

HAWKESBURY CITY COUNCIL GENERAL PURPOSE COMMITTEE



Where People Make the Difference!

BUSINESS PAPER

DATE OF MEETING: 28 June 1994

LOCATION: Council Chambers

TIME: 9:30am

This business paper has been reproduced 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.

*"To protect and enhance the unique,
historical and environmental features
of the Hawkesbury Region
whilst encouraging planned development
and providing services
appropriate to the needs of the
wider community."*

MISSION STATEMENT:

HAWKESBURY CITY COUNCIL

How Council Operates...

Hawkesbury City Council fully supports the involvement and participation of local residents in issues which affect the City.

The twelve Councillors who represent Hawkesbury City are elected at local government elections held every four years. Voting at these elections is compulsory for residents who are aged eighteen years and over and who reside permanently in the City.

The Ordinary Meeting of Council meets on the second Tuesday of each month at 7.30pm. Two weeks before the Ordinary Meeting, the General Purpose Committee meets at 9.30am to consider activities in the areas of works, finance, and planning and development. Both of these meetings are open to the public.

Meeting Procedure...

The role of the General Purpose Committee Meeting is to make recommendations about issues put forward in the areas of works, finance, and planning and development. These recommendations are then forwarded to the Ordinary Meeting of Council, two weeks later, for adoption or final decision. The Ordinary Meeting also considers other matters of general business as appropriate.

The Mayor is Chairperson of both the Ordinary and General Purpose Committee.

Public Participation...

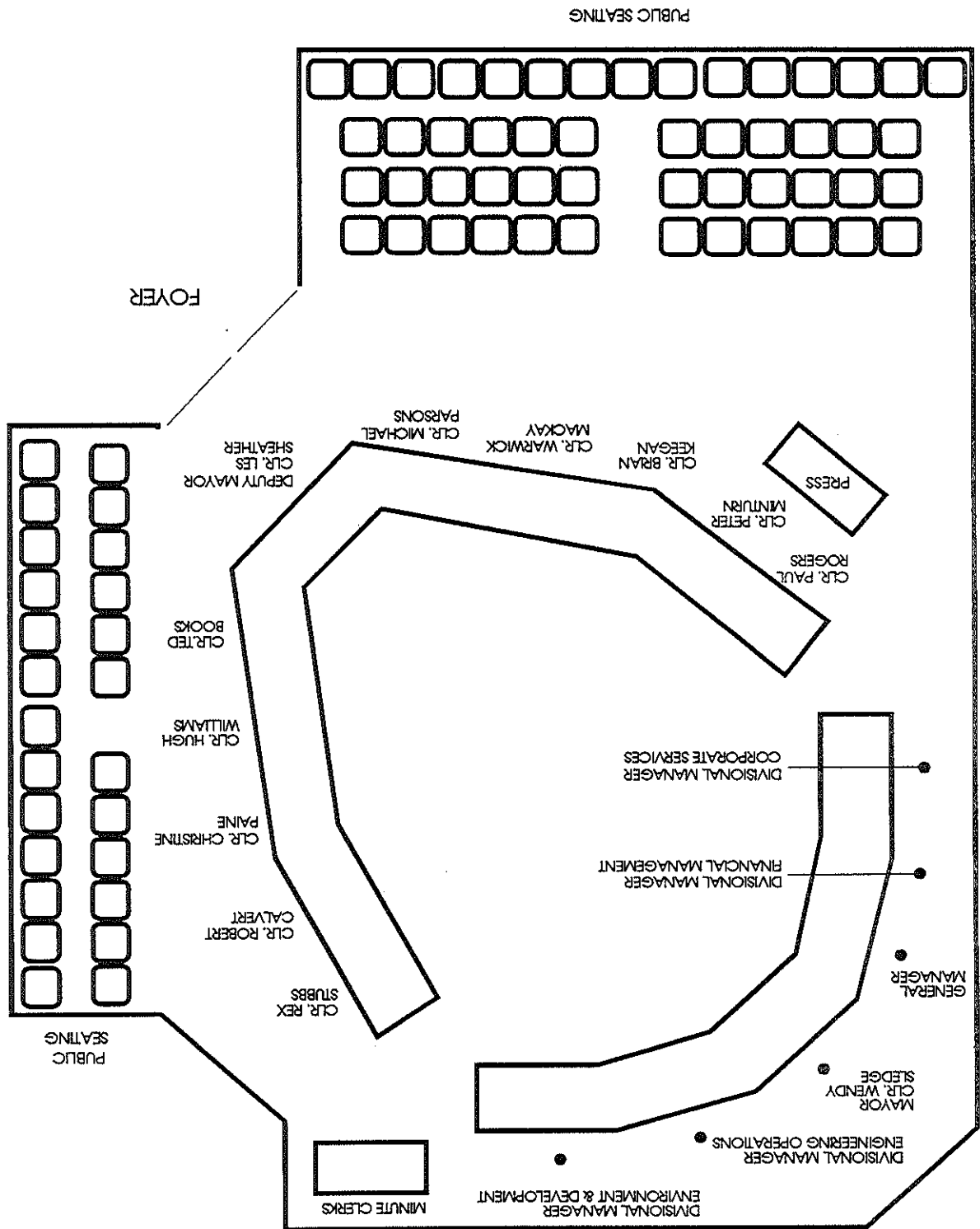
Members of the public can request to speak about a matter that is before the Council at the General Purpose Committee Meeting. The Mayor will invite interested persons to address the Committee when the matter is being considered.

Residents are encouraged to attend the Ordinary Meeting to observe the proceedings of the meeting from the public gallery. There is provision at the conclusion of the agenda for members of the public to ask questions of Council.

A Point of Interest...

Voting on matters for consideration is operated electronically. Councillors have in front of them both a 'Yes' and a 'No' button with which they cast their vote. The results of the vote are displayed on the electronic voting board above the Minute Clerk. This is a recent innovation in Australian local government pioneered by Hawkesbury City Council.

COUNCIL CHAMBERS



GENERAL PURPOSE COMMITTEE
Business
Meeting Date: 28 June 1994

AGENDA

- APOLOGIES.
- CONFIRMATION OF MINUTES.
- SECTION 1 - ENVIRONMENT.
- SECTION 2 - INFRASTRUCTURE.
- SECTION 3 - ORGANISATION AND RESOURCES.
- NEXT MEETING.

Minutes of the Meeting of the General Purpose Committee held at the Council Chambers, Windsor on May 31, 1994 commencing at 9.30 a.m.

PRESENT : Councillor W J Sledge, Mayor, and Councillors H J M Books, R G Calvert, P J Mintum, C A Paine, M G Parsons, P E Rogers, L C Sheather, R P Stubbs and H Williams.

Apologies for absence were received from Councillors B N Keegan and W J Mackay.

RESOLVED on the motion of Councillor R G Calvert seconded by Councillor R P Stubbs that the apologies be accepted.

RESOLVED on the motion of Councillor R G Calvert seconded by Councillor P E Rogers that the Minutes of the General Purpose Committee Meeting held on 26 April, 1994, be confirmed.

Councillor C A Paine arrived at the meeting at 9.40 a.m., Councillor M G Parsons at 11.34 a.m. and Councillor H J M Books at 11.36 a.m.

Councillor R P Stubbs left the meeting at 1.40 p.m.

The following recommendations were passed as resolutions of the Committee:

SECTION 1 - ENVIRONMENT

1. TOURIST FACILITY - ALPACA DISPLAY - LOT 1 DP833992 N° 159 AVOCA ROAD, GROSE WOLD - APPLICANT: MR & MRS J ROTNE. DA83/94/EVD

Mrs Rotne, the applicant, addressed the Committee.

A report come to the Ordinary Meeting in relation to the changed proposal that was submitted.

2. ABATTOIR ALTERATIONS - LOT 1 DP741444 N° 62 KING ROAD, WILBERFORCE - APPLICANT: MRS A DIASINOS. DA52/94/EVD

Mrs A Diasinos, the applicant, and Mrs Moore, Mrs Kentwell and Mrs Newsham, objectors, addressed the Committee.

The General Manager read to the meeting, late letters of support received from the Wilberforce United Soccer Club, M. Algie of 66 King Road Wilberforce, Sandra Binks of Wilberforce, Leonie Brown, and a petition signed by staff of DPS Abattoirs Pty Ltd.

A site inspection be carried out.

The Committee inspected the site at 3.15 p.m. Councillors present at the inspection were Councillor W J Sledge, Mayor and Councillors H J M Books, R G Calvert, P J Minium, C A Paine, M G Parsons, P E Rogers, and L C Sheather.

The applicant and representatives of the residents addressed the Committee on site.

1. The application be approved with appropriate conditions to be reported to the Ordinary Meeting of Council on the basis that a period of 6 (six) months be provided for the completion of the construction works with the proposed wall area to be provided along three sides of the structure abutting the roof area with a concrete floor.

2. A further report be submitted with regard to the ponding of water on the site.

3. A Community Committee be established with representatives of both the industry, the residents, a Councillor and appropriate Council staff with the purpose of monitoring the operations of the development.

3. FOUR STOREY RESIDENCE - LOT 944 DP830425 DURHAM GROVE, WINDSOR DOWNS - APPLICANT: S A & B G ALOI
BA366/94/EVD

Mr Aloï, the applicant, addressed the Committee.

The application be approved with appropriate conditions.

4. HAWKESBURY SPORTING CLUB LIMITED - ADDITIONS - LOT 1 DP236602 & LOT 1 DP536078 BEAUMONT AVENUE, NORTH RICHMOND, DA71/94/EVD

Councillor P E Rogers declared an interest in this matter.

This is Page of the Minutes of the GENERAL PURPOSE COMMITTEE MEETING of the HAWKESBURY SHIRE COUNCIL held at the Council Chambers, Windsor on 31 MAY, 1994.

Mr H Wilkinson, Chief Executive Officer of the Hawkesbury Sporting Club, addressed the Committee.

- A. Council support the applicant's objection pursuant to State Environmental Planning Policy № 1, increasing the allowable floor space of Clause 52 of the Environmental Planning and Assessment Regulations 1980 from 10% to 45%.

B. Consent be granted subject to the following conditions:-

1. Provision of a minimum of 180 (one hundred and eighty) off-street parking spaces with the additional spaces to be provided along the eastern side of the driveway between the rear of the parking area and the rear of the factory building. Full details to accompany the building application.
2. Construction of Council's standard heavy duty footway and layback vehicular crossing to suit the access to the site.
3. Removal of the existing redundant layback crossing and replacement with concrete kerb and gutter and the restoration of the footway area.
4. Design and construction of site drainage shall be carried out in accordance with Council's Guidelines for Stormwater Drainage Requirements for Commercial, Industrial and Medium Density Developments. Full details of works shall be submitted for approval with the building application. On-site detention shall be provided to maintain all stormwater discharges, including that from car park areas, up to the 1 : 100 year storm at predevelopment levels.
5. Submission of a building application, plans and specifications complying with the Building Code of Australia.
6. Parking shall be provided for 180 (one hundred and eighty) vehicles in accordance with Council's Regulations and Parking Policy. Parking spaces, accessways and aisles to conform to Council's Development Control Plan and to be constructed, drained, sealed and marked. Full details of works shall be submitted for approval with the building application.
7. Provision of adequate loading and unloading facilities to cater for the proposed use of the land.

8. Adequate and suitable solid garbage/trade waste storage facilities shall be provided on the premises, including the recycling of aluminium cans and glass bottles. Separate details indicating the location, type and construction of such facilities shall be lodged with Council concurrently with the building application.

9. Screen walls are to be provided to screen open yard activities and are to be of an approved design, details of which are to be submitted with the building application.

10. The development shall be conducted in such a manner so as not to interfere with the amenity of the neighbourhood in respect of noise, vibration, smell, dust, waste water, waste products or otherwise. Patrons when leaving the Club after sunset, to exit only using the main foyer doors.

11. All land not required to be sealed is to be landscaped in accordance with a plan of landscaping which is to be submitted for Council's consideration and approval concurrently with the building application.

12. No signs shall be displayed on the footpaths, pedestrianways, roadways or in the vicinity.

13. The development shall be carried out in accordance with Plan No. 1089-93 DA1/3, DA2/3 and DA3/3, dated April 1994, prepared by John Nicholas and Partners Pty Ltd.

14. Erosion control measures such as hay bales or geotextile silt traps are to be provided during construction to stop silt, rubbish or debris from leaving the property. Details shall be submitted for consideration prior to the works commencing.

5. BUILDING FRAME STORAGE - LOT 1 DP716112 N° 154 FAIREY ROAD, SOUTH WINDSOR - APPLICANT: SAL R CRINO & ASSOCIATES PTY LTD. DA105/94/EVD

A. The application be approved subject to the following conditions:-

1. The development shall be carried out generally in accordance with Plan N° 934019 dated April 1994.

This is Page of the Minutes of the GENERAL PURPOSE COMMITTEE MEETING of the HAWKESBURY SHIRE COUNCIL held at the Council Chambers, Windsor on 31 MAY, 1994.

2. The development shall be suitably covered at all times to minimise visual impact within 1 (one) month from the date of this consent. Full details shall be submitted for consideration prior to implementation.

3. The area surrounding the building materials shall be maintained so as not to become overgrown with vegetation.

4. The applicant pay the appropriate sewer charges which are indicated in (1) and (2).

5. The applicant seal the road to the entrance of their property.

B. The Council resolution in relation to the sewer carrier mains be amended as follows:-

1. That the Council fix a levy covering the construction of the sewer carrier main serving Lot 1 DP716112 of \$47,630 indexed in accordance with changes in the CPI from 30 June 1990, to the date of payment. The levy to be paid at the time of subdivision, or development, whichever occurs first. This levy to be in addition to the sewer headwork charge and sewer reticulation costs for any subdivision or development.

2. In consideration of the developers of Lot 5 DP264159 constructing the carrier main from Lot 5 to the sewer pumping station in accordance with plans and specifications approved by the Manager of Engineering Services, Council pay any levy received from the subdivision or development, of Lot 1 DP716112 including any CPI adjustments to the developer. The agreement to remain in force for 8 years from the date of Council's resolution and at the expiration of which, becomes void with no payments required."

6. REZONING PROPOSAL - TRUCK SALES AND SERVICE CENTRE - LOT B DP411701 № 130 WINDSOR ROAD, MCGRATHS HILL - BASTIAN SALES PTY LTD, LEP4/94/EVD

Mr N Kennan addressed the Committee on behalf of the applicant.

Mr Kennan tabled a letter at the meeting from his client, Bastian Sales Pty.Ltd.

Council not support the preparation of a draft local environmental plan to permit the establishment of a motor showroom on the site.

7. MULGRAVE ROAD, MULGRAVE - R & N TOLSON. P1362/445 PT2/EVD

Mr R Tolson, applicant; Mr R Ingliss; Dr R Kay - Waste Water Treatment in the School of Engineering - University of Sydney addressed the Committee on behalf of the applicant. Mr B McKeown, Principal, Windsor Primary School; Mr Booth, resident of Bligh Park; and Mr B Sneddon, resident of 113 Church Street, South Windsor, addressed the Committee as objectors.

The General Manager read late correspondence received from Mr B Sumar of 12 Balmain Road, McGraths Hill, to the Committee.

- A. 1. R N & N R Tolson be required to complete development approved by development consent 218/90 within a period of 13 (thirteen) months.

2. Further that the offensive odours, as has been related to Council, cease within a period of 13 (thirteen) months.

3. Council investigate a smell assessment panel.

- B. Council investigate, if there is no satisfaction in 13 (thirteen) months' time, the possibility of looking at rezoning the Tolson area at Mulgrave to some sort of Industrial.

8. TREE REMOVAL - LOT 2 DP805230 N° 236 CREEK RIDGE ROAD, FREEMANS REACH - APPLICANT: MR W J & MRS L L L F AZZOPARDI. P321/530/EVD

The application be approved subject to the following conditions:-

1. The area to the east of the dam be left undisturbed for a distance of 50m (fifty). All Eucalyptus trees to be retained in the catchment area of the dam.

2. A 20m (twenty) buffer zone be left on all other boundaries with underscrubbing and removal of Wattle only. All semi-mature and mature Eucalyptus trees to be retained.

9. TREE REMOVAL - LOT 4 DP24334 N° 350 TENNYSON ROAD, TENNYSON - APPLICANT: MR B PICKWORTH. P2002/370/EVD

Councillor H J M Books declared an interest in this matter.

1. Approval be granted for removal of Blackwattle trees situated on the existing, partially cleared areas of the property to the east and west, retaining all singular or isolated small groups of Eucalyptus trees for shade purposes, including the retention of all Eucalyptus trees within an area 15m (fifteen) wide to property boundaries.

2. Approval also be granted for the removal of miscellaneous underscrub, Blackwattle trees and selected Eucalyptus regrowth, Suckers and Saplings, retaining a balanced growth of both semi-mature and mature Eucalypts to the central area adjacent to Currency Creek. No trees to be removed from an area within 30m (thirty) of Currency Creek which traverses the property. Prior to the construction of the proposed causeway and weir across said water course, written confirmation of approval from the Department of Conservation and Land Management, be provided.

10. REZONING PROPOSAL - PT LOT 1 DP815222 N° 29 CHAPEL STREET, RICHMOND (SOUTH OF KURRAJONG ROAD) - APPLICANT: F MATYUS. LEP001/92 PT01/EVD

Council not proceed with the preparation of a draft local environmental plan to permit medium density housing on the subject land, due to the lack of water and sewerage services.

11. TREE REMOVAL - LOT 1 DP600918 "WILGARAWIWA" N° 83 MENIN ROAD, OAKVILLE - APPLICANT: MESSRS W A, H R I & MS G P MAKIM. P1349/200/EVD

The application for removal of trees other than those dead be refused, in that it neither benefits the overall property development or the existing amenity provided by the trees at this time.

12. GARBAGE COLLECTION SERVICE - CHASELING ROAD, LEETS VALE. GW010/017/EVD

Mr R Parkin addressed the Committee.

A domestic waste management service be provided in Chaseling Road from Lot 3 DP216152 (N° 558) to Lot 32 DP807641 (N° 619), inclusive.

13. TREE REMOVAL - LOT 19 DP748280 N° 14 PEEL PARADE, EAST KURRAJONG - APPLICANT: MR R A PEEL. P243/225/EVD

1. The application for the removal of Blackwattle, Sucker and Sapling regrowth be granted subject to the retention of all Eucalyptus, Melaleuca and exotic trees on the site. This to restrict soil erosion on slopes to the north, south and east boundaries. No trees regardless of species/variety to be removed from within an area 35m (thirty five) wide either side of the existing drainage easement, partially dry creek traversing the property from east to west boundary.

2. On completion of clearing works a suitable pasture seed mix is to be spread on slopes to the north, south and east boundaries to further alleviate the possibility of soil erosion to these areas. Silt traps to be erected on appropriate locations on slopes to the north, south and east to further reduce the possible in-flow of silt or soil material from the site into the existing drainage easement partially dry creek on the property.

14. DUAL OCCUPANCIES FRONTING REAR LANES - POLICY ESTABLISHMENT. GT070/011 PT02/EVD

Council prepare an amendment to the Dual Occupancy/Duplex Housing DCP so that there are performance criteria in respect of proposals in rear lanes with respect to pedestrian access, amenity and services, external appearance when viewed from the lane, sealing and kerb and guttering in the lane.

15. TREE REMOVAL - LOT 101 DP631222 N° 552 (FORMERLY N° 64) OLD PITT TOWN ROAD, OAKVILLE - APPLICANT: MR L & MRS J ZAMMIT. P1513/470 PT02/EVD

The application for removal of trees be approved subject to the planting of advanced trees of a species suitable to the area on the southern and eastern boundaries, a total of 60 (sixty) trees to be provided and maintained until established. The northern and western boundaries to be left undisturbed to allow for maximum sunlight into the property.

16. TELECOMMUNICATION TOWER AND FACILITIES PROPOSAL - LOT 1 DP814363 N° 103 FRANCIS STREET, RICHMOND - HASSELL PLANNING CONSULTANTS. P613/0309 PT02/EVD

Mrs P Woodhill, Mr J Perrotet and Mr I Swain, objectors, addressed the Committee.

The General Manager read late correspondence received from (1) Mr & Mrs J Perrotet (2) Mr J Perrotet on behalf of Miss I V Scouller (3) A petition from the Francis Street Resident Action Group, and (4) Hassell Planning Consultants.

A. Hassell Planning Consultants be advised that an alternative site should be sought so as to overcome concerns raised in relation to amenity and visual impact.

B. Make representations to both Federal and State Members to oppose this.

C. The matter be followed up immediately following the General Purpose Committee Meeting to-day.

17. YOUTH HEALTH CENTRE - EXTENSION OF HOURS - LOT
1 DP540659 N° 44 EAST MARKET STREET, RICHMOND - MR B
BROWN. DA212/93/EVD

The General Manager read a letter from Mr B Brown of the Warehouse.

Condition N° 6 of Development Consent N° DA212/93 be amended to read:-

"6. Operating hours shall be limited to 9.00am to 6.00pm, Mondays to
Fridays and 10.00am to 12.00noon on Saturdays."

COMMUNITY REVEGETATION CO-ORDINATION GROUP

The Community Revegetation Co-Ordination Group presented a paper to Council
titled "A Council and Community Working Together to Restore Hawkesbury's
Valuable Vegetation".

SECTION 2 - INFRASTRUCTURE

1. WORKS COST STATEMENT

The Works Cost Statement to 30 April, 1994, be received and the revised estimates of cost be adopted.

2. TRADE WASTE DISCHARGE - BLACKMAN CRESCENT & FAIREY ROAD, SOUTH WINDSOR - WORTH OIL RECYCLING PTY LTD.
GL077/001 PT01/ENG

Council enter into a Service Agreement with Worth Oil Recycling Pty Ltd to discharge liquid trade waste from the premises at Blackman Crescent and Fairey Road, South Windsor, for the period starting 1 July 1994, and ending 30 June 1996, subject to compliance with Schedule One to Five as outlined in the report.

3. ECO-SAFE WASTEWATER TREATMENT PROJECT -
ENVIRO-DESIGN TECHNOLOGY PTY LTD. GW020/007
PT02/ENG

RESOLVED on the motion of Councillor P E Rogers seconded by Councillor L C Sheather that Council go into Committee of the Whole.

COMMITTEE OF THE WHOLE

RESOLVED on the motion of Councillor P E Rogers seconded by Councillor L C Sheather that open Council be resumed.

The General Manager reported that whilst in Committee of the Whole consideration was given to the Eco-Safe Wastewater Treatment Project and the Committee now RECOMMENDS that the information be received and further reported to the Ordinary Meeting of Council.

The information be received and further reported to the Ordinary Meeting of Council.

4. BELLS LINE OF ROAD, NORTH RICHMOND - KERB & GUTTER, ROAD SHOULDER & DRAINAGE WORKS - ROADS & TRAFFIC AUTHORITY. 0243/R PT04/ENG

The construction of kerb, gutter, drainage and road shoulder on Bells Line of Road between the North Richmond Bridge and the Service Station/Hanna Match proceed at an estimated cost of \$42,500 (forty two thousand five hundred dollars) with Council's share \$10,000 (ten thousand dollars) provided from the Kerb and Gutter Reserve.

5. NIGHTINGALE SQUARE, GLOSSODIA - ADDITIONAL ROADWORKS. 1402/R PT02/ENG

The additional pavement works in Nightingale Square, Glossodia, be undertaken to form a uniform grade at an estimated cost of \$26,000 (twenty six thousand dollars) with the funding being provided from Road Construction Reserve.

6. THE DRIFTWAY - RECONSTRUCTION. 2018/R PT04/ENG

1. The reconstruction and bitumen sealing of The Driftway between Bonner Road and Castlereagh Road be completed using funds provided for The Driftway reconstruction.

2. Bonner Road be reconstructed and bitumen sealed on a 50/50 (fifty/fifty) basis between Penrith and Hawkesbury City Councils at an estimated cost of \$85,000 (eighty five thousand dollars), with this Council's contribution of \$42,500 (forty two thousand five hundred dollars) being included in the 1994/95 Construction Program.

3. That Eaton Street between Bonner Road and Warnock Street be reconstructed and bitumen sealed at an estimated cost of \$18,000 (eighteen thousand dollars) as part of the 1994/95 Roads Construction Program.

7. WASTEWATER TREATMENT - THE CITY FOREST GROUP.
GW010/007 PT02/ENG

Council continue to support the project in principle and further consideration to funding of the project be deferred until Public Works has determined its 1994/95 Funding Program.

This is Page of the Minutes of the GENERAL PURPOSE COMMITTEE MEETING of the
HAWKESBURY SHIRE COUNCIL held at the Council Chambers, Windsor on 31 MAY, 1994.

General Manager

Mayor

SECTION 3 - ORGANISATION AND RESOURCES.

1. MONTHLY FINANCIAL STATEMENTS. GF011/004 PT04/FNC

A. CASH EXPENDITURE WARRANT N° 4/1994

SUMMARY - Accounts Paid

General Fund Nos.	Trust Fund Nos.	FID General Fund
26412 -	4141 -	69201 -
26913	4158	-
\$5,617,984.48	\$1,330,362.97	\$1,536,957.82

\$8,485,305.27

2. MACQUARIE PARK HOUSE - LEASE. GC283/064 PT04/CSV

The information be received.

3. PURCHASE OF VACANT LAND - LOT 5 DP219848 N° 42 PANORAMA CRESCENT, FREEMANS REACH. GC281/054 PT01/CSV

1. Council purchase Lot 5 DP219848 from Ms Lucrezia Maruca for \$12,000 (twelve thousand dollars), with the land to be classified as "operational". Upon transfer to Council, the funding shall be from the property development reserve.

2. Following settlement Council proceed to close and purchase the adjoining road reserves in accordance with the Roads Act 1993.

3. After closure the amalgamated lot be offered for sale.

This is Page of the Minutes of the GENERAL PURPOSE COMMITTEE MEETING of the HAWKESBURY SHIRE COUNCIL held at the Council Chambers, Windsor on 31 MAY, 1994.

General Manager

Mayor

4. All necessary documents be completed under Seal of Council.

4. CAPITAL ASSISTANCE 1993/94 PROGRAM. GG021/172
PT01/CPL

A contribution of \$1,000 (one thousand dollars) be made to the Richmond Community Services project from the 1994/95 Park Improvement Program.

This is Page
of the Minutes of the GENERAL PURPOSE COMMITTEE MEETING of the
HAWKESBURY SHIRE COUNCIL held at the Council Chambers, Windsor on 31 MAY, 1994.

SECTION 4 - QUESTIONS WITHOUT NOTICE

1. Councillor Parsons asked if the Divisional Manager Engineering Operations could bring back a report to him on a complaint re Dorothy Street, Freemans Reach.
2. Councillor Parsons asked if an explanation could be given to the resident who wrote that Richmond has no direct representation and is not inclusive of Richmond.
3. Councillor Parsons asked if somebody could address Tourism Hawkesbury regarding Council representation at their meetings. He had asked if the Manager of Tourism Hawkesbury could fax him a few nights before the meetings confirming the meetings. This has not happened.
4. Councillor Books stated that the pavement in Macquarie Street near Hawkesbury Valley Motors is in a deteriorating state and asked if something could be done with the RTA in this regard.
5. Councillor Paine asked if water samples could be taken from South Creek and tested.
6. Councillor Minium asked if water samples could also be taken at Blacktown Road and at the river end.
7. Councillor Paine referred to a complaint she had received regarding boats being too far up the river in front of the houses. She referred to speed boats going right up to the bridge on Saturday and Sunday of last week and the Sunday before. She asked if this could be investigated.
- The Divisional Manager Engineering Operations stated that it was a Drag Boat Race Day and he would assume that they would get exemption from the Maritime Services Board on those days.
8. The Mayor advised that the Maritime Services Board would be contacted with a view to extra policing.
- Councillor Paine asked if any response had been received regarding Council's application for the Mountain Bike Olympics. She referred to the flatness of the area at Clarendon and asked if it would be too late for Council to put in an alternative route around about Freemans Reach.

