



Hawkesbury City Council

ordinary
meeting
business
paper

date of meeting: 25 November 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

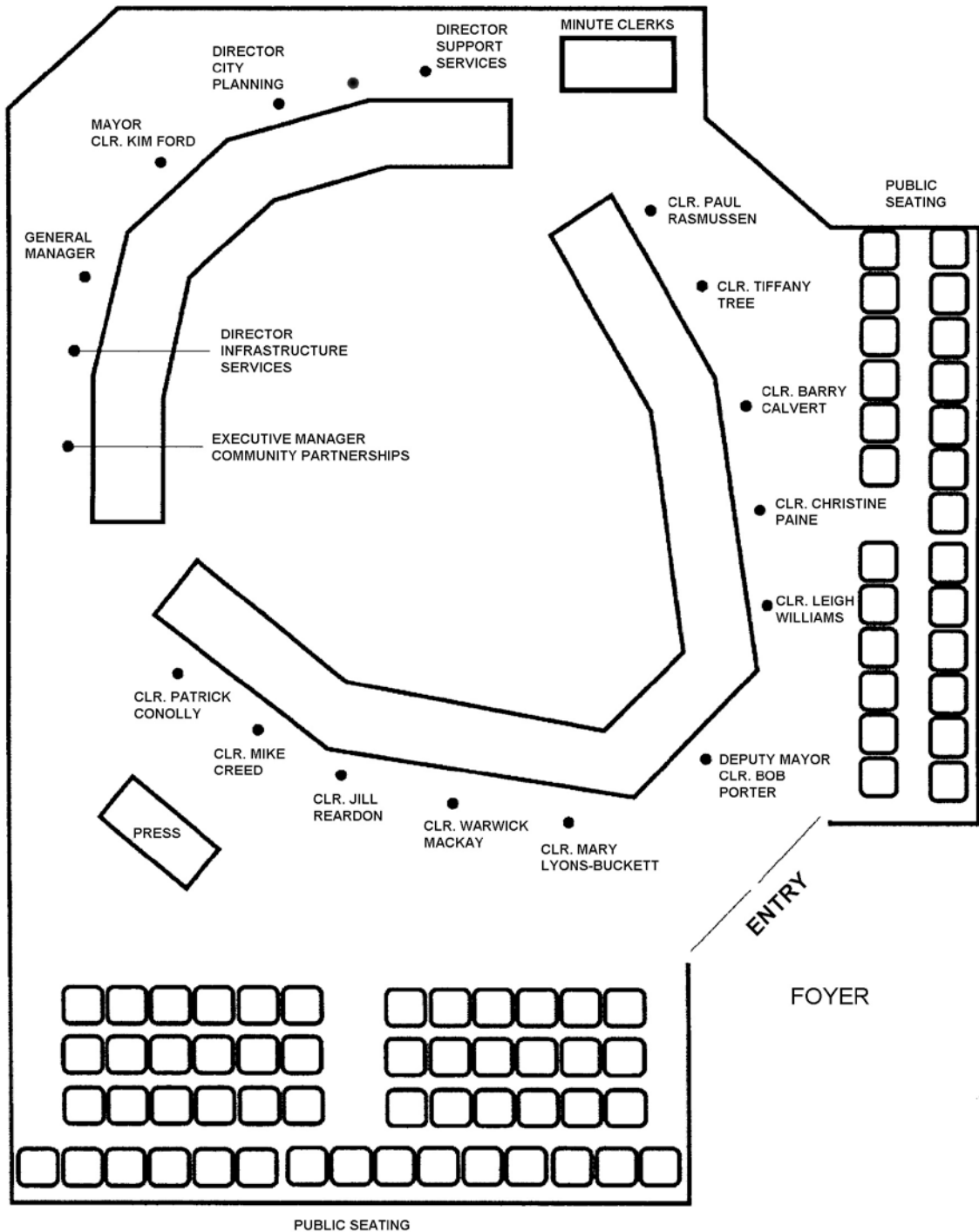
Business papers can be viewed online from noon on the Friday before the meeting on Council's website: <http://www.hawkesbury.nsw.gov.au>

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



PUBLIC SEATING

ORDINARY MEETING

Table of Contents

Meeting Date: 25 November 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: 25 November 2014

ORDINARY MEETING**Table of Contents**

Meeting Date: 25 November 2014

TABLE OF CONTENTS

ITEM	SUBJECT	PAGE
SECTION 1 - Confirmation of Minutes		3
SECTION 3 - Reports for Determination		7
PLANNING DECISIONS		7
Item: 223	CP - Planning Proposal - Amendment to Hawkesbury Local Environmental Plan 2012 - Lots 1, 2, 3 and 4 DP 1057585, Lots 2 and 3 DP 808945, Part Lot 1 DP 808945 and Part Lot 2 DP 555257, Mitchell Road, Pitt Town - (95498, 124414)	7
Item: 224	CP - Proposed Amendments to Hawkesbury Development Control Plan 2002 - Draft Part E Chapter 8 Redbank at North Richmond and Part A Introduction - (95498, 124414)	42
CITY PLANNING		66
Item: 225	CP - Process for Dealing with Incomplete Development Applications - (95498)	66
Item: 226	CP - Request to Revoke Dangerous Dog Declaration - (96330, 39906)	69
INFRASTRUCTURE SERVICES		71
Item: 227	IS - Provision of Drinking Water Fountains for the Hawkesbury LGA - (95495, 79354)	71
Item: 228	IS - Roads to Recovery Program 2014-2019 - (95495, 79344)	75
Item: 229	IS - Road Naming Proposal Associated with DA0466/14 Kurrajong - (95495, 79346)	78
SUPPORT SERVICES		81
Item: 230	SS - Monthly Investments Report - October 2014 - (95496, 96332)	81
Item: 231	SS - Pecuniary Interest Return - Designated Person - (95496, 96333)	85
Item: 232	SS - September 2014 Quarterly Budget Review Statement - (95496, 96332)	87
SECTION 4 - Reports of Committees		95
ROC	Hawkesbury Access and Inclusion Advisory Committee Minutes - 23 October 2014 - (124569, 96328)	95
ROC	Local Traffic Committee - 10 November 2014 - (80245)	102
QUESTIONS FOR NEXT MEETING		121
	Councillor Questions from Previous Meeting and Responses - (79351)	121

ORDINARY MEETING

Table of Contents

Meeting Date: 25 November 2014

ITEM	SUBJECT	PAGE
CONFIDENTIAL REPORTS		123
Item: 233	GM - Property Matter - Acquisition of Further Land at Pitt Town - (79351, 87959) CONFIDENTIAL	123
Item: 234	IS - Tender No. 00951 - Mowing and Trimming of Active Recreation Areas, Sports Fields and Ovals - (95495, 79354, 63511) CONFIDENTIAL	124
Item: 235	IS - Tender No. 00952 - Air Conditioning Maintenance - (95495, 79340) CONFIDENTIAL	125

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: 25 November 2014

ORDINARY MEETING

Meeting Date: 25 November 2014

SECTION 3 - Reports for Determination

PLANNING DECISIONS

Item: 223 **CP - Planning Proposal - Amendment to Hawkesbury Local Environmental Plan 2012 - Lots 1, 2, 3 and 4 DP 1057585, Lots 2 and 3 DP 808945, Part Lot 1 DP 808945 and Part Lot 2 DP 555257, Mitchell Road, Pitt Town - (95498, 124414)**

Previous Item: 233, Ordinary (26 November 2013)

REPORT:

Executive Summary

In November 2013 Council considered a planning proposal seeking to amend *Hawkesbury Local Environmental Plan 2012* (the LEP) to enable subdivision of the subject land into 116 residential lots. Council resolved not to support the proposal however the applicant (Ghant Developments Pty Ltd) was provided the opportunity to provide additional strategic and economic justification for further consideration by Council.

The purpose of this report is to discuss the subsequent additional information received from the applicant.

This report recommends that Council support the preparation of a revised planning proposal to enable subdivision of the land into residential lots with a minimum lot size of 1,500m² and prepare an amendment to Chapter 4 Pitt Town, Part E of the Hawkesbury Development Control Plan 2002 as explained in this report.

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* (the Act) and the *Environmental Planning and Assessment Regulation 2000* (the Regulation) and as specified in the "Gateway" determination administered by the Department of Planning and Environment (DP&E).

Background

In July 2013 Council received a planning proposal from the applicant seeking to amend the LEP to enable subdivision of the subject land into 116 residential lots with a minimum lot size of 1,000m².

The planning proposal claimed that subdivision of the land under the current provisions of the LEP and Section 94 contributions plan into 47 lots with a minimum 2500m² lot size was not commercially viable and an amendment to the Lot Size Map to allow a 1,000m² minimum lot size on the land was sought. By reducing the minimum lot size to 1,000m² it was estimated that an additional 69 lots would be created thus producing a total of 116 lots. The applicant also claimed that the proposed 1,000m² minimum lot size for the land was consistent with the other minimum lot sizes for R5 zoned land within the Pitt Town Development Area (ranging from 1,000m² to 10,000m²) and the Hawkesbury Residential Land Strategy (HRLS).

ORDINARY MEETING

Meeting Date: 25 November 2014

On 26 November 2013 Council considered a report on the planning proposal and resolved as follows:

“That:

- 1. Council not support the planning proposal in its current form as there is insufficient strategic and economic justification for the proposed increase in lot yield.*
- 2. Should the applicant wish to pursue the proposal they be requested to provide additional strategic and economic justification for further consideration by Council.”*

As a result of the Council resolution the applicant provided an economic feasibility analysis. The rest of the report discusses the feasibility analysis.

Economic Feasibility Analysis

The economic feasibility of a subdivision is typically determined from the applicant's or a developer's perspective and is based on whether the sales revenue will exceed the total cost of land and construction, loan interest and other associated costs, fees and charges.

The subject land consists of eight properties and is owned by five different owners. The feasibility submitted focuses on four of the eight subject properties (Lots 1, 2, 3 and 4 DP 1057585) with a total area of 7.98ha. With the aim of enabling Council to make an informed decision on the most appropriate subdivision option for the land, the analysis focuses on the four different subdivision options for the land. These four subdivision options are based on four different minimum lot sizes of 2500m², 2000m², 1500m² and 1000m² and the whole analysis is based on the following lot yields as suggested by the applicant:

- 2500m² minimum lot size - 23 lots
- 2000m² minimum lot size - 29 lots
- 1500m² minimum lot size - 38 lots
- 1000m² minimum lot size - 58 lots

For comparison purpose the analysis also forecasts the return of a third party developer.

The analysis uses a range of relevant data including development/construction cost estimates, administrative cost estimates (e.g. legal fees, valuation fees, agent fees, bank application fees and charges), Section 94 contributions and State Government levies, other associated expenses (e.g. development, construction certificate and project management fees), proposed land values and sale prices, contingencies.

The analysis assumes that the whole land development and sale process will take approximately three years at a financing cost of 9%.

To explore the economic viability of the subdivision, various scenarios and of cash flows were prepared and submitted by the applicant for consideration. The decisive information required for the determination of the most appropriate subdivision development option for the land has been considered to determine the most viable option.

This process considered options for subdivision of the land utilising a central road access with the proposed flood evacuation route (FER) immediately to the east of the proposed lots positioned as per the Pitt Town chapter of the DCP. See Attachment 2 for a diagrammatic representation.

In discussions with the applicant it was noted that this type of arrangement results in approximately 50% of the lots having dual road frontages. In this case it is neither a good subdivision outcome nor an efficient land management for the land. This situation can easily be avoided with the relocation of the FER to the middle of the land and a new access road running along the middle of the other three properties at 14, 26 and 28 Mitchell Road. See Attachment 3 for a diagrammatic representation.

Accordingly the applicant provided an additional feasibility based on relocating the FER to the middle of the land.

In both scenarios the likely lot yields from this subdivision are equal.

Subdivision of the land utilising the relocated FER access arrangement is considered to be the preferred option. Should Council resolve to proceed with this planning proposal it is recommended that Chapter 4 Pitt Town, Part E of the Hawkesbury Development Control Plan 2002 be amended to relocate the FER as shown in Attachment 3 to this report to enable a better subdivision outcome.

The analysis of the options and scenarios reveals that the applicant would be better off acting as the "developer" compared with a third party purchasing the land and being the developer. This is because of the extra land cost to the developer and the resultant interest over the forecasted three-year land development and selling period.

The feasibility shows that the option for the current landowner development at a lot size of 1,500m² is viable. The following discussion deals with the matter of smaller allotments sizes and the reason for the preferred option of 1,500m².

Capacity of Flood Evacuation Route

The State Emergency Service (SES) has prepared and adopted a Flood Emergency State Plan for the Hawkesbury Nepean River which identifies the Pitt Town area as requiring evacuation in times of flood. The SES therefore has a plan for the timely evacuation of Pitt Town ahead of an extreme flood. In May 2007 the SES advised that it fundamentally does not support new development that will place additional population at risk when emergency evacuation is required, and will reduce the safety margins for existing residents that may require evacuation.

In January 2008 the SES further advised that a maximum of 1,100 new lots could be added to the existing residential capacity in Pitt Town, noting however that this would reduce the existing Evacuation Factor of Safety (EFOS) to zero. It further advised that any reduction in EFOS is a decision for Council and the community to make, not the SES.

If a minimum of 1000m² lots were permitted on the subject land as sought, it is considered very likely that the surrounding land owners who own large blocks of undeveloped land, varying in sizes from approximately from 9ha - 39ha, in the locality would also seek subdivision of their land into 1000m² lots to make better returns. It is estimated this would result in more than an additional 900 lots within the Pitt Town area further reducing the EFOS. If a minimum of 1500m² lots were permitted on the land this would result in an additional 530 lots and this is approximately 33% reduction of additional lots in the locality compared with the applicant's proposal and therefore the likely impact on the EFOS would be comparatively low. Therefore it is obvious that the potential increase in the number of residents within the Pitt Town area cannot be carried out in isolation of this consideration and it should be balanced against the reduction of the EFOS. However the applicant's planning proposal fails to take this likely cumulative impact of development of land in the locality into account.

The (then) Department of Planning and Infrastructure's "a guide to preparing planning proposals" October 2012 (the Guidelines) states that:

"The level of detail required in a planning proposal should be proportionate to the complexity of the proposed amendment. The planning proposal should contain enough information to demonstrate that relevant environmental, social, economic, and other site specific matters have been identified and if necessary that any issues can be addressed with additional information and/or through consultation with agencies and the community".

Depending on the complexity or scale of the proposal this may require some initial investigations to be carried out prior to submitting the proposal to the Gateway."

ORDINARY MEETING

Meeting Date: 25 November 2014

Any increase in lot yield must be balanced against several key factors, including whether there is a real need for more development at Pitt Town or whether additional densities can be accommodated while protecting heritage values and the rural character of the village and whether the additional risk to new residents and potential loss of safety margin for existing residents during evacuation in time of flood is warranted.

Given this circumstance, it is considered the applicant's proposal seeking 116 lots with a minimum lot size of 1000m² is not a desirable and sustainable planning outcome for the benefit of the community.

Additional Strategic Justification

A lack of strategic justification for the planning proposal was the other reason for previously not supporting the planning proposal by Council. The Council's resolution of 26 November 2013 provided the applicant an opportunity to submit an additional strategic justification along with an economic justification for the planning proposal for further consideration by Council.

In response to the Council resolution, the applicant provided the following strategic justification in support of the proposed 1000² minimum lot size for the land:

- *Details provided in page 5 of the planning proposal generally satisfied the strategic justification.*
- *The distance between the subject land and Precinct B (1000m² minimum lot size) is 230m.*
- *The distance between the subject land and Precinct C (2000m² minimum lot size) is 200m.*
- *Precinct F (2000m² minimum lot size) is located immediately north-east of the land Precinct E (2500m² minimum lot size) on the east. Given land area east of the subject land is not included in the planning proposal the sequential lot size is still preserved.*

A planning proposal is a document that explains the intended effect of a proposed local environmental plan (LEP) and sets out the justification for making that plan. The Departmental Guidelines states that:

"A planning proposal must demonstrate the strategic merit of the proposed amendment to the LEP proceeding.

The purpose of the Gateway determination is to ensure there is sufficient justification early in the process to proceed with a planning proposal. It enables planning proposals that lack strategic planning merit to be stopped early in the process before time and resources are committed.

Depending on the complexity or scale of the proposal this may require some initial investigations to be carried out prior to submitting the proposal to the Gateway".

According to the Guidelines the information relating to the following matters needs to be provided to justify a planning proposal.

- Whether the land is specifically identified in any study or a proposed study;
- whether the planning proposal implements the outcomes of a state or local strategic study or report;
- whether the proposal has strategic merit and is consistent with a relevant local strategy (e.g. Hawkesbury Residential Land Strategy 2011) endorsed by the Director General of the DP&E; and
- whether the proposal has site-specific merit.

ORDINARY MEETING

Meeting Date: 25 November 2014

Page 5 of the planning proposal provides the following information in support of the planning proposal:

- *The planning proposal has no constraints to achieving the higher density proposed.*
- *It is above the 1 in 100 year flood level, has no heritage, bushfire, or flora/fauna constraints and includes the proposed emergency evacuation route.*
- *Inclusion of this Planning Proposal land into the 1,000m² density zone will not affect development of the remainder of the Pitt Town release land.*
- *Development of the land even with a density of 1,000m² will comply with the “Desired Character Statements” within the Pitt Town Chapter of Hawkesbury Council’s DCP noting that the land is not far removed from the residential lots of smaller size within the village.*
- *1,000m² lots would provide a transition from smaller to larger lots and provide additional residential choice.*
- *Sequential lot size transition is a desirable town planning outcome which is available to the east by way of 2500sm Lots.*
- *Ensure the efficient use of infrastructure that is available.*
- *Development of the land into lots of 1000m² will comply with the Minister’s S117 directions and in particular relative to Pitt Town there would be no heritage impact, it would provide for a variety of housing choice, is above the 1 in100 year flood level, is not subject to bushfire risk, and is consistent with the Hawkesbury Nepean River REP No 20 guiding principles.*

The above information is considered to be inadequate to support a planning proposal to vary the lot size of the land in Pitt Town area. Also the consistency of the proposed lot size with surrounding lot sizes or the land’s proximity to the smaller lots is not a strategic justification.

If the planning proposal is to proceed, this is a matter for the Gateway determination to assess the strategic merit of the planning proposal.

Conclusion

The assessment of the economic feasibility analysis for the subdivision of the land presented by the applicant reveals that subdivision of the land under the current 2,500m² minimum lot size provision in the LEP is not commercially viable.

The applicant’s preferred subdivision option enabling subdivision of the land into 116 lots with a minimum lot size of 1,000m² and a forecasted return of 33% well above the industry targeted return of 20% is considered unable to deliver desirable and sustainable planning and development outcome for the existing community.

Given the current SES stand on the flood evacuation in the Pitt Town area, existing heritage value and rural character of the Pitt Town, subdivision of the land into 1,500m² minimum lots is considered to be the most appropriate subdivision option for the land in order to achieve a desirable planning outcome for the land and an acceptable balance between the wider community benefit and economic viability.

The alternative access arrangement using the FER as discussed in this report enables a more economical and orderly development of the land and a good planning outcome for the locality.

ORDINARY MEETING

Meeting Date: 25 November 2014

It is recommended that Council support the preparation of a revised planning proposal to enable subdivision of the land into residential lots with a minimum lot size of 1,500m² and amendment to Chapter 4 Pitt Town DCP Chapter as explained in this report.

Conformance to the Hawkesbury Community Strategic Plan

The proposal is consistent with the "Looking After People and Place" theme Directions of the CSP:

- 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.

Financial Implications

The applicant has paid the fees required by Council's Revenue Pricing Policy 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 revised planning proposal for Lots 1, 2, 3 and 4 DP 1057585, Lots 2 and 3 DP 808945, part Lot 1 DP 808945 and Part Lot 2 DP 555257, Mitchell Road, Pitt Town to enable subdivision of the land into residential lots with a minimum lot size of 1500m².
2. Council prepare an amendment to Chapter 4 Pitt Town, Part E of the Hawkesbury Development Control Plan 2002 for the relocation of the proposed flood evacuation route.
3. The applicant be advised to prepare and submit a revised planning proposal seeking to amend Hawkesbury Local Environmental Plan 2012 to enable subdivision of the subject land into residential lots with a minimum lot size of 1500m² to Council.
4. The applicant's revised planning proposal be forwarded to the Department of Planning and Environment for a "Gateway" determination.
5. The Department of Planning and Environment be advised that Council wishes to request a Written Authorisation to Exercise Delegation to make the Plan.

ORDINARY MEETING

Meeting Date: 25 November 2014

ATTACHMENTS:

- AT - 1** Previous Council Report and Resolution (dated 26 November 2013)
- AT - 2** Applicant's Proposed Access Arrangement for Subdivision of the Land
- AT - 3** Alternative Access Arrangement for Subdivision of the Land
- AT - 4** Amended Figure 4.11 - Flood Evacuation Route, Chapter 4 Pitt Town, Part E of the DCP

ORDINARY MEETING

Meeting Date: 25 November 2014

AT - 1 Previous Council Report and Resolution (dated 26 November 2013)

ITEM: 233 CP - Planning Proposal - Amendment to Hawkesbury Local Environmental Plan 2012 - Lots 1, 2, 3 & 4 DP 1057585, Lots 2 & 3 DP 808945, part Lot 1 DP 808945 and Part Lot 2 DP 555257, Mitchell Road, Pitt Town - (95498)

REPORT:

Executive Summary

This report discusses a planning proposal received from Ghant Developments Pty Ltd (GD) seeking to amend Hawkesbury Local Environmental Plan 2012 to enable subdivision of the subject land into residential lots with a minimum lot size of 1,000m².

This report recommends that Council not support the planning proposal in its current form.

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* (the Act) and the *Environmental Planning and Assessment Regulation 2000* (the Regulation) and as specified in the "Gateway" determination.

Background

In 1998 Council made a resolution that identified 5 areas for future urban development. These include Pitt Town, Vineyard, North Bligh Park, Wilberforce and North Richmond.

In 2000 Council resolved to prepare a draft Local Environmental Plan (LEP) to rezone land at Pitt Town for residential purposes. A Local Environmental Study (LES) was subsequently prepared by Connell Wagner and this study identified three growth scenarios, low (495 lots), medium (730 lots) and high (1405 lots). In 2003 Council adopted the LES and resolved to prepare a draft LEP based on a revised medium growth scenario of approximately 690 lots. Subsequently Hawkesbury Local Environmental Plan 1989 (Amendment 145) was gazetted on 18 August 2006.

In January 2007, the State Emergency Service (SES) indicated that no more than 1100 lots can be safely evacuated and this reduces the safety factor to zero.

Council at its meeting of 31 July 2007 resolved to prepare a draft local environmental plan to rezone additional land at Pitt Town. The proposed additional development on the land owned or controlled by Johnson Property Group (JPG) was determined, on 12 October 2007, to be a Major Project under the then Part 3A provisions of the *Environmental Planning and Assessment Act 1979*. On 10 July 2008, the Minister for Planning approved the Concept Plan which provided for an additional 893 lots. 647 lots were attributed to JPG with the remaining 246 lots being made up from other potential developers. On 18 July 2008 an amendment to *State Environmental Planning Policy (Major Projects) (Pitt Town) 2008* was gazetted. This has the effect of replacing the controls relating to Pitt Town with the Hawkesbury Local Environmental Plan 1989 to be consistent with the Concept Approval, issued on 10 July 2008.

In order to implement the provisions of the Part 3A Concept Plan approval, the Hawkesbury Development Control Plan 2002 (DCP) was subsequently amended by way of an updated chapter for Pitt Town, Part E Chapter 4. This updated chapter came into effect on 19 February 2009. The DCP chapter divides the Pitt Town Development Area into precincts and the subject site is located within the Precinct E - Cattai precinct.

ORDINARY MEETING

Meeting Date: 25 November 2014

Subject Site and Surrounds

The subject site is located on the northern end of Mitchell Road, Pitt Town and is approximately 2kms away from Pitt Town Village Centre (see Attachment 1 to this report). The site consists of eight properties and is irregular in shape. It has an area of approximately 15.59ha, and is approximately 260m wide and 470m deep (see Attachment 2 to this report and Table 1 below).

The site is owned by five different owners and four of the subject properties are owned by GD. In total the land is currently occupied by four dwelling houses, two small dams and some outbuildings as shown on Table 1 below:

Table 1: Subject Properties and Current Land Use

Property Description	Street Address	Area	Current Use
Lot1 DP 1057585	30A Mitchell Road	2.0ha	Vacant
Lot2 DP 1057585	30B Mitchell Road	2.0ha	Vacant
Lot3 DP 1057585	30C Mitchell Road	2.0ha	Vacant
Lot4 DP 1057585	34 Mitchell Road	1.98ha	Dwelling and outbuildings
Lot 2 DP 555257	32 Mitchell Road	0.16ha	Dwelling and outbuildings
Lot 1 DP 808945	14 Mitchell Road	2.1ha	Dwelling house, outbuildings and a dam
Lot 2 DP 808945	26 Mitchell Road	2.0ha	Dwelling house and outbuildings
Lot 3 DP 808945	28 Mitchell Road	3.35ha	Outbuildings/sheds and a dam
Total		15.59ha	

The majority of the land is zoned R5 Large Lot Residential under HLEP 2012 with a smaller area towards Mitchell Road zoned RU4 Primary Production Small Lots (see Attachment 3).

Lot Size Map 3800_COM_LSZ_008C of HLEP 2012 applies to the site. This map shows a minimum lot size of 2,500m² applying to the R5 Large Lot Residential zoned land and a minimum lot size of 2ha applying to the RU4 Primary Production Small Lots zoned land (see Attachment 4).

The whole site (other than approximately 0.6ha triangular shaped area of land at the south-eastern corner of the site) is above 17.5m AHD, and the area that is the subject of the planning proposal is above the 1 in 100 year flood event level for the area. The site is relatively flat in sections, and a small area of the site at the south-eastern corner has a gentle slope towards Mitchell Road.

Part E Chapter 4 Pitt Town of the DCP divides the Pitt Town Development Area into 10 precincts, and the subject land is located within Precinct E (see Attachment 5). Development of land in precincts C, D, E, part F, G and H relies upon the proposed Pitt Town Flood Evacuation Route (FER) identified in this chapter. The FER runs through the site in a north-south direction and partly an east-west direction (see Attachment 6).

The immediate surrounding is predominantly zoned R5 Large Lot Residential and RU4 Primary Production Small Lots and is characterised by large lot residential and rural residential development. To the immediate north of the site is vacant land that has been previously used for agricultural purposes and to the immediate east of the site is a poultry farm with a significant area of Shale/Gravel Transition Forest identified as an Endangered Ecological Community at the corner of Mitchell and Cattai roads. The area of land to the west of the site is occupied by large lot residential development and rural residential development and some rural residential development is to the south of the site (see Attachment 7).

ORDINARY MEETING

Meeting Date: 25 November 2014

Planning Proposal

The applicant Ghant Developments Pty Ltd (GD) seeks an amendment to HLEP 2012 to enable subdivision of the land consisting of eight properties into 116 residential lots with a minimum lot size of 1,000m².

GD proposes to amend the lot size map of HLEP 2012 to fix the minimum lot size for the zoned R5 Large Lot Residential zoned land at 1,000m² and retain the minimum lot size of 2ha for the RU4 Primary Production Small Lots zoned land.

GD claims that at present the site has development potential to create approximately 47 lots. The proposed amendment would allow for additional 69 lots thus providing a total of 116 lots on the site.

GD have not provided an indicative plan of subdivision for the land using the current planning controls or proposed planning controls demonstrating the number of lots claimed. Initial assessment by Council staff suggests that the subject land currently has a development potential of approximately 43 lots and the proposed amendment would create the potential for approximately 107 lots. Notwithstanding this, for the purposes of this report GD's figure of 47 and 116 lots has been adopted.

Applicant's Justification of Proposal

GD has provided the following reasons in support of the planning proposal:

- *The proposal will provide significant public infrastructure in the form of a 900m section of the Pitt Town FER at no cost to the community.*
- *Construction of the Pitt Town FER and designated bus transport road is dependent upon this planning proposal.*
- *The risk to residents of Pitt Town in terms of flooding will be significantly reduced.*
- *The FER will assist the State Emergency Service and reduce the risk to life during flood evacuation.*
- *The proposal will facilitate additional housing opportunities in an area of high amenity with access to services.*
- *The proposal will provide a variety of cheaper housing choices, consistent with government and Council policy.*
- *The land is already zoned R5 Large Lot Residential, therefore there will be no change in character.*
- *The proposal will make use of existing infrastructure, therefore no additional infrastructure is required.*
- *There are no adverse environmental and visual impacts arising from this planning proposal.*
- *The proposal is consistent with all relevant State, Regional and Local Strategies, including the Hawkesbury Residential Land Strategy.*

Assessment

Metropolitan Plan for Sydney 2036 and Draft North West Subregional Strategy

The aim of *Metropolitan Plan for Sydney 2036* (the Metro Plan) is to integrate land use and transport planning to provide a framework for the growth and development of the Sydney region to 2036. A number of objectives and actions have been identified in the *Metropolitan Plan for Sydney 2036*.

