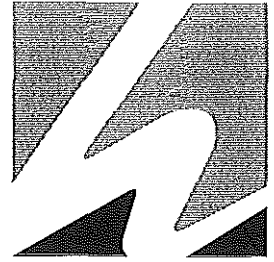


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Hawkesbury City Council

ordinary
meeting
business
paper
supplementary

date of meeting: 9 September 1997

location: Council Chambers

time: 7.30pm

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Housing Strategy

Work has been undertaken for some time on developing a future housing strategy for the area. The need for the housing strategy was to show both the community and the Government the Council's objectives in providing housing opportunities in the area and where and how these are to occur. There are obviously a number of issues and constraints to future housing, mainly in relation to environmental considerations and the provision of the necessary infrastructure. Environmental considerations include those very important matters of water and air quality, as well as the conservation requirements for our district and these include the recently adopted Wildlife Corridor Strategy.

The provision of engineering infrastructure is one of the major costs in housing provision and this includes reticulated water and sewerage, transport and other services. The Department of Urban Affairs & Planning and a large part of the community have indicated that only future limited housing opportunities should be in that area of the City west of the Hawkesbury River and generally consolidated with existing towns and villages. In the south eastern part of the city there appears to be a wider range of opportunities for housing from the detached housing that widely exists to a number of medium density opportunities in the current towns. The Hawkesbury Residential Strategy will be reported to the October General Purpose Committee Meeting.

Employment

A great deal of the district's population travels daily for employment, with a number of people being required to commute a considerable distance. The Local Economic Development Board and Regional Development Organisation are actively pursuing employment initiatives and this includes the recent meeting with the United States based engine manufacturer. I have been involved with the University in a number of ways including the Healthy Cities Program. This program could not only bring benefit through the forthcoming city's health plan but also in providing increased opportunity for the University in terms of research and education. The University is an important institution in the district and its expansion with further research and education opportunities will provide employment at a wide range and level.

Tourism is an expanding area of employment opportunity and Council has encouraged this through its recent initiative in encouraging bed and breakfast facilities that will enable more visitor night stays for the area thus increasing expenditure levels. Together with the current expansion of other facilities, discussions have been held regarding possible development of a number of major tourist attractions within the City. These should produce a range of opportunities in tourism for the benefit of our residents.

I have also requested areas for new industrial estates to be investigated and this is a matter I believe the Council should consider very carefully in the near future in balancing its housing strategy to ensure that maximum employment opportunities are provided as close as possible to the district's population.

Agriculture/Horticulture

Members of the Council are well aware of the importance of agriculture and horticulture and related activities to the district's economy. As a result the Council has joined with the Regional Development Organisation in undertaking an assessment of this issue and a draft report has been prepared. Not only is the industry important to the district's economy, it is also incremental to the maintenance of the area's character and thus its attractiveness including tourist potential.

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Agriculture and horticultural production would appear to exceed any previous considerations we may have held and certainly place it in the top rung of economic activity. The Council needs to assess this importance in determining its implementation strategies in the forthcoming months. The Hawkesbury Sustainable Agriculture Development Strategy will be reported to the September General Purpose Committee Meeting.

Conclusion

I have outlined here the current position with a number of important matters. Together with these there are also those threats, perceived threats and opportunities that are, or could, impact on our community and the Council's operations.

These centre on such issues as air and water quality, growth rate of development, impact on access to the area and specifically the Windsor Road, the impact of flooding and the necessity to resolve the uncertainties surrounding this position and the likelihood of large scale extraction from the Richmond Lowlands.

The extent of growth in the area has been the subject of some debate in recent times. The ability for population growth in the area is limited due to the many environmental constraints although there are a number of attractive opportunities in consolidating the existing towns and villages where there are some good housing opportunities still available. Large scale subdivision outside of this could permanently change the area's attractiveness and thus the quality of life for existing residents. While growth often is perceived as the only part to economic viability the good news for our community is that there is an alternative. Prosperity for the Hawkesbury does not require large scale subdivision, it requires development that is sustainable. The global perspective makes it painfully clear that if our strategies for economic development are not sustainable they will be terminal.