This is Page of the Minutes of the GENERAL PURPOSE COMMITTEE MEETING of the HAWKESBURY SHIRE COUNCIL held at the Council Chambers, Windsor on 31 MAY, 1994.

The General Manager advised that Freemans Reach would not comply with the criteria placed on the submissions. It has to be within 30 minutes travel in Olympic mode from Homebush Bay. The only area at all would be on the City's eastern boundary, somewhere like Scheyville, and more appropriately on the electrified rail line. The land at the back of the Race Course at Clarendon complies with the criteria. He advised that no response has been received. However, the reporter from Penrith Press attending the meeting to-day had advised that she had been in contact with the Committee, there were six nominations, two at Penrith, one of which has been excluded, the other five they are looking at and they would be coming to look at the one at Hawkesbury.

9.

Councillor Rogers pointed out that 60% of Australian children and 90% of US children undergo immunisation. He stated that Maroochy Shire Council has banned children from attending child care centres under its control if not immunised. He asked what is Council's policy on this matter.

The General Manager stated that Council does not have a policy at this stage. Each of the Child Care Centres runs their own management. Council is in a supportive financial management role and the development of those policies are left up to the Management Committees. Council has not taken part in any of those policies at all.

Councillor Rogers asked if a brief report could be submitted to the Ordinary Meeting by contacting Maroochy Shire Council, as the conduct of that Council was undertaken on legal advice bearing in mind the risks associated with communicable diseases that are prevalent to young children.

The meeting terminated at 5.43 p.m.

Submitted to and confirmed at the meeting of the General Purpose Committee held on June 28, 1994.

..... Mayor

ENVIRONMENT
SECTION 1



GENERAL PURPOSE COMMITTEE

ITEM	SUBJECT	PAGE
------	---------	------

SECTION 1 - ENVIRONMENT.

1:	DUAL OCCUPANCY LOT 2 DP818077 № 109A BELLS LINE OF ROAD, NORTH RICHMOND - GARY WHITE DA54/94/EVD	4
2:	TOURIST FACILITY - CABIN ACCOMMODATION - LOT 5 DP39382 № 68 POWELLS ROAD, BILPIN - APPLICANT: T SULYOK DA118/94/EVD	7
3:	TOURIST FACILITY - RETAIL OF LEADLIGHT PRODUCTS, ARTS, CRAFTS & ANTIQUE FURNITURE - LOT 18 DP27789 № 438 BELLS LINE OF ROAD, KURMOND - APPLICANT: MRS C TRACY DA95/94/EVD	11
4:	LAND FILL OPERATION - LOT 1 DP734932 219 SPRINGWOOD ROAD, YARRAMUNDI - P S GRAHAM AND ASSOCIATES DA144/93/EVD	14
5:	CONSTRUCTION OF FELLOWSHIP CENTRE - LOT 1 DP196617 25 WEST MARKET STREET, RICHMOND - R J LEMSING PTY LTD DA78/94/EVD	20
6:	TEN LOT SUBDIVISION AMENDMENT - LOT 1 DP222237 № 122 CATTAI ROAD, PITT TOWN - BA HOMANN AND ASSOC. DA127/93/EVD	25
7:	GOLF COURSE AND ASSOCIATED FACILITIES - LOT 373,374, 375 & 376 DP751665 217 SINGLETON ROAD, WILBERFORCE - MR R PARSONAGE DA33/94/EVD	28
8:	CAR REPAIR STATION - LOT 22 DP578116 138 HANKEL ROAD, OAKVILLE - MR A BURKE DA100/94/EVD	34
9:	TWO LOT SUBDIVISION - LOT 67 DP751626 № 174 MOUNTAIN LAGOON ROAD, BILPIN - C & B SPATHIS SA36/94/EVD	38
10:	MOTEL - LOT 2 DP559566 № 711 WINDSOR ROAD, VINEYARD - REGENCY DESIGN CENTRE - APPLICANT: R BROWN DA180/91/EVD	41

ITEM	SUBJECT	PAGE
------	---------	------

11:	ATTACHED DUAL OCCUPANCY - LOT 529 DP749371 WETHERILL CRESCENT, BLIGH PARK - APPLICANT: T & K ELY	46
-----	--	----

12:	HOME ACTIVITY - CABINET MAKING LOT 20 DP587915 N° 97 MENIN ROAD, OAKVILLE - J & R SELTENRYCH	49
-----	--	----

13:	CONSTRUCTION OF FOUR NEW SHOPS LOT 7 DP959819 211 WINDSOR ROAD, VINEYARD - GILES TRIBE ARCHITECTS	52
-----	---	----

14:	NOTICE OF INTENTION TO DEMOLISH WEATHERBOARD COTTAGE - N° 80 LENNOX STREET, RICHMOND - V & P TCHADOVITCH	57
-----	--	----

15:	TYRE LANDFILL - LOT 263 DP751665 N° 3 HENDRENS ROAD, EBENEZER - EAST COAST TYRE RECYCLERS	60
-----	---	----

16:	DRAFT DEVELOPMENT CONTROL PLAN - MCGRATHS HILL AREA GT100/001 PT2/EVD	61
-----	---	----

17:	ABATTOIR ALTERATIONS - LOT 1 DP741444 N° 62 KING ROAD, WILBERFORCE - APPLICANT: MRS A DIASINOS	64
-----	--	----

18:	DEMOLITION OF WEATHERBOARD COTTAGE - 339 WINDSOR STREET RICHMOND - MRS E COLOUHOUN	65
-----	--	----

19:	EQUESTRIAN VILLAGE - CLARENDON LEP7/94 PT1/EVD	69
-----	--	----

20:	CHILD CARE CENTRE - LOT 747 DP777657 N° 83 ALEXANDER STREET, BLIGH PARK	71
-----	---	----

***** END OF TABLE OF CONTENTS *****

ITEM 1: DUAL OCCUPANCY LOT 2 DP818077 № 109A BELLS LINE OF

ROAD, NORTH RICHMOND - GARY WHITE

FILE NUMBER:

DA54/94/EVD

Owner:

Pianella Holdings

Stat. Provisions:

Hawkesbury Local Environmental 1989

Area:

3,129m²

Zone:

Residential 2 (a)

Advertising:

Advised with no submissions

Date Received:

11 March 1994

Key Issues:

- ◆ Traffic and vehicular access
- ◆ Sewerage treatment works
- ◆ Height of dwellings

Action:

Refusal

REPORT:

Council is in receipt of an application proposing the erection of a detached dual occupancy development involving the erection of 2 bedroom dwellings with a heights of 2 storeys. The development is to be finished in brick with colorbond roof. One covered car parking space is provided for each dwelling within a lean-to carport.

Statutory Situation

The application is permissible with consent under the provisions of HLEP 1989 and SRFP № 12. Clause 11 of SRFP 12 imposes height restrictions on detached dual occupancy developments. The subject proposal exceeds this requirement by 2m. The application is accompanied by an objection pursuant to SEPP 1 claiming that compliance is unreasonable for the following reasons:-

- The proposal has regard to privacy of adjoining properties and limits the number of upstairs windows.

Planning Assessment

The subject property is an irregular shaped allotment with an area of 3,129m². The site adjoins Redbank Creek and the Bells Line of Road in the immediate vicinity of the Redbank Creek Bridge. The site is currently vacant however foundations have been commenced for a dwelling approved under BA 420/94.

Traffic

The property, although legally fronting Bells Line of Road, has its entire frontage occupied by either the bridge or the approach guard rail to Redbank Creek. Actual access is via a right of way over the adjoining site to the east. Vehicles exit adjacent to the guard rail and sight distance is very limited west along Bells Line of Road. Manoeuvrability is also poor, resulting in a 'no left turn' sign being erected at the exit of the accessway.

The subject allotment was created under SA20/91 and at the time, traffic issues were highlighted resulting in the imposition of a restriction on the title of the allotments restricting development to one dwelling house. This was imposed as a result of referral to the Local Traffic Committee. Clause 18 of SRFP 12 overrides this restriction however, so the application can be considered.

The application is accompanied by supporting information using the RTA Traffic Generating Guidelines, outlining that traffic generation from small 2 bedroom units is the same as that from one dwelling house. The details contained in the RTA guidelines are general only and cannot be applied to every situation in the same manner. Furthermore, it is considered that the development proposed is not the same as 2 bedroom units as they are larger in size and likely to generate more traffic. Consequently the application should be refused due to the poor vehicular access outlined above.

Sewerage Treatment Plant

The Water Board were contacted given the proximity of the site to the North Richmond Treatment Plant. The Board have indicated verbally objection to the proposal as it is located within the recommended buffer area. The Department of Planning have issued guidelines for buffer areas around sewerage treatment plants and the subject proposal does not accord with its provisions. Buffers are required in order to minimise the impact, particularly in regards to air pollution of treatment plants.

Conclusion

The application is not suitable for approval given the poor vehicular access to the site and the proximity of the property to the North Richmond Treatment Plant.

RECOMMENDATION:

Refusal for the following reasons:-

1. The property has unsatisfactory vehicular access to accommodate traffic generated by the proposal.
2. The property is located within the buffer surrounding the North Richmond Sewerage Treatment Plant and the application does not accord with the Department of Planning's draft guidelines.
3. The proposal does not comply with the height requirements of SRFP No 12 - Dual Occupancy.

ATTACHMENTS:

AT-1 Site map

FN:EN628NAX.V11

***** END OF ITEM 1 *****

ITEM 2:
TOURIST FACILITY - CABIN ACCOMMODATION - LOT 5
DP39382 № 68 POWELLS ROAD, BILPIN - APPLICANT: T
SULYOK

FILE NUMBER:
DA118/94/EVD

Owner:
T & P Sulyok
Stat. Provisions:
Hawkesbury Local Environmental Plan 1989
Area:
21.71ha
Zone:
Environmental Protection (Scenic) 7(d)
Advertising:
Advertised with two submissions received
Date Received:
16 May 1994
Key Issues:

- ◆ Visual Impact
 - ◆ Amenity
 - ◆ On-site Disposal

Action:
Approval with conditions

REPORT:

Proposal
Application is made to erect five cabins on the subject property for the purpose of providing tourist accommodation.

Statutory Provisions

The proposal is defined as a tourist facility which is a use permissible, with consent, under HLEP 1989.

Submissions

Adjoining owners were notified of the proposal and two submissions were received objecting to the application on the following grounds:-

1. privacy;
 2. appearance of cabins;
 3. on-site disposal of effluent;
 4. traffic;
 5. property values will decrease; and
 6. supervision of occupants.

Planning Assessment

The subject property is generally regular in shape with an area of 21.7ha. The property contains a dwelling-house and is undulating in topography, sloping down from the Powells Road frontage. This application proposes the erection of five cabins to the east of the existing dwelling. The cabins are premanufactured and are to be transported to the site. The cabins are to be set back a minimum of 10m from Powells Road and staggered in location over an 80m distance. The cabins measure 10.5m x 4.3m with an overall height of 3.1m. Undercover car parking is to be provided within an existing farm shed. Meals are to be provided within the existing dwelling-house.

Visual Impact

It is considered that the location of five cabins fronting Powells Road has the potential to adversely affect the visual amenity of the locality. This impact will be significantly reduced however, if the buildings are setback a minimum of 20m from Powells Road as the sloping nature of the site will lower the overall height of the development as seen from Powells Road. The development will be setback a minimum of 120m from all other boundaries. Visual impact from other directions is negligible.

The sloping nature of the site means that the cabins will be partly elevated, exposing the supporting piers. The visual impact can be reduced using landscaping.

Amenity

The use of the property for providing tourist accommodation will not adversely affect the amenity of the locality. Proposed setbacks will adequately maintain privacy for adjoining properties.

Traffic

The additional traffic generated by this development is negligible. Using RTA guidelines, a maximum of 15 vehicular trips per day is expected by the development. The local traffic network can accommodate this number.

Property Values

No evidence has been submitted substantiating the claim that adjoining property values will decrease.

On-Site Disposal

The subject site, with an area of 21.7ha has ample area for the on-site disposal of effluent generated by this development.

Conclusion

In conclusion, it is considered that the proposal will not affect the amenity of the area. The proposal is considered to fill a gap in the provision of tourist accommodation in the Hawkesbury area.

RECOMMENDATION:

That the application be approved subject to the following conditions:-

1. The development shall be carried out in accordance with Plan No. 1379, dated 10 May 1994, except where modified by the following conditions.
2. Submission of a building application, plans and specifications complying with the Building Code of Australia.
3. No advertising structures are to be erected, displayed or affixed on any building structure or land without the prior approval of Council. Any such advertising structure erected or displayed without prior approval will be removed and disposed of at the expense of the advertiser.
4. No signs shall be displayed on the footpaths, pedestrianways, roadways or in the vicinity.
5. All waste materials to be stored and disposed of at regular intervals to the satisfaction of the Divisional Manager Environment and Development.
6. All solid and liquid wastes arising from the premises shall be collected, stored and disposed of to Council's satisfaction. Separate details of the proposed waste collection, storage and disposal method/system shall be lodged with Council concurrently with the building application.
7. The cabins shall be setback a minimum of 20m (twenty) from the Powells Road frontage.
8. Construction of a sealed rural type footway crossing, access drive and manoeuvring area to serve the car park.
9. Parking shall be provided for 5 (five) vehicles in accordance with Council's Regulations and Parking Policy. Full details of works shall be submitted for approval with the building application.
10. Exterior surfaces of the proposed structure being painted or treated with a dark toned non-reflective material in such a manner so as to cause the structure to blend with the landscape of the site and its surroundings. Such painting or treatment to be completed to the satisfaction of the Divisional Manager Environment and Development prior to occupation or use of the building.

11. Any building or part thereof to be used for the purpose of storage, preparation or sale of food for human consumption shall be constructed in accordance with the requirements of the Food Act 1989 and Regulations thereunder and Council's Food Premises Code.

12. A detailed plan of landscaping shall be submitted and approved by the Divisional Manager Environment and Development prior to the approval of the building application. Such landscaping is to be completed prior to the occupation of the buildings and shall be maintained for the life of the development, the plan shall include details of screening the supporting piers of each cabin.

13. The development shall be conducted in such a manner so as not to interfere with the amenity of the neighbourhood in respect of noise, vibration, smell, dust, waste water, waste products or otherwise.

14. The cabins shall not be used for permanent occupation. Council may, from time to time, require the submission of guest details and receipts in order to verify this.

15. The maximum period of accommodation from any 1 (one) guest is not to exceed 21 (twenty one) days.

ATTACHMENTS:

AT-1 Site map

FN:EN628NAX.V01 ***** END OF ITEM 2 *****

ITEM 3:

TOURIST FACILITY - RETAIL OF LEADLIGHT PRODUCTS,
ARTS, CRAFTS & ANTIQUE FURNITURE - LOT 18 DP27789 N^o
438 BELLS LINE OF ROAD, KURMOND - APPLICANT: MRS C
TRACY

FILE NUMBER:

DA95/94/EVD

Owner:

C Tracy

Stat. Provisions:

Hawkesbury Local Environmental Plan 1989

Area:

6,000m²

Zone:

Rural 1(b)

Advertising:

Advertised with one submission

Date Received:

21 April 1994

Key Issues:

♦ Traffic

Action:

Approval with conditions

REPORT:

Proposal

Application is made to utilise an existing building located at the front of the property as a tourist facility retailing arts, crafts, leadlight products and antique furniture. One person per day is to be employed in respect of the use which will operate between the hours of 10.00am and 5.00pm daily.

Statutory Situation

The proposal is defined as a tourist facility which is a use permissible with consent under the provisions of HLEP 1989.

Submissions

One submission has been received which raises the following concerns:-

- road side parking and signs limit sight distance to an unacceptable level.

Planning Comments

The subject property contains an existing building located on the front property boundary which has approval for use as a home activity manufacturing leadlight products. Application is now made to convert the building into a tourist facility.

The property has poor sight distances for vehicles exiting the site. This is worsened when vehicles park roadside. As a consequence, of the additional traffic generated by this development, the matter was referred to the Local Traffic Committee for advisory comment. The Traffic Committee made no objection to the development.

It is considered that works should be undertaken to the road shoulder at the front of the site in the form of sealing to provide for better acceleration for vehicles leaving the site. Car parking can be provided on-site for the development and this should be required, along with suitable signage, to discourage customers from parking on the road shoulder.

Apart from traffic impacts, the development is considered suitable and will not adversely affect the amenity of the locality or adjoining properties.

RECOMMENDATION:

That the application be approved subject to the following conditions:-

1. The development shall be carried out generally in accordance with the plans submitted on 21 April 1994.
2. The development shall be conducted in such a manner so as not to interfere with the amenity of the neighbourhood in respect of noise, vibration, smell, dust, waste water, waste products or otherwise.
3. Parking shall be provided for 4 (four) vehicles in accordance with Council's Regulations and Parking Policy. Parking spaces, accessways and aisles to conform to Council's Development Control Plan and to be constructed and drained. Full details of works shall be submitted for approval.
4. Customer parking shall be clearly signposted and visible from the street. Details to be submitted for consideration.
5. Works shall be undertaken to regulate the vehicular entrance to the property. Details to be submitted with the engineering plans.
6. No advertising structures are to be erected, displayed or affixed on any building structure or land without the prior approval. Any such advertising structure erected or displayed without prior approval will be removed and disposed of at the expense of the advertiser.

7. No signs shall be displayed on the footpaths, pedestrianways, roadways or in the vicinity.

8. Operating hours shall be limited to 10.00am to 5.00pm daily. Any alteration of these hours will require the approval of the Divisional Manager Environment and Development.

9. All loading and unloading in relation to the use shall take place wholly within the property, and these loading areas shall be kept clear for loading/unloading at all times.

10. Construction of a sealed shoulder over the frontage of the site to Bells Line of Road, together with any work necessary to make this effective.

11. Construction works are not to commence until 3 (three) copies of the plan or specifications of the proposed works are submitted to and approved by the Divisional Manager Engineering Operations and the Roads and Traffic Authority.

12. A design checking and inspection fee of \$250 (two hundred and fifty dollars) must be paid when submitting engineering plans for approval prior to construction. This amount is valid until 31 December, 1994.

ATTACHMENTS:

AT-1 Site map

FN:EN628NAX.V08

**** END OF ITEM 3 ****

ITEM 4:
LAND FILL OPERATION - LOT 1 DP734932 219 SPRINGWOOD ROAD, YARRAMUNDI - P S GRAHAM AND ASSOCIATES

FILE NUMBER:
DA144/93/EVD

Owner:
Tilmunda Pastoral Company

Stat. Provisions:
Hawkesbury LEP 1989 & Sydney REP № 20 (Hawkesbury Nepean River)

Area:
40.8ha

Zone:
Environmental Protection Scenic 7(d1)

Advertising:
Not advertised

Date Received:
23 June 1993 (Additional Information received 16 February 1994)

Key Issues:

Environmental Impacts

Water Quality of Hawkesbury/Nepean River

Flooding

Sydney REP № 20

Action:

The proposal being supported and the Department of Planning's concurrence being requested.

REPORT:

Proposal

To progressively fill the areas from where the sand and gravel has been extracted as part of a long running operation on the subject land. The land fill will be 5m deep and the finished ground level will be approximately at the natural ground level because the fill will be replacing material which has been, or is to be, extracted. The land will ultimately be used for open space purposes and Council has previously indicated to the applicant that it supports this concept.

Statutory Provisions

The provisions of Hawkesbury LEP 1989 require that consent be given to land fill within 7(d1) Environmental Protection Scenic zones. In addition, Council has prepared a draft DCP for land fill and this proposal is subject to the requirements contained therein.

The land is also subject to the provisions of Sydney REP № 20.

Advertising

Adjoining owners were not notified. Due to the nature of this proposal the comments of Hawkesbury Nepean Catchment Management Trust, the Department of Water Resources and the Public Works Department were sought and are summarised as follows:

Hawkesbury - Nepean Catchment Management Trust

"The Trust objects to the proposal because

1. the site is geomorphologically unstable - the site is located within the floodway of the Nepean River and there exists potential for the river to change its course and to erode and transport the fill materials downstream.

2. it is extremely difficult to guarantee that inappropriate materials are not disposed of in land fill sites. Whilst this is a general cause for concern in all cases it is particularly significant for this proposal given its geomorphological instability.

It is also noted that land fill materials would be located below mean river level and consequently they would be in contact with water. Given this and the porous nature of the materials leachates would enter the river system without hindrance.

3. the applicant has not demonstrated that filling is an environmentally sound solution to the apparent deficit of materials. The Trust considers that it would be more appropriate to leave a depression and have it as a lake and preferably a wetland. A body of water would be of more value to the environment and the community as opposed to the landform and revegetation proposed by the applicant. (The Trust understands that the applicant is required to dedicate 5.6ha of land as Public Reserve and that this could include the suggest wetland and adjacent land areas)".

Department of Water Resources

"The proposed land fill site is an environmentally sensitive area due to its close proximity to the Nepean River, the flood prone nature of the site and the permeable nature of the underlying sand/gravel sediments. Potential exists for the proposal to cause surface water and ground water problems, and subsequently impact on the aquatic environment if:

- inappropriate clean and/or contaminated fill is imported to the site (refer to surface and groundwater comments)
- adequate sediment/erosion control measures are not in place and maintained during landfill
- the site is not stabilised with vegetation (refer to comments on rehabilitation).

Surfacewater and Groundwater

The land fill proposal should not impact on the water quality resource. In addition because the final rehabilitated site will be used as a public recreation area, it is extremely important that the fill does not contain contaminants which would have potential health risk implications. Consequently, land fill imported to the site needs to be monitored to ensure that no potential water quality problems arise as a result of contaminated or inappropriate clean fill being brought onto the site. The proponent should contact the Department of Conservation and Land Management in respect to advise on appropriate fill.

A comprehensive Surfacewater and Groundwater Management Plan needs to be prepared prior to any landfill being imported to the site to reduce potential water quality problems. The Plan should include details on surface and groundwater quality, stormwater runoff disposal from the site, monitoring programs and proposed remedial and mitigating works with respect to surface and groundwater resources.

Rehabilitation

Rehabilitation of the site is to conform to the Conditions attached to the Permit for the excavation of sand, gravel and soils issued by this Department to the proponents under Part 3A of the Rivers and Foreshores Improvement Act. A copy of the permit conditions is attached for your information".

Public Works

"The finished surface levels after filling and landscaping has been completed, would be lower than those existing on the site, prior to the extraction taking place. This being the case, the proposal would not be expected to cause significant negative impact on the flood storage and conveyance characteristics of the Nepean River in this vicinity".

Comment

The advice from the above organisations suggests the proposed filling has the potential to adversely affect the water quality of the river unless strict controls are imposed on any approval given to the land fill. This matter will be further discussed.

Planning Assessment

The subject property is irregularly shaped with frontage to Springwood Road, Yarramundi. The property is bounded on the eastern side by the Nepean River and the area to be filled will be within 400m of the river.

Provisions of Sydney RRP No 20

It is generally considered that the proposal is consistent with the objectives of this plan and in particular (given that the site will be acquired for regional open space) it will assist in the provision of "a wide range of recreational activities along the river", and will "protect and

enhance the scenic quality of the river and river valley", both of which are identified as general aims of Sydney REP No 20.

The Department of Planning has advised that they are in receipt of a notice from the land owner to acquire the land dated September 1992, pursuant to clauses 12(2) and (3) of Sydney REP No 20, as the site was identified as a site for acquisition for Regional Open Space under Sydney REP No 20. While Sydney REP No 20 was amended approximately 2 years ago, the acquisition notice is still current, and as a result it is considered that the Department of Planning still has a concurrence role.

Environmental Impacts

The proposed land fill may have adverse environmental impacts if inappropriate materials are used. The land fill will be not only below the natural ground level, but also below the mean river level as well. Consequently, given the permeable nature of the fill materials and the surrounding sediments, leachates would be able to easily enter the river system, which could adversely affect the water quality of the river (and ground water). Appropriate conditions can be imposed which ensure the use of appropriate fill materials.

Landscape and Scenic Quality

The land fill should have minimal impacts on the landscape and scenic quality of the area. The fill will be used to produce a landscape which will eventually be used for open space purposes which will enhance the scenic quality of the area.

External Appearance

During the filling operations, the land fill may produce an unsatisfactory external appearance. However, the area to be filled is not visible from Springwood Road and as the property is so large, the area to be filled will not be visible from adjoining properties.

Flooding

The existing natural ground level is only marginally above the mean water level of the Nepean River, and (to use flood frequencies) would be below the one in five year flood level for the area. From this perspective, it is also important to ensure that only clean fill is used as the fill material would be able to be transported downstream in times of flood. An appropriate condition is proposed in this regard.

Means of vehicular entry and exit

Vehicles will gain entry to the property by Springwood Road which provides adequate sight distances along the portion of the road in question. Therefore it is considered that the means of vehicular access to the site are satisfactory. There will be a contribution required towards the maintenance of roads in the City as a consequence of the land fill which can be imposed as a condition of consent.

Conclusion

It is considered that this land fill proposal meets the objectives of the draft land fill DCP and in particular the following objectives:

- a) to allow alteration of land where it enhances the development and/or the use of properties;
 - d) to ensure that no significant adverse visual impact arises by controlling the fill type, form, bulk and scale of land fill works; and
 - g) to maintain and enhance visual and scenic quality of the locality by controlling form, bulk and scale to complement the environment and have minimal environmental impact.
- Therefore the proposal may be supported and approved.

RECOMMENDATION:

That the application be subject to the following conditions:-

1. The development shall be carried out in accordance with Plan N° S1043344 dated 22 December 1993 and Plan N° 28965 (Sheet 2 - 6a) dated 24 March 1989.
2. Erosion control measures such as hay bales or geotextile silt traps are to be provided during construction to stop silt, rubbish or debris from leaving the property. Details shall be submitted for consideration prior to the works commencing.
3. The landfill shall be completed in stages to minimise the area exposed at any one time. Each section is to be stabilised with vegetation immediately each section is completed and before moving onto the next section.
4. All loaded trucks arriving at the site shall have their payloads suitably covered to prevent spillage from the truck onto the road.
5. Council reserves the right to impose a condition to have a mechanism installed whereby wheels of trucks leaving the site are washed to minimise dust and debris being deposited on roads, however, it shall monitor the operation for 3 (three) months without such a facility to ascertain whether such is required.
6. All fill to be adequately compacted by track rolling or similar.
7. The landfill site shall be secured to prevent the depositing of any unauthorised material.
8. A comprehensive surface water and ground water management plan to the satisfaction of the Divisional Manager of Environment and Development is to be submitted for approval prior to the commencement of filling.

9. Site rehabilitation is to conform to the conditions attached to the permit for the extraction of sand, gravel and soil issued by the Department of Water Resources under Part 3a of the Rivers and Foreshores Improvement Act in respect of this site.

10. Compliance with any requirement of the Waste Management Authority of NSW.

12. The land fill operation shall not take place on the land except between 7am and 4pm Monday to Friday. No vehicles are to arrive at the site outside of these hours.

13. All fill material is to be clean fill, free of builder rubbish and putrescible material. In this regard, the applicant shall contact the Department of Conservation and Land Management in respect of types of appropriate fill.

14. The provision of temporary silt traps to ensure that fill material is not washed off the site.

15. All fill is to be graded after completion to maintain existing surface flows.

16. The land fill operation is to be conducted in such a manner so as not to interfere with the amenity of the neighbourhood in respect of noise, smell, dust, waste water, waste products or otherwise.

17. Payment to Council of a contribution of \$61,500 under Section 94 of the Environmental Planning and Assessment Act, 1979, towards the maintenance of roads based on 3¢ per tonne kilometre of all material transported to the site. The contribution shall be paid prior to the commencement of any works and shall remain fixed for a period of 3 (three) months from the date of this consent, after which time it will be reassessed at the rate applicable at the time of payment.