The draft North West Subregional Strategy (dNWSS) requires the provision of new housing in existing urban areas, focused around centres and corridors. This is to take advantage of existing services such as shops and public transport.

The dNWSS classified Pitt Town as a neighbourhood centre. This classification gives an indication as to what the function of the Pitt Town centre was at the time of preparing the Strategy and is not intended to be a set classification to limit the growth or expansion of the centre, and may be modified slightly as long as it is part of a sustainable strategy for the LGA. Given the current Pitt Town centre's population the Hawkesbury Residential Land Strategy (RLS) states that the centre has the ability to grow to the upper level limit of the Small Village category by 2031, and therefore the HRLS identifies Pitt Town as a small village.

The following objectives and actions of the Metro Plan and actions of the dNWSS are of primary relevance to the Planning proposal:

Metropolitan Plan for Sydney 2036

- Objective B1* To focus activity in accessible centres.
Action B1.1 Plan for centres to grow and change over time.

The land is located within the Pitt Town Development Area and therefore the planning proposal will enable increased housing opportunities and hence improve the viability of the existing centre.

- Objective D1* To ensure an adequate supply of land and sites for residential development.
Objective D2 To produce housing that suits our expected future needs.
Action D1.1 Locate at least 70% of new housing within existing urban areas and up to 30% of new housing in new release areas.
Action D2.1 Ensure local planning controls include more low rise medium density housing in and around smaller local centres.

The planning proposal seeking subdivision of the land into 116 residential lots will enable the expansion of the existing residential area to the north-east of the Pitt Town Small Village Centre. It will also enable relatively affordable housing in proximity to the existing small village centre to meet future needs.

Draft North West Subregional Strategy

- Action 1.3.1* North West Councils to plan sufficient zoned land to accommodate their local government housing target in their principle LEPs.
Action C2.1.2 Councils to provide in their LEPs zoned capacity for a significant majority of new dwellings to be located in strategic and local centres.

The land is already zoned for residential purpose to meet the Hawkesbury's housing target set by the dNWSS. The proposal provides the opportunity to create approximately 116 residential allotments in proximity to the Pitt Town Small Village Centre within the timeframe of the Metropolitan Plan and Subregional Strategy.

Hawkesbury Residential Land Strategy

In May 2011, Council adopted the Hawkesbury residential Land Strategy (HRLS). This Strategy 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 HRLS is based on best practice models of sustainable development and provides guidance on locations and types of future residential development within the LGA.

The HRLS guides future residential development within the LGA, with the aim of accommodating approximately 5,000 and 6,000 new dwellings (based on projected demand) by 2031. The HRLS seeks to locate much of the future growth within existing areas to minimise fragmentation of agricultural land, demand on public infrastructure and impacts on environmental sensitive and scenic landscape areas accordance with the Metro Plan. Therefore the Hawkesbury Residential Development Model focuses on future residential development in urban areas and key centres.

With respect to Pitt Town the HRLS states that:

'The future development has previously been addressed by the Department of Planning in 2008 as part of a Part 3A Concept Approval, which is considered to supply Pitt Town with an adequate supply of zoned residential land for the duration of the HRLS. Pitt Town has longer term development potential in zoned areas.'

Hence, the HRLS does not envisage further development of the Pitt Town Development Area beyond that provided for by the Part 3A approval, in the short term.

Hawkesbury Local Environmental Plan 2012

The land is currently zoned part R5 Large Lot Residential and part RU4 Primary Production Small Lots under HLEP 2012, and the planning proposal does not seek to change these zonings. The current Lot Size Map 3800_COM_LSZ_008C of HLEP 2012 applies to the subject land. As shown on Attachment 4 to this report a minimum of 2500m² lot size applies to part of the land zoned R5 Large Lot Residential and 2ha minimum lot size applies to the remaining area of the land zoned RU4 Primary Production Small Lots.

GD claims that subdivision of the land under current provisions of HLEP 2012 into 47 lots with minimum 2500 lot size is not an economically viable development and therefore GD seeks to amend the lot size map to allow 1,000m² minimum lot size on the land to yield additional 69 lots thus producing a total of 116 lots (see Attachment 8).

The minimum lot size for R5 zoned land within the Pitt Town Development Area ranges from 1,000m² to 10,000m², therefore the proposed 1,000m² minimum lot size for the land is considered consistent with minimum lot sizes for the R5 zoned land. However, the planning proposal does not provide an appropriate justification as to how and why such a minimum lot size for that part of the land zoned R5 Large Lot Residential, located approximately 2kms away from the Pitt Town Small Village Centre, or why it is strategically significant in terms of the provision of housing within the LGA.

Section 1.3 of '*A guide to preparing planning proposals*' published by the Department of Planning and Infrastructure in October 2012 (the Guidelines) states that:

'A planning proposal must demonstrate the strategic merit of the proposed amendment to the LEP proceeding.'

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. The key Section 117 directions are as follows:

ORDINARY MEETING

Meeting Date: 25 November 2014

1.2 Rural Zones

The objective of this Direction is to protect the agricultural production value of the land. This direction requires Council not to rezone land from a rural zone to a residential, business, industrial, village or tourist zone and not to contain provisions that will increase the permissible density of land within a rural zone (other than land within an existing town or village).

Part of the land is zoned RU4 Primary Production Small Lots. The planning proposal seeks an amendment to the lot size map as it relates to the R5 zoned land. Hence, it does not propose any zoning changes or contain provisions to increase the permissible density of land within the RU4 zoned area. It is therefore considered the planning proposal is consistent with this Direction.

1.3 Mining, Petroleum Production and Extractive Industries

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

The planning proposal does not seek to rezone the land. According to 'Plan1- Mineral Resources Audit of Hawkesbury City August 2011' issued by the NSW Department of Trade and Investment (DT&I's) the subject site is not located within any identified resource areas, potential resources areas or transitional areas within the Hawkesbury LGA. There are no known existing mines, petroleum production operations or extractive industries in the area subject to the planning proposal or in the vicinity. Given existing residential zoning of the land, the current development on the land and the immediate locality, it is considered that the future development of the land for residential purposes would not further restrict development potential or create land use conflict beyond that which currently exists.

Notwithstanding this the planning proposal would need to be referred to DT&I for comment.

3.1 Residential Zones

The objectives of this Direction are to:

- (a) *to encourage a variety and choice of housing types to provide for existing and future housing needs,*
- (b) *to make efficient use of existing infrastructure and services and ensure that new housing has appropriate access to infrastructure and services, and*
- (c) *to minimise the impact of residential development on the environment and resource lands.*

The planning proposal does not seek to reduce the amount of residential land but rather provide for additional 69 lots on the land through an amendment to the lot size map of HLEP 2012 and hence assist Council in achieving its housing targets. The site has reasonable access to the required services to accommodate the proposed development on the land. Therefore, it is considered that the planning proposal is generally consistent with this Direction.

Direction 3.3 Home Occupations

The objective of this Direction is to encourage the carrying out of low-impact small businesses in dwelling houses.

The planning proposal seeks only an amendment to Lot Size Map Sheet LSZ_008C of HLEP2012 and the current part R5 Large Lot Residential and part RU4 Primary Production Small Lots zoning of the land is to remain unchanged. Both these zones permit carrying out of home occupations in dwelling houses without development consent. The planning proposal is therefore consistent with this Direction.

ORDINARY MEETING

Meeting Date: 25 November 2014

Direction 3.4 Integrated Land Use and Transport

The objective of this Direction is to ensure that urban structures, building forms, land use locations, development designs, subdivision and street layouts achieve the following planning objectives:

- (a) *improving access to housing, jobs and services by walking, cycling and public transport,*
- (b) *increasing the choice of available transport and reducing dependence on cars,*
- (c) *reducing travel demand including the number of trips generated by development and the distances travelled, especially by car,*
- (d) *supporting the efficient and viable operation of public transport services, and*
- (e) *providing for the efficient movement of freight.*

The DP & I's guidelines "*Integrated Landuse and Transport*" seeks to improve the integration of land use and transport planning.

The planning proposal seeks to subdivide approximately 15.5ha of residential land into 116 residential lots within proximity to the Pitt Town Village Centre and support the efficient and viable operation of both rail and road transport networks in the area. The proposal will enable the expansion of the existing Pitt Town residential area and thereby it would help improve local business/retail activities and employment opportunities and support growth and change of the existing small village centre.

It is considered that the proposed planning proposal is generally consistent with this Direction.

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

The objectives of this Direction are:

- (a) *to protect life, property and the environment from bush fire hazards, by discouraging the establishment of incompatible land uses in bush fire prone areas, and*
- (b) *to encourage sound management of bush fire prone areas.*

A small area of the subject land in the south-eastern corner is identified as bush fire prone land. Accordingly, Council is required to consult with the Commissioner of the NSW Rural Fire Service following receipt of a gateway determination under section 56 of the Act, and prior to undertaking community consultation in accordance with section 57 of the Act, and take into account any comments so made.

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.

ORDINARY MEETING

Meeting Date: 25 November 2014

Direction 6.3 Site Specific Provisions

The objective of this Direction is to discourage unnecessary restrictive site specific planning controls. The 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 HLEP 2012 for the R5 Large Lot Residential and RU4 Primary Production Small Lots zones.

Direction 7.1 Implementation of the Metropolitan Strategy

The objective of this Direction is to give legal effect to the vision, land use strategy, policies, outcomes and actions contained in the Metropolitan Plan for Sydney 2036.

'Metropolitan Plan for Sydney 2036', which is one of the issues taken into consideration in the early part of the assessment of the Planning Proposal, establishes that the planning proposal is consistent with this Plan.

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*, *State Environmental Planning Policy No. 19 - Bushland in Urban Areas* and *Sydney Regional Environmental Plan No. 20 Hawkesbury - Nepean River (No.2 - 1997)*, and *State Regional Environmental Plan No. 9 - Extractive Industry (No 2 - 1997)*

State Environmental Planning Policy No. 55 Remediation of Land

The *State Environmental Planning Policy No. 55 Remediation of Land* (SEPP 55) requires consideration as to whether or not the 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.

ORDINARY MEETING

Meeting Date: 25 November 2014

The site is currently being used mainly for residential purposes. GD states that the land was used for agriculture for many years prior to 1976 and in 1979 approximately 2.5ha of sand was extracted with Council's approval. In April 2006 Council approved filling of part of the site. Given the previous use of the site for agricultural and land fill purposes there may be a potential that the site may be contaminated according to *Table 1 - 'Some Activities that may Cause Contamination' of the Managing Land Contamination: Planning Guidelines*. However, at present this has not been investigated by the proponent or by Council.

The DP&I will consider this as part of their "gateway determination" and if required can request further information/consideration of this matter.

State Environmental Planning Policy No. 19 - Bushland in Urban Areas - SEPP 19

The aim of SEPP 19 is to protect and preserve bushland within the urban areas.

The majority of the site is free of any significant vegetation and the planning proposal ensures that any significant vegetation within the site are appropriately retained and protected by Clause 5.9 of HLEP 2012 and the Preservation of Trees and Vegetation chapter of the DCP.

State Regional Environmental Plan No. 20 - Hawkesbury-Nepean River (No 2 - 1997)

The aim of State Regional Environmental Plan No. 20 - Hawkesbury-Nepean River (No 2 - 1997) (SREP No 20) 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 impacts of the development on the environment, the feasibility of alternatives and consideration of specific matters such as environmentally sensitive areas, water quality, water quantity, cultural heritage, flora and fauna, agriculture, rural-residential development and metropolitan strategy.

It is considered that the planning proposal achieves satisfactory compliance with the relevant provisions of SREP No 20 (No. 2 - 1997). Further detailed consideration of these matters can be addressed at the development application stage.

State Regional Environmental Plan No. 9 - Extractive Industry (No 2 - 1997)

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.

Economic Feasibility of Subdivision

It appears that the main justification of GD for the planning proposal is that under the current provisions of the LEP and Section 94 contributions plan subdivision of the land is not economically feasible hence subdivision of the land will not occur as forecast and the proposed FER in the DCP will not be completed.

Prior to examining GD's claim the following summary of past, current and future lot yields is provided:

Prior to Amendment 145 - the land had no subdivision potential because the minimum lot size applying to the land was 2ha.

Upon gazettal of Amendment 145 - the land had a lot density of 2 lots per hectare therefore creating a development potential of approximately 29 lots.

Part 3A approval - the land has a minimum lot size of 2500m² therefore creating a development potential of approximately 47 lots.

ORDINARY MEETING

Meeting Date: 25 November 2014

Current planning proposal - proposed minimum lot size of 1,000m² thereby creating a development potential of approximately 116 lots

GD has provided the following table showing indicative costs and return for a subdivision of Lots 1, 2, 3 and 4 DP 1057585 (approximately half of the land subject to the planning proposal) into 23 lots under the current minimum lot size requirements.

Cost Component	Estimated Cost
Legal fees, taxes and contributions	\$1,265,449
Development costs (roads etc.) including contingency	\$4,020,783
Survey costs	\$25,000
Agents fees, bank charges and interest	\$1,914,008
Total Cost	\$7,225,240
Sales (avg. \$521,000 per lot)	\$11,983,000
Return	\$4,757,760

GD claims that the return from selling the four properties as they are (i.e. the “no development” option) would be \$4,654,000 (this is based on GD’s assessment of a likely sale price). Hence, the difference in return between “no development” and “development” under the current minimum lot size provisions is marginal at best i.e. only \$103,760.

Therefore, GD seeks to amend the lot size map to a 1,000m² minimum lot size thus enabling an additional yield of 69 lots to create a total of 116 lots. GD states that a subdivision allowing 1,000m² lots should be permitted to provide additional housing opportunities and facilitate the construction of the Pitt Town FER.

GD has not provided a detailed cost breakdown or justification of likely sales figures to accompany the above table. Detailed economic modelling of existing and proposed minimum lot sizes was requested of GD prior to lodgement of the planning proposal. GD has not provided this information and in their planning proposal states that it is not appropriate for the purposes of the planning proposal to disclose the individual cost detail. Whilst it is agreed that the individual cost detail is inappropriate to disclose, there is a need for the applicant (GD) to provide sufficient detail in the planning proposal to support the assertion that the site is not economic to develop under the current planning controls. In the absence of this economic justification it is not possible to check, in detail, the veracity of GD’s claims and hence support the planning proposal in its current form.

GD’s total costs equate to approximately \$314,000 per lot and the estimated sale price of \$521,000 appears to be derived by recent sales of land within the Pitt Town Development Area. Recent information obtained from UrbanGrowth NSW (formally Landcom) suggest that, in general terms, for a sale price of \$521,000 the per lot development costs should be about \$261,500, per lot cost of land acquisition about \$156,300 and per lot developer’s margin (profit) about \$104,200. If UrbanGrowth NSW’s indicative figures were applied to a 23 lot subdivision of Lots 1, 2, 3 and 4 DP 1057585, the developer’s margin (profit) would be about \$2.4M.

Finally, it is noted that Council has issued a number of development consents for subdivision of land within the Pitt Town Development Area to other developers, large and small, and at present GD is the only developer to claim that subdivision of the land under the existing LEP controls is not economically feasible.

The likely percentage increase of the lot yield on the land under the proposed minimum lot size of 1,000m² compared with the current 2,500m² minimum lot size would be approximately 146%. The planning proposal fails to demonstrate and provide sound justification of the land’s and /or the location’s strategic importance in the provision of housing within this small village centre to support such a significant increase of lot yield on this land.

ORDINARY MEETING

Meeting Date: 25 November 2014

DP&I guidelines for planning proposals require that applications must demonstrate the strategic merit of the proposed amendment to the LEP proceeding. It is considered the planning proposal in its current form does not demonstrate sufficient merit to proceed for a gateway determination.

Section 1.3 of the Guidelines states that:

'A planning proposal must demonstrate the strategic merit of the proposed amendment to the LEP proceeding'.

Flood Evacuation Route (FER)

As shown in Attachment 6 to this report the proposed FER runs along the site in a north-south direction and partly in an east-west direction through the site. The proposed north - south running FER will connect the future FER extension of Hall Street to the north-west and Mitchell Road to the south. Future FER extension of Wells Street to the east will connect with the north-south running FER.

GD argues that the planning proposal has the following advantages:

- *Since there is an inadequate mechanism for funding of the flood evacuation route for Pitt Town this application will provide funding for the construction of the FER.*
- *The flood evacuation route will assist the State Emergency Services (SES) and reduce the risk to life during flood evacuation.*
- *The developed land in C, D, E, part F, G and H precincts rely on the FER.*
- *Currently under the present controls the construction of the FER is totally dependent on the development of the subject land*
- *A significant section of the Pitt Town FER (some 900m in length) will be constructed at no cost to the community. The subdivision works would include the construction and dedication of the section of the FER which runs through the land.*
- *The FER is not funded by public funds or developer contribution, and this critical piece of public infrastructure will not be built unless this planning proposal proceeds.*

GD's claim that that there is an inadequate mechanism for the funding of the FER is incorrect. The funding of the FER is to be provided partly from Section 94 contributions and by developers who develop land that fronts the FER. Section 7A, Catchment 5 - Pitt Town Residential Precinct of the Section 94 Plan and Appendix 1 to S.94 Plan make provision to fund part of the FER. As shown in Attachment 9 to this report the proposed Section 94 road works does not include the section of FER running though the site in a north-south direction and partly an east-west direction. As is Council's standard practice this section of the FER is to be provided by the developer upon subdivision of the land. It seems that the applicant's justification for the increased lot yield is entirely based on the emotive issue of providing the FER rather than on other planning merits.

Traffic and Public Transport

The site has a single frontage and access to Mitchell Road.

The planning proposal does not include a traffic report or a statement to explain the likely traffic generation and impacts on the local road network and how the increased traffic volume of the proposed development would be accommodated within the existing or the future upgraded local and regional traffic network. The planning proposal only provides a statement stating that the future development would generate 684 additional daily vehicle trips based on average 9 daily vehicle trips specified in the RTA's 'Guide to Traffic Generating Developments, October 2002'

ORDINARY MEETING

Meeting Date: 25 November 2014

Public transport is limited to the Blacktown Busway Route 664 service via Oakville and Pitt Town between Windsor and Wisemans Ferry. Mulgrave and Windsor Railway Stations are the closest stations to the site and they are located approximately 8 and 10 kms away from the site respectively.

Should Council resolve to proceed and forward the proposal to DP&I for a gateway determination it is recommended that the planning proposal mention the need for a referral to the Roads and Maritime Services (RMS).

Flora and Fauna

The Biodiversity Protection Map of the LEP 2012 shows some significant vegetation in the south-east corner and along eastern and north-western boundaries. However, recent site investigation reveals that the majority of the site is covered with exotic pasture grasses with some scattered regenerating Acacias.

It is noted along the eastern boundary Radiata pines have been planted as a windbreak consistent with other plantings throughout Pitt Town's historic orchard growing areas.

Although the land in its current state has limited ecological value from a biodiversity perspective, a flora and fauna report may be required to satisfy the legislative requirements of the Act, as threatened biodiversity has been recorded in the locality.

Should Council resolve to proceed with the planning proposal the applicant may be advised to provide a flora and fauna report.

Flooding

The area of the site that is the subject of the planning proposal is situated above 1 in 100 year ARI flood level.

Topography

According to Council's slope mapping the land is relatively flat, being generally less than 6%. A very narrow strip of land with a steep slope, generally in excess of 15% is located along the western boundary of both Lots 1 and 2 DP 1057585. The Sustainability Criteria of the HRLS recommends that urban development be limited to areas with a slope of 15% or lower. It is considered that the land is relatively free of significant slope constraints and the land is suitable for residential development.

Character of the Area

The area surrounding the site has a mix of lot sizes ranging from small residential lots of 450m² -1,000m², large residential lots ranging from 2,000m² - 2ha and rural lots of 10ha. Lots immediately to the north are generally 2,000m² - 2,500m², lots immediately east are 2,500m² and the lots immediately south and west are 2ha (see Attachment 9). Given larger 10ha rural lots north-east of the site and smaller lots (ranging from 450m² - 1,000m²) within the Pitt Town small village centre south-west of the site, it is considered that the proposed 1,000m² lots within the site somewhat act as a transition between these two areas with distinct visual characters. Further future development of the site for low density residential development will blend with the surrounding large lot residential and rural residential development.

Services

It is considered that the site has a reasonable access to the required services. However, the proposal provides very limited information on services to demonstrate its environmental capability to accommodate the proposed development. The proposal only states that the proposal will make use of existing and proposed infrastructure and arrangements will be made with the relevant service providers for reticulated water and sewer, electricity and telecommunications.

ORDINARY MEETING

Meeting Date: 25 November 2014

Agricultural Land Classification

The site consists of Class 3 land. The NSW Land and Water Conservation's 1988 Agricultural Suitability Classification System describes Class 3 as follows:

Class 3 - Moderately productive lands suited to improved pasture and to cropping within a pasture rotation. The overall level of production is moderate as a result of edaphic or environmental constraints. Erosion hazard or soil structural breakdown limit the frequency of ground disturbance, and conservation or drainage works may be required.

Given the site is already zoned and used for residential purposes and predominant residential character of the immediate surrounding area it is considered that it is unlikely the site could be used for a substantial or sustainable agricultural enterprise. GD advises that the site has been previously used for low intensity grazing and rural residential activities.

Heritage Significance

None of the subject properties are identified as a heritage item/property in Schedule 5 Environmental Heritage of HLEP 2012 or located within the Pitt Town Conservation Area. The Pitt Town Heritage Map of HLEP 2012 identifies the Pitt Town small village including the subject land as potential archaeological sites and places of Aboriginal significance. Appropriate development conditions ensuring no adverse impacts on potential archaeological sites could be imposed in future development approvals for land within Pitt Town Heritage Map area.

Possible Amendments to Council's Plans

Should Council resolve to proceed with the planning proposal, HLEP 2012, the DCP and Section 94 Contributions Plan 2008 would need to be amended as explained below:

HLEP 2012 - As shown in Attachment 8 the current lot size map would need to be amended to apply the proposed 1,000m² minimum lot size for the land.

DCP - It is envisaged that the following amendments to Chapter 4 Pitt Town Part E of the DCP and certain administrative amendments to Part A Introduction would be required:

- Amendment to Figure E4.2 - Development Plan
- Amendment to Figure E4.3 - Development Precincts - Currently minimum lot size of 1,000m² applies only to Precinct B. If the minimum lot size for the land in Precinct E was to be changed as 1,000m² Precinct E boundary would need to be changed to accommodate Precinct B for the subject land.
- Amendment to Figure E4.4 - Road Hierarchy
- Amendment to Figure E4.5 - Flood Evacuation Route

S94 Plan - if the subject land was to be included in the S94 plan amendments to the current Section 7A Catchment 5 - Pitt Town Residential Precinct and Appendix 1 would need to be made.

Conformance with Community Strategic Plan

The proposal is consistent with the Looking After People and Place Direction statements.

- 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.

ORDINARY MEETING

Meeting Date: 25 November 2014

- Have future residential and commercial development designed and planned to minimise impacts on local transport systems allowing easy access to main metropolitan gateways.

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

- Encourage affordable, diverse and quality housing solutions in serviced areas.

and is consistent with the nominated goal in the Community Strategic Plan, being:

- Housing is available and affordable for the population whilst retaining agricultural and heritage values of the area.

Conclusion

The assessment of the planning proposal to amend Lot Size Map 3800_COM_LSZ_008C of HLEP 2012 to allow subdivision of part of the land zoned R5 Large Lot Residential into 116 lots with minimum lot size of 1,000m² reveals that the site is free of any major development constraints. However, the planning proposal does not clearly demonstrate the strategic significance of the proposal or adequately demonstrate that development of the land under Council's current controls is not economically viable.

It is therefore recommended that a planning proposal not be supported in its current form.

Should the applicant be able to provide sufficient strategic and economic justification (i.e. more than statements that the current minimum lot size is uneconomic to develop, as information available to Council does not support such statements) for the decrease in the minimum lot size and increased lot yield, the planning proposal could be reconsidered. If the economic and strategic justification is satisfactory the planning proposal could be supported.

Financial Implications

The applicant has paid the fees required by Council's Revenue Pricing Policy for the preparation of a local environmental plan. Should the proposal not proceed a partial refund of those fees would apply.

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 not support the planning proposal in its current form as there is insufficient strategic and economic justification for the proposed increase in lot yield.
2. Should the applicant wish to pursue the proposal they be requested to provide additional strategic and economic justification for further consideration by Council.

