The site is shown as being within Acid Sulfate Soil Classification 5. This represents a relatively low chance of acid sulphate soils being present on the site.

The site is shown as being Agriculture Land Classification 3 and 4 on maps prepared by the former NSW Department of Agriculture.

Surrounding properties are generally in the order of 2ha to 6ha in size.

The above issues are discussed in more detail later in this report.

Metropolitan Strategy, Draft North West Subregional Strategy and Hawkesbury Residential Land Strategy

The NSW Government's Metropolitan Strategy and Draft North West Subregional Strategy establish the broad planning directions for the Sydney metropolitan area and north-western sector of Sydney respectively. These documents identify a number of strategies, objectives and actions relating to the economy and employment, centres and corridors, housing, transport, environment and resources, parks and public places, implementation and governance.

These two documents have a high level metropolitan and regional focus and for the most part are not readily applicable to a singular rural residential planning proposal at Kurmond. Notwithstanding this the applicant has provided an assessment of the planning proposal against these two documents and concludes that the proposal is consistent with these strategies. Taking into consideration the location of the proposed development, i.e. on the north-western side of the Hawkesbury River and in close proximity to Kurmond Village, and the unsuitability of the site to provide for an increased density of housing development beyond what is proposed it is considered that the proposal demonstrates satisfactory compliance with these strategies.

The Hawkesbury Residential Land Strategy (HRLS) is, in part, a response to the above mentioned State strategies and seeks to identify residential investigation areas and sustainable development criteria which are consistent with the NSW Government's strategies.

The proposal can be described as a rural residential development in proximity to the Kurmond village.

The HRLS states that the future role of rural residential development is as follows:

"Rural residential developments have historically been a popular lifestyle choice within Hawkesbury LGA. However, rural residential development has a number of issues associated with it including:

ORDINARY MEETING

Meeting Date: 29 April 2014

- Impacts on road networks;
- Servicing and infrastructure;
- Access to facilities and services;
- Access to transport and services;
- Maintaining the rural landscape; and
- Impacts on existing agricultural operations.

Whilst this Strategy acknowledges rural residential dwellings are a part of the Hawkesbury residential fabric, rural residential dwellings will play a lesser role in accommodating the future population. As such, future rural development should be low density and large lot residential dwellings."

For the purposes of this proposal, the relevant criteria for rural residential development, as specified in Section 6.5 of the HRLS, are that it be large lot residential dwellings and:

- Be able to have onsite sewerage disposal;
- Cluster around or on the periphery of villages;
- Cluster around villages with services that meet existing neighbourhood criteria services as a minimum (within a 1km radius);
- Address environmental constraints and have minimal impact on the environment; and
- Within the capacity of the rural village

The ability to dispose of effluent on site is discussed in later sections of this report.

The site is proximate to the Kurmond village centre (i.e. from the centre of the Kurmond commercial area to the centre of the subject site is approximately 1,100m), and is within the previously identified "Kurmond investigation area" as resolved by Council on 5 February 2013.

Relevant environmental constraints are discussed in later sections of this report.

Council Policy - Rezoning of Land for Residential Purposes - Infrastructure Issues

On 30 August 2011, Council adopted the following Policy:

"That as a matter of policy, Council indicates that it will consider applications to rezone land for residential purposes in the Hawkesbury LGA only if the application is consistent with the directions and strategies contained in Council's adopted Community Strategic Plan, has adequately considered the existing infrastructure issues in the locality of the development (and the impacts of the proposed development on that infrastructure) and has made appropriate provision for the required infrastructure for the proposed development in accordance with the sustainability criteria contained in Council's adopted Hawkesbury Residential Land Strategy.

Note 1:

In relation to the term "adequately considered the existing infrastructure" above, this will be determined ultimately by Council resolution following full merit assessments, Council resolution to go to public exhibition and Council resolution to finally adopt the proposal, with or without amendment.

Note 2:

The requirements of the term "appropriate provision for the required infrastructure" are set out in the sustainability matrix and criteria for development/settlement types in chapter six and other relevant sections of the Hawkesbury Residential Land Strategy 2011."

Compliance with the HRLS has been discussed above. Compliance with CSP will be discussed later in this report.

Council Policy - Our City Our Future Rural Rezoning Policy

This Policy was adopted by Council on 16 May 1998 and had its origin in the Our City Our Future study of the early 1990s.

Since the time of adoption this Policy has essentially been superseded by subsequent amendments to *Hawkesbury Local Environmental Plan 1989*, NSW Draft North West Subregional Strategy, the Hawkesbury Residential Land Strategy, the Hawkesbury Community Strategic Plan, the commencement of LEP 2012, and the DP&I's "Gateway" system for dealing with planning proposals.

The Policy is repeated below with responses provided by the applicant.

- a) Fragmentation of the land is to be minimised.

Applicant response

The land is within an area identified within Council's subsequent Residential Land Strategy as having urban potential. Fragmentation of this land is envisaged by this subsequent strategy.

- b) Consolidation within and on land contiguous with existing towns and villages be preferred over smaller lot subdivision away from existing towns and villages

Applicant response

The proposed is consistent with this principle.

- c) No subdivisions along main road and any subdivision to be effectively screened from minor roads

Applicant response

The site does not front and is not visible from a main road.

- d) No subdivision along ridgelines or escarpments

Applicant response

The site is not on a ridgeline or in an escarpment area.

- e) Where on site effluent disposal is proposed, lots are to have an area of at least 1 (one) hectare unless the effectiveness of a smaller area can be demonstrated by geotechnical investigation.

Applicant response

The lots will vary in size down to a minimum of 4000m². This is the size of allotment that is indicated by Council as normally being the minimum to contain on-site effluent disposal in later studies (e.g. Kurrajong Heights, Wilberforce and within LEP 2012 generally). There has been an effluent disposal assessment which concludes that the size of the lots proposed and other criteria is met such that the lots are suitable for effluent disposal.

Staff response

This Policy provision has been completely superseded by Clause 4.1D of the Hawkesbury Local Environmental Plan (LEP) which sets the minimum allotment size for subdivisions within an area not serviced by reticulated sewer at 4,000m².

ORDINARY MEETING

Meeting Date: 29 April 2014

- f) The existing proportion of tree coverage on any site is to be retained or enhanced.

Applicant response

The subdivision does not propose removal of vegetation. Some vegetation removal may be required for bushfire asset protection zones however this is considered to be minimal if at all. The majority of vegetation on site will be left in its current state and the percentage that might need to be removed is minimal.

- g) Any rezoning proposals are to require the preparation of Environmental Studies and Section 94 Contributions Plans at the applicant's expense.

Applicant response

The rezoning process has altered since this policy of Council. The Gateway Process will dictate whether further studies are required.

Staff response

It is considered that an Environmental Study is not required in this case as the Act and Gateway process does not require Environmental Studies in all cases. As stated by the applicant the Gateway process will dictate whether further studies are required.

- h) Community title be encouraged for rural subdivision as a means of conserving environmental features, maintaining agricultural land and arranging for the maintenance of access roads and other capital improvements.

Applicant response

The form of title for subdivision of the land has not been determined. Community title can be investigated should the Planning Proposal proceed.

Section 117 Directions

Section 117 Directions are issued by the Minister for Planning and Infrastructure and apply to planning proposals. Typically, the Section 117 Directions will require certain matters to be complied with and/or require consultation with government authorities during the preparation of the planning proposal. A summary of the key Section 117 Directions follows:

Direction 1.2 Rural Zones

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).

Direction 1.3 Mining, Petroleum Production and Extractive Industries

Requires consultation with NSW Industry and Investment.

Direction 3.4 Integrating Land Use and Transport

Planning proposals must locate zones for urban purposes and include provisions that give effect to and are consistent with the aims, objectives and principles of Improving Transport Choice - Guidelines for planning and development (DUAP 2001)

In summary, this document seeks to provide guidance on how future development may reduce growth in the number and length of private car journeys and make walking, cycling and public transport more attractive. It contains ten “Accessible Development” principles which promote concentration within centres, mixed uses in centres, aligning centres with corridors, linking public transport with land use strategies, street connections, pedestrian access, cycle access, management of parking supply, road management, and good urban design.

The document is very much centres based and not readily applicable to consideration of a rural-residential planning proposal. The document also provides guidance regarding consultation to be undertaken as part of the planning proposal process and various investigations/plans to be undertaken. It is recommended that if this planning proposal is to proceed Council seek guidance from the DP&I via the “Gateway” process, regarding the applicability of this document.

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 sulphate soils. This Direction requires consideration of the Acid Sulfate Soils Planning Guidelines adopted by the Director-General of DP&I. The subject site is identified as “Class 5” (less constrained) on the Acid Sulphate Soils Planning Maps. The DP&I will consider this as part of their “Gateway” determination and if required can request further information/consideration of this matter.

Direction 4.4 Planning for Bushfire Protection

Requires consultation with the NSW Rural Fire Service, compliance with Planning for Bushfire Protection 2006, and compliance with various Asset Protection Zones, vehicular access, water supply, layout, and building material provisions.

Direction 6.1 Approval and Referral Requirements

The objective of this Direction is to ensure that LEP provisions encourage the efficient and appropriate assessment of development. It is considered that the planning proposal is consistent with this Direction as it does not require the concurrence, consultation or referral of development applications to a Minister or public authority, and does not identify development as designated development.

Direction 6.3 Site Specific Provisions

The objective of this Direction is to discourage unnecessary restrictive site specific planning controls. The planning proposal proposes an amendment to the Lot Size Map. It is considered that the proposed amendment is consistent with this Direction.

Direction 7.1 Implementation of the Metropolitan Strategy

Requires planning proposals to be consistent with the NSW Government’s Metropolitan Strategy City of Cities, A Plan for Sydney’s Future.

The Section 117 Directions above do allow for planning proposals to be inconsistent with the Directions. In general terms a planning proposal may be inconsistent with a Direction only if the DP&I are satisfied that the proposal is:

- a) justified by a strategy which:
- gives consideration to the objectives of the Direction, and
 - identifies the land which is the subject of the planning proposal (if the planning proposal relates to a particular site or sites), and
 - is approved by the Director-General of the DP&I, or

ORDINARY MEETING

Meeting Date: 29 April 2014

- b) justified by a study prepared in support of the planning proposal which gives consideration to the objectives of this Direction, or
- c) in accordance with the relevant Regional Strategy or Sub-Regional Strategy prepared by the Department of Planning which gives consideration to the objective of this Direction, or
- d) is of minor significance.

The HRLS has been prepared with consideration given to the various policies and strategies of the NSW Government and Section 117 Directions of the Minister. In this regard, a planning proposal that is consistent with the Hawkesbury Residential Land Strategy is more likely to be able to justify compliance or support for any such inconsistency.

State Environmental Planning Policies

The State Environmental Planning Policies of most relevance are *State Environmental Planning Policy No. 55 Remediation of Land*, *Sydney Regional Environmental Plan No. 9 - Extractive Industry (No 2- 1995)* and *Sydney Regional Environmental Plan No. 20 Hawkesbury - Nepean River (No.2 - 1997)*.

SEPP 55 requires consideration as to whether or not land is contaminated, and if so, whether it is suitable for future permitted uses in its current state or does it require remediation. The SEPP 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.

The applicant advises that there is no past use of the land that would require a remediation plan being implemented.

If the planning proposal is to proceed further consideration of potential contamination can be dealt with after DP&I's "Gateway" determination.

The primary aims of SREP No 9 (No.2 -1995) 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 site is not within the vicinity of land described in Schedule 1, 2 and 5 of the SREP nor will the proposed development restrict the obtaining of deposits of extractive material from such land.

The aim of SREP 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 SREP 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;

ORDINARY MEETING

Meeting Date: 29 April 2014

- 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;
- when considering a proposal for the rezoning or subdivision of land which will increase the intensity of development of rural land (for example, by increasing cleared or hard surface areas) so that effluent equivalent to that produced by more than 20 people will be generated, consider requiring the preparation of a Total Water Cycle Management Study or Plan;
- 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;
- 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.

It is considered that some form of rural residential development on the subject land has the potential to either satisfy the relevant provisions SREP No 20 or be able to appropriately minimise its impacts.

Character of the Area

The area surrounding the site contains a mix of lot sizes generally in the order of 2ha to 6ha. The proponent advises that there would not be any substantive change to the landscape of the site or surroundings if the subdivision were to proceed, changing the site from rural to large lot residential is not beyond the capacity of the land to satisfactorily absorb three additional houses which would be hardly distinguishable in the context of the site and its surroundings.

Topography

The land has an elevation of approximately 99m AHD towards Longleat Lane and then falls, easterly towards the watercourse, to approximately 58m AHD. Approximately the first third of the site from, Longleat Lane, has a slope less than 15%, the remaining two thirds of the site (primarily on proposed Lot 404) contains slopes in excess of 15%.

The HRLS recognises slopes greater than 15% act as a constraint to development. It is considered that all lots have sufficient land with a slope less than 15% to accommodate and dwelling, outbuildings and driveways. It would appear that on site waste water disposal systems on proposed Lot 402 and 403 can be accommodated on land less than 15% in slope, a disposal system on proposed Lot 404 may need to be installed partly on land greater than 15%.

Public Transport and Traffic Generation

Public transport is limited to the Westbus Route 682 service along Bells Line of Road between Richmond and Kurrajong. The service operates every 30 minutes during peak period. The closest bus stop is located within the Kurmond village. Given the limited frequency of service and the location of the bus stop it is anticipated that the occupants of the proposed subdivision will be private vehicle dependent.

The planning proposal is not supported by a traffic impact statement and the cumulative impact of similar proposals that may occur in the future has not been considered by the planning proposal. It is considered that this is a matter for Council and the RMS to address with the outcome being incorporated into affected planning proposals.

In recent reports to Council dealing with other planning proposals within the vicinity of Kurmond it has been noted that Council has received petitions from residents west of the Hawkesbury River concerned about rezoning of land for residential purposes in the absence of necessary infrastructure upgrades. To address this it has been recommended that Council commence the preparation of a Section 94 Contributions Plan for the land within the vicinity of Kurmond to ensure that all proposed developments in the locality contribute to the required infrastructure, especially road upgrade and provision, in the locality. Alternatively applicants and Council can commence Voluntary Planning Agreement negotiations to address this issue. It is considered this is a fundamental matter to be dealt with by Council prior to the finalisation of any planning proposals in the locality as the cumulative impact of these types of development will be unacceptable if no traffic improvements are made.

Services

The applicant advises that the land is serviced by power and telecommunication services. A reticulated water supply is not available to the site, hence future occupants will need to rely on tank water. The existing dwelling on proposed Lot 401 is served by a septic tank and trench system and is currently subject to a five year licence to operate issued by Council. The location of this system relative to the boundaries of proposed Lot 401 is unknown, this can be further investigated at Development Application stage.

A preliminary wastewater disposal feasibility study has been submitted with the planning proposal. The study provides a preliminary assessment of the site's suitability for onsite effluent disposal. The study proposes an irrigation area of 453m² with wet weather storage of 65,000 litres. The study has not provided a detailed assessment of the land's capability to absorb nitrogen or phosphorus. It is anticipated that with further investigation of these matters an irrigation area of 1000m² - 1200m² would be required. In light of this it is considered that the proposed lots have sufficient area to cater for the onsite disposal of wastewater.

Ecology

Towards the rear of the site is a watercourse with surrounding dense vegetation. The watercourse forms part of a larger watercourse extending generally in a south-east direction from near Bells Line of Road down to Redbank Creek near Peel Park, North Richmond. The remainder of the site is generally cleared with a mix of open grassland and scattered trees and shrubs. Council's vegetation mapping records site as containing Shale Sandstone Transition Forest (Low Sandstone), Shale Sandstone Transition Forest (High Sandstone), Transitional Forest, and Unclassified vegetation. Shale Sandstone Transition Forest is a sub-set of Cumberland Plain Woodland which is a critically endangered ecological community under the *Threatened Species Conservation Act 1995*.

It is considered that the concept subdivision plans show sufficient land within the generally cleared area that could be available for the erection of buildings, waste water disposal and asset protection zones. Furthermore the planning proposal does not seek to amend *Clause 6.4 Terrestrial biodiversity* of the LEP or the associated map layer hence detailed consideration of any future development of the land can occur at development application stage.

Bushfire Hazard

The site is shown as being bushfire prone (bushfire vegetation category 1) on the NSW Rural Fire Service's Bushfire Prone Land Map.

If the planning proposal is to proceed it will be referred to the NSW Rural Fire Service (RFS), being the responsible authority of bushfire protection, for comment.

Agricultural Land Classification

The site is shown as being Agriculture Land Classification 3 and 4 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 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.*
4. *Land suitable for grazing but not for cultivation. Agriculture is based on native pastures or improved pastures established using minimum tillage techniques. Production may be seasonally high but the overall production level is low as a result of major environmental constraints."*

Given the proximity of the site to surrounding rural residential properties and the size and slope of the site it is considered that it is unlikely the site could be used for a substantial or sustainable agricultural enterprise.

Compliance with DP&I Guidelines for Preparing Planning Proposals

The planning proposal has been prepared generally in accordance with DP&I guidelines published in October 2012. Minor corrections are required to the planning proposal, these can be dealt with by the applicant and Council staff prior to the planning proposal being forwarded to the DP&I for a "Gateway" determination.

Conformance to Community Strategic Plan

The proposal is consistent with the Looking After People and Plan Directions statement:

- Offer residents a choice of housing options that meets their needs whilst being sympathetic to the qualities of the Hawkesbury

ORDINARY MEETING

Meeting Date: 29 April 2014

- Population growth is matched with the provision of infrastructure and is sympathetic to the rural, environmental, heritage values and character of the Hawkesbury
- Have development on both sides of the river supported by appropriate physical and community infrastructure

Conclusion

It is considered that some form of rural residential development on the subject site is appropriate and feasible and it is recommended that Council support amending LEP 2012 to allow the subject land to be developed for rural residential development.

It is also recommended that if the DP&I determines that the planning proposal is to proceed, this development, via a Section 94 plan or Voluntary Planning Agreement, contribute to the required infrastructure, especially road upgrade and provision, in the locality.

Financial Implications

The applicant has paid the fees required by Council's fees and charges for the preparation of a local environmental plan.

Planning Decision

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

RECOMMENDATION:

That:

1. Council support the preparation of a planning proposal for Lot 8 DP7565, 136 Longleat Lane, Kurmond to allow development of the land for rural residential development.
2. Council does not endorse any proposed subdivision layout submitted with the planning proposal as this will need to be subject to a development application should the planning proposal result in gazettal.
3. The planning proposal be forwarded to the Department of Planning and Infrastructure for a "Gateway" determination.
4. The Department of Planning and Infrastructure be advised that Council wishes to request a Written Authorisation to Exercise Delegation to make the Plan.
5. The Department of Planning and Infrastructure and the applicant be advised that in addition to all other relevant planning considerations being addressed, final Council support for the proposal will only be given if Council is satisfied that satisfactory progress, either completion of the Section 94 Developer Contributions Plan or a Voluntary Planning Agreement, has been made towards resolving infrastructure provision for this planning proposal.

ORDINARY MEETING

Meeting Date: 29 April 2014

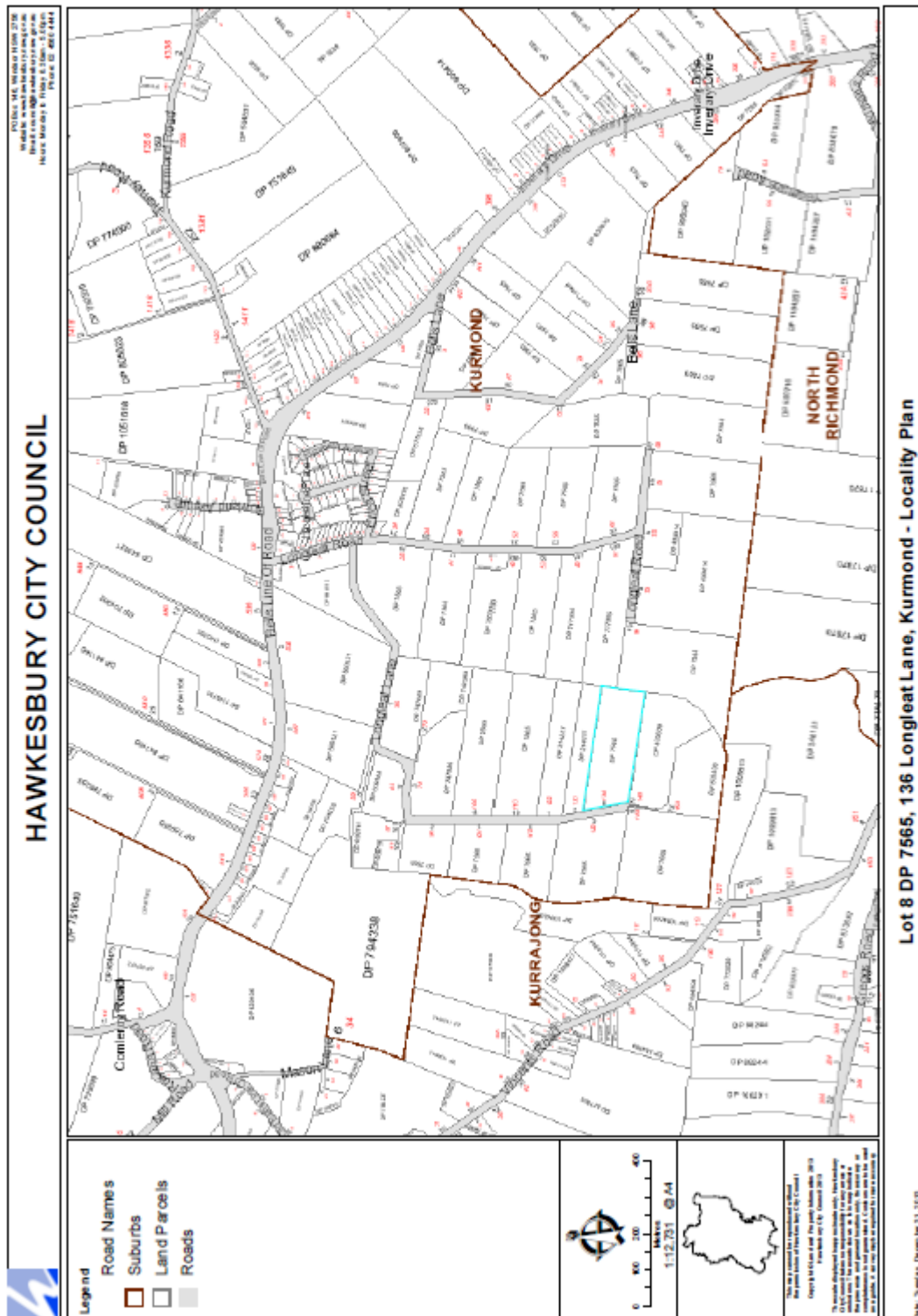
ATTACHMENTS:

- AT - 1** Locality Plan
- AT - 2** Subject Site
- AT - 3** Aerial Photo of Site
- AT - 4** Slope Map

ORDINARY MEETING

Meeting Date: 29 April 2014

AT - 1 Locality Plan



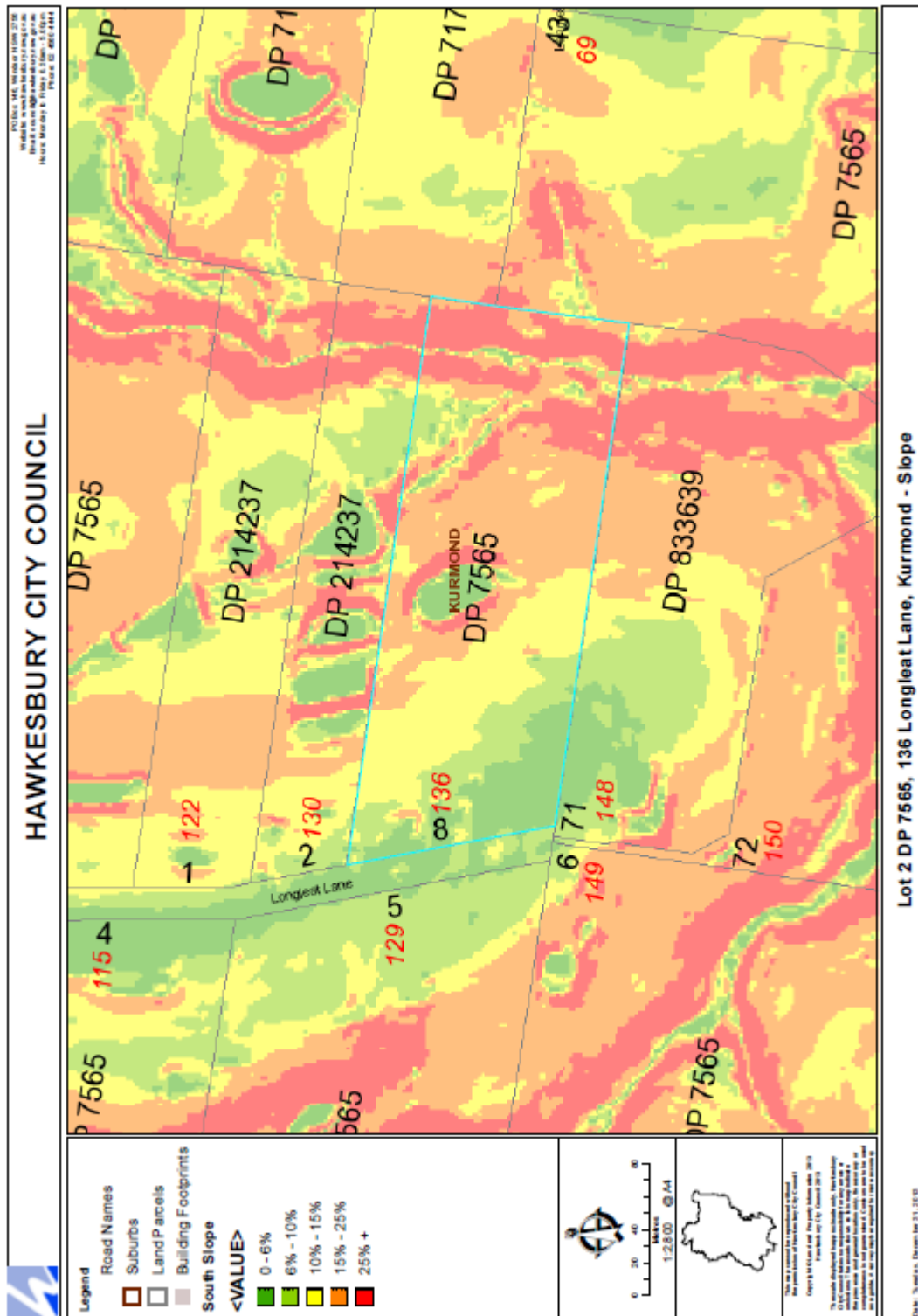
Meeting Date: 29 April 2014

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ORDINARY MEETING

Meeting Date: 29 April 2014

AT - 4 Slope Map



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ORDINARY MEETING

Meeting Date: 29 April 2014

Item: 78 **CP - Development Report - DA0453/13 - Lot 263 DP751665 - 3 Hendrens Road, Ebenezer - (95498, 78878, 1845, 2807)**

Previous Item: 24, Ordinary (25 February 2014)

Development Information

File Number: DA0453/13
Property Address: 3 Hendrens Road, Ebenezer
Applicant: Urban City Consulting Pty Limited
Owner: Mrs JM Porter, Mr RH Porter and Mr SR Porter
Proposal Details: Earthworks – Restoration and rehabilitation
Estimated Cost: \$10,000
Zone: RU2 Rural Landscape
Date Received: 27/08/2013
Advertising: 2/09/2013 – 19/09/2013

Key Issues: ♦ Earthworks
 ♦ Integrated development

Recommendation: Approval

REPORT:

Executive Summary

An application has been lodged seeking approval for earthworks associated with the rehabilitation of a previously approved tyre landfill site.