ATTACHMENTS:

AT-1 Site map

FN:EN628NAX.V02

**** END OF ITEM 4 ****

ITEM 5:

CONSTRUCTION OF FELLOWSHIP CENTRE - LOT 1 DP196617
25 WEST MARKET STREET, RICHMOND - R J LEMSING PTY
LTD

FILE NUMBER:

DA78/94/EVD

Owner:

St Andrews Uniting Church

Stat. Provisions:

Hawkesbury LEP 1989

Area:

1,601m²

Zone:

Special Uses 5 (a) Church

Advertising:

Not required

Date Received:

5 April 1994

Key Issues:

- ◆ Heritage
- ◆ Parking/Access

Action:

Approval

REPORT:

Proposal

To construct a new fellowship centre consisting of a 200 seat auditorium, foyer, administration areas and amenities at the rear of the subject land.

Site Characteristics

The subject land is a regularly shaped block with frontage to West Market Street. Existing on the subject land is a church and church hall building, both of which are identified as Heritage Items under Schedule 1 of Hawkesbury LEP 1989 and both are listed in the National Trust Register.

Statutory Situation

The site is zoned Special Uses 5(a) (Church), and the provisions of Hawkesbury LEP 1989 allow, with Council consent, developments for the purposes of a church on the subject land.

Planning Assessment

Character

The proposed development is considered to be consistent with the character of the area which includes a number of heritage items in West Market Street in addition to those located on the subject site.

The proposal has been referred to Council's heritage adviser, Mr R Staas, who has advised that the new building will have a reduced impact on the streetscape views along West Market Street because of its location behind the two existing buildings on the site.

The design of the new building was previously referred to Mr Staas for comments, and subsequently his suggested amendments were incorporated into the proposal, including:

- Making the entrance porch central to the design and changing the proportions to reflect the porch of the hall.
- Enclosing the play yard with a rendered masonry wall including a capping detail.
- Attention to the fenestration pattern and roof detail of the projecting gables on the north elevation to more closely relate to the existing building forms.

External Appearance

The new church building will be of cavity brick external wall construction and colorbond steel roofing. Brick finishes will be bagged and painted in selected colours to match the existing building. The external appearance of the new church building will represent an improvement when viewed from the Orange Grove Mall car park to the north, as the area to the rear of the existing buildings on the subject site is used as an informal parking area.

Siting

The new building will be sited to the rear of the two other buildings on the subject land, meaning that it will have a minimal impact on the streetscape of West Market Street. Generally, from a heritage perspective the new church building will be sympathetic to the other church buildings on the site as well as sympathetic to those other heritage items which are located in the vicinity.

Relationship to adjoining land

The proposed development will have a satisfactory relationship to the adjoining properties, which includes general commercial land uses. In particular, to the north of the site is the Orange Grove Mall car park and it is proposed to gain entry to the new car park on the subject land from this car park.

Means of entry/exit and parking

At present vehicular access is between the two church buildings on the site, and parking is provided in an unsealed, informal area behind these buildings. The proposal provides vehicular access from the Orange Grove Mall car park. This raises concerns regarding the future development of this car park.

Council's Parking Policy DCP requires a provision of one space per ten seats, which generates a requirement for 20 spaces for this 200 seat church hall. Furthermore, there will also be 2 spaces deleted from the Orange Grove Mall car park to provide access to the new Church car park. As the development provides only 9 spaces, there is a shortfall of some 13 car spaces.

However, the applicant has requested that this standard be relaxed because of the following:

- the capacity of the new church hall is only 50 seats greater than that of the existing church hall (150 seats), and there are no programs conducted which require the concurrent use of both halls;

- there will be no commercial activity on the subject land;

- the church provides a service to the local community;

- the car parking spaces on the subject site will be available for general public usage when the church itself is not in use;

- the peak parking demand generated by the church is at a time when the surrounding commercial activity is relatively low (for example on weekends when weddings and church services etc are conducted); and

- at all other times, the proposed car parking area could adequately cater for the various activities conducted by the church (children's dance classes, choirs, youth and children's groups etc).

On this basis, it is considered reasonable to allow a variation in the prescribed standard in the Policy Parking DCP to allow the provision of only 9 spaces.

Traffic

The traffic expected to be generated as a consequence of this development should not be beyond the capacity of the local road network given that the church will generate most of its traffic outside of "typical" commercial hours.

RECOMMENDATION:

It is recommended that this application be approved subject to the following conditions:

1. The development shall be carried out in accordance with Plan No. 93006 DA01, dated March 1994.
2. Design and construction of site drainage shall be carried out in accordance with Council's Guidelines for Stormwater Drainage Requirements for Commercial, Industrial and Medium Density Developments. Full details of works shall be submitted for approval with the building application. On-site detention shall be provided to maintain all stormwater discharges up to the 1 : 100 year storm at predevelopment levels.
3. Submission of a building application, plans and specifications complying with the Building Code of Australia.
4. All waste materials to be stored and disposed of at regular intervals to the satisfaction of the Divisional Manager Environment and Development.
5. Any building or part thereof to be used for the purpose of storage, preparation or sale of food for human consumption shall be constructed in accordance with the requirements of the Food Act 1989 and Regulations thereunder and Council's Food Premises Code.
6. No excavation or site works shall be commenced prior to the issue of the building permit.
7. Parking shall be provided for 9 vehicles in accordance with Council's Regulations and Parking Policy. Parking spaces, accessways and aisles to conform to Council's Development Control Plan and to be constructed, drained, sealed and marked. Full details of works shall be submitted for approval with the building application.
8. Submission of a schedule of proposed external finishes including sample materials for Council's consideration and approval in conjunction with the submission of a building application. Such finishes shall be sympathetic with the existing heritage buildings located on the property.
9. As far as practicable all trees and shrubs on the site are to be preserved. No trees over 4m in height shall be removed without the approval of the Divisional Manager Environment and Development. Such approval to be sought subsequent to the pegging of building works.
10. The development shall be conducted in such a manner so as not to interfere with the amenity of the neighbourhood in respect of noise, vibration, smell, dust, waste water, waste products or otherwise.
11. The spillage of light, if any, shall be controlled to the satisfaction of Council.

FN:EN628NAX.V03

**** END OF ITEM 5 ****

ATTACHMENTS:

AT-1 Site map

GENERAL PURPOSE COMMITTEE - ENVIRONMENT
Meeting Date: 28 June 1994

Item: 5

ITEM 6:

TEN LOT SUBDIVISION AMENDMENT - LOT 1 DP222237 N° 122
CATTAI ROAD, PITT TOWN - BA HOMANN AND ASSOC.

FILE NUMBER:

DA127/93/EVD

Owner:

Futuris Corporate Limited
Hawkesbury LEP 1989

Stat. Provisions:

24.8ha

Area:

Rural 1(c), proposed road widening 9(b)

Advertising:

Not required

Date Received:

20 December 1993 (original proposal received 1 September 1993)

Key Issues:

- Flooding
- Incorrect orthophoto map
- Use of fill material

Action:

Approval of amended subdivision plan

REPORT:

Council at its meeting of 8 March 1994 resolved that this application be deferred pending further information on new flood levels.

This resolution came about as a result of the Minister for Planning's announcement in February that the new 1 in 100 flood level had been raised by approximately 1.3m in the Windsor area. Given Pitt Town's proximity to Windsor, the new 1 in 100 year flood level was raised to 17.2m for Pitt Town.

In response, amendments to Hawkesbury LEP 1989 have been prepared which replace references to a flood frequency with a reference to floor height standard which is 15.9m AHD for Pitt Town. These amendments were gazetted on 20 May 1994 and accordingly this application may now be reconsidered. The report to the General Purpose Committee of 22 February 1994 is reproduced as follows for Council's consideration.

"Background

There exists on the subject property a track which has been used in association with vehicle testing (eg. solar power vehicle testing, brake testing, etc), and, for a time, a "precision driving school".

Council has been in receipt of applications to subdivide the property into ten allotments with a minimum area of 2ha. The first of these was approved in April 1991, and this approval has subsequently lapsed. The second of these (the subject application) was approved, under delegation, on 28 September 1993, subject to generally the same conditions as those imposed on the 1991 approval.

The subject site is partially below the 1 in 100 year flood level (15.9m AHD in this area). The applicant indicated on the subdivision plans the location of the 16m contour, and it was shown that each of the ten allotments had sufficient area of natural ground level above this 16m contour on which to erect a dwelling. The location of the 16m contour was derived from the orthophoto map for the area, which was compiled in 1972. However, when the applicant conducted a detailed survey of the site, the orthophoto map was found to be in error regarding the location of the 16m contour. The true location is such that only four of the ten proposed lots have sufficient area above the 1 in 100 year flood level on which to erect a dwelling. The other six lots either have no land above the 1 in 100 year flood level, or insufficient area in which to erect a dwelling-house.

The proposed use of fill material to provide building platforms of at least 16m AHD (on each of the lots where natural ground level is below 16.0m) has been submitted as an amendment to this subdivision application.

Generally, it is considered to be most undesirable (especially in terms of the precedent it could set) to allow the use of fill material to achieve a building platform at or above the 1 in 100 year flood level, so as to facilitate the subdivision of a parcel of land. However, the source of the fill material for the building platforms will be from the vehicle testing track, and information supplied by the applicant indicates that there will be sufficient material in the testing track to provide building platforms on the six lots which do not have sufficient (natural) ground level above the 1 in 100 year flood level for the erection of a dwelling-house, without the need to import any fill material onto the site.

At present, the track is quite visually unattractive, which has been the source of complaints in the past. As the track will be levelled to provide material for building platforms on 6 of the proposed lots, the general appearance of the track will be improved.

As the amount of fill required will be relatively minor (the maximum height of any of the building platforms will be 1.5m), it is considered that to support the amended plans would not set an undesirable precedent, given the previous approvals.

The applicant has also requested deletion of conditions concerning earth mounding and landscaping along the access to the proposed lots. The conditions were included to provide for retention of amenity to a neighbouring house and are considered warranted".

**** END OF ITEM 6 ****

FN:EN628NAX.V04

AT-1 Site map

ATTACHMENTS:

1. The following sentence be added at the end of Condition № 15 of SA127/93:-
 "Fill material (originating from the vehicle testing track and not to be imported onto the site) is permitted to be placed on Lots 1, 2, 3, 4, 7 and 8 to achieve building platforms of at least 15.9m (fifteen point nine) AHD, in accordance with the Plan № 466-3314/6097, dated November 1993".
2. The applicant being advised that fill material in conjunction with 1. above is not to be imported onto the site.
3. The proposed amendments to Conditions 16 and 17 of SA127/93 (relating to earth mounding and landscaping) not be supported.

RECOMMENDATION:

ITEM 7:

GOLF COURSE AND ASSOCIATED FACILITIES - LOT 373,374,
375 & 376 DP751665 217 SINGLETON ROAD, WILBERFORCE -
MR R PARSONAGE

FILE NUMBER:

DA33/94/EVD

Owner:

R A P Holdings Pty Ltd

Stat. Provisions:

Hawkesbury LEP 1989 SEPP № 11 (Traffic Generating Development)

Area:

69.89ha

Zone:

Rural 1(b)

Advertising:

Adjoining owners

Date Received:

8 February 1994

Key Issues:

- Vehicular Access
- Traffic
- Environmental Impact

Action:

Conditional approval

REPORT:

Proposal

To use the subject land as a golf course and associated facilities, which will include:

- 18 hole golf course
- Driving range
- Club house with bar and dining facilities
- Car parking for 140 cars and 2 buses with vehicular access from Singleton Road

Site Characteristics

The subject land has an undulating topography, with frontage of approximately 600m to Singleton Road and also to Krahe Road (to the west of the subject land). However, it should be noted that no vehicular access is proposed to Krahe Road.

Advertising

In accordance with Council Policy, adjoining owners were notified by mail of the development proposal. Eight submissions were received, and the comments are summarised as follows:

- The use of pesticides, nutrients etc;
- a golf course is contrary to the rural zoning of the land;
- spillage of light (from the driving range);
- traffic hazards along Singleton Road;
- noise from both cars and people;
- Krahe Road must be upgraded (if used for access purposes); and
- access to the golf club should not be allowed via Krahe Road.

Statutory Situation

The proposed development falls within the definition of a "Recreational Establishment", which is permissible with Council consent under the provisions of Hawkesbury LEP 1989.

In addition, the proposal was referred to the Local Traffic Committee and the provisions of SEPP № 11. This will be further discussed.

Planning Assessment

Existing Development

The subject land is presently used as a thoroughbred horse stud, grazing cattle and for poultry production of both eggs and boilers. The various buildings over the site (which includes houses, chicken sheds, stables, hay sheds and machinery sheds etc) will either be demolished or will be adapted for a use in conjunction with the golf course development.

Environmental Impacts

The development of the site of the golf course will involve the use of various pesticides, fertilisers and irrigation methods over the majority of the site.

The present use of the site requires a greater fertiliser usage than would a golf course. At present, the annual fertiliser applications per hectare are 10.2kg of phosphorus and 39kg of nitrogen over the entire property. In the case of a golf course, the annual fertiliser application per hectare will be 8.2kg of phosphorus and 10.7kg of nitrogen over the entire property. Considering that the intensive poultry farming activity will be omitted and the horse/cattle grazing will be reduced at the site, nutrients and fertilisers from these activities will be dramatically reduced. Clearly, the overall fertiliser application will be greatly reduced if it were used as a golf course, and as a result less pollutants and nutrients would be transported (via storm runoff) into local water ways.

In addition, various poisons and pesticides will be applied to form the fairways. This will be done by selectively poisoning unwanted grass species and encouraging natural couch. Information supplied suggests that the amount of pesticides would also be less than that of the existing use of the land.

The golf course will also require an extensive irrigation system which raises the issue of water run off. The irrigation system will utilise four of the dams on the site, pumps, automatically controlled weather stations and ground moisture sensors. As a result of these irrigation methods, there will be no run off from the site as a result of irrigation. Application of water will be on a "needs only" basis and the system is designed to close down before the point of run off is reached. Therefore there will be no nutrients carried into the waterways as a result of the irrigation methods.

Consequently, it is considered that the environmental impacts of the golf course will be minimal.

Landscaped and Scenic Quality

The golf course will result in minimal alterations to the landscape and scenic quality of the land. Most of the structures on the site (eg. fencing, buildings etc) will remain as will the vast majority of trees. This matter will be further discussed.

Social and Economic Effects

The golf course, given that it will generate employment opportunities in the local community (eg. greenkeepers, work staff, bar staff for the club house), is considered to have positive social and economic effects.

Parking, traffic and means of entry/exit

The proposal was referred to the Local Traffic Committee where it was recommended:

"That the application be supported in principle subject to the applicant submitting revised plans showing: -

- a) With regard to access off Singleton Road a seagull device and 30m deceleration lane on the Southern approach be incorporated in to the proposal;*
- b) with regard to access of Krahe Road, detailed access proposal be incorporated with a view to having Krahe Road upgraded and sealed;*
- c) detailed plans showing interaction of delivery vehicles/parking/pedestrian movements internally within the proposed development".*

With reference to a) and c) above, the required details have been submitted and are considered to be satisfactory. Regarding b) above, the applicant has advised that there is no intention to utilise Krahe Road as an access point for the development in any form.

Council's Parking Policy DCP does not prescribe a parking requirement for golf courses or any similar use, however the provision of 140 car spaces and 2 bus spaces is considered to be a satisfactory provision for this development. In addition, the manoeuvring areas and driveway widths both meet the standards of this DCP.

From a traffic perspective, the development is estimated to generate 292 daily vehicle trips with 40 trips in the peak hour. This is not considered to be beyond the capacity of Singleton Road in this vicinity.

Tree Preservation

In order to site the proposed fairways, it will be necessary to remove a number of mature and semi mature trees with a subsequent replacement of these trees in other locations on the subject land. Relative to the number of trees which presently exist on the land, the proportion to be removed will be quite low.

Existing and likely future amenity of the locality

Generally, the proposed golf course is envisaged to have minimal impact on the amenity of the locality. The driving range in particular is a contentious issue, however it is understood that this driving range will not be for night use and will therefore not involve any spillage of light. Appropriate condition can be imposed on this and the hours of operation of the club house.

Conclusion

Generally it is considered that the proposed golf course will secure a large portion of open space available for the community, and that this will be a benefit for the Willberforce area and to the Hawkesbury City generally.

RECOMMENDATION:

That the application be approved subject to the following conditions:-

1. The development shall be carried out generally in accordance with plans and documentation submitted with the application.
2. The development shall be carried out in accordance with any licensing requirements of the Environmental Protection Authority and the Department of Water Resources.
3. Submission of a building application, plans and specifications complying with the Building Code of Australia.
4. No advertising structures are to be erected, displayed or affixed on any building structure or land without the prior approval of Council. Any such advertising structure erected or displayed without prior approval will be removed and disposed of at the expense of the advertiser.
5. All waste materials to be stored and disposed of at regular intervals to the satisfaction of the Divisional Manager Environment and Development.
6. Provision of toilets in accordance with the requirements of the Building Code of Australia.

7. Any building or part thereof to be used for the purpose of storage, preparation or sale of food for human consumption shall be constructed in accordance with the requirements of the Food Act 1989 and Regulations thereunder and Council's Food Premises Code.
8. Parking shall be provided for 140 vehicles and 2 buses in accordance with Council's Regulations and Parking Policy. Parking spaces, accessways and aisles to conform to Council's Development Control Plan and to be constructed, drained, sealed and marked. Full details of works shall be submitted for approval with the building application.
9. No signs shall be displayed on the footpaths, pedestrianways, roadways or in the vicinity.
10. The development shall be conducted in such a manner so as not to interfere with the amenity of the neighbourhood in respect of noise, vibration, smell, dust, waste water, waste products or otherwise.
11. All trees on the property are to be preserved with the exception of those trees which are required to be removed to allow the siting of the fairways.
12. No excavated material (sub soil, top soil or soil) shall be removed from the site.
13. Compliance with Workcover Authority for the keeping and storage of herbicides and pesticides for the use on the land.
14. The spillage of light, if any shall be controlled to the satisfaction of Council.
15. The club house facility on the site shall not operate after 10pm on any night.
16. Access to the site being to the requirements of the Roads and Traffic Authority.
17. No vehicular access is to be provided from Krahe Road.
18. The construction of a 5m wide compacted crushed rock access from Singleton Road to the maintenance compound along the existing access road. Permission is to be first obtained from the Lands Department to the continued use of the access and to any work to be carried out thereon.
19. Compliance with any licensing requirements under the Liquor Act in respect of the club house.
20. Illumination of the golf driving range is prohibited.
21. The access road from Singleton Road to the car park shall be constructed with a sealed pavement. Details to be submitted for approval with the Building Application.

FN:EN628NAX.V05

***** END OF ITEM 7 *****

AT-1 Site map

ATTACHMENTS:

ITEM 8:

CAR REPAIR STATION - LOT 22 DP578116 138 HANKEL ROAD,
OAKVILLE - MR A BURKE

FILE NUMBER:

DA100/94/EVD

Owner:

Mr A Burke

Stat. Provisions:

Hawkesbury LEP 1989

Area:

1.6ha

Zone:

Rural 1(c)

Advertising:

Adjoining owners - 3 objections received

Date Received:

27 April 1994

Key Issues:

- ◆ Objections
- ◆ Amenity (noise, fumes, hours of operation)
- ◆ Privacy

Action:

Approval with conditions

REPORT:

Proposal

To use a shed on the subject land as a "car repair station". Access to this shed is via a driveway from Hankel Road, Oakville. The activity involves the repair of both trucks and cars. The use has been in operation for some time and this application was initiated after complaints were received from adjoining property owners.

Advertising

In accordance with Council Policy, adjoining owners were notified for a two week period. Three individual letters of objection were received and the grounds for objection are summarised as follows:

- Noise
- Diesel fumes
- Loss of privacy
- Hours of operation
- Traffic problems
- Out of character with a rural area
- Vehicles parked on footpath
- Frequency of vehicles using the site
- Storage of goods

- Waste material and removal
- Vehicle parking spaces
- Level of activity could increase if this application was approved
- Dust and the cause of adverse health impacts

Statutory Situation

The proposed use falls within the definition of "car repair station" which is permissible subject to Council consent under the provision of Hawkesbury LEP 1989.

Planning Assessment

Site Characteristics

The subject land is a regularly shaped property of 1.6ha. The car repair station is located in a shed set back some 40m from Hankel Road, but close to neighbouring properties. The activity has been in operation without approval from Council for at least one year.

Relationship to adjoining land

It is considered that the car repair station, as it presently operates, has an unsatisfactory relationship to the land which adjoins the subject property. However, this is because it has been operating illegally without any control.

It is considered that if there were appropriate conditions imposed on any approval granted, most of the objections against the proposal could be satisfactorily resolved. Such conditions may include limiting the hours of operation and the prohibition of vehicles from parking on the footpath. Should consent be given to the proposal, it may be limited for 12 months period to allow the monitoring of its affects on the adjoining properties.

Parking, means of entry/exit

Council's Parking Policy DCP requires that 12 spaces be provided for a development of this sized based on 6 car spaces per work bay. There are 2 work bays involved. There is an informal area adjoining the shed which is capable of accommodating such parking.

The means of entry to the property and from the property is via a 40m long scaled driveway to Hankel Road.

Traffic

The development is envisaged to have moderate traffic impacts, but these are not considered to be beyond the capacity of the local road network.

Existing and likely future amenity

At present, the activity adversely impacts on the amenity of the locality in many ways (eg. noise, fumes, hours of operation, waste products etc).

However, if appropriate conditions are imposed on the consent, and the consent is limited to a twelve month period it is considered that the affects on the amenity of the locality can be minimised to a reasonable degree.

RECOMMENDATION:

Approval subject to the following conditions:

1. The development shall be carried out in accordance with the plan and application as received by Council 27 April 1994.
2. No advertising structures are to be erected, displayed or affixed on any building structure or land without the prior approval of Council. Any such advertising structure erected or displayed without prior approval will be removed and disposed of at the expense of the advertiser.
3. All waste materials to be stored and disposed of at regular intervals to the satisfaction of the Divisional Manager Environment and Development.
4. All solid and liquid wastes arising from the premises shall be collected, stored and disposed of in a satisfactory manner. Separate details of the proposed waste collection, storage and disposal method/system shall be lodged for approval.
5. Parking shall be provided for 12 vehicles in accordance with Council's Regulations and Parking Policy. Parking spaces, accessways and aisles to conform to Council's Development Control Plan and to be constructed, drained, sealed and marked. Full details of works shall be submitted for approval.
6. Screen walls are to be provided to screen open yard activities and are to be of an approved design, and full details are to be submitted for approval.
7. All work performed shall be confined within the building.
8. No motor vehicles are to be displayed for sale on the subject premises.
9. No signs shall be displayed on the footpaths, pedestrianways, roadways or in the vicinity.
10. The development shall be conducted in such a manner so as not to interfere with the amenity of the neighbourhood in respect of noise, vibration, smell, dust, waste water, waste products or otherwise.

11. The subject development, including landscaping, is to be maintained in a clean and tidy manner at all times and any direction given by Council Officers in this regard is to be complied with forthwith.

12. The spillage of light, if any, shall be satisfactorily controlled.

13. Operating hours shall be limited to 8am to 4pm Monday to Friday with no work being carried out weekends or public holidays. Any alteration of these hours will require the approval of the Divisional Manager Environment and Development.

14. The submission of details of the movements of vehicles including times and frequency of movement.

15. The submission of details of stormwater drainage systems for approval to the satisfaction of the Divisional Manager of Environment and Development.

16. Compliance with the Noise Control Act in relation to all noise emissions from the site.

17. The parking of vehicles on the footpath outside the subject site is prohibited.

18. This consent is limited to a 12 (twelve) month period, after which time the applicant shall be required to re apply for continuation of the car repair station.

ATTACHMENTS:

AT-1 Site map

FN:EN628NAX.V06

**** END OF ITEM 8 ****

ITEM 9:

TWO LOT SUBDIVISION - LOT 67 DP751626 N° 174 MOUNTAIN
LAGOON ROAD, BILPIN - C & B SPATHIS

FILE NUMBER:

SA36/94/EVD

Owner:

C & B Spathis

Stat. Provisions:

Hawkesbury LEP 1989

Area:

8.3ha

Zone:

Environmental Protection Scenic 7(d)

Advertising:

Not required

Date Received:

14 April 1994

Key Issues:

- ◆ Non compliance with Hawkesbury LEP 1989

Action:

Refusal

REPORT:

Proposal

To subdivide the subject land into two allotments of 4ha each.

The property was subject to a three lot subdivision which was refused at Council's meeting of 10 March 1993.

Site Characteristics

The property has frontage of approximately 550m to Mountain Lagoon Road and contains a dwelling house and several out buildings. The property is traversed by two (intermittent) creeks and slopes away from Mountain Lagoon Road. The adjoining allotment sizes range from 1.3ha to the Wollemi National Park and while there are smaller allotments in the vicinity these were approved under earlier planning schemes which have now been superseded.

Statutory Situation

Under the provisions of Hawkesbury LEP 1989 the property is zoned Environmental Protection Scenic 7(d) which prescribes a minimal allotment size of 40ha. Both of the proposed lots fall below this minimum standard by 90%. Consequently the applicant has lodged a SEPP N° 1 objection claiming that compliance with the minimal allotment size standard is unreasonable/unnecessary for the following reasons:-

- The shape and topography of the land forms two distinct and physically separate parcels of land;
- the topography restricts movement between these two "parcels";
- in times of bushfire, dangers are experienced in terms of protecting the property owing to its topography; and
- it is difficult and dangerous to move machinery from one side of the property via Mountain Lagoon Road.

Should Council decide to support the proposal it will be necessary to obtain the concurrence of the Department of Planning as Council does not have the power to approve the subdivision. Previous advice from the Department indicates that they are not willing to concur with subdivisions which are below the minimum lot size unless there is significant justification.

Planning Assessment

The proposed lots are well below the minimum standards prescribed in Hawkesbury LEP 1989, and although a SEPP № 1 objection has been supplied, it is not considered to contain significant grounds for variation of the relevant standard. In planning terms, the site does not contain any characteristics which make it unique from many allotments in the immediate vicinity. The only characteristic is that the land is traversed by 2 drainage depressions, but it should be noted that the proposed property boundary is not in accordance with these drainage depressions. As a result, rather than solving the problem of negotiating the drainage depressions on one property the two resultant lots would each have a drainage depression to negotiate which would surely compound rather than solve any problems of movement over the property.

In addition, problems of access through the property could be solved by way of minor earthworks which would negate the need to use Mountain Lagoon Road as a means of access through the property.

RECOMMENDATION:

That the application be refused for the following reasons:-

1. The subject is not in compliance with the 4ha minimum allotment required for land zoned Environment Protection Scenic 7(d) under the provisions of Hawkesbury LEP 1989.
2. The proposal contravenes the objectives of the Environmental Protection 7(d) zone.
3. The proposal is not in the public interest.
4. The proposal if approved would set an undesirable precedent.

FN:EN628NAX.V07

**** END OF ITEM 9 ****

ATTACHMENTS:
AT-1 Site map

GENERAL PURPOSE COMMITTEE - ENVIRONMENT
Meeting Date: 28 June 1994

Item: 9

The proposal has also been amended by adding another four units, making a total of twenty one units, and orientating the building so that it is generally parallel with Windsor Road. This will result in several stables, a shed and an existing dwelling (which was originally to be converted

Proposal

Whilst the applicant has responded on a number of occasions as to why access should be from Windsor Road, the Traffic Committee has maintained that such access should not be provided. Accordingly, the applicant has amended the proposal by providing access from Boundary Road via a right-of-way, over the existing driveways of the Tourmaline Hotel. The Hotel is currently owned by the owner of the subject property.