ORDINARY MEETING

Meeting Date: 25 November 2014

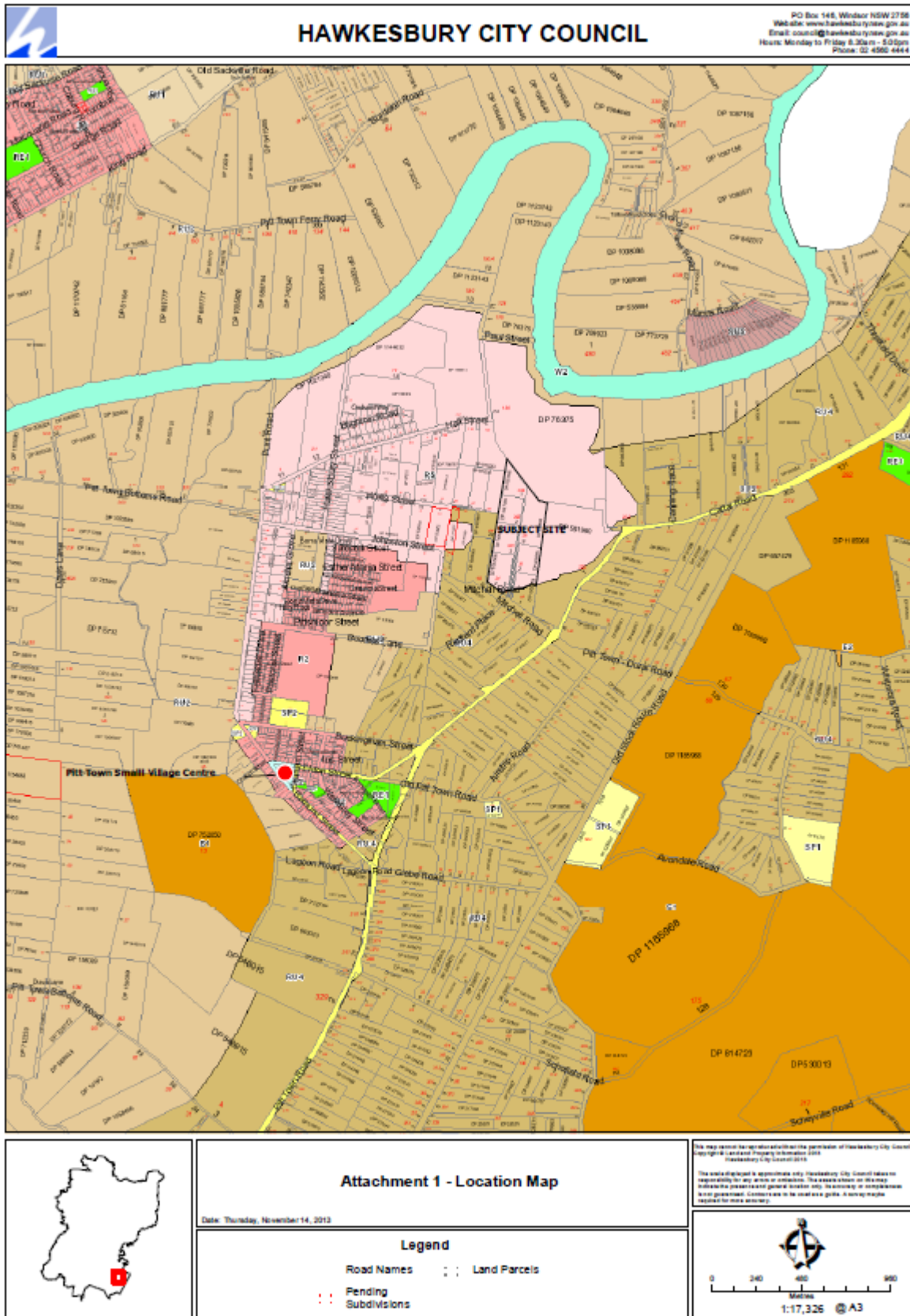
ATTACHMENTS:

- AT - 1** Location Map
- AT - 2** Subject Site
- AT - 3** Current Zoning of the Immediate Surrounding
- AT - 4** Extract of Lot Size Map 3800_COM_LSZ_008C of HLEP 2012
- AT - 5** Precincts within Pitt Town Development Area
- AT - 6** Flood Evacuation Route
- AT - 7** Aerial View of the Immediate Surrounding
- AT - 8** Extract of the Proposed Lot Size Map
- AT - 9** Extract of Section 94 Plan - Proposed Road Works

ORDINARY MEETING

Meeting Date: 25 November 2014

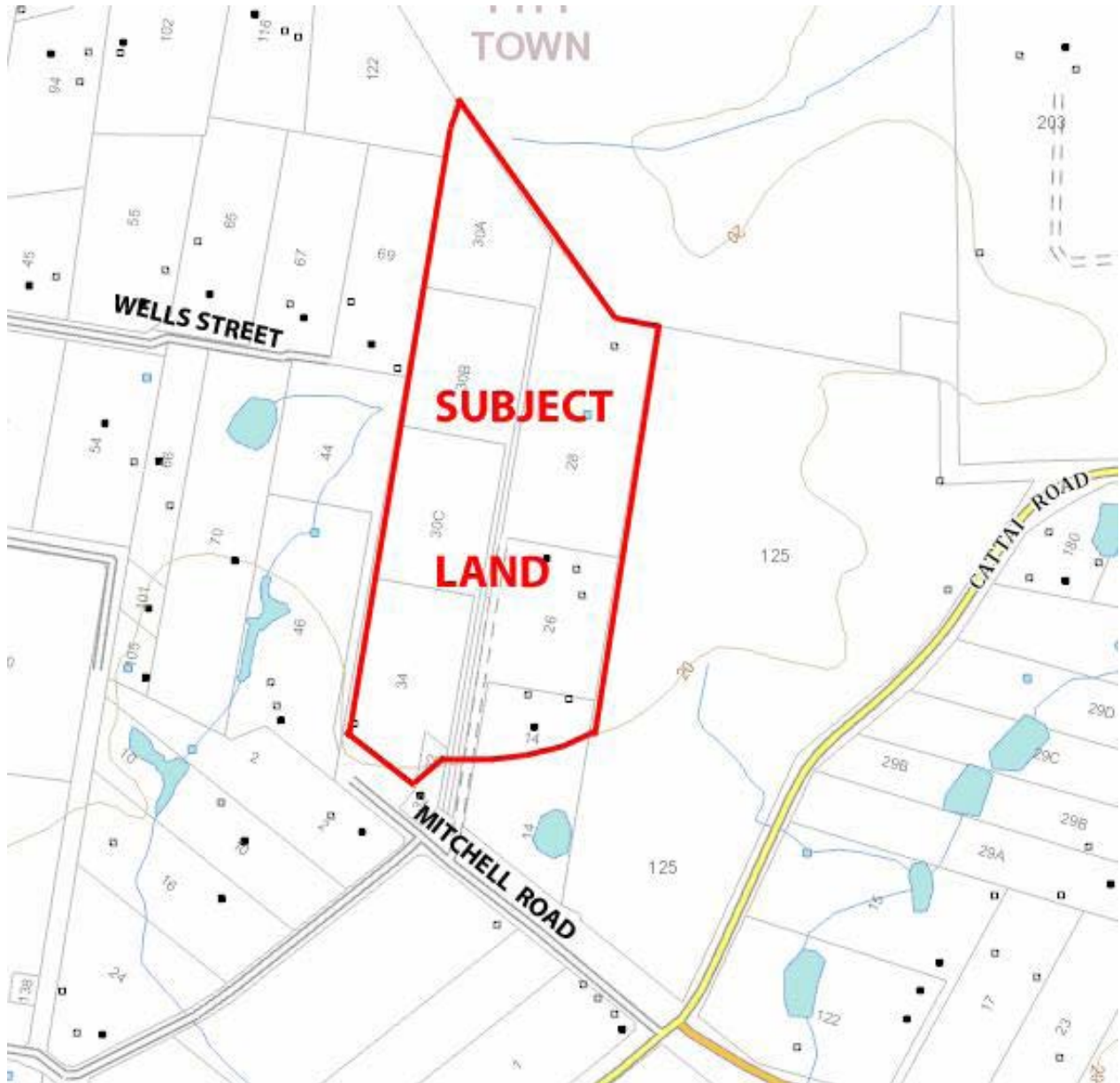
AT - 1 Location Map



ORDINARY MEETING

Meeting Date: 25 November 2014

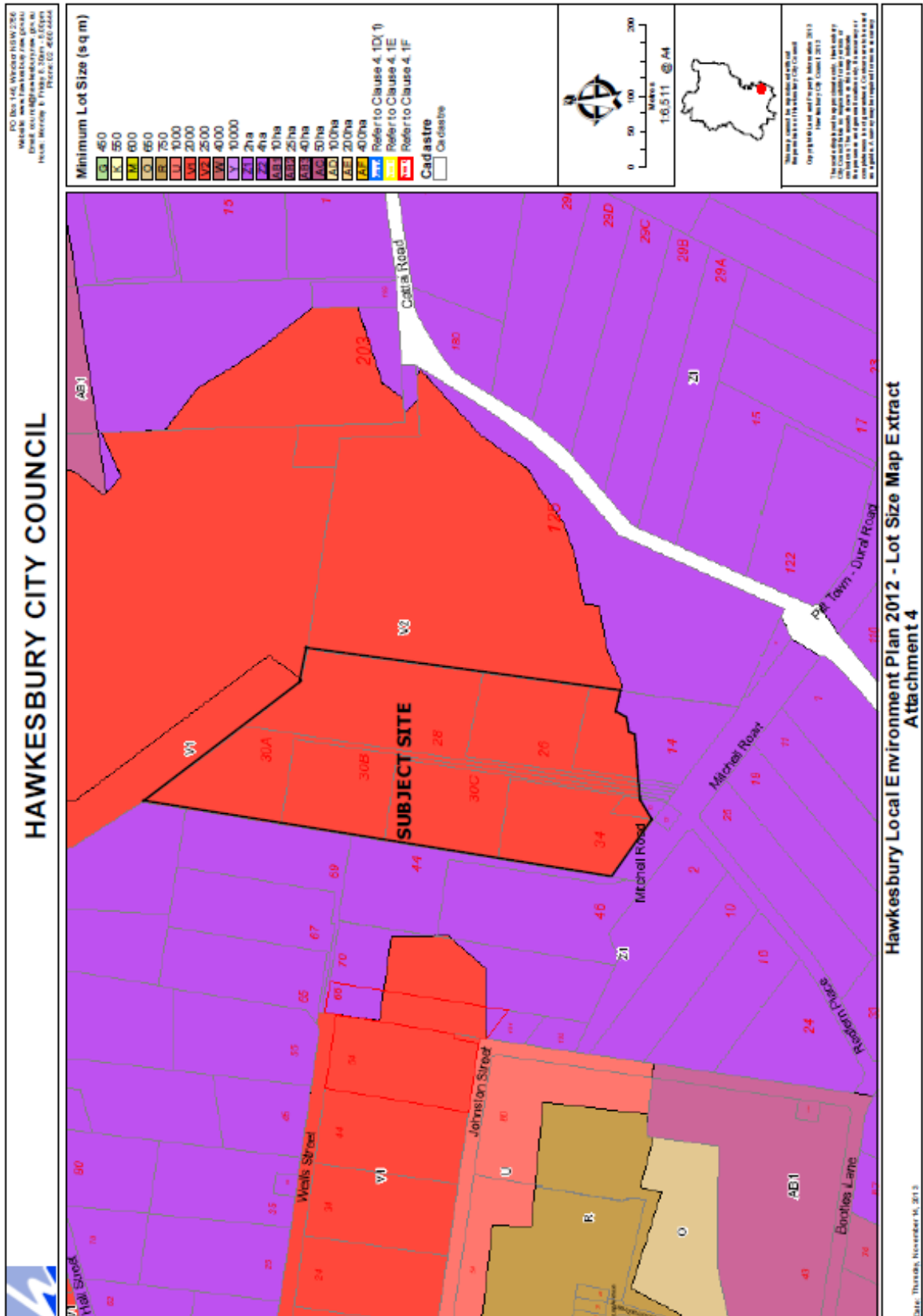
AT - 2 Subject Site



ORDINARY MEETING

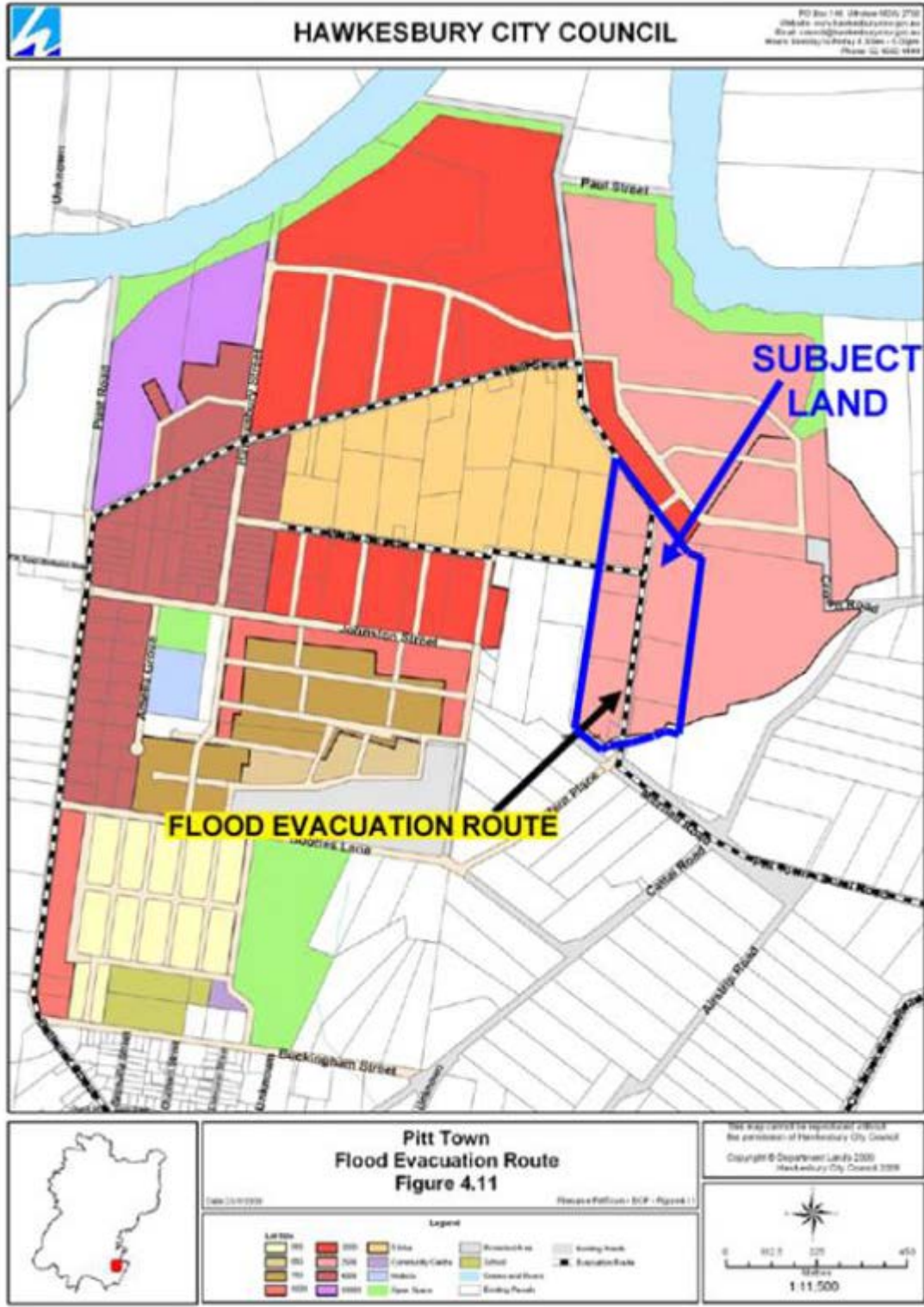
Meeting Date: 25 November 2014

AT - 4 Extract of Lot Size Map 3800 COM_LSZ_008C of HLEP 2012



AT - 6 Flood Evacuation Route

Figure E4. 11: Flood Evacuation Route



ORDINARY MEETING

Meeting Date: 25 November 2014

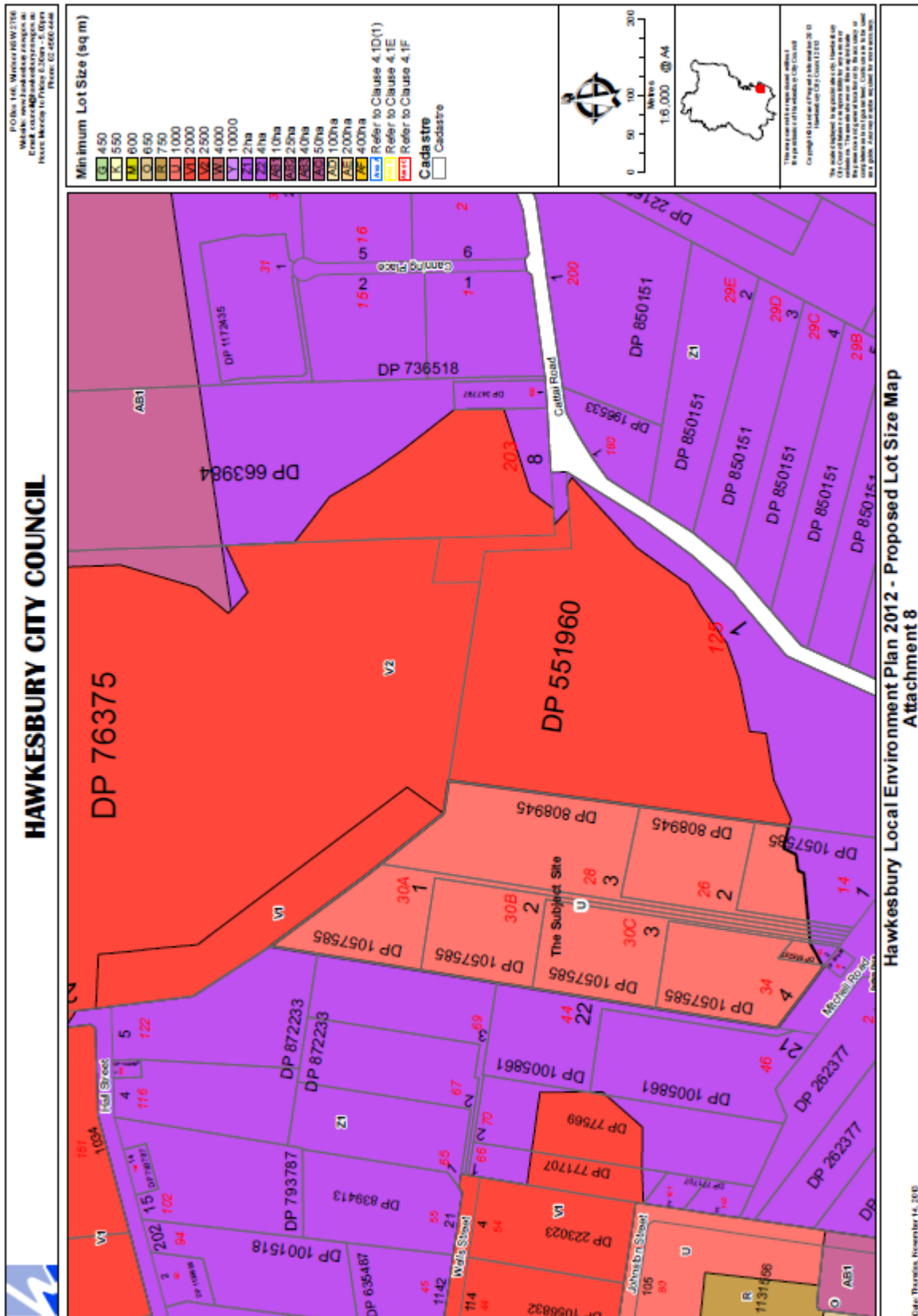
AT - 7 Aerial View of the Immediate Surrounding



ORDINARY MEETING

Meeting Date: 25 November 2014

AT - 8 Extract of the Proposed Lot Size Map



ORDINARY MEETING

Meeting Date: 25 November 2014

AT - 9 Extract of Section 94 Plan - Proposed Road Works



oooO END OF REPORT Oooo

ORDINARY MEETING

Meeting Date: 25 November 2014

Resolution

ITEM 233: CP - Planning proposal - Amendment to Hawkesbury Local Environment Plan 2012 - Lots 1, 2, 3 & 4 DP 1057585, Lots 2 & 3 DP 808945, part Lot 1 DP 808945 and Part Lot 2 DP 555257, Mitchell Road, Pitt Town - (95498)

Mr Bassam Ghantous addressed Council, speaking against the item.

MOTION:

RESOLVED on the motion of Councillor Creed, seconded by Councillor Reardon.

Refer to RESOLUTION

RESOLUTION:

RESOLVED on the motion of Councillor Creed, seconded by Councillor Reardon.

That:

1. Council not support the planning proposal in its current form as there is insufficient strategic and economic justification for the proposed increase in lot yield.
2. Should the applicant wish to pursue the proposal they be requested to provide additional strategic and economic justification for further consideration by Council.

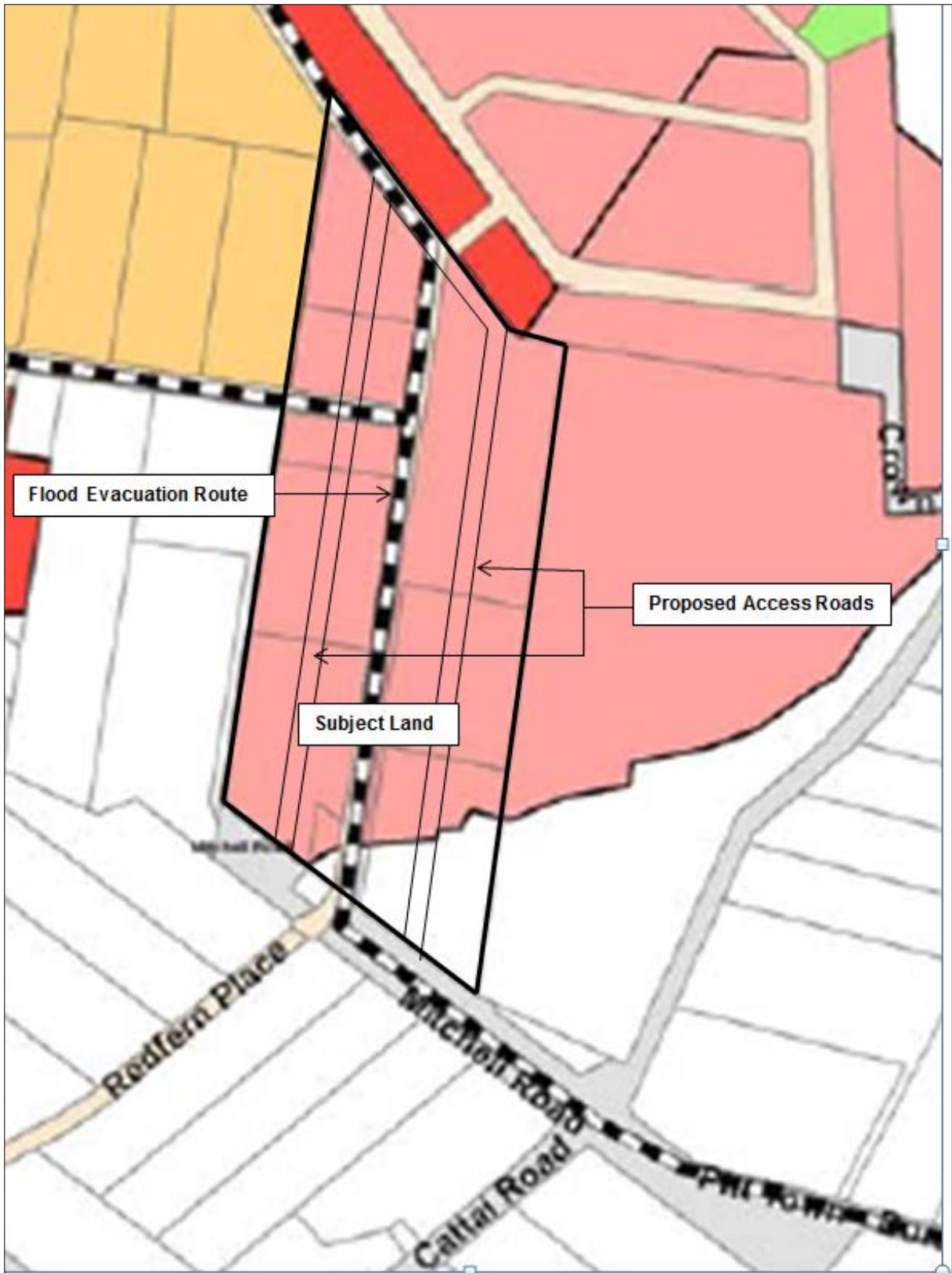
In accordance with Section 375A of the Local Government Act 1993 a division is required to be called whenever a planning decision is put at a council or committee meeting. Accordingly, the Chairperson called for a division in respect of the motion, the results of which were as follows:

For the Motion	Against the Motion
Councillor Calvert	NIL
Councillor Creed	
Councillor Ford	
Councillor Lyons-Buckett	
Councillor Mackay	
Councillor Paine	
Councillor Porter	
Councillor Rasmussen	
Councillor Reardon	
Councillor Tree	
Councillor Williams	

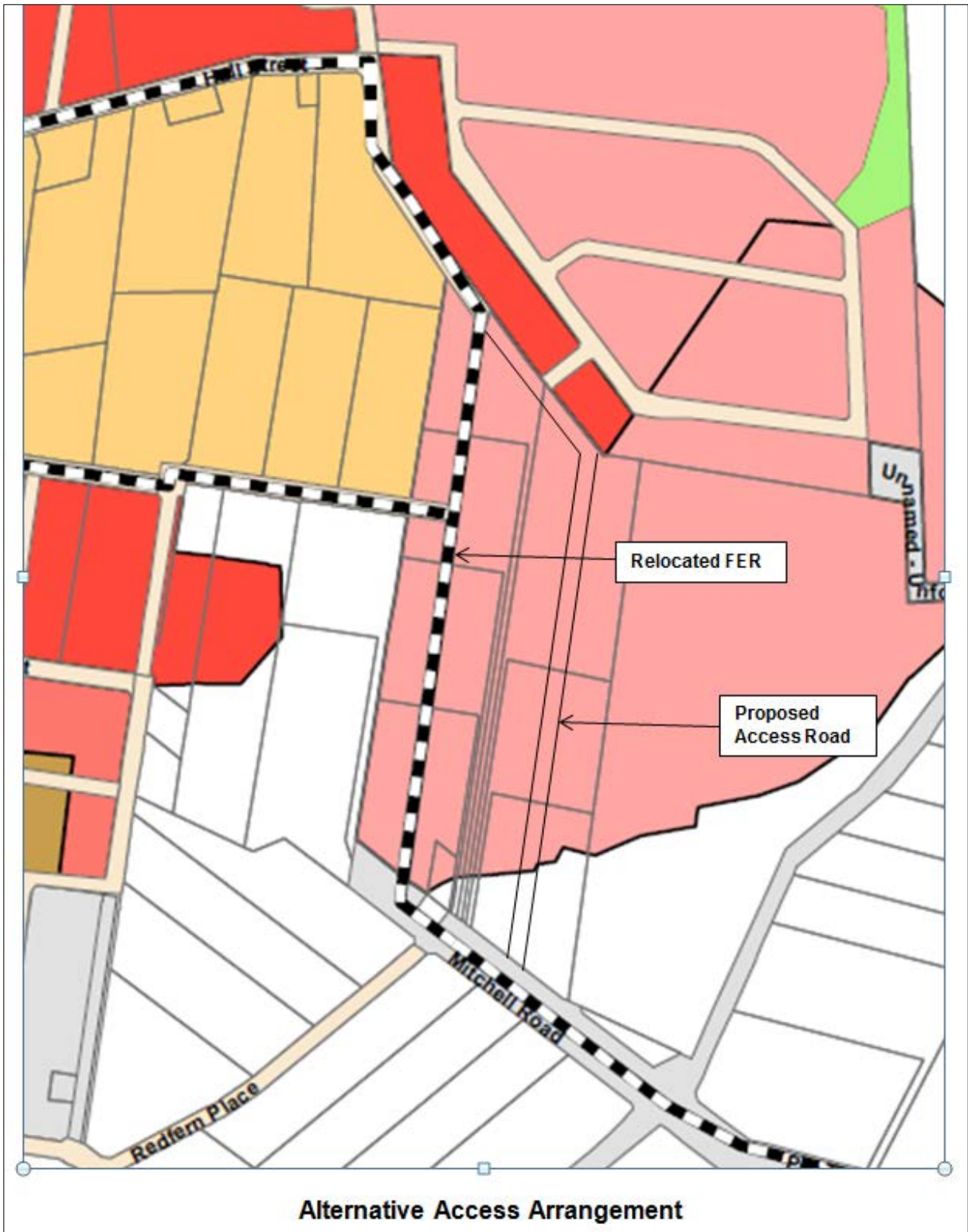
Councillor Conolly was not in the Chamber when the vote was taken.

The Motion was carried.

AT - 2 Applicant's Proposed Access Arrangement for Subdivision of the Land



AT - 3 Alternative Access Arrangement for Subdivision of the Land

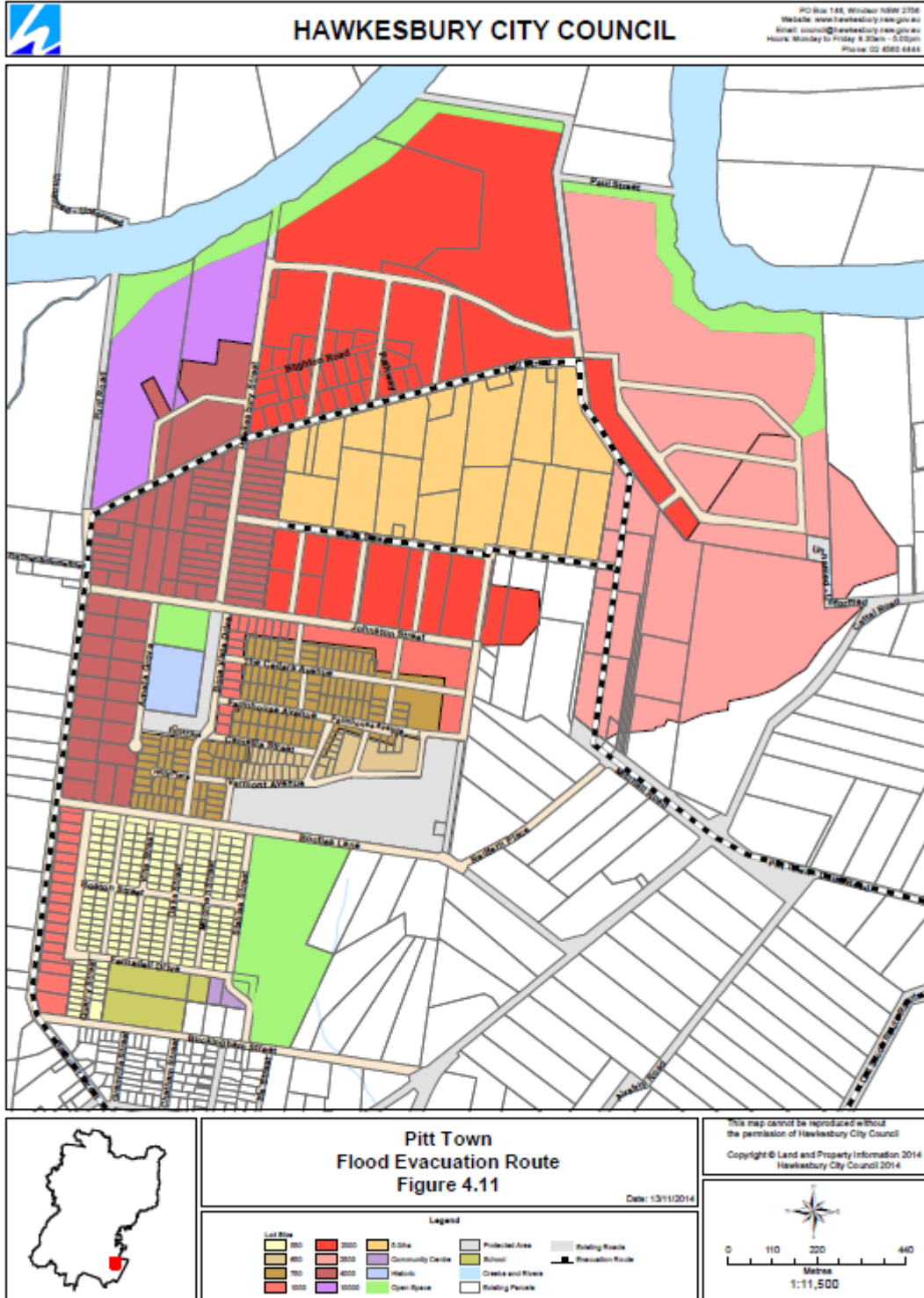


ORDINARY MEETING

Meeting Date: 25 November 2014

AT - 4 Amended Figure 4.11 - Flood Evacuation Route

Chapter 4 Pitt Town, Part E of the DCP



oooO END OF REPORT Oooo

Item: 224 **CP - Proposed Amendments to Hawkesbury Development Control Plan 2002 - Draft Part E Chapter 8 Redbank at North Richmond and Part A Introduction - (95498, 124414)**

REPORT:

Executive Summary

The draft Part E Chapter 8 Redbank at North Richmond and associated minor administrative amendments to Part A Chapter 1 General Information of the Hawkesbury Development Control Plan 2002 (DCP) were publicly exhibited from 8 August 2014 to 8 September 2014.