I would suggest that the direction that the Council, the Local Economic Development Board, the Regional Development Organisation and others are taking, including some of the initiatives here, indicate a very clear and healthy future, while maintaining the quality of life that exists for the Hawkesbury.

I recommend that this report be received.

Councillor Rex Stubbs
Mayor

oooO END OF MAYORAL MINUTES Oooo



ordinary

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section

reports
for determination

ORDINARY

Meeting Date: 9 September, 1997

Item: 56

ITEM: 56 Lower Portland Ferry

FILE NUMBER: GT240/010 Pt2/ENG/ORI09LBX.E19

REPORT:

Council at its Ordinary Meeting of 8 July 1997 resolved that

"A Working Party be established comprising four Councillors and one community member with appropriate staff to work with representatives of Baulkham Hills Council to;

- 1 Consider the options, issues and costs as identified in this report,*
- 2 Consider any other options or alternatives,*
- 3 Report back to Council not later than 31 October 1997 and*
- 4 Councillors Sheather, Calvert, Searle and Minturn be the four Councillor representatives."*

Councillor Minturn has since withdrawn from the Committee.

In order to determine the community representatives for the Working Party, a public meeting was held at the Lower Portland School of Arts on 23 July 1997. The meeting was attended by more than 50 residents and resulted in the nomination of Mr Jeff Hinks and Mr Hugh Frazer as the Community Representatives on the Working Party. Mr Dennis Gelle was nominated as an alternate representative.

The first meeting of the Working Party was held at Baulkham Hills Council Chambers on 11 August 1997. As indicated in the minutes of the meeting which are attached, a wide range of issues were discussed including;

- The purpose of the Working Party
- Expected life of the ferry and its likely maintenance costs
- The origin of vehicles using the ferry
- The potential impact the closure of the ferry would have on other services within the community and
- Various options available

At the conclusion of the Working Party meeting, there was a commonly held view amongst the representatives that the ferry service should not be disbanded. Furthermore, the Working Party suggested that the following recommendations should be considered by each Council;

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- 1 Both Councils establish a joint position of retaining the Lower Portland Ferry for a period of ten years.
- 2 An independent report being obtained on the condition of the current ferry, together with a recommended maintenance program over the ten year period.
- 3 The Ferrymaster undertake a postcode survey of all vehicles utilising the ferry for the period from 1 September, 1997 to 31 January, 1998.
- 4 An estimate be obtained on the capital cost of both a six vehicle capacity and a smaller four vehicle capacity, steel hulled ferry.
- 5 A survey be undertaken of all residents within a ten kilometre radius of the ferry in order to determine their views on a range of issues, including the imposition of various toll options for residents and non-residents.
- 6 Other potential sources of funding be examined including sponsorship and advertising, as well as grants from government authorities such as The Heritage Council, Tourism Authority and the Roads & Traffic Authority.
- 7 Both Councils consider the road works necessary in the Lower Portland area to bring the existing roads up to a two lane rural standard by 2005.
- 8 Both Councils be asked to defer reaching a final decision on the operation of the ferry until March 1998.

RECOMMENDATION:

That the recommendations of the Lower Portland Ferry Working Party as outlined in the report be adopted.

ATTACHMENTS:

AT-1 Minutes of the Working Party Meeting.

oooO END OF ITEM 56 Oooo

**MINUTES OF THE LOWER PORTLAND FERRY WORKING PARTY MEETING
HELD AT BAULKHAM HILLS SHIRE COUNCIL ON MONDAY, 11TH AUGUST,
1997.**

Meeting commenced at 5.05 p.m.

