



H a w k e s b u r y C i t y C o u n c i l

ordinary
meeting
business
paper
supplementary

date of meeting: 9 July 2002

location: Council Chambers

time: 7.00pm

ORDINARY MEETING

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Bell's Line of Road - Proposed Upgrade

Council, at the Ordinary Meeting of 8 May 2001, resolved:

- "1. This Council opposes the concept of any Super Highway Corridor being designated through the Hawkesbury Council's area (specifically Yarramundi, Grose Wold, Grose Vale, Bowen Mountain, Kurrajong, Kurrajong Hills, Kurrajong Heights and Bilpin and via a route that follows Bell's Line of Road) as proposed by the Central Western Regional Organisation of Councils (CENTROC).*
- 2. Although cognisant of the need for improved transport communication for Central Western needs the use of rail and the existing continuing improvements to the Great Western Highway are supported as the best means of this desired improvement.*
- 3. This Council supports the State Government's plan to retain the rural, agricultural tourist and recreational character of the Hawkesbury City Council area west of the river Hawkesbury."*

In recent weeks, both the State and Federal Governments have each announced a commitment of \$1,000,000.00 (one million dollars) to undertake a feasibility study over two (2) years on the upgrading of Bell's Line of Road.

Given that the study will definitely be undertaken, it is felt that Council seek input and involvement into the study.

Council has received correspondence from the Hawkesbury Against Road Corridor Chaos (HARCC) Committee recommending that Council resolve:

That:

- 1. Consideration is included in the proposed study for improvement to access, and provision/location of, a high level flood-free bridge crossing over the Hawkesbury River. Such access to be integrated into the upgrade of Blacktown Road and include provision for linkage to the proposed Western Orbital and M2 highways.*
- 2. Council notes the considerable economic and environmental benefits of using rail for heavy transport. It therefore seeks that in reviewing the need for heavy transport access to Sydney/Newcastle/export terminals from the Central West that as part of the proposed study, consideration is given to an alternative utilising a rail link. It suggests that a rail link be examined, but not limited to the existing Sandy Hollow/Muswellbrook rail line/corridor as well as upgrading of the existing Great Western railway.*

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3. *Part of the study assess the improvement costs and economic benefits for Bell's Line of Road and the areas it serves, to be a safer road, but not a six lane heavy transport high speed highway.*
4. *The study recognises the need to preserve and hold preserved those land areas now viably used for agricultural, horticultural and fruit production and those of World Heritage and National Park designation in the Hawkesbury and Blue Mountains regions leading to, along and near to Bell's Line of Road.*
5. *The consultation process includes the Hawkesbury Local Government Area (LGA) via Council and community groups as an element of the study as they were excluded from the previous study.*

There are potential benefits for the Hawkesbury in terms of improving road and rail links from the Hawkesbury River to the west. Council involvement in the study process should not in any way be seen as endorsement for a six lane super highway through the Hawkesbury LGA. Such involvement should also emphasise Council's adopted position of retaining " *the rural, agricultural tourist and recreational character of the Hawkesbury City Council area west of the river Hawkesbury.*"

Recently provided statistics show the great value of Western Sydney agriculture to the NSW economy and in keeping Sydney a sustainable city. One per cent (1%) of the State's land produces fourteen per cent (14%) (\$1 billion) of the State's agricultural produce. Western Sydney produces ninety per cent (90%) of the State's fresh leafy vegetables and forty per cent (40%) of the State's vegetable production.

Loss of productive agricultural land in the Hawkesbury would have a significant impact on the local economy, particularly given the success of Hawkesbury Harvest and the significant potential benefits of topoclimate on agricultural production.

It is recommended that Council resolve:

That:

1. Consideration is included in the proposed study for improvement to access, and provision/location of, a high level flood-free bridge crossing over the Hawkesbury River. Such access to be integrated into the upgrade of Blacktown Road and include provision for linkage to the proposed Western Orbital and M2 highways.
2. Council notes the considerable economic and environmental benefits of using rail for heavy transport. It therefore seeks that in reviewing the need for heavy transport access to Sydney/Newcastle/export terminals from the Central West that as part of the proposed study, consideration is given to an alternative utilising a rail link. It suggests that a rail link be examined, but not limited to the existing Sandy Hollow/Muswellbrook rail line/corridor as well as upgrading of the existing Great Western railway.

