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section 3

report
of the
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committee

SECTION 3 - Report of the General Purpose Committee

ENVIRONMENT

Item: 27 ENV A - Mixed Use Commercial and Multi-Unit Housing Development and the Demolition of Existing Dwelling on Lots 3, 4, 5 and 6 of DP 738003 and Lots 1 and 2 of DP258388, 8-14 Bosworth Street, Richmond

COMMITTEE RECOMMENDATION:

That this item be referred to a Councillor Workshop.

ADDITIONAL INFORMATION

The Councillor Workshop was held on 1 June 2004.

Item: 28 ENV A - 6 (six) Unit Development - DA0946/03, Lots 56 & 57 DP242486, 5 & 6 Yvonne Place, North Richmond NSW 2754 (24525)

COMMITTEE RECOMMENDATION:

That:

A. A Deferred Commencement consent be issued for a 6 (six) unit development.

Upon compliance with the conditions appearing in Schedule 1, and with the issue of confirmation to that effect in writing from Council, this “Deferred Commencement” consent shall commence to operate as a development consent inclusive of all conditions appearing in Schedule 2 pursuant to Section 80(3) of the Act.

This “Deferred Commencement” consent will lapse in 6 (six) months from the date of this Notice unless all conditions appearing Schedule 1 have been complied with.

Schedule 1

Submission of a report from a qualified Hydraulic engineer showing that the finished floor level as shown on the approved plans for Units 1 and 2 have a minimum freeboard of 100mm above the level of the surcharge flowpath for the 1% (one per cent) AEP storm event.

Submission of a NatHERs assessment and Energy Performance Statement for the proposed dwellings. The NatHERs assessment and Energy Performance Statement shall comply with the Part C Chapter 6 Energy Efficiency Chapter of Hawkesbury Development Control Plan.

Details of the proposed garbage collection service for the development.

Schedule 2

General

1. To confirm and clarify the terms of this approval, the development shall be carried out in accordance with the approved stamped plans (Drawing 183A, 8 sheets revised February 2004) and any supportive documentation, except as otherwise provided by the conditions of this consent.
2. The development shall be completed in accordance with the approved colours and finishes and shall not be altered.
3. Compliance with the provisions of the Environmental Planning and Assessment (Amendment) Act 1979, and the Building Code of Australia.
4. Prior to construction of the approved development it is necessary to obtain a Construction Certificate.
5. All part 4 certificates issued under the Environmental Planning and Assessment Act 1979 are to be submitted to Council within 7 (seven) days of the date of issue. Fees apply.
6. An occupation certificate is to be obtained on completion of all works and prior to commencement of the approved use. The occupation certificate will not be issued if any conditions of this consent are outstanding.

Prior to Issue of Construction Certificate

7. Construction of civil works including road, drainage, access works are not to commence until 3 (three) copies of the plans and specifications of the proposed works are submitted to and approved by the Director Environment and Development or an accredited certifier.
8. Payment of a design checking fee of \$327.50 (three hundred and twenty seven dollars and fifty cents) and inspection fee of \$260.20 (two hundred and sixty dollars and twenty cents) when submitting Engineering plans for approval. This amount is valid until 30 June 2004. Fees required if an accredited certifier is used will be provided upon request.
9. The submission of engineering designs and calculations covering all works required by this consent.
10. The submission of a satisfactory Erosion and Sediment Control Plan (ESCP) prepared in accordance with the State Government guidelines titled "Managing Urban Stormwater: Soils and Construction (1988)".

11. Submission of proof of the payment of the Building Industry Long Service Levy where the value of civil works exceeds \$25,000.00 (twenty five thousand dollars).
12. An engineering construction certificate is required for onsite stormwater detention system, fee for Council to issue this certificate is \$200.00 (two hundred dollars), valid until June 2004.
13. A surcharge path sufficient to carry the 1 in 100 year storm flow to be provided across the site and a drainage easement of adequate width to be created over the surcharge path. Details to be submitted for approval concurrently with the construction certificate.
14. Details of the proposed hot water system demonstrating that the appliance has a minimum energy rating of 3.5 stars is to be submitted to the principal certifying authority for approval.
15. Separate practising Structural Engineer's details of all structural concrete and steelwork shall be lodged prior to issue of construction certificate.
16. A monetary contribution is to be paid to Council, pursuant to Section 94 of the Environmental Planning and Assessment Act 1979, towards the provision of the following public facilities in the locality:
 - (a) Open Space and Recreation (\$8555.00)
 - (b) Community Facilities (\$12,097.00)

The above contributions have been determined in accordance with Hawkesbury Section 94 Contribution Plan. A copy of the Contributions Plan may be inspected at Council's Offices, George Street, Windsor.

Contributions are to be paid prior to issue of the construction certificate.

The amount of contribution payable under this condition has been calculated on the basis of costs as at the date of consent. In accordance with the provisions of the Contributions Plan, this amount shall be INDEXED at the time of actual payment in accordance with movement in the Consumer Price Index as published by the Australian Bureau of Statistics. In this respect the attached fee schedule is valid for 3 (three) months.

Prior to Commencement of Works

17. Erosion and sediment control devices are to be installed and maintained until the site is fully stabilised in accordance with the approved ESCP or SWMP. In the absence of any approved plan the work is to be in accordance with Council's Development Control Plan 1/94 - Soil Erosion and Sedimentation.
18. The applicant or person having the benefit of this development consent must give at least two days notice prior to commencement of works to Council of the intention to commence works. This notice is to be given in accordance with form 7 of the Environmental Planning and Assessment Regulation 1998.

19. The applicant shall advise Council of the name, address and contact number of the principal certifier, in accordance with Section 81A 4(b) of the Environmental Planning and Assessment Act, 1997.
20. Sanitary accommodation shall be provided for workmen throughout the course of the building operations in accordance with the Local Government Act 1993 and the Environmental Planning and Assessment Act.

During Construction

21. All work must be carried out in accordance with the provisions of Hawkesbury's Development Control Plan, Appendix E Civil Works Specification Part 1 Design Specification and Part 2 Construction Specification.
22. The developer is responsible for full costs associated with any alteration, relocation or enlargement to public utilities whether caused directly or indirectly by this proposed development. Such utilities include, but are not limited to, water, sewerage, drainage, power, communication, footways, kerb and gutter.
23. The provision of conduit/ducts under new driveways to the requirements of Integral Energy, in accordance with Integral Energy drawing 049759H dated 14/7/1987. Conduit and ducting material is available from Integral Energy.
24. All demolition, construction and associated work necessary for the carrying out of the development being restricted to between the hours of 7.00am and 6.00pm on Mondays to Fridays and between 8.00am and 4.00pm on Saturdays.
25. The site shall be kept clean and tidy during the construction period and all rubbish shall be removed from the site upon completion of the project to the satisfaction of this office.
26. Inspections shall be carried out and compliance certificates issued by Council or an appropriately accredited person for the following components of construction:
 - (a) erosion controls, site works and site set out;
 - (b) piers;
 - (c) foundations;
 - (d) steel reinforcement;
 - (e) framework, after the installation of all plumbing, drainage and electrical fixtures, and after the external cladding and roof covering has been fixed prior to fixing of internal linings and insulation;
 - (f) wet area flashing, after the installation of any bath and shower fixtures;
 - (g) internal drainage lines prior to covering;
 - (h) external drainage lines, prior to backfilling; and
 - (i) on completion of the structure.

Prior to Issue of Occupation Certificate

27. A Section 73 Compliance Certificate under the Sydney Water Act 1994 must be obtained.
28. Submission of a Certificate from Integral Energy that satisfactory arrangements have been made for the provision of electricity to each of the resultant Units in the development.
29. Submission of a Certificate from an approved telecommunications provider that satisfactory arrangements have been made for the provision of cables for telephones through the development.
30. The construction of Council's standard layback and footway vehicular crossing to the development in accordance with Council's standard plan.
31. Removal of the existing redundant layback crossing and replacement with concrete kerb and gutter and the restoration of the footway area.
32. The submission of a Surveyor's Certificate stating that all buildings on the lots comply with the Building Code of Australia in relation to boundary setbacks.
33. The completion of the development including all civil works in accordance with Council approval covered by this consent.
34. Design and construction of site drainage shall be carried out in accordance with Council's Hawkesbury Development Control Plan, Appendix E Civil Works Specification Part 1 Design Specification and Part 2 Construction Specification. Full details of works shall be submitted for approval with the building application. On-site detention shall be provided to maintain all stormwater discharges from the 1 : 1 year storm up to the 1 : 100 year storm at predevelopment levels.
35. The driveway shall be constructed of pavers/earth toned coloured concrete or the like.
36. The finished floor level shall be a minimum 225mm above the surrounding finished ground level and the ground around the perimeter of the building shall be graded and drained to the satisfaction of Council's Health and Building Surveyor to ensure the free flow of surface water away from the building.
37. Parking spaces, accessways and aisles to conform to Council's Development Control Plan and to be constructed, drained, and sealed. Full details of works shall be submitted for approval.
38. A report by the Design Engineer and a works-as-executed (WAE) drawing by either a suitably qualified Engineer or Registered Surveyor of the stormwater detention basin(s) and stormwater drainage system are to be submitted to and approved by Council prior to the release of the occupation certificate. The report from the Design Engineer is to state the conformance or otherwise of the as constructed basins in relation to the approved design.
The WAE drawing shall indicate the following as applicable:
 - (a) invert levels of tanks, pits, pipes and orifice plates;

- (b) surface levels of pits and surrounding ground levels;
- (c) levels of spillways and surrounding kerb;
- (d) floor levels of buildings, including garages;
- (e) top of kerb levels at the front of the lot;
- (f) dimensions of stormwater basins and extent of inundation; and
- (g) calculation of actual detention storage volume provided.

39. In order to enhance the amenity of the area, all fencing fronting the street shall be a feature fence incorporating masonry piers with decorative infill panels.

The Use of the Site

40. All landscaping shall be permanently maintained in a good condition and in accordance with the intent of the landscaping plan.
- B. The applicant shall ensure that a private contractor be engaged to remove garbage from 5 & 6 Yvonne Place, North Richmond.

ADDITIONAL INFORMATION

An availability charge is levied on all properties located within an area serviced by Council's waste collection service. The charge is currently \$75.25 (seventy five dollars and twenty five cents) per annum and is levied generally on vacant properties, which do not have a bin. Recent advice is that Council is required to levy a waste charge (of some kind) on all properties within a serviced area. The subsequent owners of the proposed development will therefore each pay the availability charge in addition to a private waste collection service.

It is considered that the situation described above will create an expectation that future residents should be provided with a Council-serviced bin if requested. It is, therefore, recommended that the applicant not be required to arrange private waste collection and normal Council services be provided to the development.

Item: 29 ENV B - Proposed amendments to Hawkesbury Development Control Plan (79347)

COMMITTEE RECOMMENDATION:

That this item be referred to a Councillor Workshop.

ADDITIONAL INFORMATION

The Councillor Workshop was held on 1 June 2004.

Item: 30 ENV B - Management of Salvinia Weed after Removal From the River System (79348)

Mr John Clem, Chairman Hawkesbury Nepean Catchment Management Authority, addressed the Committee
Ms Rebecca Coventry and Mr Archer, NSW Agriculture, addressed the Committee

COMMITTEE RECOMMENDATION:

That:

1. Council gives "in principle support" for the use of private and public land along the river, for the depositing of Salvinia weed awaiting further processing and/or removal, after negotiation with the relevant property owners.
2. Council provides "in kind support" in the form of Council staff, to be part of the team that identifies suitable sites along the river where Salvinia weed can be deposited awaiting further treatment.
3. Consideration will be given to "in kind support" in the form of Council staff assisting with boom management to contain the weed, on an as needed basis, and the General Manager has delegation to provide such assistance if considered necessary.
4. Representations be made to the Hawkesbury Nepean Catchment Management Authority (H/N CMA) and NSW Agriculture, that a representative of Hawkesbury River County Council (HRCC), should be part of the team assessing suitable sites for the placement of the weed along the river.
5. That Council approve the trial for a period of 2 (two) months, up until the end of July 2004, and that after this period, the General Manager has the delegated authority of Council, to cease receiving the material at the waste facility, or to extend the period of receipt to meet the requirements of the weed removal program.
6. An amount of \$6,500 (six thousand and five hundred dollars) be allocated from the waste budget to receive and give primary treatment to the Salvinia weed between 29 May 2004 and 9 June 2004.
7. Council write to the NSW and Federal Government requesting that both levels of Government help address the ongoing nutrient problems associated with the Hawkesbury River, arising from effluent discharge from the Greater Western Sydney and Blue

Mountains area, in the knowledge that the solution is beyond the financial capacity of Local Government.

INFRASTRUCTURE**Item: 20 INF B - Cultural Infrastructure (79338, 107)****COMMITTEE RECOMMENDATION:**

That:

1. The information regarding the Cultural Infrastructure Project including the current status and the revised estimates and funding implications be received.
2. The offer by Catholic Health Care Services Ltd to lease the old kitchen wing at the rear of the old hospital building on the same terms and conditions as that already agreed for the main building be accepted and the original lease varied accordingly.
3. The restoration and fit out of the old kitchen building be undertaken.
4. A further report be prepared in relation to Council's Property Development Strategy for consideration of future sales and revenue strategies.

Item: 21 INF B - North Street Drainage (79346, 73947, 79647)**Previous Item:** 17, GPC (3 June 2003)**COMMITTEE RECOMMENDATION:**

That:

1. Acquisition of easement and compensation be undertaken to properties as listed.

House No	Property	Valuation
39	Lot 182, DP593791	\$2,500
35	Lot 181, DP593791	\$2,200
33	Lot 19, DP745851	\$3,000
29	Lot 200, DP593790	\$2,800
23	Lot 22, DP742267	\$8,700
21	Lot 23, DP743781	\$2,600
19	Lot 1, DP197134	\$2,600
17	Lot 25, DP742749	\$600
Total		\$25,000

2. The funding shortfall of \$147,000 (one hundred and forty seven thousand dollars) for the completion of the drainage works in North Street, Windsor be provided from the Drainage Loan Reserve.

ADDITIONAL INFORMATION

Additional information is provided in relation to the reported shortfall of \$147,000 (one hundred and forty seven thousand dollars) for drainage in North Street, Windsor.

As reported approximately \$68,000 (sixty eight thousand dollars) is available in the current allocation. A further \$118,000 (one hundred and eighteen thousand dollars) is proposed in the 2004/05 Management Plan. Previous funds are available in the drainage capital works (loan) reserve which were allocated in previous years.

Item: 22 INF B - Street Lighting Request, Kurmond (19566, 79346)

COMMITTEE RECOMMENDATION:

That:

1. Street lighting not be provided in Erica Street, Jacqueline Place and Elizabeth Avenue, Kurmond.
2. Lighting along the pathway within the Public Reserve (15A Jacqueline Place) be installed.
3. Funding for lighting be provided from the street lighting budget.

