



Hawkesbury City Council

ordinary meeting business paper

date of meeting: 31 May 2005

location: council chambers

time: 5:00 p.m.



mission statement

***"To create opportunities
for a variety of work
and lifestyle choices
in a healthy, natural
environment"***

How Council Operates

Hawkesbury City Council supports and encourages the involvement and participation of local residents in issues that affect the City.

The 12 Councillors who represent Hawkesbury City Council are elected at Local Government elections held every four years. Voting at these elections is compulsory for residents who are aged 18 years and over and who reside permanently in the City.

Ordinary Meetings of Council are held on the second Tuesday of each month, except January, and the last Tuesday of each month, except December. The meetings start at 5:00pm with a break from 7:00pm to 7:30pm and are scheduled to conclude by 11:00pm. These meetings are open to the public.

Meeting Procedure

The Mayor is Chairperson of the meeting.

The business paper contains the agenda and information on the issues to be dealt with at the meeting. Matters before the Council will be dealt with by an exception process. This involves Councillors advising the General Manager at least two hours before the meeting of those matters they wish to discuss. A list will then be prepared of all matters to be discussed and this will be publicly displayed in the Chambers. At the appropriate stage of the meeting, the Chairperson will move for all those matters not listed for discussion to be adopted. The meeting then will proceed to deal with each item listed for discussion and decision.

Public Participation

Members of the public can request to speak about a matter raised in the business paper for the Council meeting. You must register to speak prior to 3:00pm on the day of the meeting by contacting Council. You will need to complete an application form and lodge it with the General Manager by this time, where possible. The application form is available on the Council's website, from reception, at the meeting, by contacting the Manager Administration and Governance on 4560 4426 or by email at pjackson@hawkesbury.nsw.gov.au.

The Mayor will invite interested persons to address the Council when the matter is being considered. Speakers have a maximum of five minutes to present their views. If there are a large number of responses in a matter, they may be asked to organise for three representatives to address the Council.