The purpose of this report is to outline the issues raised in the submissions received by Council.

It is recommended that Council adopt the exhibited draft plans with post-exhibition amendments as outlined in this report.

Consultation

In accordance with Section 18 of the *Environmental Planning and Assessment Regulation 2000* (the Regulation) the draft Part E Chapter 8 Redbank at North Richmond (the draft Chapter), associated minor administrative amendments to Part A Chapter 1 General Information of the DCP and other supporting documentation were publicly exhibited for the period 8 August 2014 to 8 September 2014.

Exhibition notices were placed in the Hawkesbury Courier newspaper on 7 August and 21 August 2014. Notification of the exhibition were also provided to land owners in Belmont Grove, Grose Vale; selected land owners in Bells Lane, Grose Vale; and persons who had previously made a submission to the planning proposal (Council reference LEP11-002/11) affecting the subject land. Council received 30 submissions as a result of the exhibition.

Given part of the site is subject to a heritage listing under the State Heritage Register of the *Heritage Act 1977* the draft Chapter was also referred to the Heritage Council for comment.

Background

On 29 July 2014 Council considered a report regarding the draft Chapter and resolved, in part, as follows:

"That:

1. *The draft Redbank at North Richmond chapter and other associated amendments to the Hawkesbury Development Control Plan be placed on public exhibition for a minimum of 28 days.*
2. *The draft Redbank at North Richmond chapter be forwarded to the NSW Heritage Office for comment.*
3. *Following the abovementioned exhibition and receipt of comments from the NSW Heritage Office, the matter be reported back to Council for finalisation."*

In accordance with the Council's resolution the draft Chapter was exhibited publicly and referred to the NSW Heritage Office for comment.

Public Submissions

Council received 30 submission during the exhibition period. Of these, approximately 11 made comment on the draft DCP and approximately 19 commented on the ICAC hearing. The issues raised in the submissions and associated responses are outlined below.

Preparation of DCP

Submission Comment

The draft Chapter should have been prepared by Council not the developer. Does the draft Chapter base its plans on quantified/forecasted growth, and impacts of ongoing population growth in the peri-urban areas on this side of Hawkesbury River?

Response

The *Environmental Planning and Assessment Act 1979* permits a council to prepare a DCP or cause such a DCP to be prepared by another party. The draft Chapter was prepared jointly by Council staff and the North Richmond Joint Venture (NRJV). In the case of major development sites it is common practice for councils to seek input from the primary developer when preparing a DCP given their knowledge of the site and development objectives for the site.

Regardless of who prepared the draft Chapter, upon adoption and becoming effective it will become part of Council's Hawkesbury Development Control Plan 2002 and administered by Council.

As per the forecast in the preceding planning proposal and current Voluntary Planning Agreement the draft Chapter was prepared on the basis of an expected additional 1400 dwellings on the site and associated environmental impacts.

Consultation with the Community

Submission Comment

This development is totally unacceptable because of lack of genuine public consultation.

Response

The draft Chapter was exhibited in accordance with the provisions of the Regulation. When requested Council staff answered enquiries and/or met with interested persons to discuss the draft Chapter. The purpose of this report to advise Council of the submissions received.

Provision of Infrastructure

Submission Comment

The draft Chapter fails to address infrastructure and traffic needs. There is no adequate infrastructure to accommodate the proposed development and the proposed bridge may never be built. The proposed bridge/by pass is inappropriate and inadequate.

Development prior to provision of infrastructure is unacceptable and will impose a heavy burden on existing residents and the environment. There are alternative methods yet there has been a failure to investigate or negotiate for these.

The NSW Government advised the development of Redbank for residential purposes is subject to satisfactory arrangements for the provision of relevant State public infrastructure (such as roads) prior to subdivision of the land. The NSW Government will not build a bridge over the Hawkesbury River at North Richmond for 20 years. The short term focus of improvements to three key intersections during 2015 - 2019 is not adequate at all. Approval should be given after construction of this bridge.

ORDINARY MEETING

Meeting Date: 25 November 2014

Council needs to ensure that there are adequate section 94 developer contribution provisions to improve the existing infrastructure in the area.

Making developments sustainable into the future should be a compulsory requirement before any land is rezoned. The draft Chapter needs provisions to ensure the provision of water and sewer utility services to the site will be of sufficient capacity to cater for the forecast needs of the site and avoid environmental harm.

There has been a failure to adequately strategically plan for infrastructure such as roads and transport networks; drainage; water supply and waste water disposal; emergency services; expansion of existing community hubs such as a town plan; environmental protection both on-site and off-site e.g. disposal of waste; pollution impacts on local waterways including the need to consider water quality guidelines for agriculture as well as drinking water taken up downstream.

The priorities should be community driven, not developer driven; and subjected to scrutiny e.g. claims of jobs, income for local businesses should be looked at with scepticism as quite likely to be untrue as jobs go outside the district more often than not. The claim of the proposed development in proximity to Richmond Station is totally misleading and the reality is that residents would be required to use cars, adding more congestion to local roads.

Residents in North Richmond area already experience heavy traffic congestion, traffic queues and significant delays due to inadequate and poor road infrastructure in the area, and the Redbank development enabling additional 1400 dwellings will make the situation worse. The emergency services will be at risk of being delayed with further increase of traffic in the area. Therefore opposition is raised to the proposed Redbank development in its current form, and it should not proceed until the required road infrastructure improvements are in place.

The document does not reflect the facilities promised in the VPA.

Response

The identification of necessary infrastructure (including road and traffic improvements) has been dealt with by the Voluntary Planning Agreement and specific provisions within the Hawkesbury Local Environmental Plan 2012(LEP) relating to the land to be developed. Actual provision of this infrastructure will be achieved by way of conditions of consent for relevant subdivisions and progressively as per the terms of the VPA. In simple terms the VPA, LEP and development consent conditions will require that all necessary infrastructure be provided by the developer prior to the registration lots. Without registration, sale of these lots cannot be completed. It is not necessary, nor statutorily possible, for the draft Chapter to repeat the provisions of the VPA, LEP, or outline the procedural matters related to consents and registration of lots prior to sale.

Improvements to Grose Vale Road

Submission Comment

Grose Vale Road has been completely left out of the draft Chapter, despite it being all along one border of the Redbank development. It is an integral part of the development as it will transmit all traffic from the development. The four gateway entries from the Redbank development (three for Redbank and one for the seniors living development) all gain direct access from Grose Vale Road. The Redbank development will add at least 3000 to 4000 vehicle movements per day along Grose Vale Road.

ORDINARY MEETING

Meeting Date: 25 November 2014

The draft Chapter states that a "Local Street" has a carriageway width of 8m and ability to park vehicles on one side of the road reserve caters for medium traffic volume. Grose Vale Road experienced a significant traffic volume before the subdivision occurred, so why has Council allowed Grose Vale Road with a carriageway of 8m and no parking on one side to have the status of less than a "Local Street" within the proposed subdivision? If Grose Vale Road is allowed to be an 8m carriage with no parking on one side it will create further traffic hazards to motorists. If an emergency happens, motorists have no room to move or options left to avoid an accident. The "Entry Road" with 11m carriageway into the subdivision will transmit a fraction of the traffic volume experienced by Grose Vale Road.

Allowing the proposed development with this scale and reduced width on the busiest non-RMS road clearly shows a failure of due process. Grose Vale Road must be widened and upgraded to the same "kerb to kerb" width that currently exists in the residential section of North Richmond. It should not be less than width of the "Entry Road" into the subdivision with at least one sided parking for the entire length of Grose Vale Road adjacent to Redbank Development.

Response

Grose Vale Road along the frontage of the proposed development will be a limited access road, i.e., the proposed allotments will not gain direct access. In this regard the carriageway does not require substantial widening or kerb and gutter. The intended treatment of the road will be to retain a rural character and the works along this road will be controlled by way of development consent conditions.

Role of Town Centre

Submission Comment

The Hawkesbury Residential Land Strategy identifies two Town Centres, Richmond and Windsor. The draft Chapter refers to Redbank as a Town Centre. Is Redbank to be a third Town?

The rezoning application and supporting documentation refer to a small cluster of convenience store type of local shops. The draft Chapter refers to the "town centre" with diagrams showing shops with 90 degree parking on both sides of the street. The Hawkesbury Residential Land Strategy identifies only Richmond and Windsor as Town Centres. We doubt that there is an intention to supersede the existing North Richmond Shopping Centre but the draft Chapter should clearly state the parameters regarding intent, number and type of shops/commercial activity.

Response

Where occurring throughout the draft Chapter "town centre" has been replaced with "neighbourhood centre" in order to be consistent with the zone description in the LEP.

The land zoned B1 Neighbourhood Centre is approximately 1.1ha. This equates to approximately twice the size of the Bligh Park Shopping Centre and associated car parking area. The number and type of shops will be determined at a future design stage and subject to market forces/commercial viability. However, based on other small retail centres within the LGA it is expected that the centre would cater for approximately 20 tenancies.

Consistency with Hawkesbury Community Strategic Plan

Submission Comment

At no time has this project met the Hawkesbury Community Strategic Plan (HCSP) particularly, 'Looking after People and Places', 'Linking the Hawkesbury' and 'Shaping Our Future Together'. Rather Council seem to be doing the opposite, not looking after people and places, not linking the Hawkesbury and not shaping our future.

Response

This statement is noted but it is unclear what the relevance of these comments are to the draft DCP chapter. The matter of the proposed development conforming with the Community Strategic Plan was addressed as part of the assessment of the rezoning which has been finalised.

A development control plan is a guideline for future development and the Redbank Chapter of the DCP provides for guidelines specifically to the site. A DCP is a forward planning tool and cannot retrospectively apply to a planning proposal or concept plan. It can however guide the consideration of future development applications for development.

Adequacy of DCP

Submission Comment

How is the following objective of the DCP met?

- a) *To provide a comprehensive document that contains detailed development controls for development which meets community expectations and addresses the key environmental planning issues of the Hawkesbury LGA;*

The structure and the language used in the draft Chapter do not reflect it as a planning tool. The draft Chapter is basically an aspirational statement having more use as a sales aid than a planning tool. Similar to the VPA, the draft Chapter contains many flexible provisions for the benefit of the developer at the expense of the quality of the overall development.

One of the objectives of the draft Chapter is to provide an appropriate framework to guide future development of the site to enable a sustainable and innovative community but it is not supported within the document by any specific measures guaranteed to deliver this outcome. The draft Chapter does not contain adequate provisions relating to innovation, sustainability, locational amenity, access to and from Redbank, soil and water quality improvements, and the maintenance of existing dams to achieve its objectives.

How does the draft Chapter encompass community benefit on the scale of North Richmond township and precincts with regard for town planning, infrastructure requirements e.g. roads, pedestrian connectivity and transport network; emergency services; sewage management, water quality guidelines for both agriculture and potable water (as drinking water is taken up at many sites downstream)?

There has been a failure to adequately strategically plan for environmental protection both on-site and off-site e.g. disposal of waste; pollution impacts on local waterways including the need to consider water quality guidelines for agriculture as well as drinking water taken up downstream. How does the draft Chapter encompass local environmental provisions for flood planning, drainage, terrestrial biodiversity, water quality, waste water management, and off-site impacts on all the above?

Response

The draft Chapter contains a variety of development controls relating to subdivision, heritage conservation, open space, water management, environmental management, movement network, residential lot parameters, utility services, built form and character, car parking and access, retaining walls and fences. The structure, format and language used is consistent with other parts of the DCP.

Other matters such as flooding, waste management, terrestrial biodiversity, energy efficiency, soil erosion, maintenance of dams, improvements to surrounding road network are dealt with by other parts of the DCP, Council policies, specific provisions in the LEP and VPA, and specific State Environmental Planning Policies.

The planning for, and provision of, emergency services is a State government responsibility and the LEP contains specific provisions (Part 5A) that require the State government to be satisfied that suitable arrangements are made for the provision of relevant designated State public infrastructure before subdivision of the land.

Section 8.1 Desired Future Character

Submission Comment

Section 8.1 Desired Future Character states that Redbank is targeting the incorporation of smaller lots and areas of small scale attached housing. How does this fit with the existing density of North Richmond? The number of blocks approved is totally inappropriate for the semi-rural environment and these will create ghettos in the rural area. The subject land is prime farming land, which is irreplaceable and must be protected. Therefore the proposed development on this land is inappropriate.

The majority of people living west of the North Richmond Bridge are not anti-development but live in an absolutely beautiful part of the world and believe the "right" development will enhance this - larger blocks, master-planned with clear infrastructure planning. Such a development will ultimately be an economic benefit to the larger Sydney region. Long term thinking, for long term benefits.

Response

The Redbank development will have areas of greater residential density than the existing North Richmond residential area. However, the overall character of the development will still be residential. The density of the proposed development is a function of providing a range of lots sizes and hence housing choice and conserving the significant elements of the heritage listed keyline irrigation system on the site.

Section 8.2 Objectives

Submission Comment

The plan fails to meet many of its claimed objectives e.g. failure to demonstrate innovation or sustainability, failure to protect the amenities of the extended area, failure to address access in and out of the site, failure to show any improvement in soil quality or water quality.

The objectives are not supported by any specific measures guaranteed to deliver a sustainable and innovative community. For example what methods will be used to encourage energy efficiency? How does Council intend to protect any significant vegetation given the scant consideration given to endangered ecological communities (EECs) in large parts of the development? How does Council intend to improve water and soil quality?

Response

Whilst innovation and sustainability in development can take many forms the main focus on innovation and sustainability for this development is the retention, adaptation and interpretation of the existing keyline irrigation system.

Access in and out of the site is dealt with by the VPA and Section 8.3.7 Traffic Movement. Soil quality, water quality and endangered ecological communities are primarily dealt with in sections of the draft Chapter relating to heritage conservation, open space, water management, environmental management.

Energy efficiency is dealt with by *State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004* (BASIX).

Section 8.3.2 Subdivision

Submission Comment

8.3.2(a) - This provision allows flexibility to the final layout and design. There is a large degree of community concern that there will be further applications for more lots overall or more lots of the smaller lot size. While accepting there needs to be some degree of flexibility the loosely worded 8.3.2(a) does not define the parameters under which a variation to the proposed development plan could be made.

Response

Part A Chapter 1 Section 1.7 of the DCP sets out the justification requirements for any departure from the development controls contained in the DCP. This section requires written justification demonstrating:

- why the controls are unreasonable or unnecessary in the circumstances;
- how the development will achieve the aims and objectives of the DCP and the zone of the subject land contained in LEP 2012 despite the proposed departure; and
- what innovative and improved outcomes will be achieved by the development to justify the departure.

8.3.2 (a) has been amended to include reference to these criteria.

Submission Comment

Lots must conform to solar orientation described in Part D Chapter 3 Section 3.7.6 Rules (e) and Figure D3.7 of the DCP.

Response

Appropriate wording has been added to the development controls in Section 8.3.8 Residential Lot Parameters.

Section 8.3.3 Heritage Conservation

Submission Comment

In section (b) (iv) what is meant by healthy landscaped environmental zones? Where are these defined or shown?

Response

Additional text has been added to this objective to define the area as the Keyline Elements Corridor and the RE1 Public Recreation areas.

Submission Comment

How are the large open spaces to be managed e.g. mown? How does this affect energy savings and environment protection?

Response

The proposed open spaces will ultimately be transferred to Council ownership and maintained by Council. Such management would typically include, where deemed appropriate, mowing, weed removal, and bush regeneration. Allowance for the associated costs, energy requirements and environment protection practices will need to be made in future Council budgets and operations.

Submission Comment

Water management to retain rainfall and stormwater across the site is “where possible”, what are the contingency plans for high storm events?

Response

Section 8.3.5 Water Management of the draft Chapter and Appendix E of the DCP outline the parameters for the management of stormwater. Detailed stormwater management plans will be required at future development application and construction certificate stages.

Submission Comment

How are indigenous heritage sites to be protected and managed. Who provides interpretation and funding for same? Are there any Aboriginal reference locals or bodies to engage around this? Has Council got any track record on this?

Response

Protection and management of Aboriginal sites will be done in accordance with the NSW Heritage Council endorsed Conservation Management Plan (CMP) for the site and the relevant provisions of the *National Parks and Wildlife Act 1974*. The CMP nominates the following as relevant Aboriginal community groups: the Deerubbin Local Aboriginal Land Council (DLALC), the Darug Tribal Aboriginal Corporation (DTAC), and the Darug Custodian Aboriginal Corporation (DCAC).

Submission Comment

Keyline corridor trees although indicative only, show a lack of knowledge of local vegetation communities, habitat and local species being raised in local nurseries. Why should there be any introduced natives or exotics in this situation? The exotic deciduous trees shown in Figure 8.7 are inappropriate for heritage conservation of Redbank where natives predominated.

Response

Wording for this section has been amended to require endemic native vegetation. Photos have been deleted.

Submission Comment

There are no provisions for the conservation of railway heritage (Pansy track).

Response

Remnants of the railway line that exist on the site are adjacent to Redbank Creek and within land to be dedicated to Council under the terms of the VPA. No development is proposed in the vicinity of the railway line.

Section 8.3.4 Open space

Submission Comment

The draft Chapter includes no provisions for active recreation on the subject land, and it is inappropriate to provide this amenity on Council land which will affect the passive recreation facilities enjoyed by current local residents without local consultation. The views of the Sports Council are not to be taken as representative of the local represent the local community.

Response

The proposed open space within the site is primarily for passive recreation and drainage purposes. The VPA provides for a variety of passive and active open space improvements to Peel Park. The future use of Peel Park is a matter for Council's consideration separate to the DCP.

Submission Comment

Figure 8.9 - Flooded Gum is not RFEF for this area. Is there any indication of trees suited to the changing climatic conditions? Street trees show a lack of diversity. Some species even though indicative, pose weed potential e.g. Jacaranda.

Response

Figures 8.9 and 8.10 have been deleted and additional development controls (2, 3, and 4) have been added. Proposed development control 4 requires the use of endemic native vegetation.

Section 8.3.5 Water Management

Submission Comment

There are already existing issues with flooding events to Redbank Creek. Downstream there has been bank collapse, erosion, loss of mature trees and increased spread and dispersion of noxious weeds such as Senegal Tea which has cost Council enormous amounts. There is a need for households to have rainwater tanks. The increases in hard surfaces will result in much larger discharges into the STP system and then into Redbank Creek further downstream.

Response

The development controls in this section have been amended to include the following control.

Post development flows from the site shall not exceed the pre-development flows for all storms from the 1 in 1 year ARI to the 1 in 100 ARI storm.

Appropriate development controls for rain water tanks and associated on site water reuse have been incorporated into Section 8.3.10. The words "must be plumbed directly to toilet flushing" have also been added.

Submission Comment

The proposed environmental targets are totally inappropriate. The only acceptable standard is that of the Australian and New Zealand Environment Conservation Council Water Quality Guidelines. The range for a lowland waterway such as Redbank Creek is:

- pH 6.5- 8.5
- Electrical conductivity! 200-300 uS/cm
- Turbidity<50NTU
- Available phosphate .0612 mg/L
- Dissolved Oxygen 85/110%

If Council wishes to retain the proposed targets in addition to ANZECC Guidelines the average annual load needs to be established in recognised measurement units and stated in the draft Chapter so that the percentage reduction can be determined and monitored.

Response

The proposed water management targets in the draft Chapter are those of the Office of Environment and Heritage and are considered to be current best practice. The targets are capable of being modelled by industry adopted software products in order to produce water management designs. It is not possible to incorporate the suggest targets in current software products.

Further the guideline referred to by the respondent states:

"The Guidelines have not been designed for direct application in activities such as discharge consents, recycled water quality or stormwater quality, nor should they be used in this way."
(page 2-17, Version - October 2000)

Section 8.3.6 Environmental Management

Submission Comment

How does the draft Chapter intend to protect any significant vegetation? There should be no removal of Cumberland Plain Woodland (CPW) or River Flat Eucalyptus Forest (RFEF). In the unfortunate event that Council should permit removal the only offset should be plantings designed to be continuous with and extending existing areas of Cumberland Plain Woodland and River Flat Eucalyptus Forest.

In view of the lack of a statement of controls on riparian land, the following is recommended:

All land within 30m of the top of bank of Redbank Creek shall be protected by establishment of a covenant on the land restricting development on that part of the site to only vegetation management for environmental outcomes. The covenant shall also require, as a positive outcome, the land to be managed in accordance with a vegetation management plan approved by Council or the NSW Office of Environment and Heritage.

Other protections - habitat tree retention with suitable curtilage and provided with covenants.

Land identified as EEC shall be conserved unless approval obtained by way of Species Impact Statement or equivalent process.

The R2 zone, large lot residential area shown in 1 and 2J and 1K on the maps seem not to have riparian areas adjacent to the water body. This must be corrected and private ownership of riparian zones prohibited because of the impossibility of controlling vegetation, noxious weeds and bank erosion.

Figure 8.12 Environmental Constraints does not show the RFEF yet shows the CPW.

Figures for Riparian Zonings indicate VRZ max of 30m, what is management difference between outer and inner VRZ? Asset Protection Zones (APZ) are mentioned but not delineated in diagrams.

Response

It is not possible in a DCP to prohibit the removal of vegetation. Any application for the removal of vegetation would be considered in light of the relevant provisions of the *Threatened Species Conservation Management Act 1995*, Clause 6.4 Terrestrial biodiversity of the LEP, the DCP, and any proposal for biodiversity off-sets.

All land within 30m of the top of bank of Redbank Creek is to be dedicated to Council as part of the VPA.

Relevant figures have been amended to better reflect the location of CPW and RFEF.

Text associated with the Riparian Zoning figures has been amended to delete reference to APZ as it is not required to be shown in these figures.

Management guidelines associated with Inner and Outer VRZ are published in the NSW Office of Water's *Guidelines for riparian corridors on waterfront land*.

Section 8.3.7 Movement Network

Submission Comment

Objective (a) - replace the words 'where appropriate', with the words 'that will ensure two vehicles can pass side by side within the speed limit in a safe environment for vehicles, cyclist and pedestrians' in objective (a).

Response

The proposed amendment is too prescriptive and unnecessary given the preceding wording of the objective.

Submission Comment

Objective (b) - replace the word 'significant', with the word 'all' in objective (b).

Response

Changing "significant" to "all" would be contrary to the requirements of the CMP.

Submission Comment

Objective (e) aims to provide for and encourage more sustainable modes of movement, including public transport, walking and cycling. This is problematic as Council can only provide bus shelters with regards to public transport. Remove the words "including public transport" from objective (e).

Objective (e) is just a "feel good" objective which does nothing.

Response

"Public transport" in this objective relates to the later bus network related development controls and Figure 22.

Submission Comment

Objective (f) - Replace the words 'neighbourhood centre', with 'North Richmond Community Centre, North Richmond Primary School, Colo High School, Turnbull Oval, District Cycle Ways and the Village Shopping Centre' in objective (f).

There is no connectivity of cycle ways to district cycleways, North Richmond Village, Kurrajong, Navua Reserve, or anywhere except Peel Park. However, the VPA confirms connection to district cycle ways. The VPA also confirms construction of 1.2km route of concrete shared cycleway/pedestrian footpath to integrate with the proposed works at Peel Park.

Response

Walking and cycling paths beyond the site, other than that mentioned in the VPA, is a matter for Council's consideration and action separate to this draft Chapter.

Submission Comment

Add the following additional objective in this section:

- g) *To encourage the State Government to urgently improve public transport significantly.*

ORDINARY MEETING

Meeting Date: 25 November 2014

Response

This is a matter for Council's consideration and action separate to this draft Chapter.

Submission Comment

Remove the words 'the Entry Drive and Collector', and insert 'all' in development control 8.3.7 (11).

Response

This would require footpaths and shared cycleways to be provided on both sides of all roads in the development. This would be far in excess of Council's current standard. The additional land required for these footpaths and shared cycleways will reduce land available for landscaping and in some cases may inhibit or conflict with achieving water sensitive urban design principles.

Submission Comment

Replace the words "and may" with "will" in development control 8.3.7 (15) relating to mobility bus network. In support of "will", it is noted that the VPA requires construction of 15 bus shelters (one at each designated bus stop) on the Collector Road system on the land.

Response

The words "may include a" have been deleted from the control.

Submission Comment

Remove the irrelevant development control 8.3.7 (12) requiring locating and designing pedestrian and cycle paths to suit the vision.

Response

This control is not irrelevant. Addition text has been added to the control to better explain the purpose of the control.

Submission Comment

Arthur Philip Drive and Pecks Road are Collector Roads. Arthur Philip Drive because of its current configuration should only allow parking on one side of the road.

Response

This is an onerous and unnecessary restriction on parking that would do little to improve traffic movement. In typical residential streets it is unusual that both sides of a street are taken up with parked cars at the same time and cause inconvenience for passing vehicles.

Such a restriction is inconsistent with Council's current standard and would be unnecessarily inconvenient in terms of resident, visitor and delivery/loading parking.

Submission Comment

Grose Vale Road has a carriage way of approximately 12m. This allows reasonable space for drivers, parked vehicles margin for error and a safer road for two cars passing and one parked either side of the road, pedestrians and others. There is to be 1400 homes on this site and the collector roads are to be the main roads for this development. They should be no less width than Grose Vale Road.

ORDINARY MEETING

Meeting Date: 25 November 2014

Response

An increase of Collector Road carriageway width from 11m to 12m is considered onerous and unnecessary and in excess of Council's current standard.

Submission Comment

Some staff at the Aged Care facility already park on Arthur Phillip Drive, causing angst to local residents.

Response

The Ron Middleton Nursing Home (part of the Kingsford Smith Village senior housing development) in Arthur Phillip Drive was constructed in accordance with the approved plans which provided for 31 spaces. There are no restrictions in place that prohibit any member of the public from parking on Arthur Phillip Drive. The parking on Arthur Phillip Drive has been checked by Council on a number of occasions and found to be legal. The parking in this locality does not impact on the traffic flow or safety.

Submission Comment

Pecks Road is approximately 11m at the Arthur Phillip Drive end and approximately 9.5 at the top end. It is not unusual for cars travelling on Pecks Road to pull in behind a parked car to allow an oncoming vehicle to pass. This development will add hundreds of cars to Pecks Road and Arthur Phillip Drive as the development grows. Parking on one side only should apply to Pecks Road.

Response

This is an onerous and unnecessary restriction on parking that would do little to improve traffic movement. In typical residential streets it is unusual that both sides of a street are taken up with parked cars at the same time and cause inconvenience for passing vehicles.

Such a restriction is inconsistent with Council's current standard and would be unnecessarily inconvenient in terms of resident, visitor and delivery/loading parking.

Submission Comment

A condition of approval should be included to state that funding should be provided for shared cycle ways/pedestrian footpaths within the LGA particularly west of the river by the developer and State Government.

Response

The VPA requires the developer to provide a 1.2km shared cycleway / pedestrian footpath to integrate with the proposed works at Peel Park.

It is not possible to commit the State government to future funding through a DCP or development consent to which they are not a party.

Street Design Figures

Submission Comment

Amend the description of verge variations - all verges should be a minimum 4.5 m wide except adjacent to open space. Accordingly wherever lesser width is identified this should be replaced to accommodate the 4.5m wide verge.

ORDINARY MEETING

Meeting Date: 25 November 2014

Response

A 3.5m wide verge is Council's usual standard. The difference between the widths of the proposed verges is dependent on whether or not a footpath is provided. It is considered excessive to require verges without footpaths to be 4.5m wide.

Submission Comment

Figures 8.27 to 8.29 show three types of street sections with identical maps giving no indication where individual designs may be employed. This makes it difficult for public to comment.

Response

The Street Hierarchy Plan has been amended to provide greater clarity.

Submission Comment

Figure 8.27 shows 13m access street sections. The zoning maps permit 6m carriageway roads virtually anywhere in the development except on R5 or specifically designated collector or entry roads. The plan should clearly identify roads with narrow widths. The design has no footpath forcing pedestrians and children on bikes out onto the road which may have parked cars and traffic in both directions. The design is to be so unsafe that its use should be tightly controlled and restricted to cul-de-sac areas.