Item: 23 INF B - Laneway at 20 Harradine Crescent, Bligh Park (5489, 5490, 12290, 12291, 12292, 80096)

Mr Norm Short, proponent, addressed the Committee

COMMITTEE RECOMMENDATION:

That:

1. Consultation take place with residents with a view to installing lighting.
2. A Safety Audit be undertaken by the Police for the entire laneway network in Bligh Park.

Item: 24 INF B - Electricity Tender Purchase - State Contract, Energy Australia (79557)

COMMITTEE RECOMMENDATION:

That:

1. The State Contract 777 agreement with Energy Australia for supply of electricity to Council's 5 (five) large sites be renewed from 1 July 2004 to 30 June 2006.
2. A new agreement to supply electricity to Council's 133 (one hundred and thirty three) small sites be entered into with State Contract 777, Energy Australia from 1 July 2004 to 30 June 2005.

Item: 25 INF B - Unauthorised clearing 38 Stewarts Lane, Wilberforce (87011, 107)

Previous Item: 72, Ordinary (4 November 2003)

COMMITTEE RECOMMENDATION:

That:

1. An extension be granted for the completion of the plan of management for a further 2 (two) month period.
2. The bond be retained for a further 6 (six) month period after the completion and acceptance of the plan of management.

Item: 26 INF B - Road Naming Proposal - Forest Place, South Windsor (3560, 79346)

COMMITTEE RECOMMENDATION:

That the public road created in DP1065214 and designated as "Forest Place" be named "Forest Place".

Item: 27 INF B - Un-named Road, Mulgrave - Naming Proposal (79338)

COMMITTEE RECOMMENDATION:

That subject to the developer paying to Council a sum of \$750.00 (seven hundred and fifty dollars) to cover advertising/administrative costs, that public comment be sought regarding naming of the proposed public road commencing at Park Road, Mulgrave between Lots 108 and 110, DP1066062 and extending in a north-westerly direction for a distance of approximately 230 (two hundred and thirty) metres, as "Precision Place".

Item: 28 INF B - Un-named Laneway, Richmond - Proposed Naming (79346)

Previous Item: 14, Ordinary 10 June 2003

COMMITTEE RECOMMENDATION:

That the presently un-named public road bounded by Faithfull, Bowman, Pitt and Hobart Streets, Richmond, be named "Gavin Lane".

Item: 29 INF B - Un-named Laneway, South Windsor - Naming Proposal (7233, 79346)

Previous Item: 41, Ordinary 4 November 2003

Ms Wanda Deacon, respondent, addressed the Committee

COMMITTEE RECOMMENDATION:

That the presently un-named lane bounded by Bell, Ham, Mileham and Macquarie Streets, South Windsor be named "Eather Lane".

ORGANISATION AND RESOURCES

Item: 21 ORG A - Monthly Financial Report - April 2004 (79349)

COMMITTEE RECOMMENDATION:

That the information be received

Item: 22 ORG A - Application for Exemption from Rating (79349)

COMMITTEE RECOMMENDATION:

That the application for rate exemption on the properties known as 884 Kurmond Road, North Richmond. (Lot 1 DP 595209, - Property Number 15708) be approved.

Item: 23 ORG A - Association of Independent Retirees (AIR) Limited (89834)

Previous Item: Mayoral Minute, Ordinary (11 May 2004)

Ms Marie Campbell from the Association of Independent Retirees, addressed the Committee

COMMITTEE RECOMMENDATION:

That the information be received.

Item: 24 ORG B - Future Operation of the Hawkesbury Cultural Precinct - (80228)

Previous Item: 56, Ordinary (11 May 2004)

Professor Ian Jack from the Hawkesbury Historical Society, Ms Ellen Manning, Ms Enid Calquhoun, respondents, addressed the Committee

COMMITTEE RECOMMENDATION:

That:

1. The Draft Memorandum of Understanding for the Hawkesbury Cultural Precinct be received.
2. The Draft Memorandum of Understanding for the Hawkesbury Cultural Precinct be released for public comment and consultation for a period of 28 days.
3. A further report be prepared for Council summarising the outcome of submissions and consultations for consideration by Council prior to a decision to formally adopt and execute the Memorandum of Understanding. This report to be prepared for the General Purpose Committee Meeting of Council to be held in July, 2004.
4. Council receive and release the *Hawkesbury Gallery Operations and Management Strategic Plan*.
5. Council to consider the request of the Penrith Regional Gallery and The Lewers Bequest for a Councillor representative to sit on its Board of Management.
6. Inclusion in Part 5 of the Memorandum of Understanding that 2 (two) members from the Historical Society Inc. and 2 (two) member from FOHACRAG be appointed as members on the Advisory Committee
7. Wherever the Hawkesbury Gallery is mentioned, change it to the Hawkesbury Regional Gallery.
8. The Hawkesbury Historical Society and FOHACRAG retain ownership of their collections and that the collections respectively be relocated to the Hawkesbury Regional Museum and Hawkesbury Regional Art Gallery.
9. The Hawkesbury Historical Society retain the intellectual ownership of its collection.

Item: 25 ORG B - Policy for Payment of Expenses and Provision of Facilities to Councillors (79341)

Previous Item: 57, Ordinary (13 September 1994)

COMMITTEE RECOMMENDATION:

That:

1. The revised Policy for Payment of Expenses and Provision of Facilities to the Councillors be placed on public exhibition for a period of 28 (twenty eight) days.

2. Point 'iii. a suitable name badge' also be included for Section c. Councillors under point ii.

ADDITIONAL INFORMATION

On 1 June 2004 Council reviewed the policy for Payment of Expenses and Provision of Facilities to Councillors. This report provides additional information which was requested on the Information Technology equipment distributed to Councillors.

In recent years Councillor's equipment have encountered viruses that required significant maintenance work causing frustration to Councillors and Information Services Staff. Most Councillors encountered difficulty in keeping their systems virus free and there were occasions when additional problems occurred when installing other software and hardware.

In response to these problems, access to the control panel has been blocked. This reduces the risk, but not eliminate changes to the setup of the computer and minimises the future occurrences of the above problems. In the 2 (two) months this has been in force there has been no virus incidents with Councillor notebook equipment.

The main benefits of not providing control panel access include reducing the possibility of unauthorised installation of software and hardware, and a reduction in the risk of viruses. It also provides a level of comfort to Councillors by having knowledge that their system is relatively secure. The main disadvantage is that if a Councillor wants a change made to the setup, they should bring their laptop into the Information Services section. Council's Information Services staff are happy to install items by agreement in accordance with policy.

McAfee VirusScan ASaP is used as the anti-virus software and is updated automatically when the internet is accessed. Summary reports are sent to Council's Information Services staff which includes such information as out of date versions and virus incidents.

The reason for the provision of Notebooks instead of a Desktop is for portability. A notebook PC allows easier movement for visits to constituents, seminars, conferences and when away from home.

Critical downloads and Microsoft updates are applied by Council's Information Services staff when required, or if they are brought into Council for other reasons. Other options that may be need to be investigated in the future include Firewall and anti-spyware protection.

The new Minutes Manager Business Paper System does not provide a system to search and interrogate the Business papers. Information Services staff are trialling the use of a product called ISYS to do this and when completed the system will likely be made available on the Intranet and the web page. Councillors will be able to access them via the web, as will the public. Early trial results have indicated the implementation of a searching system will occur sooner than expected as it appears there is less development work required. The new target date is 31 August 2004.

RECOMMENDATION

That:

1. The additional information be noted
2. The revised Policy for Payment of Expenses and Provision of Facilities to the Councillors be placed on public exhibition for a period of 28 (twenty eight) days.
3. Point 'iii. a suitable name badge' also be included for Section c. Councillors under point ii.
4. Councillors continue to be kept informed of any technological changes that affect the operation of their I.T equipment.

Item: 26 ORG C - Public Artwork Proposal - Hawkesbury Cultural Precinct (79341)

Mr Brian Jones, respondent, addressed the Committee

COMMITTEE RECOMMENDATION:

That:

1. The information be received
2. This matter be further reported to the Ordinary Meeting.

ADDITIONAL INFORMATION

In relation to the installation of a public artwork within the cultural precinct, Council resolved on 8 July 2003;

‘that requests for funding assistance be made to the NSW Ministry for Arts Western Sydney Arts Incentive Scheme and Friends of the Hawkesbury Art Collection to enable Milestone Art to create and install the public art concept prepared by them and recommended by the Public Art Selection Team’

As reported to Council the Public Art Selection Team included 2 (two) members of the Friends of the Hawkesbury Art Collection (Mr Brian Jones and Mr Greg Hansell)

Following the adoption of this resolution grant applications were lodged with;

- NSW Ministry for Arts Western Sydney Local Government Arts Incentive Fund
- The Gordon Dowling Foundation

- NSW Ministry of Arts 2004 Visual Arts & Crafts Program
- NSW Ministry of Arts 2004 Western Sydney Arts Strategy

Advice from Council staff indicates, that pursuant to Council's Resolution, an approach was made to the Friends of the Hawkesbury Art Collection seeking a funding contribution for the project. FOHAC indicated that it was not in a position to provide a direct financial contribution to the project but would be willing to assist Council in conducting a fundraising campaign. At a subsequent meeting of the Public Art Selection Team held on 21 July 2003, it was agreed that once the outcomes of grant applications had been received, a 'media/fundraising campaign would be launched when the target for the additional dollars required could be identified'.

In December 2003, Council was advised that its application under the 2004 Western Sydney Arts Strategy was successful and a grant of \$32,500 (thirty two thousand five hundred dollars) was subsequently received. As reported to Council's General Purpose Committee Meeting on 1 June 2004, Council has included an allocation of \$32,500 (thirty two thousand five hundred dollars) to match this grant contribution on a dollar-for-dollar basis. If adopted, this would provide a nominal allocation of \$65,000 (sixty five thousand dollars) for the public art work proposal as recommended by the Council appointed Selection Team creating a shortfall of \$35,000 (thirty five thousand dollars). The report prepared for Council's General Purpose Committee meeting of 1 June 2004, canvassed options for responding to this shortfall – though the actual size of the shortfall will be determined following the adoption of Council's 2004/2005 financial estimates.

If Council wishes to proceed with the public artwork proposal chosen by the Selection Team, then additional funds would need to be raised and/or savings identified through the modification of the preferred proposal. A review of the current design of the sculpture would potentially reduce its cost and address the public and occupational liability hazards posed by the current design (as identified by Council's Risk Manager). While the option of fundraising may appear attractive, the costs associated with staging a fundraising campaign (in staff hours, in-kind assistance and direct financial support) would need to be taken into account to determine the actual net return of such a campaign.

Council is yet to formally execute a contract with Milestone Art to install the preferred sculpture. Council has however, provided written advice to Milestone Art that subject to the finalisation of funding arrangements for the Project, Council would be disposed to engaging Milestone Art to complete the public artwork project. The proposed sculpture is the intellectual property of Milestone Art, and should Council proceeds with the proposed sculpture, then it would be required to engage Milestone Art. If Council wishes to consider alternate proposals (subject to the approval of the Ministry of Arts), then there is no formal contractual agreement with Milestone Art. However, if Council were to seek alternate design options, there would be additional costs associated with restaging an expressions of interest process including costs required to fund the development of an alternate proposal. In this regard there may be some advantage in Council negotiating an alternate proposal with Milestone Art who have indicated their willingness to consider a reworked proposal.

RECOMMENDATION

That:

1. The information be received
2. That Council engage Milestone Art to develop an alternative proposal for a public artwork which can address the issues raised by Council's Risk Manager and Architect.

Item: 27 ORG C - Use of Library Meeting Rooms by Community Groups (73941)

COMMITTEE RECOMMENDATION:

That a draft policy be developed by November 2004 and reported to Council for public consultation and comment prior to its formal adoption by Council.

Item: 28 ORG C - Richmond School of Arts - Funding Application, NSW Ministry of the Arts, Metropolitan Capital Works Program (79341)

Previous Item: 147, Ordinary (9 September 2003)

COMMITTEE RECOMMENDATION:

That:

1. The Richmond Literary Institute Inc. be offered an interest free loan of \$32,018 (thirty two thousand and eighteen dollars) repayable over 6 (six) years for the purpose of funding half the costs of installing air-conditioning to the main auditorium of the Richmond School of Arts.
2. A written agreement be executed between Council and the Richmond Literary Institute Inc. covering the terms and repayment schedule of the loan.

Item: 29 ORG C - Western Sydney Area Assistance Scheme (WSAAS) (79341)

COMMITTEE RECOMMENDATION:

That the information be received.

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SECTION 4 - Reports for Determination

Item: 65 **ENV B - Windsor Masterplan - 79347**

Previous Item: 50, Ordinary (11 May 2004)

REPORT:

At the Ordinary Meeting of 11 May 2004 Council resolved to refer the Windsor Masterplan to a Councillor workshop for further discussion. The workshop was held on 31 May 2004 and Councillors have now been fully briefed on the issues raised at the Ordinary Meeting.

Accordingly, it is now recommended that the draft Masterplan be publicly exhibited.

RECOMMENDATION:

That:

1. Council exhibit the draft Windsor Masterplan for public consultation;
2. Council consult with Government agencies about the Draft Windsor Masterplan in conjunction with the public exhibition to be undertaken in 1) above;
3. Costings be prepared by Council staff for the public infrastructure improvements suggested by the Masterplan.

ATTACHMENTS:

There are no supporting documents for this report.

oooO END OF REPORT Oooo

ORDINARY MEETING
Meeting Date: 8 June 2004

Item: 66 INF B - Tenders for the Hire of Plant (79338, 79344)

REPORT:

Tenders for the Hire of Plant on a comprehensive basis for the period 1 July 2004 to 30 June 2005, closed at 10am on Wednesday 21 April 2004.

Tendered prices have been grouped into respective plant categories and listed in order of price.

The selection of plant for this hire period is based on price, availability and performance.

RECOMMENDATION:

That the tender list be adopted for the selection of plant for the 2004/2005 financial year.

ATTACHMENTS:

AT - 1 List of Plant Hire (under separate cover)

oooO END OF REPORT Oooo

ORDINARY MEETING
Meeting Date: 8 June 2004

Item: 67 ORG B - 2004/2005 Remuneration for Councillors and Mayor (79349)

REPORT:

On the 28 April 2004, the Local Government Remuneration Tribunal, pursuant to Section 241 of the Local Government Act 1993, determined the categories for Councils, County Councils and Mayoral Offices and the maximum and minimum amount of fees to be paid during the period 1 July 2004 to 30 June 2005.

Hawkesbury City Council is currently categorised as a Category 3 Council.

The tribunal has determined that the annual fees to be paid for the period 1 July 2004 to 30 June 2005 for a Category 3 Council are as follows:

	Councillor Annual Fee		Mayor Additional Fee	
	<i>Minimum</i>	<i>Maximum</i>	<i>Minimum</i>	<i>Maximum</i>
Category 3	\$5,875.00	\$12,925.00	\$12,490	\$28,215.00

The Tribunal determination provided the following comments in respect to the 2004/2005 fee increase:

"In respect of the current review the Tribunal has had regard to the latest economic indicators. These show that the Consumer Price Index has increased by 2.4 percent and the Wage Cost Index has increased by 3.6 percent. After taking into account the views of the Assessors, the Tribunal determines that fees for Councillors, Mayors and Chairpersons be increased in all Categories by 3.0 percent effective from 1 July 2004."