The proposed earthworks specifically involve the addition of a clay/shale capping layer to areas of the site that have subsided and are subject to erosion. The assessment of this application is confined to a rehabilitation proposal because the original tyre landfill was approved and operated under Development Consent No. DA0347/92.

Although the works are minor in depth, a development application is necessary as the works extend beyond the area of rehabilitation works previously approved by Council. The application has been referred to Council for determination as the landowner is a Councillor.

Background

At Council's meeting of 25 February 2014 this application was deferred pending a site inspection and review by the Environmental Protection Authority (EPA).

The EPA inspected the property on 12 March 2014 and in a letter to Council received on 19 March 2014, have raised no objection to the proposal.

A separate site inspection was attended on Monday, 7 April 2014 by Councillors Lyons-Buckett, Rasmussen, Reardon and Williams as well as the applicant; the Development Services Manager and the co-owner Councillor Porter.

The application is recommended for approval subject to conditions.

Previous Approvals

- DA0347/92 – Approval granted for a tyre land-filling operation.

ORDINARY MEETING

Meeting Date: 29 April 2014

- BA1467/93 – Approval granted for the placement of a re-sited dwelling house on the land.
- DA0347/92A – Approval granted for a modification of consent to the existing tyre land-filling operation.
- DA1463/03 – Approval granted for a farm shed.
- DA0111/13 – Approval granted for use of the existing building (shed) as a gymnasium.

History

- 1993 – DA0347/92 approved a tyre landfill at the subject property.
- 1994 – DA0347/92A modified the original consent to permit a further five years to complete the tyre landfill.
- May 2000 – The activity of tyre land filling ceased
- July 2000 – Order issued by Council to the owner to restore the land
- October 2002 – Owner requested consent to carry out rehabilitation work and import fill material to a depth of 150mm over an area of 400m x 300m during a six month period.
- March 2003 – Council approved limited fill 150mm over dimensions of 185mx 65m (i.e. a total area of 12,000sqm)
- November 2012 – Following a complaint, Council officers undertook an inspection of the subject property. An inspection revealed that filling was taking place and an open cell was observed.
- December 2012 – Council officers directed the landowner to cease the importation of any further fill.
- January 2013 – The landowner advised Council that a consultant would be preparing a Development Application for the shed.
- February 2013 – Council received documents from a consultant on behalf of the landowner in relation to the landfill activities at the subject property.
- April 2013 – A consultant responded on behalf of the landowner indicating that no further land fill is anticipated to be imported and that the further earthworks involve fill material already on site.
- August 2013 – Development application lodged by consultant on behalf of the landowner.
- February 2014 – The EPA wrote to Council requesting information relating to the site and the subject application.
- March 2014 – Council staff and the EPA inspected the site on 12 March 2014.

Legislation, Policies, Procedures and Codes to Which the Matter Relates

- Hawkesbury Local Environmental Plan 2012 (HLEP 2012)
- State Environmental Planning Policy No. 44 – Koala Habitat Protection (SEPP No. 44)
- State Environmental Planning Policy No. 55 – Remediation of Land (SEPP No. 55)
- State Regional Environmental Plan No. 20 – Hawkesbury-Nepean River (SREP No. 20)
- Hawkesbury Development Control Plan 2002 (HDCP 2002)

Section 79C Matters for Consideration

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

a. **The provisions (where applicable) of any:**

i. **Environmental Planning Instrument:**

Hawkesbury Local Environmental Plan 2012

The proposed earthworks are permitted within the RU2 Rural Landscape zone. Section 6.2 of the HLEP 2012 allows earthworks to be undertaken with the consent of Council on all land.

The proposal is seen to be consistent with the objectives of the RU2 Rural Landscape zone in that:

- Although the works are minor in depth, a development application is necessary as the works extend beyond the area of rehabilitation works previously approved by Council and also involves the importation of additional clean fill material.
- The application has addressed the drainage requirements, intended future use of the land and provided details of the proposed fill.
- The location of the works are sufficiently distant from adjoining land and riverine environments to be of negligible impact.
- The recommended conditions of consent will regulate the use of excavated or imported material.

State Environmental Planning Policy No.44 – Koala Habitat Protection

No indigenous vegetation is to be removed to accommodate the land filling works. Having regards to the requirements of SEPP No. 44 it is considered that the proposal will not remove vegetation or disturb any natural habitats which may be considered as 'core koala habitat'.

State Environmental Planning Policy No. 55 – Remediation of Land

The use of part of the land for tyre land fill was previously approved. The proposed use of the rehabilitated land fill area was previously indicated as being for pastoral use. The documentation submitted with the application indicates that the fill material will comprise 450 cubic metres of imported excavated natural material (ENM) for the capping base and 450 cubic metres of material from the site for the top layer as a growing medium to provide a total of 900 cubic metres of material for filling. Should the application be approved a condition is recommended to ensure this is the case.

Sydney Regional Environmental Plan No 20

The aim of this Plan is to protect the environment of the Hawkesbury-Nepean River system by ensuring the impacts of future land use are considered in the regional context. General and specific matters for consideration, specific planning policies and recommended strategies and development controls, which are to be considered in the assessment of development applications, are included in the policy.

The proposal is unlikely to result in any significant adverse environmental impacts on any downstream local government areas. It is also unlikely that the proposal will have an impact on the water table or result in the formation of acid sulphate soils.

The proposed works are in an area previously cleared. It is considered that there will be no significant adverse impact on flora and fauna species, populations or habitats.

ORDINARY MEETING**Meeting Date:** 29 April 2014

It is therefore considered that the proposal satisfies the objectives and relevant provisions of SREP No. 20.

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

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

iii. Development Control Plan applying to the land:

HDCP 2002 applies to the land.

The proposed earthworks are generally consistent with the provisions of Part D Chapter 7 of the HDCP 2002 as discussed below. The HDCP 2002 permits the placement of clean fill with Council's consent.

Part D Chapter 7 – HDCP 2002 – Principles

HDCP 2002 Principles	Comment
1. Allow alteration of land where it enhances the development and/or use of land	The proposal is to provide suitable surface for the use of the land for grazing.
2. Ensure that no adverse impact results on local drainage or floodway characteristics in a catchment from landfill works	The land is not within a floodway. The proposal extends beyond the area previously approved however provides a minor depth of fill and is therefore likely to have a negligible impact on local drainage.
3. Ensure that fill material is satisfactory in terms of compaction, type and characteristics in order to mitigate against potential problems such as landslip, soil erodibility, sedimentation or siltation of natural watercourses or drainage lines	Conditions of approval are recommended requiring the compaction to a standard suitable for the intended landuse.
4. Ensure that appropriate environmental measures are applied to landfill/earthwork sites in order to conserve the landscape and protect the surrounding environment	Conditions of approval are recommended to provide appropriate protection measures to local waterways. No vegetation or tree removal is proposed.
5. Establish, maintain and promote appropriate site rehabilitation or revegetation techniques for landfill works in order to ensure properties are not sterilised for future land uses and protect the surrounding environment	The proposed rehabilitation and vegetation techniques proposed are consistent with the intended land use. NOTE: To leave the site in its current state would be inconsistent with this provision.
6. Maintain and enhance the visual and scenic quality of locality by controlling form, bulk and scale to complement the environment and have minimum environmental impact	The proposed minor filling is consistent with the visual setting and final landforms of other rehabilitated areas on the land.
7. Ensure no adverse effects on adjoining properties (drainage, structure, stability, fences)	The works are contained wholly within the boundary of the site and hence do not influence adjoining land in this manner.

ORDINARY MEETING**Meeting Date:** 29 April 2014

HDCP 2002 Principles		Comment
8.	Protect, restore and maintain the local non-urban character of areas and ensure viable agricultural land is sustained	The intended landuse for pasture is the same as the landuse prior to the tyre landfill operation commencing.
9.	Protect the health and safety of human residents	The proposal seeks to rectify the uneven surface of the land for pasture use. The land is not suitable for building and a restriction on the title is proposed as a recommended condition of consent.
10.	Maintain water quality within the Hawkesbury Catchment area;	The proposed minor filling is unlikely to adversely influence the water quality of the catchment.
11.	Ensure that degradation of the environment does not recur from acid sulphate soils, sodic soil or saline soils	The proposed land filling is not expected to increase salinity as the extent of the works are relatively minor and will not raise the watertable.

Part D Chapter 7 – HDCP 2002 – Objectives

HDCP 2002 Objectives		Comment
1.	The final land reclamation or finished contour surface levels (after backfilling of trenches) of shredded tyre landfill operations or works must be a satisfactory minimum height above the enclosed tyre particles to help assist in retention and compaction	The applicant has indicated that previous fill materials used for backfilling (i.e. sandy soils) were ineffective in providing a suitable finished surface. The proposal is to change the backfill material to a clay/shale mix which has (based on more recent works already partially undertaken) provided a more suitable material for the purpose of land reclamation.
2.	The placement of shredded tyres in excavated trenches must not generally exceed the existing natural contour/ground level	Not applicable – This application is for rehabilitation only. The tyre landfill was approved under a separate application.
3.	The development of a detention basin and/or associated diversion channels will be required to direct upstream runoff from disturbed areas	No addition diversion works are required for this as the fill level is minor.
4.	The placement of a bund wall around the site may be required to help direct runoff from the disturbed excavation/landfill areas	No bund is required for this as the fill level is minor.

ORDINARY MEETING**Meeting Date:** 29 April 2014**Part D Chapter 7 – HDCP 2002 – Rules**

HDCP 2002 Rules	Comment
1. The top 300mm of fill must be topsoil in order to ensure site revegetation	The proposal meets this requirement.
2. The minimum finished surface grade for tyre landfill developments must be 2% in order to allow satisfactory surface runoff and overcome potential ponding or water logging above finished trenches/cells	The proposal meets this requirement.
3. The individual shredded tyre landfill trenches or cells should include a lateral drain to allow sub-surface drainage	Not applicable – This application is for rehabilitation only. The tyre landfill was approved under a separate application.
4. The provision of sedimentation traps and/or sedimentation detention basins will be required for shredded tyre landfill works in order to trap sediments associated with runoff from disturbed areas	Not applicable – This application is for rehabilitation only. The tyre landfill was approved under a separate application.
5. Containment and treatment of leachate must be monitored after completion of works by the owner for a period of five years, with copies of all tests lodged with Council every six months.	Not applicable – This application is for rehabilitation only. The tyre landfill was approved under a separate application.
6. The finished surface level will be subject to appropriate site regeneration/revegetation. The site regeneration works must include the spreading of topsoil and a combination of tube stock and seeding to help establish vegetation cover. The interim site revegetation program should include quick growing ground cover, particularly Japanese millet (in Spring/Summer) and Ryecorn (in Autumn/Winter)	The proposal meets this requirement.
7. Shredded tyre land filling operations will not generally be approved on bushfire prone lands due to the stockpiling of shredded tyres being an unacceptable high fire hazard.	Not applicable – This application is for rehabilitation only. The tyre landfill was approved under a separate application.

ORDINARY MEETING

Meeting Date: 29 April 2014

Part D Chapter 7 – HDCP 2002 – General Landfill Requirements

HDCP 2002 General Landfill Requirements	Comment
1. Section 7.3.1 – Council consent Development consent may not be required for land filling when it is ancillary to another development that is the subject of consent already issued under the Act. Any land filling in these circumstances still require compliance with provisions of this DCP to prevent environmental degradation. A further exception if turfing and/or top dressing works to a depth less than 150 millimetres.	Although the works are minor in depth, a development application is necessary as the works extend beyond the area of rehabilitation works previously approved by Council and also involves the importation of additional clean fill material.
2. Section 7.3.2 Riverbank/Foreshore Reshaping, Regrading and Stabilisation	The location of the proposed fill does not trigger the riverbank requirements.
3. Section 7.3.3 Temporary Stockpiles	No stockpiles are proposed in this application.
4. Section 7.3.4 Maintenance	This application is seeking to continue works as part of the rehabilitation process.
5. Section 7.3.5 Removal/Reinstatement or Removal/Rehabilitation	The application does not propose removal of the landfill.
6. 7.3.6 Aboriginal/Archaeological Sites	The land has not been identified as being of aboriginal or archaeological significance.
7. Limited Consent	Conditions are recommended to provide a two year time limit for the filling with periodic monitoring requirements and defined maintenance measures to ensure a long term outcome is achieved.

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

There is no such Planning Agreement in force.

v. Matters prescribed by the Regulations:

Schedule 3 Clause 32 of the EP&A Regulation 2000 outlines that the disposal of solid waste may be classified as 'designated development'. However, the proposed land filling is related to the rehabilitation of land to allow for the agricultural use of the property. It is accepted that the primary purpose of this development is not the disposal of solid waste. As such the designated development provisions of the EP&A Regulation do not apply in this instance

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

The proposed earthworks specifically involve the addition of a clay/shale capping layer to areas of the site that have subsided and are subject to erosion. The assessment of this application is confined to a rehabilitation proposal because the original tyre landfill was approved and operated under Development Consent No. DA0347/92 as amended.

The proposal extends beyond the area previously approved however provides a minor depth of fill and is therefore likely to have a negligible impact on local drainage.

ORDINARY MEETING

Meeting Date: 29 April 2014

The proposed works are intended to make the land suitable for pasture use and ensure that the ground surface is not uneven. The filling and compaction works are consistent with the HDCP 2002's requirements for landfill of this type.

Conditions are recommended to provide a two year time limit for the filling with periodic monitoring requirements and defined maintenance measures to ensure a long term outcome is achieved.

c. Suitability of the site for the development:

The development is considered suitable within the context of the locality.

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

No submissions received.

e. The Public Interest:

The capping of the tyres with a suitable material is in the public interest rather than leaving the tyres exposed and therefore at risk of ignition. The applicant has also indicated the current uneven surface results in a risk to use of the land by stock and site users.

There is a public interest involved in ensuring that the land will be rehabilitated as required by the recommended conditions of consent. This will be achieved by the requirements for monitoring as proposed.

Developer Contributions

The proposal, due to the value of works, the proposal is exempt from contributions under Section 94E of the Environmental Planning and Assessment Act 1979 or Council's Section 94A Contributions Plan.

Referrals

External

NSW Office of Water – The proposal is defined as 'integrated development' and consequently a referral to the Office of Water was undertaken. Having reviewed the proposal the Office of Water have issued their General Terms of Approval. The requirements of the Office of Water may be imposed as conditions of consent.

The obtainment of a controlled activity approval from the Office of Water will be required.

NSW Environmental Protection Authority – Given the extent of the works a referral to the EPA was not required. However the EPA contacted Council and an onsite meeting was arranged to view the site and ascertain the status of the landfill.

On 19 March 2014, the EPA provided written confirmation that they raised no objection to the proposal.

Conclusion

The application has been assessed in accordance with the provisions of the EP&A Act, with all the matters specified under section 79C(1) having been taken into consideration. In summary:

- The proposal will allow for the continuation of an approved rehabilitation activity,
- The partially re-activated agricultural activity of grazing is of a rural character,
- The proposal will not have a significant adverse impact on any endangered ecological communities, the habitat of threatened species or populations,

ORDINARY MEETING

Meeting Date: 29 April 2014

- The proposal will not have a significant adverse impact on water catchments, land surface conditions or important ecosystems such as streams and wetlands,
- Within the context of the site, the proposed filling is not seen to be excessive. Minor regrading and filling is proposed for the majority of landfill area,
- The modified levels are generally consistent with the intended rehabilitation proposals previously endorsed by Council. As such the visual impact of the proposal is expected to be minor.

As such the proposal is recommended for conditional approval.

Planning Decision

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

RECOMMENDATION:

That Council as the consent authority pursuant to Clause 80(1)(a) of the Environmental Planning and Assessment Act 1979 (as amended) approve Development Application No. DA0453/13 for earthworks on Lot 263 in DP 751665, known as 3 Hendrens Road, Ebenezer, subject to the following conditions:

General Terms of Approval – Office of Water

1. These General Terms of Approval (GTA) only apply to the controlled activities described in the plans and associated documentation relating to DA 2013/453 [NSW Office of Water Reference] and provided by Council:
 - (i) Site plan, map and/or surveys

Any amendments or modifications to the proposed controlled activities may render these GTA invalid. If the proposed controlled activities are amended or modified the NSW Office of Water must be notified to determine if any variations to these GTA will be required.
2. Prior to the commencement of any controlled activity (works) on waterfront land, the consent holder must obtain a Controlled Activity Approval (CAA) under the Water Management Act from the NSW Office of Water. Waterfront land for the purposes of this DA is land and material in or within 40 metres of the top of the bank or shore of the river identified.
3. The consent holder must prepare or commission the preparation of:
 - (i) Vegetation Management Plan
 - (ii) Erosion and Sediment Control Plan
 - (iii) Soil and Water Management Plan
4. All plans must be prepared by a suitably qualified person and submitted to the NSW Office of Water for approval prior to any controlled activity commencing. The following plans must be prepared in accordance with the NSW Office of Water's guidelines located at www.water.nsw.gov.au/Water-Licensing/Approvals/default.aspx:
 - (i) Vegetation Management Plans
 - (ii) Riparian Corridors
 - (iii) In-stream works
 - (iv) Outlet structures

ORDINARY MEETING

Meeting Date: 29 April 2014

5. The consent holder must:
 - (i) carry out any controlled activity in accordance with approved plans; and
 - (ii) construct and/or implement any controlled activity by or under the direct supervision of a suitably qualified professional; and
 - (iii) when required, provide a certificate of completion to the NSW Office of Water.
6. The consent holder must reinstate waterfront land affected by the carrying out of any controlled activity in accordance with a plan or design approved by the NSW Office of Water.
7. The consent holder must not locate ramps, stairs, access ways, cycle paths, pedestrian paths or any other non-vehicular form of accessway in a riparian corridor other than in accordance with a plan approved by the NSW Office of Water.
8. The consent holder must ensure that no materials of cleared vegetation that may:
 - (i) obstruct flow;
 - (ii) wash into the water body; or
 - (iii) cause damages to river banks; are left on waterfront land other than in accordance with a plan approved by the NSW Office of Water.
9. The consent holder is to ensure that all drainage works:
 - (i) capture and convey runoffs, discharges and flood flows to low flow water level in accordance with a plan approved by the NSW Office of Water; and
 - (ii) do not obstruct the flow of water other than in accordance with the a plan approved by the NSW Office of Water.
10. The consent holder must stabilise drain discharge points to prevent erosion in accordance with a plan approved by the NSW Office of Water.
11. The consent holder must establish all erosion and sediment control works and water diversion structures in accordance with a plan approved by the NSW Office of Water. These works and structures must be inspected and maintained throughout the working period and must not be removed until the site has been fully stabilised.
12. The consent holder must ensure that no excavation is undertaken on waterfront land other than in accordance with a plan approved by the NSW Office of Water.
13. The consent holder must establish a five metre riparian corridor from the top of each bank along the creek in accordance with a plan approved by the NSW Office of Water.

Hawkesbury City Council Conditions

General Conditions

14. The development shall take place in accordance with:
 - Plan Number 92283/1 dated 6 June 2013 drawn by McKinlay Morgan
 - Specifications and accompanying documentation submitted with the application except as modified by these further conditions.
15. No excavation, site works or building works shall be commenced prior to the issue of an appropriate Design Compliance Certificate (Civil Works).

ORDINARY MEETING

Meeting Date: 29 April 2014

16. The proposed filling works are to be substantially completed within two years of the date of this consent. Inspections of the site are to be undertaken by the Principal Certifying Authority at regular intervals of approximately three months during this time to monitor the works. The applicant is to ensure that suitable vegetation for pasture is planted and maintained during this period. Council may, upon written request by the applicant including a detailed justification for the failure to complete works, permit a further filling period of no more than 12 months.
17. Following completion of the filling works, a maintenance period for three years shall apply. A maintenance report is to be submitted on an annual basis at the conclusion of the filling phase to Council demonstrating that:
 - a) recommendations identified in the management plan have been completed;
 - b) that any subsidence has been rectified in the filled areas
 - c) vegetation cover has been maintained in accordance with the Environmental Management Plan and Rehabilitation Plan.

If the maintenance works are not completed at the end of 3 years the consent will lapse.

18. The accredited certifier shall provide copies of all Part 4 certificates issued under the Environmental Planning and Assessment Act 1979 relevant to this development to Hawkesbury City Council within seven days of issuing the certificate. A registration fee applies.

Prior to Issue of Design Compliance Certificate (Civil Works)

The Design Compliance Certificate (Civil Works) will not be issued over any part of the site requiring a controlled activity approval until a copy of that approval (from Office of Water) has been provided to Council.

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

19. The filling is not to commence until three copies of the plans and specifications of the works are submitted to and approved by an Accredited Certifier.
20. Details of any fill material removed from or imported to the site shall be submitted with the engineering plans. Details are to include quantities, borrow sites or disposal sites.
21. An Environmental Management and Rehabilitation Plan for the development site shall be prepared by an appropriately qualified person (such as environmental professional with specialist expertise in the preparation of Environmental Management Plans and in soil rehabilitation). The Plan shall address (without being limited to) earthworks, erosion control, site rehabilitation and landscaping.

The fill material shall comprise 450 cubic metres of imported excavated natural material (ENM) for the capping base and 450 cubic metres of from the site for the top layer as growing medium to provide a total of 900 cubic metres of material for filling.

The appropriately qualified person is to determine if the existing fill currently at the property is suitable for the capping layer. If the fill is not suitable the appropriately qualified person is to specify the requirements for fill being brought on to the property. The replacement fill is to meet the requirements for ENM and not to exceed the quantity already permitted. A plan of management shall be prepared for the re-use of any residual fill including any stockpiles on the site.

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

ORDINARY MEETING

Meeting Date: 29 April 2014

Prior to Commencement of Works

22. The applicant shall advise Council of the name, address and contact number of the principal certifier in accordance with Section 81A 2(b) of the Environmental Planning and Assessment Act 1979.
23. At least two days prior to the commencement of works, notice is to be given to Hawkesbury City Council in accordance with the Environmental Planning and Assessment Regulation 2000.
24. A sign displaying the following information is to be erected adjacent to each access point and to be easily seen from the public road. The sign is to be maintained for the duration of works:
 - a) Unauthorised access to the site is prohibited.
 - b) The owner of the site.
 - c) The person/company carrying out the site works and telephone number (including 24 hour 7 days emergency numbers).
 - d) The name and contact number of the Principal Certifying Authority.
25. Erosion and sediment control devices are to be installed and maintained at all times during site works.
26. Toilet facilities (to the satisfaction of Council) shall be provided for workmen throughout the course of the work. Such facilities shall be located wholly within the property boundary.

During Construction

27. All civil construction works required by this consent shall be in accordance with Hawkesbury Development Control Plan 2002 – Appendix E – Civil Works Specification.
28. Site works (including the delivery of material to the property) shall be carried out only on Monday to Friday between 7am – 6pm and on Saturdays between 8am – 4pm.
29. The site shall be secured to prevent the depositing of any unauthorised material.
30. Erosion and sediment control devices are to be installed and maintained until the site is fully stabilised in accordance with the approved plan and Hawkesbury Development Control Plan 2002 – Part C Chapter 4 – Soil Erosion and Sediment Control.
31. Dust control measures (e.g. vegetative cover, mulches, irrigation, barriers and stone) shall be applied to reduce surface and airborne movement of sediment blown from exposed areas.
32. Measures shall be implemented to prevent vehicles tracking sediment, debris, soil and other pollutants onto any road.
33. A ticketing system is to accompany any material being brought to the site. A register is to be kept onsite to cross reference against the source records. An EPA accredited site auditor is to be engaged to undertake appropriate certification regarding the monitoring and validation of the fill material imported to the site as being sound, suitable for the use and free of contamination.
34. Filling shall comprise of excavated natural material (ENM) only. No additional waste tyres are to be disposed of as a part of the rehabilitation works. Soil validation certificates for all source material shall be provided to the Principal Certifying Authority (PCA) (and the Council if it is not acting as the PCA) for all fill material imported to the site.
35. The filling shall be completed in stages to minimise the area exposed at any one time. Each cell is to be stabilised by grassing/landscaping immediately prior to moving onto the next cell.

ORDINARY MEETING

Meeting Date: 29 April 2014

36. All fill, including existing fill, shall be compacted to 95% standard compaction in accordance with AS1289 and verified by the submission of test results over the rehabilitated area by track rolling or similar in layers not exceeding 300mm. Details are to be provided to the Principal Certifying Authority that the compaction has been tested at the completion of filling of each cell to meet this requirement.
37. The cut or fill shall be battered at a slope not exceeding one vertical to three horizontal, with a height not exceeding one metre.
38. All constructed batters are to be topsoiled and turfed.
39. The fill batter toe is to be located a minimum of one metre from the property boundary.
40. All natural and subsurface waterflow shall not be re-directed or concentrated to adjoining properties. Water flows shall follow the original flow direction without increased velocity.
41. No excavated material, including soil, shall be removed from the site.

Prior to Issue of the Compliance Certificate

42. A works as executed plan and contour depth of fill plan prepared by a registered surveyor or the design engineer shall be submitted prior to the release of the compliance certificate.
43. Landscaping works are to be completed in accordance with the approved Environmental Management and Rehabilitation Plan.
44. Registration on the title of a restriction on the use of the land shall be created with the following wording: "No building shall be erected or be permitted to be erected on any rehabilitated area of Lot 263 DP 751665 as approved under DA0347/92 (as amended) and DA0453/13."