A Point of Interest

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

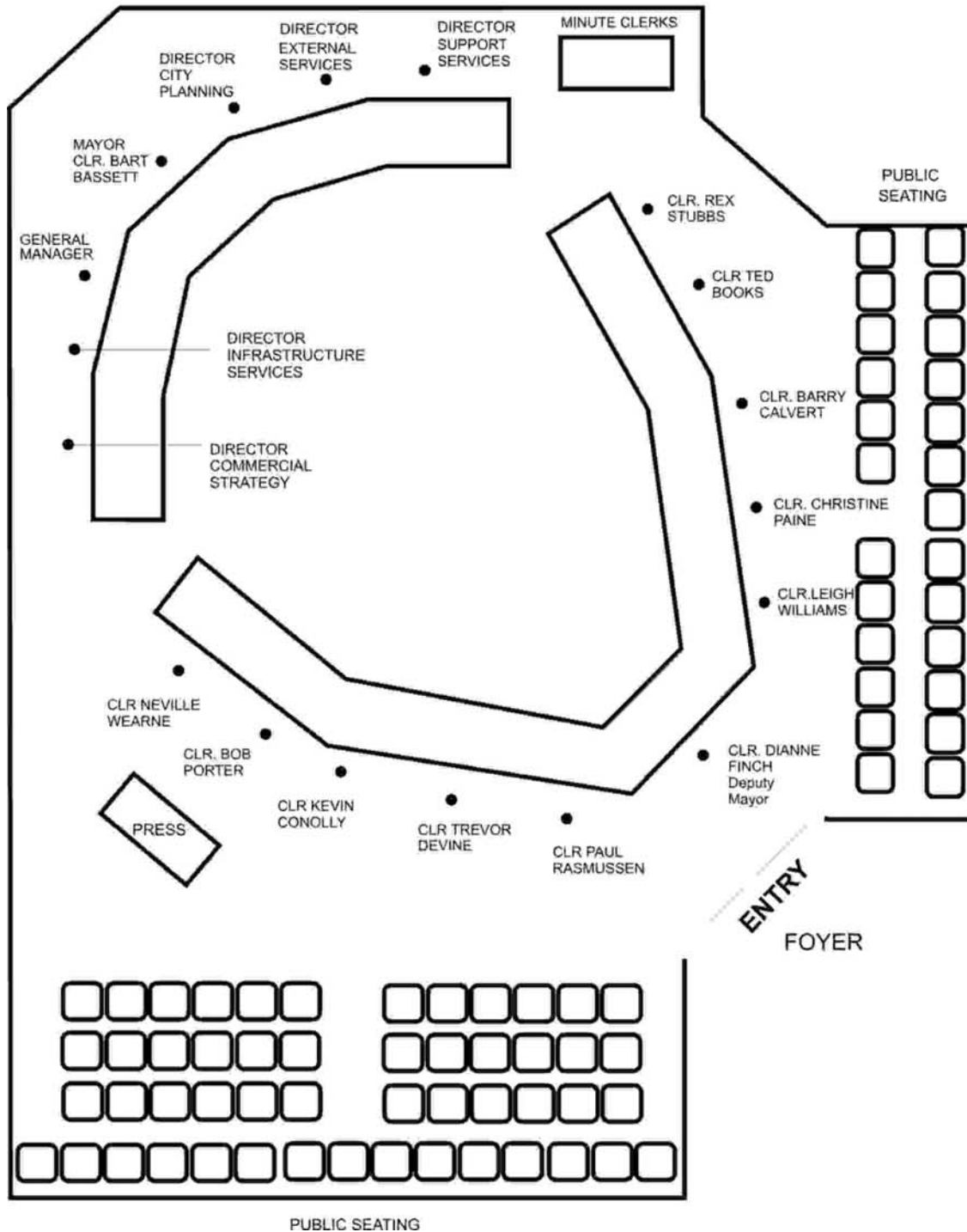
Website

Business Papers can be viewed on Council's website from noon on the Friday before each meeting. The website address is www.hawkesbury.nsw.gov.au.

Further Information

A guide to Council Meetings is available on the Council's website. If you require further information about meetings of Council, please contact the Manager, Administration and Governance on, telephone 02 4560 4426.

council chambers



ORDINARY MEETING

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- **APOLOGIES**
- **DECLARATION OF INTERESTS**
- **SECTION 1 - Confirmation of Minutes**
- **AGENDA ITEMS SUBJECT TO PUBLIC ADDRESS**
- **SECTION 2 - Mayoral Minutes**
- **QUESTIONS WITH NOTICE**
- **SECTION 3 - Notices of Motion**
- **EXCEPTION REPORT - Adoption of Items Not Identified for Discussion and Decision**
- **SECTION 4 - Reports for Determination**

General Manager

Commercial Strategy - (Corporate Response Unit)

Environment and Development

Asset Management

Corporate and Community

- **SECTION 5 - Reports of Committees**
- **QUESTIONS WITHOUT NOTICE**

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ORDINARY MEETING

Meeting Date: 31 May 2005

ORDINARY MEETING

Meeting Date: 31 May 2005

SECTION 4 - Reports for Determination

COMMERCIAL STRATEGY - (CORPORATE RESPONSE UNIT)

Item: 149 RES B - Use of Council Crest - (107, 94012)

ATTACHMENTS:

AT - 1 Proposed artwork as submitted by Windsor Business Group for use of the Council Crest.

**AT - 1 Proposed artwork as submitted by Windsor Business Group
for use of the Council Crest.**

Example 1



Example 2

Draft Artwork subject to Council approval
for Windsor Business Group Inc. Members only use.
gm- 4/5/05

Member



Windsor Business Group Inc.

0000 END OF REPORT 0000

ORDINARY MEETING

Meeting Date: 31 May 2005

ENVIRONMENT AND DEVELOPMENT

Item: 154 ENV B - Draft LEP Investigation for Land Bounded by Macquarie Street, Bridge Street, Ross Street - South Creek, Windsor - (79427, 95498)

ATTACHMENTS:

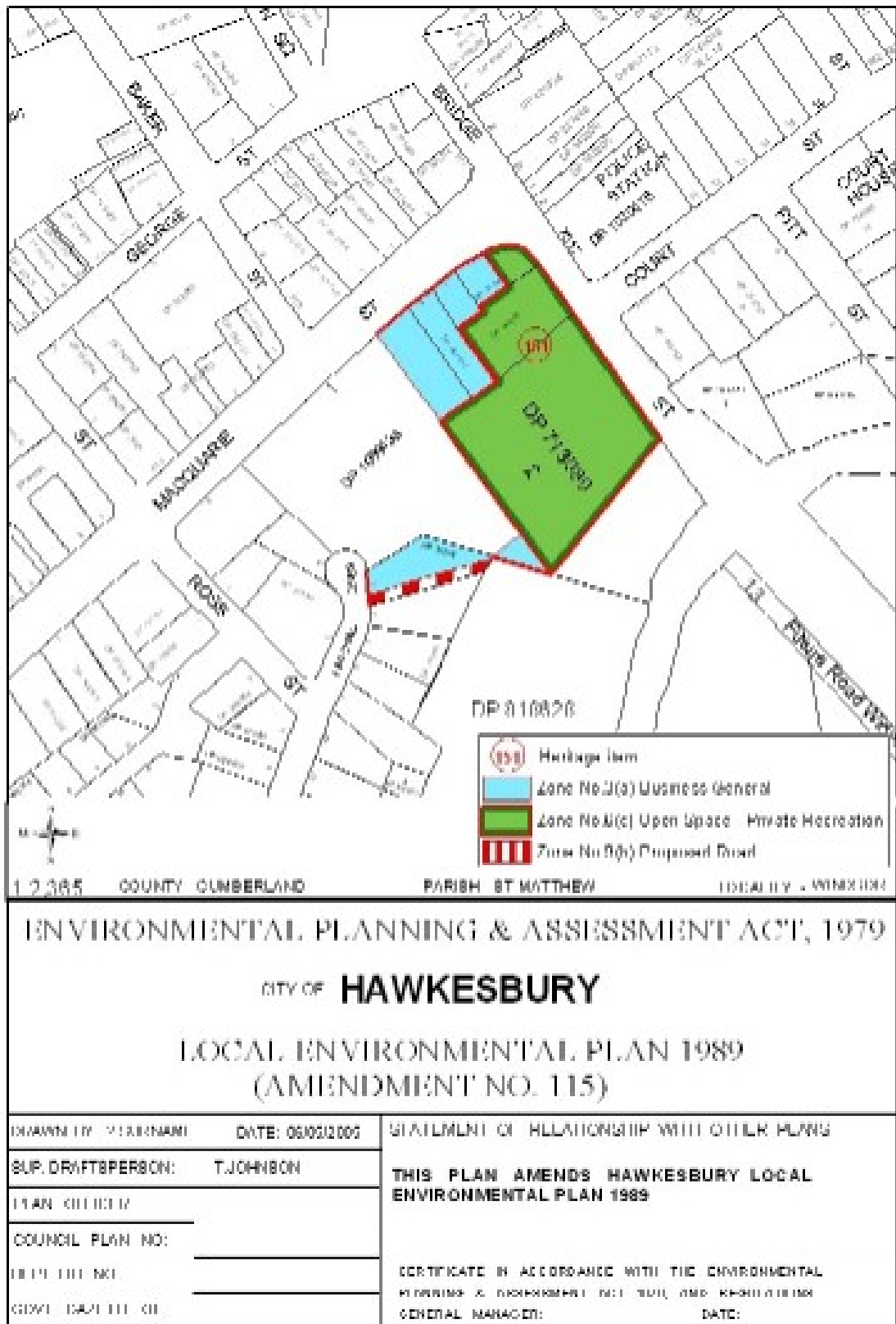
AT - 1 Draft Local Environmental Plan.

AT - 2 Map associated with the Development Control Plan.