Add the words 'and parking on the carriageway is prohibited' to the last sentence of Figure 8.27 13m Access Street description.

Response

This figure has been amended to apply to situations where less than 10 properties will be served by the road.

Submission Comment

Figures 8.28 to 8.29 show 16m local street sections. These appear to be the most common designs. With 8m carriageways they are narrower than the roads in the surrounding area. Add the following new sentence after the first sentence in Figure 8.28 16m Local Street

"Parking will only be allowed on one side of the Local Streets."

Response

This is an onerous and unnecessary restriction on parking that would do little to improve traffic movement. In typical residential streets it is unusual that both sides of a street are taken up with parked cars at the same time and cause inconvenience for passing vehicles.

Such a restriction is inconsistent with Council's current standard and would be unnecessarily inconvenient in terms of resident, visitor and delivery/loading parking.

Submission Comment

Figures 8.30 to 8.31 show local street variation within the transmission line easement. There should be one proposal only as the preferred option can be identified at this stage. If the safety of parking under transmission lines is confirmed the only concern for either design would be the lack of a paved footpath which should be provided in the centre reservation.

ORDINARY MEETING

Meeting Date: 25 November 2014

Response

The following wording has been added to the draft DCP:

"It is not intended that these figures address all road configurations. The characteristics and requirements for other roads will be assessed on merit as part of any development proposal. Special consideration will need to be given to other road configurations such as laneways, access ways and commercial precincts."

The two options will remain in the DCP. However, these matters, given the above clause inclusion, will be considered on merit.

Submission Comment

Clarification is needed as to whether parking on local streets along the high voltage power lines as shown in Figure 8.30 Local Street Variation - within Transmission Line Easement (on-street parking) is safe.

Response

The developer has confirmed that parking under the transmission lines complies with the relevant electricity provider's requirements.

Submission Comment

Replace the word 'generous' in the last sentence in Figure 8.36 Rural Road with '7.5m' and add the following new sentence at the end of this section:

"Parking on the carriageway is prohibited."

Response

The last sentence has been amended to provide for a minimum carriageway of 7.5m. Prohibiting parking on the carriageway could encourage parking on the grass swale within the verge and cause damage to same.

Submission Comment

Replace '11m' in the second sentence, with '12m' in Figure 8.37 Collector Road. It is safer for two lanes of traffic to pass side by side with cars parked adjacent to kerbs on a 12m carriageway.

Response

An increase of carriageway width from 11m to 12m is considered onerous and unnecessary and in excess of Council's current standard.

Submission Comment

Replace the second sentence in Figure 8.39 Collector Road Variation-Arthur Phillip Drive Extension with the following sentence:

"Footpaths and shared cycle paths are to be provided on both sides of Arthur Phillip Drive and Pecks Road."

Response

Figure 3.39 relates to the extension of Arthur Phillip Drive not the existing parts of Arthur Phillip Drive or Pecks Road. Provision of footpaths and shared cycle paths within these existing roads is a matter for Council's consideration separate to this draft Chapter.

ORDINARY MEETING

Meeting Date: 25 November 2014

Submission Comment

The variation for Arthur Philip Drive is totally inappropriate. This will be the most convenient access for residents of the Central Valley and the northern end of the Southern valley and the only connection with the sole active recreation area at Peel Park. It will be the most attractive route for cyclists and pedestrians as it is almost level. It is the most logical point to build a footpath and cycle way from Redbank to North Richmond as promised in the VPA. Despite the importance it has the lowest level of safety and accessibility of all collector roads having a single foot path and no shared path. This proposed inferior variation should not be allowed and the standard collector road design in Figure 8.37 be substituted.

Response

The existing kerb to kerb road carriageway width on Arthur Philip Drive is 11.0m and the existing road reserve is 20m wide. It is proposed to extend Arthur Philip Drive road carriageway width and road reserve width into the proposed development where it is proposed to meet with a proposed intersection / roundabout just to the north west of the current DA 0471/14 Yobarnie Rise.

The dual use pedestrian/cycle path is proposed to be located within the RE1 open space corridor just to the northwest of the Arthur Philip Drive extension which will then extend from the development site through to Peel Park as a component of the required contribution designated for Peel Park as per the current executed VPA.

Submission Comment

Replace 11m in third sentence in Figure 8.40 26m Entry Road- Adjacent Side & Back Boundaries with 12m.

Response

An increase of carriageway width from 11m to 12m is considered onerous and unnecessary and in excess of Council's current standard.

Submission Comment

Figure 8.42 shows 90° on-street parking. A suitable space is to be provided for bicycle racks.

Response

Additional text has been added requiring bicycle racks to be provided along the paved verges.

Submission Comment

The pedestrian pathways and pram ramps design shown in Figure 8.43 is unsuitable for shared paths with only 1.5m x 2.0m landing where a 2.5m wide concrete access is required.

Add the words "Shared Cycle ways" after "Pedestrian Paths" in the section headed Pedestrian Paths and Pram Ramp Crossings - Typical Plan. Also amend the sentence by adding the words "shared cycleway" after "Pedestrian paths".

Response

This figure relates to pedestrian paths and pram ramp crossings which are subject to Australian Standard AS1428. Shared cycle ways are not dealt with AS1428 and hence are not relevant to this figure.

Submission Comment

Various positions are shown for street lighting. Most are shown approximately 4.0m from the kerb. We believe this is the safest option and should be standardised unless totally impractical in certain situations. The provision of one light for every 3 lots seems appropriate.

Response

The comments about standardisation of the distance from the kerb for lighting are noted however street lighting is to be provided in accordance with Appendix E, Section 6.5.7 of the DCP. The standards referred to in this section of the existing DCP refer to contemporary street lighting and safety standards.

Submission Comment

Potential cut and filling allowing residential development would affect the visual amenity along Grose Vale Road. The development control relating to retaining walls along Grose Vale Road in fourth bullet point under Grose Vale Road, page 59 should be amended as follows:

"In all areas, retaining walls shall be built to accommodate level changes between Grose Vale Road and the rear of lots."

Response

Retaining walls areas may not be required in *all* areas. The wording in Figures 8.44 and 8.45 has been amended to be *"Where required ..."*

Submission Comment

The 1.5m nom. high retaining wall for medium level changes as shown in Figure 8.45 should be changed as 2.5m nom. high retaining walls.

Response

2.5m retaining walls have the potential to be visually dominant and obtrusive in a residential setting. It is therefore preferable to have multiple smaller retaining walls.

Submission Comment

Non-heritage exotic trees shown in Figure 8.46 are inappropriate. Suitable native trees are to be used instead. The entry signage should not incorporate marketing information and it should display way finding and heritage only.

Response

"& marketing information" has been removed from the figure and selection of trees amended.

Section 8.3.8 Residential lot parameters

Submission Comment

"affordability" should be removed and replaced with "choice of housing" or words to that effect.

Response

So as to not confuse housing choice encouraging affordability by way of a range of entry price points and the provision of "affordable housing" in the sense of community or social housing Section 8.3.8 Objective (a) and Section 8.2 Objective (e) have been amended by deleting the words "affordable housing".

Submission Comment

Most households in the area require two cars, objectives (b) and (c) in Section 8.3.8 Residential Lot Parameters should specify a garage for at least 1 vehicle and off-street parking for a second.

Response

Amendment to this section is not required as car parking is dealt with by Section 8.3.10.4 (amended numbering) Car Parking and Access.

Submission Comment

Section 8.3.8 - Insert the following additional control:

- 5) *Lots must conform to solar orientation described in Hawkesbury Development Control Plan, Part D, section 3.7.6 Rules (e) and Figure D3.7.*

Response

Similar wording has been added to the development controls in Section 8.3.8.

Section 8.3.9 Utility Services

Submission Comment

Please indicate how Council will ensure the provisions of water and sewer utility services to the site will be of sufficient capacity to cater for the forecast need of the site and avoid environmental harm. Figure 8.47 is unclear on sewer mains.

Clarification is required in Figure 8.47 Utilities Plan as to whether it is a "portable" or "potable" water reserve.

Has Council undertaken base quantity and quality measurements of Redbank Creek water flow and water quality? Will Council undertake to monitor these? Has Council considered the current figures on Sydney Water STSIMP [SYDNEY WATER: Sewage Treatment System Impact Monitoring Program. (STSIMP) Case Study: Long Term Water Quality Trends in the HN River (1994 -2011) (114 p) *Sustainability, energy efficiency and water efficiency.*

Response

The provision of water and sewer services to the site will be undertaken by the developer in accordance with Sydney Water requirements. This will be ensured by way of condition of development consent and is not required to be specifically addressed in the DCP as it is an LEP requirement.

Figure 8.47 has been amended to state "potable" water.

Council does not currently undertake water quality or water quantity testing of Redbank Creek. Any future testing is a matter for Council separate to the draft Chapter.

Section 8.3.10 Built Form and Character

Submission Comment

Section 8.3.10 Built form lacks clarity. Tables 8.3 and 8.4 clearly refer to all types of building in the entire development yet appear with the heading '8.3.10.1 Single dwellings, outbuildings and studios as the only development controls. Section 8.3.10.2 Other residential accommodation by contrast provides clear development control for multiple occupancy. The draft Chapter needs to be improved by providing separate controls for single dwellings and multiple occupancy. Removal of section 8.3.10.2 is not an appropriate solution.

It is a concern that 180-250m² smallest blocks specified in Section 8.3.10.2 Single Dwellings are out of character with adjacent established areas.

ORDINARY MEETING

Meeting Date: 25 November 2014

The proposed 3m set back is less than a car length.

Response

Section 8.3.10 contains development controls for three categories of development. These are 8.3.10.1 Single Dwellings, Outbuildings, Secondary Dwellings (amended description), 8.3.10.2 Other Residential (attached dwellings, dual occupancies, multi dwelling housing, residential flat buildings, semi-detached dwellings, shop-top housing) and 8.3.10.3 Neighbourhood Shops. Tables 8.3 and 8.4 are titled "Built Form Controls for Single Dwellings, Outbuildings and Secondary Dwellings" (amended description). Accordingly, no further amendment to the draft Chapter is considered necessary.

The size of proposed lots has been determined by the LEP, and the DCP cannot override or be contrary to the LEP.

The proposed 3m setback is within the R3 Medium Density Residential zone on lots less than 300m². In these cases it is expected that on site car parking will be provided in the rear of the property by way of a rear lane.

Submission Comment

Section 8.3.10.3 Other Residential Accommodation.

- Three storey features on corners are not appropriate.
- Minimum 3.5m front setback to the building would appear to be inadequate.
- The 10% provision of dwellings that are easily convertible as disabled dwellings should be doubled given the rapidly aging population.
- The reference to the maintenance of street parking is of great concern considering the 6 m carriageway proposed. The emphasis should be off-street parking.
- Control 8.3.10.2(10) suggests dark materials. It is now well established that to have low ambient temperature in urban areas light coloured roads, driveways and roofs are essential. This should be modified to reflect best practice.

Response

This section applies to attached dwellings, dual occupancies, multi dwelling housing, residential flat buildings, semi-detached dwellings, shop-top housing. All of these uses are permissible in the B1 Neighbourhood Centre zoned land and attached dwellings, dual occupancies, multi dwelling housing, semi-detached dwellings are permissible within the R3 Medium Density Residential zoned land.

If three storey development is to occur it is most likely to be located in the B1 Neighbourhood Centre zone land by way of residential flat buildings or shop top housing. Such a height is considered appropriate in a business zone.

The proposed 3.5m front setback is considered appropriate given the likely small size lots and that parking will most likely be provided internal to the site or via a rear lane.

The 10% requirement for convertible dwellings for the aged or persons with a disability is an accepted industry benchmark. It is noted that the site also contains an aged person housing development that will ultimately provide for 197 dwellings and an 80 bed aged care facility.

Control 10 has been amended to encourage light coloured natural or earth coloured paving materials.

Submission Comment

The draft Chapter provides for solar access but there is no indication of any requirement to control heat build-up on horizontal surfaces or roofs by use of light coloured materials."

ORDINARY MEETING

Meeting Date: 25 November 2014

Response

The use of dark or light coloured materials in residential development is taken into consideration by the mandatory provisions of BASIX.

In terms of the neighbourhood shop controls, development control 6 has been amended to read:

"Buildings should be designed and finished in order to maximise solar access in winter and minimise the heating of buildings during summer."

Submission Comment

Insert the following additional control after control 11:

12. *Shops should be designed to include space for the storage of adequate capacity waste and recycling bins and access for waste contractors.*

Response

Appropriate wording has been added to the development controls in this section.

Submission Comment

The objective (b) v. in Section 8.3.6 Environmental Management is to protect visual amenity, and this should apply to both residents in Grose Vale Road and the future residents of the proposed development. The 10m maximum permissible building height in the draft Chapter is contrary to the 8.5m maximum permissible height in the NSW Planning and Infrastructure Department's fact sheet and would potentially allow two or three storey houses along Grose Vale Road. This would significantly affect the visual amenity of the locality. Therefore, development along Grose Vale Road should be limited to single storey and setback from Grose Vale Road.

Response

Appropriate wording has been added to the development controls in Section 8.3.10.1 and Section 8.3.10.2.

Proposed New Sustainable Development Section

Submission Comment

Both the vision and the objectives for this development are to provide a sustainable and innovative residential community. It is therefore desirable that all available forms of renewable technologies be encouraged to ensure maximum energy and water efficiency both in public spaces and in individual housing lots. A development such as this could be used to showcase sustainable development if adequate controls are in place. However the provisions within this draft Chapter do not extend into this area in any detail but merely include statements without any justification. Insert the following new section after 8.3.9 Utility Services:

8.3.10 SUSTAINABLE BUILDINGS

Objectives:

- a) To meet or exceed enhanced BASIX targets applicable to the Hawkesbury region
- b) To mandate the uptake of improved technology and design practices
- c) To ensure new developments are well adapted for future weather conditions
- d) To support the demand for businesses delivering sustainable building products and services
- e) To align more closely with national building standards and recognise current industry best practice

ORDINARY MEETING

Meeting Date: 25 November 2014

Development Controls

For Single Dwellings:

1. Installation of minimum 20,000L capacity rainwater collection tank(s) connected to toilet, laundry and garden irrigation system
2. Five-star rated kitchen and bathroom taps
3. Three-star rated showerheads, 6.5L-7L minimum
4. Four-star rated toilets, 4.5L/3L
5. Gas-boosted solar hot water system
6. Minimum 1.5kW, grid-interactive solar photovoltaic system
7. Either 3.5-star reverse-cycle AC system, or ceiling fans and 3-star gas heater in living room
8. Outdoor clothesline
9. Extended eaves on the north, east and west-facing roofs to increase shade
10. Consideration of eaves over north, east and west-facing windows.
11. Double glazed windows and sliding doors.
12. Light coloured roofs to reflect the rays of the sun.

Other Residential Accommodation:

1. Minimum 10,000L rainwater collection tank(s) connected to toilet, laundry and garden irrigation system
2. Five-star rated kitchen and bathroom taps
3. Three-star rated showerheads, 6.5L-7L minimum
4. Four-star rated toilets, 4.5L/3L
5. Gas-boosted solar hot water system
6. Minimum 1.5kW, grid-interactive solar photovoltaic system
7. Either 3.5-star reverse-cycle AC system, or ceiling fans and 3-star gas heater in living room
8. Outdoor clothesline
9. Extended eaves on the north, east and west-facing roofs to increase shade
10. Consideration of eaves over north, east and west-facing windows
11. Double glazed windows and sliding doors
12. Light coloured roofs to reflect the rays of the sun.

Response

BASIX is the governing legislation in relation to energy and water use in residential development.

BASIX states that any competing provisions of a LEP or DCP are of no effect to the extent to which they aim:

- (a) to reduce consumption of mains-supplied potable water, or reduce emissions of greenhouse gases, in the use of a building to which BASIX applies or in the use of the land on which such a building is situated, or
- (b) to improve the thermal performance of a building to which BASIX.

Hence it is not possible to include the above mentioned provisions in the DCP.

Section 8.3.12 Retaining Walls and Fencing

Submission Comment

It is noted that the developer is to provide fences of maximum 1.8m with the location clearly identified. Only the Grose Vale Road frontage has a description of these fences. Others could be anything from costly brick walls to star post and wire. There is need for a general indication of design specifying the degree of privacy.

Response

The location of side and rear fences is shown in Figure 8.51. The type and style of fencing is a matter for individual land owners and in residential areas is typically timber or metal fencing.

Independent Commission Against Corruption - Operation Spicer

Submission Comment

A number of respondents raised ICAC's Operation Spicer as a matter for Council's consideration and suggested that in whole or in part the Redbank at North Richmond development should be stopped.

Some respondents suggested that once the ICAC investigation has concluded, honest and transparent consultation should be undertaken to determine whether the development is appropriate in its current form and stated that the following objectives of the DCP could not be achieved until the ICAC findings are available:

- a) *To provide a comprehensive document that contains detailed development controls for development which meets community expectations and addresses the key environmental planning issues of the Hawkesbury LGA ;*
- e) *To involve the local community in the planning process by ensuring openness, accountability and transparency in the decision-making process; Conformance to Community Strategic Plan*

Response

At the meeting of 30 September 2014 Council considered legal advice on the matter of this development proposal and the ICAC investigation. The resolution of Council, in part, was as follows:

"1. In light of the information now available to Council in response to part 1(b) of Council's Resolution of 9 September 2014, that Council adopt the following course of action:

- a) *In the interim, continue to process DAs, etc., including the application requiring referral to the JRPP, for Redbank at North Richmond.*
- b) *Continue to process the proposed amendments to the Hawkesbury Development Control Plan to introduce a Chapter in respect of Redbank at North Richmond."*

In light of the above, the reference to the ICAC investigation has been addressed in relation to the processing of the draft DCP and any development applications for the site.

NSW Heritage Office comments

NSW Heritage Office staff have recommended a number of amendments to the draft Chapter. These amendments are generally found in Section 8.0 Introduction, Section 8.1 Desired Future Character, new Section 8.1.1, Section 8.3.2 Subdivision, Section 8.3.5 Water Management, Section 8.3.6 Environmental Management, 8.3.8 Residential Lot Parameters, and various figures.

At the time of preparing this report it was understood that endorsement of the draft Chapter (as amended) was to be considered by the Heritage Council of NSW at their meeting scheduled on 3 December 2014. It is proposed to forward this report and Council's resolution to the Heritage Council for their consideration at their meeting.

ORDINARY MEETING

Meeting Date: 25 November 2014

Should the Heritage Council endorse the DCP Chapter this would then assist the processing of future development applications for the site. In this regard, a development application that is consistent with the DCP would not require the concurrence (as the site is a State Listed Heritage Item) from the Heritage Branch. However, any variations to the DCP that are not addressed in the DCP will require the concurrence of the Heritage Branch prior to Council determining those applications. Given the likely number of relatively small development applications for dwellings etc., the endorsement of the DCP by the Heritage Council is the preferred approach.

Other Amendments to Draft Chapter

The following amendments have also been made to draft Chapter:

- Corrections of spelling, typographical and grammatical errors, phrasing improvements, and figure referencing.
- Where relevant reference has been made to Council's specification for driveways and text amended accordingly.
- Additional text in development control 4 of Section 8.3.8 requiring completion of retaining walls and landscaping works associated with bulk earthworks to be completed prior to the issuing of a Subdivision Certificate.
- Deletion of development control 13 from Section 8.3.10.2 as this is considered unnecessary because of the higher order water sensitive urban design elements incorporated into the development at subdivision stage.
- Deletion of item 2 Detailed landscape plan from Section 8.4 Submission Requirements as these matters are dealt with by Council's general development application guides.
- The Car Parking and Access and Retaining Wall and Fencing section have been re-numbered to appear as part of the Built Form and Character section.
- Additional development controls (8 and 9) in Section 8.3.5 relating to the design and provision of drainage outlets in swales and driveway crossings for large lot residential lots.
- Provision of landscaping within the Grose Vale Road road reserve.
- Minor amendments/clarifications to side setback, built to boundary, garage door widths, and secondary side setbacks in Table 8.4. Note in Tables 8.3 and 8.4 the reference to "studios" has been changed to "secondary dwellings" as this is the equivalent land use definition in LEP 2012.

Conformance to the Hawkesbury Community Strategic Plan

The proposal is consistent with the following directions of the 'Looking After People and Place' theme

- Be a place where we value, protect and enhance the historical, social, cultural and environmental character of Hawkesbury's towns, villages and rural landscapes
- Offer residents a choice of housing options that meets their needs whilst being sympathetic to the qualities of the Hawkesbury
- Have friendly neighbourhoods, connected communities, and supported household and families

Financial Implications

No financial implications applicable to this report.

ORDINARY MEETING

Meeting Date: 25 November 2014

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. The exhibited amendment to Part A Chapter 1 General Information and Part E Chapter 8 Redbank at North Richmond with post-exhibition amendments as attached to this report be adopted.
2. The amended Development Control Plan chapter be referred to the NSW Heritage Council for endorsement.
3. Should the Heritage Council require amendments that are not substantial to the draft Development Control Plan prior to endorsement, approval of those changes be delegated to the General Manager.

ATTACHMENTS:

- AT - 1** Exhibited Amendment to Part A Chapter 1 General Information and Part E Chapter 8 Redbank at North Richmond with Post-Exhibition Amendments - (*Distributed Under Separate Cover*)

oooO END OF REPORT Oooo

CITY PLANNING

Item: 225 CP - Process for Dealing with Incomplete Development Applications - (95498)

Previous Item: 32, Ordinary (10 November 1998)

REPORT:

Executive Summary

Council is regularly reviewing the processes and procedures that relate to the processing of development applications. In November 1998, Council resolved to adopt a procedure for dealing with incomplete development applications. That procedure, defined by the Council resolution, has been used since that date and this report recommends a change to part of that procedure.

This report recommends that the 1998 resolution be amended so that the procedure can also be amended to assist in the improved processing of development applications. This report was considered by the Development Application Monitoring Committee on 6 November 2014 where the recommended amendment was supported.

Consultation

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

Background

In October 1998 the General Purpose Committee of Council considered a report on the reasons for delays in development application processing and an approach to deal with those delays. The report found that approximately 61% of the delays in processing were attributable to the applicant in relation to submission of insufficient information to process the application. In this regard, staff were required to continually request, and wait for, that additional information from the applicant before they could process the application.

On 10 November 1998 Council resolved, in part, the following:

- "2. *The following procedures be adopted in relation to incomplete applications:*
- a) *The initial letter to an applicant for additional information or amendments will request a response within 14 (fourteen) days.*
 - b) *If no response after 14 (fourteen) days, a follow up letter will be sent requesting the information within 7 (seven) days suggesting withdrawal of the application where appropriate.*
 - c) *Applications be refused after 40 (forty) days if no response or the information submitted is insufficient. (telephone contact before refusal)*
 - d) *Where applications are withdrawn the applicant be offered a 50% (fifty percent) cash refund or full credit for a new application lodged within 3 (three) months."*

The above process was complimented by the introduction of assigned staff to "scrutinise all applications on lodgement and to assist applicants in providing all necessary information".

Whilst a similar audit of the applications has not been undertaken for this report, it is estimated that the percentage of applications that are waiting for additional information from applicants is still very high and is likely to still be in excess of 50%.

ORDINARY MEETING

Meeting Date: 25 November 2014

As Councillors would be aware this process has been reviewed in recent times and has resulted in the introduction of extended availability of development officers at the counter, via the Duty Officer process, and the free pre-lodgement process that is available for all applicants. Similarly, Council's fees and charges were previously reviewed to specify refunds available should an application be withdrawn.

The development application process still utilises the fourteen and seven day letter process detailed above, albeit in a very generous manner in relation to the timeframes, and the provision of credits for a withdrawn application is currently still available to applicants. In an attempt to assist applicants, part c) of the above resolution is not usually implemented unless all other avenues have been exhausted.

However, the following problems are evident with this process;

1. Some applicants use the provision of obtaining a full credit for a withdrawn application to their advantage and to the detriment of Council. It is clear that some applicants in the past have submitted a sub-standard application and attempt to argue a case for not requiring any additional information. In most cases the additional information is required and the applicant, via the requests for additional information process, obtains a comprehensive list of additional information for the application and then withdraws the application. The applicant is essentially utilising a significant amount of Council staff time as their consultant to prepare the application. In these cases Council is not being compensated for the staff time spent on these matters. This time also diverts staff time onto matters that do not process other, complete, applications and this contributes to extended processing times for applications.

It should be noted the applicant can obtain this information prior to lodging an application via the free pre-lodgement service provided by Council. Lodging an incomplete application first and obtaining that information results in a significant additional resource drain on Council due to the additional legislative processes involved in DA lodgement.

2. The administration of the credit process is a significant cost in time for Council staff within the Development Services, Customer Services and Financial Services Branches. This is due to the need for tracking this credit; journaling those funds from an application to the reserve and then the reserve to another application (two separate processes); accounting for these funds in the reports to the Department of Planning and Environment and the ABS (both in the "Plan First" process and also the number of applications received and determined); and the time and confusion that this may cause when the original and new applications are dealt with by different staff.
3. Council's development staff are reluctant to refuse an application unless there are serious, fatal flaws in the proposal. Instead, staff usually provide an applicant with multiple opportunities to provide additional information or amend a proposal in an effort to get the application to a stage where it can be legally approved subject to conditions. Whilst this may benefit some applicants it can also adversely impact others by increasing processing times.

It is evident that the resolution of 10 November 1998, whilst heading in the right direction, requires amendment to place the appropriate responsibility on the applicant to submit a complete application and free up assessment staff to enable time to be spent on assessing and determining applications rather than their time being taken on a process that is, at times, misused and is inefficient. It should be noted that Council staff will always assist applicants where required and that assistance is tailored to the level of expertise of the applicant.

In this regard it is proposed that Council amend the resolution of 10 November 1998 to the following:

The following procedures be adopted in relation to incomplete applications:

- a) The initial letter to an applicant for additional information or amendments will request a response within 14 days. (Note: a response may result in an agreement between assessment staff and the applicant of a timeframe for the submission of that information and not necessarily resolution of the matter).

ORDINARY MEETING

Meeting Date: 25 November 2014

- b) If no response is received after 14 days, a follow up letter will be sent requesting the information within seven days. This letter to also suggest withdrawal of the application where appropriate, or the application will be determined based on the information submitted, which may result in a refusal.
- c) Applications be refused after 40 days if no response is received or the information submitted is insufficient to enable those matters to be satisfactorily addressed.
- a) Where applications are withdrawn the applicant may be entitled to a partial refund of the application fees in accordance with Council's adopted Fees and Charges.

The above suggested amendments are an attempt to provide a balance of assistance to applicants and reasonable assessment times for the application process. This process will be monitored and amended as required.

Conformance to the Hawkesbury Community Strategic Plan

The proposal is consistent with the Shaping Our Future Together Theme and Directions statement:

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

Financial Implications

The proposed change to procedure will not have any direct financial implication to Council. However, the staff time (which is a substantial cost to Council) can be more appropriately applied to the assessment and determination of applications.

RECOMMENDATION:

That the resolution of Council of 10 November 1998, as described in this report, be replaced with the following:

The following procedures be adopted in relation to incomplete applications:

- a) The initial letter to an applicant for additional information or amendments will request a response within 14 days. (Note: a response may result in an agreement between assessment staff and the applicant of a timeframe for the submission of that information and not necessarily resolution of the matter).
- b) If no response is received after 14 days, a follow up letter will be sent requesting the information within seven days. This letter to also suggest withdrawal of the application where appropriate, or the application will be determined based on the information submitted, which may result in a refusal.
- c) Applications be refused after 40 days if no response is received or the information submitted is insufficient to enable those matters to be satisfactorily addressed.
- d) Where applications are withdrawn the applicant may be entitled to a partial refund of the application fees in accordance with Council's adopted Fees and Charges.

ATTACHMENTS:

There are no supporting documents for this report.

oooO END OF REPORT Oooo

Item: 226

CP - Request to Revoke Dangerous Dog Declaration - (96330, 39906)

REPORT:

Executive Summary

An application to revoke a Dangerous Dog Declaration under Section 39(1) of the *Companion Animals Act* previously issued by Council, has been received from Lawyers for Companion Animals on behalf of Ms Bywater of South Windsor.

Under the provisions of the *Companion Animals Act*, the owner of a dog that has been declared dangerous can apply to the Council of the area in which the dog is ordinarily kept (whether or not it is the Council that made the declaration) for the declaration to be revoked. The application cannot be made until 12 months after the dog was declared dangerous.

It is proposed that the Dangerous Dog Declaration, the subject of this report, be revoked.