The Local Traffic Committee subsequently considered the application and recommended that access be denied to Windsor Road on traffic safety grounds and that the applicant be asked to investigate access from Boundary Road to the development.

At its meeting of 14 April 1992, Council considered an application to erect a two storey, seventeen unit motel on the subject land, together with associated car parking and landscaping. At the meeting, Council resolved that should the Local Traffic Committee raise no objection to the proposed development on traffic grounds, the application be approved by the Divisional Manager Environment and Development under delegated authority.

REPORT:
Background

Approval	
Action:	
♦ Traffic and Access	♦ Design
Key Issues:	
Date Received:	22 July 1991, Amended plans received 4 May 1994
Advertising:	Adjoining owners notified with one submission received
Zone:	Rural 1(c)
Area:	5.685ha
Stat. Provisions:	Hawkesbury Local Environmental Plan 1989
Owner:	Bittini Pty Ltd

FILE NUMBER:	DA180/91/EVD
ITEM 10:	MOTEL - LOT 2 DP559566 N° 711 WINDSOR ROAD, VINEYARD - REGENCY DESIGN CENTRE - APPLICANT: R BROWN

to a manager's residence) being demolished. The applicant now proposes to incorporate a manager's residence within the motel complex.

The proposed two storey building will be of brick construction with a concrete tiled roof and will be similar in design to the existing motel at the rear of the Tourmaline Hotel.

Statutory Situation

The site is zoned Rural 1(c) under the provisions of Hawkesbury LEP 1989. Motels are permissible within the zone with the consent of Council.

Public Submissions

Adjoining owners were advised of the original proposal with one submission being received from Drs Zammit and Dowden of the Vineyard Veterinary Clinic.

Their submission reads, in part, as follows:-

"As joint owners of the adjoining property (703 Windsor Road, Vineyard), we would like to place on record with Council our approval in principle of the project, subject to some constraints:-

- *we intend over the next several years to expand the size of both the boarding kennels and the Veterinary Clinic and we do not want the changed circumstances in the adjoining property to adversely affect any future development of our property;*

- *we do not want the proposed development to adversely affect the conduct of our business as it is presently carried out; and*

- *that in the event of any future conflict of interests, the prior existence of our business as a Veterinary Clinic for some ten years, and as a boarding kennel for approximately forty years is recognised."*

Given that the amended proposal is similar in scale to the original proposal, and that the above submission could equally apply to the amended proposal, adjoining owners were not notified of the amendment.

It is noted that approval was granted in April 1991, to construct additions to the existing veterinary practice. These additions have since been constructed. Whilst further additions to the veterinary clinic may occur in the future, it is considered that the clinic will not necessarily be a constraint to the motel development given that the motel will be approximately 85m from the common property boundary. Further, the subject property is traversed by a transmission easement, approximately 61m wide, which effectively limits the area of land available for a motel extension.

Planning Assessment

Parking

Parking for twenty five vehicles has been provided on the site in accordance with Council's Car Parking Development Control Plan at a rate of one space per unit plus one space per employee. Landscaping is proposed to be incorporated in the development, which will assist in reducing the visual impact of hardstanding areas.

Water Services and Effluent Disposal

To ensure satisfactory arrangements are made for the provision of water to the site, the applicant will be required to obtain a Subdivider/Developer Certificate (a certificate under Part 3, Division 2, Section 27 of the Water Board Act 1987) prior to commencement of any works on the site.

In regard to effluent disposal, the applicant will be required to install an aerated septic system on the site property.

Flooding

The property is subject to flooding, with the 1 in 100 year flood frequency level estimated to be approximately 17.3m (AHD). (In the Vineyard and Rouse Hill Flood Study Report prepared by the Department of Water Resources, the 1 in 100 year level is estimated to be about 18.3m (AHD)). Given that the site of the proposed motel is at a level of approximately 19m, flooding is not considered to be a constraint to the development.

Character/Design Quality/Amenity

The proposed motel will be of brick construction with a concrete tiled roof. Although the applicant was requested to give further consideration to the design of the development to improve its appearance, the applicant was not willing to amend the design, presumably because the development is similar to the motel units at the rear of the Tourmaline Hotel. Whilst the development is considered to have limited architectural merit, appropriate landscaping could be undertaken to enhance the development. Accordingly, a detailed plan of landscaping should be submitted with the building application.

RECOMMENDATION:

That the application be approved subject to the following conditions:-

1. The development shall be carried out in accordance with Plan № 4384A1, Sheets 1-3, dated 22 May 1994.
2. Submission of a building application, plans and specifications complying with the Building Code of Australia.

3. Submission of a Subdivider/Developer Certificate (a Certificate under Part 3, Division 2, Section 27 of the Water Board Act 1987) prior to the commencement of any works on the site.

4. An aerated septic system shall be installed to cater for the proposed motel; details to be submitted with the building application.

5. All access to the development shall be from Boundary Road. In this regard, a right-of-way shall be created over the existing driveways of the Tourmaline Hotel as shown on Plan N° 4384A1, Sheet 3.

6. The right-of-way shall be constructed with a sealed pavement where not already provided, details to be submitted with the building application.

7. Disabled access shall be provided in accordance with the Building Code of Australia.

8. Design and construction of site drainage shall be carried out in accordance with Council's Guidelines for Stormwater Drainage Requirements for Commercial, Industrial and Medium Density Developments. Full details of works shall be submitted for approval with the building application. On-site detention shall be provided to maintain all stormwater discharges up to the 1 : 100 year storm at predevelopment levels.

9. No advertising structures are to be erected, displayed or affixed on any building structure or land without the prior approval of Council. Any such advertising structure erected or displayed without prior approval will be removed and disposed of at the expense of the advertiser.

10. All waste materials to be stored and disposed of at regular intervals to the satisfaction of the Divisional Manager Environment and Development.

11. No excavation or site works shall be commenced prior to the issue of the building permit.

12. Parking shall be provided for 25 (twenty five) vehicles in accordance with Council's Regulations and Parking Policy. Parking spaces, accessways and aisles to conform to Council's Development Control Plan and to be constructed, drained, sealed and marked. Full details of works shall be submitted for approval with the building application.

13. Submission of a schedule of proposed external finishes including sample materials for Council's consideration and approval in conjunction with the submission of a building application.

14. A detailed plan of landscaping shall be submitted and approved by the Divisional Manager Environment and Development prior to the approval of the building application. Such landscaping is to be completed prior to the occupation of the building and shall be maintained for the life of the development.

**** END OF ITEM 10 ****

FN:EN628NAX.V09

AT-1 Site map

ATTACHMENTS:

ITEM 11:

ATTACHED DUAL OCCUPANCY - LOT 529 DP749371
WETHERILL CRESCENT, BLIGH PARK - APPLICANT: T & K
ELY

FILE NUMBER:

DA40/94/EVD

Owner:

Mr T C & Mrs K Ely

Stat. Provisions:

Hawkesbury Local Environmental Plan 1989 & Council's Dual Occupancy/Duplex Housing Development Control Plan

Area:

744m²

Zone:

Residential 2(a)

Advertising:

Advertised with five submissions received and one petition with twenty three signatories

Date Received:

24 February 1994

Key Issues:

- ◆ Traffic Movements/Vehicular Access to Site
- ◆ Setbacks for Proposed Dwelling & Car Spaces
- ◆ Stormwater Disposal
- ◆ Provision of Solar Access to Rear Courtyards
- ◆ Unightly Fencing

Action:

Refusal

REPORT:

Proposal

The application is for a second single storey dwelling attached to the existing dwelling creating a dual occupancy. The new dwelling contains three bedrooms.

Statutory Situation

The proposal is permissible within the Residential 2(a) zone, with Council's consent, under HLEP 1989; Council's Dual Occupancy/Duplex Housing Development Control Plan and Sydney Regional Environmental Plan № 12.

Advertising

Eight adjoining owners were notified of the proposal with five submissions being received, including one petition with twenty three signatories, all objecting to the application. The following reasons for objection have been cited:-

1. The proposal is an overdevelopment of the site.
2. The proposal does not provide adequate setbacks to complement the existing streetscape of Rich Close.
3. The proposed courtyard fronting Wetherill Crescent will detract from the existing streetscape.

That the application be refused on the following grounds:-

RECOMMENDATION:

The applicant has not provided sufficient evidence that the site can be adequately drained.

An additional two car spaces are proposed with this application, setback 3.4m from Rich Close. This complies with the DCP.

The location of development is such that a courtyard is proposed at the front of the existing dwelling. In order to maintain adequate privacy, a 1.8m high fence is proposed. It is considered that this style of fencing would detract from the pleasant, open streetscape which currently exists in Wetherill Crescent.

The proposed development is setback a maximum of 3.4m and a minimum of 2.5m from Rich Close. These setbacks are inadequate given the large development proposed.

The application complies with the minimum site area and floor space ratio requirements. Despite this, the location of the proposed dwelling is such that an overdevelopment of the site occurs in the southern area of the site. The proposal does not comply with the solar access requirements of the DCP as the rear yards are completely blocked of direct sunlight during the specified periods. This provides further evidence of the site being overdeveloped.

Council has adopted a Dual Occupancy DCP and the application should be assessed against its standards.

The subject site is a corner allotment with an area of 744m² having frontage to both Wetherill Crescent and Rich Close. The site contains an existing dwelling-house oriented towards Wetherill Crescent. This application proposes the erection of an additional dwelling, attached to the existing, oriented towards Rich Close.

Planning Assessment

1. poor vehicular access;
2. removal of vegetation;
3. reduction in visibility for motorists using Rich Close and Wetherill Crescent;
4. out of character with area; and
5. stormwater runoff

4. Inadequate private open space is provided for each dwelling.
5. Inadequate solar access is provided to the courtyards at the rear.
6. The applicant has not provided evidence that the site can be suitably drained.

ATTACHMENTS:

AT-1 Site map

EN628NAX.V10

**** END OF ITEM 11 ****

ITEM 12:

HOME ACTIVITY - CABINET MAKING LOT 20 DP587915 N° 97

MENIN ROAD, OAKVILLE - J & R SELTENRYCH

FILE NUMBER:

DA104/94/EVD

Owner:

J & R Selenrych

Stat. Provisions:

Hawkesbury Local Environmental Plan, 1989

Area:

2.023ha

Zone:

Rural 1 (c)

Advertising:

Advertised with seven submissions received

Date Received:

29 April 1994

Key Issues:

◆ Noise

◆ Bona fide nature of application

Action:

Approval with conditions

REPORT:

Proposal

Application has been made for the establishment of a home activity on the subject property involving cabinet making and woodworking. The activity is to be conducted within an existing shed whilst it is proposed to erect an addition to the shed for storage and administrative purposes.

The home activity has been operating for some time and this application was lodged only because of the proposed extensions.

Statutory Situation

The proposal is defined as a home activity which is a use permissible, with consent, under the provisions of Hawkesbury Local Environmental Plan, 1989.

Advertising

Six submissions have been received in support of the proposal. One submission was received from an adjoining property owner objecting to the development on the following grounds:-

- noise
- hours of operation
- proposed building is to be occupied for residential purposes

1. The development shall be carried out in accordance with Plan submitted on 29 April 1994.
2. Submission of a building application, plans and specifications complying with the Building Code of Australia.
3. No advertising structures are to be erected, displayed or affixed on any building structure or land without the prior approval of Council. Any such advertising structure erected or displayed without prior approval will be removed and disposed of at the expense of the advertiser.
4. No signs shall be displayed on the footpaths, pedestrianways, roadways or in the vicinity.
5. Access being provided to the new building to enable its use for storage purposes.

Approval subject to the following conditions:-

RECOMMENDATION:

In conclusion, it is considered that the proposal is reasonable in a rural area and is suitable for approval.

The proposal will not generate significant additional traffic. A utility is proposed for deliveries whilst small trucks will deliver material to the site. The local road network will accommodate the expected traffic.

It is considered that the concerns have arisen because the activity has been in operation without any controls. All of the issues raised in objection to the proposal can be overcome with conditions which, when complied with, will result in a satisfactory development. Such conditions can include limiting the hours of operation, the level of noise which emanates from the site and the appropriate disposal of wastes.

Doubt was expressed with the applicant regarding the bona fide nature of the proposal, given that the additions appeared on plan to be set up like a dwelling house. The applicant has altered the plans to incorporate industrial type access to the addition. Discussions have also been held with the applicant in relation to the development of dual occupancy elsewhere on the property.

The subject property is a regular shaped allotment with an area of 2ha. The site contains an existing dwelling and a number of outbuildings including a large shed. This application proposes the use of the shed plus the erection of office and storage space.

Planning Assessment

- run off from the septic tank
- disposal of waste by burning

6. Compliance with requirements of a home activity and in this regard the proposal shall not:

i) interfere with the amenity of the locality be reason of the emissions of noise, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit, oil or otherwise;

ii) involve exposure to view from any public place of any unsightly matter;

iii) require the provision of any essential service main of a greater capacity than that generally available in the locality;

iv) involve the employment of persons other than residents of the dwelling house or dwelling; or

v) involve the exhibition of any notice, advertisement or sign (other than a notice or sign not exceeding 1 (one) metre by 0.6 (zero point six) metres exhibited on that dwelling house or dwelling to indicate the name and occupation of the resident thereof);

7. The subject development, including landscaping, is to be maintained in a clean and tidy manner to Council's satisfaction at all times and any direction given by Council in this regard is to be complied with forthwith.

8. Operating hours shall be limited to 8.00am to 5.00pm Monday to Friday and 8.00am to 12 noon on Saturdays. Any alteration of these hours will require the approval of the Divisional Manager Environment and Development.

9. All work performed shall be confined within the buildings.

10. All waste materials to be stored and disposed of at regular intervals to the satisfaction of the Divisional Manager Environment and Development.

11. Adequate and suitable solid garbage/trade waste storage facilities shall be provided on the premises. Separate details indicating the location, type and construction of such facilities shall be lodged with Council concurrently with the building application.

ATTACHMENTS:

AT-1 Site map

FN:EN628NAX.V13

**** END OF ITEM 12 ****

ITEM 13:

CONSTRUCTION OF FOUR NEW SHOPS LOT 7 DP959819 211
WINDSOR ROAD, VINEYARD - GILES TRIBE ARCHITECTS

FILE NUMBER:

DA106/94/EVD

Owner:

Mr & Mrs D Harris

Stat. Provisions:

Hawkesbury LEP 1989, SEPP № 1

Area:

8,050m²

Zone:

Rural 1(c) and Proposed Road Widening 9(b)

Advertising:

Adjoining owners

Date Received:

2 May 1994

Key Issues:

- ◆ Enlargements/intensification of non conforming existing use
- ◆ Traffic impacts
- ◆ "Ribbon" development
- ◆ Traffic generating developments along main roads

Action:

Refusal

REPORT:

Background

In 1956, a "tourist establishment" consisting of a shop and dwelling was approved on the subject land under the Cumberland Planning Scheme. In 1971, Windsor Council approved an additional development application for the use of the site as a shop.

Under the Windsor Planning Scheme which was gazetted on 9 November 1973 the land was zoned Non Urban 1(b) which prohibited shops and road-side stalls. The established shop became a non conforming use at this point.

Since this time, applications for an antique business and general business usage have been refused by Council on the basis that the existing use of the property had been abandoned for a period exceeding 12 months, and these uses were prohibited within the zoning of the property under the Planning Scheme which existed at the time. The Land and Environment Court however recognised existing use rights on the site.

The site still enjoys "existing use rights" as it is continuing to be used for the display and sale of honey, flowers and bushrock.

Proposal

The applicant proposes to re develop the premises into 4 shops with a total gross floor area of 600m². The existing shop, which has a gross floor area of 318m², will be demolished.

Twenty one car parking spaces are proposed, and loading/unloading areas will be behind the shops. The new shops are proposed to be set back 18m from the new alignment of the road, after road widening, which affects the frontage of the property.

The materials to be used include precast concrete panels with pre-finished metal sheeting. The height of the new shops will be 9.5m from ground level and there is proposed to be a sign having a height of 18m.

Site Characteristics

The land is regularly shaped with a frontage of approximately 50m to Windsor Road. The frontage is affected by road widening of an average 5.5m width.

The level of the land ranges in height between 11.5 and 13.8m AHD. Council has recently adopted "floor height standards" which, for the subject land, is 15.9m. The minimum permitted floor height is 3m below this level, ie 12.9m. The proposed floor level is 14m AHD.

Statutory Situation

The existing shop enjoys existing use rights, although the provisions of Hawkesbury LEP 1989 prohibit shops within the Rural 1(c) zoning of the property. The Environmental Planning and Assessment Regulations provide that the floor area of "existing uses" can be extended by a maximum of 10%. This is a development standard, and as such may be varied utilising the provisions of SEPP No 1. As the proposal is to expand the existing retail area by approximately 90%, an objection under SEPP No 1 has been supplied and the objections are specified as follows:

"1. The land is subject to flooding and as such is generally unsuitable for residential purposes;

2. The surrounding development (which is to include a service station on the property adjoining the land) is predominantly light industrial and special business in character;

3. On completion of the development the existing cottage (located just outside the RTA road widening restriction on user) and the shed will be demolished. This will greatly improve the aesthetics of the area, provide safe ingress to and egress from the land and improve the safety of motorists using Windsor Road.

4. In any event, by reason of a consent obtained on 18 May 1971 the land may be used for the purpose of "shops" and as such the owners right to increase the area currently used for this purpose is not restricted by the development standard.

Comment

It is considered that the SEPP No 1 objection does not provide adequate justification for the relaxing of the development standard in relation to a maximum 10% expansion.

The applicant is arguing that the surrounding development is light industrial and special business in character, yet development for the purpose of "shops" will not be consistent with such developments. In addition in point 4, the applicant is arguing that because the land is presently being used for a shop, the maximum 10% expansion standard does not restrict the owners right to develop the site. This is not correct, as the legislation clearly restricts the expansion of developments with existing use rights.

Whilst SEPP No 1 may be used, it is considered that a 90% expansion in floor area, is excessive in the circumstances and would, in effect, result in four shops, which individually would be larger than the display area of the existing shop. This is considered to be contrary to the provisions of the Regulations as they relate to existing use rights.

Furthermore, Clause 22 of Hawkesbury LEP 1989 (development joining main or arterial roads) prohibits shops, roadside stalls etc which have direct vehicular access to main or arterial roads.

Adjoining owner notification

Adjoining owners were notified of the proposal and no submissions were received.

Planning Assessment

"Ribbon" Development along main roads should not be encouraged for the following reasons;

- from a traffic safety perspective, retail developments fronting main roads should be discouraged. It should be noted that at the subject site it is not possible to gain vehicular access other than via Windsor Road;
- proper traffic management practices identify that multiple access points to main roads should not be encouraged;
- further sporadic retail development outside the existing retail areas may threaten the future of such areas, given that there are already many shops in the existing retail areas which are vacant.

Character of the area

Generally, land uses in the vicinity consist of motor show-rooms, service stations and various industrial uses in the nearby McGraths Hill Industrial Estate, which caters for bulky goods/automotive style uses. It is considered that a development proposing 4 x 140m² shops is out of character with the surrounding area. Consequently support for this proposal would set an undesirable precedent.

Traffic Impacts

While the proposal was not required to be referred to the Local Traffic Committee under the provisions of SEPP № 11 - Traffic Generating Developments, the comments of the Committee were sought.

The Local Traffic Committee did not object to the proposal provided that the following conditions were met:

1. Proposed delivery area not be delineated as parking bays;
2. Median strips on Windsor Road be of raised concrete construction;
3. Driveways be widened with splays at junction with Windsor Road;
4. Driveway be designated "left in left out" only;
5. Committee expresses concern at the prospect of motorists performing U-turns at Windsor/Curtis Roads".

The RTA Traffic Guidelines estimate that a retail development of this size has the potential to generate approximately 700 vehicle trips per day. While this is a moderate increase in volume and not beyond the capacity of the local road network, the fact that such traffic has direct access to Windsor Road is considered to be most undesirable.

Conclusion

One of the objectives of the Rural 1(c) zone is:

"To prevent the establishment of traffic generating development along main and arterial roads".

As it is considered that this proposal is not consistent with this objective, and is undesirable for the specified reasons it should not be supported.

RECOMMENDATION:

- A. That the applicant's SEPP № 1 objection not be supported.
- B. That the application be refused for the following reasons:-
 1. The proposal is not consistent with the objectives of the Rural 1(c) zone of the Hawkesbury LEP 1989.
 2. The application proposes an expansion of floor area in excess of 10%, which is contrary to the "Existing Use" provisions of the Environmental Planning and Assessment Regulations.

3. Support for this proposal would set an undesirable precedent.
4. The proposal is not desirable in terms of traffic safety.
5. Clause 22 of Hawkesbury LEP 1989 prohibits "shops" on sites which front main/arterial roads.
6. The proposed development is not in the public interest.

ATTACHMENTS:

AT-1 Site map

FN:EN628NAX.V14

***** END OF ITEM 13 *****

ITEM 14:

NOTICE OF INTENTION TO DEMOLISH WEATHERBOARD COTTAGE - Nº 80 LENNOX STREET, RICHMOND - V & P TCHADOVITCH

FILE NUMBER: P515/135/EVD

Owner:

V & P Tchadovitch

Stat. Provisions:

Hawkesbury Local Environmental Plan 1989, Local Government Act 1993

Area:

1,322m²

Zone:

Residential 2(a)

Advertising:

Not required

Date Received:

17 May 1994

Key Issues:

♦ Heritage significance

♦ Contribution to streetscape

Action:

Refusal

REPORT:

Proposal

Council is in receipt of an application proposing the demolition of a circa 1900 weatherboard cottage at Nº 80 Lennox Street Richmond. The reason stated within the application for the demolition is that the cottage is in a state of disrepair.

The weatherboard cottage is one of 36 heritage items previously reviewed by Council's Heritage Advisory Committee recommended for identification and inclusion in Schedule 1 (Heritage Items) of Hawkesbury Local Environmental Plan 1989. Council at its Ordinary Meeting on 1 February 1994 resolved to prepare a draft local environmental plan to formally include these heritage items within Schedule 1 of the LEP.

To date all owners of the proposed heritage items have been notified by registered mail of Council's resolution and preparation of the draft plan. The draft plan will shortly be placed on exhibition and following this any submissions received reported to Council for its information.

Statutory Situation

Section 68 of the Local Government Act 1993 provides that a building regardless of whether it is a formally identified heritage item or not can not be demolished except with Council's approval. Pursuant to Section 68 property owners are thus required to notify Council of their intention to demolish a building and formally obtain approval prior to commencement of work.

Planning Assessment

The weatherboard and corrugated iron cottage was constructed circa 1900. Although simple in design the cottage is a "landmark" within Lennox Street as it is situated at the corner of East Market and Lennox Streets. The cottage is typical of modest cottages of the period and remains substantially unaltered. Although in reasonable condition the cottage does require remedial works such as replacement of a number of rotted weatherboards, repainting and removal of partial verandah infill.

The cottage is identified in the Department of Planning's 1986 North West Sector Heritage Study. The cottage is described in the study as "modest and symbolising the domestic architecture of the period". The study further identifies that the cottage has local heritage significance and contributes to the streetscape.

The cottage is one of a group of 8 weatherboard and corrugated iron cottages situated on the southern side of Lennox Street between East Market and Grose Streets, ie Nos 82, 84, 86, 88, 90, 92 and 94 Lennox Street. Consistent in form, scale and building materials the eight cottages have survived remarkably intact. The intactness of the group as a whole contributes to the overall character and the street scape qualities of the lower end of Lennox Street. Council's Heritage Adviser Mr R Staas has confirmed that not only No 80 Lennox Street, but the group of eight cottages have streetscape value and heritage significance.

During 1993 Council's Heritage Advisory Committee reviewed and inspected a number of heritage items identified in the North West Sector Heritage Study not already included in Schedule 1 of the planning instrument. The Committee subsequently resolved that 36 items reviewed be formally identified and included in the LEP. The committee's specific resolution in relation to Lennox Street appears below:

"Visually prominent curvature of verandah roof is notable and scarce in district. Recommended for inclusion".

Conclusion

To date the applicant has supported his application for demolition vis-a-vis a letter and pest report. The document submitted by the applicant thus does not sufficiently justify demolition of the cottage. The cottage makes both individually and as part of the group of 8 cottages a substantial contribution to the character and streetscape of the lower end of Lennox Street. Given the above and Council's previous resolution to identify and include the cottage as a heritage item in Schedule 1 of Hawkesbury Local Environmental Plan 1989 it is considered that the application should be refused.

***** END OF ITEM 14 *****

FN:EN628NAX.V15

AT-1 Site map

ATTACHMENTS:

1. The application made pursuant to Section 68 of the Local Government Act 1993 be refused.
2. The cottage known as № 80 Lennox Street, Richmond be identified and included as a heritage item in Schedule 1 of Hawkesbury Local Environmental Plan 1989.

RECOMMENDATION:

GENERAL PURPOSE COMMITTEE - ENVIRONMENT

Meeting Date: 28 June 1994

Item: 14

Statutory Situation

Section 68 of the Local Government Act 1993 provides that a building regardless of whether it is a formally identified heritage item or not can not be demolished except with Council's approval. Pursuant to Section 68 property owners are thus required to notify Council of their intention to demolish a building and formally obtain approval prior to commencement of work.

Planning Assessment

The weatherboard and corrugated iron cottage was constructed circa 1900. Although simple in design the cottage is a "landmark" within Lennox Street as it is situated at the corner of East Market and Lennox Streets. The cottage is typical of modest cottages of the period and remains substantially unaltered. Although in reasonable condition the cottage does require remedial works such as replacement of a number of rotted weatherboards, repainting and removal of partial verandah infill.

The cottage is identified in the Department of Planning's 1986 North West Sector Heritage Study. The cottage is described in the study as "modest and symbolising the domestic architecture of the period". The study further identifies that the cottage has local heritage significance and contributes to the streetscape.

The cottage is one of a group of 8 weatherboard and corrugated iron cottages situated on the southern side of Lennox Street between East Market and Grose Streets, ie Nos 82, 84, 86, 88, 90, 92 and 94 Lennox Street. Consistent in form, scale and building materials the eight cottages have survived remarkably intact. The intactness of the group as a whole contributes to the overall character and the street scape qualities of the lower end of Lennox Street. Council's Heritage Adviser Mr R Straas has confirmed that not only No 80 Lennox Street, but the group of eight cottages have streetscape value and heritage significance.

During 1993 Council's Heritage Advisory Committee reviewed and inspected a number of heritage items identified in the North West Sector Heritage Study not already included in Schedule 1 of the planning instrument. The Committee subsequently resolved that 36 items reviewed be formally identified and included in the LEP. The committee's specific resolution in relation to Lennox Street appears below:

"Visually prominent curvature of verandah roof is notable and scarce in district. Recommended for inclusion".

Conclusion

To date the applicant has supported his application for demolition vis-a-vis a letter and pest report. The document submitted by the applicant thus does not sufficiently justify demolition of the cottage. The cottage makes both individually and as part of the group of 8 cottages a substantial contribution to the character and streetscape of the lower end of Lennox Street. Given the above and Council's previous resolution to identify and include the cottage as a heritage item in Schedule 1 of Hawkesbury Local Environmental Plan 1989 it is considered that the application should be refused.

***** END OF ITEM 14 *****

FN:EN628NAX.V15

AT-1 Site map

ATTACHMENTS:

1. The application made pursuant to Section 68 of the Local Government Act 1993 be refused.
2. The cottage known as № 80 Lennox Street, Richmond be identified and included as a heritage item in Schedule 1 of Hawkesbury Local Environmental Plan 1989.