PRESENT:	Councillor Les Shore	Baulkham Hills Shire Council
	Councillor John Griffiths	Baulkham Hills Shire Council
	Councillor Cliff Hoare	Baulkham Hills Shire Council
	Councillor Les Sheather	Hawkesbury City Council
	Councillor Ron Searle	Hawkesbury City Council
	Councillor Robert Calvert	Hawkesbury City Council
	Jeff Hincks	Community representative
	Hugh Frazer	Community representative
	David Mead	Baulkham Hills Shire Council
	John Barker	Baulkham Hills Shire Council
	Chris Daley	Hawkesbury City Council
	Michael Lathlean	Baulkham Hills Shire Council

A. Election of Chairperson

Councillor Les Shore (BHSC) was elected Chairperson for the meeting.

B. Apologies

Apologies were received from the Mayor of Baulkham Hills Shire Council, Councillor (Dr) Geoff Brooke-Cowden and Councillor Peter Minturn from Hawkesbury City Council.

C. Reasons for Meeting

Chris Daley outlined the fact that the ferry contract is due for renewal in 1998 and as a result, both Hawkesbury City and Baulkham Hills Shire recently resolved to establish a joint working party to examine a number of issues associated with its continuing operation and the various options available. Of particular concern was the fact that the cost of major overhauls appeared to be increasing due to the age of the ferry and more stringent requirements imposed by State Government instrumentalities such as the Workcover Authority and the Waterways Authority.

It was indicated by John Barker that although Baulkham Hills Shire has allocated funds over the period of its current Shire Plan to fund the operation of the ferry, the allocations were not sufficient to fund the cost of any major overhauls. Furthermore, the amount of the allocations were broadly based on previous resolutions of Council.

The meeting was advised that the Lower Portland Ferry was the only ferry operated by the Councils. The operating costs of the remaining ferries (Sackville, Webbs Creek and Wisemans Ferry) were borne by the Roads and Traffic Authority as they linked current State Arterial Roads or former Main Roads.

D. Identified Issues, Options and Costs

Community representatives indicated that the Lower Portland community developed around the ferry. The ferry is also perceived as one of the few services provided for them by both Councils.

Specific issues discussed included:

- * the expected life of the ferry and its likely maintenance costs
- * the estimated cost of a new steel hulled ferry and its likely maintenance costs i.e. approximately \$500,000 and \$80,000 per annum for maintenance
- * various funding options including advertising, sponsorship, the imposition of tolls and the availability of various types of government grants
- * the cost of upgrading River Road to cater for additional traffic should the ferry be closed
- * the belief that the construction of a bridge is unlikely to be viable unless it is constructed at a different location and is used to replace at least two (2) of the existing ferries i.e. Sackville and Lower Portland

E. Other Issues and Options

Other issues raised included:

- * lack of reliable data on the origin of vehicles using the ferry i.e. local residents, residents of either Council area, tourists etc.
- * lack of information available on pedestrian usage
- * impact of closure on specific services such as bushfire brigades, mail, bus services etc.
- * debate on the ferry's future is causing anxiety within the community and was reflected by the large turn out at the public meeting on 23rd July, 1997

F. Conclusion

There was a commonly held view amongst the representatives of the Working Party that the ferry service should not be disbanded. Therefore, it was suggested that the following recommendation should be considered:

1. both Councils establish a joint position of retaining the Lower Portland Ferry for a period of ten (10) years
2. an independent report being obtained on the condition of the current ferry, together with a recommended maintenance program over the ten (10) year period
3. the ferry master undertake a postcode survey of all vehicles utilising the ferry for the period from 1st September, 1997 to 31st January, 1998
4. an estimate be obtained on the capital cost of both a six (6) vehicle capacity and a smaller four (4) vehicle capacity, steel hulled ferry
5. a survey be undertaken of all residents within a 10 km radius of the ferry in order to determine their views on a range of issues, including the imposition of various toll options for residents and non-residents
6. other potential sources of funding be examined including sponsorship and advertising, as well as grants from Government authorities such as the Heritage Council, Tourism Authority and the Roads and Traffic Authority