The following table depicts the annual and monthly payments that will be paid to Councillors, the Mayor and the Deputy Mayor if the maximum allowable fees are maintained. The Deputy Mayor fee has been maintained at 15% (fifteen percent) of the Mayoral fee.

	Councillors Fees		Mayor / Deputy Mayor *		Maximum Total	
	Maximum - Annual	Maximum - Monthly	Maximum - Annual	Maximum - Monthly	Annual	Monthly
Councillors	\$12,925.00	\$1,077.08			\$12,925.00	\$1,077.08
Mayor	\$12,925.00	\$1,077.08	\$28,215.00 less \$4,232.25	\$1,998.56	\$36,907.75	\$3,075.64
Deputy Mayor	\$12,925.00	\$1,077.08	\$4,232.25	\$352.69	\$17,157.25	\$1,429.77

* It should be noted that pursuant to section 249 (2), the fee paid to the Mayor and Deputy Mayor, is paid in addition to the fee paid to the Mayor and Deputy Mayor as a Councillor.

ORDINARY MEETING
Meeting Date: 8 June 2004

RECOMMENDATION:

That:

1. The fee for Councillors for 2004/2005 be set at \$12,925.00 (twelve thousand, nine hundred and twenty five dollars).
2. The additional fee for the Mayor be set at \$28,215.00 (twenty eight thousand, two hundred and fifteen dollars), and the Deputy Mayor \$4,232.25 (four thousand, two hundred and thirty two dollars and twenty five cents) to be deducted from the Mayor's fee.

ATTACHMENTS:

There are no supporting documents for this report.

oooO END OF REPORT Oooo

ORDINARY MEETING
Meeting Date: 8 June 2004

Item: 68 ORG B - Documents for Execution under Seal (75870, 31304)

REPORT:

Retail Lease	Due to the sale of the bakery business in Shop 10, Glossodia Shopping Centre, a new lease is proposed to be entered into with Binh Chau. The annual rent will be \$12,000.00 (twelve thousand dollars) plus GST with annual outgoings payable, currently estimated at \$1,962.00 (one thousand, nine hundred and sixty two dollars) plus GST. The lease term will be 5 (five) years with a 5 (five) year option. Public Liability Insurance in the sum of \$10,000,000 (ten million dollars) to be provided. It is recommended that Council enter into the new lease and that the Common Seal be attached to the relevant documents.
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RECOMMENDATION:

That the seal of Council be affixed to the following documents:

1. Retail Lease Agreement with Binh Chau for the term of 5 (five) years with a 5 (five) year option for Shop 10, Glossodia Shopping Centre. Annual rent to the amount of \$12,000 (twelve thousand dollars) plus GST with annual outgoings payable, currently estimated at \$1,962 (one thousand, nine hundred and sixty two dollars) plus GST. Public Liability Insurance in the sum of \$10,000,000 (ten million dollars).

ATTACHMENTS:

There are no supporting documents for this report.

oooO END OF REPORT Oooo

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SECTION 5 - Reports for Information

Item: 69 ENV C - Water Restrictions - Update of Capacities and Proposed Additional Restrictions (87051, 107)

REPORT:

Introduction

This report reproduces information received from the Minister for Energy and Utilities regarding the storage levels of water available for use within the Sydney Metropolitan area and proposed additional restrictions.

Information

On 24 May 2004, advice was received from the Minister for Energy and Utilities, the Honourable Mr Frank Sartor, indicating that the level of stored water at dams providing water to Sydney, Illawarra and Blue Mountains has continued to fall steadily over recent months, despite some limited rainfall over the catchment areas.

Storage levels have now reached 50.2% (fifty point two per cent) capacity and as a result the NSW Government has moved to introduce the next level of water restrictions.

Restrictions

The following Level One restrictions will remain in place:

- No sprinklers or watering systems at any time; and
- No hosing of hard surfaces including vehicles, driveways, buildings and paths.

Additional conditions under Level Two restrictions are:

- No hosing of lawns and gardens except hand-held hosing before 9:00am and after 5:00pm on Wednesdays, Fridays and Sundays; and
- No filling of new or renovated pools greater than 10,000L except with a permit from Sydney Water.

To obtain a permit, customers will need to install indoor water efficient appliances. To satisfy this requirement, applicants may choose to participate in Sydney Water's retrofit program. Alternatively, a licensed plumber can install the devices.

General Information

Vehicles include cars, trucks, trailers, caravans, motorcycles and boats.

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Boat exteriors may only be washed with a bucket, however a hose may be used to flush boat engines and a hose fitted with a trigger or high pressure cleaning device may be used to clean boat bilges and boat trailer brakes and wheels.

If you have a rainwater tank that is not connected to Sydney Water mains and contains only rainwater, using water from your tank is excluded from the mandatory water restrictions.

Cleaning garbage bins using a hose fitted with a trigger nozzle is permitted, however this should be done within an official bin wash area or on grass.

Exemptions

Existing exemptions granted during Level One will continue to apply.

There are also some new exemptions available. All Level Two exemptions generally relate to watering with a hand-held hose. These exemptions will grant permission to water either before 9:00am and after 5:00pm on any day, or from 9:00am to 5:00pm on any day, or at any time.

Sydney Water has identified certain groups of businesses which hold a Level One exemption, that also automatically qualify for a Level Two exemption. This group includes businesses such as landscapers and Local Councils. Level Two exemption stickers will be automatically mailed out to these customers.

Local Councils' professional grounds persons will receive an exemption permitting them to hand water lawns and gardens before 9:00am and after 5:00pm on any day of the week.

Professional grounds persons at Council owned function/ conference centres, caravan parks and motels will receive an exemption to water with a hand held hose before 9:00am and after 5:00pm on any day of the week.

For other customers, information about how to apply for new exemptions is available at www.sydneywater.com.au. Sydney Water will; continue to assess applications based on exemption criteria.

Saving Water

Some easy steps we can take around our homes in addition to following the restrictions are taking shorter showers, and only using washing machines and dishwashers with a full load.

You can still maintain your garden during drought. Simple things like mulch, compost and water crystals can help-drought proof your garden, even when restrictions limit the way you can water.

More information about all aspects of restrictions can be found at www.sydneywater.com.au.

Level Two water restrictions will come into force on Tuesday, 1 June 2004. All exemptions obtained during Level One will continue to apply. New exemptions may also be available for some activities and this information is available on Sydney Water's website.

ORDINARY MEETING
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As with Level One, customers who do not comply with the restrictions will be liable for a fine of \$220.00 (two hundred and twenty dollars). Sydney Water will continue to operate the Water Restrictions Patrol with staff trained to enforce the restrictions and provide community education on appropriate uses of water in times of drought.

RECOMMENDATION:

That the information be received

ATTACHMENTS:

There are no supporting documents for this report.

oooO END OF REPORT Oooo

ordinary

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ORDINARY MEETING

Reports of Committees

SECTION 6 - Reports of Committees

ROC - Heritage Advisory Committee - 11 March 2004 - (80242)

The meeting commenced at 6:00pm.

Present:	Councillor Finch	
	Alan Aldrich	
	Debra Hallam	
	Dennis Bradshaw	
	Donald Ellsmore	Heritage Advisor
	Graham Edds	
	Michelle Nichols	
	Ian Jack	
	Philip Pleffer	Hawkesbury City Council
	Fiona Mann	Hawkesbury City Council
	Karen Mion	Hawkesbury City Council
Apologies:	Jan Barkley-Jack	
	Louise McMahon	
	Lucy Voukes	
	Max Hatherley	
	Robert Montgomery	Hawkesbury City Council

REPORT:

1. Special Item - Linking Richmond Public Art Program

Graham Chalcroft from Placebo Culture (the public art consultant for the project) spoke to the committee about the Linking Richmond project. The project is about creating an interpretative pathway through Richmond Park and aims to link Windsor Street, the main street of Richmond, with the Richmond Market Place. Public art is likely to feature in the pathway with additional focal points. In part the project is about encouraging a better business environment for all traders.

As a part of the process the consultant is liaising with stakeholders, like the Committee, to understand issues and to gain ideas for the theme of the art plan and work. Graham spoke about the draft Conservation Management Plan for Richmond Park and its interrelationship with the pathway.

Graham sought comments from the Committee over the next few weeks.

ORDINARY MEETING

Reports of Committees

2. Confirmation of Minutes

The minutes of the meeting of 12 February 2004 were adopted, with no changes.

3. Correspondence

3.1 NSW Heritage Office

Karen Mion advised that Council had received a letter from the NSW Heritage Office stating that the Australiana Pioneer Village is now listed on the State Heritage Register.

3.2 Conditions of Grant

Philip Pleffer reminded the Committee that Council staff were in receipt of a request for the payment of the grant awarded to Ms Joanne Ruckman for painting, and guttering and downpipe repairs. Philip explained to the Committee that the conditions of the grant had not been adhered to and that evidence of the required approval from the Heritage Office had not been provided.

The committee had agreed to hold this matter over from this last meeting so that it could obtain comments from Donald Ellsmore. Donald Ellsmore explained his concern that the grant recipient had not gone through the required process.

Graham Edds stated that he maintained his position as stated at the previous meeting and did not think the committee should support work that has been carried out without following correct procedures and approvals.

The committee resolved to:

"Decline payment of the grant."

4. Items

4.1 Heritage Assistance Funding

This matter will be reported separately to the General Purpose Meeting of Council on the 27 April 2004.

5. General Business

5.1 Jan Barkley-Jack

Ian Jack presented the Committee with a letter of resignation from Jan Barkley-Jack. The letter explained that Jan's resignation was due to ill health. The Committee moved a motion of thanks for Jan's commitment to the committee over the last 15 (fifteen) years.

ORDINARY MEETING

Reports of Committees

5.2 Councillor Finch

Councillor Finch stated that given the upcoming elections this may be her last meeting. The committee moved a motion of thanks for Councillor Finch's commitment to the committee.

6. **Next Meeting**

Thursday, 13 May 2004 at 5:30pm.

Meeting closed at 7:15pm

oooO END OF REPORT Oooo

ORDINARY MEETING

Reports of Committees

ROC - Hawkesbury City Bicycle Steering Committee 12 May 2004 (80226)

The meeting commenced at 4pm

Present:	Councillor Leigh Williams (Chairperson) Brett Barnes (Windsor Police) Michael Kimmorley (RAAF Base Richmond) Doug Bathersby (CAMWEST) Hugh McKinnon (Community Rep) Chris Horwood (Hawkesbury Triathlon Club) Andrew Docking (Community Rep) Allan Brown (UWS Hawkesbury)
Apologies:	Mrs Jodie Burton (RTA) Mr David Randall (High School Rep)
In Attendance:	Mr C Amit (Manager Design & Mapping Services) Mr C Willebrands (Parks Officer, Recreation) Mrs J Hogge (Roads Safety Program Co-ordinator)

REPORT:

1. Minutes

That the minutes of the meeting held on 11 February 2004 be confirmed.

Moved: D Bathersby

Seconded: A Docking

2. Business Arising from Previous Minutes

2.1 Work for the Dole - Cycleway Audit

Mr Hugh McKinnon advised the committee that this project will not proceed due to a lack of participants.

2.2 Variation to 2003/2004 Local Bicycle Program - Terrace Road, North Richmond off-road shared cycleway/footpath link

Mr C Amit advised the committee that the RTA has approved the shared funding previously budgeted and totalling \$8,000 be re-allocated to the approved off-road cycleway/pedestrian pathway Colo High School to Kurmond Road Stage III.

ORDINARY MEETING

Reports of Committees

3. Correspondence

Nil

4. General Business

4.1 Funding

Mr D Bathersby referred to the front page article in the Hawkesbury Gazette (12/5/04) indicating the transfer of \$50,000 from the cycleways project to other projects. Council's allocation will change from \$100,000 to \$50,000 matching the RTA contribution of \$50,000.

Mr Bathersby indicated that the press should be approached to have a media release to outline the benefits of cycleways as well as advise the public further of the change in funding.

Mr B Barnes mentioned that other Councils are in fact increasing their contributions towards cycleways, whereas Hawkesbury City Council is reducing its allocation. Mr Barnes further pointed out that the only way to increase cycling in the area is to build the cycleways first.

The general consensus of the Committee was that individual representatives, approach Councillors to reconsider their decision and submit information to better inform the Councillors.

The Committee requested that the budget be reinstated to \$100,000 Council contribution with the RTA contribution of \$50,000 resulting in a total budget for 2004/05 = \$150,000.

Moved: C Horwood

Seconded: A Brown

4.2 Advisory Committee Constitution

Mr C Amit advised members of the Committee of the Advisory Committee Constitution, whereby the constitution deals with issues such as structure, procedure, rules and regulations, ethics, code of conduct etc. The document was tabled at the meeting.

The members were advised that this document would be distributed to all members with the minutes of the meeting.

4.3 Future of Bicycle Steering Committee

Mr A Docking asked if the Bicycle Steering Committee would exist in the near future. Councillor Williams advised that there were no immediate changes to the structure of Committees.

4.4 Buggs Regional Workshop

Mr D Bathersby informed the Committee of the Buggs Regional Workshop whereby there is an opportunity for a cycle event to be held in the Hawkesbury.

ORDINARY MEETING

Reports of Committees

4.5 SRA carpark at East Richmond

Mr A Brown was concerned with the current upgrade works being undertaken by SRA to the carpark in East Richmond. He was concerned that there was no facility for the parking of bicycles nor any bicycle lockers.

Mr Brown indicated that he will approach Bicycle NSW to take this matter up with SRA. Mr B Barnes did point out that it was illegal to ride a bicycle on SRA land.

4.6 Hawkesbury Tourism

Mr A Brown suggested to the Committee that Hawkesbury Tourism should be approached to have some input into the Committee and in general cycling within the Hawkesbury.

4.7 BMX and off-road cycling

Mr B Barnes indicated that matters related to BMX and off-road cycling should be covered under this forum. A sub-committee of Brett Barnes, Michael Kimmorley and Cheyne Willebrands was established.

5. **Next Meeting**

The Committee resolved that the next meeting be held on Wednesday 11 August 2004.

The meeting closed at 6.20pm.

oooO END OF REPORT Oooo

ORDINARY MEETING

Reports of Committees

ROC - Local Traffic Committee - 19 May 2004 (80245)

The meeting commenced at 3.10pm

Present:	Councillor B Bassett (Chairman) Mrs J Burton, Roads & Traffic Authority Mr J Christie, Office of Mr A Shearan, MP Mr P Coard, Office of Mr S Pringle, MP Mr S Pringle, MP, Member for Hawkesbury
Apologies:	Mr R Elson, Department of Transport Sen Constable L Todd, NSW Police Service
In Attendance:	Mr C Amit, Manager Design & Mapping Services Mrs J Hogge, Road Safety Officer Mr T Shepherd, Administrative Officer, Asset Services & Recreation

1 REPORTS

1.1 No Stopping – Baker Street, Windsor (87892) (Hawkesbury)

Introduction

Representation has been received from Mr Jarvis of 33 Kempe Parade, Kings Langley requesting that consideration be given for the introduction of a "No Stopping" zone on Baker Street, Windsor, on the south eastern side of the exit driveway for the Windsor Shopping Centre Carpark. The correspondent claims that visibility for vehicles leaving this venue of oncoming north west bound vehicles on Baker Street is obscured by the vehicles parked on the south eastern side of this driveway.