RECOMMENDATION:

ITEM 15:

TYRE LANDFILL - LOT 263 DP751665 N° 3 HENDRENS ROAD,
EBENEZER - EAST COAST TYRE RECYCLERS

FILE NUMBER:

DA347/92/EVD

REPORT:

This application was refused by Council at its Ordinary meeting dated 14 June 1994. The following reasons are recommended for refusal notice:-

1. The subject property is located below the 1 in 100 year flood frequency level and this proposal does not safeguard against the movement or escape of tyres downstream.
2. The proposal will reduce the agricultural viability of the property.
3. The proposal is likely to cause soil erosion and land degradation.
4. The proposal is not in the public interest.

RECOMMENDATION:

That the reasons for refusal be as outlined above.

ATTACHMENTS:

There are no supporting documents for this report.

FN:EN628NBX.V06

***** END OF ITEM 15 *****

FN:EN628NBX.V06

SECTION B

ITEM 16: DRAFT DEVELOPMENT CONTROL PLAN - MCGRATHS HILL

AREA

FILE NUMBER: GT100/001 PT2/EVD

REPORT:

At its meeting of 9 November 1993, Council resolved to prepare a development control plan for land at McGraths Hill generally bounded by Windsor Road, Pitt Town Road, Old Hawkesbury Road, Killarney Chain of Ponds, McKenzies Creek and South Creek. The purpose of the plan was to examine the area's potential for residential development.

A preliminary assessment of the area has now been undertaken to determine whether any land should be rezoned for residential purposes. This assessment is necessary prior to the preparation of a detailed development control plan. The assessment takes into consideration several matters including flooding; topography/geology/soils; wetlands; vegetation; agricultural land; heritage; existing land uses; and services. The results of the assessment are summarised below:

Flooding

The 1 in 100 year flood frequency level and the probable maximum flood (PMF) level for the locality are estimated to be 17.3m and 28.9m AHD respectively.

All land within the study area is below 17.3m AHD. Further, the majority of the area is below 16.0m AHD, the "floor height standard" for the locality. Whilst some of the land could be filled, as has happened in the Winnifred Banks Estate, substantial filling is likely to impact on the flooding characteristics (levels, velocities etc) of other locations in the vicinity and accordingly should not be encouraged.

In addition, the current policy of the State Government is to not support any substantial rezonings below the PMF. Therefore, given that all land within the study area is well below 28.9m, further investigation of the area's residential potential would seem futile.

Topography/Geology/Soils

Whilst slope gradients are generally below 5 percent, the majority of the study area is considered to have severe limitations to development due to flooding and waterlogging. Natural drainage lines are subject to frequent and periodic inundation and should be retained as part of an open natural drainage system to cater for the control and disposal of runoff.

Wetlands

Significant wetlands exist in the low lying areas towards the north eastern boundary of the study area, around Killarney Chain of Ponds and McKenzies Creek. The area also contains part of the South Creek wetlands. Conservation of these wetlands is considered necessary in order to maintain the habitat of the plant and animal species diversity.

Vegetation

Significant vegetation is defined as that which satisfies either one or both of the following criteria:

- vegetation that is more than 2ha in area; and/or
 - vegetation that provides a link with or corridor to other significant vegetation
- Other than some small areas of vegetation along McKenzies Creek, there are no other areas of significant vegetation in the study area.

Agricultural Land

Generally, all land south-east of Pitt Town Road and the more elevated land, immediately adjacent to Pitt Town Road to the north is classified as class 3 agricultural land, ie land suitable for grazing. The remaining land generally being the floodway adjacent to South Creek is classified as class 2 agricultural land, ie land suitable for cultivation for cropping but not suited to continuous cropping or intensive horticulture.

Heritage

There are five heritage items within the study area, four of which are located near the corner of Windsor and Pitt Town Roads, and the fifth on the corner of Pitt Town and Wolseley Roads. These items are not considered to be a significant constraint to development of the area.

Existing Land Uses

The study area contains a mix of land uses including rural activities, residential development, rural-residential properties, a mushroom growing and composting operation, produce store, doctor's surgery, church hall, general store, exhibition village, school, hotel/bottle shop and light industrial development.

Water and Sewerage Services

Whilst advice on the supply of water to serve additional lots was not specifically sought for the study area, the Water Board has continuously maintained that the Richmond-Windsor water supply system is currently near capacity. Consequently, there is only spare capacity to serve existing zonings or currently approved developments.

Augmentation of the water supply is scheduled for the late 1990's at which time, it is said, the Board's policy will be reviewed.

At this time, sewer is generally only available to the existing residential lots in the study area. It is possible that minor extensions to the sewerage system could be carried out to serve "infill" development on land around Beddeck Street and between the AV Jennings Exhibition Village and Winnitred Banks Estate. The pumping station in Havelock Street could be utilised to sewer properties in its general vicinity. Sewer extensions from the Plimsoll Street area could also serve some land to the north east of Wolseley Road. To serve the remaining land in the study

area would require extensive works including the provision of additional pumping stations.

There is limited capacity for sewerage treatment at the McGraths Hill treatment works. Thus any new development may require the redirection of flows to the South Windsor treatment works. If any rezoning of the land is to proceed, however, a detailed investigation of the sewerage system will need to be undertaken.

Assessment

Using "sieve analysis", which takes into account all of the above constraints, it is possible to identify land which has the least constraints to development. Clearly, the flood affectation of the area is the most significant constraint to residential development. If the criterion is to exclude all land below the PMF or even the 1 in 100 year flood level, then no land within the study area should be rezoned. This would accord with State Government Policy. If the criterion, however, is to exclude all land below the "floor height standard" of 16.0m, then only about 5ha of land would be available, generally located immediately south east of Pitt Town Road and north east of Wolseley Road. This would enable the creation of between about 60 to 75 lots, based on a density of 12 to 15 lots per hectare. Although some minor filling of land could be considered to "square" up the land, substantial filling should not be encouraged and would probably not be supported by the Department of Planning.

There is, on the other hand, some land between the exhibition village and Winnifred Banks Estate, already zoned for residential purposes. The land however would need to be filled, or alternatively, dwellings would need to be elevated to achieve a habitable floor level of 16.0m. In the context of the "Our City - Our Future" planning strategy, it is considered that there is likely to be more suitable land available for residential development that is not constrained by flooding. Further, the results of Council's Flood Plain Management Study may enable other locations to be considered for residential use.

Given that a draft of the "Our City - Our Future" planning strategy is nearing completion and that the Department of Planning is unlikely to support any substantial rezoning of flood liable land, it is considered that no further action be taken at this stage.

RECOMMENDATION:

That land in McGraths Hill not be rezoned for residential purposes at this time.

ATTACHMENTS:

AT-1 Site map

FN:EN628NBX.V10

**** END OF ITEM 16 ****

FN:EN628NBX.V10

SECTION B

ITEM 17:

ABATTOIR ALTERATIONS - LOT 1 DP741444 N° 62 KING ROAD,
WILBERFORCE - APPLICANT: MRS A DIASINOS

FILE NUMBER:

DA52/94/EVD

REPORT:

Council, at its Ordinary meeting of 14 June 1994 resolved that a further report regarding the ponding of water on the site be submitted. Due to the need to liaise with the Environmental Protection Authority, and undertake any necessary sampling, the requested report will be submitted to the next General Purpose Committee.

RECOMMENDATION:

That the information be received.

ATTACHMENTS:

There are no supporting documents for this report.

FN:EN628NBX.V11

***** END OF ITEM 17 *****

FN:EN628NBX.V11

SECTION B

ITEM 18:

DEMOLITION OF WEATHERBOARD COTTAGE - 339 WINDSOR STREET RICHMOND - MRS E COLOUGHOUN

FILE NUMBER:

DA281/93 PT1/EVD

REPORT:

At its meeting of 8th March 1994 Council, in consideration of an application to demolish the existing cottage on the above land which is an Item of Environmental Heritage under the provisions of Council's planning instrument, resolved as follows:

"That the demolition be approved and that the cottage be fully recorded prior to the commencement of any work."

Council's decision could not be actioned without the concurrence of the Heritage Council as required by the Local Environmental Plan. As a consequence, the matter was referred to the Heritage Council with a request that it concur to the demolition, however, it has responded as follows:

"The Heritage Council resolved to advise your Council that:

(i) on the evidence available, the cottage is considered to be of State significance and to be capable of conservation;

(ii) in its opinion your Council has not adequately considered the effect of the application on the heritage significance of the cottage, and therefore has not complied with clause 27(2) of the Hawkesbury LEP 1989:

(iii) the proposed demolition of the cottage has not been adequately justified;

(iv) your Council should request the applicant to provide a conservation plan prepared by an experienced conservation practitioner assessing the history, condition and heritage significance of the cottage and options for development of the site which might achieve its conservation;

(v) following receipt of the conservation plan your Council should reconsider the matter in accordance with the LEP and advise the Heritage Council of your Council's decision prior to issue of a development consent; and

(vi) if further investigations should lead to the decision to permit the demolition of the cottage, your Council is requested to include more adequate conditions requiring recording of the cottage, prior to its demolition, in accordance with the Heritage Council's guidelines 'How to Prepare Archival Records of Heritage Items' for items of state heritage significance."

As a consequence of this letter, the consent for demolition cannot be formally issued.

As an alternative, of course, the Council could acquire the property. We are sure that our client would be amenable to a reasonable offer for such acquisition and the Council may be able to obtain some grant from the Heritage Council for this purpose."

The surrounding yard, gardens and fences provide no link to the mid-19th century and indeed are something of an eyesore as well as a harbour for vermin... There can be no realistic conservation plan for the cottage short of the expenditure of a considerable sum of money. Should the Council seriously contemplate a determination adverse to our client's application, we would envisage that our client would need not less than \$100,000.00 to embark on any restoration of a worthwhile nature. She would need these moneys by way of grant, rather than a loan, as such capital expenditure could not possibly be reflected in time in an enhancement of the market value of the property to the extent of this investment. We would think that the Council would be loathe to apply public moneys in this fashion.

The building was undoubtedly originally of slab construction, with a shingle roof. It is now largely encased in fibro, it has an old corrugated iron roof and has additions thereto, such as an enclosed verandah, which are not original. In fact, little of this original cottage is currently left, except for its basic shape.

The building has been constructed at ground level and may have originally had a dirt floor. Apart from the primitive nature thereof, such a construction invites attack by termites. Generations of such pests have attacked the building and most of its timbers are affected by such white-ant activity.

The chimney is constructed of very soft sandstock bricks, many of which have been seriously eroded. The bricks are of historical interest in themselves but the chimney is a danger as it stands.

Camphor Laurel trees have been allowed to grow and develop immediately adjacent to the chimney area. These trees have extended their roots underneath the cottage, seriously undermining the foundations of the wall on the Eastern side. The removal of the trees, which in any event should not be allowed to remain, could be expected to cause some collapse in this wall and perhaps in the whole chimney structure.

Apart from the general run-down condition of the cottage, the result of lack of maintenance and use, there has been considerable deterioration to the building caused by fire. Our client has recently been able to chronicle a serious fire to the premises in years past which apparently gutted a couple of rooms.

"...The premises have not been lived in for quite a considerable period of time. In fact, for some years now the condition of the cottage has been such that it is not fit for human habitation. Should the state thereof have previously been drawn to the Council's attention one could reasonably expect that an order would result requiring considerable work to be done thereon before it became so occupied.

Subsequent to this, Solicitors on behalf of the applicant have written indicating the following:

Additionally, the applicant has made a further submission requesting that the building be approved for demolition and has included a report by a registered architect, Mr. Robert Armstrong, whose report, inter alia, is as follows:

"The difficulty with these types of building is the fact that the simplicity of their construction and the rustic cheapness of materials forming their structure and fabric, together with amateurish alterations and lack of maintenance over many decades, has combined to make them poor candidates for restoration. Also, of course, in many instances the character of the original building has been either irreparably marred or destroyed by countless 'improvements'. The cottage in question is a perfect example of all of the foregoing...

In short, even if all of the foregoing was carried out, the resultant building would not be a restoration preserving part of our heritage but rather a spruced up building reminiscent of a timber slab cottage utilising present day materials. Bearing this in mind and its location where it is surrounded predominantly by 20th century buildings, its presence would, in my opinion, be deemed curious. Also, its value as either a heritage item or a building of public interest would be very minimal...

In conclusion, I am of the opinion that the cottage in question has no significance as a heritage building and nothing will be lost to either present or future generations through its demolition. I would recommend however, that all demolished materials found to be in reasonable condition and considered to be of 19th century origins, be set aside and donated to the Hawkesbury City Council for eventual re-use in the restoration or maintenance of the many similar buildings which remain in the region."

The applicant has also submitted a Statutory Declaration from a Janet Seymour who declares that her great grandparents and grandparents used to reside in the property. It is also stated that she has clear recollections of the property from her association with it and that it has been substantially altered over the years and its configuration does not resemble that existing at present.

The applicant additionally has submitted a copy of the editorial from the Sydney Morning Herald dated 18th April 1994 which relates to Heritage Week. The editorial, inter alia, indicates as follows:

"...There is an element in this 'ye olde worlde' approach of avoiding the hard questions that heritage preservation forces on a community.

Proponents for the preservation of historic properties and places tend to assume that all they have to do is claim a 'heritage value' for the property or place for its preservation to be assured. Questions of the cost involved tend to be airily dismissed as so much haggling over things that are priceless. As well, there is a tendency to accept that age itself adds an unarguable heritage value to a building. People who offer an opposing view are dismissed as vandals, even when they are members of the community that is affected by the heritage decision..."

FN:EN628NBX.V12

***** END OF ITEM 18 *****

There are no supporting documents for this report.

ATTACHMENTS:

That Council request the Heritage Council of New South Wales to agree to the demolition of the subject building and that should the concurrence be forthcoming then a condition of the demolition include the recording of the building prior to its demolition in accordance with the Heritage Council's guidelines "How to Prepare Archival Records of Heritage Items".

RECOMMENDATION:

It is considered that the submissions made adequately cover the items requested to be considered by the Heritage Council and form sufficient evidence that the building should be demolished and in accordance with Council's previous resolution.

ITEM 19: EQUINESTRIAN VILLAGE - CLARENDON

FILE NUMBER: LEP7/94 PT1/EVD

REPORT:

At its meeting of 10th May 1994 Council resolved "that an investigation be undertaken into the feasibility of using land generally adjacent to the Hawkesbury Race Course for an 'equestrian village'".

In order that the detailed investigations can be undertaken, particularly in relation to what servicing may be required and what is the boundary of land applicable to the investigation, it is necessary for Council to decide what types of activities should be carried out in such an equestrian village.

For the purpose of the investigation, documentation has been received from Wollongong City Council which has established an equestrian estate in the Kembra Grange area, and appears to be similar to that required by Council at Clarendon.

In the Wollongong Estate, which has been gazetted as a Development Control Plan amending the provisions of the Wollongong Local Environmental Plan, there are a number of basic matters which may be suitable for Clarendon. These are:-

- appropriate aims and objectives of a plan which would create an estate which will support and foster the horse racing industry;
- ensures that any development relates primarily to the horse racing industry;
- provides for a range of equestrian activities which are compatible with the horse racing industry;
- subdivision of land is permissible only after proposed lots have established thereon a stable component. That is, subdivision of a lot containing a dwelling only will not be permitted. In this respect, the Wollongong Plan identifies various horse densities per site area;
- other land uses available include dwellings, trainers and stable-hands accommodation, and veterinary establishments;
- various building lines and also control of advertising and a common theme in respect of fencing.

Should the Wollongong Plan form a reasonable basis for investigation of Clarendon, Council should indicate in order that approaches can be made, particularly to the Water Board, in relation to an area that could be reasonably serviced, and also as to whether there is the possibility of providing some alternative water supply in conjunction with water from the Board.

FN:EN628NBX.V16

**** END OF ITEM 19 ****

There are no supporting documents for this report.

ATTACHMENTS:

That the Wollongong Development Control Plan for the Kembla Grange Equestrian Estate be used as a guide for the establishment of an Equestrian Village at Clarendon and that the matter be reported to Council again when a response from the Water Board is to hand.

RECOMMENDATION:

ITEM 20:

CHILD CARE CENTRE - LOT 747 DP777657 N° 83 ALEXANDER STREET, BLIGH PARK

FILE NUMBER:

DA245/92/EVD

REPORT:

Approval was issued under DA245/92 for the establishment of a child care centre on the above property, subject to a number of conditions, one of which limited the hours of operation from 8.00am to 4.30pm on Mondays to Fridays. The applicant has now requested that consideration be given to extending operating hours to include Saturdays.

Adjoining owners were notified and 2 submissions have been received objecting to the extension for the following reasons:-

- the development will be out of character with the locality.
- unacceptable noise level on weekend.

Whilst the impacts generated by the child care centre are acceptable during the week it is considered that over the weekend, the use may intrude into the enjoyment of adjoining residents. If the centre is managed adequately the impacts will however be negligible. Consequently, it is reasonable to permit the extension of hours for a limited period of six months to enable monitoring of the situation. A further report can be submitted after this time.

RECOMMENDATION:

To support the extension of operating hours for a six (6) month limited period.

ATTACHMENTS:

There are no supporting documents for this report.

FN:EN628NBX.V09

**** END OF ITEM 20 ****

FN:EN628NBX.V09

SECTION B

	(6)	7	17
	(7)	0	70
D.P.	(S)	9	39
		8	38
	ASS 4375-1	3	37
	99545-8	12	36
	11	7	35
D. P	719031	3	34
	(37)	3	33

[illegible]

6 - 5
 SCHOOL
 PUBLIC
 RICHMOND
 NORTH
 D. R. 712678
 (17)
 46342
 SP (6)

[illegible][illegible][illegible]

78

90

90

PT. F.P. 57082

743396

D

10m x 20m (approx.)

5090 m²

PT. D

[illegible]

A hand-drawn map of a river area, likely a section of the River Nile. The river is depicted with wavy lines on the left side. A thick black line runs diagonally across the upper part of the map, possibly representing a road or a boundary. Several points are marked with circles and letters: 'P' near the top left, 'D' near the top center, and 'S.R.' near the bottom center. Measurements are provided in various locations: '3.29 m²' and '2' near the top left; '38614' near the bottom center; and '19761' near the bottom right. A series of numbers (58, 60, 62, 64, 66) are listed vertically on the right side, each next to a circle. A small table with two columns is located in the bottom right corner, with the first column containing the numbers 58, 60, 62, 64, 66 and the second column containing the numbers 1, 2, 3, 4, 5. A small note 'S.P. 30761' is written near the bottom right. A small note 'S.P. 22627' is written near the top right. A small note 'S.P. 30761' is written near the bottom right. A small note 'S.P. 22627' is written near the top right. A small note 'S.P. 30761' is written near the bottom right. A small note 'S.P. 22627' is written near the top right.

ITEM 1
Pt 1
DA54/94
WATER PURIFICATION PLANT.
subject land
D.R.
588426

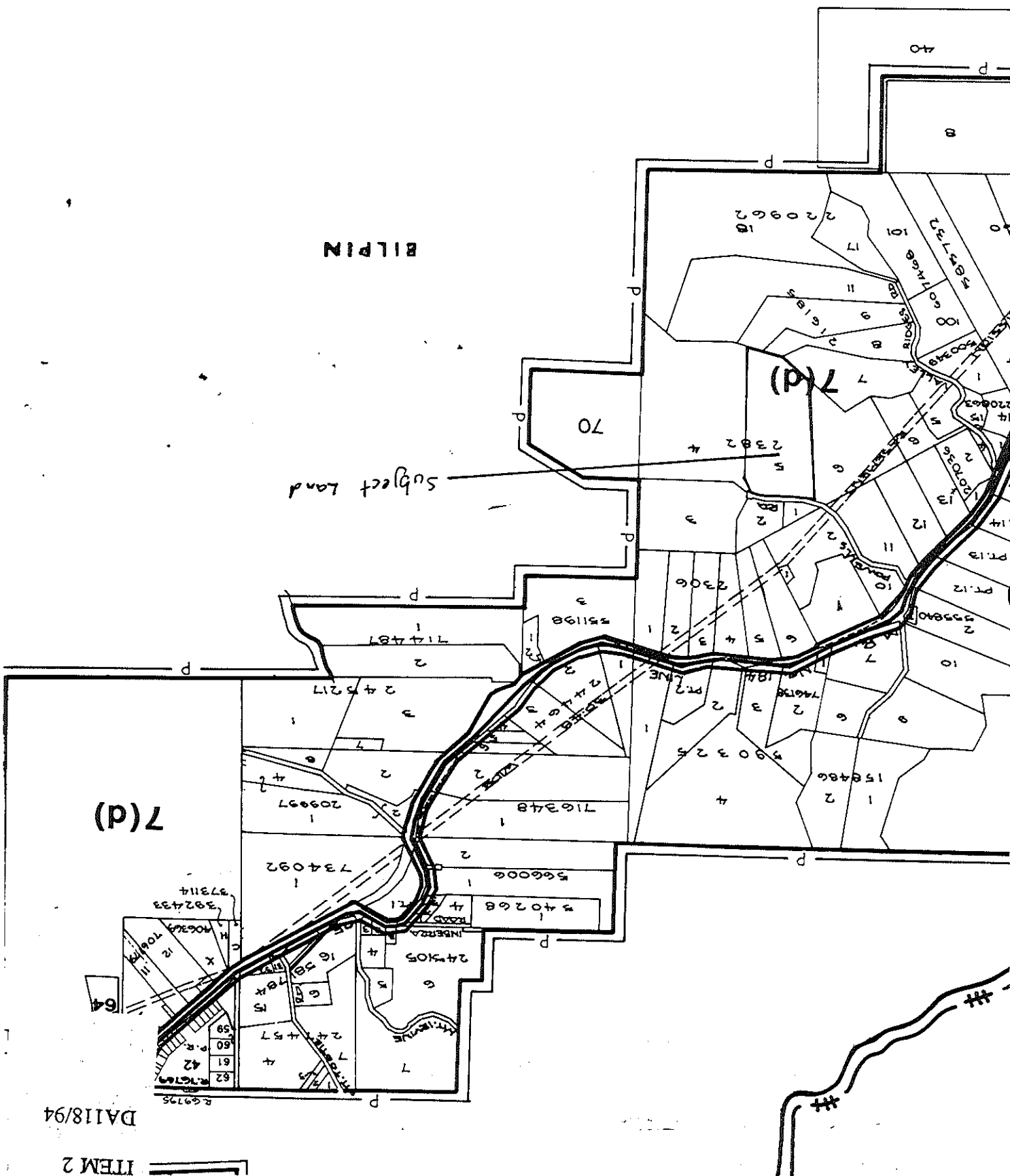
ITEM 1

Pt 1 DA54/94

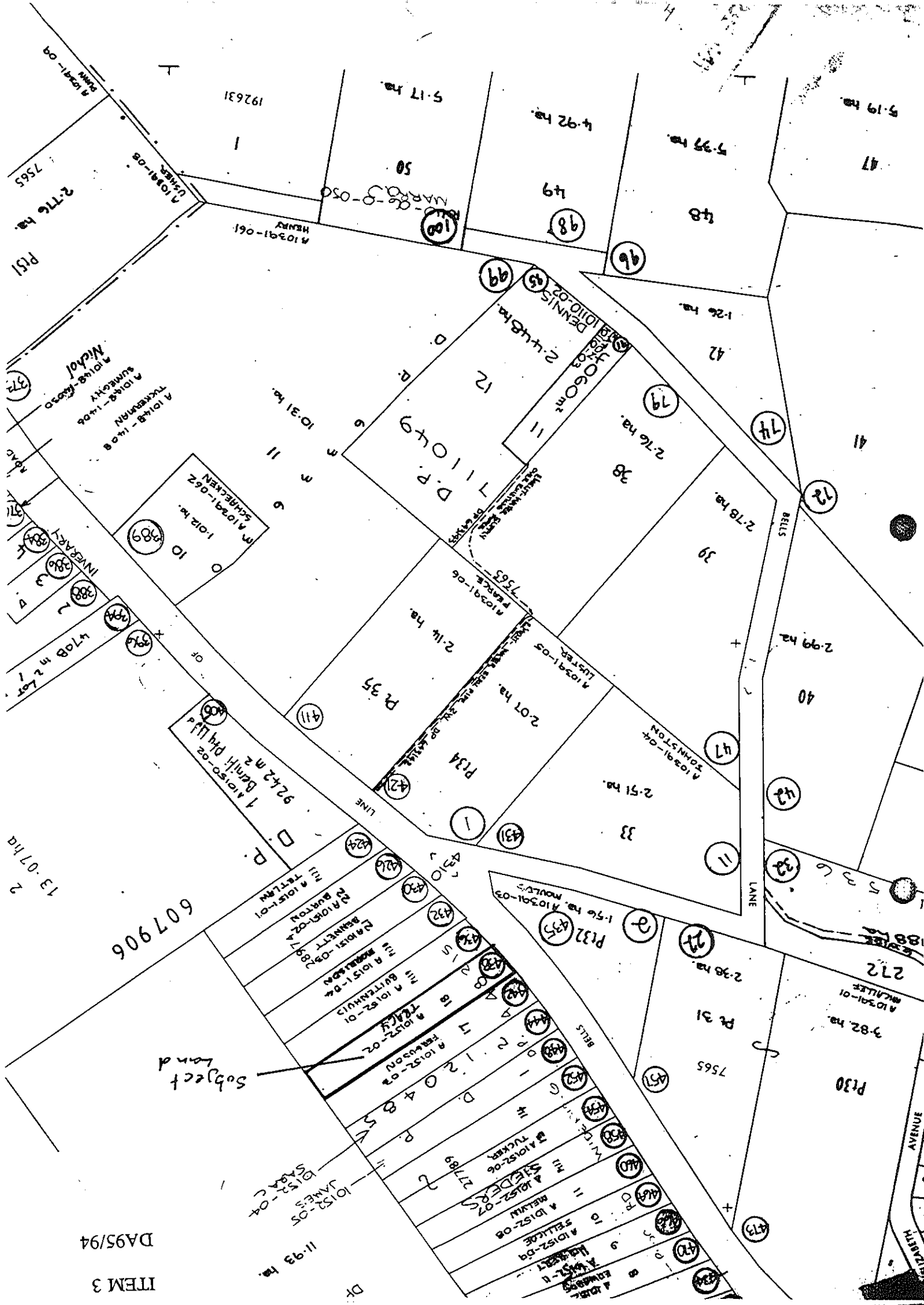
Subject land

WATER PURIFICATION PLANT.