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3. Part of the study assess the improvement costs and economic benefits for Bell's Line of Road and the areas it serves, to be a safer road, but not a six lane heavy transport high speed highway.
4. The study recognises the need to preserve and hold preserved those land areas now viably used for agricultural, horticultural and fruit production and those of World Heritage and National Park designation in the Hawkesbury and Blue Mountains regions leading to, along and near to Bell's Line of Road.
5. The consultation process includes the Hawkesbury Local Government Area (LGA) via Council and community groups as an element of the study as they were excluded from the previous study.

oooO END OF MAYORAL MINUTES Oooo



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ITEM: 61**Hawkesbury Regional Museum****FILE NUMBER:**

P2021/40 Pt3/GMA/ORG09LAX.G12

REPORT:

In 2001 the Council approved extensions preceding to the current museum in Thompson Square. The extensions were to be in accordance with the plans prepared by architect, Robert Pont, in 1988. Accordingly, instructions were issued to the architect to have the project documented sufficiently to enable tenders to be called for the works.

Arrangements were also made to have an archaeological investigation undertaken to establish what, if any, archaeological sites/artifacts existed and how these would impact on the proposal.

Discussions were also taking place with the Ministry of the Arts to seek funding for the project. Subsequently there were applications to the Ministry, one seeking funding for an extension and one seeking funding for a regional facility.

Together with the Ministry of the Arts, the Council engaged International Conservation Services (ICS) to prepare a functional brief for the museum project.

In February the Premier offered Council a grant of \$1.15 million (one point fifteen million dollars) towards the development of a purpose built regional museum. As a result of the change in focus from extensions to a purpose built project, ICS were advised and requested to alter the basis of their brief; the architects advised to cease work on the extension documentation and the archaeologist to enlarge the area of the archaeological investigation.

Since that time the archaeological work has been undertaken, with advice that the project can now proceed with little archaeological finds on the site. ICS have provided their functional brief which has been adopted by Council and provided to the architects. The architects have developed design principles and these have been provided in a briefing session to members of the Council and to the Museum Committee. Additionally, an invitation was accepted to provide these to the Approvals Committee of the Heritage Council which occurred last week. The result of that meeting has been advice that a contemporary solution to the design of the regional facility for the site is supported and a request for a model of the project and the surrounding historic precinct. It is also proposed to provide a briefing on the design principles to the Heritage Advisor and Heritage Committee and the Historical Society in the immediate future.

It is then proposed to report the matter in some detail to the next General Purpose Committee on 30 July and seek the Committee's endorsement to the finalisation to the architectural engagement for the regional project so this can proceed as soon as possible and not provide any concern over the timing of the completed works and the grant funding.

At the same time a conservation management plan is being prepared for the current museum building.

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RECOMMENDATION:

That the information be received.

ATTACHMENTS:

There are no supporting documents for this report.

oooO END OF ITEM 61 Oooo

ITEM: 62 Representation on Hawkesbury Leisure Centres Inc. Board**FILE NUMBER:** GM001/023/CSV/ORG09LBX.C08

REPORT:

Hawkesbury Leisure Centres Inc. (HLC) have advised Council that new representation on their Board is required due to the resignation of Mrs Sue Machon.

At the HLC Inc. Board meeting of 4 July 2002 formal nominations were put forward for:

- Mr Adam Baczynskyj
- Ms Virginia Chandler

Mr Baczynskyj is a long term member of the Hawkesbury community and a user of both the Indoor Stadium and Hawkesbury Oasis. Mr Baczynskyj also has a history of community representation as a one time elected member of the Hawkesbury Sports Council and was a Hawkesbury City Councillor. He has an understanding of the issues and concerns of the group having previously been a representative on the board of Leisure Australia Inc.

Mr Baczynskyj has been nominated by Hawkesbury Sports Council Inc. to replace Mrs Sue Machon as a community representative.

The acceptance of a new member to the Board will maintain the membership level of seven, represented by:

- 2 Council representatives (Councillor Conolly and Councillor Calvert)
- 1 Council staff member (Director Community and Corporate Services)
- 4 Community Representatives (W McKay, A Baczynskyj, P Clerke and S Lowe)

It was resolved by HLC Inc. on 4 July 2002 to support the nomination of Mr Baczynskyj. It is recommended that the nomination be approved. Further, it is acknowledged that the HLC Inc. Board moved to extend its appreciation for the time, effort and contribution of Mrs Sue Machon.

RECOMMENDATION:

That:

1. Council approve the nomination of Mr Adam Baczynskyj to the Hawkesbury Leisure Centres Inc. Board.
2. A letter of appreciation be forwarded to Mrs Sue Machon for her contribution and service to Hawkesbury Leisure Centres Inc.

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ATTACHMENTS:

There are no supporting documents for this report.

oooO END OF ITEM 62 Oooo

ITEM: 63 Cost of Septic Tank Sludge Removal and Disposal**FILE NUMBER:** GC270/122/EVD/ORG09LBX.V09

REPORT:

Discussions have recently taken place with the Director of BO & JL Staples, Mr John Staples, (Council's sullage collection contractors) regarding the high costs associated with the disposal of septic tank sludge. Septic tanks are required to be desludged every five to eight years dependent upon their usage. Recent advice from the Environment Protection Authority has prevented Council depositing the sludge that is removed at its waste management facility, as the material is now classified as "class C" waste, and is not permitted in our facility under our current licence. Subsequently, the material now needs to be taken to a licensed liquid waste facility for disposal, and the contractor is required to pay \$0.04 per litre to dispose of the material at St Marys.