Discussion

Baker Street is a local road. There are commercial developments in the vicinity of the exit road for the Windsor Shopping Centre Carpark. The current regulatory speed limit on Baker Street is 50 kph. The width of the exit road for the shopping centre carpark is approximately 7 metres. The exit road extends from Kable Street to Baker Street in a one-way traffic movement towards Baker Street. There is a "No Stopping" zone on the south western side of Baker Street, extending from The Terrace to this exit driveway and a "1 hour" parking zone extending from the driveway to George Street Mall. The RTA Accident Database indicates one minor accident on Baker Street in the vicinity of the exit road during the period from July 1998 to June 2003. Traffic volumes of 4317 ADT were recorded in 1999.

ORDINARY MEETING

Reports of Committees

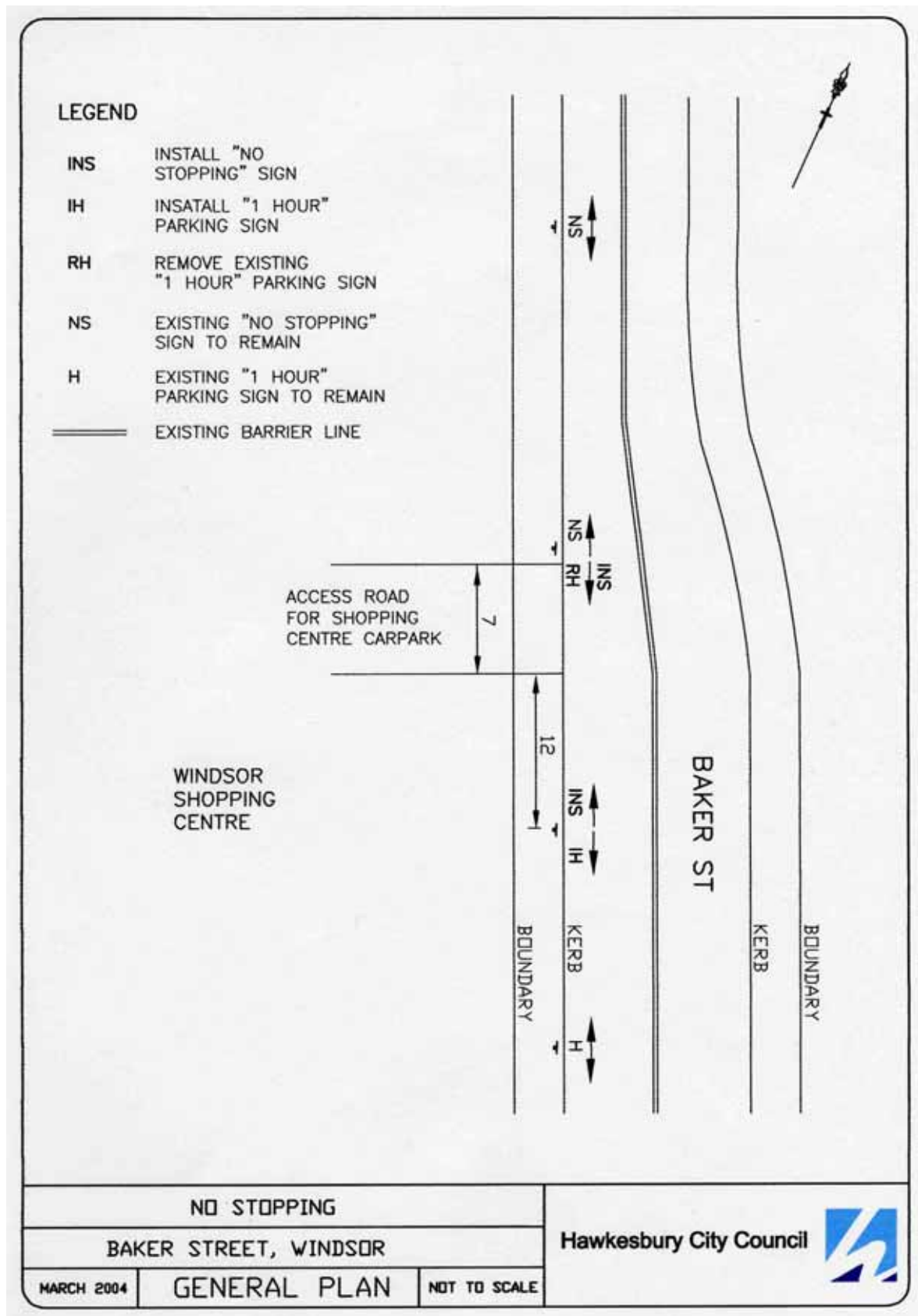
During a site investigation, it was observed that visibility for vehicles leaving this venue of oncoming north west bound vehicles on Baker Street is obscured by the vehicles parked on the south eastern side of the exit road. The width of the carriageway of Baker Street between the kerbs varies from 12.7 metres to 8.0 metres over a length of 35 metres adjacent to the exit road and hence, there is a sudden change in the horizontal alignment of Baker Street at this location. Considering this alignment change, introducing a 12 metre long “No Stopping” zone on the south eastern side of the exit road, will provide adequate clearance to improve visibility of oncoming vehicles.

Recommendation

That a "No Stopping" zone be created on the south western side of Baker Street, extending over a length of 12 metres, on the south eastern side of the exit driveway for the Windsor Shopping Centre Carpark.

ORDINARY MEETING

Reports of Committees



ORDINARY MEETING

Reports of Committees

2 GENERAL

2.1 Mr P Coard joined the meeting at this stage.

3 MINUTES

3.1 The minutes of the meeting held on 19 March 2004 were confirmed.

It was resolved to defer confirmation of the Minutes of the meeting held on 28 November 2003 pending attendance by Sen Constable L Todd, NSW Police Service.

4 REPORTS

4.1 No Stopping – Lennox Street, Richmond (80449) (Londonderry)

Introduction

Representations have been received from Richmond High School requesting that consideration be given for the extension of the existing "No Stopping" zone on Lennox Street, Richmond, on the south eastern side of the exit only driveway for the Richmond High School Carpark. The school principal claims that visibility for vehicles leaving this venue of oncoming north west bound vehicles on Lennox Street is obscured when there are vehicles parked on the south eastern side of this driveway. He states further that users of this driveway include inexperienced drivers with P-plates, minibuses and parents collecting students with disabilities, staff and delivery vehicles.

Discussion

The section of Lennox Street between Castlereagh Road and East Market Street is a regional road. The horizontal alignment consists of a straight section. The exit only driveway for the Richmond High School Carpark is located at the south eastern end of school frontage. The current regulatory speed limit on Lennox Street is 60 kph with the exception of 40 kph school zone. The width of this driveway is 6.5 metres. This driveway extends from West Market Street to Lennox Street through the school carpark (80 vehicle capacity) and one-way traffic movement is allowed towards Lennox Street. There is a Bus Bay inside the school premises and this driveway is used by School Buses and cars. There is a "No Stopping" zone on the north western side of this driveway, extending for a length of approximately 90 metres and on the south eastern side of this driveway, extending for a length of 5 metres. The RTA Accident Database indicates one minor accident on Lennox Street in the vicinity of this driveway during the period from July 1998 to June 2003. Traffic volumes of 7590 ADT and an 85th percentile speed of 56 kph were recorded in 2001. The width of the carriageway of Lennox Street between the kerbs is 12.3 metres.

During a site investigation, it was observed that there is inadequate visibility for vehicles exiting the carpark from this exit only driveway of oncoming north west bound vehicles on Lennox Street when there are vehicles parked on the south eastern side of the driveway. Considering the type of users and existing adjacent No Stopping zones, it would be appropriate to extend the existing No Stopping zone by 5 metres in a south easterly direction to improve visibility. Refer to the attached plan. There are ample parking spaces available on Lennox Street for the residential properties adjoining the school.

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Reports of Committees

Mr J Christie advised of pedestrian/traffic conflict within the pedestrian crossing situated on Lennox Street at West Market Street, believed due to insufficient sight distance available to motorists of pedestrian traffic entering the crossing due to a colorbond fence on the property situated on the north-western corner of the intersection of West Market/Lennox Streets.

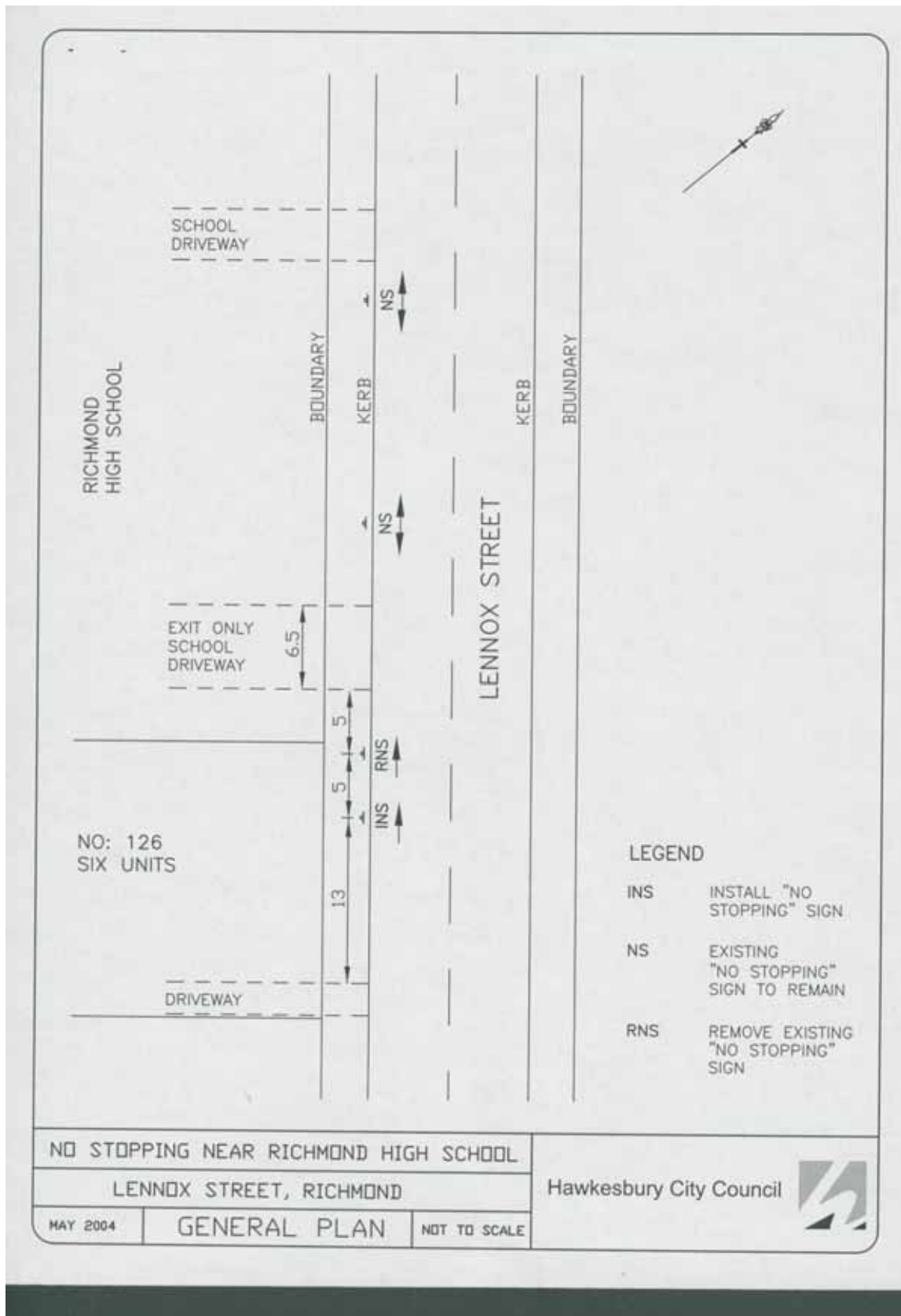
Recommendation

That:

1. the existing "No Stopping" sign in Lennox Street at the south eastern end of school frontage, be relocated to a point five metres in a south easterly direction. Refer to the attached plan.
2. investigation be undertaken to determine the date of erection of the colorbond fence on the property on the north-western side of the intersection of Lennox/West Market Streets and date of installation of the pedestrian crossing.

ORDINARY MEETING

Reports of Committees



ORDINARY MEETING

Reports of Committees

4.2 Give Way Signage – Intersection of Terrace Road/Kurmond Road, Freemans Reach (20187) (Hawkesbury)

Introduction

Representation has been received from Mr Kenneth Sims of 463 Kurmond Road, Freemans Reach requesting that consideration be given to installing “Give Way”/“Stop” signage on Terrace Road at its intersection with Kurmond Road to improve traffic safety. He is concerned that some of the vehicles exiting Terrace Road onto Kurmond Road have failed to give way to traffic approaching the intersection from either direction on Kurmond Road.

Discussion

Terrace Road and Kurmond Road are collector roads. The sealed carriageway width of Terrace Road is 5.8 metres and Kurmond Road is 6.8 metres near this intersection. The current regulatory speed limit on Terrace Road is 70 kph and Kurmond Road is 80 kph near this intersection. The RTA Accident Database indicates one minor and one injury accident at this intersection during the period from July 1998 to June 2003. Traffic volumes of 2062 ADT on Terrace Road in 1998 and 3668 ADT on Kurmond Road in 1997 were recorded.

The intersection of Terrace Road and Kurmond Road is a “T” intersection. This intersection should be governed by “Give Way” and not “Stop” signage on Terrace Road as there is adequate sight distance of vehicles approaching the intersection on Kurmond Road. Therefore, it would be appropriate to install a “Give Way” line and a “Give Way” sign in Terrace Road at this intersection. There is a “T” intersection ahead sign in Terrace Road.

There is a Traffic Dome on the barrier line in Terrace Road, at a point 3 metres from the edge of the sealed alignment of Kurmond Road. Hence, it would be appropriate to remove this Traffic Dome as this may cause a traffic hazard after marking the “Give Way” line. Also, it would be appropriate to install Retro Reflective Pavement Markers (RRPM) along the existing 30m long barrier line on Terrace Road approach (at 1m intervals for the first 5m from Kurmond Road and at 5m intervals for remaining 25m) to discourage vehicles cutting across the intersection.