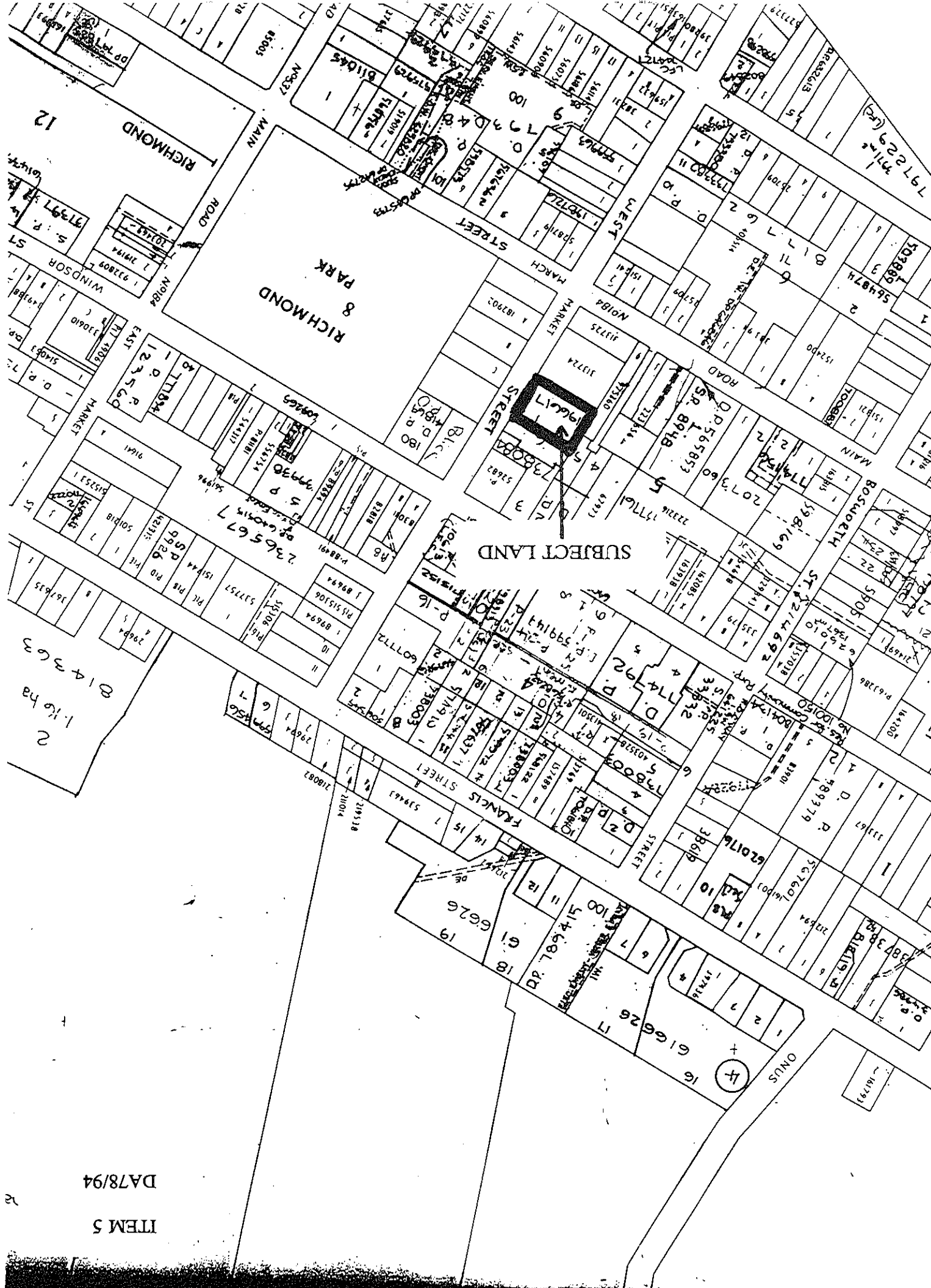
DA118/94



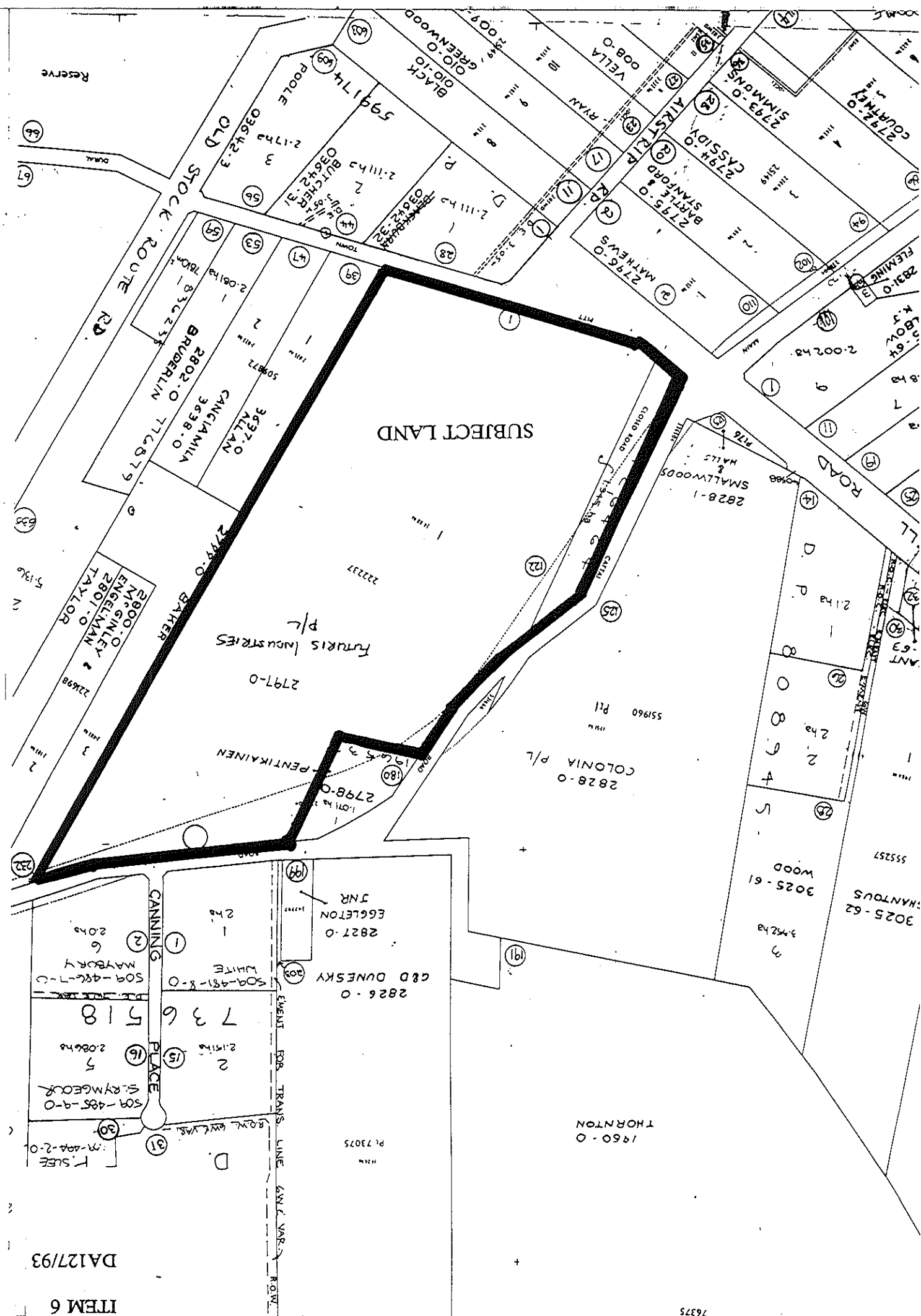
8(a)



ITEM 3
DA95/94



ITEM 5
DA78/94

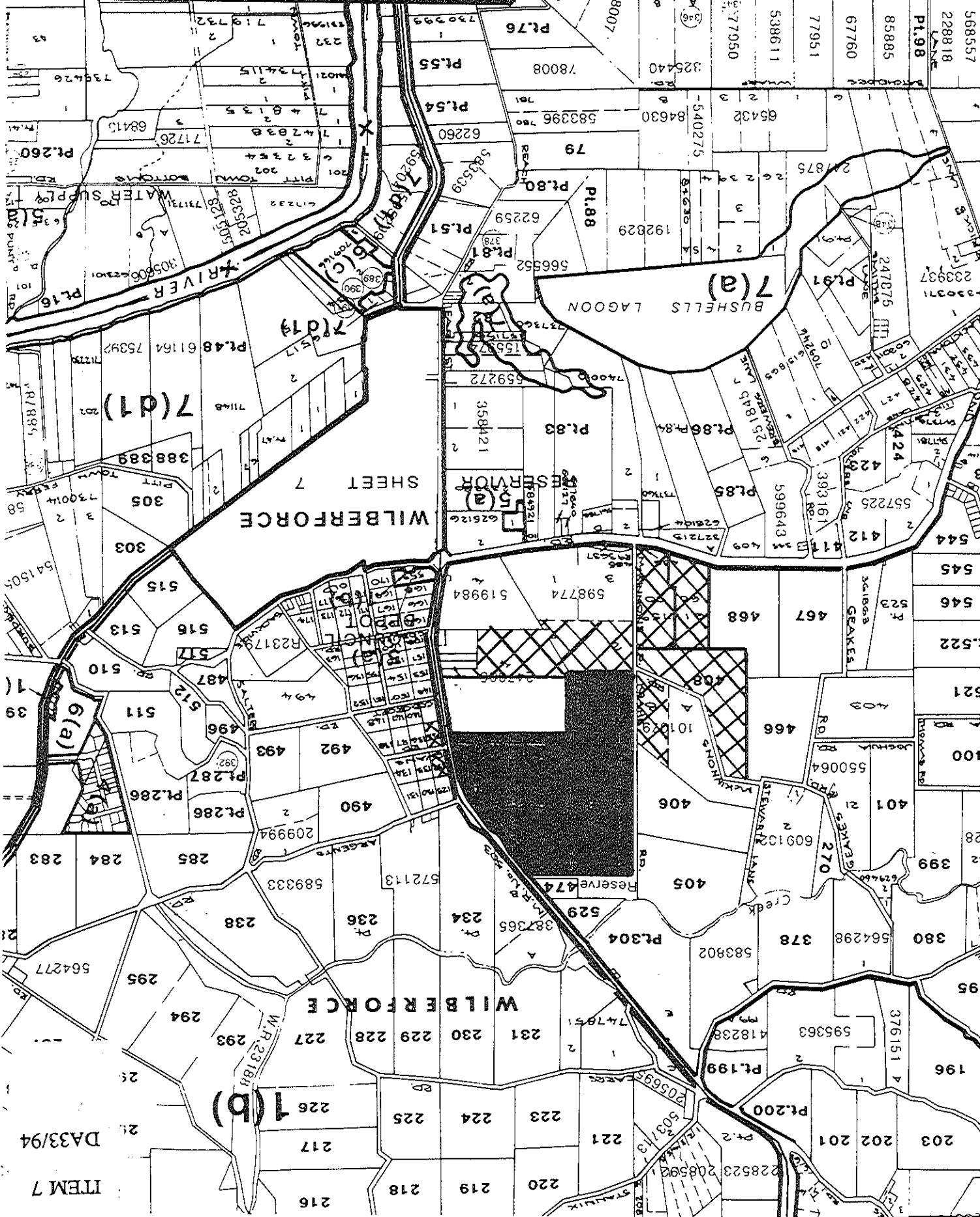


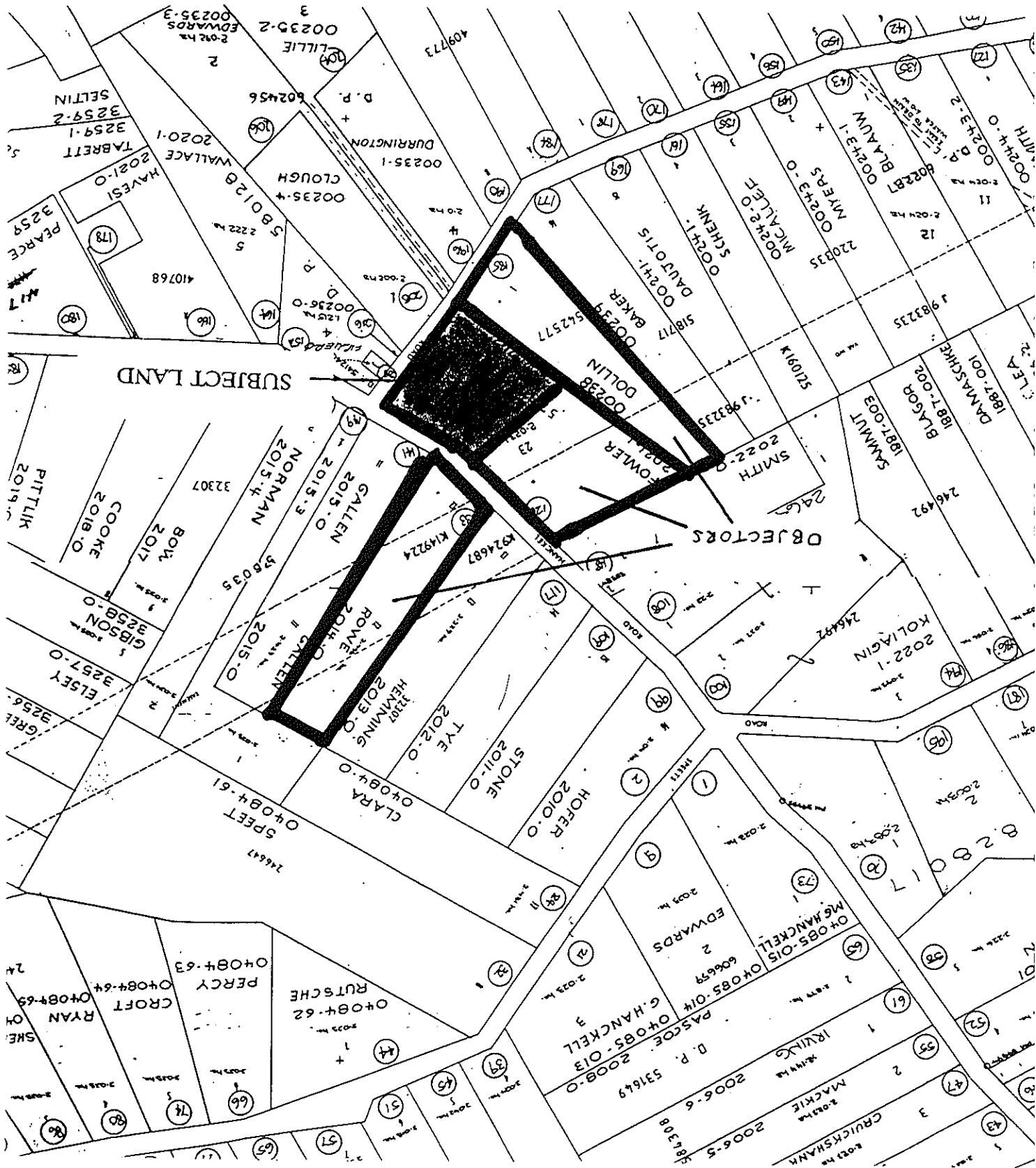
=

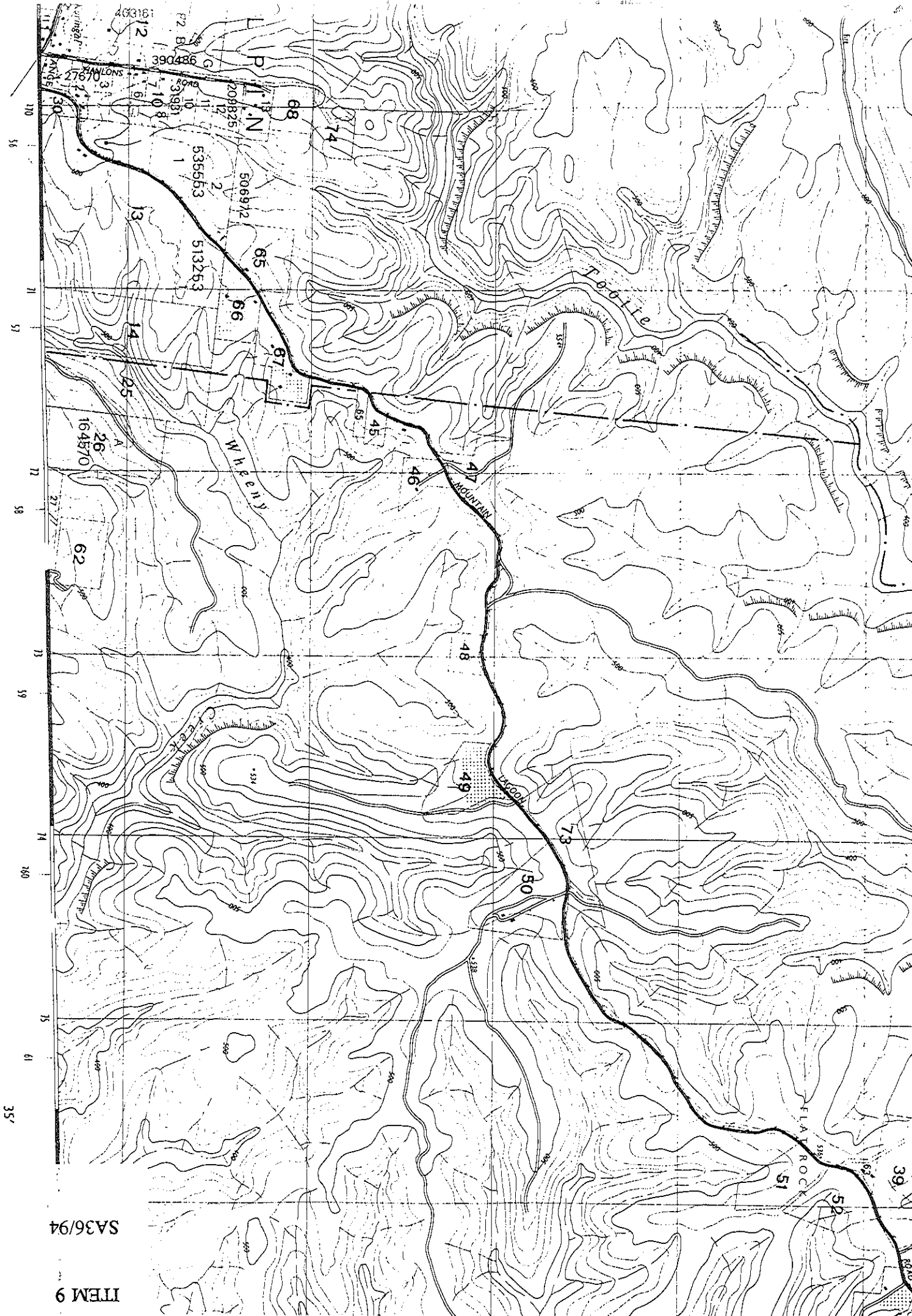
SUBJECT LAND

=

OBJECTOR

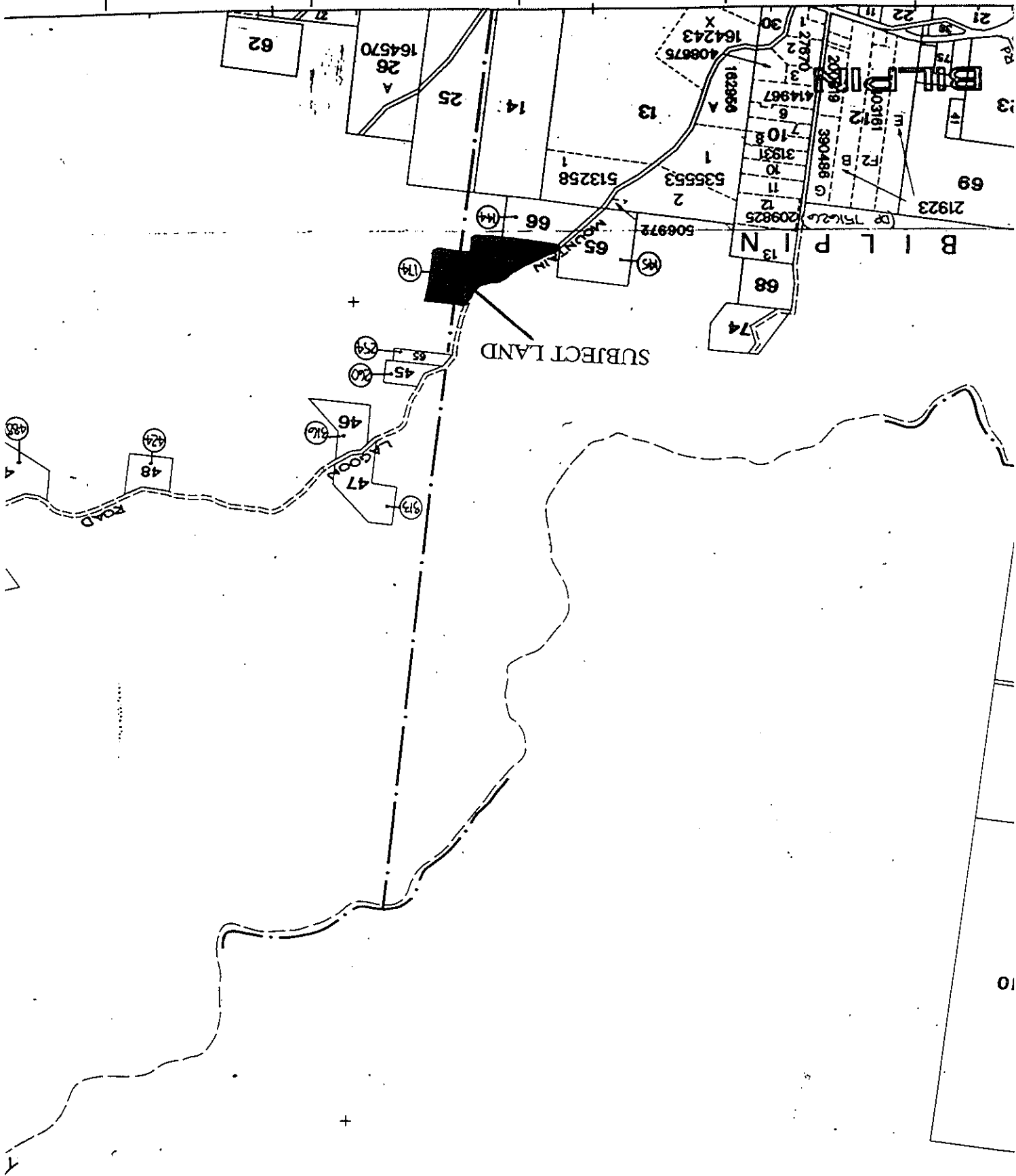


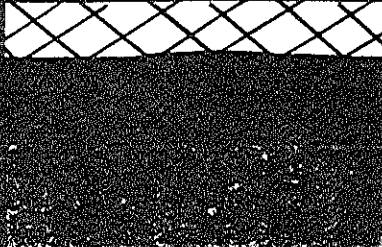




SA36/94

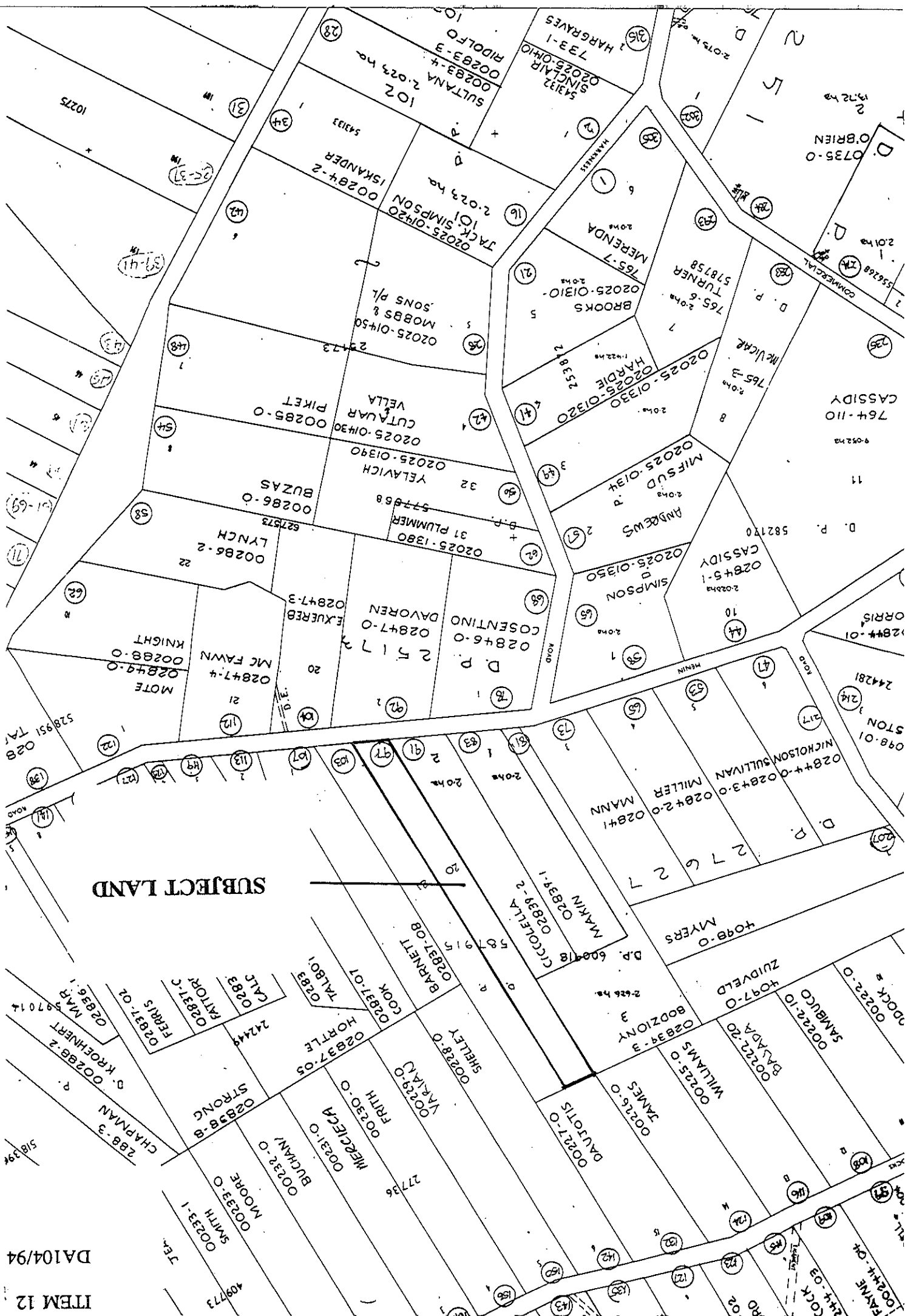
ITEM 9



	SUBJECT LAND	=	
	OBJECTOR	=	
	PETITION SIGNED BY	=	



ITEM 11
DA40/94



DA106/94

ITEM 13

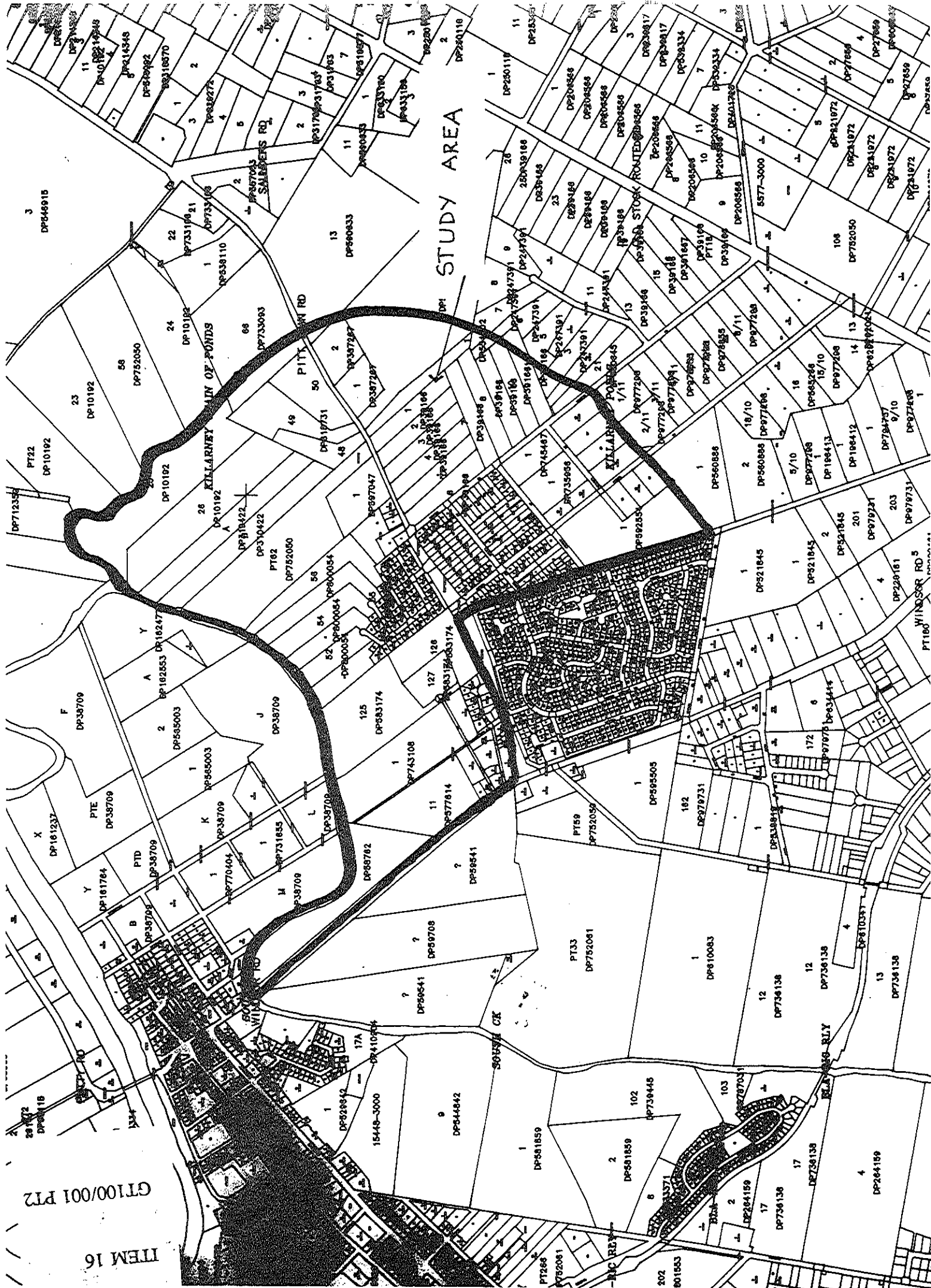
COPIES OF
PRODUCED
RECORDS
WITHOUT
CHARGE
WILL BE
MAILED
ON REQUEST

ATTENTION: Reports to
CONDUCTED, under
PROTECTION: Information
CLASS: Information
LAW: National

ITEM 16

GT100/001 PT2

STUDY AREA



INFRASTRUCTURE
SECTION 2



GENERAL PURPOSE COMMITTEE

ITEM 1: MCGUADE PARK - LACHLAN MACQUARIE STATUE
FLOODLIGHTING

FILE NUMBER: PK/203 PT9/ENG

REPORT:

A proposal has been received from Prospect Electricity detailing the proposed floodlighting for the statue of Lachlan Macquarie which will be erected later this year.