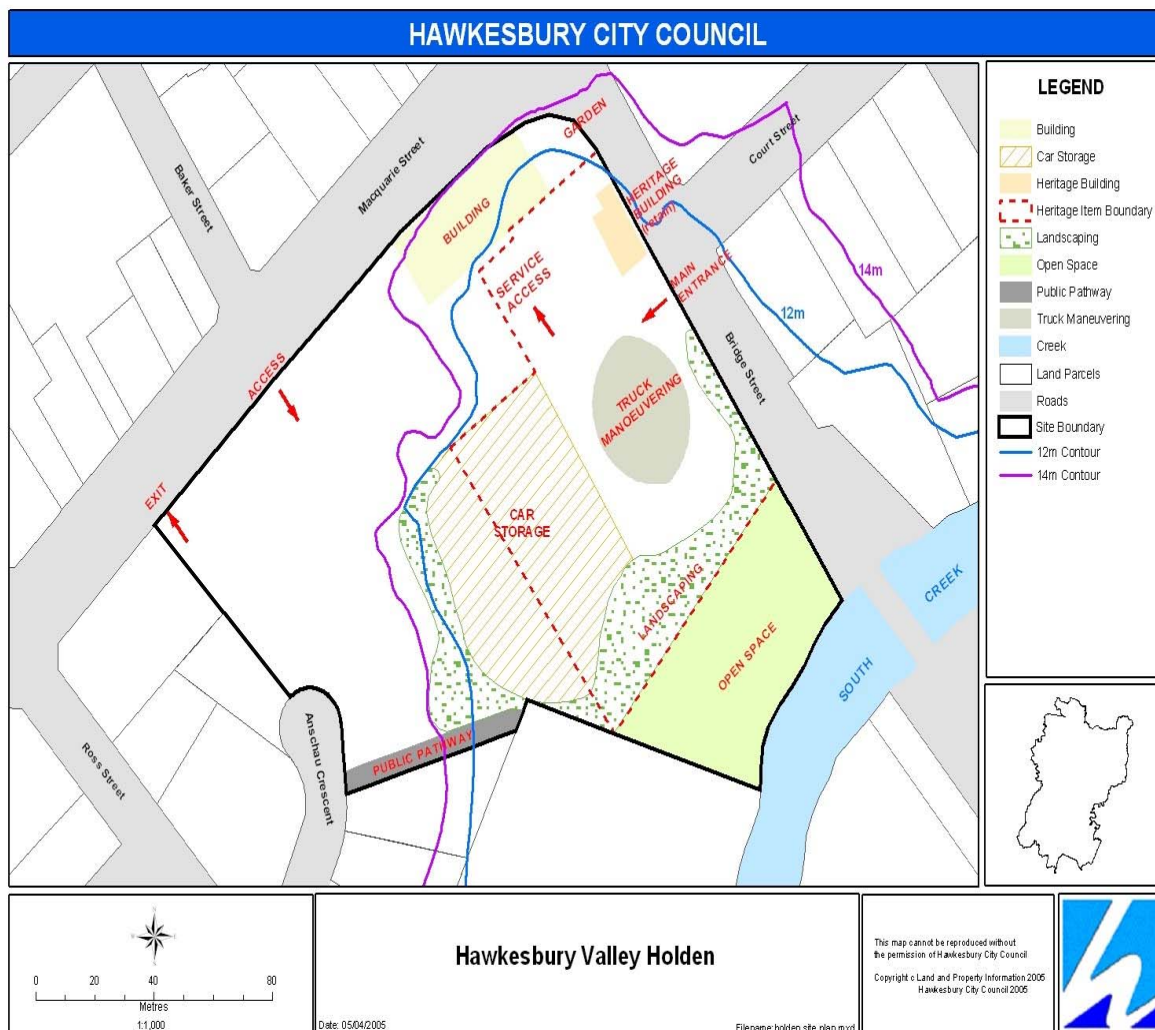
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AT - 1 Draft Local Environmental Plan.



AT - 2 Map associated with the Development Control Plan.