Recommendation

That:

1. a “Give Way” line and a “Give Way” sign be installed in Terrace Road at its intersection with Kurmond Road.
2. the existing Traffic Dome in Terrace Road at its intersection with Kurmond Road be removed.
3. Retro Reflective Pavement Markers (RRPM) be installed along the existing 30m long barrier line on Terrace Road approach (at 1m intervals for the first 5m from Kurmond Road and at 5m intervals for remaining 25m) at this intersection.

ORDINARY MEETING

Reports of Committees

4.3 Give Way Signage on Bridge – Upper Colo Road, Upper Colo (25851)(Hawkesbury)

Introduction

Representation has been received from Mr Bruce Routley of 30 Clermont Avenue, North Strathfield requesting that consideration be given to installing “Give Way” signage on one approach to the one-lane timber bridge on Upper Colo Road located at a point, 6.0 km from Singleton Road to improve traffic safety. He claims that both points of entry to the bridge are not visible from each approach and there is a danger of collision of vehicles approaching from both ends.

Discussion

The first 5.6 km long section of Upper Colo Road starting from Singleton Road is sealed and the next 4.5 km long section is gravel and 5.5 metres wide. There is a one-lane timber bridge on the gravel section of Upper Colo Road, located at a point, 6.0 km from Singleton Road. This bridge is 4 metres wide and there are guardrails on both sides. The RTA Accident Database indicates no reported accidents at this bridge during the period from July 1998 to June 2003. While there are no current traffic volumes, a volume of 190 ADT was recorded on Upper Colo Road in 1997.

Both points of entry to the bridge are not visible from each approach due to horizontal curves at both ends of the bridge. Therefore, it would be appropriate to install a “Give Way” sign on the southern approach of the bridge at a point, 20m from the existing “Bridge Width Marker” sign. Also, the installation of a “Give Way Ahead” sign at a point, 120m from this proposed “Give Way” sign is considered appropriate. Priority is given for the vehicles on the northern approach as this approach has the lesser sight distance. Clearing of vegetation on both approaches for a length of 100 metres will improve the sight distance of vehicles approaching the bridge and this work will be undertaken.

In addition, it would be appropriate to install the following signs to improve traffic safety:

a “Narrow Bridge” (W4-1) sign and a “One Lane” sign (W8-16) at a point, 180m from the proposed “Give Way” sign on the southern approach and a “No Overtaking or Passing” sign (R6-1) at a point, 20m from the existing “Bridge Width Marker” sign and a “Narrow Bridge” sign (W4-1) and a “One Lane” sign (W8-16) at a point, 140m from the existing “Bridge Width Marker” sign on the northern approach.

Recommendation

That:

1. a “Give Way” sign on the southern approach of the timber bridge (6.0 km from Singleton Road) at a point, 20m from the existing “Bridge Width Marker” sign and a “Give Way Ahead” sign at a point, 120m from this proposed “Give Way” sign be installed in Upper Colo Road.

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2. the following signs be installed:

- a. a “Narrow Bridge” sign (W4-1) and a “One Lane” sign (W8-16) at a point, 180m from the proposed “Give Way” sign on the southern approach and,
- b. a “No Overtaking or Passing” sign (R6-1) at a point, 20m from the existing “Bridge Width Marker” sign and a “Narrow Bridge” sign (W4-1) and a “One Lane” sign (W8-16) at a point, 140m from the existing “Bridge Width Marker” sign on the northern approach.

4.4 West Portland Road - Speed review/Traffic safety audit on full length (80105, Hawkesbury)

Introduction

At the General Purpose Committee meeting held on 27 January 2004, Councillor Williams referred to a crash on West Portland Road on 25 January 2004. Councillor Williams believes that there is an incorrect road sign indicating a reverse curve coming up when in fact it is a right angle left hand bend, which is made worse by the fact that it has a reverse camber. The Director Asset Services and Recreation advised that there would be a safety audit done on this section of West Portland Road. A detailed traffic safety audit was carried out on this section of West Portland Road to identify any inadequacies required safety improvements.

At the Council Ordinary meeting held on 10 February 2004, Councillor Gilling referred to West Portland Road and asked if a safety check could be done on it. Also, the Councillor asked whether the safety check would be done only in the accident area near Laws Farm Road or along the whole length of West Portland Road. The Director Asset Services and Recreation advised that this was the only location that had been identified at that stage, but if there were more, they would be included. A general traffic safety audit was carried out along the whole length of West Portland Road to identify any areas in need safety improvements.

Discussion

West Portland Road is a collector road. The horizontal alignment consists of a series of circular curves and straight sections. The vertical alignment consists of a series of vertical curves. Many horizontal curves are combined with vertical curves where the available sight distance is inadequate for the current regulatory speed limit. There are steep embankments on the side of some sections of the road with limited clear zone. There are rural residential land lots on both sides of the road. The sealed carriageway width varies between 5.5 and 6.8 metres. The current regulatory speed limit on West Portland Road is 80 kph from Sackville Road (Ch 00) to Ch 6100, 100 kph from Ch 6100 to Ch 12500 and 80 kph from Ch 12500 to Wheelbarrow Ridge Road (Ch 13250).

West Portland Road is connected to Greens Road at the intersection with Wheelbarrow Ridge Road. The sealed section of Greens Road is 500 metres long and the current regulatory speed limit on this section is 80 kph.

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The following details are provided:

The safe negotiable speeds on all curves along West Portland Road based on Ball Bank Indicator Test (sheet 5 and 6 of the attached plans).

The accident details on the curves along West Portland Road based on the RTA Accident Database records during the period from July 1988 to June 2003 (sheet 4 of the attached plans).

Traffic volume and 85th percentile speed details (sheet 4 of the attached plans).

Considering the safe negotiable speed on the horizontal curves, restricted sight distance on the vertical curves, combination of horizontal and vertical curves, steep road side embankments with limited clear zone and the road pavement width, it would be appropriate to reduce the regulatory speed limit on West Portland Road from Sackville Road (Ch 00) to Ch 2300 from 80 kph to 70 kph, from Ch 6100 to Ch 12500 from 100 kph to 70 kph and from Ch 12500 to Wheelbarrow Ridge Road (Ch 13250) from 80 kph to 70 kph. Considering the high density of the houses in addition to the above mentioned factors, it would be appropriate to reduce the regulatory speed limit on the section of West Portland Road from Ch 2300 to Ch 6100 from 80 kph to 60 kph. Considering the link between West Portland Road and Greens Road, horizontal curves and the length of the sealed section, it would be appropriate to reduce the regulatory speed limit on the sealed section of Greens Road from Wheelbarrow Ridge Road for a length 500 metres from 80 kph to 70 kph.

The works related to the installation of appropriate curve advisory signs including advisory speeds, chevron alignment markers and guide posts along the curves on West Portland Road where required (refer to the sheets 1, 2 and 3 of the attached plans) have been listed in the maintenance programme to be undertaken in the near future to improve traffic safety. Considering the steep embankment and available clear zone, it would be appropriate to extend the existing guardrail by 55m on the curve, 100m northeast of Laws Farm Road, which is categorised as high priority. Also, it would be appropriate to install guardrail on other curves of West Portland Road where there are steep road side embankments with limited clear zone in the long term when funds are available, which is categorised as medium priority.

In relation to the matter raised by Councillor Williams, there are two curves (reverse curve) on West Portland Road located 100 metres southwest of Laws Farm Road, which are separated by a tangent length of 80 metres. (Refer to the sheet 7 of the attached plans.) The combination of horizontal and vertical curves reduces the sight distance and makes it difficult for motorists to recognise the path of the curve. The current regulatory speed limit on this section of West Portland Road is 80 kph. The safe negotiable speed based on a ball bank indicator test, on the first curve of these two curves, is 55 kph and on the second curve is 75 kph. The RTA Accident Database indicates one injury and two minor accidents on this first curve during the period from July 1998 to June 2003. The Windsor Police has informed that no reported major collisions recorded on their database at the same curve during the period from January 2004 to the end of February 2004. The 85th percentile speed recorded in between these two curves in 2004 is 84 kph. Traffic volumes of 371 were recorded at the same location.

The direction of super-elevation (camber) is appropriate for these two curves (located 100 metres southwest of Laws Farm Road) and correctly provided. The existing maximum super-elevation on the first curve is 8% and the second curve is 6%. These super-elevation values are adequate to

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safely negotiate the first curve at the speed of 55 kph and the second curve at the speed of 75 kph. The existing curve advisory speed signs satisfy the speed requirements related to super-elevation on these two curves.

The works related to the installation of appropriate curve advisory signs and chevron alignment markers on the first curve (located 100 metres southwest of Laws Farm Road) have been listed in the maintenance programme to be undertaken in the near future. Considering the steep embankment and available clear zone, it would be appropriate to install guardrail for a length of 50 metres along the outer radius of the same curve. In addition, the existing drop-offs along the interface of the edge of seal/nature strip, should be rectified and a 1 m wide gravel shoulder should be formed on both sides of the road along the same curve to improve the safety of vehicles. This will allow vehicles to regain control when they move off the carriageway.

The intersection of West Portland Road and Packer Road is a “T” intersection. This intersection should be governed by “Stop” signage on Packer Road, as there is restricted sight distance of vehicles approaching the intersection on West Portland Road. It would be appropriate to install a “Stop” line, a “Stop” sign and a 30m long barrier line leading to the proposed “Stop” line in Packer Road at this intersection to improve traffic safety.

The intersection of West Portland Road and Lower Colo Road is a “T” intersection. This intersection should be governed by “Give Way” signage on Lower Colo Road, as there is adequate sight distance of vehicles approaching the intersection on West Portland Road. It would be appropriate to install a “Give Way” line, a “Give Way” sign and a 30m long barrier line leading to the proposed “Give Way” line in Lower Colo Road at this intersection to improve traffic safety. In addition, a “Give Way Ahead” sign should be installed, 120m in advance of the proposed “Give Way” sign, as there is restricted sight distance to the “Give Way” sign due to a vertical curve.

There is a one-lane bridge on West Portland Road (Roberts Creek) located at Ch 4344 to 4360. Both points of entry to the bridge are not visible from each approach. Therefore, it would be appropriate to install a “Give Way” sign and a “Give Way” line on the north western side of the bridge at a point (Ch 4380), 20m from the existing “Bridge Width Marker” sign. Also, the installation of a “Give Way Ahead” sign at a point (Ch 4500), 120m from this proposed “Give Way” sign is considered appropriate. Priority is given for the vehicles on the south eastern approach as this approach has the lesser sight distance.

Recommendation

That:

1. the RTA be requested to consider reducing the regulatory speed limit on West Portland Road:
 - a. from Sackville Road (Ch 00) to Ch 2300 from 80 kph to 70 kph,
 - b. from Ch 2300 to Ch 6100 from 80 kph to 60 kph,
 - c. from Ch 6100 to Ch 12500 from 100 to 70 kph and,

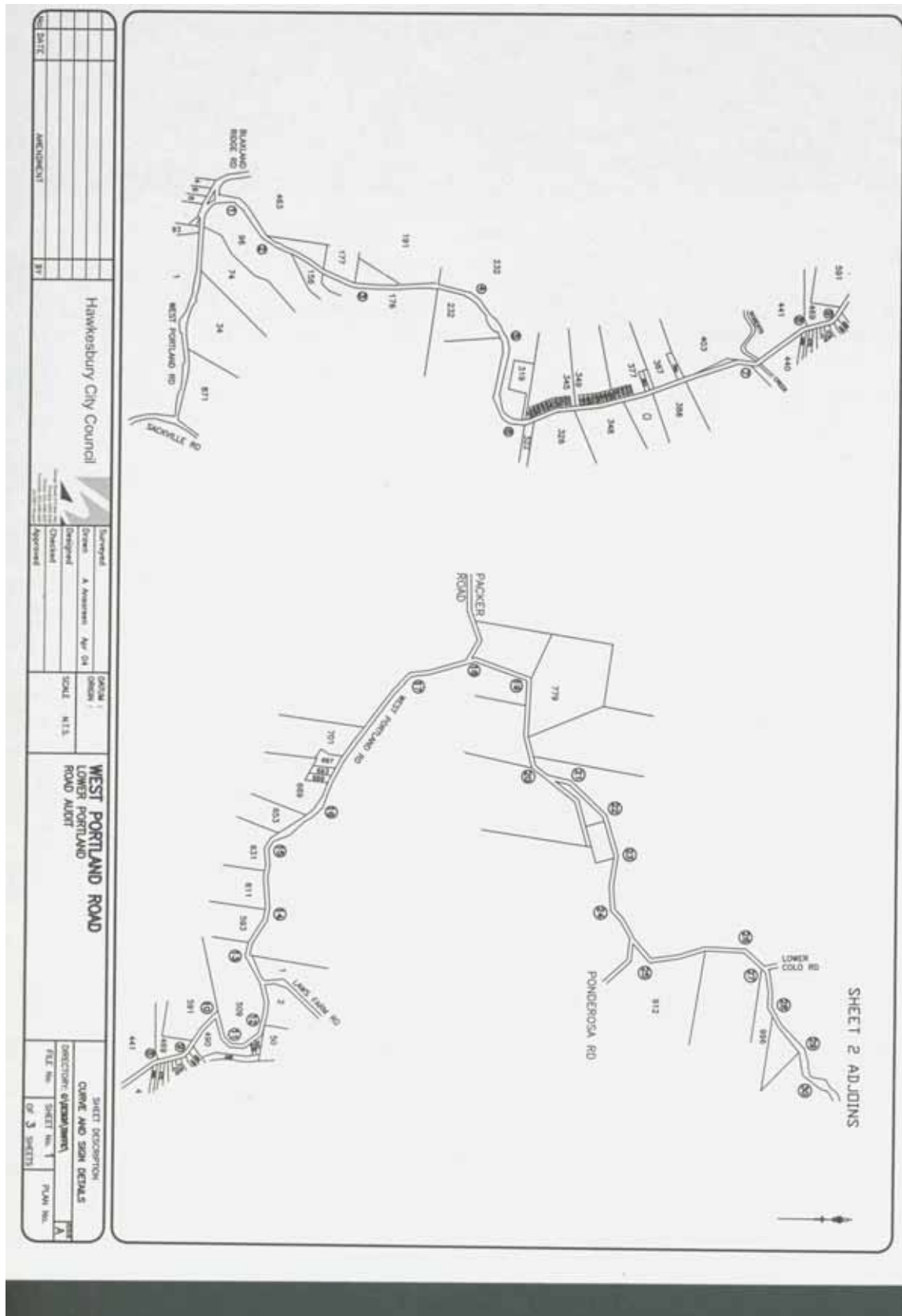
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- d. from Ch 12500 to Wheelbarrow Ridge Road (Ch 13250) from 80 kph to 70 kph.
- 2. the RTA be requested to consider reducing the regulatory speed limit on the 500 metres long sealed section of Greens Road starting from Wheelbarrow Ridge Road from 80 kph to 70 kph.
- 3. Guardrail be installed for a length of 50 metres on the curve, 100m southwest of Laws Farm Road and the existing guardrail be extended by 55m on the curve, 100m northeast of Laws Farm Road in West Portland Road. These works to be undertaken in 2004/2005.
- 4. a “Give Way” sign and a “Give Way” line on the north western side of the bridge at a point (Ch 4380), 20m from the existing “Bridge Width Marker” sign and a “Give Way Ahead” sign at a point (Ch 4500), 120m from this proposed “Give Way” sign be installed in West Portland Road.
- 5. a “Stop” line, a “Stop” sign and a 30m long barrier line leading to the proposed “Stop” line be installed in Packer Road at its intersection with West Portland Road.
- 6. a “Give Way” line, a “Give Way” sign and a 30m long barrier line leading to the proposed “Give Way” line be installed in Lower Colo Road at its intersection with West Portland Road. Also, a “Give Way Ahead” sign be installed in Lower Colo Road, 120m in advance of the proposed “Give Way” sign.
- 7. the existing drop-offs along the interface of the edge of seal/nature strip, be rectified and a 1 m wide gravel shoulder be formed on both sides of the road along the curve, located 100 metres southwest of Laws Farm Road in West Portland Road.