The proposed lighting consists of the installation of two 120 watt sodium high pressure floodlights on columns, representing an annual charge of \$510.64. No capital contribution is required for the installation. The installation will become part of the streetlighting program.

Enquiries were made with a view to using solar powered lighting for this installation as an alternative power source, however, advice was received that solar powered lighting is not suitable for the proposed application.

RECOMMENDATION:

That the installation of floodlighting for the Lachlan Macquarie statue in McQuade Park be approved.

ATTACHMENTS:

There are no supporting documents for this report.

FN:IN628NBX.E07

***** END OF ITEM 1 *****

FN:IN628NBX.E07

SECTION B

ITEM	SUBJECT	PAGE
------	---------	------

SECTION 2 - INFRASTRUCTURE.

1:	McQUADE PARK - LACHLAN MACQUARIE STATUE FLOODLIGHTING	3
----	---	---

2:	VEHICLE INSPECTIONS - ROADS & TRAFFIC AUTHORITY	4
----	---	---

3:	GOVERNOR PHILLIP RESERVE - PONTOON WHARF	5
----	--	---

4:	WINDSOR WHARF ENHANCEMENT - COMMONWEALTH DEPARTMENT OF TOURISM	6
----	--	---

5:	CYCLEWAYS	7
----	-----------	---

6:	SISTER CITY/SERVICE CLUB SIGNS	9
----	--------------------------------	---

7:	COLLITH AVENUE, SOUTH WINDSOR	10
----	-------------------------------	----

8:	NAMING OF ROADS - RENAMING EASTERN END OF BLAXLANDS RIDGE ROAD	13
----	--	----

9:	EAST KURRAJONG ROAD - PROPOSED RENAMING	14
----	---	----

***** END OF TABLE OF CONTENTS *****

ITEM 2:

VEHICLE INSPECTIONS - ROADS & TRAFFIC AUTHORITY

FILE NUMBER:

GT230/004 PT3/ENG

REPORT:

As an extension to the vehicles inspection scheme currently being carried out by Council, an opportunity was identified, whereby the provision of Compulsory Third Party Insurance could be provided from the Wilberforce Operations Depot as a further service to the public during the vehicle registration procedure.

Council's current Insurers, MMI, were approached regarding the proposal and agreed to it, carrying out a training program for the staff at the Depot with the scheme being implemented in the first week in June. There has currently been eight Greenlips issued in the three week period following commencement of the service. Council receives a commission for the issue of Greenlips on behalf of MMI.

RECOMMENDATION:

That the information regarding the issue of Compulsory Third Party Insurance as part of the vehicle registration service be received.

ATTACHMENTS:

There are no supporting documents for this report.

FN:IN628NBX.E06

**** END OF ITEM 2 ****

ITEM 3:

GOVERNOR PHILLIP RESERVE - PONTOON WHARF

FILE NUMBER:

GR060/017 PT2, PK/205 PT3/ENG

REPORT:

As Council is aware, an application was made to the Department of Public Works for funding for the construction of a floating pontoon at the confluence of South Creek and the Hawkesbury River on the upstream side of the ramp.

Advice has now been received from the Hon. Ian Armstrong MP., Deputy Premier, Minister for Public Works and Minister for Ports, via the Hon. Kevin Rozzoli M., Speaker of the House, Member for Hawkesbury, that the New South Wales Government is prepared to offer Council financial assistance of up to \$14,500 towards the construction of the pontoon wharf. This amount is 50% of the estimated project cost, and as such, it will be necessary for Council to fund its share of \$14,500 from the 1994/95 Capital Works Program to allow the work to be completed.

RECOMMENDATION:

That \$14,500 (fourteen thousand five hundred) be provided in the 1994/95 Capital Works Program as Council's 50% (fifty) contribution to the construction of a pontoon wharf at Governor Phillip Reserve, Windsor.

ATTACHMENTS:

There are no supporting documents for this report.

FN:IN628NBX.E04

***** END OF ITEM 3 *****

GENERAL PURPOSE COMMITTEE - INFRASTRUCTURE

Meeting Date: 28 June 1994

Item: 4

ITEM 4:

**WINDSOR WHARF ENHANCEMENT - COMMONWEALTH
DEPARTMENT OF TOURISM**

FILE NUMBER:

GG021/187 PT1, 0265/R PT2/ENG

REPORT:

Advice has been received from the Commonwealth department of Tourism that a grant of \$200,000 has been made available towards the funding of the Windsor Wharf Parking and Area Enhancement Project.

The project includes the reconstruction of the existing road to include improvements to drainage and formalise bus parking arrangements, the construction of a new car parking area on the riverbank above the wharf and general improvements to the area, including landscaping and the provision of footpaving connecting the wharf with the commercial area of Windsor. The project is estimated to cost \$250,000, with Council providing \$50,000 towards the works.

As the project has a time limit of twelve months for completion it will be necessary to provide the \$50,000 from the 1994/95 Capital Works Program.

RECOMMENDATION:

That \$50,000 (fifty thousand) be included in the 1994/95 Capital Works Program as Council's contribution to the Windsor Wharf Parking and Area Enhancement Project.

ATTACHMENTS:

There are no supporting documents for this report.

FN:IN628NBX.E03

**** END OF ITEM 4 ****

FN:IN628NBX.E03

SECTION B

Page - 6 -

REPORT:

Council had previously requested a report regarding concrete cycle/pedestrian tracks and their implementation from Kurrajong Village to McGraths Hill, including Wilberforce and Bligh Park. Preparation of the report had been delayed whilst waiting for completion of the Roads & Traffic Authority Regional Bike Plan.

The Regional Bike Network has evidently been identified, however, the implementation of the Plan was estimated to cost \$150 million. As such, the report has not been adopted or distributed, but is being used as a planning document.

At a recent Bicycle Forum it was indicated that a cycleway pilot program was being considered by the RTA on a sub-regional basis where a bicycle network would be identified within a five kilometre radius of a bicycle trip generator. Following discussions with the RTA officers, an application was made on the basis of the RAAF Base being a bicycle trip generator and a five kilometre radius from that facility would roughly encompass North Richmond, Richmond, Hobartville, Bligh Park, South Windsor, include this area in the pilot program.

An offer has been received from the RTA to implement the sub-regional bicycle network, based on the area previously outlined. The general concept of a sub-regional bicycle network is to provide/upgrade access to trip generators in the designated area, such as the RAAF Base, railway stations, schools, business, sporting and commercial precincts. The concept encompasses attention to bicycle parking, storage, route signposting, area map displays at a few strategic locations and linemarking.

Concurrently, particular attention will be paid to enhancement of the safety of riders through a special local education, law enforcement and publicity program. On this basis, if council wishes to proceed with the project, a steering committee will be established to plan, develop and implement the project, comprised of representatives of the RTA, Council, the local State and Catholic School systems, local Police, Bicycle NSW, RAAF Richmond, the University and the TAFE. It is also proposed that a local consultative committee be formed as a forum for inputs from and information about the project to local groups and individuals.

On the basis of Council's resolution at its Corporate Planning Workshop, it was indicated that Council would consider the contribution of \$50,000 in the 1994/95 Financial Year towards cycleway projects. The RTA has indicated it is prepared to make significant funds available for this pilot project.

If Council wishes to participate in the project, it is anticipated that the costed works program will be identified within eight weeks of acceptance of the offer and the entire project completed within one year of that acceptance.

RECOMMENDATION:

That the offer from the Roads & Traffic Authority to implement a pilot sub-regional bicycle network as outlined, be accepted and Council's contribution of \$50,000 (fifty thousand) towards the project be provided in the 1994/95 Financial Year from the Capital Works Program.

ATTACHMENTS:

There are no supporting documents for this report.

FN:IN628NBX.E05 ***** END OF ITEM 5 *****

ITEM 6:

SISTER CITY/SERVICE CLUB SIGNS

FILE NUMBER:

GP092/005 PT2/ENG

REPORT:

A request has been made by the Sister City Association, that signs be erected at the entrance to the Hawkesbury City area, signifying Sister City relationships with both Temple City, USA and Tamba, Japan. The Association has suggested that these signs may be combined with the Service signs which are currently erected on Windsor Road at McGraths Hill Bells Line of Road, at Richmond and Blacktown Road Richmond.

The structure supporting the Service signs is relatively old and the quality of the Service signs themselves varies considerably due to the length of time they have been erected.

Alternative structures have been investigated which would enable some uniformity with the Service signs and also could incorporate the Sister City signs that the Sister City Association requested. The alternatives will be displayed at the meeting, however, it is felt that the circular structure would be the more suitable alternative. The estimated cost to manufacture, erect and paint the structure is \$850.00 at each location, with the production and installation of each Service sign estimated to cost \$100.00 at each location. It is considered that the Service Clubs should be approached on the basis of meeting the costs of the production and installation of their particular signs at each location.

RECOMMENDATION:

1. That the existing structures supporting the community service signs at Windsor Road, McGraths Hill, Bells Line of Road, Richmond and Blacktown Road, Richmond be replaced with the 1200mm (twelve hundred) diameter structure.

2. Negotiations be held with the Service Clubs and Sister City Association with a view to those Groups contributing towards the installation of their particular signs at a rate of \$100.00 (one hundred) per location.

ATTACHMENTS:

There are no supporting documents for this report.

FN:IN628NBX.E09

**** END OF ITEM 6 ****

ITEM 7: COLLITH AVENUE, SOUTH WINDSOR

FILE NUMBER: 360/R PTI/ENG

REPORT:

There has been concern for some time, about the condition of Collith Avenue and also the volume of traffic using this road.

In June, 1993, Traffic Consultants, Stapleton & Hallam, were commissioned to investigate traffic flows in this area, particularly with reference to the development of Bligh Park.

Traffic counts were undertaken and the following average daily traffic flows were recorded:-

Collith Avenue -	6,879
Milham Street -	2,586
Rifle Range Road -	5,119
Colonial Drive -	1,837

The flows in Colonial Drive were lower than anticipated, most likely due to the count being undertaken over the Easter period and the following school holidays, which would give different traffic patterns. The other roads were surveyed without the effect of the holiday traffic patterns, thus the figures for Colonial Drive should not be regarded as typical.

The first observation that was made is that the flows in Collith Avenue are very high, too high even for a collector road. A desirable upper limit for a collector road is 3,000 vehicles per day while an absolute upper limit is 5,000 vehicles per day. Average week day flow showed that the south bound flow (3,554) was slightly higher than the north bound flow (3,352). This suggested that Collith Avenue is used because it is convenient and not just because it avoids the right turn movement from Rifle Range Road to travel north bound on George Street. In the morning peak hour, the north bound average week day flow was 138 vehicles per hour, with a south bound flow of 355 vehicles per hour. In the evening peak hour, the north bound flow was 399 vehicles per hour with the south bound flow being 204 vehicles per hour. The morning peak hour traffic flows confirmed the previous observation. It was considered that part of the explanation for the high traffic flows in Collith Avenue was that it was used for convenient access to Bede Polding High School. A second reason is that it could be used by the residents of South Windsor in the Stewart Street - Woods Road East - Berger Road area for access to George Street - Richmond Road.

As well as impacting on the amenity of residential properties fronting Collith Avenue, the high traffic flows also provide a potential safety hazard for school children walking to the High School. This will be exacerbated when the primary school proposed by the Catholic Education Office is constructed on Collith Avenue, as will the residential subdivision which has recently been approved at the intersection of Collith Avenue and Stewart Street and encompassing the area back to the extension of Woods Road which will be further detailed later.

A road network assessment was carried out on the basis of the traffic counts recorded and projected to 1998, both with and without the North Bligh Park development. At the intersection of Rifle Range Road and George Street it was recommended that traffic signals be installed in the short to medium term and the Roads & Traffic Authority have been approached in this regard. It was also recommended that either Collith Avenue or another new road be developed for access from Rifle Range Road to South Windsor. At the Colonial Drive/George Street intersection, it was recommended that a one lane roundabout be installed in the short to medium term and should additional capacity be required in the long term, plan for either the widening of the roundabout to two lanes or for the installation of signal control on the approaches to operate in peak periods. Again, the Roads & Traffic Authority has been requested to consider the installation of a roundabout at this location.

The collector road network serving the Bligh Park area primarily consists of Colonial Drive and Rifle Range Road with Collith Avenue providing additional link to south Windsor. As the traffic volumes indicate, Collith Avenue carries more traffic than Rifle Range Road. Taking into account the current rate of development and projected development in the next five years, the question is, should there be additional collector roads serving the area. It was recommended by the Consultants, that a new link road be constructed as a collector road between Rifle Range Road and South Windsor with the options including the extension of Stewart Street or a link to Berger Road. The preferred option when North Bligh Park is developed, is to construct a collector road link from the intersection of Rifle Range Road/Colonial Drive to link with the southern end of Berger Road with a local road link from the centre of the collector road previously mentioned to link to the southern end of Stewart Street.

As was indicated to Council previously, the section of Collith Avenue between Woods Road and Stewart Street was acquired by the Department of Housing for housing purposes and as such, does not have legal status as a road.

As mentioned earlier in the report, a Catholic Primary School is proposed on the eastern side of Collith Avenue between Woods Road and Rifle Range Road. Construction on this project is proposed to commence within the next two years and it will be a condition on that development that kerb and gutter and road shoulder reconstruction and sealing be undertaken over the full length of the property.

As also mentioned previously in the report, a residential subdivision has recently been approved consisting of 23 residential blocks located in a triangular section of land bounded by Stewart Street, Collith Avenue and Woods Road extension to Stewart Street. The subdivider has proposed that Woods Road be extended from Collith Avenue to Stewart Street and this work will be undertaken as part of the subdivisional works. Once this construction has been completed, it is felt that the physical closure of Collith Avenue between Woods Road and Stewart Street would assist in deterring the through traffic from Bligh Park to South Windsor via Collith Avenue.

When the traffic facilities are in place in Colonial Drive/George Street and Rifle Range Road/George Street it may then be necessary to place traffic control devices on both Collith Avenue and Milleham Street between Rifle Range Road and Woods Road to further encourage the use of George Street rather than the residential streets of South Windsor.

An amount of \$57,039 has been provided in the current Works Program for the reconstruction of Collith Avenue. It is proposed that these funds be utilised on the reconstruction of the failed pavement on the eastern side of Collith Avenue between Woods Road and Rifle Range Road and also to provide for the physical closure of Collith Avenue at Woods Road intersection and Stewart Street intersection.

RECOMMENDATION:

That following the completion of the construction of the Woods Road extension between Collith Avenue and Stewart Street that Collith Avenue be physically closed at the intersection of Woods Road and Stewart Streets and following the completion of these works, traffic counts be undertaken to determine the need for further traffic control facilities in both Collith Avenue and Mileham Streets and this matter be further reported to Council.

ATTACHMENTS:

There are no supporting documents for this report.

FN:IN628NBX.E10

**** END OF ITEM 7 ****

ITEM 8: NAMING OF ROADS - RENAMING EASTERN END OF BLAXLANDS RIDGE ROAD

FILE NUMBER: GR120/003 PT2 0209/4 PT2/ENG

REPORT:

Following advising of the proposed re naming of the section of Blaxlands Ridge Road between Putty Road and West Portland Road as Packer Road, one objection has been received suggesting the name should be Lower Portland Road.

It is felt that Lower Portland Road would be liable to be confused with West Portland Road, negating the intention of altering its current name.

RECOMMENDATION:

That the section of Blaxlands Ridge Road between Putty Road and West Portland Road be named Packer Road in accordance with the provisions of the Roads Act 1993.

ATTACHMENTS:

There are no supporting documents for this report.

FN:IN628NBX.E01

**** END OF ITEM 8 ****

ITEM 9:

EAST KURRAJONG ROAD - PROPOSED RENAMING

FILE NUMBER:

0510/R PT4/ENG

REPORT:

As Council is aware, it was resolved that the survey of residents of East Kurrajong Road be re-conducted, following representations regarding the renaming of East Kurrajong Road, Section 1 and 2.

The survey was conducted in the format in the Business Paper for both sections of East Kurrajong Road and although there was a discrepancy in the date when the questionnaire was to be returned, this was addressed by advising residents of an extended time period for the return of the questionnaire.

The questionnaires have now been collated and the results are:-

East Kurrajong Road, Section 1

232 questionnaires were distributed
133 being returned, ie; 57% returned

Of the questionnaires returned, eighty (60.9%) indicated the desire to keep the name of East Kurrajong Road, Section 1 as East Kurrajong Road. Forty seven (36.1%) requested a change to the name of East Kurrajong Road, Section 1 to Bull Ridge Road or the Bull Ridge. Of the remaining questionnaires, one requested a name change to Walsh Road, one requested Settlers Ridge Road and one requested Kurrajong Road. Two respondents requested a change to the name of the road, but had no preference as to the name change, while one respondent asked for anything but Bull Ridge Road.

On the basis of the questionnaires returned, it appears there is general consensus that the name East Kurrajong Road be adopted in lieu of East Kurrajong Road, Section 1.

East Kurrajong Road, Section 2

70 questionnaires were distributed
40 being returned

Similar to Section 1, a response rate of 56% was achieved.

Of the questionnaires returned, twelve (30%) requested East Kurrajong Road, Section 2 be named East Kurrajong Road. Nineteen (47.5%) requested East Kurrajong Road, Section 2 be renamed Bull Ridge Road or the Bull Ridge. Of the remaining questionnaires returned, there was one request to change the name to Orchard Road, one to East Ridge Road, one to Angophora Road and one to Warrawarra Road. Five respondents had no preference as to the name change.

ORGANISATION & RESOURCES
SECTION 3



GENERAL PURPOSE COMMITTEE

-

SECTION 3 - ORGANISATION & RESOURCES.

1:	MONTHLY FINANCIAL STATEMENTS	GF011/004 PT4/FNC	3
2:	STATE ROAD FUNDING ALLOCATIONS	GG021/010 PT03/GMA	7
3:	CODE OF CONDUCT	GC070/005 PT07/GMA	9
4:	PROPERTY DEVELOPMENT STRATEGIES	GC285/002/CSV	10
5:	1994/95 LOAN BORROWING PROGRAM	GF014/005 PT4/FNC	21

***** END OF TABLE OF CONTENTS *****

ITEM 1:
MONTHLY FINANCIAL STATEMENTS

FILE NUMBER:
GF011/004 PT4/FNC

REPORT:

A. CASH EXPENDITURE WARRANT N° 5/1994

SUMMARY - Accounts Paid			
General Fund N° s	26914 -	27532	4,906,115.57
Trust Fund N° s	4159 -	4172	1,331,029.41

6,237,144.98

CERTIFICATE BY RESPONSIBLE ACCOUNTING OFFICER

This summary Warrant presented above is fully supported by Vouchers and Invoices which have been duly certified as to the receipt of goods and/or rendition of services and as to prices, computations and costings and the amounts shown were due for payment. The detailed Warrant is available upon request.

L M Weatherstone
Divisional Manager of Finance

B. STATEMENT OF BANK BALANCES AND GENERAL MANAGER'S CERTIFICATE

STATEMENT OF BANK BALANCES AS AT 31 MAY 1994

GENERAL FUND
TRUST FUND

66,507.62 DR
45,944.91 CR
\$20,562.71 DR

FORM 2

GENERAL

Balance - Cash Account as at 1 May 1994

853,150.52 CR

Receipts for period ended 31 May 1994

5,180,857.03 CR

6,034,007.55 CR

Payments for period ended 31 May 1994

6,674,048.48 DR

640,040.93 DR

Limit of overdraft arranged with bank

\$800,000.00 DR

RESPONSIBLE ACCOUNTING OFFICER

I hereby certify that the Cash Book and Bank Books have been reconciled in all funds as at 31 May 1994.

L M Weatherstone
Divisional Manager of Finance

C. INVESTMENTS

Hereunder is the list of amounts invested.

Bank Bills

Period	Due Date	Rate	Interest Account	Amount
736 Days	10.06.94	8.10%	General Fund	2,000,000.00

Term Deposits

271 Days	16.05.94	5.15%	General Fund	900,000.00
365 Days	01.06.94	5.55%	General Fund	1,000,000.00
92 Days	14.06.94	5.04%	General Fund	560,417.63
92 Days	14.06.94	5.04%	Sewerage Fund	39,582.37
500,000.00	15.06.94	5.02%	Sewerage Fund	500,000.00
365 Days	16.06.94	5.42%	Sewerage Fund	1,500,000.00
90 Days	05.07.94	5.07%	Sewerage Fund	330,000.00
90 Days	05.07.94	5.07%	General Fund	270,000.00
93 Days	10.07.94	5.11%	General Fund	500,000.00
90 Days	13.07.94	5.12%	General Fund	1,000,000.00
395 Days	22.07.94	5.39%	Sewerage Fund	1,000,000.00
119 Days	08.08.94	5.20%	Sewerage Fund	1,966,737.47
119 Days	08.08.94	5.20%	General Fund	33,262.53
188 Days	16.08.94	5.05%	General Fund	600,000.00
812 Days	08.09.94	7.21%	General Fund	460,000.00
812 Days	08.09.94	7.21%	General Fund	2,540,000.00
743 Days	15.09.94	7.90%	General Fund	330,000.00
184 Days	03.11.94	5.30%	General Fund	600,000.00
185 Days	17.11.94	5.25%	General Fund	900,000.00
301 Days	14.12.94	5.00%	General Fund	600,000.00
730 Days	06.07.94	5.91%	General Fund	2,000,000.00
750 Days	26.07.94	5.86%	General Fund	2,000,000.00
730 Days	28.07.94	5.86%	General Fund	500,000.00

Australian Treasury Corporation

03.08.95	5.31%	Workers' Comp Board	200,000.00
15.09.94	7.90%	Workers' Comp Board	420,000.00
Short Term Investments		General Fund	900,000.00

\$23,650,000.00

RESPONSIBLE ACCOUNTING OFFICER

I hereby certify that the investments listed above are the total of all money that has been invested and that the investments have been made in accordance with the Act, Regulations and Council's investment policies.

L M Weatherstone
Divisional Manager of Finance

RECOMMENDATION:

That the information be received.

ATTACHMENTS:

There are no supporting documents for this report.

FN:OG628NAX.F01

**** END OF ITEM 1 ****

ITEM 2: STATE ROAD FUNDING ALLOCATIONS

FILE NUMBER:

GG021/010 PT03/GMA

REPORT:

The Local Government & Shires Associations have advised that the State Government is using Commonwealth united identified road funding away from roadworks.

On the 1st January 1994, the Commonwealth united arterial road funds to the states and allocated them as an identified component of general revenue assistance. In its 1993/94 budget, the Commonwealth allocated \$175 million to all the states as identified road funds. This \$175 million accounted for the first 6 months of this year. Of the \$175 million identified road funding, New South Wales was allocated \$51.8 million.

The State Government in its 1993/94 budget directed the \$51.8 million away from roads to other budget areas. Some \$30 million went to funding of railway infrastructure and the rest to general consolidated revenue. In the 1994/95 Commonwealth budget, New South Wales was allocated \$103.6 million for arterials as united identified general revenue assistance. The Associations are concerned that these funds could be removed from roads as the \$51.8 million was last year.

The Associations have recently met with the State Treasurer who refused to give a commitment that the \$103 million provided by the Commonwealth as identified road grants for 1994/95 would be passed on to the Roads and Traffic Authority for roads.

At present the State Government provides approx. \$60 million for regional roads through block grants. In a study undertaken last year by the Associations, it was estimated that \$180 million was required to maintain the network at a reasonable standard. Accordingly, they see that the \$103.6 million for arterial road funding would give a substantial boost to regional New South Wales and halt the deterioration of the road network.

The Associations further point out that the original 3 x 3 programme was introduced as a means of providing additional funds to improve the road network in New South Wales. It was well received and supported by Local Government. The action by the Treasury to divert united road funds effectively halves the impact of the 3 x 3 programme by withdrawing over \$100 million from the budget of the Roads & Traffic Authority.

The Associations indicate they propose to make this a major issue in the leadup to next year's State Election. They seek Councils' support in taking the matter up with their local State Members of Parliament, as well as making representations to the State Treasurer and the Minister for Roads & Transport.

**** END OF ITEM 2 ****

FN:OG628NAX.G03

There are no supporting documents for this report.

ATTACHMENTS:

Representations be made to the Treasurer, the Minister and State Member for Hawkesbury regarding the use of Commonwealth Road funds for other than road works.

RECOMMENDATION:

GENERAL PURPOSE COMMITTEE - ORGANISATION & RESOURCES	Meeting Date: 28 June 1994	Item: 2
--	----------------------------	---------

ITEM 3:

CODE OF CONDUCT

FILE NUMBER:

GC070/005 PT07/GMA

REPORT:

At its June Ordinary Meeting the Council resolved to adopt the Model Code of Conduct and further that the matter be reported to this Committee to enable a broader discussion to take place.

The matter is reported for the Committee's action.

RECOMMENDATION:

That the information be received.

ATTACHMENTS:

There are no supporting documents for this report.

FN:OG628NAX.G04

***** END OF ITEM 3 *****

FN:OG628NAX.G04

SECTION A

ITEM 4:

PROPERTY DEVELOPMENT STRATEGIES

FILE NUMBER:

GC285/002/CSV

REPORT:

As a result of the ongoing review and rationalisation of Council's property portfolio, there has been a high degree of activity with the sale and purchase of properties over the last eighteen months. The purpose of this report is to outline strategies identifying opportunities to further expand and strengthen the organisations income base through property development and to seek support, in principle, for the proposed strategies.

In reviewing Council's land dealings, the following properties have been sold and purchased since 1 January 1993.