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

Advisory Notes

- This consent operates from the *consent date* shown on the top of this notice and will lapse unless the development is commenced within five years from this date.
- The applicant shall make themselves aware of any User Restriction, Easements and Covenants to this property and shall comply with the requirements of any Section 88B Instrument relevant to the property in order to prevent the possibility of legal proceedings against them.
- If you are dissatisfied with this decision Section 97 of the Environmental Planning and Assessment Act 1979 gives you the right to appeal to the Land and Environment Court within six months after the date on which you receive this notice.
- Non-compliance with any condition of this development consent may result in a penalty notice being issued by Council.
- The developer is responsible for all costs associated with any alteration, relocation or enlargement to public utilities whether caused directly or indirectly by this proposed subdivision. Such utilities include water, sewerage, drainage, power, communication, footways, kerb and gutter.
- Should any Aboriginal site or relic or European relic be disturbed or uncovered during the construction of this development, all work should cease and the National Parks and Wildlife Service or the Heritage Office (European relic) consulted. Any person who knowingly disturbs an Aboriginal site or relic is liable to prosecution under the National Parks and Wildlife Act 1974 and Heritage Act.

ORDINARY MEETING

Meeting Date: 29 April 2014

ATTACHMENTS:

- AT - 1** Locality Map
- AT - 2** Aerial Photograph
- AT - 3** Site Plan

Meeting Date: 29 April 2014

ORDINARY MEETING

Meeting Date: 29 April 2014

AT - 2 Aerial Photograph



Meeting Date: 29 April 2014

[illegible]

oooO END OF REPORT Oooo

CITY PLANNING

Item: 79 CP - Hawkesbury Revitalisation Plan - (95498)

REPORT:

Executive Summary

The purpose of this report is to advise Council of the change in focus of the Richmond/Windsor Master Plan project from an individual town approach to a Hawkesbury regional planning approach.

It is recommended that Council support the change of focus of the project and the preparation of a Revitalisation Plan to guide this development.

Consultation

A Community Engagement Strategy for the project is proposed to be developed and is discussed later in this report.

Background

The Draft Windsor Master Plan (WMP) was prepared in May 2004 by the Government Architects Office and was exhibited from July to October 2004.

In late 2005 and early 2006, two reports were prepared for Council and a Briefing Session was held to discuss the draft WMP. The Council resolved on 11 April 2006 that the matter be deferred until the 2006/2007 financial year. In this regard the draft Windsor Master Plan was not adopted by Council.

A grant was sought under the Liveable Cities Program to finalise the draft WMP in late 2011. The grant application was unsuccessful with one of the key reasons being that a regional master planning approach was not adopted.

The 2013/2014 Operational Plan has an action to prepare and commence implementation of the WMP and the Richmond Master Plan. In response to this action an alternative proposal to the draft WMP was presented at a Briefing Session in July 2013. The revised methodology proposed:

- An initial 'Which Town?' workshop to decide which town would be the subject of the first master plan, Windsor or Richmond;
- A second workshop attended by Councillors to discuss the selected town;
- A third workshop attended by key stakeholders from the selected town; and
- At the conclusion of each workshop there would be a 'hold point' where it would be decided if the project was viable, if the Councillors and key stakeholders would support the approach and if it should proceed.

During the Briefing Session in July 2013 Councillors decided that Richmond would be the first town investigated, accordingly there was no need to hold a "Which Town?" workshop.

ORDINARY MEETING

Meeting Date: 29 April 2014

Following the above mentioned methodology, two workshops, focusing on the revitalisation of Richmond, were organised. The first was attended by 10 Councillors on 1 February 2014. The second was held on 1 March 2014 and was attended by 25 key stakeholders across the priority areas of health, education, jobs and lifestyle. Both workshops were facilitated by Council's consultant Mr Robert Prestipino, Director of Vital Places.

The content of both workshops were similar and addressed the best and worst things about Richmond, the future of the town, and the local and regional challenges. The workshops agreed that the town centres in the Hawkesbury were more related to "regional" centres rather than Sydney metropolitan centres. In this regard, a different focus was required that was a more fringe metropolitan/regional approach to this project rather than a translated Metropolitan urban centres approach. Some of the key outcomes included:

- Regional areas generally have an aging population,
- Families are the future, they spend the most money and help to make a place vital,
- Jobs where people earn between \$80K-\$100K a year need to be available,
- Entrepreneurial jobs with a mobile workforce are the future for employment,
- There is a significant rise in 'enterprise mums' seeking a work life balance,
- The challenge of being located on Sydney's fringe where the land is being eroded for housing development as Sydney slowly sprawls westwards.

Each of the workshops had a different outcome. At the Councillor workshop it was agreed that the Councillors would support advancing the revitalisation of Richmond. Councillors generally agreed to contribute to a promotional document that would include their photograph and an acknowledgement of their support. The two Councillors that could not attend the workshop were subsequently invited to submit information for the promotional document.

At the conclusion of the key stakeholder workshop it was clear that in order to be eligible for Federal Government funding for any revitalisation work in Richmond, or any other centre, there would need to be a broader regional approach to revitalisation. This would require a shift in focus from a single centre, i.e., Richmond or Windsor, to the Hawkesbury region.

It is anticipated that in order to prepare a Hawkesbury Revitalisation Plan, at a minimum, the three larger key towns in the region, Windsor, Richmond and North Richmond, will need to be investigated in the first instance. The other smaller centres of Kurrajong, Wilberforce, Glossodia, Bilpin, etc., would be viewed initially as "economic feeder" centres to the larger centres and then more detailed planning would be undertaken in all centres as a second and third phase of the project. The initial key centre investigation would include:

- Replicating the Richmond workshop in North Richmond and Windsor. Stakeholders invited would represent lifestyle, health, education and business in these towns.
- Establishing focus groups in Richmond, North Richmond and Windsor. People at the workshops could nominate themselves or someone else to be a member of the focus group. (A list of nominations for the Richmond Focus Group has been prepared and would be reported to Council following the additional workshops in Windsor and North Richmond to obtain endorsement from Council for the membership of these groups to progress the project.)
- An overarching project control group (PCG) with a regional focus would be established with selected representatives from each of the town focus groups and councillors. The PCG would be involved in managing the project and identifying sources of Government funding.

ORDINARY MEETING

Meeting Date: 29 April 2014

April 2014 Briefing Session

At the Council meeting of 25 February 2014 the following Notice of Motion was considered:

"That Council employ the services of a high level consultant who would be able to steer our Council in relation to best use our Heritage, Natural Environs and whilst appreciating the need to enable sustainable growth for our future. They would need to consider all aspects of Council and what assets we should sell, maintain or better utilise."

During the debate of this Notice of Motion Professor Ed Blakely, from the University of Sydney, was mentioned as a possible consultant to utilise for this matter. It was also suggested that Professor Ed Blakely be invited to speak at a future Briefing Session about a "big picture" approach to planning in the Hawkesbury. The resolution in relation to the above Notice of Motion was;

"That the matter be referred to a Councillor Briefing Session".

On 1 April 2014, Councillors were briefed about the proposed regional approach to revitalisation of the Hawkesbury and the above Notice of Motion was also discussed.

In relation to the revitalisation project, the focus of the project has shifted from a town specific to a regional approach. The principles of Placemaking are still identified as being particularly relevant. The concept of Placemaking is about involving the people who live, work and play in an area. The Placemaking approach is being advocated for the Hawkesbury whereby the people in each town are involved in and responsible for its revitalisation. It is envisaged that Placemaking will occur through the focus groups, event participation, survey completion and the range of proposed consultation activities that are discussed later in this report.

During the discussion of these two matters at the Briefing Session it was realised that the Placemaking approach discussed in this report and the Notice of Motion had a number of similarities. Professor Blakely is currently responsible for the 'Delivering a Sustainable Future Cities Program' for the larger metropolitan regional centres of Parramatta, Penrith and Blacktown as identified in the Metropolitan Strategy 2012. As these centres are recognised as metropolitan regional centres they were selected to be part of the Program. Smaller regional towns, like those in the Hawkesbury region, are not eligible to participate in this program. However, the intent of the Notice of Motion is similar to the Placemaking approach already commenced in the Hawkesbury. In this regard the needs of the Hawkesbury are quite different to those of metropolitan centres and a more tailored, localised regional approach is required.

As an alternative it was suggested to continue with Robert Prestipino's engagement to undertake the work in the Hawkesbury and work with its clustered regional towns. Mr Prestipino has been responsible for preparing the Ingham Revitalisation Strategy and other similar strategies for regional towns. He is also involved in Sustainable Economic Growth for Regional Development (SEGRA) who work alongside regional communities helping to prepare their grant submissions and thereby increasing their opportunities to be eligible for funding.

During the discussion at the Councillor Briefing Session there was discussion about the natural assets of the Hawkesbury and whether they can/should be sold, maintained or better utilised. The following is a list, not necessarily exhaustive, of such assets:

- National Parks
- Nature Reserves
- Waterways
- Open space
- Parklands
- Waterways
- Scenic corridor views
- Priority Conservation lands
- Cumberland Plain Woodland

As part of the Hawkesbury revitalisation project the areas that are considered to be natural assets could be identified and their values quantified by the relevant stakeholders involved in the project. Further work could then be undertaken to assess whether there is potential to better utilise these assets as part of the revitalisation.

Relationship with Other Plans

The Revitalisation Plan will be a key strategic document that is informed by and feeds into other current and future strategies.

The Revitalisation Plan will be informed by:

- Community Strategic Plan
- Hawkesbury Residential Land Strategy,
- Employment Land Strategy
- Community consultation and involvement of key stakeholders as mentioned above.

The Revitalisation Plan would be relevant to, and feed into, the:

- Hawkesbury Tourism Strategy
- Hawkesbury Brand Strategy
- Hawkesbury Cultural Plan
- Hawkesbury Economic Development Strategy

All of these documents are either currently in draft form or are to be included in the forthcoming 2014/2015 Operational Plan.

Communication Strategy Ideas - Hawkesbury Revitalisation Plan

A detailed Consultation Strategy will be prepared for the project. That consultation strategy would include communication methods such as:

- Banners, online presence through Council's Engagement HQ product, newspaper articles and briefing of the local media;
- Project launch activities in each town;
- Community surveys. The results of the surveys could be used to demonstrate to the State and Federal governments that the community are supportive of the strategy;
- Presence at the Hawkesbury Show including talking and meeting with the community, a display and a brief survey with interested participants. The Show will be the first opportunity to share the project with the wider community. Ideas for communication at the Show include asking the community "If you were Mayor for the day how would you see your Hawkesbury for the future?"
- The development of the phrase 'Hawkesbury's Horizon - What Do You See?' as a catch phrase for the project. The phrase has been developed to encourage people to think and identify what they see as the future of the Hawkesbury.

Conformance to Community Strategic Plan

The revitalisation project is consistent with a large number of the Community Strategic Plan, Directions and Strategies:

Looking After People and Place Direction statement:

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

ORDINARY MEETING

Meeting Date: 29 April 2014

- Have friendly neighbourhoods, connected communities and supported households and families
- and is also consistent with the nominated strategy in the Community Strategic Plan being:

- Revitalise and enhance town centres and villages

Supporting Business and Local Jobs Direction statement

- Plan for a range of industries that build on the strengths of the Hawkesbury to stimulate investment.
- Offer an increased choice and number of local jobs and training opportunities to meet the needs of the Hawkesbury residents and to reduce their travel times.
- Help create thriving town centres, each with its own character that attracts residents, visitors and businesses.

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

- Differentiate, brand and promote the Hawkesbury as a tourism destination.
- Increase the focus on high end jobs and innovation to build on our strengths and achieve a diverse industry base.

Shaping Our Future Together Direction statement

- A balanced set of decisions that integrate jobs, housing, infrastructure, heritage and environment that incorporates sustainability principles.
- Have constructive and productive partnerships with residents, community groups and institutions.

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

- Broaden the resources and funding available to our community by working with local and regional partners as well as other levels of government

The Community Strategic Plan is Council's key planning document. The Revitalisation Plan would reflect the Themes, Directions and Strategies within the CSP. It would be a significant planning tool which would guide planning in the Hawkesbury.

Financial Implications

There is approximately \$78,000 in the adopted 2013/2014 Operational Plan to undertake the planned works. It is envisaged that the work will cover:

- Two workshops
- Ongoing facilitation/support for Focus Groups and Planning Control Groups
- Community Consultation - two region wide surveys
- Three launch events
- Artwork and promotional brochures
- Brief Regional and Town Focused Economic Assessment

Additional funds will be required in the 2014/2015 Operational Plan to:

- Prepare the Revitalisation Plan
- Ongoing community consultation events
- Urban design

ORDINARY MEETING

Meeting Date: 29 April 2014

RECOMMENDATION:

That Council:

- 1 Change the focus of the Revitalisation Plan from an individual town approach to a Hawkesbury regional approach as outlined in the report.
- 2 Proceed with the proposed North Richmond and Windsor Workshops.
- 3 Support the investigation of involvement of SEGRA to assist in the grant process and taking the project to the State and Federal Government.

ATTACHMENTS:

There are no supporting documents for this report.

oooO END OF REPORT Oooo

ORDINARY MEETING

Meeting Date: 29 April 2014

INFRASTRUCTURE SERVICES

Item: 80 **IS - Macquarie Park Camp Stopover for Charity Cycling Event - (95495, 79354)**

REPORT:

Executive Summary

An application has been received from the Chris O'Brien Lifehouse charity to use Macquarie Park on 11 and 12 October 2014 as a camp stopover for their charity cycling event.

This report recommends approval subject to standard conditions for such events.

Consultation

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

The Windsor Foreshore Plan of Management allows for events to be held in Macquarie Park. Part of any approval would be for the event organiser to notify residents of the activity.

Background

The Chris O'Brien Lifehouse charity has lodged an application to use Macquarie Park on 11 and 12 October 2014 on a non-exclusive basis. They are holding a charity cycling event called 'Ride to Conquer Cancer'. The riders cycle for 200 kilometres over two days and propose to camp at Macquarie Park on the Saturday night of 11 October 2014.

The event will consist of between 1100 – 1300 bike riders with a further 250- 350 crew/volunteer/staff. The event organisers will provide tents, showers, toilets, dining and ancillary facilities for the participants.

As part of the event, the event organisers also propose to sell alcohol to the participants and have a live band/DJ for entertainment. The organisers manage this by providing wrist bands for participants as well as having security on site to ensure responsible service of alcohol (RSA). The live band/ DJ will finish by 9:30pm and will need to comply with the EPA 'Noise Control Guidelines for Outdoor Entertainment'.

Approval for Traffic Management is to be undertaken as part of the Special Event Application.

It is recommended that the use of Macquarie Park for the Ride to Conquer Cancer be approved subject to set conditions.

Conformance to Community Strategic Plan

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

- Help create thriving town centres, each with its own character that attracts residents, visitors and businesses.

Financial Implications

There are no financial implications applicable to this report.

ORDINARY MEETING

Meeting Date: 29 April 2014

RECOMMENDATION:

That

1. The Chris O'Brien Lifehouse charity be given approval for use of part of Macquarie Park on 11 and 12 October 2014 for camping and activities associated with the "Ride to Conquer Cancer" event.
2. Approval be subject to the following:
 - a) Council's general park conditions
 - b) Council's fees and charges
 - c) The Windsor Foreshore Plan of Management
 - d) A Traffic Management Plan has been submitted as part of the Special Event Application
 - e) Any other necessary approvals being obtained.

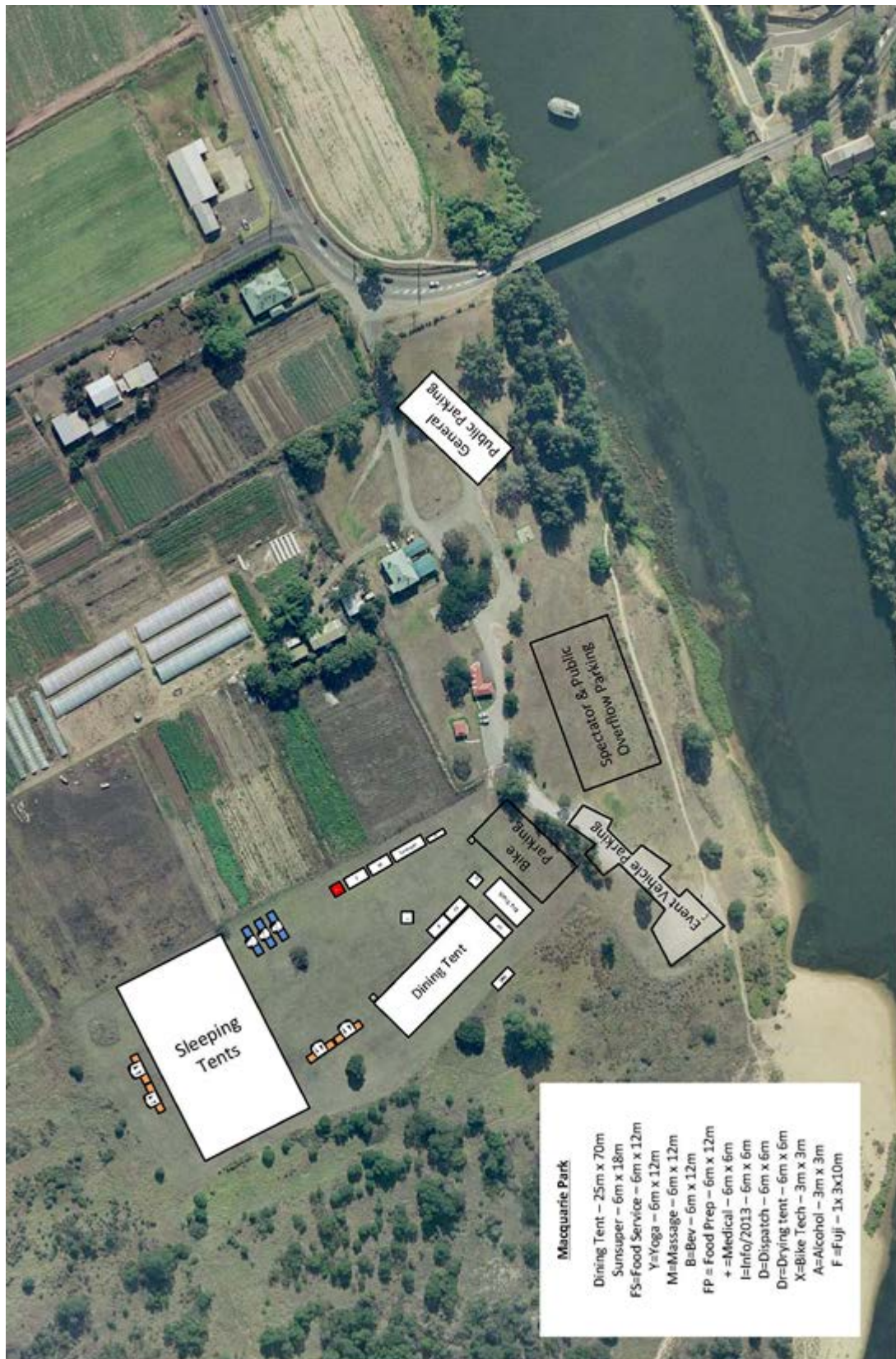
ATTACHMENTS:

AT - 1 Macquarie Park Site Plan

ORDINARY MEETING

Meeting Date: 29 April 2014

AT - 1 Macquarie Park Site Plan



oooO END OF REPORT Oooo

Item: 81**IS - Proposed Tree Removal at Porpoise Crescent, Bligh Park - (95495, 79354)**

REPORT:**Executive Summary**

Due to significant damage being caused to kerbing, footpaving and private property it is proposed to remove approximately 50 street trees in and adjoining Porpoise Crescent, Bligh Park. The removal will allow the repair of damaged infrastructure, and the trees will be replaced with more suitable species. This report recommends that the proposal be placed on public notification.

Consultation

The issues raised in this report concern matters which constitute a trigger for Community Engagement under Council's Community Engagement Policy. It is proposed that the proposal for tree removal be placed on public exhibition for a 14 day consultation period with notification being undertaken by signage, advertisement and letter box drop to adjoining residents.

Background

Porpoise Crescent, Bligh Park is a local collector road constructed in the early 1990's as part of the Bligh Park urban land release. In conjunction with the development, Iron Bark trees (*Eucalyptus sideroxylon*) were planted in Porpoise Crescent as part of the streetscape.

This species is not ideal as a street tree due to its potential size and root penetration. *Eucalyptus sideroxylon* grows to a height of 20- 25 metres with a spread of around 12-15 metres. These trees whilst still fairly young, are already damaging kerb and gutter, road pavement, and private property. A number of trees have already been removed individually for such reasons.

The footpath side of Porpoise Crescent is the worst affected due to the narrow area between the footpath and road pavement. Having regard to the ongoing damage it is recommended that the Iron Bark trees on the northern side of Porpoise Crescent be removed and replanted with an appropriate species. There are approximately 50 trees that would require removal which include two lemon scented gums at the intersection of Porpoise Crescent and Arkell Drive. This is just one area in Bligh Park that has tree issues and it is envisaged that further removals and replacement may be required in the future.

It is recommended that the proposal for tree removal be placed on public exhibition for a 14 day consultation period along with a selection of appropriate replacement tree species. Should any objection be raised, the matter would be reported back to Council.

Conformance to Community Strategic Plan

The proposal is consistent with the Linking the Hawkesbury theme:

- Have a comprehensive system of well maintained local and regional roads to serve the needs of the community

Financial Implications

Funding for removal of these trees will be undertaken as part of the adopted 2013/2014 Operational Plan.

ORDINARY MEETING

Meeting Date: 29 April 2014

RECOMMENDATION:

That

1. The proposed tree removal on Porpoise Crescent, Bligh Park be placed on public exhibition for a 14 day consultation period along with a selection of appropriate replacement tree species.
2. Should any objection be received, the matter be reported back to Council.

ATTACHMENTS:

There are no supporting documents for this report.

oooO END OF REPORT Oooo

ORDINARY MEETING**Meeting Date:** 29 April 2014**SUPPORT SERVICES****Item: 82****SS - Monthly Investments Report - March 2014 - (96332, 95496)****REPORT:****Executive Summary**

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.

This report indicates that Council held \$44.20 million in investments at 31 March 2014.

It is recommended that this report be received and noted.

Consultation

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

Background

The following table indicates that Council held \$44.20 million in investments as at 31 March 2014. Details of the financial institutions with which the investments were made, date investments were taken out, 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								
ANZ	A1+	AA-	31-Mar-14		3.10%	4,400,000	9.95%	
CBA	A1+	AA-	31-Mar-14		2.40%	300,000	0.68%	
Total On-call Investments								4,700,000
Term Investments								
ANZ	A1+	AA-	20-Nov-13	11-Jun-14	3.80%	1,500,000	3.39%	
ANZ	A1+	AA-	27-Nov-13	23-Jul-14	3.80%	1,500,000	3.39%	
ANZ	A1+	AA-	20-Nov-13	19-Nov-14	3.85%	2,000,000	4.52%	
ANZ	A1+	AA-	27-Nov-13	26-Nov-14	3.85%	1,000,000	2.26%	
NAB	A1+	AA-	21-Aug-13	20-Aug-14	3.94%	2,000,000	4.52%	
NAB	A1+	AA-	21-Aug-13	19-Aug-15	4.25%	1,000,000	2.26%	
NAB	A1+	AA-	03-Sep-13	03-Sep-14	3.90%	2,000,000	4.52%	
NAB	A1+	AA-	03-Sep-13	02-Sep-15	4.10%	2,000,000	4.52%	
NAB	A1+	AA-	29-Oct-13	18-Jun-14	3.80%	1,500,000	3.39%	
NAB	A1+	AA-	06-Nov-13	25-Jun-14	3.79%	1,000,000	2.26%	
NAB	A1+	AA-	06-Nov-13	04-Jul-14	3.79%	1,000,000	2.26%	
NAB	A1+	AA-	19-Dec-13	15-Oct-14	3.81%	500,000	1.13%	
NAB	A1+	AA-	19-Dec-13	17-Dec-14	3.83%	1,500,000	3.39%	

ORDINARY MEETING

Meeting Date: 29 April 2014

Investment Type	Institution Short Term Rating	Institution Long Term Rating	Lodgement Date	Maturity Date	Interest Rate %	Principal \$	Percentage of Portfolio	Total \$
NAB	A1+	AA-	15-Jan-14	17-Dec-14	3.82%	1,000,000	2.26%	
NAB	A1+	AA-	29-Jan-14	29-Oct-14	3.75%	2,000,000	4.52%	
NAB	A1+	AA-	05-Feb-14	23-Jul-14	3.68%	1,500,000	3.39%	
NAB	A1+	AA-	05-Mar-14	04-Feb-15	3.73%	1,000,000	2.26%	
Westpac	A1+	AA-	08-Apr-13	08-Apr-14	4.60%	1,000,000	2.26%	
Westpac	A1+	AA-	08-Apr-13	08-Apr-14	4.60%	2,000,000	4.52%	
Westpac	A1+	AA-	15-May-13	15-May-14	4.15%	1,000,000	2.26%	
Westpac	A1+	AA-	22-May-13	28-May-14	4.20%	2,000,000	4.52%	
Westpac	A1+	AA-	07-Aug-13	06-Aug-14	4.10%	1,000,000	2.26%	
Westpac	A1+	AA-	19-Dec-13	23-Apr-14	3.80%	1,000,000	2.26%	
Westpac	A1+	AA-	15-Jan-14	15-Jan-15	3.80%	2,000,000	4.52%	
Westpac	A1+	AA-	29-Jan-14	29-Jan-15	3.65%	1,000,000	2.26%	
Westpac	A1+	AA-	05-Feb-14	04-Jul-14	3.80%	500,000	1.13%	
Westpac	A1+	AA-	05-Mar-14	15-Oct-14	3.70%	1,000,000	2.26%	
Westpac	A1+	AA-	05-Mar-14	25-Jun-14	3.80%	1,000,000	2.26%	
Westpac	A1+	AA-	19-Mar-14	19-Mar-15	3.70%	2,000,000	4.52%	
Total Term Investments								39,500,000
TOTAL INVESTMENT AS AT 31 MARCH 2014								44,200,000

Performance by Type

Category	Balance \$	Average Interest	Bench Mark	Bench Mark %	Difference to Benchmark
Cash at Call	4,700,000	3.06%	Reserve Bank Cash Reference Rate	2.50%	0.56%
Term Deposit	39,500,000	3.92%	UBS 90 Day Bank Bill Rate	2.69%	1.23%
Total	44,200,000	3.83%			

Restricted/Unrestricted Funds

Restriction Type	Amount \$
External Restrictions -S94	10,932,791
External Restrictions - Other	1,853,896
Internal Restrictions	17,295,535
Unrestricted	14,117,778
Total	44,200,000

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 94 Contributions, Domestic Waste Management, Sewerage Management, Stormwater Management and Grants.

ORDINARY MEETING

Meeting Date: 29 April 2014

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 negative financial impact on that year. Internally restricted funds include funds relating to Tip Remediation, Workers Compensation, and Election.

Investment Commentary

The investment portfolio decreased by \$0.20 million for the month of March 2014. During March 2014, income was received totalling \$5.06 million, including rate payments amounting to \$2.61 million, while payments to suppliers and staff costs amounted to \$5.96 million.