7. both Councils consider the road works necessary in the Lower Portland area to bring the existing roads up to a two (2) lane rural standard by 2005
8. both Councils be asked to defer reaching a final decision on the operation of the ferry until March 1998

G. Next Meeting

It was agreed that the next meeting of the Working Party would be held at Hawkesbury City Council on Monday, 22nd September, 1997 commencing at 5.00 p.m.



ordinary

5
section

reports
for information

ITEM: 57 50 kph Speed Limit Trial**FILE NUMBER:** GT230/007 Pt3/ENG/ORI09LCX.EI8**REPORT:**

As advised by the Minister a trial of a 50 kph urban speed limit will be undertaken in selected areas throughout the state.

The aim of the trial is to identify reasons for any negative community reaction through a testing and community consultation process and to provide information on key selling points for a general urban speed limit of 50 kph.

The trial will provide feedback on community acceptance and understanding of the 50 kph urban speed limit initiative, provide further baseline information for a statewide general urban limit of 50 kph and add to the outcomes of the Mosman/North Sydney trial which has been underway for some time.

The strategy for the implementation is to provide physical changes to the trial areas including speed limit signs, and pavement markings, there will be community consultation through information brochures, questionnaires and surveys. Public education will include advertising and articles in local and regional newspapers also regional radio and information signs and enforcement will be undertaken in accordance with standard operating procedures by the Police. It should be noted that the Police have indicated they will not be putting on additional staff specifically for these trials.

The selection of the trial areas included a mix of Councils from Metropolitan and Regional areas, preferably Councils with Road Safety Officers and trial areas that can be clearly defined. The Councils involved are

METROPOLITAN	REGIONAL
<i>Inner Sydney</i> - Bankstown, Hurstville	<i>North</i> - Armidale, Lismore
<i>Outer Sydney</i> - Hawkesbury, Campbelltown, Fairfield	<i>South West</i> - Albury, Wagga Wagga
<i>Newcastle</i> - (City/Sandgate/Charlestown triangle)	<i>South</i> - Queanbeyan, Shoalhaven
<i>Central Coast</i> - Wyong (The Entrance)	<i>West</i> - Dubbo

The Roads & Traffic Authority will provide all funding required for the 14 trial areas including the physical changes, community consultation and public education components.

The trial will commence on 1 October 1997 and will continue for three months with the Minister to make an announcement in November as to the initial affect of the trial. The Government will decide early in 1998 on the future of the general urban speed limit of 50 kph.

The requirements for a trial in the Metropolitan Area was that the area be clearly definable by way of major roads on the periphery, be predominantly residential and have an area of around six square kilometres, no major local area traffic management or traffic calming measures and be typical of the Local Government Area. It was also a requirement that major streets that will remain at 60 kph run through the area to be used as monitoring sites. For Regional Areas the entire Local Government Area was to be used if possible, however, if not the requirements for a trial area were to be the same as the Metropolitan Area requirements.

Council has two areas which have been identified by the Roads & Traffic Authority as suitable locations for the trial and these are shown on the attached plans, i.e. the Hobartville area and Bligh Park including part of South Windsor.

Consultants have been engaged to carry out speed monitoring in seven streets in each trial area and three streets outside the trial area as controls. The surveys will be undertaken in September, October and December and will be monitored for one week in each survey period.