Consultation

Discussions with, and a report from, Council's Companion Animal Officers has confirmed that there have been no issues with the offending dog since the dog was declared dangerous in July 2010, and the dog's owner had put all legislative requirements of owning a dangerous dog in place whilst the Order was in place.

The dog has undergone two recent temperament assessments, one by Dr Zammit on 15 September 2014 and the other by Mr Adamow, an animal behavioural therapist from Bark Busters Home Dog Training, on 10 August 2014.

Background

Council placed the Dangerous Dog Declaration on the dog, a 10 year old desexed Anatolian Shepherd, approximately four years ago.

The Order was placed in response to reports of the dog being aggressive and intimidating to the Postal Officer on a motor bike whilst delivering mail on a number of occasions.

There was a risk to the postal workers having an accident on the motor bike because of this behaviour and the frequency of the incidents, which led to the Dangerous Dog Declaration being issued.

The dog is currently housed in a secure enclosure, due to the legislative requirements, which the owner feels is now unnecessary, as the dog has now undergone behavioural training over the past four years, and recent temperament tests carried out by Dr Zammit and Mr Adamow have shown that the dog does not have any anti-social behaviour tendencies and is considered stable.

During the temperament assessment processes, the dog was subjected to similar situations that previously would trigger the attack responses from the dog. During these tests the dog did not show signs of aggression or previous behavioural problems.

Reports from both of these qualified assessors have assessed the dog as not displaying any signs of aggression when the dog is subjected to numerous forms of stressors under various environmental conditions, and are satisfied that the dog is no longer a threat to the community.

Section 9.7.2. of the 2010 Guideline on the Exercise of Functions under the *Companion Animals Act* stipulates that a Dangerous Dog Declaration can only be revoked by a resolution of Council.

ORDINARY MEETING

Meeting Date: 25 November 2014

Conformance to the Hawkesbury Community Strategic Plan

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

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

Financial Implications

No financial implications associated with this report

RECOMMENDATION:

That:

1. The Dangerous Dog Declaration placed on the dog (an Anatolian Shepherd) owned by Ms Bywater, be revoked.
2. In accordance with the requirements of the *Companion Animals Act*, Council will notify the Deputy Director General of the revocation within seven days of its decision.
3. The applicant be notified in writing of the revocation of the Dangerous Dog Order.

ATTACHMENTS:

There are no supporting documents for this report.

oooO END OF REPORT Oooo

INFRASTRUCTURE SERVICES

Item: 227 **IS - Provision of Drinking Water Fountains for the Hawkesbury LGA - (95495, 79354)**

Previous Item: NM4, Ordinary (4 February 2014)

REPORT:

Executive Summary

This report provides general information relating to the provision of bubblers and water refilling stations for the Hawkesbury LGA and recommends that the provision of water refill stations/bubblers be considered in the design of new or upgraded parks and urban spaces.

Consultation

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

Background

Council previously resolved that:

"A report come to Council outlining the feasibility and costs of supplying water, in the form of bubblers or the like, throughout the towns and villages of the Hawkesbury."

There is a wide range of options in providing water to the community in public areas/parks, with these generally being described as bubblers or water refill stations. Bubblers allow people to drink on the site whereas water refill stations as their name suggests, allows people to refill their water bottles.

The provision of bubblers/water refill stations can provide an amenity to the community and can also reduce the usage of pre-packaged water bottles. The need for reducing plastic water bottle usage has become a global consumption dilemma due to the negative environmental impacts of plastics waste. It is estimated that 64% of all bottles consumed go to landfill with production, transport and packaging also having negative impacts.

The provision of strategically placed drinking bubblers/water refill stations in key centres can assist in discouraging the use of pre-packaged water bottles.

Traditional Bubblers

There are approximately 17 bubblers located in parks throughout the LGA. These bubblers are generally of a basic nature. There are often concerns raised by the community over potential hygiene issues leading to a lack of use.

Bubblers are generally not ergonomically designed nor provide the same educational/advertising opportunities which water refill stations are able to do. They do however provide a service to the community and are generally cheaper than water refill stations. There are a vast number of bubblers in the market with the general cost range for bubblers between \$2,000 and \$5,000 each, depending on materials and brand. Installation and connection as well as added features such as drainage grates, water meters and dog bowls are generally seen as extras and come at additional costs.

Water Refill Stations:

Water stations can have a bubbler attached to them, they often provide filtered water, and can also have the option of adding messages to the structure such as promoting healthy living. These units generally receive higher levels of acceptance from the community.

The general cost range for water filling stations ranges from \$3,000 to \$7,000 each. As per the traditional bubblers, there is still the opportunity to include additional taps, filters, drainage grates and dog bowls. Installation and connection to the water supply would be an additional cost.

The opportunity for educating the community on clean water and waste reduction is consistent with Council strategy and direction.

Commentary

There is merit in providing bubblers / water refill stations in areas of high pedestrian usage such as town centres and major parks or exercise trails such as Howe Park or Ham Common.

Due to the high cost of new installations, including the need for supporting infrastructure such as drainage, water supply and hardstand / path access, it is suggested that the provision of bubblers or water refill stations be considered as part of the design process for new and upgraded park and public domain projects. The specific choice of type would be considered at this phase based on cost and need.

Conformance to the Hawkesbury Community Strategic Plan

The proposal is consistent with the nominated strategy in the Hawkesbury Community Strategic Plan, being:

- Reduce our environmental footprint through resource and waste management.

Financial Implications

There are no financial implications directly arising from this report. Provision of facilities would be considered as part of the budget allocation for capital projects.

RECOMMENDATION:

That the provision of bubblers / water refill stations be considered as part of any new or upgrade projects in parks or public domain areas.

ATTACHMENTS:

AT - 1 Indicative Examples of Water Refill Stations

AT - 1 Indicative Examples of Water Refill Stations



ORDINARY MEETING

Meeting Date: 25 November 2014



oooO END OF REPORT Oooo

ORDINARY MEETING

Meeting Date: 25 November 2014

Item: 228 IS - Roads to Recovery Program 2014-2019 - (95495, 79344)

REPORT:

Executive Summary

This report outlines details of the funding allocation for the Roads to Recovery grant program for 2014 - 2019. A program of works has been developed for road rehabilitation works for the current year's allocation with further investigation and prioritisation being undertaken for subsequent years.

It is recommended that the first year allocation of \$776,587 be utilised to rehabilitate failed road sections as detailed in the report.

Consultation

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

Background

Under The National Land Transport Act 2014, a continuation of the Roads to Recovery Program has been approved, by the Australian Government, for a further five years. Correspondence has been received from The Minister for Infrastructure and Regional Development The Hon Warren Truss MP, advising that Council has been allocated a total of \$4,659,522 under the Roads to Recovery Program for the period 1 July 2014 to 30 June 2019. This amount represents an increase of \$613,258 above the previous allocation for 2009 - 2014.

The total funding allocation of \$4,659,522 has been apportioned over a five year period in accordance with the grant conditions as follows:

2014 - 2015	\$776,587
2015 - 2016	\$1,553,174
2016 - 2017	\$776,587
2017 - 2018	\$776, 587
2018 - 2019	\$776,587

A detailed program of works is being developed for the total programs, with the highest priority works identified for the current year program allocation.

It is recommended that the first year allocation of \$776,587 be utilised to rehabilitate failed road sections at the following locations:

Location	Allocation of Funds
Bull Ridge Road, East Kurrajong. Rehabilitate approximately a 550m failed section to Kent Place.	\$285,262
Tizzana Road, Ebenezer. Rehabilitate 560m failed section between Sackville and Coromandel Roads.	\$285,600
Terrace Road, Freemans Reach. Rehabilitate a 422m section between Kurmond Road and Linden Drive.	\$205,725
Total	\$776,587

ORDINARY MEETING

Meeting Date: 25 November 2014

Whilst the complete list of projects for the remainder of the Program is currently being investigated likely projects for 2015/2016 will include:

- Terrace Road, North Richmond north of Beaumont Avenue.
- Crooked Lane, North Richmond between Slopes and Bells Line of Road.
- Hermitage Road, Kurrajong Hills, north of Mill Road.
- Grose Wold Road, Grose Wold, west of Grose River Road.

It should be noted that works under this Program are additional to existing maintenance and rehabilitation projects.

Conformance to the Hawkesbury Community Strategic Plan

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

- Have a comprehensive system of transport connections which link people and products across the Hawkesbury and with surrounding regions

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

- Provide and maintain roads that are financially and environmentally sustainable and respond to community safety, priorities and expectations

Financial Implications

The funding allocation under the Roads to Recovery Program has been apportioned over a five year period in accordance with the grant conditions as follows:

2014 - 2015	\$776,587
2015 - 2016	\$1,553,174
2016 - 2017	\$776,587
2017 - 2018	\$776, 587
2018 - 2019	\$776,587

It should be noted that the terms of the grant require Council to maintain its current (trend) expenditure levels for road projects with the grant funds intended to provide additional capacity to undertake road improvements.

ORDINARY MEETING

Meeting Date: 25 November 2014

RECOMMENDATION:

That:

1. The first year Roads to Recovery allocation of \$776,587 be utilised to rehabilitate failed road sections at the following locations:

Location	Allocation of Funds
Bull Ridge Road, East Kurrajong. Rehabilitate approximately a 550m failed section to Kent Place.	\$285,262
Tizzana Road, Ebenezer. Rehabilitate 560m failed section between Sackville and Coromandel Roads.	\$285,600
Terrace Road, Freemans Reach. Rehabilitate a 422m section between Kurmond Road and Linden Drive.	\$205,725
Total	\$776,587

2. Council write to the Minister for Infrastructure and Regional Development, The Hon W Truss MP, thanking him for the funding offer, and outlining the importance of this Program for the Hawkesbury community, and for local government in general.

ATTACHMENTS:

There are no supporting documents for this report.

oooO END OF REPORT Oooo

Item: 229 **IS - Road Naming Proposal Associated with DA0466/14 Kurrajong - (95495, 79346)**

REPORT:

Executive Summary

An application has been received requesting that the road naming process be commenced for an approved subdivision in Kurrajong that involves the creation of a new public road. Stage 2 also involves the extension of an existing public road. The name Lily Place has been suggested for the new road.

The report recommends that public consultation be sought on the name of Lily Place for the Stage 1 new road and that the existing name of Robertson Street is used for the extension of the existing road as part of stage 2.

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 Council undertake the following community engagement process in compliance with Council's Policy, New South Wales Roads Act 1993, New South Wales Roads Regulation 2008 and the New South Wales Road Naming Policy. The consultation required is for a period of 28 days and involves the following:

- Advertisement in Local Press
- Advertisement on Council's web page
- Correspondence addressed to various service organisations

Background

The subdivision at Lot 2 DP 6655, 33 Old Bells Line of Road and Lot 1 DP 270827, 21 Vincents Road Kurrajong was approved by Council at its meeting of 14 October 2014 (DA0466/14).

The subdivision will involve two stages. Stage 1 includes a new public road for access. Stage 2 provides extension of the existing public road currently known as Robertson Street.

With the creation of the new public road in Stage 1, the name Lily Place is proposed. Detail on the name proposal, as provided by the applicant is listed below:

"Lily Bennett lived on the adjoining property. Her family have owned the subject property for 40 years. She spent considerable time playing on the subject property. She was often in the trailer of her grandfather's tractor as he fed the family's cattle that were kept on it. At the age of three years, Lily was killed in a car accident less than 500m from the site and her eternal resting place is less than 200m away and is overlooked by the subject property. We all have wonderful memories of Lily on the subject property which we want to continue for future generations."

Stage 2 of the development involves the extension of the existing public road currently known as Robertson Street, and it is proposed that this name be continued for the extension of the public road.

The Stage 1 and 2 proposals have been reviewed to ensure that the naming meets the guidelines and principles as set out in the New South Wales Road Naming Policy. The principles are met for both.

ORDINARY MEETING

Meeting Date: 25 November 2014

Based on this information it is recommended that public comment now be sought under the requirements of the NSW Roads Act, 1993 on the name Lily Place and the Robertson Street extension.

Conformance to the Hawkesbury Community Strategic Plan

The proposal is consistent with the 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

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

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

Financial Implications

The advertising and administrative expenses associated with this matter have been paid by the applicant in accordance with Council's adopted Fees and Charges.

RECOMMENDATION:

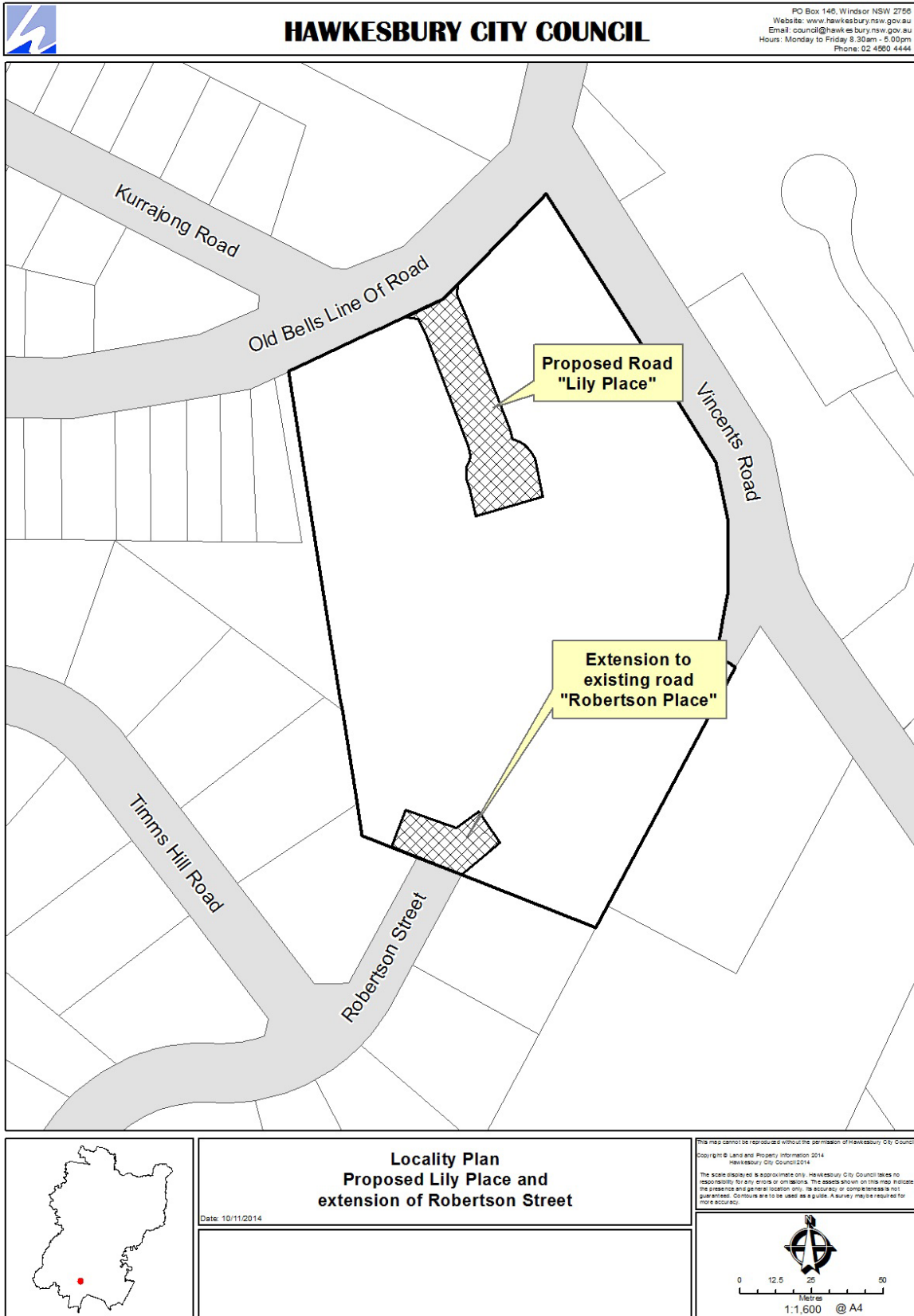
That:

1. In accordance with the requirements of the Roads Act, 1993, the name Lily Place and the naming extension of Robertson Street, be publically advertised for a period of 28 days, seeking comment and submissions.
2. The matter be reported back to Council following the public exhibition process, with a view to adopting the street names for use.

ATTACHMENTS:

AT - 1 Locality Plan

AT - 1 Locality Plan



oooO END OF REPORT Oooo

ORDINARY MEETING

Meeting Date: 25 November 2014

SUPPORT SERVICES

Item: 230

SS - Monthly Investments Report - October 2014 - (95496, 96332)**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 \$45.10 million in investments at 31 October 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 \$45.10 million in investments as at 31 October 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-			2.95%	2,500,000	5.54%	
CBA	A1+	AA-			2.25%	2,600,000	5.76%	
Total On-call Investments								5,100,000
Term Investments								
ANZ	A1+	AA-	20-Nov-13	19-Nov-14	3.85%	2,000,000	4.43%	
ANZ	A1+	AA-	27-Nov-13	26-Nov-14	3.85%	1,000,000	2.22%	
ANZ	A1+	AA-	20-Aug-14	04-Feb-15	3.69%	1,000,000	2.22%	
ANZ	A1+	AA-	29-Aug-14	08-Apr-15	3.69%	1,500,000	3.33%	
ANZ	A1+	AA-	29-Aug-14	22-Apr-15	3.69%	1,500,000	3.33%	
ANZ	A1+	AA-	28-May-14	27-May-15	3.70%	1,000,000	2.22%	
ANZ	A1+	AA-	11-Jun-14	10-Jun-15	3.70%	1,500,000	3.33%	
ANZ	A1+	AA-	11-Jun-14	10-Jun-15	3.70%	500,000	1.11%	
ANZ	A1+	AA-	18-Jun-14	17-Jun-15	3.70%	500,000	1.11%	
ANZ	A1+	AA-	23-Jul-14	22-Jul-15	3.70%	1,000,000	2.22%	
ANZ	A1+	AA-	06-Aug-14	06-Aug-15	3.70%	2,000,000	4.43%	
ANZ	A1+	AA-	20-Aug-14	19-Aug-15	3.71%	2,000,000	4.43%	
ANZ	A1+	AA-	03-Sep-14	02-Sep-15	3.73%	1,000,000	2.22%	
NAB	A1+	AA-	19-Dec-13	17-Dec-14	3.83%	1,500,000	3.33%	
NAB	A1+	AA-	15-Jan-14	17-Dec-14	3.82%	1,000,000	2.22%	

ORDINARY MEETING

Meeting Date: 25 November 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-	05-Mar-14	04-Feb-15	3.73%	1,000,000	2.22%	
NAB	A1+	AA-	18-Jun-14	19-Mar-15	3.65%	1,000,000	2.22%	
NAB	A1+	AA-	03-Oct-14	06-May-15	3.55%	1,000,000	2.22%	
NAB	A1+	AA-	20-Aug-14	22-Jul-15	3.66%	1,000,000	2.22%	
NAB	A1+	AA-	21-Aug-13	19-Aug-15	4.25%	1,000,000	2.22%	
NAB	A1+	AA-	03-Sep-13	02-Sep-15	4.10%	2,000,000	4.43%	
NAB	A1+	AA-	03-Sep-14	02-Sep-15	3.65%	500,000	1.11%	
NAB	A1+	AA-	03-Oct-14	07-Oct-15	3.59%	1,000,000	2.22%	
NAB	A1+	AA-	15-Oct-14	07-Oct-15	3.60%	500,000	1.11%	
Westpac	A1+	AA-	08-Apr-14	19-Nov-14	3.85%	2,000,000	4.43%	
Westpac	A1+	AA-	23-Apr-14	17-Dec-14	3.75%	500,000	1.11%	
Westpac	A1+	AA-	15-May-14	17-Dec-14	3.75%	1,000,000	2.22%	
Westpac	A1+	AA-	15-Jan-14	15-Jan-15	3.80%	2,000,000	4.43%	
Westpac	A1+	AA-	28-May-14	15-Jan-15	3.75%	1,000,000	2.22%	
Westpac	A1+	AA-	23-Jul-14	15-Jan-15	3.75%	500,000	1.11%	
Westpac	A1+	AA-	29-Jan-14	29-Jan-15	3.65%	1,000,000	2.22%	
Westpac	A1+	AA-	06-Aug-14	29-Jan-15	3.80%	1,000,000	2.22%	
Westpac	A1+	AA-	19-Mar-14	19-Mar-15	3.70%	2,000,000	4.43%	
Westpac	A1+	AA-	25-Jun-14	25-Jun-15	3.75%	500,000	1.11%	
Westpac	A1+	AA-	04-Jul-14	08-Jul-15	3.75%	500,000	1.11%	
Total Term Investments								40,000,000
TOTAL INVESTMENT AS AT 31 October 2014								45,100,000

Performance by Type

Category	Balance \$	Average Interest	Bench Mark	Bench Mark %	Difference to Benchmark
Cash at Call	5,100,000	2.59%	Reserve Bank Cash Reference Rate	2.50%	0.09%
Term Deposit	40,000,000	3.76%	UBS 90 Day Bank Bill Rate	2.73%	1.03%
Total	45,100,000	3.63%			

Restricted/Unrestricted Funds

Restriction Type	Amount \$
External Restrictions -S94	11,580,414
External Restrictions - Other	3,098,409
Internal Restrictions	21,580,871
Unrestricted	8,840,306
Total	45,100,000

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.

ORDINARY MEETING

Meeting Date: 25 November 2014

In addition to funds being fully allocated to fund the Operational Plan activities, funds relating to closed self-funded programs 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.

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

Investment Commentary

The investment portfolio decreased by \$2.10 million for the month of October 2014. During October 2014, income was received totalling \$3.53 million, including rate payments amounting to \$1.38 million, while payments to suppliers and staff costs amounted to \$5.51 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 October 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 27 May 2014.

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 the Hawkesbury 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 2014/2015.

ORDINARY MEETING

Meeting Date: 25 November 2014

RECOMMENDATION:

The report regarding the monthly investments for October 2014 be received and noted.

ATTACHMENTS:

There are no supporting documents for this report.

oooO END OF REPORT Oooo

ORDINARY MEETING

Meeting Date: 25 November 2014

Item: 231 SS - Pecuniary Interest Return - Designated Person - (95496, 96333)

REPORT:

Executive Summary

The Local Government Act, 1993 details the statutory requirements in respect of the lodgement of Disclosure of Pecuniary Interests and Other Matters Returns by Councillors and Designated Persons. This report provides information regarding a Return recently lodged with the General Manager by a Designated Person. It is recommended that Council note that the Disclosure of Pecuniary Interests and Other Matters Return, lodged with the General Manager, has been tabled.

Consultation

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

Background

Section 450A of the Local Government Act, 1993 relates to the register of Pecuniary Interest Returns and the tabling of these Returns, which have been lodged by Councillors and Designated Persons. Section 450A of the Act is as follows:

- "1. *The General Manager must keep a register of returns required to be lodged with the General Manager under section 449.*

- 2. *Returns required to be lodged with the General Manager under section 449 must be tabled at a meeting of the council, being:*
 - (a) *In the case of a return lodged in accordance with section 449 (1)—the first meeting held after the last day for lodgement under that subsection, or*

 - (b) *In the case of a return lodged in accordance with section 449 (3)—the first meeting held after the last day for lodgement under that subsection, or*

 - (c) *In the case of a return otherwise lodged with the general manager—the first meeting after lodgement."*

With regard to Section 450A(1), a register of all Returns lodged by Councillors and Designated Persons, in accordance with Section 449 of the Act, is currently kept by Council as required by this part of the Act.

With regard to Section 450A(2), all Returns lodged by Councillors and Designated Persons, under Section 449 of the Act, must be tabled at a Council Meeting as outlined in subsections (a), (b) and (c).

With regard to Section 450(2) (a), the following Section 449(1) Return has been lodged:

Position	Return Date	Date Lodged
Environmental Health Officer – Part-Time	28/07/2014	11/11/2014

The above Designated Person has lodged their Section 449(1) Return. The above details are now tabled in accordance with Section 450A(2)(a) of the Act, and the abovementioned Return is available for inspection if requested.

ORDINARY MEETING

Meeting Date: 25 November 2014

Conformance to the Hawkesbury Community Strategic Plan

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

- Have transparent, accountable and respected leadership and an engaged community.

Financial Implications

No financial implications applicable to this report.

RECOMMENDATION:

That the information be received and noted.

ATTACHMENTS:

There are no supporting documents for this report.

oooO END OF REPORT Oooo

ORDINARY MEETING

Meeting Date: 25 November 2014

Item: 232 **SS - September 2014 Quarterly Budget Review Statement - (95496, 96332)**

Previous Item: 97, Extraordinary (17 June 2014)

REPORT:

Executive Summary

Within two months of the end of each quarter, Council is required to review its progress in achieving the financial objectives set out in its Operational Plan. This report and the relevant attachment provide information on Council's financial performance and financial position for the first quarter of the 2014/2015 financial year, and the resulting financial position including the Budget variations proposed.

The Quarterly Budget Review Statement - September 2014 (QBRS) recommends a number of variations that result in a balanced budgeted position being maintained.

Consultation

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

Background

Council adopted its Operational Plan for 2014/2015 on 17 June 2014.

Clause 203 of the Local Government (General) Regulation 2005 stipulates that the Responsible Accounting Officer of a council must prepare and submit to the Council a Budget Review Statement within two months after the end of each quarter (except the June quarter).

The QBRS has been prepared in accordance with the Division of Local Government Circular 10/32 dated 10 December 2010 and is attached as Attachment 1 to this report.

Financial Position

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

The QBRS recommends Budget adjustments that result in a balanced adjustment for the quarter, and in the opinion of the Responsible Accounting Officer, maintains a satisfactory short term financial position for Council. The Responsible Accounting Officer Statement is included in the attachment to this report.

The report and attachment provide details on the major Budget variations proposed in this QBRS and provide a list of variations requested.

ORDINARY MEETING

Meeting Date: 25 November 2014

The more significant items of the September 2014 QBRs include:

Favourable Adjustments

- **Sundry Income – Net Favourable Variance \$363K**

A favourable adjustment of \$363K has been included in this QBRs in relation to sundry income. The majority of this adjustment relates to unbudgeted income of \$330K resulting from a capital distribution by Westpool, which is Council's public liability insurance pool. Income for a dividend payment from Southern Phone Company was \$64K against a Full Year (FY) Budget of \$50K, resulting in a favourable variation of \$14K. The remaining \$19K favourable variance is a result of various minor adjustments across Council.

- **Plant and Leaseback Vehicles – Net Favourable Variance \$133K**

Adjustments have been made in line with forecasted full year actuals in relation to the purchase and sale of plant and leaseback vehicles, and leaseback fee income.

- **Rental Income – Net Favourable Variance \$79K**

As a result of obtaining tenancy leases for vacant rental properties in regard to the Johnson Wing Building, Old Hospital Building, Shop 3 Wilberforce Shopping Centre and Shop 3 McGraths Hill Shopping Centre, a favourable variance of \$94K has been included in this QBRs which was offset by a loss of rental income as a result of a fire at the café at the Visitor Information Centre.

- **Markets in Parks Income – Favourable Variance \$22K**

A favourable variance of \$22K is incorporated in this QBRs for forecasted income to be earned from markets held in Richmond Park and Governor Phillip Reserve, including fee adjustments made as part of the Council Resolution dated 9 September 2014.

Unfavourable Adjustments

- **Development Services – Net Unfavourable Variance \$144K**

As a result of increased building and subdivision activity and the impact on resources of several large developments, additional resourcing is required to ensure appropriate service levels are maintained within the Development Services Branch. An unfavourable variance of \$196K is included in this QBRs to fund these additional resources.

This variance has been partially offset by increased subdivision fees collected, exceeding the FY Budget by \$22K and the reimbursement of costs associated with works conducted for the State Government in relation to the Vineyard Growth Centre of \$30K. Based on current trends, it is likely that other income lines, including Development Applications and Construction Certificate income will also exceed the FY Budget and adjustments will be incorporated into future QBRs as required.

- **Financial Assistance Grant – Unfavourable Variance \$108K**

In line with advice from the NSW Local Government Grants Commission, Council is to receive \$4.4M for the Financial Assistance Grant allocation for 2014/2015. The FY Budget, which was based on the 2013/2014 actuals is \$4.5M, resulting in the inclusion of an unfavourable variance of \$108K in this QBRs.

ORDINARY MEETING

Meeting Date: 25 November 2014

- **Asset Data Collection – Net Unfavourable Variance \$60K**

As part of the implementation for the Asset Management System, additional data collection is required to complete the data held for parks and roads assets. An unfavourable variance of \$60K is included in this QBRs to fund this task. Complete data on these assets will enable Council to undertake asset management modelling so as to determine effective asset management strategies within the context of available and additional necessary funding.

- **Upgrade Fuel Tank System – Unfavourable Variance \$41K**

Included in this QBRs is an unfavourable variance of \$41K required to bring the fuel tanks at the Wilberforce Depot up to current compliance standards. This upgrade will also result in improved fuel usage reporting and monitoring. The fuel tanks are used for Council's plant and Fire Control vehicles during fire emergencies.