oooO END OF REPORT Oooo

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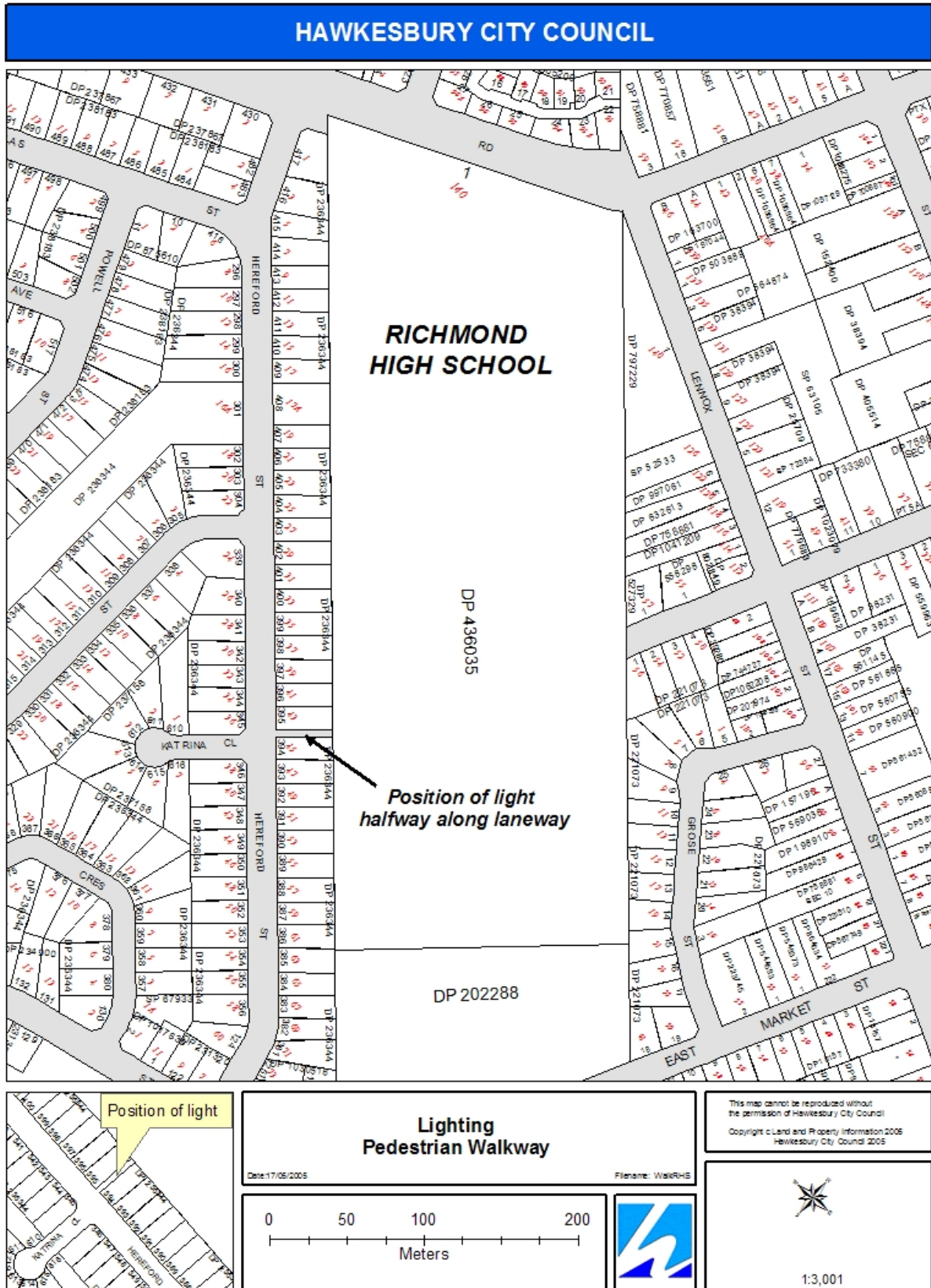
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Item: 158 **INF B - Lighting Request - Pedestrian Laneway Between Nos 43 and 45 Hereford Street, Hobartville - (79346, 80449, 95404, 76332, 12326, 12325, 80538)**

ATTACHMENTS:

AT - 1 Locality Map

AT - 1 Locality Map



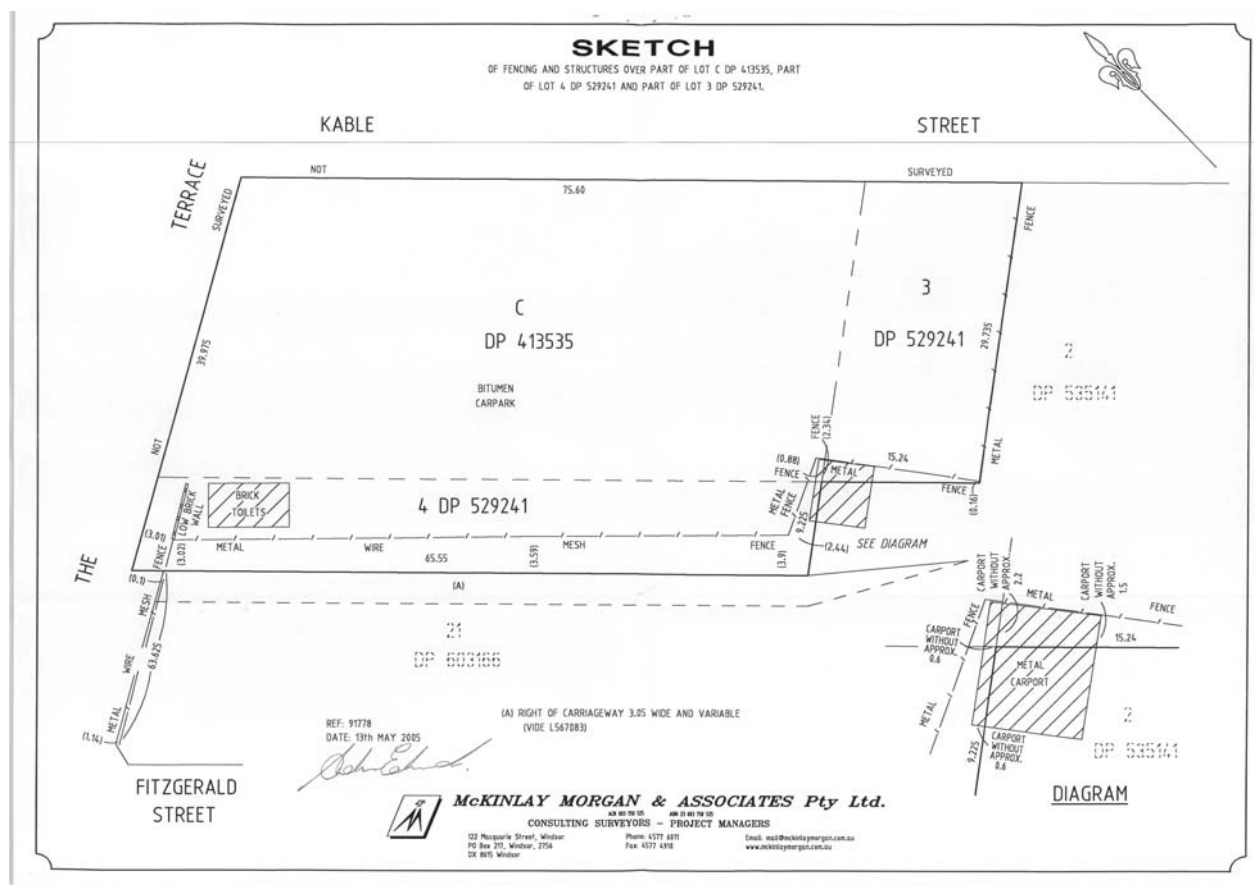
0000 END OF REPORT 0000

Meeting Date: 31 May 2005

Previous Item: 33, GPC - Infrastructure (23 September 2003)
33, Ordinary (14 October 2003)

ATTACHMENTS:

AT - 1 Plan of Kable Street/The Terrace Car park



0000 END OF REPORT 0000

ORDINARY MEETING

Meeting Date: 31 May 2005

ordinary

section 5

reports
of committees

SECTION 5 - Reports of Committees

ROC - Local Traffic Committee - 18 May 2005 - (80245)

The meeting commenced at 3:00pm

Present:	Councillor B Bassett (Chairman) Mr D Chui (RTA) Mr T O'Brien, (Office of Mr S Pringle, MP) Mr J Christie, (Office of Mr A Shearan, MP)
Apologies:	Mr R Elson, (Department of Transport) Sen Constable C Neville (NSW Police Service)
In Attendance:	Mr C Amit, (Manager Design & Mapping Services) Mrs J Hogge, (Road Safety Co-ordinator)

REPORT:

1 Minutes

- 1.1 The minutes of the meeting held on 20 April 2005, with minor typographical corrections, were confirmed.

2 Business Arising from Previous Minutes

- 2.1 Mr C Amit made reference to the Question Without Notice 3.1 by Councillor B Bassett

3.1 *Enquired as to progress regarding investigation of Old Kurrajong Road and Bells Line of Road, Richmond by the Roads & Traffic Authority.*

Mr D Chui advised that the Roads & Traffic Authority would support the proposal should Council secure favourable public comment on the proposal.

Recommendation:

That community consultation be undertaken regarding restricted turning manoeuvres during peak hour periods at the subject intersection.

Under the Roads & Traffic Authority Delegation to Council - Regulation of Traffic - Schedule 4, Council cannot exercise this function as this affects a classified (state) road.

The Roads & Traffic Authority should be undertaking all public consultation as well as relevant traffic studies.

Recommendation:

That:

- 1 the RTA undertake a full traffic analysis of this intersection and in particular the necessary public consultation to implement the required restrictions.
- 2 the RTA further address peak traffic movements between Richmond and North Richmond taking into consideration the signalised intersections between Bourke Street and Terrace Road/Grose Vale Road.