RECOMMENDATION:

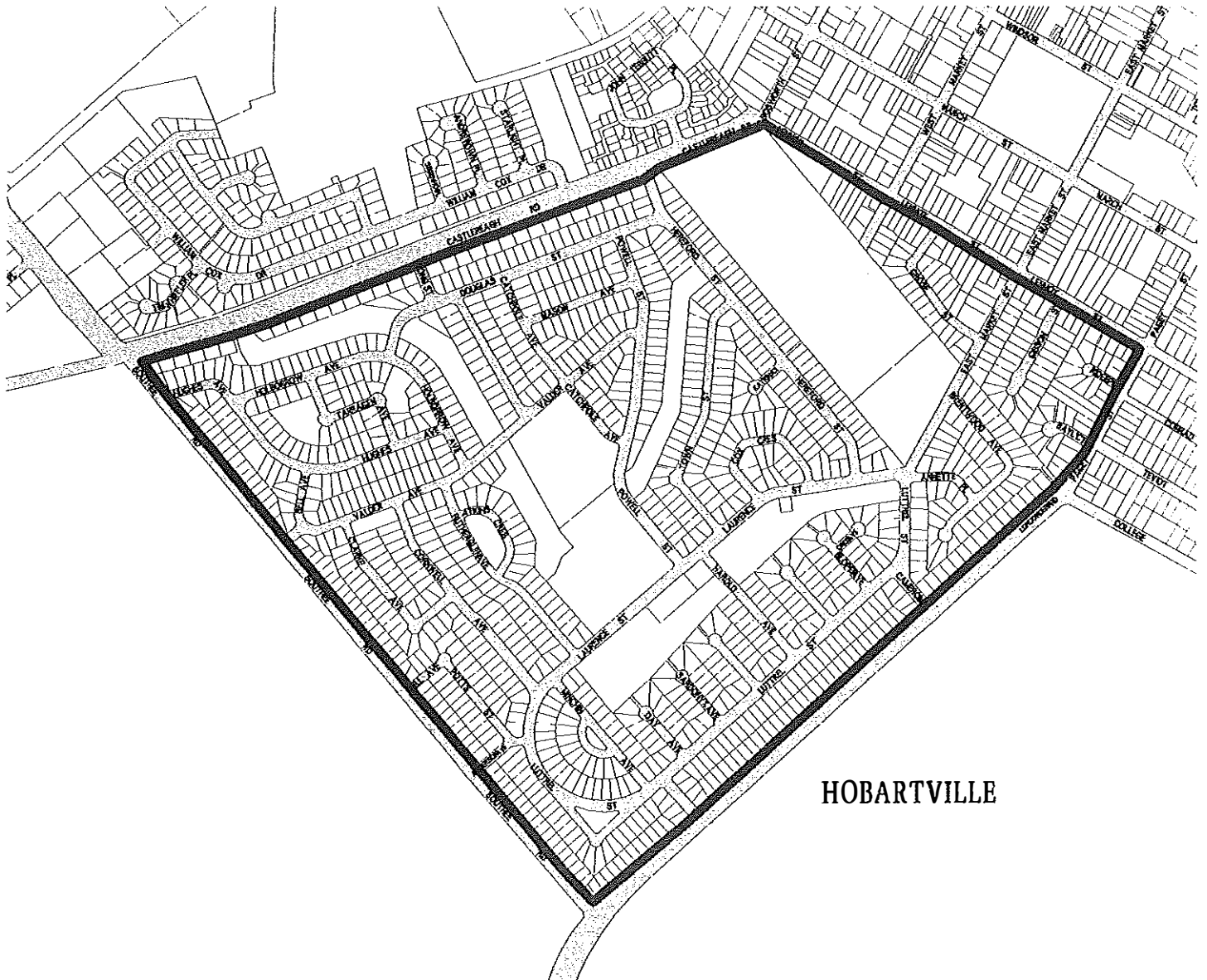
That the information regarding the 50 kph Urban Speed Limit Trials be received.

ATTACHMENTS:

AT-1 Site Plan - Hobartville

AT-2 Site Plan - Bligh Park/South Windsor

oooO END OF ITEM 57 Oooo



HOBARTVILLE

50km/h SPEED LIMIT TRIAL

HOBARTVILLE

 Trial Area

SCALE 1:11 000





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meeting

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