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.

Council has a loan agreement for an amount of \$5.26 million under the Local Government Infrastructure Renewal Scheme (LIRS). The full amount was drawn down upon signing the agreement in March 2013, with funds gradually being expended over a period of approximately two years. The loan funds have been placed in term deposits, with interest earned on unexpended invested loan funds being restricted to be used for works relating to the LIRS Program projects.

As at 31 March 2014, Council's investment portfolio is all invested with 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 by Council's investment advisor each calendar quarter.

Council's investment portfolio complies with Council's Investment Policy, adopted on 25 June 2013.

Investment Certification

I, Emma Galea (Responsible Accounting Officer), hereby certify that the investments listed in this report have been made in accordance with Section 625 of the Local Government Act 1993, Clause 212 of the Local Government (General) Regulation 2005 and Council's Investment Policy.

Conformance to Community Strategic Plan

The proposal is consistent with the Shaping Our Future Together Directions statement;

- The Council be financially sustainable to meet the current and future needs of the community based on a diversified income base, affordable and viable services

Financial Implications

Funds have been invested with the aim of achieving budgeted income in 2013/2014.

RECOMMENDATION:

That the report regarding the monthly investments for March 2014 be received and noted.

ATTACHMENTS:

There are no supporting documents for this report.

oooO END OF REPORT Oooo

ORDINARY MEETING

Meeting Date: 29 April 2014

ordinary

section 4

reports
of committees

ORDINARY MEETING
Reports of Committees

ORDINARY MEETING
Reports of Committees

SECTION 4 - Reports of Committees

ROC **Development Application Monitoring Advisory Committee - 20 February 2014 - (127794)**

The meeting commenced at 5pm in Council Chambers.

Present: Councillor Kim Ford, Chairperson
 Councillor Warwick Mackay
 Councillor Bob Porter

Apologies: Councillor Mike Creed, Deputy Chairperson
 Councillor Tiffany Tree, Deputy Mayor

In Attendance: Mr Peter Jackson, Hawkesbury City Council
 Mr Matthew Owens, Hawkesbury City Council
 Ms Shari Hussein, Hawkesbury City Council

REPORT:

RESOLVED on the motion of Councillor Warwick Mackay and seconded by Councillor Bob Porter that the apologies be accepted.

CONFIRMATION OF MINUTES

RESOLVED on the motion of Councillor Warwick Mackay and seconded by Councillor Bob Porter that the Minutes of the Development Application Monitoring Advisory Committee held on the 31 October, 2013 be confirmed.

SECTION 4 - Reports for Information

Development Application Statistics 1 October 2013 - December 2013

RECOMMENDATION:

That the information regarding the Development Application Statistics for the period 1 October 2013 - 31 December 2013 be received and noted.

COMMITTEE RECOMMENDATION:

RESOLVED on the motion of Councillor Mackay, seconded by Councillor Porter.

That the information regarding the Development Application Statistics for the period 1 October 2013 - 31 December 2013 be received and noted.

ORDINARY MEETING
Reports of Committees

The meeting terminated at 5:40pm.

Submitted to and confirmed at the meeting of the Development Application Monitoring Advisory Committee to be scheduled.

oooO END OF REPORT Oooo

ORDINARY MEETING
Reports of Committees

ROC Waste Management Advisory Committee - 12 March 2014 - (95249)

The meeting commenced at 4.12pm in Council Chambers

Present: Councillor Leigh Williams, Chairperson
 Councillor Jill Reardon, Hawkesbury City Council
 Mr Geoffrey Bessell, Community Member
 Professor Basant Maheshwari, University of Western Sydney
 Ms Robin Woods, Community Member

Apologies: Councillor Bob Porter, Deputy Chairperson
 Councillor Tiffany Tree, Hawkesbury City Council
 Ms Suzanne Stuart, Hawkesbury City Council

In Attendance: Mr Matthew Owens, Hawkesbury City Council
 Mr Jeff Organ, Hawkesbury City Council
 Mr Ramiz Younan, Hawkesbury City Council
 Mr Oliver Bradshaw, Hawkesbury City Council
 Ms Sophie Barrett, Hawkesbury City Council
 Ms Robyn Kozjak - Minute Taker, Hawkesbury City Council

REPORT:

RESOLVED on the motion of Mr Bessell and seconded by Mr Maheshwari that the apologies be accepted.

CONFIRMATION OF MINUTES

RESOLVED on the motion of Mr Bessell and seconded by Mr Maheshwari that the Minutes of the Waste Management Advisory Committee held on the 9 October 2013, be confirmed.

SECTION 4 - Reports for Information

ITEM 1: Progress Report - Waste Education Officer - Garage Sale Trail - 2013

RECOMMENDATION TO COMMITTEE:

That the information be received.

MOTION:

RESOLVED on the motion of Councillor Reardon, seconded by Ms Woods

Refer to COMMITTEE RECOMMENDATION

COMMITTEE RECOMMENDATION:

That the information be received.

ITEM 2: Householders Asbestos Disposal Scheme

DISCUSSION:

- Mr Bradshaw advised NSW EPA was currently trialling a householders Asbestos Disposal Scheme to better dispose of asbestos from households in NSW. Mr Bradshaw added Council had put in an Expression of Interest along with several other Councils for joint regional funding.
- Mr Bradshaw advised a minimum rebate of \$165 up to \$650 per household was on offer as an incentive to remove and transport wrapped bonded asbestos from households.

RECOMMENDATION TO COMMITTEE:

That the information be received.

MOTION:

RESOLVED on the motion of Councillor Reardon, seconded by Ms Woods

Refer to COMMITTEE RECOMMENDATION

COMMITTEE RECOMMENDATION

That the information be received.

ITEM 3: e-Waste Recycling Contract at Hawkesbury City Waste Management Facility

DISCUSSION:

- Mr Bradshaw advised of the awarding of a two year contract for the trial collection of e-Waste from HCWMF, for recycling purposes.
- Mr Bradshaw advised at present costs per item ranged from \$20 - \$40 and from 1 July 2014 those charges would be reduced to \$10 per item to drop off e-waste at the facility.
- Mr Bradshaw confirmed the drop off was for Hawkesbury residents only at the present time.

RECOMMENDATION TO COMMITTEE:

That the information be received.

MOTION:

RESOLVED on the motion of Ms Woods, seconded by Councillor Reardon.

Refer to COMMITTEE RECOMMENDATION

COMMITTEE RECOMMENDATION:

That the information be received.

ITEM 4: Progress Report - Clean Up Australia Day 2014

DISCUSSION:

- Ms Barrett reported Council supported the Clean Up Australia event by organising advertisements and generally promoting to the community. Ms Barrett added the final waste collection figures from the event was pending.
- Ms Woods raised concern at the lack of sharps containers provided to the volunteers, reporting 30 sharps were found in a reserve area.

Mr Bradshaw responded Council co-ordinated the clean-up, however, Clean up Australia were responsible for providing materials relevant to the collection of the waste. Mr Bradshaw advised the issue would be taken on board to ensure sharps containers were provided at the event next year.

RECOMMENDATION TO COMMITTEE:

That the information be received.

MOTION:

RESOLVED on the motion of Councillor Reardon, seconded by Mr Maheshwari

Refer to COMMITTEE RECOMMENDATION

COMMITTEE RECOMMENDATION

That the information be received.

ITEM 5: Progress Report - Waste Education Officer - Calico Bags with Plastic Bags Recycling Promotion

DISCUSSION:

- Ms Barrett advised of a giveaway promotion where the public were given a free calico bag if they brought their plastic bags into Council's Administration Building for subsequent recycling arranged by Coles. Ms Barrett advised the initiative was the subject of a pending media release as part of the education process to the public in relation to recycling.
- Councillor Williams raised a query as to why plastic bags cannot be placed in the recycle bin.

Ms Barrett responded as plastic bags are soft they tend to become entangled in the machinery.
- Councillor Williams referred to the wording on the calico bag where it reads *"72% of residents in the Hawkesbury don't put plastic bags in their recycling bins"* and advised he believed the statement to be unclear if one was unfamiliar with its intention (i.e. the statement could be read either as a positive or negative statement), and suggested the wording be clarified to ensure it was clear to residents that putting plastic bags in recycling bins was *not* the right thing to do.

Ms Barrett suggested the wording could be revisited for future prints.

RECOMMENDATION TO COMMITTEE:

That the information be received.

MOTION:

RESOLVED on the motion of Councillor Reardon, seconded by Ms Woods

Refer to COMMITTEE RECOMMENDATION

COMMITTEE RECOMMENDATION:

That the information be received.

ITEM 6: Progress Report - Waste Education Officer - Christmas 2014 Competition

DISCUSSION:

- Councillor Williams made reference to polystyrene products stamped with a Plastics Identification Code (triangle of chasing arrows with a number inside the triangle) and advised he understood if a product had a number, it could be placed in the recycle bin.
- Mr Bradshaw advised products stamped 1-7 could technically be accepted for recycling, however rigidity was an issue, i.e. if the product was made of flexible plastic, it could not be recycled. Ms Barrett added polystyrene or any plastic with a stamped triangle shows the type of resin it contains and advised polystyrene should be placed into the general garbage bin.
- Mr Bradshaw reported he was aware of a business in the Hawkesbury which had its own poly bailing system and suggested it may be appropriate for Council to contact the recycler to discuss opportunities in this regard. Mr Bradshaw advised he would confer with Mr Baldry and report back to the Committee with further details.

RECOMMENDATION TO COMMITTEE:

That the information be received.

MOTION:

RESOLVED on the motion of Councillor Reardon, seconded by Mr Maheshwari.

Refer to COMMITTEE RECOMMENDATION

COMMITTEE RECOMMENDATION:

That the information be received.

SECTION 5 - General Business

- Concern was raised at the extent of landfill required in the future and the impact on the Hawkesbury Local Government area due to expansion of greater western Sydney which would see large areas of land cleared for waste disposal. Concern was raised Cumberland Plains Woodland areas was at risk due to the development pressure in the greater west.

ORDINARY MEETING
Reports of Committees

- Ms Woods asked what became of noxious weeds when taken to the waste facility, as she was aware landholders had been working to remove Cats Claw Creeper from roadside verges and contractors had taken several loads of the weed to the WMF. Ms. Woods raised concern the weed may be composted in which case it would spread if it came back out as mulch.

- Mr Bradshaw advised noxious weeds were buried to a depth of three metres.

Mr Organ added samples of that particular weed would be taken to the WMF for education purposes to ensure the weed was not taken as garden waste.

- Councillor Williams made reference to the previous Minutes wherein it was advised an indicative cost for a barcode tracking system on bins would be brought back to the Committee.

Mr Younan responded there were a number of barcode systems available; however, those systems were very expensive to fit onto waste collection trucks. Mr Owens agreed the costs for implementation of such a system would be enormous and would result in an increase in waste charges.

Councillor Williams advised he holds documentation acquired from the Waste Conference pertaining to barcode systems and advised he would leave it with Mr Owens for further consideration.

- Mr Owens reported waste audits were undertaken regularly wherein drivers checked if residents were paying for multiple bins.
- Ms Barrett advised JJ Richards have a portal where residents can make contact and report neighbours not doing the right thing eg not paying for multiple bins, contamination of bins etc. Ms Barrett advised correspondence was then forwarded to those residents and contractors were instructed not to collect the bins not paid for.

Mr Bradshaw suggested other less expensive options were available to help identify areas where people were not recycling enough and could be investigated.

Councillor Williams asked if a report back to the Committee could be provided to ascertain if other options might be viable.

Ms Barrett departed the meeting at 5:28pm.

MOTION:

RESOLVED on the motion of Councillor Williams, seconded by Ms Woods

Refer to COMMITTEE RECOMMENDATION

COMMITTEE RECOMMENDATION:

That indicative costs be brought back to the Committee in relation to systems utilised for tracking garbage bins.

The meeting closed at 5:38pm.

oooO END OF REPORT Oooo

ORDINARY MEETING
Reports of Committees

ROC Sustainability Advisory Committee - 24 March 2014 - (126363)

The meeting commenced at 5:03pm in Council Chambers.

Present: Councillor Mary Lyons-Buckett - Hawkesbury City Council - Chair
 Ms Jen Dollin - University of Western Sydney - Deputy Chair
 Mr John Street - Community Representative
 Ms Jean Downie - Community Representative
 Ms Vickii Lett - Community Representative

Apologies: Councillor Leigh Williams - Hawkesbury City Council

In Attendance: Mr Matthew Owens - Hawkesbury City Council
 Mr Phil Pleffer - Hawkesbury City Council
 Ms Suzanne Stuart - Hawkesbury City Council
 Ms Robyn Kozjak - Minute Taker

REPORT:

RESOLVED on the motion of Mr John Street and seconded by Ms Vickii Lett that the apology be accepted.

Councillor Lyons-Buckett welcomed Ms Jean Downie to the Committee.

Mr Street declared a possible conflict of interest as he had been appointed Chair of the Environmental Trust Technical Review Panel for the Local Government Organics Collection Systems Grant Program.

CONFIRMATION OF MINUTES

RESOLVED on the motion of Mr John Street and seconded by Ms Vickii Lett that the Minutes of the Sustainability Advisory Committee held on the 18 November 2013, be confirmed.

CHANGE TO ORDER OF BUSINESS:

The Committee agreed to the presentation by Ms Allegra Zakis from Penrith City Council to be brought forward.

Ms Zakis commenced her presentation on Community Indicators.

BUSINESS ARISING FROM MINUTES

- Mr Street referred to discussion at the last meeting regarding vacancies on the Committee and advised he had spoken with an officer at the Office of Environment & Heritage (OEH) who had expressed an interest in becoming a member of the Committee.
- Mr Owens responded previous communications with Maria Rickert of the OEH had indicated she was not in a position to become a full member of the Committee (her role being a state wide role), however, she had agreed to follow the Committee's progress by receiving agendas and providing input where applicable.

ORDINARY MEETING
Reports of Committees

- Mr Street advised he would suggest to the OEH officer to confer with Ms Rickert and other staff from the OEH to ascertain if resources would allow for a full time representative on the Committee.
- Ms Lett advised she had contacted representatives from the Hawkesbury Nepean Bass Anglers Association to ascertain if local fisherman were interested in joining the Committee and advised she would confer once more with the Vice President in an attempt to gain interest from the local fishing fraternity.
- Mr Street referred to the previous meeting wherein it was advised copies of the Natural Hazards Risk Assessment would be provided to the Committee.

Mr Pleffer subsequently distributed copies of Risk Management Assessment - (Planning for Climate and Natural Hazards Risk Assessment Report - May 2012)

SECTION 4 - Reports for Information

ITEM: 1 Presentation on Hawkesbury City Council Proposed Community Indicators

DISCUSSION:

- Councillor Lyons-Buckett sought clarification of the Committee's role in relation to the development of Community Indicators.
- Mr Pleffer advised one of the roles of the Committee was to assist council in establishing sustainability indicators and sought the Committee's assistance in firstly determining whether the community indicators were suitable sustainable indicators against measures of the CSP.
- Mr Street addressed the Committee, advising he believed the Committee was straying from its objective to explore environment sustainability (the first objective of the Constitution). Mr Street advised he believed the Committee should focus on environmental sustainability as its core business.

Mr Owens suggested environmental sustainability be worked on in the first instance and then other elements of CSP be looked at.

- Mr Owens suggested the Committee establish a sub-committee, meeting outside of the formal forum and members agreed to meet informally to discuss the proposed Community Indicators and put forth comments. Ms Dollin advised as she was taking leave she would forward her comments to Ms Lyons-Buckett.

RECOMMENDATION TO COMMITTEE:

The Committee receive a presentation on the proposed Community Indicators.

MOTION:

RESOLVED on the motion of Mr Street, seconded by Ms Dollin

Refer to COMMITTEE RECOMMENDATION

COMMITTEE RECOMMENDATION:

That the Committee receive a presentation on the proposed Community Indicators.

SECTION 5 - General Business

- Mr Street referred to a recent announcement regarding public exhibition of an application for coal seam gas license in the Hawkesbury LGA and reported he understood Council was preparing a submission. Mr Street asked if the Committee could be provided with a copy of the submission.

Mr Owens responded Council's submission had not been prepared as yet and the matter was being reported to Council on 25 March 2014 seeking Council's direction in relation to the preparation and lodgement of the submission. Mr Owens advised an extension of time for the submission had been requested from the Office of Coal Seam Gas (OCSG) / NSW Department of Trade & Investment due to the limited time given to Council to consider the matter.

- Mr Street advised HEN were to run information sessions on coal seam gas as there had been a strong response from the public in relation to CSG exploration. Ms Lett added residents were concerned their land values would be effected.
- Mr Pleffer advised he had made enquiries with the OCSG to ascertain details of that application. Mr Pleffer advised he was not permitted to view the applicant's works program as it was subject to commercial in confidence, however could confirm there was no exploration permitted in the National Park and no drilling was proposed in that application (hand sampling only). Mr Pleffer added if drilling was proposed, a more rigorous public consultation process would be required.

The meeting closed at 6:42pm.

oooO END OF REPORT Oooo

ORDINARY MEETING
Reports of Committees

ROC Local Traffic Committee - 14 April 2014 - (80245)

Minutes of the Meeting of the Local Traffic Committee held in the Large Committee Room, Windsor, on 14 April 2014, commencing at 3pm.

Present:	Mr Richard McHenery, Roads and Maritime Services Snr Constable Debbie Byrnes, NSW Police Force Mr Steve Grady, Busways
Apologies:	Councillor Kim Ford (Chairman) Mr Bart Bassett, MP (Londonderry) Mr Ray Williams, MP (Hawkesbury) Mr Kevin Conolly, MP (Riverstone) Ms Jill Lewis, NSW Taxi Council
In Attendance:	Mr Chris Amit, Manager, Design and Mapping Services (Acting Chairman) Ms Judy Wong, Community Safety Coordinator Ms Laurel Tweedie, Administrative Officer, Infrastructure Services

Mr Christopher Amit advised the Committee that the Chair (Councillor Kim Ford) was unable to attend the meeting and had requested that Mr Amit be the Acting Chair. The Acting Chair position is to be undertaken in accordance with RMS (formerly RTA) Guidelines "Delegation to Councils for Regulation of Traffic" Section 5.3 which states that the meeting is to be convened by a Council Representative, either voting or non-voting.

The Acting Chairman tendered an apology on behalf of Mr Kevin Conolly MP (Riverstone), and Councillor Kim Ford advising that Mr Kevin Conolly MP (Riverstone) and Councillor Kim Ford concurred with recommendations as contained in the formal agenda and had granted proxy to himself to cast vote(s) on their behalf.

SECTION 1 – Minutes

Item 1.1 Confirmation of Minutes

The Committee resolved on the motion of Snr Constable Debbie Byrnes, seconded by Mr Richard McHenery, that the minutes of the previous meeting held Monday, 10 March 2014 be confirmed.

Item 1.2 Business Arising

Item 1.2.1 LTC - 14 April 2014 - Item 1.2.1 - UIM World Circuit Powerboat Championships - Windsor 2014 - (Hawkesbury, Londonderry and Riverstone) - (80245, 128916)

Previous Item: Item 2.1, LTC (10 March 2014)

REPORT:

Mr Chris Amit referred to the UIM World Circuit Powerboat Championships - Windsor 2014 that was discussed at the March 2014 LTC Meeting.

ORDINARY MEETING
Reports of Committees

Mr Amit advised that correspondence had been received (DW No 4746756) from the event organiser, Fast Water Promotions, notifying Council of the cancellation of the event.

Submitted for information only.

COMMITTEE RECOMMENDATION:

RESOLVED on the motion of Snr Constable Debbie Byrnes, seconded by Mr Richard McHenery.

Support for Recommendation: Unanimous.

That information be received.

oooO END OF REPORT Oooo

SECTION 2 - Reports for Determination

Item 2.1 LTC - 14 April 2014 - Item 2.1 - Ride 2 Riverstone Bicycle Event - 2014 (Hawkesbury and Riverstone) - (80245, 118318)

REPORT:

Introduction:

An application has been received from the Riverstone and District Lions Club seeking approval (in traffic management terms) to conduct the 'Ride 2 Riverstone' Bicycle Event 2014, in part, within the Oakville/Maraylya/Vineyard area on Sunday, 4 May 2014, from 7:30am to 1pm.

The event organiser has advised:

- The event has been held annually since 2010.
- The overall event is a family oriented bicycle ride for charity, over several routes which will extend across The Hills, Blacktown and Hawkesbury Local Government Areas (LGA's);
- An alternative date is proposed for Sunday, 15 June 2014;
- The component of the event within the Hawkesbury LGA is within the Oakville/Maraylya/Vineyard area;
- The event is a Bicycle Ride and Not a Race;
- The start and finish of the event will be bounded by Park, Pitt, George and Market Streets, Riverstone, located within the Blacktown LGA;
- Traffic control signs will be distributed the previous day and left at secure locations along the route. The start site will be set up from 5am on the event day. Marshalls will put traffic control signs in place just prior to the commencement of the event;

ORDINARY MEETING

Reports of Committees

- Marshalls will not be permitted to control the movement of motorised traffic. Their role will be to advise cyclists of the presence of approaching traffic.
- Marshals will be deployed at each intersection identified as posing a perceived risk to a riders safety and supervise the movements of the cyclists at those intersections and also provide a visual link between cyclists and other traffic;
- Sectors will be cleared as the event passes and it is proposed to have the route clear by 1:30pm. The finish site will be cleared by 5pm;
- The event will attract very low levels of spectators as it is being held on semi-rural roads;
- Approximately 500 riders are expected to participate;
- Riders will be able to nominate distances of 30, 50, 80 and 100 kilometres;
- The four different ride distances are within the one event. The routes have been planned to ensure that it traverses areas of relatively low traffic flow;
- The main route is approximately 55 kilometres in length (across the three LGA's) and that route will form the basis of the four rides, with additional loops of the route utilised for the 80 and 100 kilometre rides (two laps);
- All roads along the route within the Hawkesbury LGA are sealed, with the exception of Cusack Road which is predominantly unsealed with short sections at its intersection with Midson Road and Boundary Road being sealed.
- Road Closures are not required in the Hawkesbury Area.
- The Bicycle Ride will be conducted along the following route within the Hawkesbury LGA:
 - Enter Bandon Road from O'Connell Street located within the Blacktown Council Area (turn right from O'Connell Street into Bandon Road),
 - Travel north along Bandon Road, across the signalised intersection of Windsor Road into Chapman Road,
 - Travel along Chapman Road to Commercial Road and across into Bocks Road,
 - Travel along Bocks Road and turn left into Hanckel Road for the 50, 80 and 100 kilometre riders, *(the riders for the 30 kilometre route will turn right at this point and proceed - overall distance of approximately 800 metres - along Hanckel Road towards Old Pitt Town Road, turn right at Old Pitt Town Road and travel along Old Pitt Town Road and across Boundary Road into The Hills LGA section of Old Pitt Town Road),*
 - Travel along Hanckel Road, and then into Ogden Road and turn right into Smith Road,
 - Travel along Smith Road and turn left into Saunders Road,
 - Travel along Saunders Road and turn right into Old Stock Route Road,
 - Travel along Old Stock Route Road, turn left at the intersection of Scheyville Road (continuation of Old Stock Route Road), and turn left into Old Pitt Town Road,
 - Travel along Old Pitt Town Road and turn right into Airstrip Road,
 - Travel along Airstrip Road and turn right into Pitt Town Dural Road,
 - Travel along Pitt Town Dural Road, turn right at the intersection with Pebbly Hill Road (continuation of Pitt Town Dural Road), and turn right into Scheyville Road,
 - Travel along Scheyville Road, and turn left into Dormitory Hill Road,
 - Travel along Dormitory Hill Road and turn left into Midson Road,
 - Travel along Midson Road and turn right into Cusack Road,
 - Travel along Cusack Road, across the intersection of Boundary Road into Maguires Road located in The Hills LGA.
 - The route distance within the Hawkesbury LGA is approximately 18 kilometres.

ORDINARY MEETING

Reports of Committees

- For the 100 kilometre ride, the riders will re-enter the Hawkesbury LGA (overall distance of approximately 3.3 kilometres) from the Hills LGA via Old Pitt Town Road, across Boundary Road, travel along Old Pitt Town Road and turn right into Midson Road.
- Travel along Midson Road, past Dormitory Hill Road and turn right into Cusack Road,
- Travel along Cusack Road, across the intersection of Boundary Road into Maguires Road located in The Hills LGA.

Refer to Attachments 1 to 6 for Details of the Event Route.

Discussion:

The event is a cross regional event as it will traverse across 3 Local Government Areas and cross/traverse a classified road. In previous years the event has been classified as a Class 1 event. A meeting was undertaken between the event organiser and representatives from The Hills, Blacktown and Hawkesbury Councils to reassess the Classification of the event. It was agreed that the event did not impact major traffic and transport systems instead affecting minor traffic and transport systems along the specified route. This was evident in the route along Windsor Road being undertaken along the off-road shared path and not along the on road cycleway. It was agreed to change the classification of the event from a Class 1 to a Class 2 event.

Based on the changes to the event route, it would be appropriate to classify the event as a “**Class 2**” special event under the “Traffic and Transport Management for Special Events” guidelines issued by the Roads and Maritime Services - RMS (formerly RTA) as the event may disrupt minor traffic and transport systems along the specified route and there may be a low scale disruption to the non-event community.

Speed limits, traffic volume and road width details are provided in the following table for the Hawkesbury LGA component of the route;

Hawkesbury LGA Route - Oakville/Maraylya/Vineyard			
Road Name	Speed Limit (kph)	ADT (Year)	Sealed Carriageway Width (m)
Bandon Road	60	3324 (1996)	7.1 – 10.0
Chapman Road	60	1743 (1998)	6.1 – 14.0
Bocks Road	70	549 (1996)	6.1 – 6.6
Hanckel Road	60 and 70	1498 (2002)	5.7
Ogden Road	60 and 70	190 (1999)	7.5
Smith Road	70	342 (1999)	6.1
Saunders Road	70	729 (1996)	5.5
Old Stock Route Road	70	2335 (1996)	5.9 – 6.7
Old Pitt Town Road	70	908 (2003)	5.2
Airstrip Road	70	Not Available	6.4
Pitt Town Dural Road	70	1782 (2001)	6.3 – 6.4
Scheyville Road	70	2254 (2001)	5.9
Dormitory Hill Road	70	Not Available	5.5
Midson Road	70	418 (1998)	5.4 – 7.1
Cusack Road (<i>mainly unsealed, with both ends sealed at its intersections</i>)	70	71 (2010)	9.5 (87m sealed / 470m unsealed)
Boundary Road	80	3121 (2008)	6.2 – 6.4

ORDINARY MEETING
Reports of Committees

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

The event organiser has submitted the following items in relation to the event: Attachment 7 (ECM Document No: 4719791):

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 (Roads and Maritime Services - RMS),
4. Transport Management Plan – referred to in the application as Traffic Management Plan (TMP) and Traffic Control Plans (TCP)
5. Copy of Insurance Policy which is valid to 1 September 2014,
6. Copy of the application to the NSW Police Force.