The contractor has then passed these costs, together with additional transport costs, on to Council, as the service cannot be provided in accordance with the contract that exists between the two parties.

In an attempt to defray the rising costs, negotiations have taken place with our contractor, who has agreed that they will vary the current contract, that requires all desludges in the city area to be performed by their company, and to open the service up to commercial licensed contractors, including themselves. They request, as part of this agreement, that when enquiries are made with Council, the enquirer is made aware that BO & JL Staples are Council's preferred contractor, however should the customer ask to use another licensed contractor, that this option is open to them.

John Staples has also requested that they be permitted to promote the service by means of an information pack that they would make available to all the services that they currently render for Council. Any promotional material would be submitted to Council for approval prior to distribution.

By allowing this new arrangement to take place, Council would be relieved of the administration responsibilities of the sludge collection process, and the public would be able to choose from a number of licensed contractors.

Licensed contractors are required to hold a waste transport licence with the Environment Protection Authority who monitor their activities and require documentary evidence from the places of disposal of the waste they carry.

The new arrangement would also have the advantage of allowing Council to prohibit the two vacuumatic tankers used for the collection of the sludge, (which are visually distinct from the normal sullage collection tankers) using any of the sewage treatment plant infra structure, as it has been of concern in the past that loads of sludge may have been deposited in the system disguised as sullage effluent. The depositing of sludge into the sewage treatment works causes problems with the digester at the plant and may lead to licence limits being exceeded.

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RECOMMENDATION:

1. Council accepts the offer of the new arrangements made by BO & JL Staples Pty Ltd.
2. BO & JL Staples Pty Ltd be informed in writing of the acceptance of the changes to the current contract agreement.

ATTACHMENTS:

AT-1 Correspondence from BO & J L Staples dated 27 June 2002

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Correspondence from BO & JL Staples dated 27 June 2002

oooO END OF ITEM 63 Oooo

ITEM: 64 **Hawkesbury Development Control Plan**

FILE NUMBER: DCP1/99/EVD/ORG09LBX.V11

PREVIOUS ITEM: 60, GPC Section 1 - Environment (25.06.2002)

REPORT:

ADDITIONAL INFORMATION

Pollution Control Chapter - Odour Requirements

The odour criteria proposed for use in the Pollution Control Chapter are those suggested by the Environment Protection Authority in the draft policy for *Assessment and Management of Odour from Stationary Sources in NSW*. This Policy was released in January 2001 and puts in place procedures to help prevent odour conflicts from new/proposed and existing developments.

The EPA suggests that experience gained through odour assessment for proposed and existing facilities in NSW indicates that as the affected population increases, the number of sensitive individuals is likely to increase, which suggests that more stringent criteria are necessary in these situations.

Furthermore, the potential for cumulative odour impacts in relatively sparsely populated areas can be more easily defined and assessed than in highly populated urban areas. Therefore the proposed odour performance criteria allow for population density, cumulative impacts, anticipated odour levels during adverse meteorological conditions and community expectations of amenity.

Where land is vacant adjacent to a proposed development, the average occupancy rate for the locality (obtained from the ABS Census) will be used to determine the population and the subsequent occupancy rate.

The Odour performance criteria shown in the table in the report for Item 60, General Purpose Committee, 25 June 2002 refers to an “urban area” of 2000 or more people. It is recommended that the word *urban area* be removed and replaced with “500” (population) to provide for urban areas with low population densities or industrial areas.

Residential Chapter

The issue of residential design, particularly in relation to the use of eaves will be addressed in the residential character component of the DCP.

RECOMMENDATION:

That the word *urban area* be removed and replaced with “500” (population) to provide for urban areas with low population densities or industrial areas.

ATTACHMENTS:

There are no supporting documents for this report.

oooO END OF ITEM 64 Oooo



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Item: **65****ITEM: 65** **Ferry Interruption Report - June 2002****FILE NUMBER:** GT240/017/ENG/ORG09LCX.E10

REPORT:

Date	Ferry Location
Sunday 2 June 2002	Sackville Ferry - 4.50pm - 6.00pm - broken end guide. One hour and 10 minutes interruption.
Thursday 6 June 2002	Sackville Ferry - 2.00am - 5.00am - broken starter motor. Three hours interruption.
Sunday 9 June 2002	Wisemans Ferry Ferry - 7.00am - 7.30am - broken starter motor. Half hour interruption.

RECOMMENDATION:

That the information be received.

ATTACHMENTS:

There are no supporting documents for this report.

oooO END OF ITEM 65 Oooo



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