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SAFE NEGOTIABLE SPEED BASED ON BALL BANK TEST

CURVE NO	CHAINAGE	DIRECTION	SPEED KPH
1	1100-1300	NORTHBOUND	55
1	1100-1300	SOUTHBOUND	65
2	1400-1500	NORTHBOUND	75
2	1400-1500	SOUTHBOUND	75
3	1950-2050	NORTHBOUND	75
3	1950-2050	SOUTHBOUND	75
4	2450-2600	NORTHBOUND	55
4	2450-2600	SOUTHBOUND	75
5	2700-2850	NORTHBOUND	65
5	2700-2850	SOUTHBOUND	65
6	3050-3300	NORTHBOUND	65
6	3050-3300	SOUTHBOUND	55
7	4350-4450	NORTHBOUND	55
7	4350-4450	SOUTHBOUND	65
8	4650-4750	NORTHBOUND	55
8	4650-4750	SOUTHBOUND	65
9	4800-4950	NORTHBOUND	55
9	4800-4950	SOUTHBOUND	45
10	5100-5150	NORTHBOUND	25
10	5100-5150	SOUTHBOUND	25

CURVE NO	CHAINAGE	DIRECTION	SPEED KPH
11	5200-5450	NORTHBOUND	45
11	5200-5450	SOUTHBOUND	45
12	5550-5650	NORTHBOUND	65
12	5550-5650	SOUTHBOUND	55
13	5750-5880	NORTHBOUND	55
13	5750-5880	SOUTHBOUND	55
14	5950-6100	NORTHBOUND	85
14	5950-6100	SOUTHBOUND	75
15	6300-6450	NORTHBOUND	75
15	6300-6450	SOUTHBOUND	75
16	6600-6650	NORTHBOUND	75
16	6600-6650	SOUTHBOUND	65
17	7300-7500	NORTHBOUND	75
17	7300-7500	SOUTHBOUND	85
18	7700-7850	NORTHBOUND	75
18	7700-7850	SOUTHBOUND	75
19	7950-8050	NORTHBOUND	55
19	7950-8050	SOUTHBOUND	55
20	8250-8450	NORTHBOUND	75
20	8250-8450	SOUTHBOUND	85

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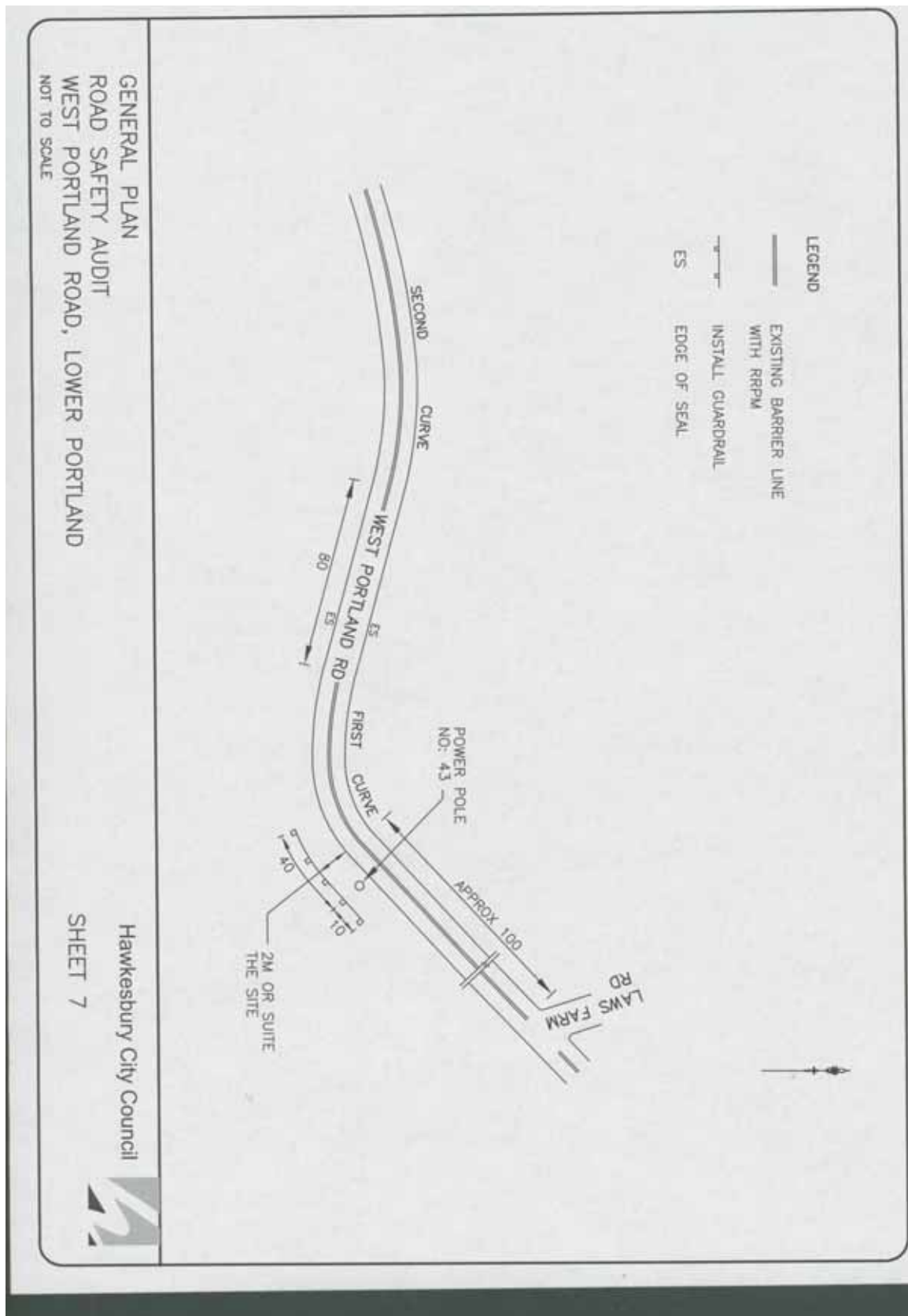
CURVE NO	CHAINAGE	DIRECTION	SPEED KPH
21	8600-8700	NORTHBOUND	85
21	8600-8700	SOUTHBOUND	75
22	8800-8900	NORTHBOUND	75
22	8800-8900	SOUTHBOUND	75
23	9000-9100	NORTHBOUND	65
23	9000-9100	SOUTHBOUND	75
24	9150-9350	NORTHBOUND	75
24	9150-9350	SOUTHBOUND	65
25	9550-9700	NORTHBOUND	55
25	9550-9700	SOUTHBOUND	55
26	9850-10100	NORTHBOUND	85
26	9850-10100	SOUTHBOUND	75
27	10100-10250	NORTHBOUND	55
27	10100-10250	SOUTHBOUND	65
28	10350-10550	NORTHBOUND	75
28	10350-10550	SOUTHBOUND	65
29	10600-10650	NORTHBOUND	55
29	10600-10650	SOUTHBOUND	65
30	10650-10800	NORTHBOUND	55
30	10650-10800	SOUTHBOUND	55

CURVE NO	CHAINAGE	DIRECTION	SPEED KPH
31	10850-11000	NORTHBOUND	65
31	10850-11000	SOUTHBOUND	65
32	11100-11200	NORTHBOUND	55
32	11100-11200	SOUTHBOUND	55
33	11250-11500	NORTHBOUND	55
33	11250-11500	SOUTHBOUND	55
34	11550-11750	NORTHBOUND	55
34	11550-11750	SOUTHBOUND	55
35	11750-11900	NORTHBOUND	55
35	11750-11900	SOUTHBOUND	55
36	11900-12050	NORTHBOUND	55
36	11900-12050	SOUTHBOUND	55
37	12100-12250	NORTHBOUND	65
37	12100-12250	SOUTHBOUND	55
38	13200-13300	NORTHBOUND	65
38	13200-13300	SOUTHBOUND	75

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4.5 Trucks entering North Richmond - Noise Pollution - Mr S Pringle/Roads & Traffic Authority (74282, 83770)

Following representations by Mr S Pringle MP on behalf of Mr W Rose in relation to noise pollution in the vicinity of Bells Line of Road, North Richmond, Council, at its meeting held on 9 September 2003 resolved that the Roads & Traffic Authority be request to investigate and determine the need for the erection of noise pollution signage (compression braking) on the downhill section into North Richmond.

Report

The Roads & Traffic Authority has advised:

"The Roads & Traffic Authority (RTA) is mindful of the problems associated with excessively noisy heavy vehicle compression brakes in the vicinity of residential areas and while not empowered to prosecute offenders, the problems are being addressed as follows.

- The RTA tests heavy vehicles for faulty noise emission control equipment at periodic inspections or following complaint, issuing defect notices where warranted.*
- Previous Federal vehicle noise standards were much less demanding than international standards and the RTA has advocated for more stringent noise standards. As a result, the Australian Transport Council has approved a new Australian Design Rule ADR 83/00 bringing the Australian standards into line with current strict European standards. It is envisaged that the new ADR will be applied to all new vehicles from 2005.*
- RTA is assisting the National Transport Commission (NTC) in the development of assessment criteria for excessively noisy compression brakes which will be used as the basis of a proposed regulatory framework for enforcement of compression brake noise.*
- The RTA, in conjunction with the truck industry is shortly to implement an education campaign to discourage the inappropriate use of compression brakes.*

Further to that, the RTA has developed a Sydney-wide strategy for the installation of signs on all major truck routes at strategic locations advising truck drivers to limit the use of compression brakes in the vicinity of residential areas. It is proposed that signs targeting eastbound heavy vehicles will be installed on Bells Line of Road in the vicinity of Kurrajong during the 2003/2004 year."

Recommendation

That the information be received.

4.6 Boundary Road, Glossodia - Speed Review - Mrs J Booth/Roads & Traffic Authority

Following recommendation by the Committee, Council at its meeting held on 9 September 2003 resolved that the Roads & Traffic Authority be requested to consider installing four 80 KPH

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regulatory speed limit signs in Boundary Road, Glossodia at 50 metres, 1 km (two repeater signs in both directions) and 1.9 km from Creek Ridge Road.

Report

The Roads & Traffic Authority has advised as follows:

"As per Council's request, the RTA investigated the issue and approval is given for a decrease in the speed limit to 80km/hr.

A Works Instruction has been issued on 23 April 2004 for the installation of the signs. This work will be carried out shortly."

Recommendation

That the information be received.

4.7 Springwood Road, Yarramundi - Speed Review - Roads & Traffic Authority (74282 & 81083)

Following representations by the NSW Police Service seeking extension of the 80 kph speed restriction zone on Springwood Road, Yarramundi from Nepean Park to include the intersections of Riverside Drive and Hillcrest Road, the Local Traffic Committee, at its meeting held on 20 June 2003 resolved that the matter be referred to the Roads & Traffic Authority.

The Authority, by correspondence dated 21 October 2003 has advised:

"The RTA considers several factors when determining what speed limit is appropriate for any given road, including the number and type of adjoining land-uses, the road's geometry, traffic composition and volumes, detailed analysis of the crash history and the function of the road within the network.

Following a detailed site investigation carried out by the Speed Management Unit of the RTA, where the existing speed limit and an analysis of recent crashes were examined, the RTA recommends that the speed limit on the section of Springwood Road are considered to be appropriate under the Authority's speed zoning guidelines."

Recommendation

That Mrs J Burton undertake investigation within the Roads & Traffic Authority regarding extension of the 80 KPH speed restriction zone on Springwood Road, Yarramundi from Nepean Park to include the intersections of Riverside Drive and Hillcrest Road, given the relatively short distance/road alignment.

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4.8 Fairey Road, South Windsor – B-Double route (89637)

Introduction

An application has been received from Readymix Holdings Pty Ltd seeking approval to operate 25 m long B-Doubles on one of the following two routes in South Windsor:

- i. From Macquarie Street, Drummond Street, Ham Street to Fairey Road (route 1)
- ii. From Macquarie Street, Argyle Street to Fairey Road (route 2)

Discussion

The intersections of Macquarie Street/Drummond Street and Macquarie Street/Argyle Street are signalised intersections. The route from Macquarie Street, Drummond Street to Ham Street is already gazetted as an approved route for B-Doubles up to 23 metres long. However, the current application is for B-Doubles up to 25 metres long and to Fairey Road.

During the field trials undertaken on 2 February 2004, it was noted that a 25m long B-Double failed to negotiate both the left turn from Drummond Street into Ham Street (on route 1) and the left turn from Argyle Street into Macquarie Street (on route 2). Therefore, these two stipulated routes have been assessed as not complying with “Route Assessment Guidelines for Restricted Access Vehicles (May 2002)” issued by the Roads and Traffic Authority.

Recommendation

That the application to operate 25 metre long B-Doubles on the following routes cannot be supported:

- i. From Macquarie Street, Drummond Street, Ham Street to Fairey Road
- ii. From Macquarie Street, Argyle Street to Fairey Road

4.9 Traffic Safety-Southee Road, Hobartville (80245)

Introduction

Representation has been received requesting that consideration be given to line marking Southee Road, Hobartville.

Discussion

Southee Road is a distributor road in Hobartville extending from Londonderry Road to Castlereagh Road for an approximate length of 1250m. It intersects with four local roads Anderson Ave, Hill Ave, Valder Ave and Holborrow Ave. The average sealed carriageway width is approximately 8.85m. The current regulatory speed limit is 50 kph. The horizontal alignment is straight. There are residential lots on the North East side of the road.

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Traffic volume of 2420 ADT (Average Daily Traffic) was recorded in October 1999. The 85th percentile speed is 66 kph, which is 16 kph higher than the current regulatory speed limit. The RTA Accident Database indicates no reported accidents, from the period January 1998 to December 2002.

A 30m-barrier line is marked on Southee Road, leading up to the intersection with Castlereagh Road. It appears that motorists travel at a high speed along Southee Road due to the wider road carriageway width

It is proposed to control the speed of the vehicles on Southee Road by narrowing the road width. Line marking to establish a parking lane 2.5m wide on the North East side of the road, and edge lines on the north western side will create a perception of a narrow travelling lane for motorists.