COMMITTEE RECOMMENDATION:

RESOLVED on the motion of Mr Richard McHenery, seconded by Sr Constable Debbie Byrnes.

Support for the Recommendation: Unanimous

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/organising-an-event>, 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 Roads and Maritime Services - RMS (formerly RTA) publication "Guide to Traffic and Transport Management for Special Events" (Version 3.4) and the Hawkesbury City Council special event information package.
2. The 'Ride 2 Riverstone' Bicycle Event 2014, which is a cross regional event and will traverse across 3 Local Government Areas, with the Hawkesbury LGA component being within the Oakville/Maraylya/Vineyard area, planned for Sunday 04 May 2014 (alternative date 15 June 2014) 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 the Roads and Maritime Services - RMS (formerly RTA).
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 as part of the risk assessment considering the possible risks for all participants (in particular the section of Cusack Road which is unsealed – an alternate route may need to be sought based on the condition of the pavement surface on the day of the event). This assessment should be carried out by visual inspection of the route 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. 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 the associated fee, to occupy the road
- 4e. the event organiser is to ensure that dust along the unsealed sections of road utilised by the event participants are mitigated by providing a water cart for the duration of the event. The method and frequency of watering is to be addressed and outlined in writing and added to the TMP;
- 4f. the event organiser is to obtain approval from The Hills Council and Blacktown Council for the use of their roads and obtain any other necessary approvals from these Councils; a copy of this approval to be submitted to Council;
- 4g. the event organiser is to advertise the event in the local press stating the entire route/extent of the event, 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);
- 4h. 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;**
- 4i. 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;**

ORDINARY MEETING
Reports of Committees

- 4j. 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;**
- 4k. the event organiser is to **submit** the completed "Traffic and Transport Management for Special Events – **Final Approval Application Form (Form C)**" to Council;

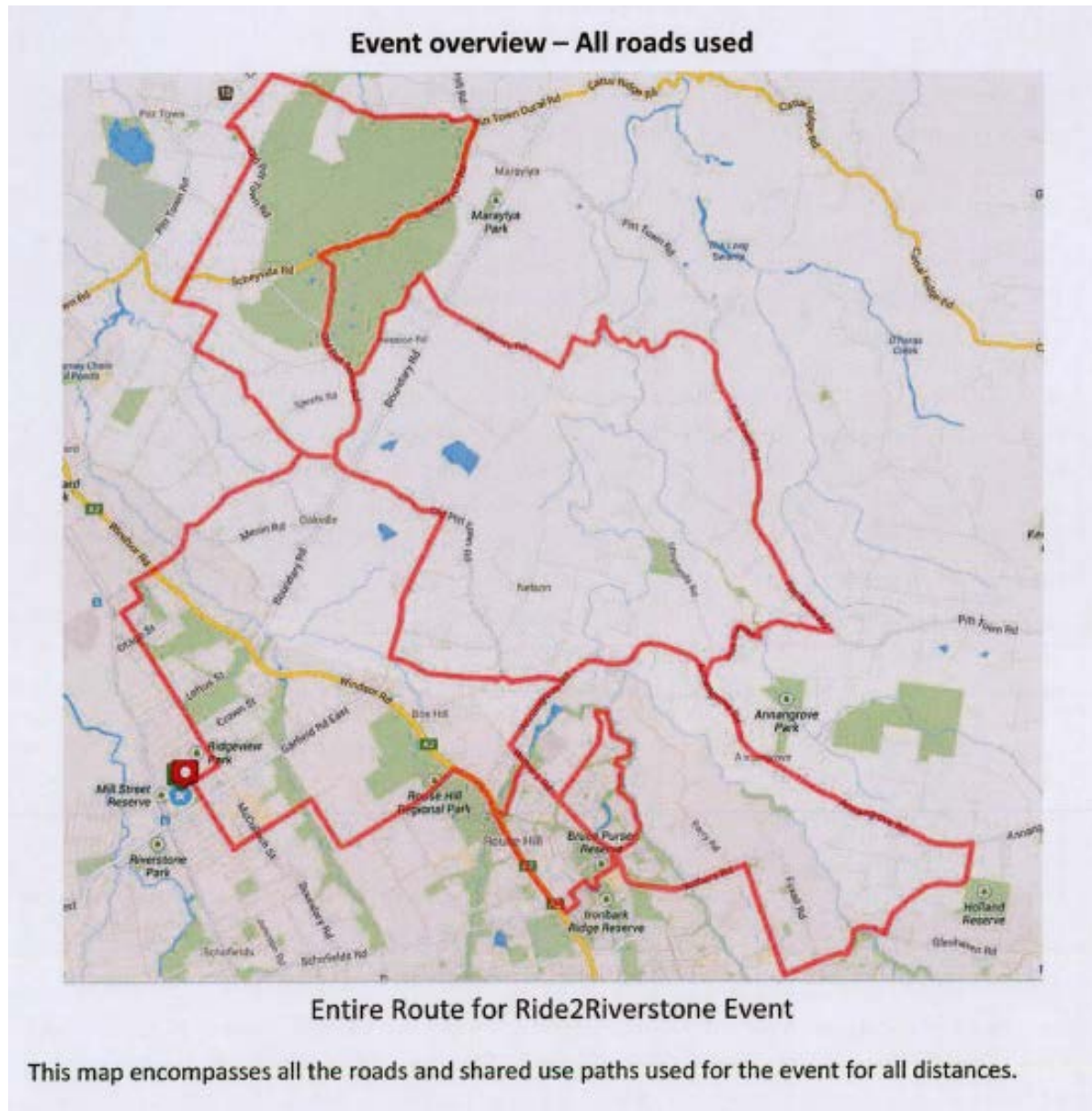
During the event:

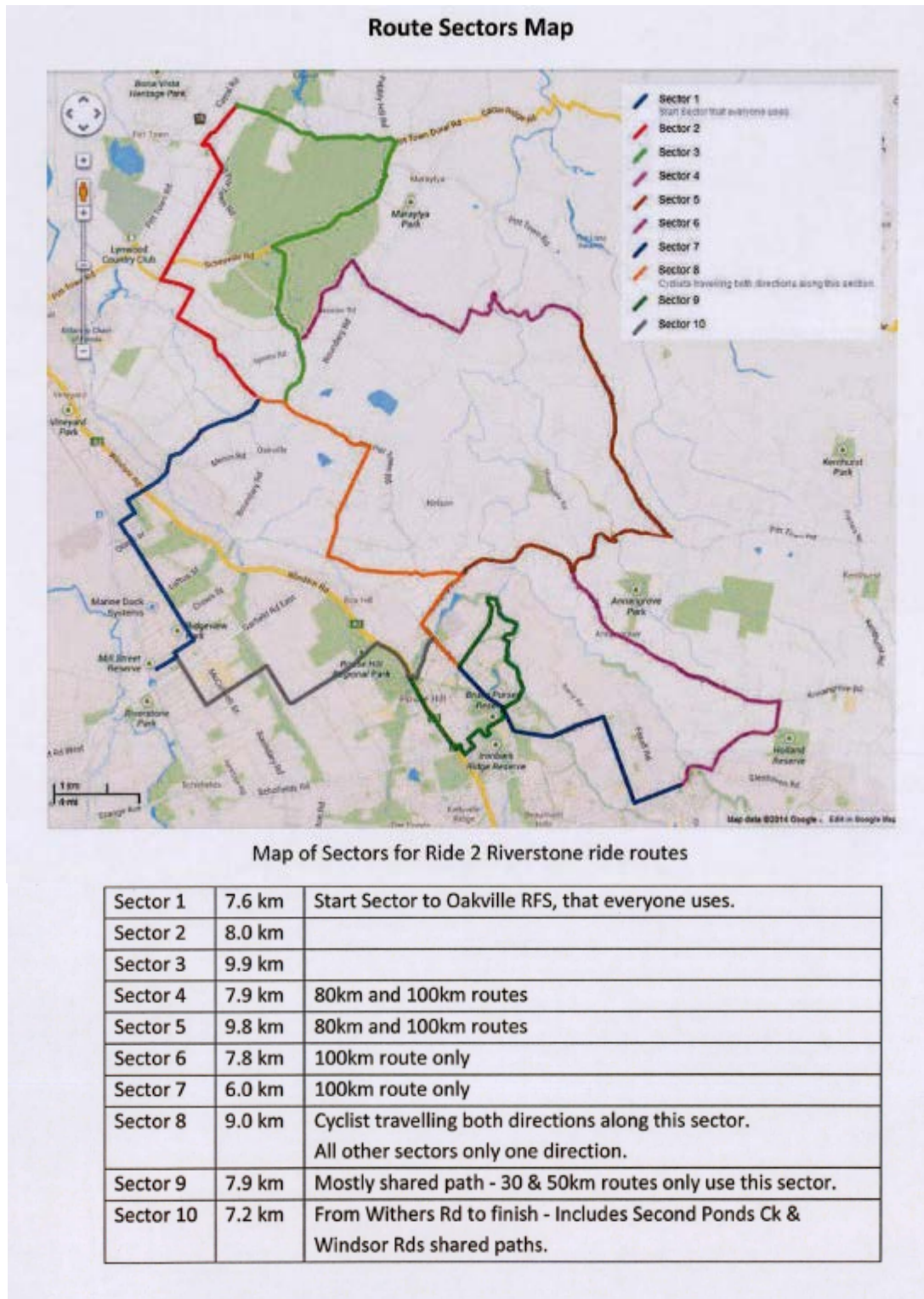
- 4l. access is to be maintained for businesses, residents and their visitors;
- 4m. a clear passageway of at least 4 metres in width is to be maintained at all times for emergency vehicles;
- 4n. all traffic controllers / marshals operating within the public road network are to hold appropriate certification as required by the Roads and Maritime Services - RMS (formerly RTA);
- 4o. the cyclists are to be made aware of and are to follow all the general road user rules whilst cycling on public roads;
- 4p. in accordance with the submitted TMP and associated TCP, appropriate advisory and traffic control devices are to be placed along the route during the event, under the direction of a traffic controller holding appropriate certification as required by the Roads and Maritime Services - RMS (formerly RTA);
- 4q. the competitors and participants are to be advised of the traffic control arrangements in place, prior to the commencement of the event;
- 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, and,
- 4s. the event organiser is to ensure that dust along the unsealed sections of road utilised by the event participants 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:

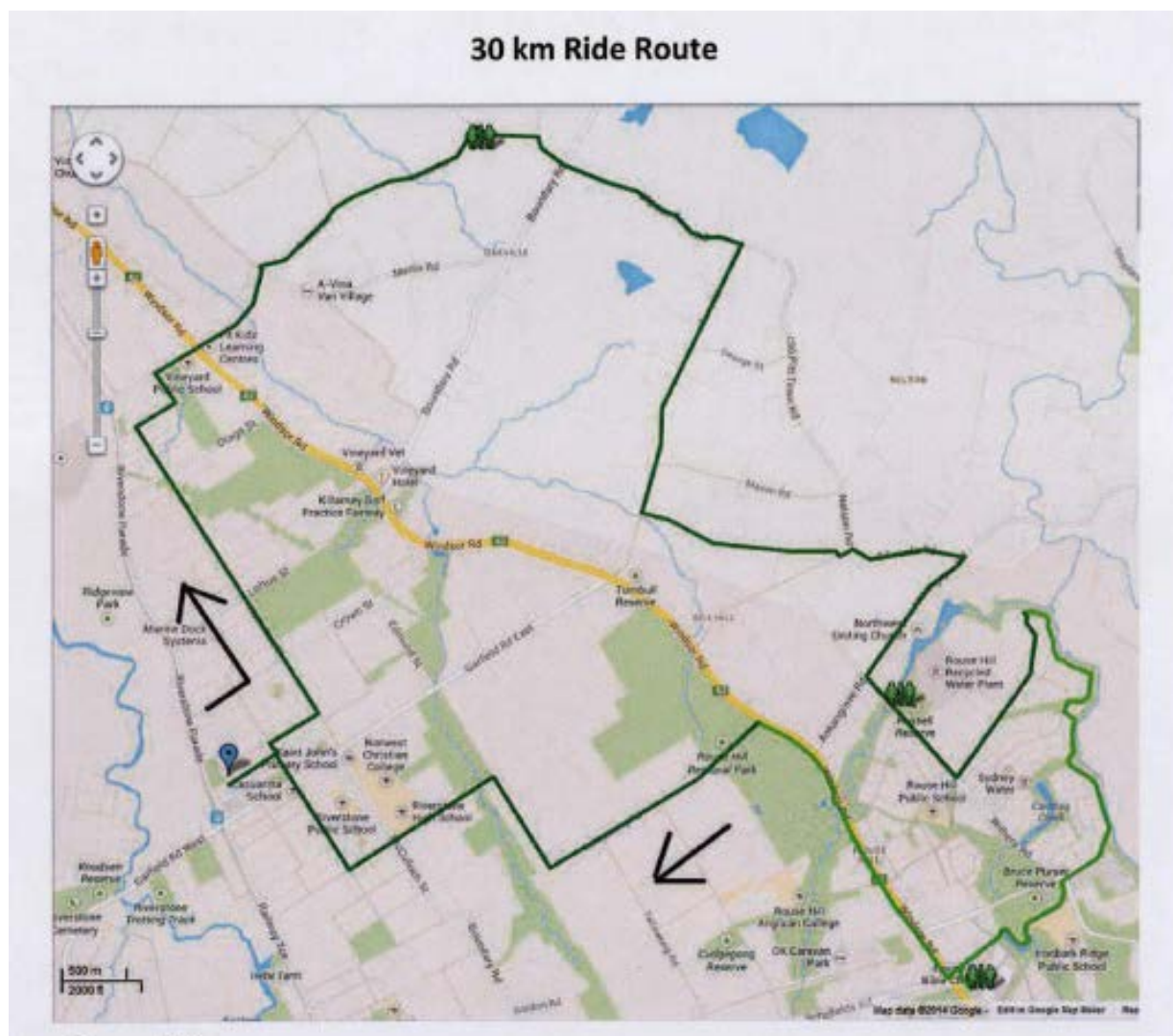
- AT - 1** Ride 2 Riverstone – Event Overview Route Plan
- AT - 2** Ride 2 Riverstone – Route Sectors Map
- AT - 3** Ride 2 Riverstone - 30 kilometre Route Plan
- AT - 4** Ride 2 Riverstone - 50 kilometre Route Plan
- AT - 5** Ride 2 Riverstone - 80 kilometre Route Plan
- AT - 6** Ride 2 Riverstone - 100 kilometre Route Plan
- AT - 7** Special Event Application - (ECM Document No. 4719791) – *distributed at meeting*

AT - 1 Ride 2 Riverstone – Event Overview Route Plan

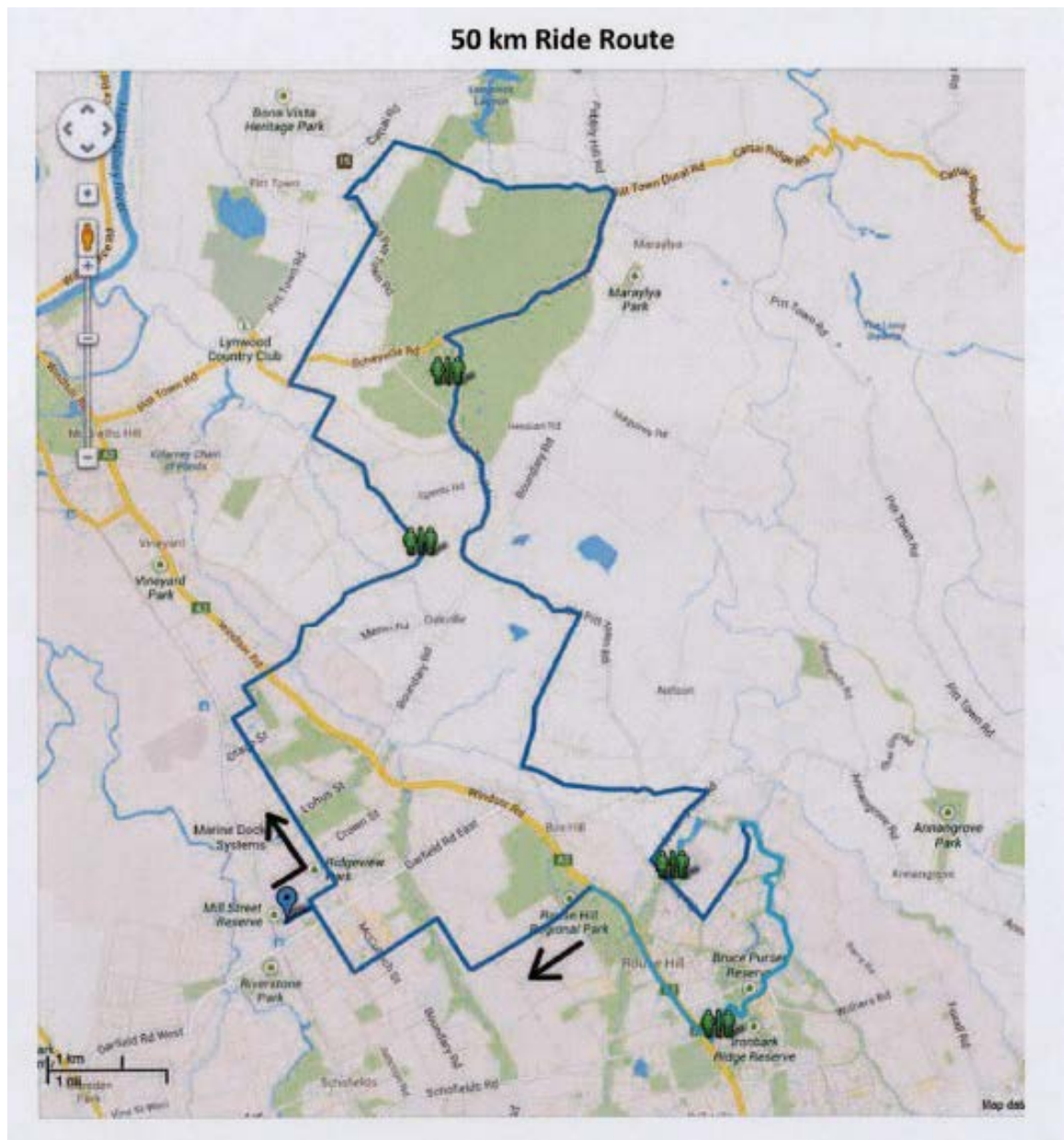


AT - 2 Ride 2 Riverstone – Route Sectors Map

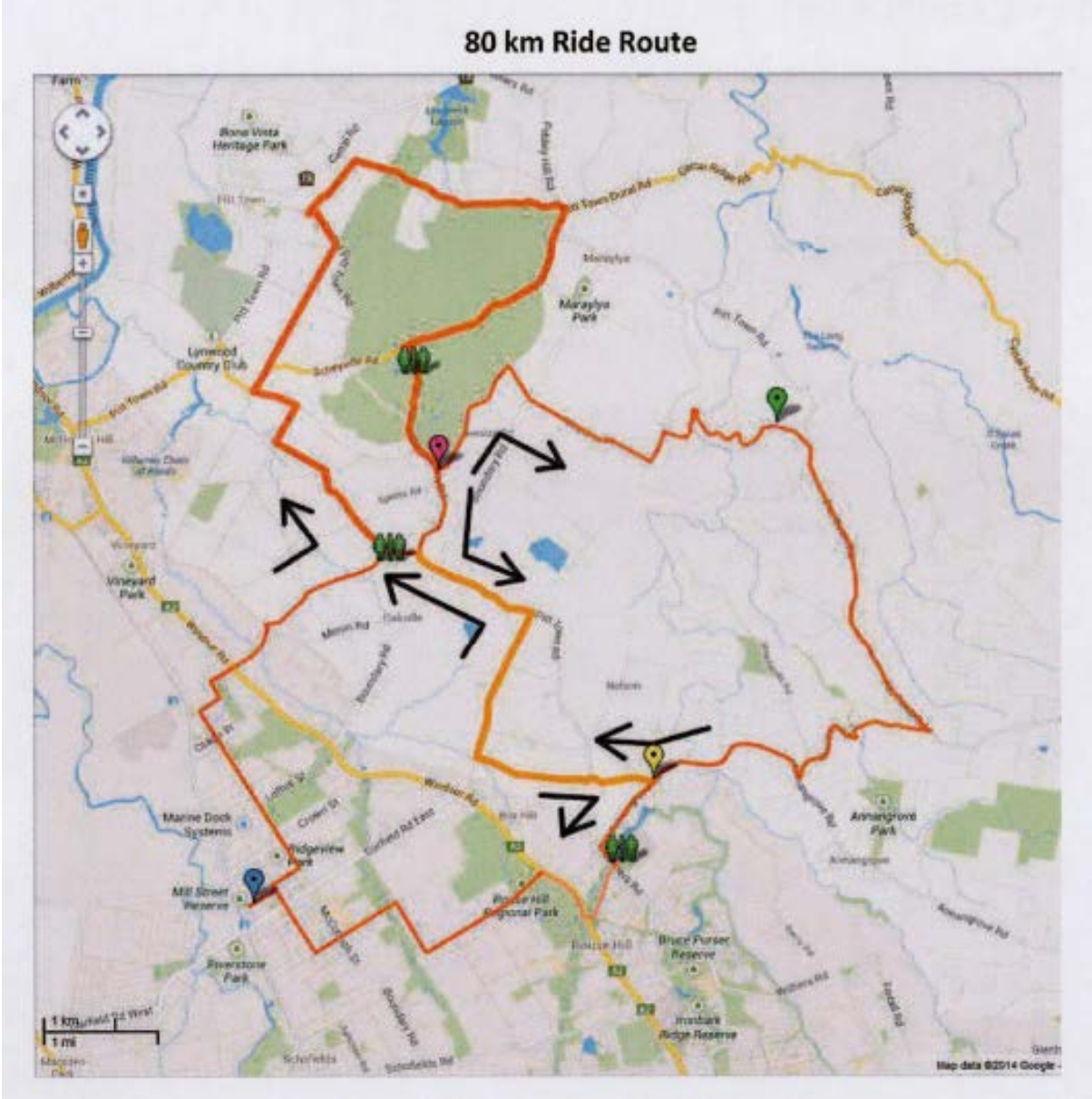
AT - 3 Ride 2 Riverstone - 30 kilometre Route Plan



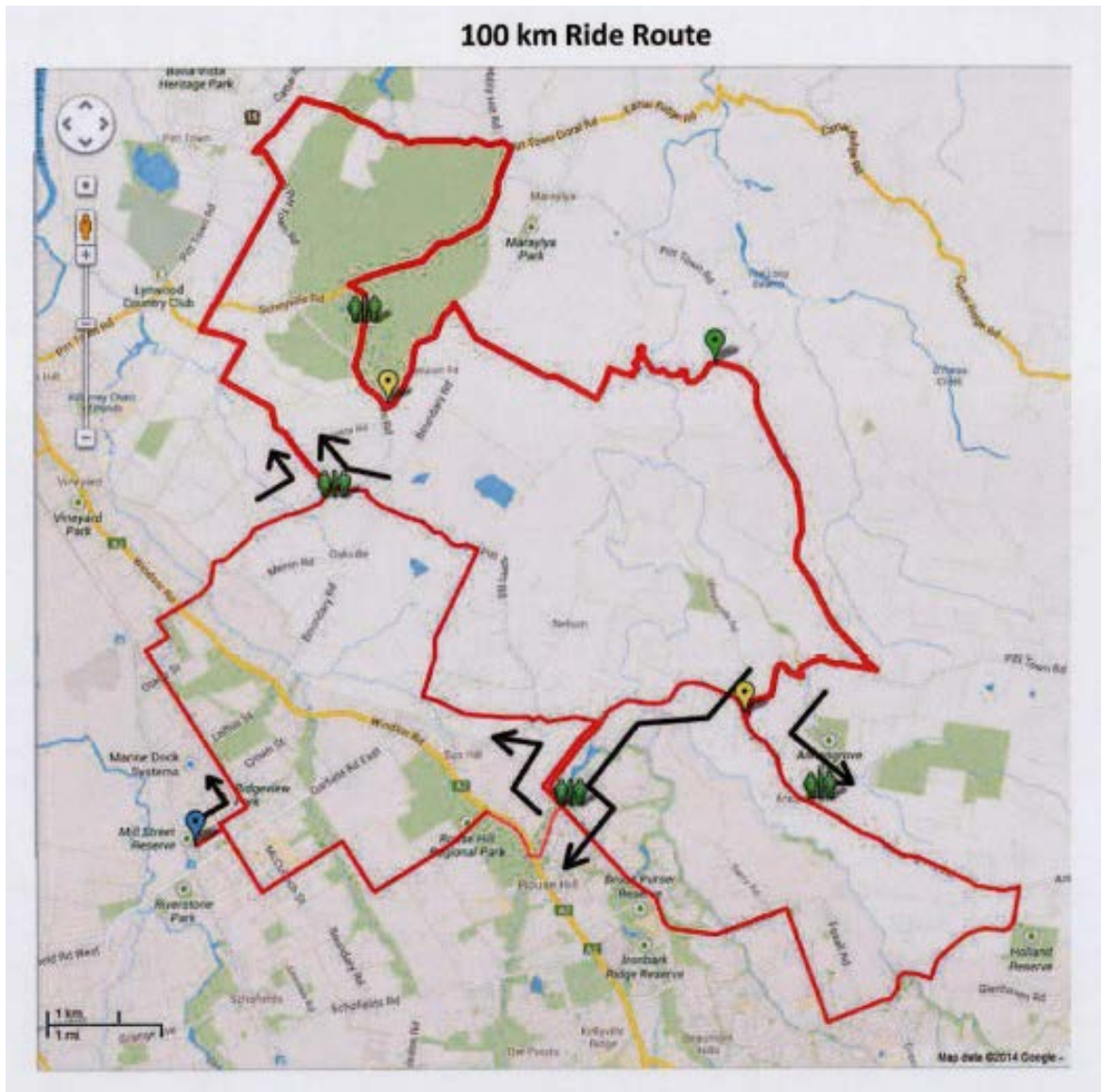
AT - 4 Ride 2 Riverstone - 50 kilometre Route Plan



AT - 5 Ride 2 Riverstone - 80 kilometre Route Plan



AT - 6 Ride 2 Riverstone - 100 kilometre Route Plan



oooO END OF REPORT Oooo

ORDINARY MEETING
Reports of Committees

Item 2.2 LTC - 14 April 2014 - Item 2.2 - SIDS Stampede 2014 - Windsor (Riverstone) - (80245, 125210, 79749, 106039)

REPORT:

An application has been received seeking approval (in traffic management terms) to conduct the Sids Stampede 2014 - Windsor, on Sunday, 7 September 2014.