The upgrade requirement resulted from an assessment of the condition and longevity of the tanks and associated infrastructure. Based on the assessment result and level of expenditure required for a number of options, the upgrade of the current tanks was the most viable course of action at this stage. A further assessment of the viability of retaining the tanks in the future will be necessary over the next five years.

- **Parks Trees Maintenance – Unfavourable Variance \$27K**

In light of increased activity regarding the removal of dangerous trees, an additional \$27K has been included in this QBRs.

- **Security System Upgrade – Unfavourable Variance \$23K**

Due to the anticipated removal of phone lines as part of the implementation of the National Broadband Network, Council is required to upgrade its security system. In order to fund this upgrade an unfavourable variance of \$23K has been included within this QBRs. The new system will provide increased accessibility, improved monitoring; and as the system uses data packages and not phone lines, will result in lower telephone costs over time.

Other Adjustments

- **Richmond Park Amenities / Richmond Pool Amenities**

An allocation of funding from works planned for Richmond Park Amenities to works at Richmond Pool Amenities is proposed in this QBRs. As a result of interim works undertaken last financial year at the Richmond Park Amenities, it was determined that the priority of works required at the Richmond Pool Amenities is now higher, particularly in relation to disabled access. Included in this QBRs is a transfer of \$45K from Richmond Park Amenities to Richmond Pool Amenities.

- **Richmond Country Women's Association (CWA) Hut Refurbishment**

The Richmond CWA was successful in obtaining a grant of \$19K to refurbish the CWA Hut within Richmond Park and requested that Council project manage the refurbishment, which has been accepted. Variations were included for the contribution forwarded to Council by the CWA and for the associated expenditure.

- **Grants**

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

ORDINARY MEETING

Meeting Date: 25 November 2014

The major adjustments relating to grant funding are outlined below:

- *Better Waste and Recycling Fund* – Council has received grant funding for the implementation of programs to reduce waste and increase recycling from the New South Wales Environmental Protection Authority in the amount of \$170K. Major projects within this program include, a Waste Infrastructure Feasibility Study, Community Consultation on Waste Infrastructure, Community Waste Service Guide and Educational Materials, Community Consultation on Waste Education, Targeted Recycling Program and Compost Revolution.
- *CCTV to Richmond Township Project* – Council has received grant funding via the Safer Streets Program from the Attorney General's Department for the installation of CCTV within Richmond Park, to address anti-social and unlawful behaviour for the amount of \$150K.
- *Litter Prevention Grant* – Council was successful in attaining funding from the NSW Environmental Protection Authority for \$91K to deliver locally based litter prevention projects.
- *Giant Reed Control Bush Regeneration* – Grant funding for \$82K was allocated by the Greater Sydney Local Land Services for the control of giant reeds on Council managed reserves and the rehabilitation of Bushells and Pughs Lagoons.
- *Hawkesbury Headquarters Rural Fire Brigade (RFB)* – Adjustments totalling \$68K have been included in this QBRs for several grants administered by the Office of Environment and Heritage for several building improvements and the purchase of a trailer. The procurement and project management, including grant management is being conducted by Council on behalf of the Hawkesbury Headquarters RFB.
- *Revegetation in the Hawkesbury Local Government Area (LGA)* – Council has accepted an offer of a grant for \$49K from the Greater Sydney Local Land Services to improve the condition of the vegetation and habitats within the LGA.
- *Hawkesbury River Biodiversity Restoration Project* – Council has received additional grant funding for the restoration of the Hawkesbury River from the Department of the Sustainability, Environment, Water, Populations and Communities for the amount of \$48K.
- *Digital Local Government Online Learning Program* – An adjustment for \$34K is included in this QBRs for the final payment of the Digital Local Government Online Learning Program from the Department of Broadband, Communications and the Digital Economy for the implementation of an online learning facility.
- *Little Wheeny Creek Restoration* – an amount of \$17K has been received for the final instalment from the NSW Environmental Trust for the bush regeneration around Little Wheeny Creek.
- **Reserve Funded Adjustments**

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

- *Section 94 and Section 94A Reserves* – In line with developer contributions received, \$639K for Section 94 income and \$295K for Section 94A income have been included in this QBRs.

The tender for the Senior Citizens' Centre Extension funded by S94A is \$575K above the budgeted estimates. Therefore, an unfavourable adjustment for this amount is incorporated in this QBRs.

- *Heritage Reserve* – In order to match a Local Heritage Places Grant of \$9K for implementation of the Slab Barn Study, an amount of \$18K to be funded from the Heritage Reserve has been included in this QBRs.

ORDINARY MEETING

Meeting Date: 25 November 2014

- *Domestic Waste Management Program* – Included in this QBRS, are unfavourable variances of \$38K in line with observed trends in relation to income and expenditure and a net \$330K for the purchase of a garbage truck that was deferred from the 2013/2014 financial year.
- *Sullage Disposal Reserve* – In line with observed trends a favourable variance for sullage disposal income of \$27K is included in this QBRS.
- *Hawkesbury Waste Management Facility* – An unfavourable variance for income of \$118K and a favourable variance of \$28K for Section 88 Fees are included in line with observed trends. Unbudgeted plant sales of \$16K and purchase of a Building Management System server required for data monitoring for \$28K are also included in this QBRS.
- *Sewerage Reserves* – As a result of reprioritising works in order to ensure that the Pump Station C upgrade due in 2015/2016 can proceed, \$706K worth of works have been deferred. A favourable variance for \$43K is included for the unbudgeted sale of plant. Adjustments in this QBRS, in line with observed trends for income and expenditure resulted in a net unfavourable variance of \$77K, mainly as a result of reactive maintenance required at the Sewer Treatment Plants that exceeds that forecasted.

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

Conformance to the Hawkesbury 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.

Funding

Funding and budget impacts have been specified within this report and attachment.

RECOMMENDATION:

That:

1. The information contained in the report be received.
2. The Quarterly Budget Review Statement – September 2014 be adopted.

ATTACHMENTS:

AT - 1 The Quarterly Budget Review Statement – September 2014 - *(Distributed under separate cover)*

oooO END OF REPORT Oooo

ORDINARY MEETING

Meeting Date: 25 November 2014

ordinary

section 4

reports
of committees

ORDINARY MEETING
Reports of Committees

ORDINARY MEETING
Reports of Committees

SECTION 4 - Reports of Committees

ROC **Hawkesbury Access and Inclusion Advisory Committee Minutes - 23 October 2014 - (124569, 96328)**

The meeting commenced at 4:05pm

Present: Mr Alan Aldrich, Community Representative
 Ms Carolyn Lucas, Community Representative
 Ms Debbie Court, Community Representative
 Ms Mary-Jo McDonnell, Community Representative
 Ms Melanie Oxenham, Community Representative
 Ms Alison Baidon, District Health Service Representative
 Councillor Leigh Williams, Hawkesbury City Council

Apologies: Mr Desmond Crane, Community Representative
 Mr Ken Ferris, Community Representative
 Mr Robert Bosshard, Community Representative
 Mr Gary London, Community Representative
 Councillor Barry Calvert, Hawkesbury City Council

In Attendance: Joseph Litwin - Executive Manager - Community Partnerships
 Meagan Ang - Community Development Co-ordinator
 Neil Bailey - Technical and Restorations Officer
 Craig Johnson - Parks Project Officer
 Jan Readford - Minute Secretary

REPORT:

RESOLVED on the motion of Ms Melanie Oxenham and seconded by Ms Debbie Court that the apologies be accepted.

Attendance Register

Member	28/11/2013	27/2/2014	8/5/2014	26/6/2014	25/9/2014 [Postponed from 28/8/2014]	23/10/2014
Councillor Barry Calvert	A	✓	A	A	✓	A
Councillor Leigh Williams	✓	X	A	✓	✓	✓
Mr Alan Aldrich	✓	✓	A	✓	✓	✓
Ms Alison Baidon	N/A	N/A	N/A	N/A	N/A	✓
Mr Robert Bosshard	✓	✓	✓	A	✓	A
Ms Debbie Court	✓	A	✓	✓	✓	✓
Mr Desmond Crane	✓	✓	✓	✓	✓	✓
Mr Ken Ferris	A	A	A	✓	A	A
Ms Carolyn Lucas	✓	✓	✓	A	✓	✓
Mr Gary London	N/A	✓	A	✓	✓	A
Ms Mary-Jo McDonnell	✓	✓	A	A	✓	✓
Ms Melanie Oxenham	N/A	N/A	✓	A	✓	✓

Key: A = Formal Apology ✓ = Present X = Absent - no apology

It was noted that on Page 5 of the minutes, the word “minutes” should be inserted after the word “previous” in the first paragraph.

CONFIRMATION OF MINUTES

RESOLVED on the motion of Ms Melanie Oxenham and seconded by Ms Debbie Court that the Minutes of the Hawkesbury Access and Inclusion Advisory Committee held on the 25 September 2014, be confirmed.

SECTION 2 - Presentations to the Committee

1. Access Issues - Thompson Square

Ms Ang welcomed Mr Neil Bailey, Technical and Restorations Officer to the meeting, to discuss access issues identified around Thompson Square and the need to identify heritage impacts.

- Mr Bailey indicated that access issues in Thompson Square relate to loose pavers, no pedestrian access via crossings, including the problem of an existing wheelchair access that is now blocked. Any proposed works in Thompson Square would require the concurrence of the Heritage Council, given that the Square was heritage listed.
- Mr Bailey also advised that the proposed construction of a new Windsor Bridge, may also impact on any work that can be undertaken in this area.
- Mr Bailey advised there are issues with road levels, including kerb and guttering, that will need to be addressed as well.
- Mr Aldrich referred to the sloped pathways and steep driveways in the area adjacent to the Museum, including emergency egress, and advised of the difficulties experienced with wheelchair access. Mr Aldrich advised that a proposal had previously been submitted to Council years ago by Mr Donald Elsmore, the Heritage Advisor at that time, which included a raised crossing to be placed across the road to improve access.
- Mr Litwin noted that associated costs will need to be submitted as part of Council's budget process for capital works for March 2015.
- Mr Litwin requested that Mr Bailey provide a report back to both Ms Ang and himself. An invitation will then be extended to Mr Bailey to speak at the next Committee meeting.

Mr Bailey left the meeting at 4:23pm.

2. Creative Playground Equipment

Mr Litwin welcomed Mr Craig Johnson, Parks Project Officer to the meeting, who will provide details on the availability of a grant under the Creating Liveable Communities Competition for the acquisition of playground equipment suitable for disability access. Mr Johnson provided a brochure on Creative Playground Equipment for discuss with the Committee, which was circulated prior to the meeting.

- Mr Johnson advised there is potential for Council to lodge a submission to enhance the equipment already acquired, and suggested that the Oasis Aquatic and Leisure Centre would be an appropriate location to complement existing equipment. Grant applications close on 4 December 2014. Mr Johnson has not seen this type of equipment anywhere else, so the Hawkesbury may be the first to acquire.

ORDINARY MEETING

Reports of Committees

- Mr Litwin enquired if Ham Common would be a suitable location for the equipment, and would the individual unit be located adjacent to another. Mr Johnson agreed that it's the opportunity for the disabled person and their carer to use the equipment together.
- Ms Lucas would like to see more engineering specifications, noting the issues experienced when other equipment was acquired and found to lift off the ground during use. Mr Johnson noted there are a few units that are free standing. Mr Johnson advised that some of the equipment is suitable for both able and disabled individuals and referred to Page 2, Item 4641156 – Disabled Arm Extension.
- Mr Johnson will obtain more information about the mechanics of the equipment including the potential for adjustments to suit the capability of the disabled individual, together with associated costs for the number of units required, and then provide the details to Mr Litwin and Ms Ang. Mr Johnson will also consider the potential for vandalism.
- Mr Johnson advised that 100% grant funding would be available. Equipment acquired six years ago at Ham Common was supplied with 50/50 via sports and facilities funding. There are currently seven units already located at Ham Common. Councillor Williams noted the suitability of the central location between Richmond and Windsor.
- Ms Lucas suggested that funding may be available from the Lions Club or a similar organisation.
- Mr Litwin noted the Committee is happy to endorse the proposal.
- Mr Johnson will move ahead quickly and look at Ham Common as an option.

Other Projects

- Ms Ang advised there are three projects for the Committees consideration:
 - Accessible exercise equipment
 - Accessible bush walk
 - Accessibility training and program development - Cultural Services
- Ms Ang referred to a meeting held this morning at the Hawkesbury Regional Gallery with Ms Whiteley, Ms Robson and Mr Aldrich, Ms Oxenham and Ms Ang, where Ms Oxenham had provided details of training and program development she had undertaken previously with the Discovery Centre, Castle Hill and TAFE. Cultural services staff determined that they would recommend tendering for funding to engage a consultant to audit Cultural services existing facilities and programs and make recommendations for training, installations and access improvements which could build the capacity of Cultural Services to sustain access improvements for all of the community to their services and facilities. Ms Oxenham noted that discussions included the use of volunteers.
- Ms Court advised that YMCA have established a sensory trail at Camp Yarramundi.
- Mr Aldrich noted that a person who uses a wheelchair does not have a lot of opportunities to enjoy bush settings due to lack of accessibility.
- Ms Court discussed the path at Camp Yarramundi and noted that whilst members of the public not staying at camp Yarramundi may be able to utilise the space with permission, YMCA would need to monitor who enters the facility due to the persons staying on site (young people).

ORDINARY MEETING
Reports of Committees

- Mr Aldrich noted that 1:14 is a hard gradient to achieve in some settings however it is required for access compliance. The cross fall i.e. 3cm/metre is sufficient to enable persons who use a wheelchair to navigate.
- Mr Johnson discussed with the Committee the 'Field of Mars' outdoor space and presented images. Mr Johnson advised that whilst this space is accessible to everyone, the intention of site design was to provide an experience as close to being in nature as possible therefore in places the pathway does have a 600 fall from the edge and wasn't constructed with visually impaired persons in mind (no colour to indicate edge or tactile indicators).
- Mr Litwin advised that in the practical sense we need to identify an area for prospective accessible bush-walk development and that irrespective of what is tendered for under this grant opportunity, works could be scoped and an attempt to source funding to undertake work could occur at a later date.
- Mr Johnson recommended to the Committee to consider bush-path construction on the South side of Yarramundi Reserve or Macquarie Park.
- Mr Litwin noted there is an accessible toilet at Yarramundi to which Mr Johnson added there is a path right down to the beach. It's accessible, but may require further improvements – these can be costed in the scope of works.
- Mr Aldrich advised that the disability equipment is the best option as it will have an immediate benefit.
- Councillor Williams suggested that Council submit an application for all the projects.
- Mr Aldrich suggested we apply for the one that fits the Guidelines the best.
- Ms Ang would like source funds for HDHS Occupational Therapists to develop User Guides for all outdoor equipment and suggested this be as a pending project.

MOTION:

RESOLVED on the motion of Ms Mary-Jo McDonnell, seconded by Mr Alan Aldrich.

Refer to **COMMITTEE RECOMMENDATION**

COMMITTEE RECOMMENDATION:

That:

- Ms Ang submit a proposal for installation of presented Accessible Outdoor Exercise Equipment through the Creating Liveable Communities Grant
- Mr Johnson prepare a scope of works for accessible pathway and amenities (car park, toilet) on South side of Yarramundi Reserve.
- Ms Ang work with Cultural Services staff to cost consultant to develop plan for access improvements to Cultural Services programs.

Mr Johnson left the meeting at 5.03pm.

ORDINARY MEETING
Reports of Committees

SECTION 3 - Reports for Determination

Item 1: HAIAC - Election of Chairperson and Deputy Chairperson - (124569, 96328)

Previous Item: 1, HAIAC (28 November 2013)

DISCUSSION:

- Mr Litwin advised that under the Committee Constitution, the position of Chairperson was required to be filled by a Councillor appointed representative. Councillor Calvert has given his apologies for this meeting, and as he has not indicated an interest in the position of Chairperson on the Committee, Councillor Williams indicated he would accept the position of Chairperson.

Councillor Williams was appointed as Chairperson.

- Mr Litwin called for nominations for the position of Deputy Chairperson, one nomination was received, being:

Mr Alan Aldrich	Nominated by Mr Desmond Crane Seconded by Ms Carolyn Lucas ACCEPTED
-----------------	---

RECOMMENDATION TO COMMITTEE:

That an election for the position of Chairperson and Deputy-Chairperson of the Hawkesbury Access and Inclusion Advisory Committee, for the September 2014 to September 2015 term of the Committee, be carried out.

COMMITTEE RECOMMENDATION:

RESOLVED on the motion of Mr Desmond Crane, seconded by Ms Carolyn Lucas.

That Councillor Leigh Williams be nominated as Chairperson, and Mr Alan Aldrich be nominated as Deputy Chairperson, of the Hawkesbury Access and Inclusion Advisory Committee for 2015.

The motion was carried and Councillor Leigh Williams was declared the Chairperson, and Mr Alan Aldrich was declared the Deputy Chairperson, of the Hawkesbury Access and Inclusion Advisory Committee for 2015.

Item 2: HAIAC - 2013/2014 Annual Report - Hawkesbury Access and Inclusion Advisory Committee - (124569, 96328)

RECOMMENDATION TO COMMITTEE:

That the information be received.

ORDINARY MEETING
Reports of Committees

COMMITTEE RECOMMENDATION:

RESOLVED on the motion of Ms Melanie Oxenham, seconded by Ms Carolyn Lucas.

That the information be received.

Item 3: HAIAC - Adoption and Implementation of Access and Inclusion Plan - (124569, 96328)

Previous Item: 5, 7 April 2011
7, 16 June 2011
11, 6 October 2011
17, 24 November 2011
23, 23 August 2012
5, 28 November 2013
1, 26 June 2014

DISCUSSION:

- The Committee agreed to prioritise actions in the Access and Inclusion Plan 2014 – 2017 to assist Council staff to allocate resources according to a priority listing.
- Committee members will review the Plan and number each action in the Focus Area tables (pages 11 – 17 in Plan) with 1 being of highest priority and the highest number being of lowest priority.
- Ms Ang requested that all priority ratings be returned by 7 November 2014 for collation.

RECOMMENDATION TO COMMITTEE:

That the Committee prioritise the actions within the Hawkesbury Access and Inclusion Plan 2014-2017 for progressive implementation over the next three years.

COMMITTEE RECOMMENDATION:

RESOLVED on the motion of Ms Debbie Court, seconded by Ms Carolyn Lucas.

That Committee prioritise the actions within the Hawkesbury Access and Inclusion Plan 2014-2017 by numbering each action in the Focus Area tables with 1 being the highest priority and the highest number being of lowest priority. Committee responses will be collated and reported back to the 27 November Committee meeting.

Item 4: HAIAC - Draft Disability Inclusion Regulation 2014 (124569, 96328)

DISCUSSION:

- Ms Oxenham suggested that the Draft Disability Inclusion Regulation 2014 and the Disability Act should both be reflected in the Hawkesbury Access and Inclusion Plan 2014-2017.

ORDINARY MEETING
Reports of Committees

RECOMMENDATION TO COMMITTEE:

That the information be received.

COMMITTEE RECOMMENDATION:

RESOLVED on the motion of Mr Alan Aldrich, seconded by Ms Mary-Jo McDonnell.

That the information be received.

SECTION 4 - General Business

Nil items were discussed.

The meeting terminated at 5:35pm.

Submitted to and confirmed at the meeting of the Hawkesbury Access and Inclusion Advisory Committee held on 28 November 2014.

oooO END OF REPORT Oooo

ORDINARY MEETING
Reports of Committees

ROC Local Traffic Committee - 10 November 2014 - (80245)

Minutes of the Meeting of the Local Traffic Committee held in the Large Committee Room, Windsor, on Monday, 10 November 2014 commencing at 3pm.

- Present:** Councillor Kim Ford (Chairman)
 Snr Constable Debbie Byrnes, NSW Police Force
 Mr James Suprain, Roads and Maritime Services
 Mr Steve Grady, Busways
- Apologies:** 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
 Ms Laurel Tweedie, Administrative Officer, Infrastructure Services
 Ms Judy Wong, Community Safety Coordinator
 Ms Jillian Bentham, Events Coordinator
-

RESOLVED on the motion of Councillor Kim Ford, seconded by Snr Constable Debbie Byrnes that the apologies be accepted.

SECTION 1 - Minutes

Item 1.1 Confirmation of Minutes

The Committee resolved on the Motion of Snr Constable Debbie Byrnes, seconded by Councillor Kim Ford that the minutes from the previous meeting held on Monday, 13 October 2014, be confirmed.

Item 1.2 Business Arising

There was no Business Arising from previous Minutes.

SECTION 2 - Reports for Determination

Item: 2.1 LTC - 10 November 2014 - Item 2.1 - Hawkesbury Triathlon Club Races, February to June 2015 - (Riverstone and Londonderry) - (80245, 89093)

REPORT:

Introduction:

An application has been received from the Hawkesbury Triathlon Club seeking approval (in traffic management terms) to conduct four Triathlon/Duathlon races between February and June 2015, utilising Deerubbin Park, Cornwallis, as a base area.

The event organiser has advised;

- The Triathlon and Duathlon Club races involve Swimming, Cycling and Running,
- The event has been held for over 15 years,

ORDINARY MEETING
Reports of Committees

- Maximum of 50 participants are expected,
- The event is a race,
- Approximately 20 spectators are expected,
- Event Schedule:
 - Sunday - February 08, 2015; Triathlon 7am to 10am,
 - Sunday - March 29, 2015; Triathlon 7am to 10am,
 - Sunday - April 26, 2015; Triathlon 7am to 10am,
 - Sunday - June 28, 2015; Duathlon 8am to 11am

- Event Description:

Triathlon:

Swim: 500 metres -Two laps within the Hawkesbury River,

Cycle: 20 kilometres -Two laps of the following route;

- Commencing at Deerubbin Park, Cornwallis, and entering Cornwallis Road,
- Travel along Cornwallis Road and turn left into Cupitts Lane,
- Travel along Cupitts Lane and turn left into Percival Street,
- Travel along Percival Street and turn left into Hawkesbury Valley Way - RMS road (Formerly Richmond Road),
- Travel along Hawkesbury Valley Way and turn left into Moses Street,
- Travel along Moses Street and turn left into Greenway Crescent,
- Travel along Greenway Crescent into Cornwallis Road and back to Deerubbin Park.

Run: 5 kilometres - Four laps (within Deerubbin Park and Cornwallis Road)

Duathlon:

Run: 2.5 kilometres - Two laps (within Deerubbin Park and Cornwallis Road),

Cycle: 20 kilometres - Similar to the Triathlon,

Run: 5 kilometres - Four laps (within Deerubbin Park and Cornwallis Road).

- No road closures are required,
- Road Marshalls will be positioned along the route,
- Approval for the use of Deerubbin Park has been provided by the Hawkesbury Sports Council Inc.

Refer to Attachment 1: Event Route Plan – Hawkesbury Triathlon and Duathlon Club Races 2015.

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.

The event organiser has submitted the following items in relation to the event: Attachment 2 (ECM Document No: 4979581):

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. Club Race Dates and the Event Route Plan for the 2015 events,
5. Copy of Insurance Policy which is valid to 30 June 2015, however does not include Hawkesbury City Council and the Roads and Maritime Services as Interested Parties.

COMMITTEE RECOMMENDATION:

RESOLVED on the motion of Snr Constable Debbie Byrnes, seconded by Mr James Suprain.

Support for the Recommendation: Unanimous Support.

That:

1. The approval conditions listed below relate only to matters affecting the traffic management of the event. The event organiser must obtain all other relevant approvals for this event. The event organiser must visit Council's web site, <http://www.hawkesbury.nsw.gov.au/news-and-events/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 Hawkesbury Triathlon and Duathlon Race events, utilising Deerubbin Park, Cornwallis, as a base area planned for;
 - Sunday - February 08, 2015; Triathlon 7am to 10am,
 - Sunday - March 29, 2015; Triathlon 7am to 10am,
 - Sunday - April 26, 2015; Triathlon 7am to 10am,
 - Sunday - June 28, 2015; Duathlon 8am to 11am,

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/site as part of the risk assessment considering the possible risks for all participants. This assessment should be carried out by visual inspection of the route/site by the event organiser prior to preparing the TMP and prior to the event;
- 4c. the event organiser is to obtain approval to conduct the event, from the NSW Police Force; **a copy of the Police Force approval to be submitted to Council;**
- 4d. the event organiser is to obtain approval from the Roads and Maritime Services - RMS (formerly RTA) as the event will traverse across Rickaby's Creek Bridge along Hawkesbury Valley Way; **a copy of the Roads and Maritime Services - RMS (formerly RTA) 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 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;
- 4f. as the event will traverse across Rickaby's Creek Bridge located along Hawkesbury Valley Way which is under the care and control of the Roads and Maritime Services - RMS (formerly RTA), the event organiser is to **submit to Council a copy of its Public Liability Policy** in an amount not less than **\$20,000,000 noting Council and the Roads and Maritime Services - RMS (formerly RTA) as interested parties on the Policy** and that Policy is to cover **both on-road and off-road activity;**
- 4g. As the event will traverse public roads and require traffic control, the event organiser is required to submit a Road Occupancy Application (ROA) to Council, with any associated fee, to occupy the road;
- 4h. the event organiser is to obtain the relevant approval to conduct the event along the Hawkesbury River from the Roads and Maritime Services - RMS (formerly NSW Maritime); **a copy of this approval to be submitted to Council;**
- 4i. the event organiser is to obtain written approval from Council's Parks and Recreation Section for the use of a Council Park/Reserve;

ORDINARY MEETING
Reports of Committees

- 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 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 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 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;

During the event:

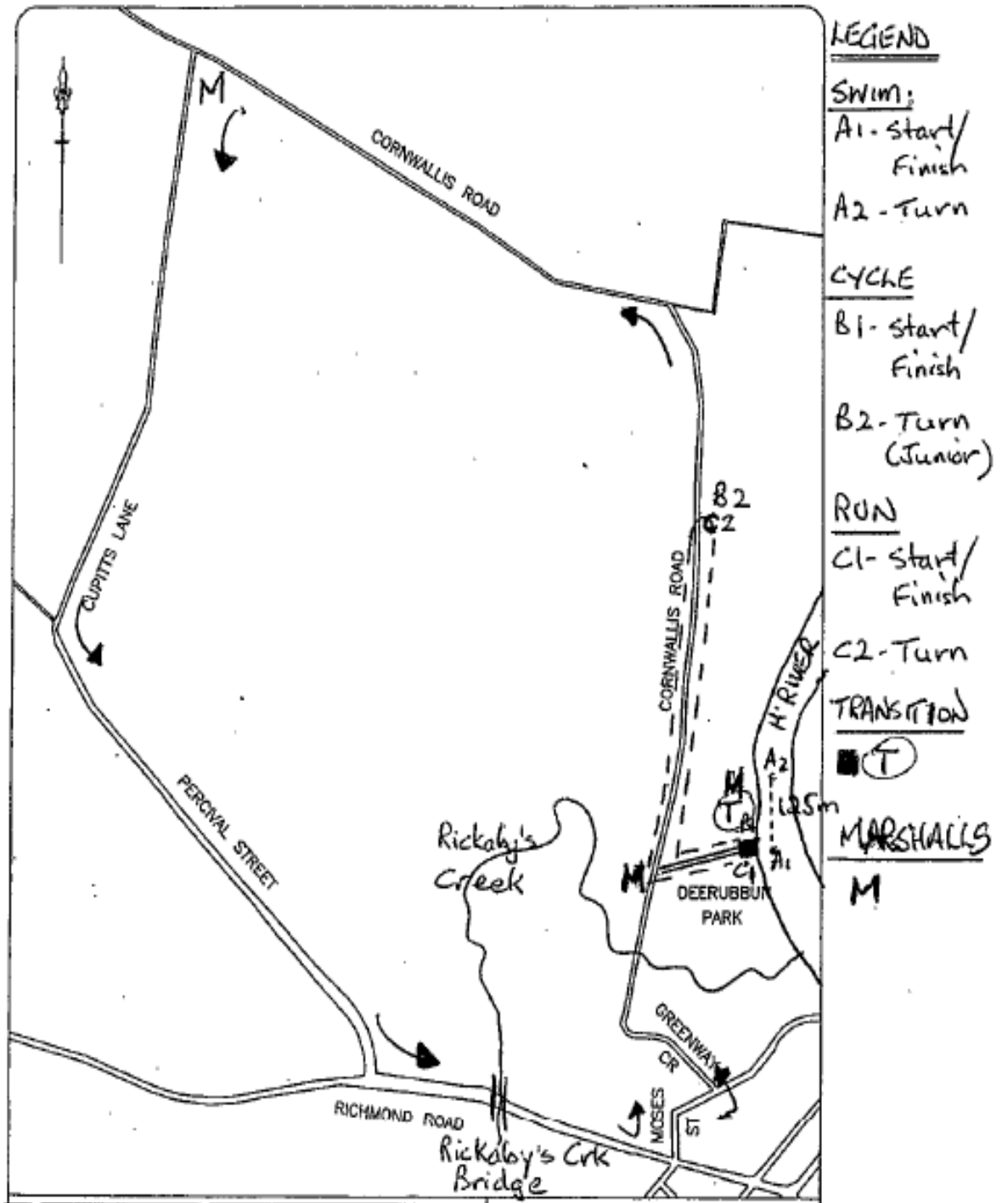
- 4o. access is to be maintained for businesses, residents and their visitors;
- 4p. a clear passageway of at least 4 metres in width is to be maintained at all times for emergency vehicles;
- 4q. all traffic controllers / marshals operating within the public road network or road related area, are to hold appropriate certification as required by the Roads and Maritime Services - RMS (formerly RTA);
- 4r. the runners and cyclists are to be made aware of and are to follow all the general road user rules whilst running and cycling on public roads;
- 4s. 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);
- 4t. the competitors and participants are to be advised of the traffic control arrangements in place, prior to the commencement of the event; and,
- 4u. 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 – Hawkesbury Triathlon and Duathlon Club Races 2015.