In addition, marking barrier lines along the full length of Southee Road will deter motorists overtaking at high speed.

Recommendation

1. That barrier lines be marked to the full length of Southee Road.
2. That separation lines be marked to establish 2.5m wide parking lane on the North Eastern side of the Southee Road.
3. That edge lines be marked on the North Western side of the Southee Road.

5 GENERAL

- 5.1 Mr P Coard retired from the meeting at this stage, with Mr S Pringle joining the meeting in his stead.

6 REPORTS

- 6.1 Richmond Road, Windsor Downs – No Parking (81380)

Introduction

Representations have been received from Windsor Downs Home Owners Association, (Mrs Kay Vella), 2 Gordon Place, Windsor Downs, in relation to parking on the eastern side nature strip of Richmond Road adjacent to the intersection with Sanctuary Drive outside the Windsor Downs Estate. They claim that mowing the nature strip is difficult while commuters' vehicles and vehicles for sale are parked at this location and this mowing is carried out by their association. They have requested that consideration be given to installing "No Parking" signs on this section of Richmond Road.

Discussion

Even though Richmond Road is an arterial road and is under the care and control of the Roads and Traffic Authority, the nature strip/road reserve is the responsibility of the Council. The nature strip width of Richmond Road near Sanctuary Drive varies from 7 to 11 metres. The Roads and

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Traffic Authority has informed that it is the responsibility of the Council to take appropriate action in response to the request to control parking on the nature strip of Richmond Road.

It has been observed that two cars were parked on this nature strip, perpendicular to the travelling direction and it appears that one car is parked by a commuter and the other car is for sale. The width of the nature strip is adequate for pedestrians to walk safely even with the parked cars. There are no apparent traffic safety problems due to these parked vehicles. Considering the mowing difficulties, aesthetics and the degradation of the gateway to the estate, “No Parking on Nature Strip” signs can be installed on the nature strip of Richmond Road for a length of 270m in a southerly direction from Sanctuary Drive up to the existing “No Stopping” sign and for a length of 80m from Sanctuary Drive in a northerly direction.

The committee should be aware that approval of this request to install parking restriction signs on the nature strip, may set a precedent for the installation of similar signs at the other locations where the residents are affected by similar parking problems.

Recommendation

That “No Parking on Nature Strip” signs be installed on the eastern side nature strip of Richmond Road at 25m intervals for a length of 270m in a southerly direction from Sanctuary Drive up to the existing “No Stopping” sign and for a length of 80m from Sanctuary Drive in a northerly direction.

6.2 Crowleys Lane, Yarramundi Lane & Inalls Lane, Agnes Banks – Traffic safety (87215 & 85437)

Introduction

Representation has been received from Mr Allan Shearan MP on behalf of the Agnes Banks Resident Action Group (ABRAG), (Mrs Vicki Roberts), 11 Markwell Place, Agnes Banks, raising concerns in relation to traffic safety on Crowleys Lane, Agnes Banks. ABRAG claims that there are no line markings or advisory signs on Crowleys Lane to indicate safety conditions ahead and the width of the road is inadequate for safe traffic movements. ABRAG has requested that consideration be given to either improve and widen this road or convert to a one-way road and to provide adequate street lighting.

It is also considered appropriate to investigate the traffic safety issues on Yarramundi Lane and Inalls Lane in conjunction with this report.

Discussion

Crowleys Lane, Yarramundi Lane and Inalls Lane are local roads. Traffic volume records indicate that these three roads are used as bypass roads by many motorists to travel from Agnes Banks to North Richmond.

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Road name	Average seal width	Length	Horizontal alignment	% of heavy vehicles
Crowleys Lane	5.5 m	0.95 km	Straight section	4.8%
Yarramundi Lane (Crowley to Inalls)	5.3 – 5.6m	1.75 km	Straight sections and a curve	4.8%
Yarramundi Lane (Inalls to Kurrajong)	6 – 6.5 m	0.6 km	Straight sections and a curve	3.9%
Inalls Lane	5.5 – 6.5m	1.4 km	Straight sections and two curves	3.2%

Road name	Type of road	Traffic volume (in 2004) ADT	85 th percentile speed kph	Accidents (RTA database) Jan 1998 to Dec 2002
Crowleys Lane	local	2680	72	3 minor & one injury accidents
Yarramundi Lane (Crowleys Lane to Inalls Lane)	local	2600	81	Nil
Yarramundi Lane (Inalls Lane to Kurrajong Road)	local	4540	76	5 minor & one injury accidents (all at the intersection of Yarramundi Lane/ Inalls Lane)
Inalls Lane	local	1660	76	3 minor & 3 injury accidents

There are rural land lots (farm land) with very wide road frontage on Crowleys Lane, Yarramundi Lane and on the section of Inalls Lane between Yarramundi Lane and Drift Road. There are residential properties on the section of Inalls Lane between Drift Road and Castlereagh Road (300 m long). The current regulatory speed limit on these three roads is 60 kph, except on the section of Inalls Lane between Castlereagh Road and Drift Road, which is 50 kph. There are adequate 60 kph regulatory speed limit signs and “60” road markings (including repeater signs) on all three roads. The width of the nature strip on Crowleys Lane is 2 to 4 m and on the 1 km long section of Yarramundi Lane (extending from Crowleys Lane towards Inalls Lane) is 1 to 2 m. There are power poles on this section of Yarramundi Lane, located at a distance of approximately 0.5 m from the edge of seal.

An evaluation of these three roads indicated that Barrier Lines need to be marked for the full length of Crowleys Lane and Inalls Lane and on the section of Yarramundi Lane starting from Kurrajong Road for a length of 1.35 km to create no-overtaking zones considering road and shoulder width, length of the road, horizontal and vertical curves and intersections. The width of the 1 km long section of Yarramundi Lane (starting from Crowleys Lane and extending towards Inalls Lane) is less than 5.5 metres and hence, it would be inappropriate to mark separation lines on this section. It would be appropriate to widen this section of Yarramundi Lane for safe traffic

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movements as a long term solution. This is not viable at this stage due to the relocation cost of power poles and due to the current width of the road reserve and thus land acquisition is required.

In addition, it would be appropriate to install the following signs to alert motorists and to improve traffic safety:

- a. “Crest” sign (W5-11) in Crowleys Lane, 80 metres advance of the vertical curve,
- b. “Reverse Curve” (W1- 4) and “Crest” (W5-11) signs in Inalls Lane, 80 metres advance of the reverse curve,
- c. “T-junction” sign (W2-3) in Crowleys Lane, 80 metres advance of the intersection with Yarramundi Lane; and.
- d. “Cross Road” sign (W2-1) in Yarramundi Lane, 80 metres advance of the intersection with Kurrajong Road.

Mrs Vicki Roberts has informed that the Police could not make a ‘U’ turn on Crowleys Lane due to restricted road width. It is believed that the Police can adopt an alternative method to set up a speed trap. Converting Crowleys Lane as a one-way road is not supported due to the following reasons:

- i. This will increase the volume of traffic on Inalls Lane.
- ii. Residents of Yarramundi Lane have to traverse by a long route to Castlereagh Road.
- iii. Motorists may tend to travel at a faster speed on a 5.5 m wide one-way road.

An analysis of the latest five-year accident history ending December 2002 reveals no accidents recorded during night time on these two roads. Considering the accident history and the fact that these two roads are rural roads, in accordance with the Council’s street lighting policy, street lighting will not be provided on these roads. The installation of Retro Reflective Pavement Markers (RRPM) along the proposed barrier lines, would guide motorists to drive safely during night time. Traffic volumes of 2100 ADT in September 1998 and 2680 ADT in February 2004 were recorded on Crowleys Lane. This indicates that there has been a 4.5 percent annual growth of traffic volume on this road over a period of five and a half years.

Recommendation

That:

1. barrier lines be marked for the full length of Crowleys Lane and Inalls Lane and on the section of Yarramundi Lane starting from Kurrajong Road for a length of 1.35 km. RRPMs be installed along these barrier lines at 12m intervals.
2. the following signs be installed:
 - a. “Crest” sign (W5-11) in Crowleys Lane, 80 metres advance of the vertical curve,

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- b. “Reverse Curve” (W1- 4) and “Crest” (W5-11) signs in Inalls Lane, 80 metres advance of the reverse curve,
- c. “T-junction” sign (W2-3) in Crowleys Lane, 80 metres advance of the intersection with Yarramundi Lane and,
- d. “Cross Road” sign (W2-1) in Yarramundi Lane, 80 metres advance of the intersection with Kurrajong Road.
- e. NSW Police Service be requested to undertake regular monitoring of these roads.

6.3 Special Event - Bicycle Racing Events – Oakville and East Kurrajong (82935) (Hawkesbury)

Introduction

Council has received an application from the Parramatta Cycling Club (PCC) seeking approval to conduct bicycle racing events on the following two routes:

Route 1

Commencing at Oakville Public School, Oakville and proceeding along Hanckel Road Turning left into Old Pitt Town Road

Turning left into Saunders Road

Turning left into Smith Road

Turning left into Ogden Road and finishing at Oakville Public School.

Refer to the attached Route 1 Map.

The PCC has intended to conduct this event 3-4 Saturdays per month commencing April through to September, 2004. The PCC has advised that there will be approximately 10 to 12 participants in each race with up to 50 competitors competing in 5 separate events which will be held between 1.30pm and 4.00pm.

Route 2

Commencing at Stanley Park, East Kurrajong and proceeding along East Kurrajong Road Turning left into Putty Road

Turning left into Blaxland Ridge

Turning left into Comleroy Road

Turning left into East Kurrajong Road and finishing at Stanley Park.

Refer to the attached Route 2 Map.

This is a one day event and has been scheduled for Sunday 22 August 2004 and includes the NSW under nineteen State Championships. The PCC has advised that there will be approximately 30 to 40 participants in each race with up to 150 competitors competing in 5 separate events which will be held between 9.00am and 3.00pm.

Discussion

The event on Route 1 is classified as a “Class 2” special event under the “Traffic Management for Special Events” guidelines issued by the Roads & Traffic Authority as this event may disrupt minor traffic and transport systems along the specified route. The event on Route 2 is classified as a “Class 1” special event under the “Traffic Management for Special Events” guidelines issued by

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the Roads & Traffic Authority as this event may disrupt major traffic and transport systems along the specified route. This classification is done based on the advice received from the RTA's Manager of Business Processes. Traffic volume and road width details are as shown in the following table:

Road name	ADT	Sealed carriageway width (m)		Road name	ADT	Sealed carriageway width (m)
Hanckel Road	1310	5.7		East Kurrajong Rd	900	5.6 – 6.4
Old Pitt Town Rd	1265	6.0		Putty Road	RTA	RTA
Saunders Road	720	5.5 – 6.3		Blaxland Ridge Rd	700	6.0 – 7.5
Smith Road	340	6.2		Comleroy Road	2165	6.0 – 6.8
Ogden Road	190	7.5				

It was observed that there are sections of roads along Route 1 and Route 2, with edge failures and drop-offs along the interface of the edge of seal/gravel shoulder. It is not viable to carry out improvement works to rectify these roads at this stage due to long lengths and improvement cost. Considering the road width, number of bicycles in each race and the daily traffic, there is a possible risk for competing bicycles travelling close to the edge of the sealed section of these carriageways. The event organiser should assess this risk and address the suitability of both Routes as part of the risk assessment.

The LTC has resolved on 12 August 2003, pending receipt of independent legal opinion as to the liability of Council, and its Officers, to Work Cover under the "Guide to Traffic and Transport Management for Special Events", that event organisers be required to submit a Traffic Management Plan (TMP) incorporating a Traffic Control Plan (TCP) direct to the Transport Management Centre, Roads and Traffic Authority for review and approval of the TMP and TCP.

Accordingly, it will be necessary for the applicant to lodge an application seeking approval to conduct the event on the Route 2 with NSW Police Service under section 40, Road Transport (Safety and Traffic Management) Act, 1999 as this event is a bicycle race. After receiving this Police approval, it will be necessary for the applicant to submit Traffic Management Plans for the two Routes incorporating respective Traffic Control Plans to the Transport Management Centre, Roads and Traffic Authority for review and approval. These two Traffic Control Plans should be prepared by a person holding appropriate certification required by the Roads & Traffic Authority. A copy of the Police approval to conduct the event on the Route 1 has been submitted to Council by the applicant.

Recommendation

That:

1. the Route 1 event is classified as a "Class 2" special event and the Route 2 event is classified as a "Class 1" special event under the "Traffic Management for Special Events" (version 3.2) guidelines issued by the Roads & Traffic Authority (See attached Route 1 map and Route 2 map).