2.2 Mr C Amit made reference to Question Without Notice 3.2 by Mr J Christie

3.2 *Advised of restricted sight distance in an easterly direction on exit from Coles Car Park, Richmond onto Francis Street due to parked vehicles.*

Recommendation:

That investigation be undertaken regarding moving existing "No Stopping" signage approximately eight (8) metres in an easterly direction.

This matter has been investigated. The existing sign posting across this driveway is "No Parking" and **not** "No Stopping". Given the sight distance implications, relocation of the eastern end "No Parking" sign a further 9.0m would improve the existing manoeuvre into Francis Street. This car park is now known as The Magnolia Mall Car Park.

Recommendation:

That the existing "No Parking" sign on the eastern most end of the driveway from the Magnolia Mall Car Park exiting onto Francis Street be relocated a further 9.0m to a point approximately 20.0m from the eastern edge of this driveway.

2.3 Mr C Amit made reference to Question Without Notice 3.3 by Mr J Christie

3.3 *Advices of increasing number of motorist crossing the notional centre-line on George Street, South Windsor within the commercial precinct.*

Recommendation:

That installation of barrier line at this location be investigated for the next meeting.

George Street between Argyle Street and Campbell Street is currently linemarked with barrier lines and separation lines. This linemarking is considered satisfactory.

Recommendation:

That no further action be taken.

3 Reports

It was moved by Mr J Christie and seconded by Mr T O'Brien that Items 3.2, 3.5 and 3.6 be brought forward as these items were to be addressed by relevant representatives.

3.2 No Parking zones - William Street, Richmond (Londonderry)

Mr Jose Fernandez addressed the Committee regarding the parking issue in William Street. Mr Fernandez indicated he owned the property Nos 11 and 12 and objected to any parking restrictions being imposed in William Street. This was based on

- no problems with garbage bins or their collection
- no-one parks in William Street on a long term basis, generally visitors only.

Mr Fernandez retired from the meeting at this stage.

Introduction:

Representation has been received from Ms Noeline Sullivan on behalf of her mother Mrs Blundell of No. 9, William Street, Richmond raising concerns in relation to the difficulty of garbage trucks and ambulances reaching her house while cars are parked on William Street due to inadequate width between the parked

vehicle and the property boundary. She has requested that consideration be given for the installation of "No Parking" signs on the section of William Street from Moray Street to the boom gate.

Discussion:

William Street is a local road in Richmond. The average sealed carriageway width is 3.0 metres and the width of the road reserve (between the boundary fences) is 6.0 metres. There are 1.5 metre wide grass verges. There is a road closure boom gate in William Street at a distance of approximately 84 metres from Moray Street with the total length being 133.5 metres. There are only three houses on this section of William Street.

It has been observed on a number of occasions that a vehicle is parked outside House No. 11, very close to the property boundary. When there are vehicles parked very close to the property boundary on this section of William Street, the available width for a passing vehicle is 4.0 metres between the parked vehicle and the opposite side boundary fence. This width is reduced to 3.3 metres at the locations where there is a light pole. Refer to the attached Plan No: TR017A/05. There are ample parking spaces available on Moray Street.

Public consultation has been undertaken with the property owners of William Street including the three corner properties with frontage along Bourke Street and Moray Street regarding the following proposal:

1. Installation of "No Parking" signs at the locations shown on the attached Plan No: TR017A/05 to establish No Parking zones along both sides of William Street to allow access for garbage trucks and emergency vehicles.
2. Extending the No Parking zones to Moray Street as shown on the attached plan as vehicles are not allowed to stop within 10 metres from the nearest point of an intersecting road at an intersection in accordance with the Australian Road Rules.

As part of the consultation process, a letter and a questionnaire, inviting comment to this proposal was sent out to the respective 7 property owners/residents of William Street including the corner properties. The results from comments received are as indicated below:

Agree = 1 (No. 9 William Street)
Object = 3 (No. 11 and No. 12 William Street and No. 5 Bourke Street)
No response = 3 (No. 20 and No. 22 Moray Street and No. 82 Windsor Street)

Three residents have objected to the proposal and mentioned the following reasons in their comments:

1. During the last three years garbage trucks have never failed to clear the bins.
2. The space between the parked vehicle and the boundary fence can be used by the passing vehicles. There has never been a problem with garbage pick ups or emergency vehicles as grass verges are drivable.
3. If No Parking signs are installed, one of the household's and the visitors' cars have to be parked a long way away from the house and hence the difficulty of carrying the shopping items.
4. Losing the benefit of parking along the street frontage.