The event organiser has advised;

- This is a running (fun run) event and community fair to raise funds for the Westmead Children's Hospital Sids and Sleep Apnoea Department;
- This is the third year the event is being run – the original event was undertaken in 2012;
- Approximately 1000 participants are expected for the event;
- Approximately 200 spectators are expected;
- The event will be conducted between 6:30am and 10:30am, with event set up at 5am;
- Participants will arrive at McQuade Park between 6am and 7am;
- Participants vehicles will be parked at McQuade Park and will enter via the driveway in Moses Street;
- The start of the event will be in Greenway Crescent approximately 100 metres down from Moses Street. The finish point for the event will be within Howe Park. The finish point in Howe Park will be accessed via Deerubbin Park, with the access point to Deerubbin Park located along Cornwallis Road, approximately 350 metres from Greenway Crescent;
- At the conclusion of the fun run a family fair will be held at McQuade Park to finish the event;
- The event has been extended from the previous event in 2013 to include an additional 21.2 kilometre run. This has resulted in additional roads being traversed for the event;
- Details of the roads to be utilised as part of the course:
 - McQuade Park to Greenway Crescent (across Moses Street) = 100 metres,
 - Greenway Crescent from Moses Street to Cornwallis Road = 400 metres,
 - Cornwallis Road from Greenway Crescent to Cornwells Lane = 6600 metres,
 - Cornwells Lane from Cornwallis Road to Onus/Powells Lane = 2200 metres,
 - Powells Lane from Cornwells/Onus Lane for a distance of 1450 metres (turn around point).
- There will be four stages (three stages in 2013) to the event consisting of a 21.1 kilometres run, 10 kilometre run, 5 kilometre run and a 5 kilometre walk;
- Details of each Stage is as follows:
 - Stage 1 = 21.1 kilometre run will commence at 6.30am and will proceed along Greenway Crescent, Cornwallis Road, Cornwells Lane and Powells Lane to the turn- around point. Proceed back along Powells Lane, Cornwells Lane and Cornwallis Road to the access point to Deerubbin Park. Enter the Park and proceed through the Park along the pedestrian bridge over Rickabys Creek to the finish line at Howe Park.

ORDINARY MEETING

Reports of Committees

- Stage 2 = 10 kilometre run will commence at 7am and will proceed along Greenway Crescent and for a distance of 4.7 kilometres along Cornwallis Road. Turn around and proceed back along Cornwallis Road to the access point to Deerubbin Park. Enter the Park and proceed through the Park along the pedestrian bridge over Rickabys Creek to the finish line at Howe Park.
- Stage 3 = 5 kilometre run will commence at 7:30am and will proceed along Greenway Crescent and for a distance of 2.2 kilometres along Cornwallis Road. Turn around and proceed back along Cornwallis Road to the access point to Deerubbin Park. Enter the Park and proceed through the Park along the pedestrian bridge over Rickabys Creek to the finish line at Howe Park.
- Stage 4 = 5 kilometre walk will commence at 8am. This group will do the same circuit as the 5 kilometre run – Stage 3.
- The first stage will start at 6:30am with all four stages completed and the roads reopened by 10:30am – (details of proposed road closures are outlined below);
- The safety of the event will be improved with the removal of through traffic along the course;
- The following Road Closures are proposed;
 - Moses Street is only closed at Greenway Crescent which will provide access to St Matthews Anglican Church and parking along Moses Street.
 - Greenway Crescent between Moses Street and Cornwallis Road.
 - Cornwallis Road between Greenway Crescent and Cornwells Lane; which includes its intersections with Cordners Lane and Cupitts Lane.
 - Cornwells Lane between Cornwallis Road and Onus/Powells Lane; which includes its intersection with Bensons Lane.
 - Powells Lane from Cornwells/Onus Lane for a distance of 1.45 kilometres; which includes its intersections with Triangle Lane and Dells Lane.
 - Road Closures will be between 5:30am and 10:30am.
- Authorised Traffic Controllers will be used to close off Moses Street at Greenway Crescent before the start of the event; and at all road closure points along the course, with motorists directed around the site.
- Vehicles within the road closures will need to leave the area by 6:30am;
- All residents will be given notice in the preceding two weeks prior to the event to enable vehicles needing to leave the area to be done so by 6:30am;
- Consultation has been undertaken with adjoining property owners along the proposed route and proposed road closures;
- The majority of residents have responded in a positive manner and are supportive of the event. Not all residents have responded;

Details of the Event Route Plan, Start and Finish Points and the Event Layout Plan for McQuade Park are contained in Attachments 1, 2 and 3.

Discussion:

It would be appropriate to classify the event as a “**Class 2**” special event under the “Traffic and Transport Management for Special Events” guidelines issued by the Roads and Maritime Services - RMS (formerly RTA) as the event may impact minor traffic and transport systems, which includes the proposed road closures, and there may be a low scale disruption to the non-event community.

ORDINARY MEETING
Reports of Committees

The following Road Closures are proposed for Sunday 7, September 2014, between 5.30am and 10.30am;

- Moses Street is only closed at Greenway Crescent which will provide access to St Matthews Anglican Church and parking along Moses Street.
- Greenway Crescent between Moses Street and Cornwallis Road.
- Cornwallis Road between Greenway Crescent and Cornwells Lane; which includes its intersections with Cordners Lane and Cupitts Lane.
- Cornwells Lane between Cornwallis Road and Onus/Powells Lane; which includes its intersection with Bensons Lane.
- Powells Lane from Cornwells/Onus Lane for a distance of 1.45 kilometres; which includes its intersections with Triangle Lane and Dells Lane.
- There are approximately 90 properties along the proposed route. The majority of the properties are rural properties with residential properties mainly along Greenway Crescent.
- The majority of adjoining property owners have been consulted and are supportive of the event.
- The majority of roads proposed to be closed for the event are generally in the Cornwallis/Richmond Lowlands area and have low traffic volumes.

Speed limits, traffic volume and road width details are provided in the following table;

Road Name	Speed Limit (kph)	Max ADT recorded (Year)	Sealed Carriageway Width (m)
Moses Street	50	1024 (1990)	16.0
Greenway Crescent	50	470 (1997)	7.8 and 5.5 at Bridge over Rickabys Creek
Cornwallis Road	80	Data not available	4.2 to 6.2 and 5.5 at Bridge over Cooley Creek
Conrwells Land	80	104 (2008)	5.0 – 5.6
Powells Land	80	Data not available	5.5 – 6.3

The event organiser has submitted the following items in relation to the event: Attachment 4 (ECM Document Nos: 4746178 and 4746318):

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 (Roads and Maritime Services - RMS),
4. Transport Management Plan – referred to in the application as Traffic Management Plan (TMP) and Traffic Control Plans (TCP). The TCPs do not provide specific details in relation to all road closure points and traffic diversion routes,
5. Event Route and Layout Plan,
6. Copy of Resident Poll.

The Transport Management Plan (TMP) and the associated Traffic Control Plan (TCP) is to be submitted to the Transport Management Centre (TMC) for authorisation due to the proposed road closures.

COMMITTEE RECOMMENDATION:

RESOLVED on the motion of Snr Constable Debbie Byrnes, seconded by Mr Richard McHenery.

Support for the Recommendation: Unanimous.

ORDINARY MEETING
Reports of Committees

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/organising-an-event>, 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 Roads and Maritime Services - RMS (formerly RTA) publication "Guide to Traffic and Transport Management for Special Events" (Version 3.4) and the Hawkesbury City Council special event information package.
2. The SIDS Stampede 2014 – Windsor, event planned for Sunday, 7 September 2014 between 5am and 10:30am 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 the Roads and Maritime Services - RMS (formerly RTA).
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 road closures and traffic control measures;
 - Road Closure; Moses Street, Windsor, only at Greenway Crescent which will provide access to St Matthews Anglican Church and parking along Moses Street.
 - Road Closure; Greenway Crescent, Windsor, between Moses Street and Cornwallis Road.
 - Road Closure; Cornwallis Road, Windsor/Cornwallis, between Greenway Crescent and Cornwells Lane; which includes its intersections with Cordners Lane and Cupitts Lane.
 - Road Closure; Cornwells Lane, Richmond Lowlands, between Cornwallis Road and Onus/Powells Lane; which includes its intersection with Bensons Lane.
 - Road Closure; Powells Lane, Richmond Lowlands, from Cornwells/Onus Lane for a distance of 1.45 kilometres; which includes its intersections with Triangle Lane and Dells Lane.
 - Road Closures only permitted for Sunday, 7 September 2014, between 5:30am and 10:30am.
 - No other road closures are permitted.

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 as part of the risk assessment considering the possible risks for all participants. This assessment

ORDINARY MEETING

Reports of Committees

- should be carried out by visual inspection of the route 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 the **Transport Management Centre – TMC** as road closures are proposed; **a copy of the Transport Management Centre – TMC approval to be submitted to Council;**
 - 4e. the event organiser is to **submit a Traffic Control Plan (TCP)** which needs to include details such as the specific position of barriers, signs etc., required for the proposed road closures and traffic diversions **to Council, the Roads and Maritime Services - RMS and the Transport Management Centre (TMC)** for acknowledgement. The TCP should be prepared by a person holding appropriate certification as required by the Roads and Maritime Services - RMS (formerly RTA) to satisfy the requirements of the relevant Work Cover legislation;
 - 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 the Roads and Maritime Services - RMS (formerly RTA) as interested parties on the Policy** and that Policy is to cover **both on-road and off-road activities;**
 - 4g. As the event involves the closure and the traverse of public roads, the event organiser is required to submit a Road Occupancy Application (ROA) to Council, with the associated fee, to occupy and close the road;
 - 4h. the event organiser is to obtain written approval from Councils' Parks and Recreation Section for the use of Howe Park and McQuade Park;
 - 4i. the event organiser is to obtain written approval from Hawkesbury Sports Council Inc for the use of Deerubbin Park and their section of McQuade Park; **a copy of the correspondence to be submitted to Council;**
 - 4j. the event organiser is to advertise the event in the local press stating the entire route/extent of the event, including the proposed traffic control measures, road closures, detour routes and the traffic impact/delays expected, due to the event, two weeks prior to the event; **a copy of the proposed advertisement to be submitted to Council** (indicating the advertising medium);
 - 4k. 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;**
 - 4l. 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, road closures, detour routes 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;**
 - 4m. the event organiser is to directly notify all the residences and businesses which may be affected by the event, including the proposed traffic control measures, road closures, detour routes 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;**
 - 4n. the event organiser is to **submit the completed "Traffic and Transport Management for Special Events – Final Approval Application Form (Form C)" to Council;**

ORDINARY MEETING
Reports of Committees

During the event:

- 4o. access is to be maintained for businesses, residents and their visitors;
- 4p. a clear passageway of at least four metres in width is to be maintained at all times for emergency vehicles;
- 4q. all traffic controllers / marshals operating within the public road network are to hold appropriate certification as required by the Roads and Maritime Services - RMS (formerly RTA);
- 4r. in accordance with the submitted TMP and associated TCP, appropriate advisory and traffic control devices are to be placed along the event and detour route (including the road closure points), during the event, under the direction of a traffic controller holding appropriate certification as required by the Roads and Maritime Services - RMS (formerly RTA);
- 4s. the competitors and participants are to be advised of the traffic control arrangements in place, prior to the commencement of the event; and,
- 4t. 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:

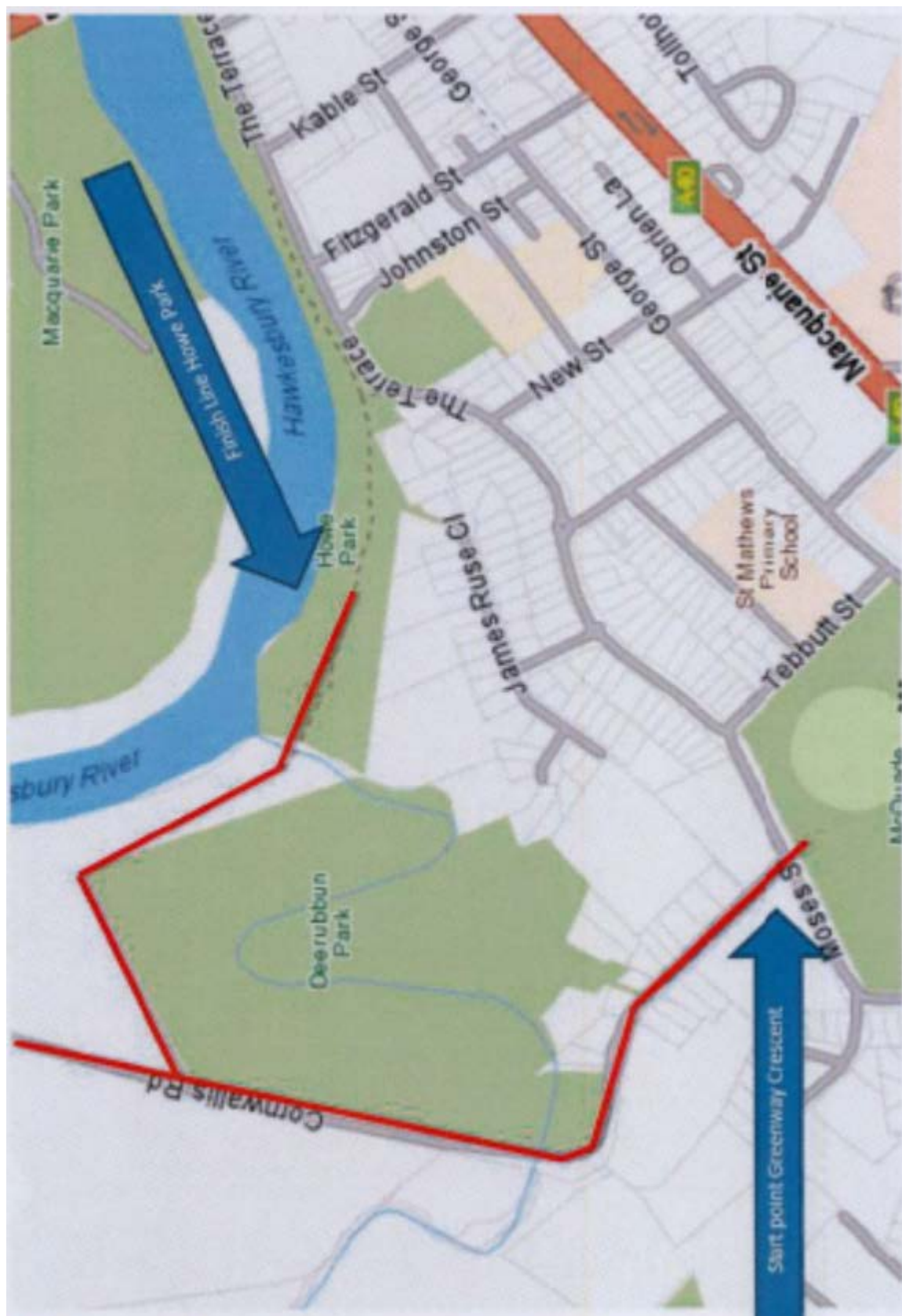
There are no supporting documents for this report.

- AT – 1** SIDS Stampede 2014, Windsor - Event Route Plan
- AT – 2** SIDS Stampede 2014, Windsor – Start and Finish Points
- AT - 3** SIDS Stampede 2014, Windsor - Event Layout Plan for McQuade Park
- AT – 4** Special Event Application - (ECM Document Nos: 4746178 and 4746318) – *distributed at meeting*

AT – 1 SIDS Stampede 2014, Windsor - Event Route Plan



AT – 2 SIDS Stampede 2014, Windsor – Start and Finish Points



AT – 3 SIDS Stampede 2014, Windsor - Event Layout Plan for McQuade Park



oooO END OF REPORT Oooo

ORDINARY MEETING
Reports of Committees

Item 2.3 LTC - 14 April 2014 - Item 2.3 Oakville Road Racing Cycle Events for 2014 (Hawkesbury)
- (80245, 82935)

REPORT:

Introduction:

An application has been received from the Parramatta Cycling Club seeking approval (in traffic management terms) to conduct the Oakville Road Racing Cycle Events during 2014.

The event organiser has advised;

- The event has been held over the past 20 years.
- The cycling events will be held on 10 separate Saturdays, during the period of 12 April 2014 to 27 September 2014,
- Each event will be conducted between 2pm and 4:30pm,
- The event is a Race,
- There will be approximately 80 participants.
- Graded club racing with five grades (each grade not to exceed 20 riders).
- Approximately 20 spectators are expected,
- The proposed dates are;
 - 12 April 2014
 - 17 May 2014
 - 14 June 2014
 - 28 June 2014
 - 05 July 2014
 - 19 July 2014
 - 02 August 2014
 - 16 August 2014
 - 13 September 2014
 - 27 September 2014
- The event starts and finishes at Oakville Public School,
- Utilising the School's parking facilities will eliminate traffic congestion in the start/finish area.
- Traffic control arrangements will be in place with no road closures required,
- The course follows an anti-clockwise direction which utilises left turns only at intersections to ensure the safety of participants and motorists.
- The Bicycle Race will be conducted along the following route;
 - Commencing at Oakville Public School, Oakville, and entering Ogden Road,
 - Travel a short distance along Ogden Road and then into Hanckel Road,
 - Travel along Hanckel Road and turn left into Old Pitt Town Road,
 - Travel along Old Pitt Town Road and turn left into Saunders Road,

ORDINARY MEETING
Reports of Committees

- Travel along Saunders Road and turn left into Smith Road,
- Travel along Smith Road and turn left into Ogden Road,
- Travel along Ogden Road finishing at Oakville Public School.
- The route distance is approximately 7.5 kilometres

Refer to Attachment 1: Event Route Plan - Bicycle Racing Event 2014 – Oakville.

Discussion:

It would be appropriate to classify the event as a “**Class 2**” special event under the “Traffic and Transport Management for Special Events” guidelines issued by the Roads and Maritime Services - RMS (formerly RTA) as the event may disrupt minor traffic and transport systems along the specified route and there may be a low scale disruption to the non-event community. Speed limit, traffic volume and road width details are as provided in the following table:

Route - Oakville			
Road Name	Speed Limit (kph)	ADT (Year)	Sealed Carriageway Width (m)
Hanckel Road	60 and 70	1498 (2002)	5.7
Old Pitt town Road	70	1264 (2002)	6.0
Saunders Road	70	718 (2000)	5.4 – 5.8
Smith Road	70	342 (1999)	6.1
Ogden Road	60 and 70	190 (1999)	7.5

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

The event organiser has submitted the following items in relation to the event: Attachment 2 (ECM Document Nos.4716545 and 4725954):

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 (Roads and Maritime Services - RMS),
4. Proposed Road Racing Program,
5. Event Route Plan,
6. Copy of the correspondence to be forwarded to the Residents,

The event on 12 April 2014 is scheduled prior to the April LTC meeting and will not be considered in the recommendation.

COMMITTEE RECOMMENDATION:

RESOLVED on the motion of Mr Richard McHenery, seconded by Snr Constable Debbie Byrnes.

Support for the Recommendation: Unanimous.

ORDINARY MEETING
Reports of Committees

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/organising-an-event>, 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 Roads and Maritime Services - RMS (formerly RTA) publication "Guide to Traffic and Transport Management for Special Events" (Version 3.4) and the Hawkesbury City Council special event information package.
2. The 2014 Oakville Road Racing Cycle Events planned for;
 - 17 May 2014
 - 14 June 2014
 - 28 June 2014
 - 05 July 2014
 - 19 July 2014
 - 02 August 2014
 - 16 August 2014
 - 13 September 2014
 - 27 September 2014

by the Parramatta Cycling Club along the Oakville Route 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 the Roads and Maritime Services - RMS (formerly RTA).

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 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 by the event organiser prior to preparing the TMP and prior to the event;

ORDINARY MEETING
Reports of Committees

- 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 and the Roads and Maritime Services - RMS (formerly RTA)** for acknowledgement. The TCP should be prepared by a person holding appropriate certification as required by the Roads and Maritime Services - RMS (formerly RTA) to satisfy the requirements of the relevant Work Cover legislation;
- 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 the Roads and Maritime Services - RMS (formerly RTA) 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 the 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 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);
- 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 has been 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 the Roads and Maritime Services - RMS (formerly RTA);
- 4p. the cyclists are to be made aware of and are to follow all the general road user rules whilst cycling on public roads;

ORDINARY MEETING
Reports of Committees

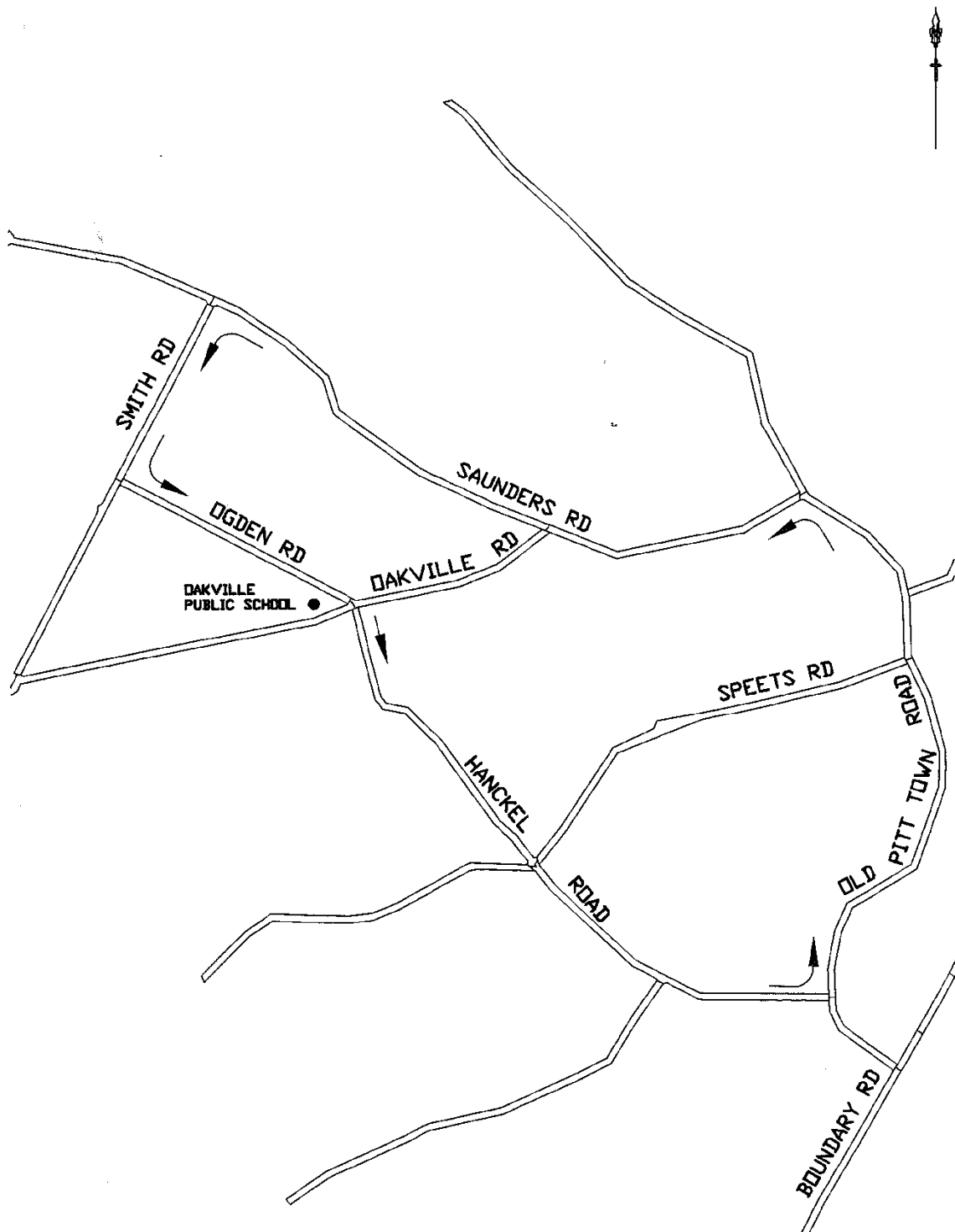
- 4q. in accordance with the submitted TMP and associated TCP, appropriate advisory signs and traffic control devices are to be placed along the route during the event, under the direction of a traffic controller holding appropriate certification as required by the Roads and Maritime Services - RMS (formerly RTA);
- 4r. the competitors and participants are to be advised of the traffic control arrangements in place, prior to the commencement of the event; and,
- 4s. 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 Event Route Plan - Bicycle Racing Event 2014 – Oakville

AT – 2 Special Event Application - (ECM Document Nos.4716545 and 4725954) – *distributed at meeting*

AT - 1 Event Route Plan - Bicycle Racing Event 2014 – Oakville



oooO END OF REPORT Oooo

Item 2.4 LTC - 14 April 2014 - Item 2.4 - Kurrajong Classic Road Racing Cycle Event for 2014 - Kurrajong and East Kurrajong (Hawkesbury) - (80245, 82935)

REPORT:

Introduction:

An application has been received from the Parramatta Cycling Club seeking approval (in traffic management terms) to conduct the Kurrajong Classic Road Racing Cycle Event in Kurrajong and East Kurrajong on Sunday, 31 August 2014.

The event organiser has advised;

- The event consists of graded amateur bicycle racing – with state titles.
- This is an annual event which has been held for over 20 years.
- The event will be a One Day Event, conducted between 9am and 2:30pm.
- The event starts and finishes at Stanley Park, East Kurrajong Road, East Kurrajong.
- The Bicycle Race will be conducted along the following route;
 - Commencing at Stanley Park, East Kurrajong, turn right out of the park entering East Kurrajong Road,
 - Travel a short distance along East Kurrajong Road and turn left into Putty Road (RMS State Road),
 - Travel along Putty Road (RMS – State Road) and turn left into Blaxlands Ridge Road,
 - Travel along Blaxlands Ridge Road and turn left into Comleroy Road,
 - Travel along Comleroy Road and turn left into East Kurrajong Road,
 - Travel along East Kurrajong Road finishing at Stanley Park – turning right into the park.
 - The route distance is approximately 33 kilometres
- There will be approximately 225 competitors competing in graded events.
- There will be approximately up to 50 competitors competing in 5 separate groups.
- 5 races will be conducted on the 33 kilometre circuit. Distance of the races range from 66 kilometres to 165 kilometres.
- The final sprint for the races traditionally occurs within the last 200 metres of the race. In order to protect all riders and motorists, this section of the course is sterilised by the exclusion of motorists for the period of the sprint, generally less than 60 seconds.
- An application is to be submitted to RMS to reduce the speed limit along Putty Road from 80kph and 100kph to 40kph between East Kurrajong Road and Blaxlands Ridge Road.
- Approximately 100 spectators are expected.
- The rural character of the area and light weekend traffic makes the course one of the premier cycling venues in NSW.
- There are no businesses, churches, schools or places of business to be affected on the designated day.