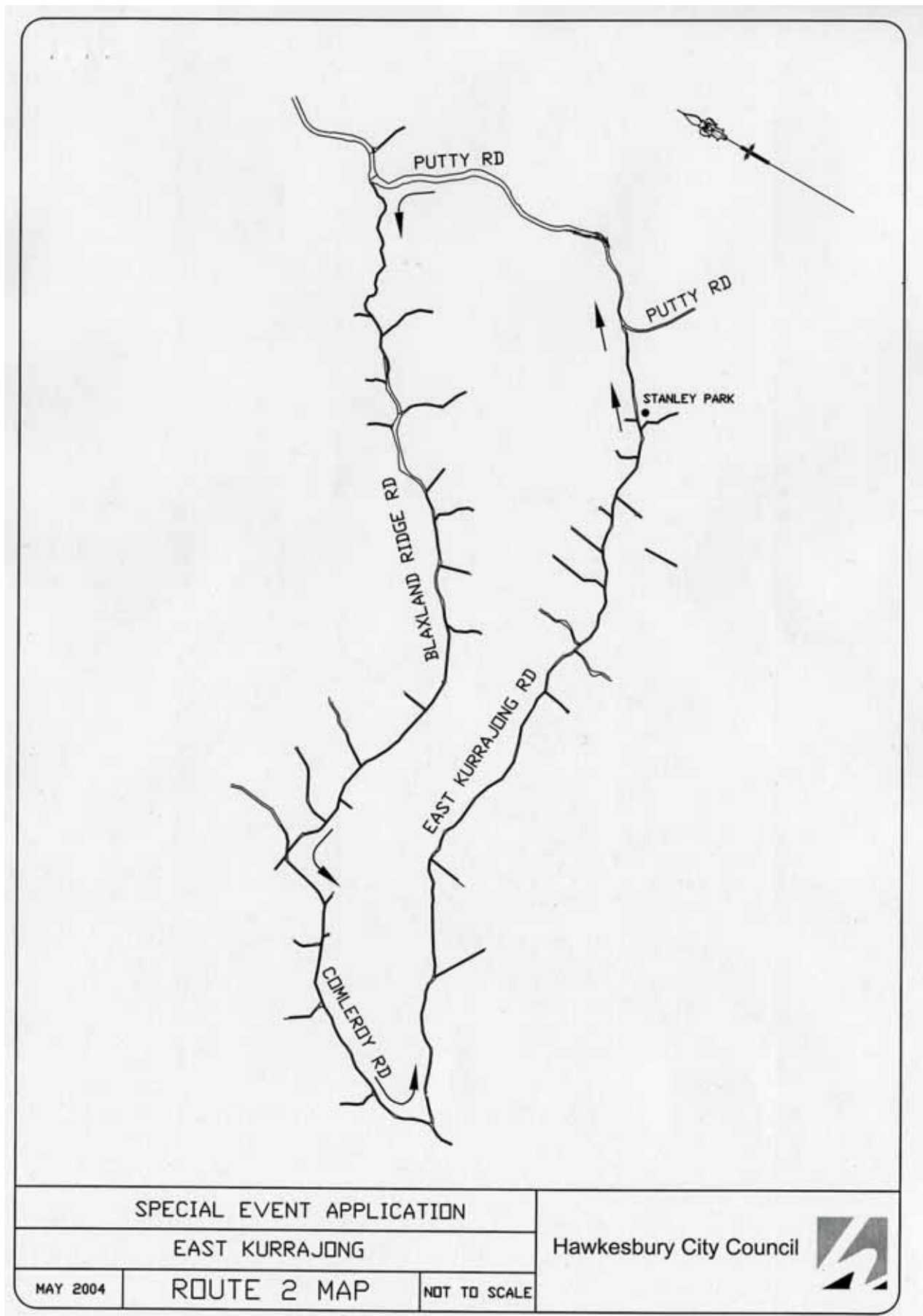
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2. The event organiser to obtain a copy and become familiar with the contents of the RTA publication “Guide to Traffic and Transport Management for Special Events” (Version 3.2) which explains the responsibilities of the event organiser in detail.
3. No objection be held to these two events subject to compliance with the following conditions:
 - a. The applicant obtaining approval for Route 2, from the NSW Police Service under section 40, Road Transport (Safety and Traffic Management) Act, 1999, as this event is a bicycle race;
 - b. the applicant submitting Traffic Management Plans for the entire Route 1 and Route 2 incorporating respective Traffic Control Plans to the Transport Management Centre, Roads and Traffic Authority for review and approval. These two Traffic Control Plans should be prepared by a person holding appropriate certification required by the Roads & Traffic Authority;
 - c. all traffic controllers operating within the public road network holding appropriate certification required by the Roads & Traffic Authority; (It should be noted that a Traffic or Parking Marshal does not control traffic and has no legal authority on a public road.)
 - d. the event organiser assessing the risk and addressing the suitability of the Routes as part of the risk assessment considering the possible risk for competing bicycles travelling close to the edge of the sealed section of the roads in both Routes due to the current condition of the carriageway edge;
 - e. the event organiser carrying out an overall risk assessment to identify and assess the potential risks to spectators, participants and road users during the event and designing and implementing a risk elimination or reduction plan in accordance with the Occupational Health and Safety Regulation 2000; (Information for event organisers about managing risk is available on the Department of Tourism, Sport and Recreation’s web site at <http://www.dsr.nsw.gov.au>)
 - f. the applicant submitting to Council a copy of its Public Liability Policy in an amount not less than \$10,000,000 and indemnifying Council and the RTA in respect of the event (the certificate of currency submitted by the applicant, does not indemnify the RTA);
 - g. all roads and traffic controlling points are to be kept clean and tidy, with all directional signs to be removed immediately on completion of the activity;
 - h. the applicant notifying the details of the event to ambulance and fire brigades;
 - i. the applicant advertising the event in the local press two weeks prior to the event.
 - j. Stanley Park being left clean and tidy upon completion of the event on Route 2 and the applicant indemnifying Council for the costs of repair of any damage caused to the park.

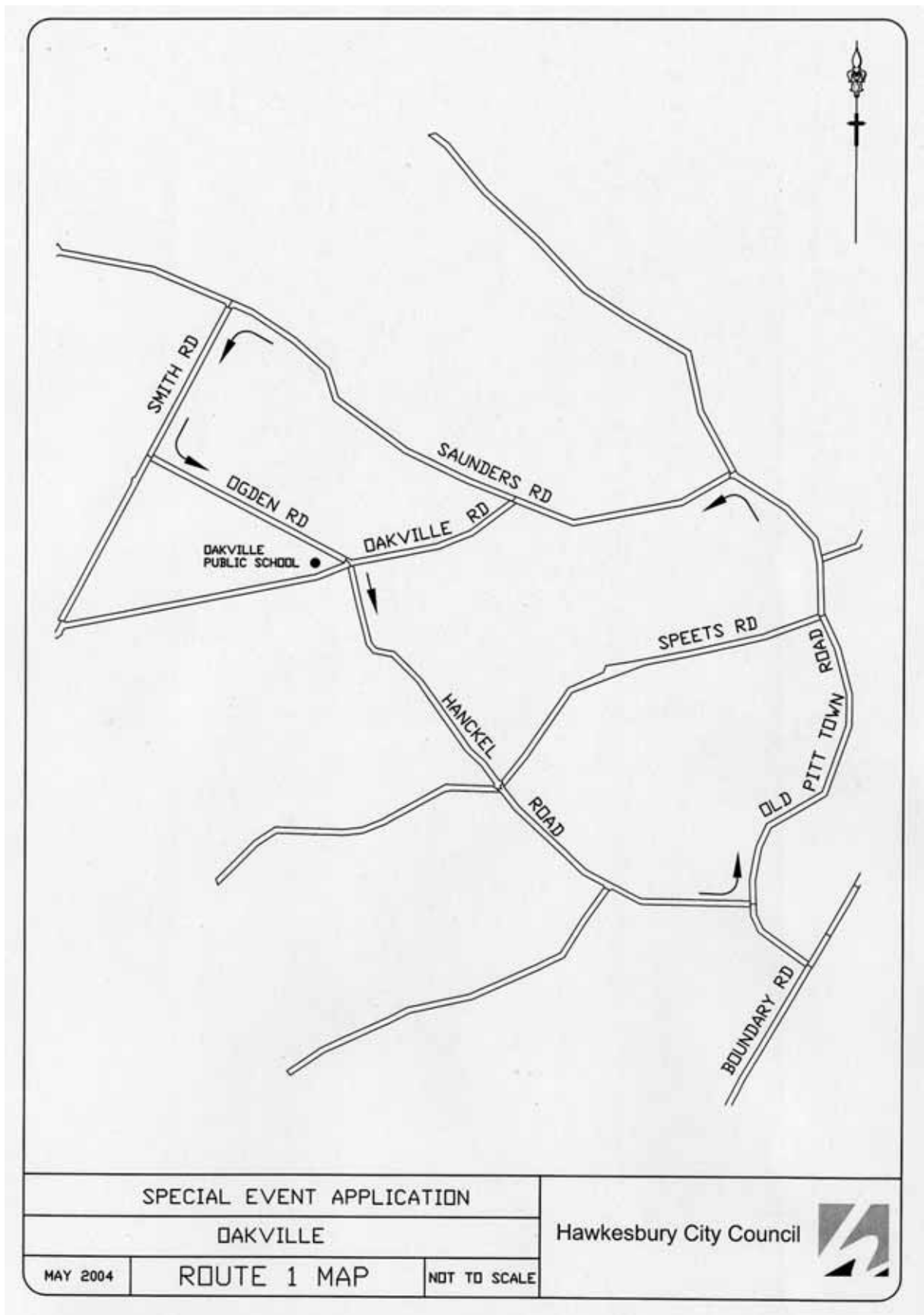
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7 Questions Without Notice

Mr S Pringle

- 7.1 Advised that 80 KPH speed restriction signs on Windsor Road, McGraths Hill in the vicinity of Pitt Town Road were still taped over from recent works, with motorists incurring traffic infringement notices.

Recommendation:

That the Roads & Traffic Authority be requested to investigate this matter with a view to removal of covering as soon as practicable.

- 7.2 Advised of a multiplicity of disparate speed restriction zones on Bells Line of Road between Kurmond and Kurrajong Heights and suggested installation of "80 KPH Ahead"/"60 KPH Ahead" advisory signage.

Recommendation:

That the Roads & Traffic Authority be requested to investigate this matter with a view to installation of additional signage as required.

- 7.3 Requested provision of a report scheduling current black-spot locations and current status within works programmes, as well as a list of regional and state roads.

Recommendation:

That reports be provided.

Councillor B Bassett

- 7.4 Enquired as to the current policy of the Roads & Traffic Authority regarding flashing lights at School Zones within 80 KPH speed restriction zones.

Recommendation:

That Mrs J Burton, Roads & Traffic Authority investigate and report to the next meeting of the Committee.

- 7.5 Advised of two (2) alleged dangerous sections on Comleroy Road namely in the vicinity of Merinda Way and within the cutting north of Roxana Road, Kurrajong.

Recommendation:

That investigation be undertaken with a view to undertaking road widenings at each location, and, in relation to Comleroy in the vicinity of Merindah Way that the barrier line be relocated to provide uniform land widths.

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7.6 Advised of restricted sight distance on approaching the causeway on Tennyson Road, East Kurrajong north of Valley Way.

Recommendation:

That investigation be undertaken to determine options available to improve sight distance and slashing /clearing of road verges on each approach to the causeway be placed on a regular maintenance programme.

8 Next Meeting

The next meeting of the Local Traffic Committee will be held at 3.00pm Wednesday 16 June 2004.

Meeting terminated: 5.10pm

ATTACHMENTS:

oooO END OF REPORT Oooo

ORDINARY MEETING

Reports of Committees

ROC - Working Party for Three Towns Sewerage Committee - 27 May 2004 (88320)

The meeting commenced at 5.00pm

Present: Clr T Devine
Clr R Porter
Clr N Wearne
Ms K Conte
Ms J Menzies
Mr B Sneddon

Apologies: Ms L Pickles
Mr D Major (alternate to K Conte)
Mr G Faulkner, General Manager

In Attendance: Mr C Daley, Director Asset Services & Recreation

REPORT:

1. Appointment of Chairperson

Clr T Devine was nominated by Clr R Porter, seconded by Clr N Wearne. There were no other nominations for the position and as such Clr Devine was declared elected to the position of Chairperson of the Committee.

2. Confirmation of Minutes of previous meeting 18 March 2004

- 2.1 Resolved on the motion moved by Mr Bill Sneddon, seconded by Ms Jacquie Menzies that the minutes of the meeting held on 18 March 2004 be confirmed.

3. Business Arising

3.1 SAFE Committee

Mr Daley advised that there had been no response to correspondence forwarded to Mr Carl Bazeley representing the SAFE Committee nor to correspondence forwarded at a later date. Mr Daley is to attempt to contact Mr Bazeley in person and also ascertain the signatories to the SAFE Association Incorporated bank account as bank charges are diminishing the account balance on a regular basis. There is an amount of \$1,032.56 remaining in the account.

4. Background Information

- ♦ Mr Daley gave a general background to the new members on the Committee regarding the status of the project. There was lengthy general discussion on the State Government's

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inaction in providing sewerage to the Freemans Reach, Glossodia, Wilberforce and Agnes Banks areas.

- ♦ Clr T Devine referred to the John Morony Correctional Centre and what he felt were inequities in Council providing sewage treatment facilities to the gaol on behalf of the State Government when sewerage facilities were not being provided to Hawkesbury City Council residents. He requested that the Gazettal Notice of the Windsor Sewerage System and the Council Resolution to accept sewage from the Correctional Centre be tabled at the next meeting of the Committee.
- ♦ Mr Steve Pringle advised that a petition requesting an extension of the pumpout subsidy similar to that received by Blue Mountains City Council residents, to the residents of the Hawkesbury had been forwarded to the Minister for Energy and Utilities, Minister for Science and Medical Research, Minister Assisting the Minister for Health (Cancer), and Minister Assisting the Premier on the Arts, Frank Sartor and the Minister has declined to extend the subsidy.
- ♦ Clr R Porter suggested that the "softly, softly" approach in relation to this matter was not proving satisfactory and a more forceful approach was warranted. It was decided to wait until the consultant's report was completed and to meet within one month to determine further action.

5. Correspondence

There was no correspondence.

6. Other Business

- ♦ Mr Pringle tabled three questions asked in Parliament to the Minister regarding the three towns sewerage scheme and the Minister's answers

"1041 THREE TOWNS SEWAGE SCHEME - Mr Pringle to Minister for Energy and Utilities, Minister for Science and Medical Research, Minister Assisting the Minister for Health (Cancer), and Minister Assisting the Premier on the Arts-

Will consultation into the Three Towns (Glossodia, Freemans Reach and Wilberforce) Sewerage Scheme along with Agnes Banks take place in 2003 as previously advised?

Answer -

Consultation with the community will take place once scoping and costing studies of servicing options for this scheme have been completed. These studies will not be completed before the end of 2003. It is inappropriate to commence community consultation until closer to the likely commencement of the scheme."

"1456 THREE TOWNS SEWERAGE SCHEME - Mr Pringle to Minister for Energy and Utilities, Minister for Science and Medical Research, Minister Assisting the Minister for Health (Cancer), and Minister Assisting the Premier on the Arts-

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When will coping and costing studies for sewerage provision for Freeman's Road Glossodia and Wilberforce be completed?

Answer-

Sydney Water has commence initial scoping investigations for servicing these villages. Preliminary discussions with both Hawkesbury City Council and Penrith City Council have been undertaken. Studies are underway to identify and assess the appropriate servicing options for the second stage of the Priority Sewerage Program including Freeman's Reach, Glossodia and Wilberforce. Once commenced, detailed studies for this scheme will take 18 to 24 months to complete."

"1558 THREE TOWNS SEWERAGE PROJECT- Mr Pringle to Minister for Energy and Utilities, Minister for Science and Medical Research, Minister Assisting the Premier on the Arts-

Will the Minister redirect the approximately \$100m, saved through design changes to the Manly Sewage Treatment Plant planned upgrade, to sewer the villages of Freeman's Reach, Galston, Glossodia and Wilberforce?

Answer-

There was no approved budget for the proposed work at North Head Sewage Treatment Plant. Therefore, there are no actual savings to redirect to other projects"

- ♦ Mr Pringle tabled a petition which he requested Committee Members to action, which he would table on a regular basis in Parliament.
- ♦ Mr Bill Sneddon tabled the following documentation:
 - Notes regarding Penrith City Council's sewerage matters
 - Notes regarding Sydney Water matters
 - An article from the Penrith Press dated 7 May 2004 regarding Penrith Council decision to subsidise the sullage rate from General Rates
 - Domestic grey water use
 - Packaged STPs
 - Kelair packaged STP
 - Agnes Banks protest, including an article from the Hawkesbury Courier dated Thursday 8 April 2004 in relation to Agnes Banks residents' campaign for sewerage facilities in the town

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- Drawing attention to the Hawkesbury City Council Draft Strategic Management Plan vol 1 regarding centralised (package) sewage treatment plants and outlining that there may be an advantage to this methodology rather than a centralised system.

These documents are to be distributed to Committee Members with the Minutes of the Meeting.

Next Meeting: 5pm Thursday 24 June 2004, Council Chambers (if not called earlier).

oooO END OF REPORT Oooo