PROPERTIES SOLD

Location	Description/Use	Net Sale Price
----------	-----------------	----------------

Site bounded by Forbes, Macquarie, Mileham Streets, Windsor	Vacant land and Cottage - Sold to Police Department	\$925,000
---	---	-----------

Cnr George Road & Hanover Street, Wilberforce	Vacant land - Sold to Department of Education	\$400,000
---	---	-----------

Lot 2 Kurmond Road, North Richmond	Former Quarry Site	\$230,000
------------------------------------	--------------------	-----------

Lot 75 Boomerang Drive, Glossodia	Vacant 5 acre site	\$135,000
-----------------------------------	--------------------	-----------

54 Francis Street, Richmond	Former Family Day Care	\$125,000
-----------------------------	------------------------	-----------

25 Woodlands Road, Wilberforce	Sold to Wilberforce Sporting Club	\$80,000
--------------------------------	-----------------------------------	----------

Lot 43 Wellesley Street, Pitt Town	Residential Lot	\$50,000
------------------------------------	-----------------	----------

Lot 44 Wellesley Street, Pitt Town	Residential Lot	\$54,500
------------------------------------	-----------------	----------

Lot 45 Wellesley Street, Pitt Town	Residential Lot	\$52,500
------------------------------------	-----------------	----------

Lot 46 Wellesley Street, Pitt Town	Residential Lot	\$58,000
------------------------------------	-----------------	----------

Lot 1 Spinks Road, Glossodia	Residential Lot	\$54,600
------------------------------	-----------------	----------

- Willberforce Shopping Centre - Extensions.
- Redevelopment of Lots 141-143 March Street, Richmond.

OPPORTUNITIES

Consistent with the objectives of maximising the income base from the property portfolio and reviewing the assets on an ongoing basis, opportunities have been identified for the following properties and details of the proposals follow:-

Not included in these figures is the purchase and subsequent sale of the proposed Fitzgerald Memorial Homes Trust site.

\$583,100		
\$12,000	Purchase of Lot 5 Panorama Crescent, Freemans Reach	Vacant land to be consolidated with adjoining laneway and sold
\$20,000	Windsor	Proposed extension of Union Lane
\$21,000	Terrace Road, North Richmond	Road Widening - Mr Jansen
\$122,000	Lot 48 Mileham Street, Windsor	Part of site sold to Police Department
\$188,100	Bells Line of Road, North Richmond	Car park at North Richmond Commercial Centre
\$220,000	148 Macquarie Street, Windsor	Cottage - Part of site sold to Police Department

PROPERTIES ACQUIRED

\$2,412,682		
\$55,582	Lot 2 Bells Line of Road, North Richmond	Part of redevelopment of Mr Apostolu's site
\$40,000	Lot 1 Fairley Road, South Windsor	Narrow Strip of land adjoining former speedway
\$45,000	Lot 3 Boomerang Drive, Glossodia	Residential Lot
\$54,700	Lot 3 Spinks Road, Glossodia	Residential Lot
\$52,800	Lot 2 Spinks Road, Glossodia	Residential Lot

Subsequently, a concept plan is being developed in consultation with existing tenants for an additional five shops at Wilberforce Shopping Centre and extensions to some existing premises. The proposal also involves increased car parking, landscaping improvements, public seating and possibly some play equipment. Preliminary estimates indicate that the extensions including an additional thirty seven car spaces for the public and staff and landscaping improvements, will cost in the range of \$500,000 - \$600,000. It is noted that the tenants have expressed some support for the principle of additional shops, on the basis that there is no direct competition. Funding could be from the property development reserve and it is anticipated that the proposal would generate initially a further \$60,000 (representing approximately 10% of return of

construction of additional shops at Wilberforce and to a lesser extent at Glossodia. potential for further expansion. In particular, some interest has been expressed in regard to the centre portfolio provides a significant asset base and annual returns for the organisation, and has combined return on the Centres for 1993 was \$275,171. It is considered that the shopping McGraths Hill (four shops), Hobartville (eight shops) and Glossodia (four shops) and the shopping centres located throughout the City. The Centres include Wilberforce (eight shops), As Council will be aware, the organisation currently owns and manages four neighbourhood

Wilberforce Shopping Centre - Proposed Extensions

- Industrial subdivision - Woodlands Park.
- Acquisition of land at Bligh Park.
- Sale of closed road between Woods Road and Loder Crescent, South Windsor.
- Road closure and sale of lot - McQuade Avenue, South Windsor. *
- Road closure and sale of lot - Faischi Crescent, South Windsor.
- Road closure and sale - Corner of Woods Road and George Street, South Windsor.
- Sale of land in Panorama Crescent, Freemans Reach.
- Sale of land adjoining McMahoons Park, Kurrajong.
- Sale of land in Hermitage Road, Kurrajong Hills.
- Redevelopment of 4 Macquarie Road, Wilberforce.
- Medium density development at Richmond.
- Development of Retail Facilities on the Corner of Rifle Range Road and Colonial Drive, Bligh Park. *
- Establishment of a Kiosk/Tourist Facility at Bellbird Lookout. *
- Development of land in Groves Avenue, McGraths Hill.

investment) per annum in rental, subject to full occupancy. At this stage, there is a genuine interest from prospective tenants for at least three of the shops and it is proposed to invite expressions of interest prior to any formal recommendation being made to the Council on this project. Interest has been expressed to date from the existing pharmacist at the centre to occupy two of the new shops and provide an expanded range of services, a person wishing to establish a laundromat and a doctor. It is envisaged that the centre could also sustain additional businesses such as take away/fast foods, liquor shop, hardware and professional offices. The proprietors of the mini-market and butchery have also requested additional floor space.

It is recommended that this proposal be supported, in principle, and the matter be reported to the Council when a concept plan is agreed upon and a full cost analysis undertaken.

Redevelopment of 141-145 March Street, Richmond

As Council will be aware, Lots 1, 2, and 3 DP223656 (Nos 141, 143 and 145) March Street, Richmond, comprises three cottages which are leased out on a month to month basis and returning a combined gross annual rental of \$23,350. The properties were acquired over a period of time with a view to consolidation and redevelopment for commercial purposes and as the cottages are increasingly becoming a maintenance liability, now might be an opportune time to redevelop the site. It is noted that the three dwellings are considerably old and will be in need of significant maintenance in the short term.

The site is currently zoned Residential 2(a) and it is suggested the zoning be reviewed to a commercial use such as Business General 3(b) which would allow office type and restaurant developments on the site. In particular, the site is considered ideal for some type of food/restaurant outlet. In this regard, contact has been made with the respective organisations with two of them arranging site inspections and requesting additional information.

Should negotiations be successful with any of these organisations, the site could be cleared at a cost of approximately \$15,000 and ground rentals in the order of \$50,000 per annum negotiated. In the interim, it is recommended that Council proceed with rezoning the site and should current discussions not proceed, expressions of interest be invited for the redevelopment/joint venture/leasing of the site. On this basis it would be necessary to advise the existing tenants of the proposals for redevelopment.

Industrial Land - Groves Avenue, McGraths Hill

Council holds three parcels of land located behind the Black Stump and McDonalds Restaurants at McGraths Hill. The sites known as Lots 3, 4 and 5 DP749170 are zoned Business Special 3(b) and cover an area of 15,243m². There are a number of options available for the future of this site. The outright sale of the site is not favoured at this time, due to the depressed state of the industrial/business sector of the Sydney property market.

It is considered that the allotments offer development potential. Accordingly, it is suggested that expressions of interest be invited for the development of the allotments with the view to Council retaining an equity in same to provide a suitable income stream, whilst retaining the value of the asset for future sale as market conditions may dictate.

Establishment of a Kiosk/Tourist Facility - Kurrajong Heights Lookout

As members will be aware, an Agreement was reached which allowed the operating of a mobile food van, ie. Koala Kafe within the car park of the Kurrajong Heights Lookout on weekends and public holidays. The vendor has given notice effective on 30 June 1994, to terminate the arrangement due to the venture not being economically viable at this stage as a small food van restricts their capacity and product range to refreshments only. However, the vendor did point out in her notice and has expressed an interest in the past, in operating a permanent kiosk/tourist facility at this location.

It is considered that a permanent structure offering refreshments, arts/crafts and/or tourist type products and services, constructed adjacent to the existing viewing platform may enhance the location as a tourist destination, particularly in the lead up to the 2000 Olympics, and provide an additional revenue source for the organisation. It is proposed that a concept plan be developed for the site and expressions of interest be invited from the public for developing a facility and leasing the site or the leasing of premises constructed by Council.

Retail Development - Cnr Rifle Range Road and Colonial Drive, Bligh Park

Council acquired some time ago from the Bligh Park Joint Venture Organisation, a 2.42 hectare parcel of land located at the corner of Colonial Drive and Rifle Range Road, Bligh Park.

A plan was prepared for the site which supported a neighbourhood concept involving retail, medium density development of community facilities, including a neighbourhood and youth centre which are currently under construction. The site is ideally suited for future retail development with a number of enquiries already received from potential tenants and interested parties. However, the success of the centre will be dependant on securing a large supermarket chain as an anchor tenant, ie. Franklins, Woolworths, Jewels, etc., to support a mix of up to ten speciality shops. Earlier this year an approach was made by the managing agents of the Windsor Town Centre, who seek retail opportunities on behalf of the supermarket chains, with a view to a purchase/lease or joint venture development of the site. They engaged consultants to undertake a feasibility study for retail development on the site, which concluded that the existing population base is not sufficient to secure an appropriate anchor tenant at this stage. However, they concluded that subject to the rezoning of the Bligh Park North area and together with the development of Precinct 29 of Bligh Park, an excellent opportunity will arise for an investment in retail facilities at this location. The site's potential will continue to be monitored and it is expected that it has capacity for development within a three to five year timeframe. The retail study recently engaged should also assist in this evaluation.

Medium Density Development at Richmond

As a result of past planning schemes many residential lots in Richmond are significantly in excess of 1,000m². The houses on such lots are generally often located toward the front of the allotment with large vacant rear yards. There have been recent and ongoing improvements to modify drainage patterns in Richmond which have previously largely precluded the subdivision of such lots and/or the development of medium density housing on same.

When available, it is considered that the acquisition of suitable properties be conducted with the long term view to obtaining one or two other adjoining properties to permit quality medium density development. In the interim the acquisition of suitable housing stock will provide income in the form of rental returns.

4 Macquarie Road, Wilberforce

The site currently contains a tenanted, brick veneer dwelling. The dwelling is of some age and requires considerable regular maintenance in order that it be kept in a suitable lettable condition. There are now some ongoing structural problems which will require further expenditure. The cost of the repairs must be offset against the rental income received and do not add to the capital value of the property.

It is appropriate that consideration be given to the continued ownership of the property. Market opinion suggests that a return in the order of \$130,000 is possible if the property were to be offered for sale.

The development of the Wilberforce Primary School on the adjoining rear property, has necessitated the School site being serviced by sewer, a line running from the School to the Council operated plant located within the Australian Pioneer Village. The sewer line is also connected to the subject property.

Having regard to the size of the Macquarie Road site (1,043m²), its zoning and its connection to the sewer, there is now potential to develop the site for medium density housing. In this instance, three by three bedroom units are permissible in accordance with Council's Development Control Plan (DCP) for medium density housing. As Council will be aware, Wilberforce is not connected to the sewer and the development of other similarly sized and zoned lots is not permitted under the currently planning instrument.

Whilst there could be some public comment should the development proceed, the development of the site by Council may be promoted as a model of standards expected for medium density housing in the area when the sewer becomes available. However, should the property be sold the potential to develop the site and its associated financial benefits would transfer to the new owner. A preliminary feasibility study regarding the costs and returns from development has been conducted. It is anticipated that costs in the order of \$220,000 including removal of the current dwelling, fees, contributions and insurances, building costs (3 x shed units) and legal fees would be incurred. Following completion, a rental return of \$450 gross per week (\$23,500pa) is considered appropriate having regard to current market trends.

The development of the site for medium density housing will provide an immediate increase in the rental stream to Council and significantly reduce maintenance and repair costs in the medium term, say five to ten years. Additionally, as an asset, the value of the property will increase and this will be reflected in any future sale, either by strata or by the entire lot.

Corner Hermitage and Bells Line of Roads, Kurrajong Hills

As part of a number of resumptions during 1990 along Hermitage Road, Council acquired property known as Lot 5 DP719743 located on the corner of Bells Line of Road and Hermitage

Road, Kurrajong Hills. The lot covers an area of 4,431m² and is zoned Rural 1(c1) under the Hawkesbury Local Environmental Plan 1989. The lot has been identified as surplus to current operational requirements and is currently being offered for sale for \$110,000.

The site has only a small level area adjacent to Bells Line of Road and falls steeply to the rear of the lot. The potential of the lot for the establishment of a residential dwelling is, therefore, restricted.

Accordingly, there has been little interest from the market to date. The situation is being regularly monitored and consideration for sale of the lot by tender process will be considered should no satisfactory offer be received in the near future.

Land Adjoining McMahon's Park, Kurrajong

The land known as Lot 2 DP308311 occupies an area of 4,047m² and is zoned Residential 2(a) under the Hawkesbury Local Environmental Plan (1989). The lot was acquired in 1976 and has been identified as being surplus to current operational needs and its disposal by sale by private treaty is now favoured. The property is not serviced and is battle-axed in shape, and accordingly a return in the vicinity of \$130,000 is anticipated. Proceeds from the sale can be utilised in the purchase of other income producing assets.

42 Panorama Crescent, Freemans Reach

Council will recall that at its meeting of 14 June 1994, it considered a report recommending the purchase of vacant land from Ms Maruca. As advised to Council, following the purchase of the land, the adjoining unnecessary public roadway will be closed and amalgamated with the land purchased from Ms Maruca and the combined lot offered for sale. The expected market value of the lot is around \$50,000.

It is considered that the capital gain made from the sale of the land should be utilised to assist in the purchase of other income producing assets, such as those detailed elsewhere in this report.

Road Closure - George Street and Woods Road, South Windsor

Council owns property on the corner of George Street, Woods Road and Bradley Road, South Windsor, which comprises an area in total of approximately 1,583m², including an unformed laneway. The property is currently described as Lots 25, 26, 27, 28, 29, 30 and 175 DP32260 and the zoning of the whole site is Open Space Existing Recreation 6(a). Lot 175, as denoted on the attached plan, was reserved for public garden and recreation space by way of a subdivision which took place in 1962 and resulted in DP32260 being created. Under the new Local Government Act, Lot 175 which comprises an area of 417m², is automatically deemed as community land and, therefore, should be retained for open space purposes, together with part of the adjoining laneway which services the first property in Bradley Road. However, the remaining lots and residue of the adjoining laneway which are also classified as community land and comprise an area of approximately 852m², could, subject to rezoning, be consolidated to allow disposal for some form of medium density development, eg. three villas. Consideration could be given to developing the site and selling the finished product or leasing same. The site

sold as one lot could command up to \$70,000 in the current market. It has been identified that there is more than adequate open space in this particular vicinity, and some of the proceeds from the development could be allocated to enhancing the reserve on Lot 175, ie. play equipment.

This proposal, although not considered to be a high priority, should be investigated further and a full costing provided to the Council.

Closure of Part Fiaschi Crescent, South Windsor

There is a small portion of Fiaschi Crescent which adjoins the sporting grounds of Bede Polding College and lies between two residential dwellings situated on Wimbow Place. Kerb and guttering has been provided across the lot parallel to Wimbow Place with the site being utilised for the parking of motor vehicles. Council had previously resolved, in September 1990 to support the closure of the road. However, this was not supported by the Department of Conservation and Land Management at the time. With the introduction of new legislation it is now appropriate to review the situation.

The land is low lying and subject to inundation and would require fill or other suitable development to ensure that the habitable floor area is at the appropriate level. It is noted that an adjoining property does gain pedestrian access via a set of steps from this portion of Fiaschi Crescent, however, driveway access to the garages would be attained off Wimbow Place. This office has previously written to this property holder indicating that it would be prepared to fund the cost of relocating the pedestrian steps to Wimbow Place. With the introduction of the Roads Act (1993) it is now considered more feasible that the portion of Fiaschi Crescent be closed and more appropriately utilised.

Due to the potential inundation of the lot by floodwaters, and having regard to development costs to be borne by Council, a return in the order of \$30 - \$35,000 is anticipated.

Road Closure - McQuade Avenue, South Windsor

In 1991, a proposal was reported to the previous Council to close Lot 71 DP216270, a dedicated unmade road off McQuade Avenue and adjacent to Frank Mason Reserve, and sell the property as a residential lot. The land being identified as surplus to the area's needs and was not being used for access.

The proposal was advertised at the time, with only one objection received, being from the Windsor Golf Club, indicating the site was required for flood free access. The proposal was not supported by the Council on this basis. It is contended that the Club has ample flood free access through other lands where the clubhouse and car park are located and it would appear Lot 71 is not used for any access as the boundary is fenced. In any event, access could be made available through the adjoining reserve. Lot 71 is zoned Residential 2(a), comprises an area of 562.8m² and could command a market price of approximately \$50,000.

It is recommended that the decision of the previous Council be reviewed and that Council proceed with the closure and sale of the subject lot. The Golf Club would have an opportunity to acquire the site once the road is closed.

Former Closed Road Being Part of Salmon Road Between Woods Road and Loder Crescent.
South Windsor

As a general note, the introduction of the Roads Act (1993) allows Council to dispose of roads as they see fit provided a set statutory process is followed. There is no longer an obligation imposed by the former legislation to sell half of the former road reserve to adjoining property owners. The Department of Conservation and Land Management (CALM) have indicated that as long as access to properties adjoining the section of road to be closed suffers no detriment, they take no active interest in disposal of the former road reserves.

There are two such surplus road reserves in the South Windsor area. The subject land covers an area of 1,335m² and is zoned Residential 2(a) under the Hawkesbury Local Environmental Plan (1989). As such, the site is suitable for the development of two residential lots, one with frontage to Woods Road and the other with frontage to Loder Crescent. Council resolved on 14 January 1986, to close the road and develop it as a reserve. As such, the area has been fenced to prohibit the passing of vehicular traffic and grass has now grown over some fill placed on the site by an adjoining owner. It is noted that there are a number of reserves in the South Windsor area with the ratio of open space to population exceeding that which is required. Accordingly, it is considered that the potential sale of the two lots would have no significant impact on the recreational requirements of the residents in the area. It is noted that an easement for underground power mains being 4m wide runs along the eastern side of the lot, and it is suggested that this area be converted into a walkway to allow pedestrian access between Loder Crescent and Woods Road similar to such accessways that have been planned and utilised in the Bligh Park Estate.

Both lots can be readily serviced by water, electricity and telephone, thus there are negligible development costs associated with the sale of the lots. A net return in the vicinity of \$100 - \$110,000 is envisaged. Having regard to Council's previous resolution to utilise the land as a reserve, and the interest expressed by an adjoining property holder to purchase part of the land, it is considered that should Council approve of the development the adjoining property holder be invited to purchase one lot.

Acquisition of Residential Land at Bligh Park

The Bligh Park Joint Venture is proposing to release 166 residential lots within Precinct 29 of Bligh Park, later in the year. Lot sizes are generally in the range of 450m² to 650m² and a number of lots for integrated housing will be available. It is proposed that consideration be given to acquiring up to three adjoining lots, preferably on a corner location, or one or more of the integrated housing lots for medium density or cluster type development.

It is expected that land prices will be from about \$50,000 per lot and once developed, the properties could be leased from about \$150 per week. One advantage of constructing new residential premises is the minimum maintenance costs experienced within the first five years and depending on market conditions, the continued ownership of the properties can be monitored on an ongoing basis. It is recommended that the feasibility of this proposal be further assessed when purchase prices are available and a full costing of developing the site be pursued.

Industrial Subdivision - Woodlands Park

For some time, land owned on the corner of Sackville Road and Ironbark Drive, Ebenezzer, and described as Lot 25 DP260028, has been identified for future industrial use. In fact, a rezoning application was lodged with the Department of Planning to rezone the site to General Industrial 4(a) from its existing Rural 1(b) zoning, however, the application was not supported on the basis of inadequate services in the area.

The site which adjoins the Woodlands Park Industrial Estate, comprises an area of 7.76 hectares, with 2.769 hectares leased to Woodlands Park Pony Club and the residue currently being vacant, having previously been used as the temporary Hawkesbury High School site. Given the adjoining use and the limited industrial land in the area, it is recommended that the rezoning of the whole site be pursued with the Department of Planning. It is noted that there have been discussions with the Woodlands Park Pony Club with a view to them relocating.

Conclusion

It is considered that an indication be provided for Council in order for it to assess the relative importance of each item as a component of the Property Development Strategy.

Having regard to a number of factors including initial financial outlay, timing and amount of financial return, market conditions and staff resources, the following items have been determined as requiring further immediate consideration:-

- Wilberforce Shopping Centre - Extensions.
- Redevelopment of Lots 1, 2 and 3 DP223656 Nos 141-145 March Street, Richmond, for business purposes.
- Inviting of Expressions of Interest for Development of Vacant Industrial Land being Lots 3, 4 and 5 DP749170 Groves Avenue, McGraths Hill.
- Redevelopment of Lot 1 DP523489 No 4 Macquarie Road, Wilberforce, for Medium Density Development.
- Acquisition of Land Within Precinct 29, Bligh Park.

The following items have been determined as having a lower priority than those listed above, and can be actioned accordingly:-

- Establishment of Kiosk/Tourist Facility at Kurrajong Heights.
- Road Closures and Sales as Detailed in the Report.
- Sale of Land - Hermitage Road, Kurrajong Hills.
- Sale of Land Adjoining McMahon's Park, Kurrajong.

FN:OG628NBX.C01

***** END OF ITEM 4 *****

There are no supporting documents for this report.

ATTACHMENTS:

That the information be received and that support in principle be given by the Council to enable the strategies defined in the report to be implemented accordingly.

RECOMMENDATION:

- Development of Retail Facilities at the Corner of Colonial Drive and Rifle Range Road.
- Industrial Subdivision - Woodlands Park.
- Medium Density Housing at Richmond.

ITEM 5: 1994/95 LOAN BORROWING PROGRAM

FILE NUMBER: GF014/005 PT4/FNC

REPORT:

Council has previously supported the concept of borrowing money for entrepreneurial developments and having those activities provide the source of funds for repaying the debt service costs on the loan. It was planned in the 1993/94 Loan Borrowing Program to borrow \$2 million to develop further extensions of the Wilberforce Shopping Complex and to re-develop housing in the Richmond/Hobartville residential areas.

In a separate report to this meeting a detailed strategy for property development shows that funds are available for the provision of further shops at the Wilberforce Complex. This has resulted from the recent sales of land reported to Council. The opportunity for redevelopment of the residential areas of Hobartville/Richmond is currently unable to proceed due to the decisions to be made by the State and Federal Governments.

At the time of preparation of this report, the indicative interest rates from lending authorities has shown that interest has now increased above 10% for ten year loans which is much greater than the rates of 8-8.5% when Council originally considered the report for borrowing to funds entrepreneurial activities. The economic return is currently less attractive at these higher interest rates, particularly now that the funds are available to complete the projects outlined in the property development strategy.

It will also be appreciated that Council obtained a special allocation for loan funding from the Department of Local Government of \$2 million for the 1993/94 Financial Year which must be taken up prior to the 30th June, 1994. If it is intended to not proceed with the borrowing of these loan funds the Department of Local Government will be advised that Council no longer requires the special loan allocation.

RECOMMENDATION:

That Council not proceed with the borrowing of \$2 million (two) in the 1993/94 Loan Borrowing Program and that the Department of Local Government be advised that a special loan allocation for this Financial Year is not required.

ATTACHMENTS:

There are no supporting documents for this report.

FN:OG628NBX.F05 ***** END OF ITEM 5 *****

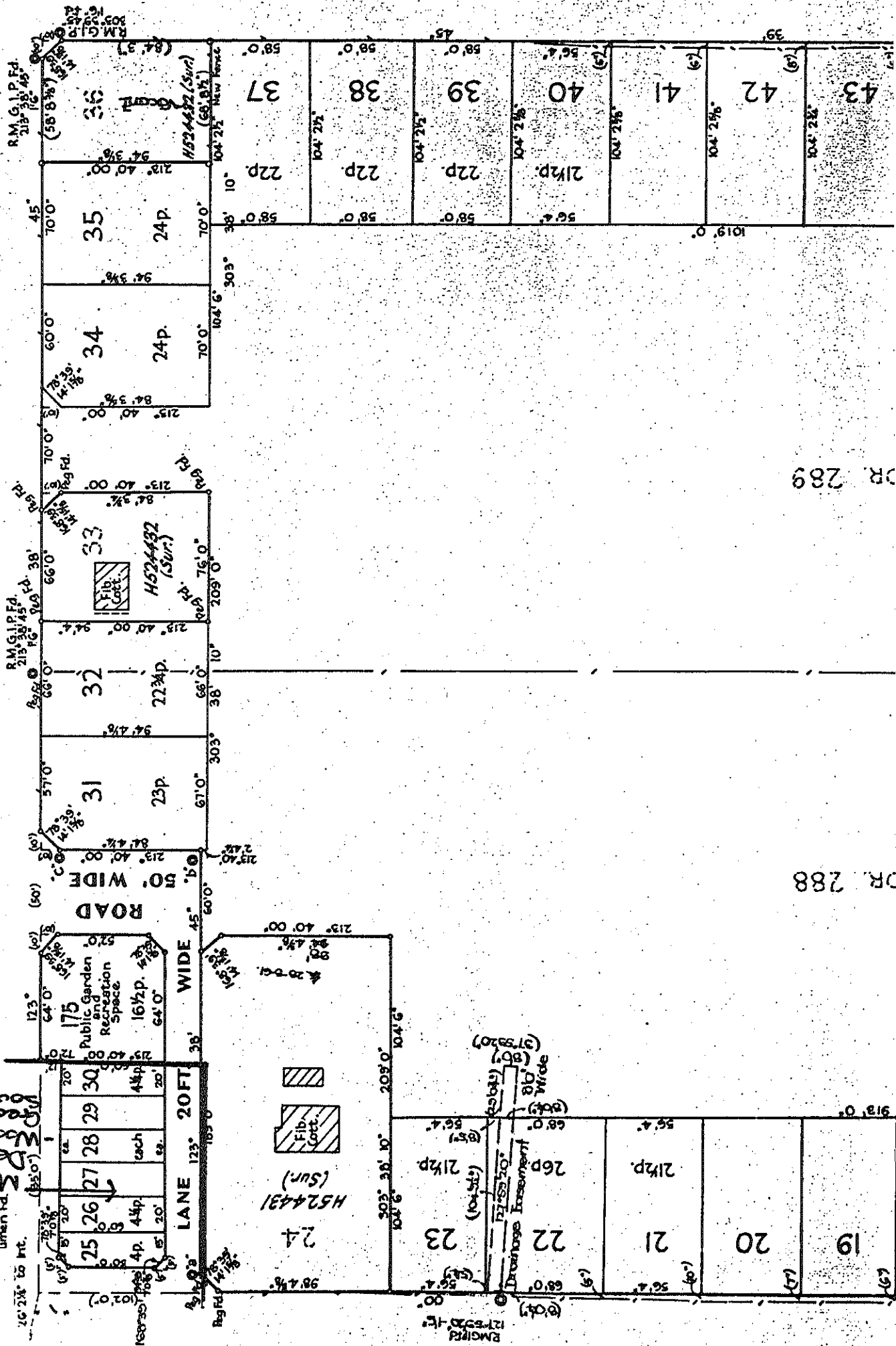
FN:OG628NBX.F05

SECTION B

WOOD
Medium Density Site
Woods Road
George Street
South Windsor

STREET

(66' wide)



STREET

OR 289

OR 288

END OF BUSINESS PAPER

**HAWKESBURY CITY COUNCIL
GENERAL PURPOSE COMMITTEE**