ORDINARY MEETING
Reports of Committees

- Prior to the commencement of racing, the course will be physically inspected by the Chief Commissaire.
- The race will be cancelled if any potential impediment is deemed to be beyond reasonable risk and cannot be rectified.
- Traffic control arrangements will be in place with no road closures required.
- All turns at intersections will be left turns with cyclists not having to cross any intersections.
- Marshalls will be posted at intersections illustrated in the TCP's.
- Traffic control at the affected intersections will stop traffic long enough to allow groups of cyclists to negotiate the corners safely (normally only for 30 seconds).
- All groups of racing cyclists will be escorted by vehicles marked with signage and with flashing amber lights to isolate them from normal vehicular traffic. The escort vehicles will create awareness of the presence of participants on the carriageway to other road users.
- All escort vehicles have authority to neutralise the race in the event of any unforeseen incidents during the course of an event.
- The Chief Commissaire has total authority over the conduct of the race; including the authority to terminate the race if it is deemed unsafe to continue.

Refer to Attachment 1 and 2 for details of the Event Route and the Start/Finish Zone for the Event.

Discussion:

It would be appropriate to classify the event as a "Class 1" special event under the "Traffic and Transport Management for Special Events" guidelines issued by the Roads and Maritime Services - RMS (formerly RTA) as the event may disrupt major traffic and transport systems along the specified route which includes the Speed Zone reduction in Putty Road (RMS – state road) between East Kurrajong Road and Blaxlands Ridge Road from 80kph and 100kph to 40kph and there may be a low scale disruption to the non-event community.

The event organiser is required to consider the speed limits of the remaining roads and assess if Speed Zone changes are required as part of the risk assessment.

Speed limits, traffic volume and road width details are provided in the following table;

Route – Kurrajong/East Kurrajong			
Road Name	Speed Limit (kph)	Max ADT recorded (Year)	Sealed Carriageway Width (m)
East Kurrajong Road	60 and 80	1062 (2012)	5.6 – 6.4
Putty Road (RMS)	80 and 100	4666 (2005)	6.0 and variable
Blaxlands Ridge Road	70, 80 and 100	703 (2009)	6.0 – 7.5
Comleroy Road	60 and 80	2184 (1998)	6.0 – 6.8

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

The event organiser has submitted the following items in relation to the event: Attachment 3 (ECM Document No: 4726955):

ORDINARY MEETING

Reports of Committees

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 (Roads and Maritime Services - RMS),
4. Traffic Management Plan (TMP) and Traffic Control Plans (TCP) – however the TMP and TCP's do not cover the proposed speed reduction on Putty Road, the remaining roads and the Start/Finish at Stanley Park,
5. Event Route Plan,
6. Copy of Insurance Policy which is valid to 30 November 2014,
7. Copy of the application to the NSW Police Force,
8. Copy of the correspondence to be forwarded to the Residents and Businesses.

COUNCIL RECOMMENDATION:

RESOLVED on the motion of Mr Richard McHenery, seconded by Snr Constable Debbie Byrnes.

Support for the Recommendation: Unanimous.

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/organising-an-event>, 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 Roads and Maritime Services - RMS (formerly RTA) publication "Guide to Traffic and Transport Management for Special Events" (Version 3.4) and the Hawkesbury City Council special event information package.
2. The Kurrajong Classic Road Racing Cycle Event planned for Sunday, 31 August 2014, by the Parramatta Cycling Club along the Kurrajong/East Kurrajong Route, be classified as a "**Class 1**" special event, in terms of traffic management, under the "Traffic and Transport Management for Special Events" guidelines issued by the Roads and Maritime Services - RMS (formerly RTA).
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

ORDINARY MEETING
Reports of Committees

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 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 by the event organiser prior to preparing the TMP and prior to the event;
- 4c. the event organiser is to obtain approval to conduct the event, from the NSW Police Force; **a copy of the Police Force approval to be submitted to Council;**
- 4d. the event organiser is to obtain approval from the Transport Management Centre – TMC as this is a "**Class 1**" event which will traverse along Putty Road (state road) which includes the proposed temporary speed reduction from 80kph and 100kph to 40kph between East Kurrajong Road and Blaxlands Ridge Road. The event organiser is required to consider the speed limits of the remaining roads and assess if Speed Zone changes are required as part of the risk assessment; **a copy of the Transport Management Centre – TMC approval to be submitted to Council;**
- 4e. the event organiser is to **submit a Transport Management Plan (TMP) for the entire route/event incorporating a Traffic Control Plan (TCP) to Council and the Transport Management Centre (TMC)** for acknowledgement. The TCP should be prepared by a person holding appropriate certification as required by the Roads and Maritime Services - RMS (formerly RTA) to satisfy the requirements of the relevant Work Cover legislation;
- 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 the associated fee, to occupy the road;
- 4g. the event organiser is to obtain written approval from Councils' Parks and Recreation Section for the use of Stanley Park;
- 4h. 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);
- 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 has been 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;**

ORDINARY MEETING
Reports of Committees

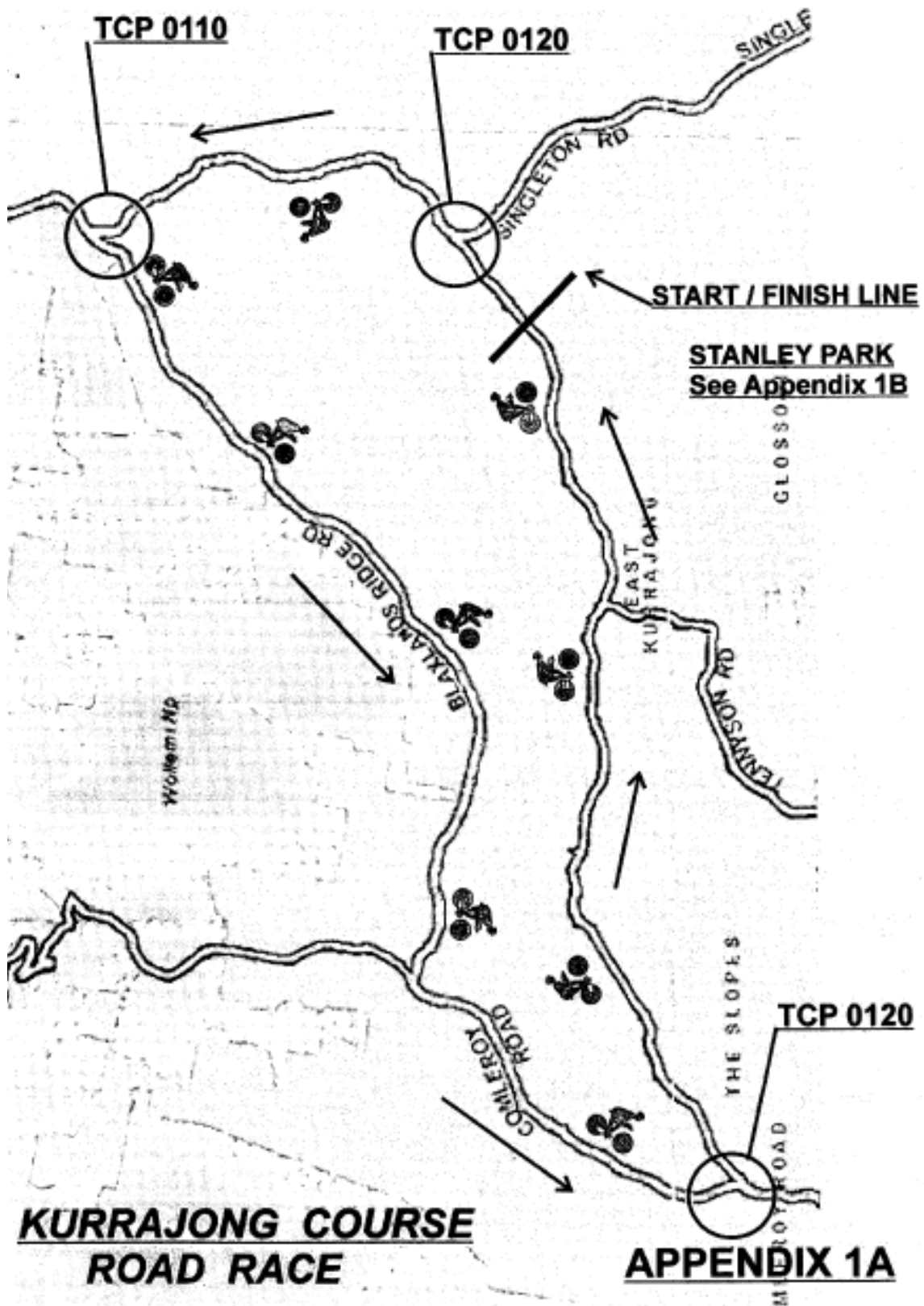
During the event:

- 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 the Roads and Maritime Services - RMS (formerly RTA);
- 4p. the cyclists are to be made aware of and are to follow all the general road user rules whilst cycling on public roads;
- 4q. in accordance with the submitted TMP and associated TCP, appropriate advisory signs - including temporary speed restriction signs (subject to Roads and Maritime Services - RMS (formerly RTA) requirements), shall be placed at the event organiser's expense after all the required approvals are obtained from the relevant authorities - and traffic control devices are to be placed along the route during the event, under the direction of a traffic controller holding appropriate certification as required by the Roads and Maritime Services - RMS (formerly RTA);
- 4r. the competitors and participants are to be advised of the traffic control arrangements in place, prior to the commencement of the event; and,
- 4s. 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.

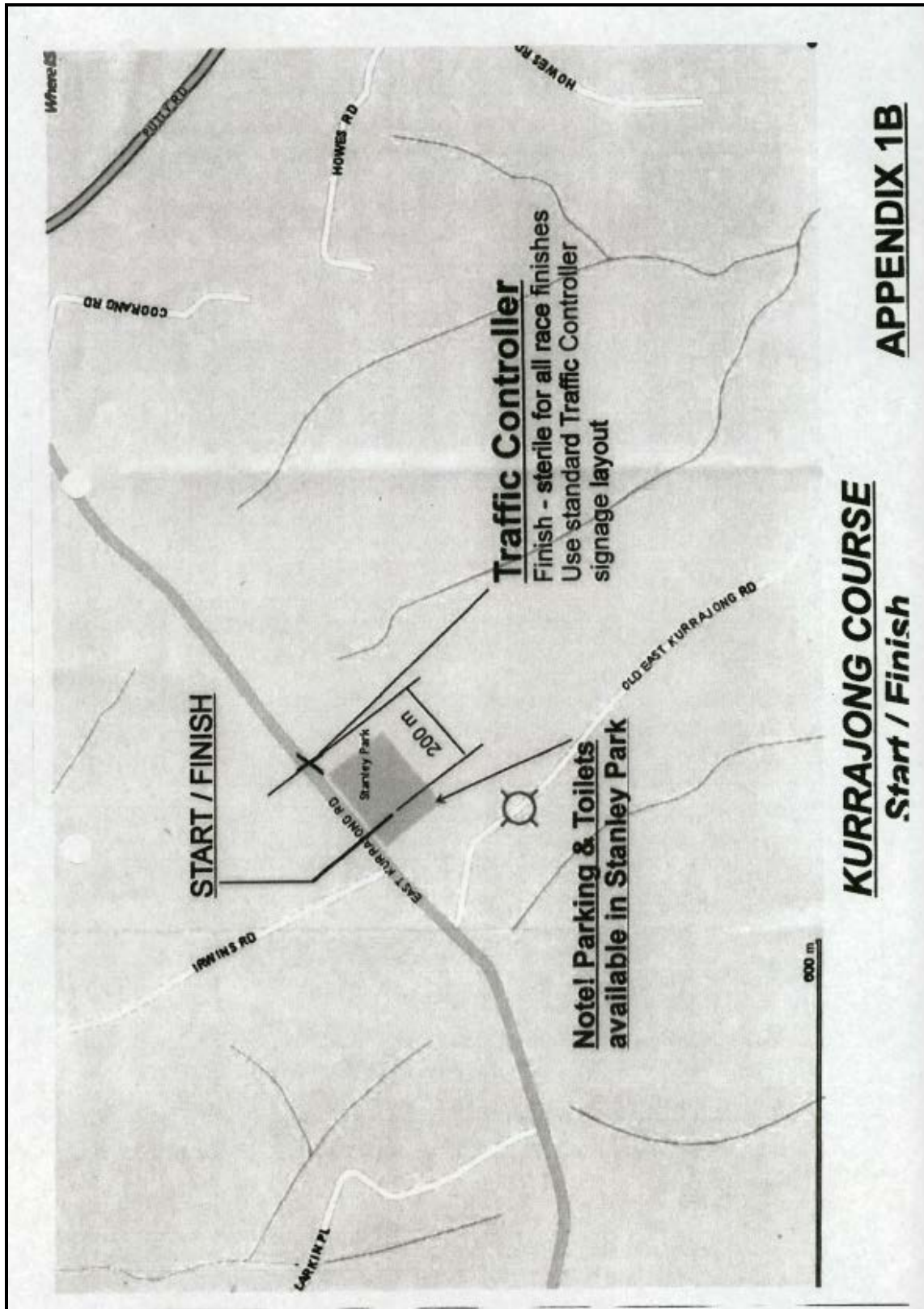
APPENDICES:

- AT - 1** Kurrajong Classic Cycle Race Event, Route Plan
- AT - 2** Kurrajong Classic Cycle Race Event, Start/Finish Zone Details
- AT - 3** Special Event Application – (ECM Document No: 4726955) – *distributed at meeting*

AT - 1 Kurrajong Classic Cycle Race Event, Route Plan



AT - 2 Kurrajong Classic Cycle Race Event, Start/Finish Zone Details



oooO END OF REPORT Oooo

ORDINARY MEETING
Reports of Committees

Item 2.5 LTC - 14 April 2014 - Item 2.5 - NSW State Championship Horse Endurance Ride 2014 - (Hawkesbury) - (80245, 85005)

REPORT:

Introduction:

An application has been received from the NSW Endurance Riders Association seeking approval (in traffic management terms) to conduct the NSW State Championship Horse Endurance Ride 2014, based at the Del Rio Riverside Resort at Webbs Creek and in and around the Leets Vale, Lower Portland and Webbs Creek area. The event will be held on Saturday, 14 and Sunday, 15 June 2014.

The event organiser has advised:

- This event was previously held in 2007.
- The event will consist of two horse rides comprising of a 160 kilometre NSW State Championship horse endurance ride (24 hour event) and an 80 kilometre horse endurance ride (nine hour event).
- The 24 hour event will start at 12am on 14 June 2014 and finish at midnight on 14 June 2014.
- There will be approximately 150 horse riders participating over both rides.
- There will be approximately 50 spectators.
- Start and end point for the event will be from the Del Rio Riverside Resort at Webbs Creek.
- The Endurance Ride will be conducted on the tracks within the Parr State Recreational Area, private property and on the following public roads:
 - Bicentenary Road – Unsealed Road
 - Chaseling Road North – Sealed Road
 - Chaseling Road South – Unsealed Road
 - Greens Road – Sealed and Unsealed Road
 - St Albans Road – Sealed Road
 - Webbs Creek Road – Sealed and Unsealed Road
 - Webbs Creek Mountain Road – Unsealed Road
 - West Portland Road - Sealed Road
 - Wheelbarrow Ridge Track - Unsealed Road
 - Wheelbarrow Ridge Road - Sealed and Unsealed Road
- Road Closure is required along a section of Chaseling Road North:
 - Chaseling Road North between the entrance to the Del Rio Riverside Resort located at No. 77B Chaseling Road North and Bicentenary Road, Webbs Creek. 1,500 metres of Sealed Road.
 - Road Closure will be on 14 June 2014 between 12am and midnight.
 - The road will be open for residents to gain access.
 - Adjoining property owners have been consulted and are supportive of the event.
- The 160 kilometre NSW State Championship horse endurance ride will consist of five legs;
 - Leg 1 = 36.3 kilometres;
 - Leg 2 = 40.2 kilometres;
 - Leg 3 = 41.7 kilometres;

ORDINARY MEETING
Reports of Committees

- Leg 4 = 30.4 kilometres;
 - Leg 5 = 11.5 kilometres.
- The 80 kilometre horse endurance ride will consist of 2 legs;
 - Leg 1 = 40.2 kilometres (Leg 2 of the NSW State Championship ride);
 - Leg 2 = 41.7 kilometres (Leg 3 of the NSW State Championship ride).
- Parking of vehicles will be predominantly on private land,
- Warning signage shall be in place on all approaches to inform traffic of Horse and Riders ahead,
- Authorised marshals are to be in place at strategic locations; VMS's, lead and shadow vehicles are to be used to give advanced warning to protect both horses and riders,
- Riders will be wearing vests with reflective tape on the front and back,
- When riding in the dark, all riders are required to wear head lights on their helmets,
- All riders will be instructed to keep to the left hand side of the road and obey road rules,
- Wicen 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 160 kilometre NSW State Championship horse endurance ride and the 80 kilometre horse endurance ride are contained in Attachments 1 to 7.

Discussion:

It would be appropriate to classify the event as a “**Class 2**” special event under the “Traffic and Transport Management for Special Events” guidelines issued by the Roads and Maritime Services - RMS (formerly RTA) as the event may impact minor traffic and transport systems, which includes a road closure, and there may be a low scale disruption to the non-event community.

The following Road Closure is proposed for Saturday, 14 June 2014, between 12am and midnight;

- Chaseling Road North, between the entrance to the Del Rio Riverside Resort located at No. 77B Chaseling Road North and Bicentenary Road, Webbs Creek. 1,500 metres of Sealed Road.
- The speed limit for Chaseling Road North is 60kph.
- There are four properties along this section of Chaseling Road North, of which two properties have driveways accessing Chaseling Road North.
- The road will be open for residents to gain access.
- The adjoining property owners have been consulted and are supportive of the event.

The event organiser has submitted the following items in relation to the event: Attachment 8 (ECM Document No: 4733099):

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,

ORDINARY MEETING
Reports of Committees

3. Special Event Transport Management Plan Template – RTA (Roads and Maritime Services - RMS),
4. Transport Management Plan – referred to in the application as Traffic Management Plan (TMP) and Traffic Control Plans (TCP),
5. Event Course Maps,
6. Copy of Insurance Policy which is valid to 1 January 2015,
7. Copy of the application to the NSW Police Force,
8. Copies of correspondence forwarded to the NSW Police Force, NSW Ambulance Service, NSW Rural Fire Service, SES, National Parks and the Roads and Maritime Services - RMS (formerly RTA).

The Transport Management Plan (TMP) and the associated Traffic Control Plan (TCP) is to be submitted to the Transport Management Centre – TMC for authorisation due to the proposed road closure.

COUNCIL RECOMMENDATION:

RESOLVED on the motion of Snr Constable Debbie Byrnes, seconded by Mr Richard McHenery.

Support for the Recommendation: Unanimous.

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/organising-an-event>, 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 Roads and Maritime Services - RMS (formerly RTA) publication "Guide to Traffic and Transport Management for Special Events" (Version 3.4) and the Hawkesbury City Council special event information package.
2. The NSW State Championship Horse Endurance Ride 2014 event, based at the Del Rio Riverside Resort at Webbs Creek and in and around the Leets Vale, Lower Portland and Webbs Creek area, planned for Saturday 14 and Sunday 15, June 2014 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 the Roads and Maritime Services - RMS (formerly RTA).
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, the following road closure and traffic control measures;
 - Road Closure; Chaseling Road North between Bicentenary Road and the entry point to the Del Rio Riverside Resort located at No. 77B Chaseling Road North, Webbs Creek. Length = 1,500 metres of Sealed Road.
 - Road Closure only permitted for Saturday, 14 June 2014, between 12am and midnight.
 - No other road closures are permitted.

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 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 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 the Transport Management Centre – TMC as a road closure is proposed; a copy of the Transport Management Centre – TMC approval to be submitted to Council;
- 4e. As the event involves the closure of a public road and the traverse of public roads, the event organiser is required to submit a Road Occupancy Application (ROA) to Council, with the associated fee, to occupy and close the road;
- 4f. the event organiser is to ensure that dust along the unsealed sections of road utilised by the event participants and those travelling to the event are mitigated by providing a water cart for the duration of the event. The method and frequency of watering is to be addressed and outlined in writing and added to the TMP;
- 4g. the event organiser is to obtain approval from the National Parks and Wildlife Service (Office of Environment and Heritage) for the use of the Parr State Recreational Area; **a copy of this approval to be submitted to Council;**
- 4h. the event organiser is to obtain written approval from Councils' Parks and Recreation Section for the use of a Council Park/Reserve;
- 4i. the event organiser is to obtain approval from the NSW Department of Primary Industries for the use of any Crown Road or Crown Land; **a copy of this approval to be submitted to Council;**
- 4j. 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;**
- 4k. the event organiser is to advertise the event in the local press stating the entire route/extent of the event, including the proposed traffic control measures, road closure 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);

ORDINARY MEETING
Reports of Committees

- 4l. the event organiser is to notify the details of the event to Fire and Rescue NSW at least two weeks prior to the event; **a copy of the correspondence to be submitted to Council;**
- 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, road closure 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, road closure 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;

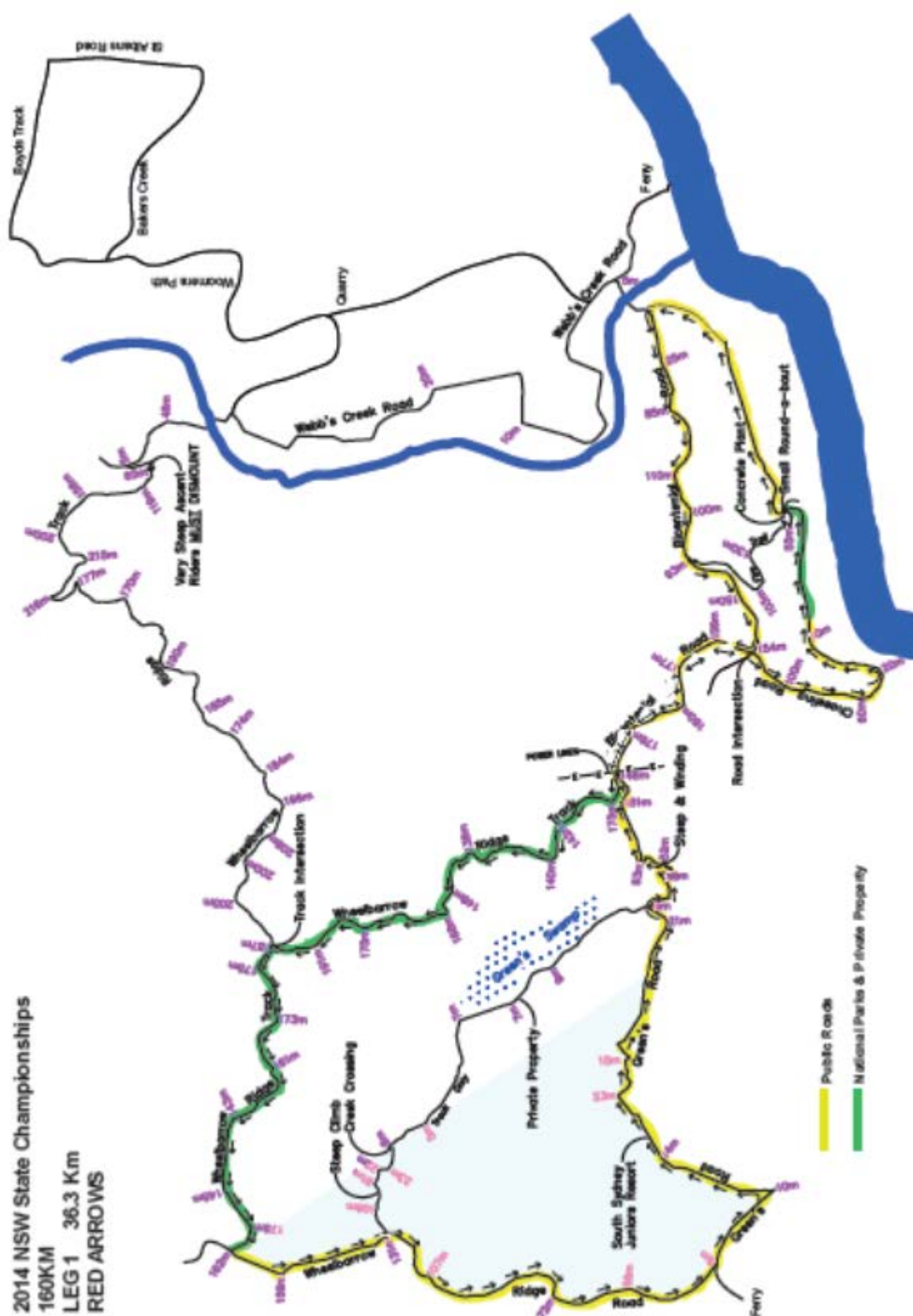
During the event:

- 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 are to hold appropriate certification as required by the Roads and Maritime Services - RMS (formerly RTA);
- 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 (including the road closure point) during the event, under the direction of a traffic controller holding appropriate certification as required by the Roads and Maritime Services - RMS (formerly RTA);
- 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 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.