AT 2 Special Event Application - (ECM Document No. 4979581) - *distributed to committee members*

AT – 1 Event Route Plan – Hawkesbury Triathlon and Duathlon Club Races 2015



ORDINARY MEETING
Reports of Committees

Item: 2.2 LTC - 10 November 2014 - Item 2.2 - Hawkesbury Show 2015 - Hawkesbury Showground, Clarendon - (Londonderry) - (80245, 74207, 123265)

REPORT:

An application has been received from the Hawkesbury District Agricultural Association seeking approval (in traffic management terms) to conduct the Hawkesbury Show on 24, 25 and 26 April 2015, within the Hawkesbury Showground, Clarendon.

The event organiser has advised:

- The Hawkesbury Show is a major community event, featuring agricultural displays, rides, show bags, sideshows, business promotions and arts and craft shows that have been held at the showground for 128 years.
- The times for operation are proposed from 9am to 11:30pm for both Friday, 24 and Saturday, 25 April, and 9am to 5pm for Sunday, 26 April 2015.
- It is expected that the exhibitors and workers will start to arrive at the site from 7am daily and will come and go until 11:30pm on Friday and Saturday nights. The final pack-down of the Show will occur after the Sunday closing time of 5pm, with vehicular movements expected to continue up to 8pm.
- The showground is located on Racecourse Road, with the Hawkesbury Racecourse and the Clarendon Railway Station located opposite.
- The event is expected to attract approximately 50,000 visitors over the three days it will operate.
- It is estimated approximately 26% of the total number of visitors will attend the show on Friday, 42% will attend the show on Saturday and 32% will attend the show on Sunday.
- It is anticipated that most visitors (an estimated 85%) will travel by car. They will park within the Hawkesbury Showground car parking area, the UWS Hawkesbury Campus/Clarendon paddock, the Hawkesbury Equestrian Centre, or in the road reserve areas of Hawkesbury Valley Way and Racecourse Road and walk to one of the pedestrian entry gates.
- Patrons travelling by train will use the Gate 1 access – which is located at the northern point of the Showground.
- Two dedicated “pedestrian crossing points” are to be established in Racecourse Road and one across the vehicular access to the Racecourse.
- The majority of the visitors will park within the Hawkesbury Showground in the dedicated “Hawkesbury Showground Car Park” adjacent to the western boundary of the showground; access through Gate 5. This will prevent the queuing of vehicles along Racecourse Road.
- It is expected that approximately 20,000 vehicles will travel to this area during the three days of the Show.
- Parking is available for more than 20,000 vehicles each day.
- It is expected that there will be some impact on traffic during the opening hours and for one to two hours before and after closing times. The impact generally will be in the form of minor traffic delays in the vicinity of the site, as vehicles enter and leave the event, and negotiate the intersections with adjoining roads, with moderate delays expected during peak traffic times.

ORDINARY MEETING
Reports of Committees

- Traffic from the internal car park of the Showground will be directed onto Blacktown Road.
- Traffic departing the Hawkesbury Racecourse car park during peak periods will be directed right onto Racecourse Road to Hawkesbury Valley Way.
- Mobile VMS Units will be erected on Blacktown Road, South Windsor and Kurrajong Road, Richmond notifying motorists of the alternative routes to the showground via Racecourse Road off Blacktown Road.
- Certified RMS Traffic Controllers are to be used at all intersecting points with additional Traffic Controllers being available as required to direct traffic.
- Application has been made with the Roads and Maritime Services - RMS (formerly RTA) for the following speed limit reductions to improve safety around the event precinct;
 - Hawkesbury Valley Way, speed reduction from 70/80km/h to 40km/h: between Percival Street and Hobart Street.
 - Racecourse Road, speed reduction from 60km/h to 40km/h: between Hawkesbury Valley Way and Rickaby Street.
 - Blacktown Road, speed reduction from 80km/h to 60km/h: between Bourke Street and Racecourse Road.

Discussion

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

Considerable pedestrian movements are expected along Racecourse Road. It is likely that visitors to the Show may park in the road reserve areas of Racecourse Road and Hawkesbury Valley Way as well as the parking areas within the Showground, Clarendon Paddocks and the Hawkesbury Equestrian Centre.

Traffic congestion is likely to be concentrated in Hawkesbury Valley Way, from where the majority of vehicles will queue to enter Racecourse Road, and in Racecourse Road, as vehicles queue to enter parking areas. To improve traffic and pedestrian safety around the event precinct, the event organiser has applied to the Roads and Maritime Services - RMS (formerly RTA) for the following speed limit reductions:

- Hawkesbury Valley Way, speed reduction from 70/80km/h to 40km/h: between Percival Street and Hobart Street.
- Racecourse Road, speed reduction from 60km/h to 40km/h: between Hawkesbury Valley Way and Rickaby Street.

It is likely that some vehicles, to avoid the congestion at Hawkesbury Valley Way, will travel towards the showground along Racecourse Road from the Blacktown Road intersection.

Delays are likely to occur when vehicles are leaving the site during peak times, as vehicles queue to enter Hawkesbury Valley Way from Racecourse Road. The majority of traffic will be directed from the main internal dedicated parking area within the showground, exiting onto Blacktown Road through the University of Western Sydney, Hawkesbury Campus property. To enable the exit into Blacktown Road to work effectively, an application has been made to the Roads and Maritime Services - RMS (formerly RTA) by the event organiser for the speed limit in Blacktown Road to be reduced from 80km/h to 60km/h between Bourke Street and Racecourse Road during the event.

ORDINARY MEETING
Reports of Committees

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 impact on major traffic and transport systems and there may be significant disruption to the non-event community.

The event organiser has submitted the following items in relation to the event: Attachment 1 (ECM Document No: 4983368):

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 31 January 2015,
6. Copy of the Road Occupancy License Application and Speed Zone Authorisation Application forms submitted to RMS.

COMMITTEE RECOMMENDATION:

RESOLVED on the motion of Mr James Suprain, seconded by Snr Constable Debbie Byrnes.

Support for the Recommendation: Unanimous Support

That:

1. The approval conditions listed below relate only to matters affecting the traffic management of the event. The event organiser must obtain all other relevant approvals for this event. The event organiser must visit Council’s web site, <http://www.hawkesbury.nsw.gov.au/news-and-events/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 Hawkesbury Show 2015 planned for 24, 25 and 26 April 2015, within the Hawkesbury Showground, Clarendon, 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 Recreation's web site at <http://www.dsr.nsw.gov.au>; additionally council has an events template which can be provided to assist in identifying and controlling risks);
- 4b. the event organiser is to assess the risk and address the suitability of the entire site as part of the risk assessment considering the possible risks for all participants. This assessment should be carried out by visual inspection of the site by the event organiser prior to the event;
- 4c. the event organiser is to obtain approval to conduct the event, from the NSW Police Force; **a copy of the Police Force approval to be submitted to Council;**
- 4d. the application including the **TMP and the associated TCP is to be submitted to the** Transport Management Centre – TMC for authorisation as this is a Class 1 event.
- 4e. the event organiser is to obtain approval from the Transport Management Centre – TMC as this is a "**Class 1**" event which will have a traffic impact on both Hawkesbury Valley Way and Blacktown Road (state roads) as well as the proposed temporary speed reductions required for the following roads;
- Hawkesbury Valley Way, speed reduction from 70/80km/h to 40km/h: between Percival Street and Hobart Street,
 - Racecourse Road, speed reduction from 60km/h to 40km/h: between Hawkesbury Valley Way and Rickaby Street,
 - Blacktown Road, speed reduction from 80km/h to 60km/h: between Bourke Street and Racecourse Road
- a copy of the Transport Management Centre – TMC approval to be submitted to Council;**
- 4f. the event organiser is to **submit to Council a copy of its Public Liability Policy** in an amount not less than **\$20,000,000 noting Council, the Transport Management Centre (TMC) 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 requires traffic control on public roads, the event organiser is required to submit a Road Occupancy Application (ROA) to Council, with any associated fee, to occupy the road;
- 4h. the event organiser is to obtain approval from the respective Land Owners for the use of their land for the event; **a copy of this approval to be submitted to Council;**

ORDINARY MEETING
Reports of Committees

- 4i. the event organiser is to advertise the event in the local press stating the entire extent of the event, including the proposed traffic control measures and the traffic impact/delays expected, due to the event, two weeks prior to the event; **a copy of the proposed advertisement to be submitted to Council** (indicating the advertising medium);
- 4j. 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**;
- 4k. 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**;
- 4l. 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**;
- 4m. 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:

- 4n. access is to be maintained for businesses, residents and their visitors;
- 4o. a clear passageway of at least 4 metres in width is to be maintained at all times for emergency vehicles;
- 4p. all traffic controllers / marshals operating within the public road network or road related area, are to hold appropriate certification as required by the Roads and Maritime Services - RMS (formerly RTA);
- 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) and the Transport Management Centre (TMC) 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 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. 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** Special Event Application - (ECM Document No. 4983368) - *distributed to committee members.*

SECTION 3 - Reports for Information

Item: 3.1 LTC - 10 November 2014 - Item 3.1 - Local Traffic Committee 2015 Calendar - (Hawkesbury, Londonderry, Riverstone) - (80245)

REPORT:

The current format for the Local Traffic Committee (LTC) meetings is to meet on the second Monday of the month, commencing at 3pm in the Large Committee Room, Council Offices at 366 George Street, Windsor.

Proposed is a list of dates, outlined below, for 2015 in the current Monday format (second Monday of the month) with the exception of June which is proposed to be held on the third Monday due to the Queen's Birthday public holiday on 08 June 2015.

- 12 January 2015
- 09 February 2015
- 09 March 2015
- 13 April 2015
- 11 May 2015
- 15 June 2015 (third Monday due to Queen's Birthday Holiday on 08 June 2015)
- 13 July 2015
- 10 August 2015
- 14 September 2015
- 12 October 2015
- 09 November 2015

COMMITTEE RECOMMENDATION:

RESOLVED on the motion of Snr Constable Debbie Byrnes, seconded by Mr James Suprain.

Support for the Recommendation: Unanimous Support.

That the 2015 Local Traffic Committee Meetings be undertaken from January to November on the second Monday of the month with the exception of June which will be undertaken on the third Monday.

APPENDICES:

There are no supporting documents for this report.

ORDINARY MEETING
Reports of Committees

Item: 3.2 LTC - 10 November 2014- Item 3.2 - RMS Advice on Proposed Speed Limit changes to Blaxlands Ridge Road, Blaxlands Ridge - (Hawkesbury) - (80245, 123265)

REPORT:

Advice has been received from the Roads and Maritime Services (RMS) indicating that a review of the existing 100 km/h speed limit along Blaxlands Ridge Road between Roberts Creek Road and Putty Road has been undertaken. The information provided by the RMS in part is listed below (ECM Document No. 4997537).

“RMS has reviewed the 100 km/h speed limit on Blaxlands Ridge Road for a length of 5.7 km between 50 metres east of Roberts Creek Road and Putty Road, Blaxlands Ridge. Due to the horizontal bends and pavement width, RMS will decrease the speed limit to 80 km/h.

The new signs and markings are expected to be installed from Friday 21 November 2014, weather permitting and will be operational from this date.”

Details of the proposed speed limit change is outlined in Attachment 1.

COMMITTEE RECOMMENDATION:

RESOLVED on the motion of Snr Constable Debbie Byrnes, seconded by Councillor Kim Ford.

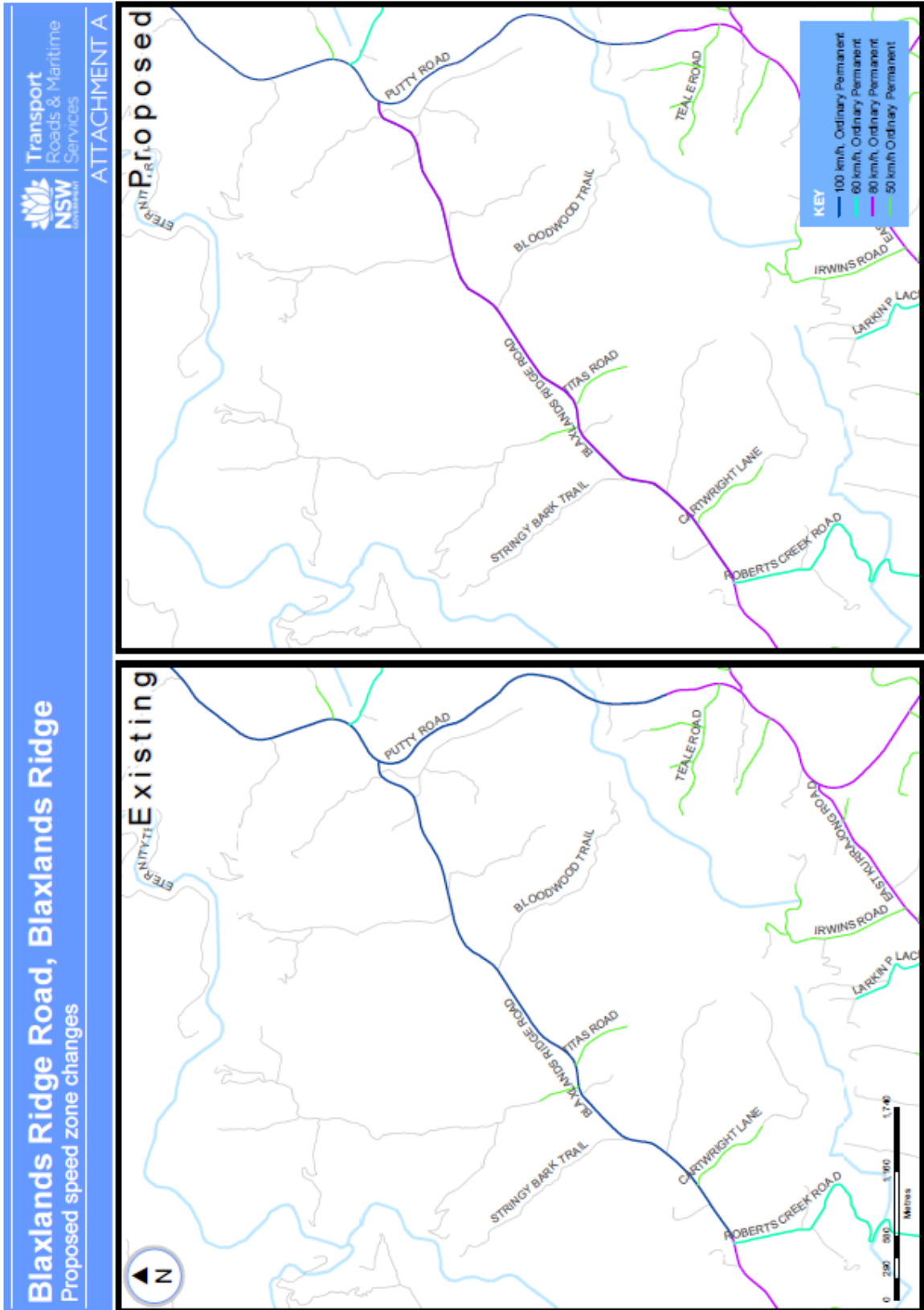
Support for the Recommendation: Unanimous Support.

That the information be received.

APPENDICES:

AT - 1 Plan of Proposed Speed Zone Changes – Blaxlands Ridge Road, Blaxlands Ridge.

AT - 1 Plan of Proposed Speed Zone Changes – Blaxlands Ridge Road, Blaxlands Ridge



SECTION 4 - General Business

Item: 4.1 LTC - 10 November 2014 - Item 4.1 - Proposed changes to the School Bus Zone and No Parking zone in Buckingham Street, Pitt Town adjacent to Pitt Town Public School (Hawkesbury) - (80245, 36556, 125358)

REPORT:

Mr C Amit advised the Committee that a request has been received for the Principal of Pitt Town Public School, requesting the relocation of the exiting 'School Bus Zone' as well as replacing the existing 'School Bus Zone' with a 'No Parking' zone along the northern side of Buckingham Street, Pitt Town, adjacent to the existing Children's Crossing. The issue relates to the existing 'School Bus Zone' being too close to the Children's Crossing as well as not being sufficient in length to accommodate the number of Buses utilising the zone. The provision of the 'No Parking' zone to replace the 'School Bus Zone' will also provide additional kerb length for parents to utilise to drop off and pick up students.

The existing 'School Bus Zone' is 16 metres in length and is located on the northern side of Buckingham Street, east of the 'No Stopping' zone to the Children's Crossing. Further east to the 'School Bus Zone' is a 'No Parking' zone for a distance of 28 metres. Converting the 'School Bus Zone' to a 'No Parking' zone will provide an additional 16 metres of length to the existing 28 metre 'No Parking' zone.

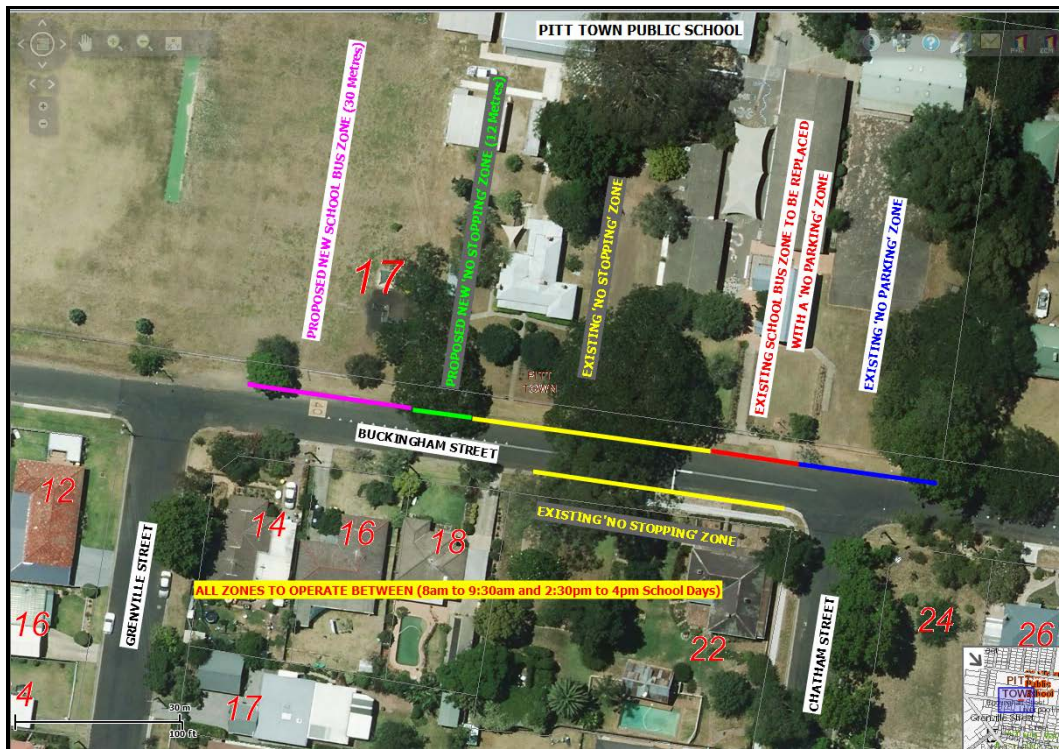
In addition to relocating the existing 'School Bus Zone', it is proposed to extend the exiting 'No Stopping' zone on the northern side of Buckingham Street at the western end of the Children's Crossing by 12 metres which will take it across the driveway access to the School by 6 metres and improve ingress and egress at the driveway. The new 'School Bus Zone' is proposed to commence from this westerly point and extend for a distance of 30 metres in a westerly direction. The required length of 30 metres for the new 'School Bus Zone' has been on the advice of Busways.

As part of the review of signs in the vicinity of the School along Buckingham Street between Grenville Street and Chatham Street, it is proposed that the operating times for all parking restriction signs be changed from (8am to 9am and 2pm to 3pm) to (8am to 9:30am and 2:30pm to 4pm) – School days. The changes to the operating times will be in keeping with the operation times of the School Zone.

The Principal is in favour of these changes as there will be improvements to safety with minimal effect to the loss of parking in the vicinity of the School. The Principal will communicate the proposed changes to the School Community through the School newsletter.

The Committee members supported the proposed changes to the 'School Bus Zone', 'No Stopping' zone and 'No Parking' zone as well as standardising the operation times for the parking restrictions, to be in line with the School Zone operating times.

ORDINARY MEETING
Reports of Committees



COMMITTEE RECOMMENDATION:

RESOLVED on the motion of Snr Constable Debbie Byrnes, seconded by Councillor Kim Ford.

Support for Recommendation: Unanimous Support

That the following changes to the parking restrictions along Buckingham Street adjacent to Pitt Town Public School located at No 17 Buckingham Street, Pitt Town be undertaken:

1. The operating times for parking restriction signs along Buckingham Street between Grenville Street and Chatham Street be changed from the current (8am to 9am and 2pm to 3pm School Days) to (8am to 9:30am and 2:30pm to 4pm School Days).
2. The existing School Bus Zone (16 metres) on the northern side of Buckingham Street, east of the Children's Crossing, be changed to a 'No Parking' zone (8am to 9:30am and 2:30pm to 4pm School Days)
3. The existing No Stopping zone on the northern side of Buckingham Street, west of the Children's Crossing be extended at its westerly point by 12 metres, in a westerly direction (effectively six metres west of the adjacent driveway).
4. That a School Bus Zone (8am to 9:30am and 2:30pm to 4pm School Days) be provided on the northern side of Buckingham Street commencing from the new extended point of the No Stopping zone six metres west of the driveway to the School and extending for a distance of 30 metres in a westerly direction.

APPENDICES:

There are no supporting documents for this report

ORDINARY MEETING
Reports of Committees

Item: 4.2 LTC - 10 November 2014 - Item 4.2 - Update on the Intersection of March Street and East Market Street, Richmond (Londonderry) - (79958, 123265)

Previous Item: Item 3.4 LTC (15/03/06)
Item 4.4 LTC (18/06/08)
Item 4.1 LTC (19/11/08)
Item 4.1 LTC (14/01/09)
Item 4.2 LTC (09/09/13)

REPORT:

Councillor Kim Ford tabled correspondence on behalf of Councillor Lyons-Buckett relating to traffic issues at the Intersection of March Street and East Market Street. The correspondence highlighted that the sign posting at the intersection is directing drivers to Blacktown (March Street West into East Market Street South) and to use this intersection, however there is no turning signal. It would be more appropriate to have the traffic turn right at the intersection of March Street and Bosworth Street and then left into Lennox Street to head towards Blacktown.

Mr C Amit advised the Committee that following representations by both Council and the member for Londonderry, RMS have advised that reconfiguration of the Traffic Control Signals at East Market Street and March Street will be undertaken to provide a turning phase which includes a "leading right turn" phase (March Street West into East Market Street South). The advice from RMS is at this stage the works should be undertaken in December 2014, subject to construction/contractor issues. In regard to the direction of traffic to use Bosworth street, this has also been the subject of representations to RMS however this would result in traffic from the Classified road network being explicitly directed to the Council managed road (Lennox Street, between Bosworth Street and East Market Street). This would require a reclassification of the road network to transfer responsibilities to RMS. There are potentially a number of other issues that would flow from this including the impact of additional traffic on existing residential and school uses. Council will continue to seek a review of the classification when both broader state wide reviews are undertaken as well as part of reviews of improvement to the regional traffic network.

Mr J Suprain advised the Committee that RMS is proposing to install a "leading right turn" phase at the intersection of March and East Market Street for vehicles turning right from March Street (heading east) into East Market St (south). This will alleviate through traffic delays at the intersection for vehicles wanting to head eastbound (that get caught behind the right turning vehicles). The impact of this change is that it may increase the delay for vehicles heading westbound along March Street. RMS have committed to have this implemented by the end of 2014.

COMMITTEE RECOMMENDATION:

RESOLVED on the motion of Councillor Kim Ford, seconded by Snr Constable Debbie Byrnes.

Support for Recommendation: Unanimous Support

That information be received.

APPENDICES:

There are no supporting documents for this report.

ORDINARY MEETING
Reports of Committees

SECTION 5 - Next Meeting

The next Local Traffic Committee meeting will be held on Monday, 12 January 2015 at 3pm in the Large Committee Rooms.

The meeting terminated at 4:10pm.

oooO END OF REPORT Oooo

ORDINARY MEETING
Reports of Committees

ORDINARY MEETING
Questions for Next Meeting

QUESTIONS FOR NEXT MEETING

Councillor Questions from Previous Meeting and Responses - (79351)

REPORT:

Questions - 11 November 2014

#	Councillor	Question	Response
1	Calvert	Enquired as to the outcomes of the community consultation held on 1 October 2014 at North Richmond, regarding the river crossing at Navua Reserve and following from the consultation, will other options be considered.	The Director City Planning advised that the consultation was undertaken by the developer as part of their responsibilities under the VPA. This requires the developer to prepare the necessary documents to make application for a crossing prior to the release of the 121 st lot. The preparation of these documents requires the consideration of options and they were proposed at that consultation. When the application is made for the crossing, the options will be assessed.
2	Calvert	Requested that the Navua Reserve receive some maintenance to the overgrown vegetation and clean up the dumped rubbish.	The Director Infrastructure Services advised that instructions have been issued for the maintenance of overgrown vegetation and clean-up of dumped rubbish in Navua Reserve.
3	Calvert	Enquired if the proposed river crossing at Navua Reserve has a five tonne load limit and if such a limit would allow the bridge to service everyday traffic needs.	The Director City Planning advised that the purpose of the additional crossing is to provide for "predominately passenger vehicle traffic and light industrial vehicles" (TMAP, p46). In this regard, it is not proposed to be an alternate route for heavy vehicles using Bells Line of Road, nor is it intended to provide a flood free access (albeit it will improve flood access). As a traffic control measure, it is proposed that the route and crossing will have a five tonne load limit. However, that limit would not prevent vehicles delivering goods to the locality or, if required, the route to be used as a local bus route.

ORDINARY MEETING

Questions for Next Meeting

#	Councillor	Question	Response
4	Lyons-Buckett	Requested an update on the shipping container located at 64 Grandview Lane, Bowen Mountain.	The Director City Planning advised whilst building works continue on the site, the container can remain as exempt development.

oooO END OF REPORT Oooo

ORDINARY MEETING
CONFIDENTIAL REPORTS

CONFIDENTIAL REPORTS

Item: 233 **GM - Property Matter - Acquisition of Further Land at Pitt Town - (79351, 87959) CONFIDENTIAL**

Previous Item: 127, Ordinary (10 July 2012)
 15, 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)(c) of the Act as it relates to details concerning the sale and/or purchase of property by the Council and it is considered that the release of the information would, if disclosed, confer a commercial advantage on a person or organisation with whom the council is conducting (or proposes to conduct) business and, therefore, if considered in an open meeting would, on balance, be contrary to the public interest.

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

ORDINARY MEETING
CONFIDENTIAL REPORTS

Item: 234 **IS - Tender No. 00951 - Mowing and Trimming of Active Recreation Areas, Sports Fields and Ovals - (95495, 79354, 63511) CONFIDENTIAL**

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 details concerning tenders for the supply of goods and/or services to Council and it is considered that the release of the information would, if disclosed, confer a commercial advantage on a person or organisation with whom the Council is conducting (or proposes to conduct) business and, therefore, if considered in an open meeting would, on balance, be contrary to the public interest.

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

ORDINARY MEETING
CONFIDENTIAL REPORTS

Item: 235

IS - Tender No. 00952 - Air Conditioning Maintenance - (95495, 79340)
CONFIDENTIAL

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 details concerning tenders for the supply of repainting 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

end of
business
paper

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