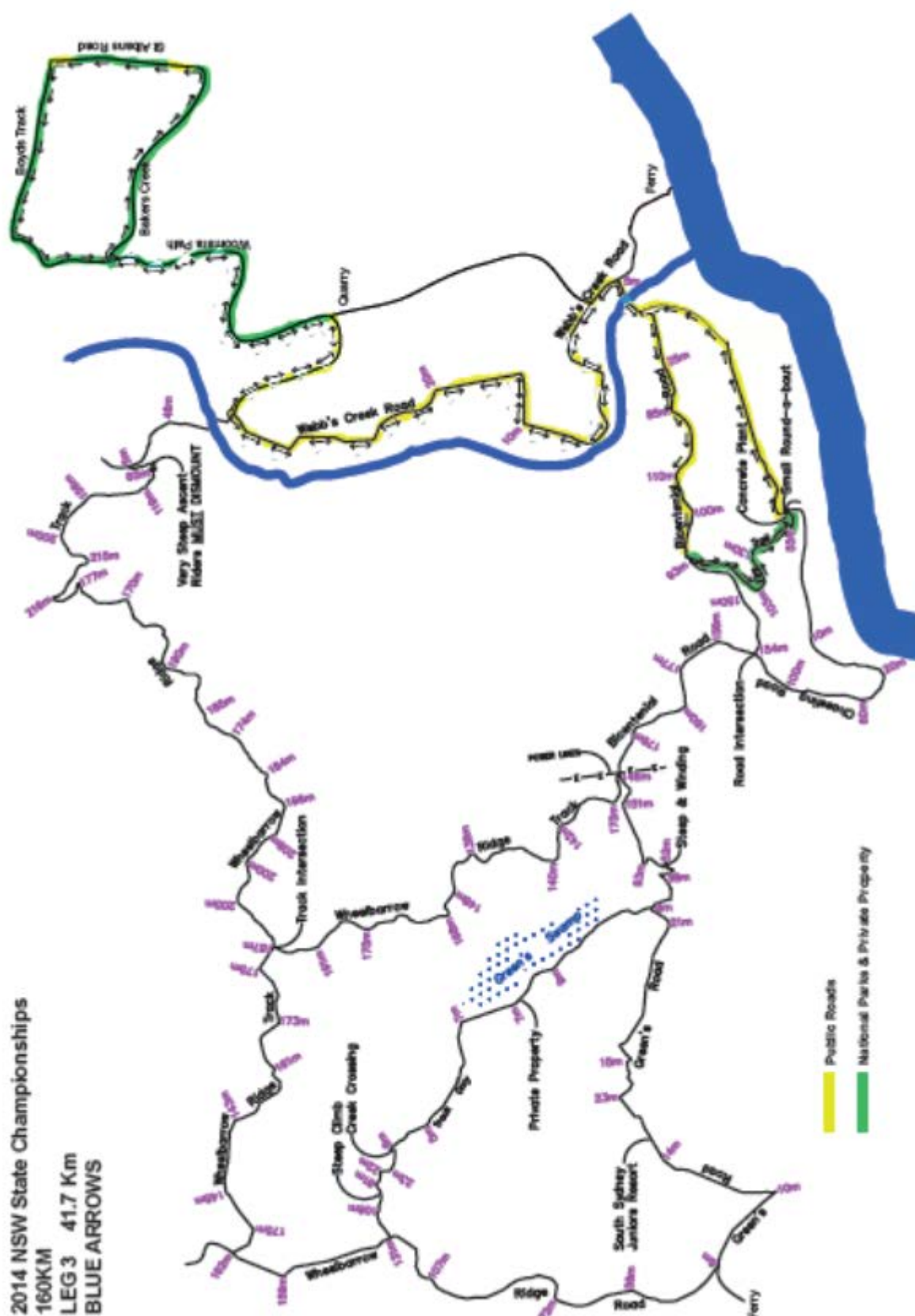
APPENDICES:

- AT – 1** Event Course Map – 160 kilometre Endurance Ride - Leg 1 (36.3 kilometres)
- AT - 2** Event Course Map – 160 kilometre Endurance Ride - Leg 2 (40.2 kilometres)
- AT - 3** Event Course Map - 160 kilometre Endurance Ride - Leg 3 (41.7 kilometres)
- AT - 4** Event Course Map - 160 kilometre Endurance Ride - Leg 4 (30.4 kilometres)
- AT - 5** Event Course Map - 160 kilometre Endurance Ride - Leg 5 (11.5 kilometres)
- AT - 6** Event Course Map - 80 kilometre Endurance Ride - Leg 1 (40.2 kilometres)
- AT - 7** Event Course Map - 80 kilometre Endurance Ride - Leg 2 (41.7 kilometres)
- AT - 8** Special Event Application - (ECM Document No: 4733099) – *distributed at meeting*

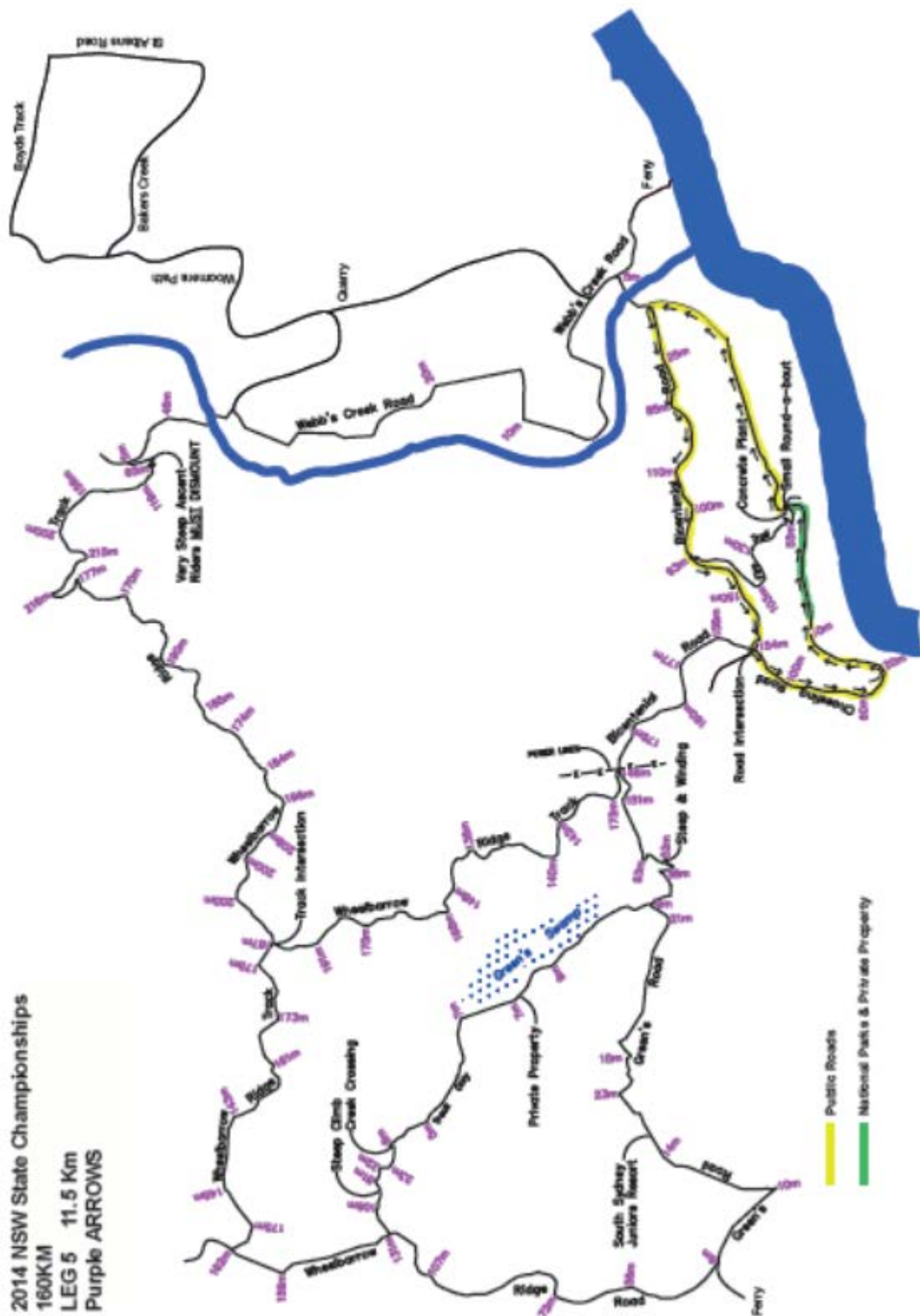
AT – 1 Event Course Map – 160 kilometre Endurance Ride - Leg 1 (36.3 kilometres)



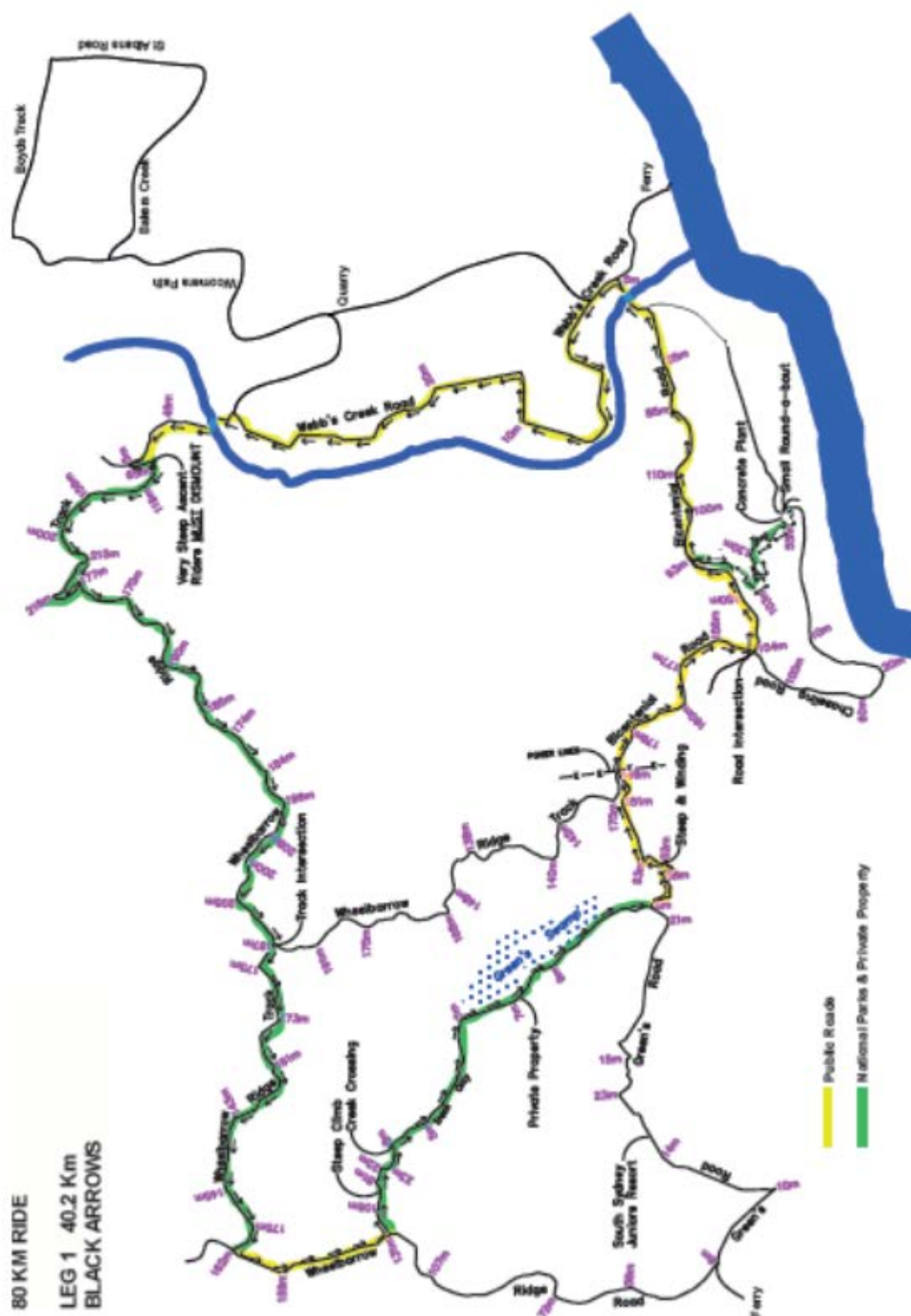
AT - 3 Event Course Map - 160 kilometre Endurance Ride - Leg 3 (41.7 kilometres)



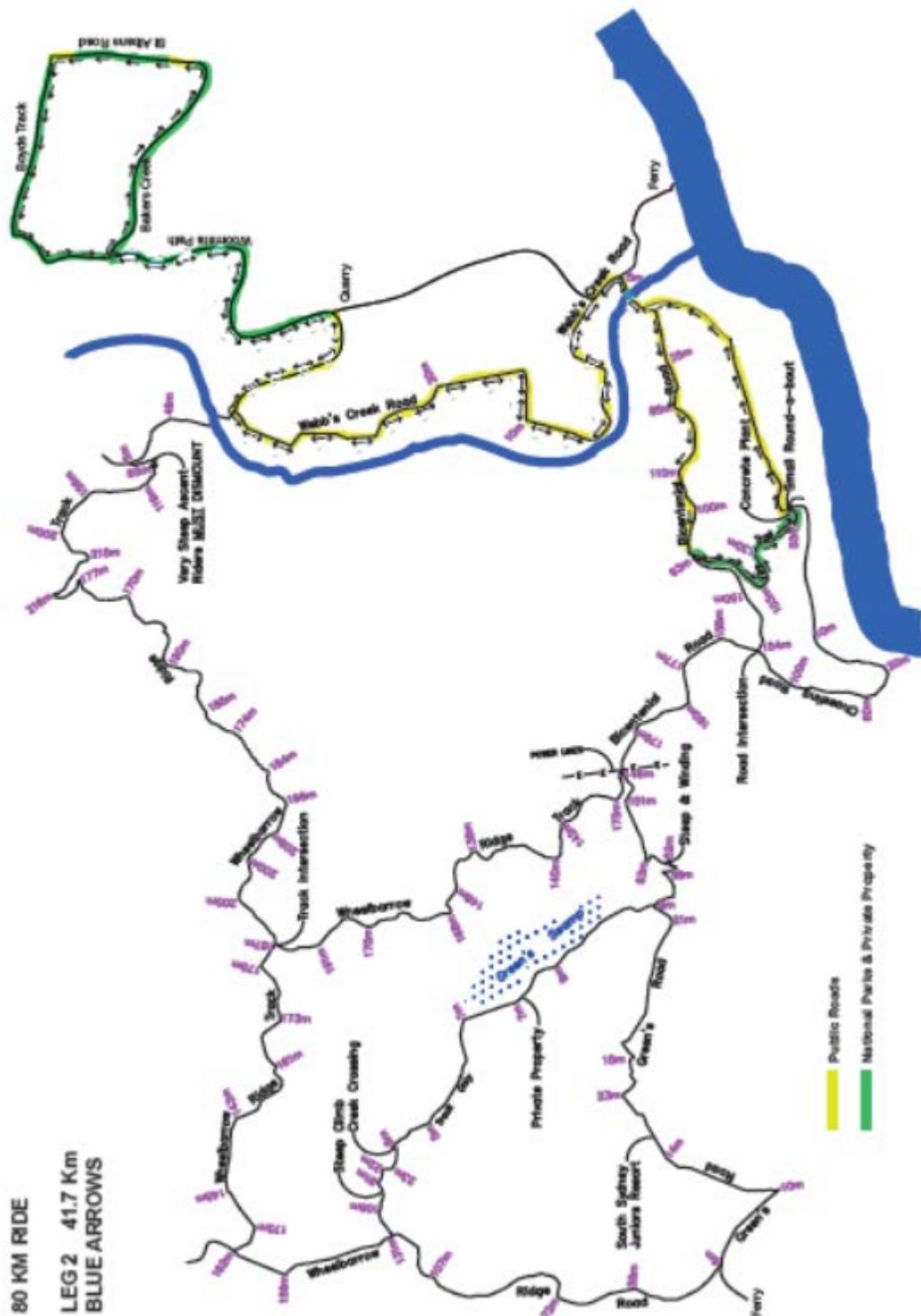
AT - 5 Event Course Map - 160 kilometre Endurance Ride - Leg 5 (11.5 kilometres)



AT - 6 Event Course Map - 80 kilometre Endurance Ride - Leg 1 (40.2 kilometres)



AT - 7 Event Course Map - 80 kilometre Endurance Ride - Leg 2 (41.7 kilometres)



oooO END OF REPORT Oooo

ORDINARY MEETING
Reports of Committees

SECTION 3 - Reports for Information

There are no reports for information.

SECTION 4 - General Business

Item 4.1 LTC - 14 April 2014 - Item 4.1 - Bus Zone Request - 473 and 475 George Street, South Windsor, (Riverstone) - (80245, 123265, 125358)

REPORT:

Mr Steve Grady from Busways advised the Committee that there have been issues with bus access at the bus stop outside 473 George Street, South Windsor, due to illegal parking. He advised that the preference is for the trees to be pruned back and a Bus Zone installed with the signage installed 20 metres to the rear and 10 metres to the departure side of the current installed bus stop flag on the power pole No 390.

Mr Grady advised he has inspected the site and believes that the implementation of a bus zone will not in his opinion significantly affect the properties at 473 and 475 George Street, South Windsor. The property No 475 is a business with access off the rear in Mullinger Lane with what appears to be a car park and the next door property at 473 also has access off Mullinger Lane with both properties having no drive access from George Street. Irrespective of a change to a bus zone, the parking regulations already restrict parking within 20 metres before and 10 metres after a bus stop and the bus zone signage will highlight the current regulatory restrictions.

Mr Grady notified the two affected properties at 473 and 475 George Street advising them of the intention to request a Bus Zone in lieu of the present bus stop signage and no objections were received.

COMMITTEE RECOMMENDATION:

Resolved on the motion of Snr Constable Debbie Brynes seconded by Mr Richard McHenery.

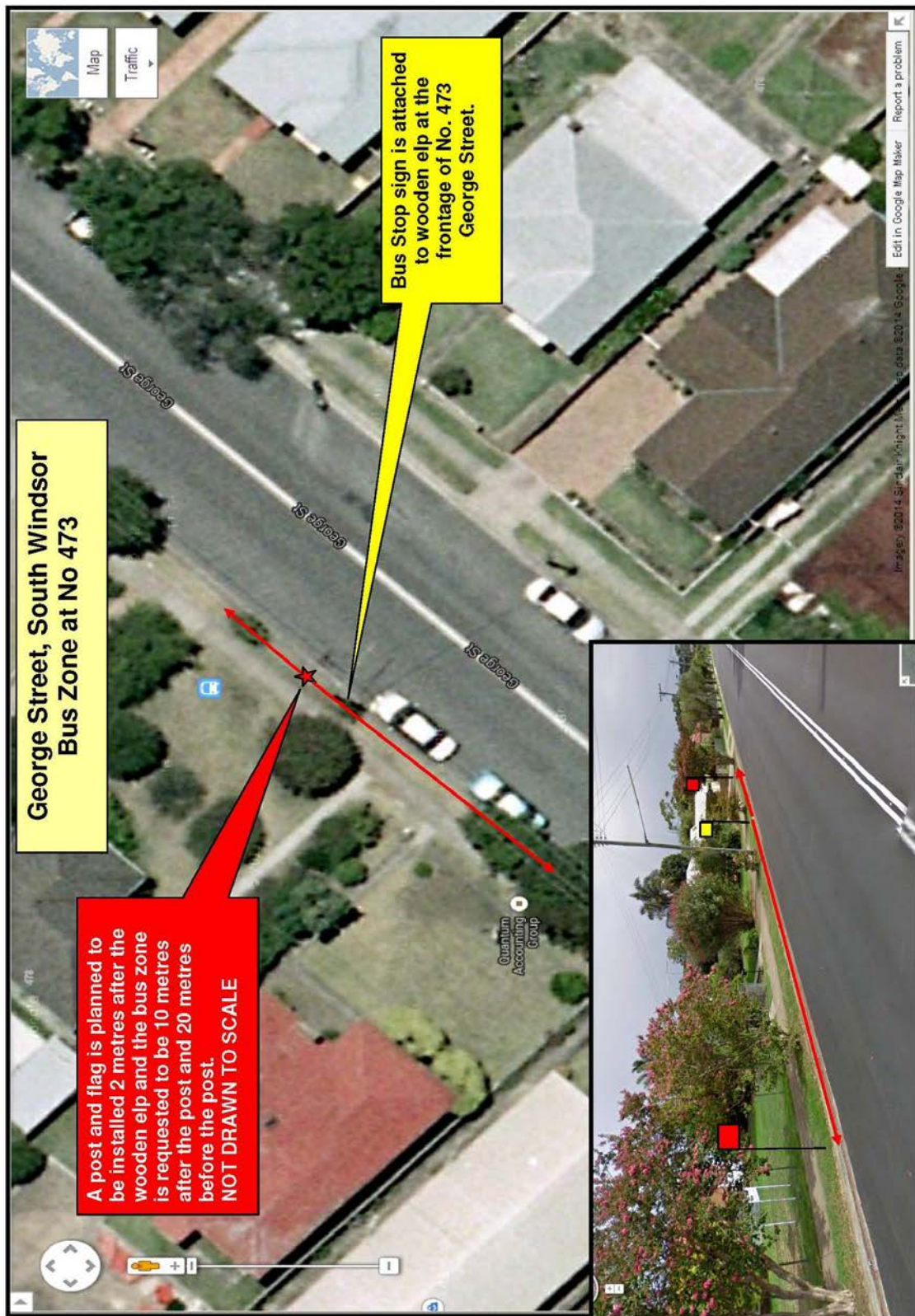
Support for recommendation - Unanimous

That a 30 metre Bus Zone be provided across the frontage of Nos 473 and 475 George Street, South Windsor, extending 12 metres north-east and 18 metres south-west about the Power Pole number 390 located adjacent to No 473 George Street, South Windsor.

APPENDICES:

AT – 1 Site Plan - Proposed changes to Bus Zone – 473 George Street, South Windsor.

AT - 1 Site Plan - Proposed changes to Bus Zone – 473 George Street, South Windsor



oooO END OF REPORT Oooo

ORDINARY MEETING
Reports of Committees

Item 4.2 LTC - 14 April 2014 - Item 4.2 - Red Light Speed Camera Installation, March Street (Eastbound) at intersection with East Market Street, Richmond, (Londonderry) - (80245, 123265)

REPORT:

Mr Chris Amit advised the Committee that correspondence has been received from the Roads and Maritime Service (RMS) notifying Council of the installation of a Red Light Speed Camera on March Street (eastbound) at the intersection with East Market Street, Richmond.

Roads and Maritime Service advised that there will be minimal impacts to business and residents during the installation of the camera(s).

Red Light Speed Cameras operate automatically day and night. The cameras detect and record the speed of a vehicle by using vehicle tracking radar. Red Light Cameras detect and measure the speed of a vehicle as well as its location when the traffic lights change to red. If the speed of the vehicle exceeds the speed limit or enters into the intersection on a red-light, a digital photograph is taken of the vehicle.

RMS advised that camera sites are selected on crash statistics at intersections. The site selection criteria can be accessed via RMS website under the NSW Speed Camera Strategy www.rms.nsw.gov.au/roadsafety.

COMMITTEE RECOMMENDATION:

Resolved on the motion of Snr Constable Debbie Brynes seconded by Mr Richard McHenry.

Support for recommendation - Unanimous

That the information be received.

APPENDICES:

AT - 1 Correspondence from Roads and Maritime Service - (DW No 4747965)

ORDINARY MEETING
Reports of Committees

AT - 1 Correspondence from Roads and Maritime Service - (DW No 4747965)



Transport
Roads & Maritime
Services

21st March 2014

Hawkesbury City Council

25 MAR 2014

Reference: A6419740
File Number: SF2014/017542

Hawkesbury City Council
366 George Street
Windsor NSW 2756

Dear Sir/Madam

**Red Light Speed Camera installation
March Street (eastbound) at the intersection with East Market Street, Richmond.**

I am writing to you to advise that new red-light speed cameras are being installed at the above location(s). These cameras were formerly known as red-light safety cameras.

Will there be impacts to business and residents?

There will be minimal impacts to business and residents during the installation of the camera(s). Noise and environmental guidelines will be followed to ensure construction has a limited effect on business or resident activity. Electricity and utility services will continue throughout the installation and work carried out on pathways will consider pedestrian access.

At times, traffic may be diverted and lane configurations changed during the installation phase. Roads and Maritime Services (RMS) aims to ensure physical access to businesses and resident homes near the camera is maintained throughout installation.

How do red-light speed cameras work?

Red-light speed cameras operate automatically day and night. Red-light cameras detect and record the speed of a vehicle by using vehicle tracking radar or electronic detectors that are embedded in the road's surface. These detectors both accurately measure the speed of a vehicle as well as its location when the traffic lights change to red. If the speed of a vehicle exceeds the speed limit or enters into the intersection on a red-light, a digital photograph is taken of the vehicle.

How are sites selected?

Camera sites are selected on crash statistics at intersections. The site selection criteria can be accessed via RMS website under the NSW Speed Camera Strategy – www.rms.nsw.gov.au/roadsafety

How many red-light speed (safety) cameras are being installed?

RMS is installing cameras at 200 intersections to enforce red-light and speeding offences.

Roads & Maritime Services



SCANNED

PO Box 973 Parramatta CBD NSW 2124
T 1300 782 230 | F 02 8849 2878 | E compliance.operations@rms.nsw.gov.au www.rms.nsw.gov.au | 131 782

ORDINARY MEETING
Reports of Committees

What is the penalty?

If a vehicle is detected both speeding and running a red-light, two penalty notices will be issued and demerit points recorded for both offences. Double demerits apply for speeding offences during long weekends and holiday periods.

Are there any initiatives to inform the public about new red-light speed cameras?


- Signposting at intersections to alert drivers that the red-light speed cameras are installed and operational;
- RMS Camera Enquiry Line (131 782) to answer specific enquiries from the public about red-light speed cameras;
- Information about the program, including the location of the red-light speed cameras available to all road users and potential defendants on the RMS website at <http://roadsafety.transport.nsw.gov.au/>

Do you want to raise concerns?

If you want to raise concerns on the installation of red-light speed cameras, please respond within 21 days of receiving this letter. If you require further information, please contact the RMS Camera Enquiry Line (131 782).

Please circulate this information to all relevant staff.

Yours sincerely



Nes Batur
Compliance Information Manager
Compliance Operations Branch

Roads & Maritime Services

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oooO END OF REPORT Oooo

ORDINARY MEETING
Reports of Committees

SECTION 5 - Next Meeting

The next Local Traffic Committee meeting will be held on Monday, 12 May 2014 at 3pm in the Large Committee Rooms.

The meeting terminated at 4:35pm.

oooO END OF REPORT Oooo

ORDINARY MEETING
Questions for Next Meeting

QUESTIONS FOR NEXT MEETING

Councillor Questions from Previous Meetings and Responses - (79351)

REPORT:

Questions - 8 April 2014

#	Councillor	Question	Response
1	Porter	Requested information relating to the previous Land and Environment Court proceedings and the current situation in relation to Tuscany Farm in Stannix Park Road.	The Director City Planning advised that information is being compiled and will be forwarded to all Councillors separately.

oooO END OF REPORT Oooo

ORDINARY MEETING
CONFIDENTIAL REPORTS

CONFIDENTIAL REPORTS

Item: 83 **CP - Provision of Additional Recycling Services over the Christmas and New Year Period - (96330)**

Previous Item: NM2 - Ordinary (4 February 2014)

Reason for Confidentiality

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

Specifically, the matter is to be dealt with pursuant to Section 10A(2)(d) of the Act as it relates to the additional supply of goods and services to Council and the information is regarded as being commercial information of a confidential nature that would, if disclosed, prejudice the commercial position of the person who supplied it, confer a commercial advantage on a competitor of the Council, or reveal a trade secret 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
CONFIDENTIAL REPORTS

Item: 84

**SS - Property Matter - Lease to David John Spencer - Wilberforce Garden
Nursery - Wilberforce Shopping Centre - (102508, 86218, 34779, 112106, 95496)**

Reason for Confidentiality

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

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

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



ordinary
meeting

end of
business
paper

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