One owner has supported the proposal and mentioned the following reasons in their comments:

1. Sometimes it is not possible to drive up the street due to parked vehicles.
2. As ambulances travel to No. 9 William Street, the parked vehicles cause a real problem for ambulances.

Even when there are no cars parked on William Street, it is difficult for garbage trucks and ambulances to make a turn to travel back to Moray Street due to the narrow road reserve and the boom gate.

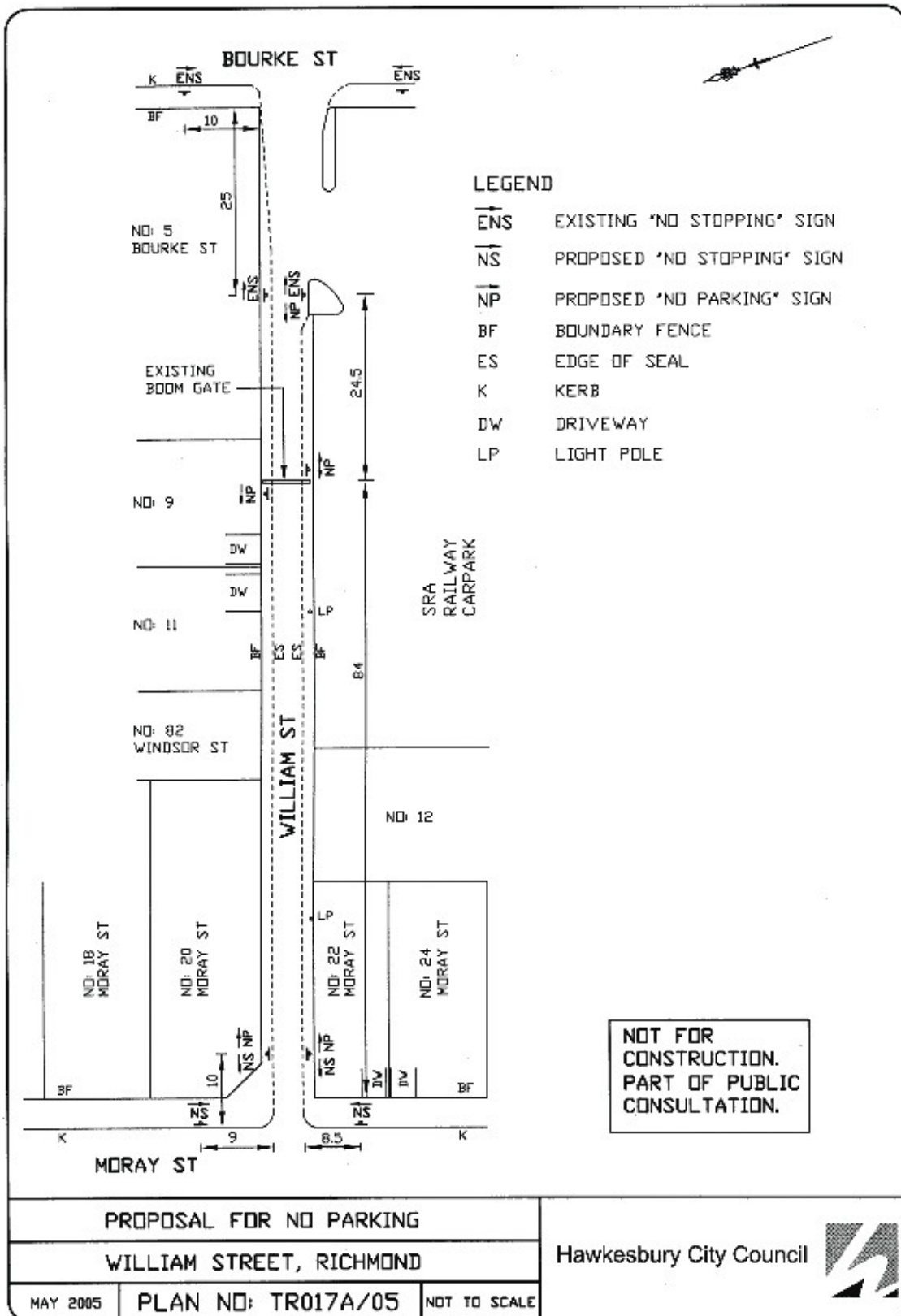
The Waste Supervisor has informed the following:

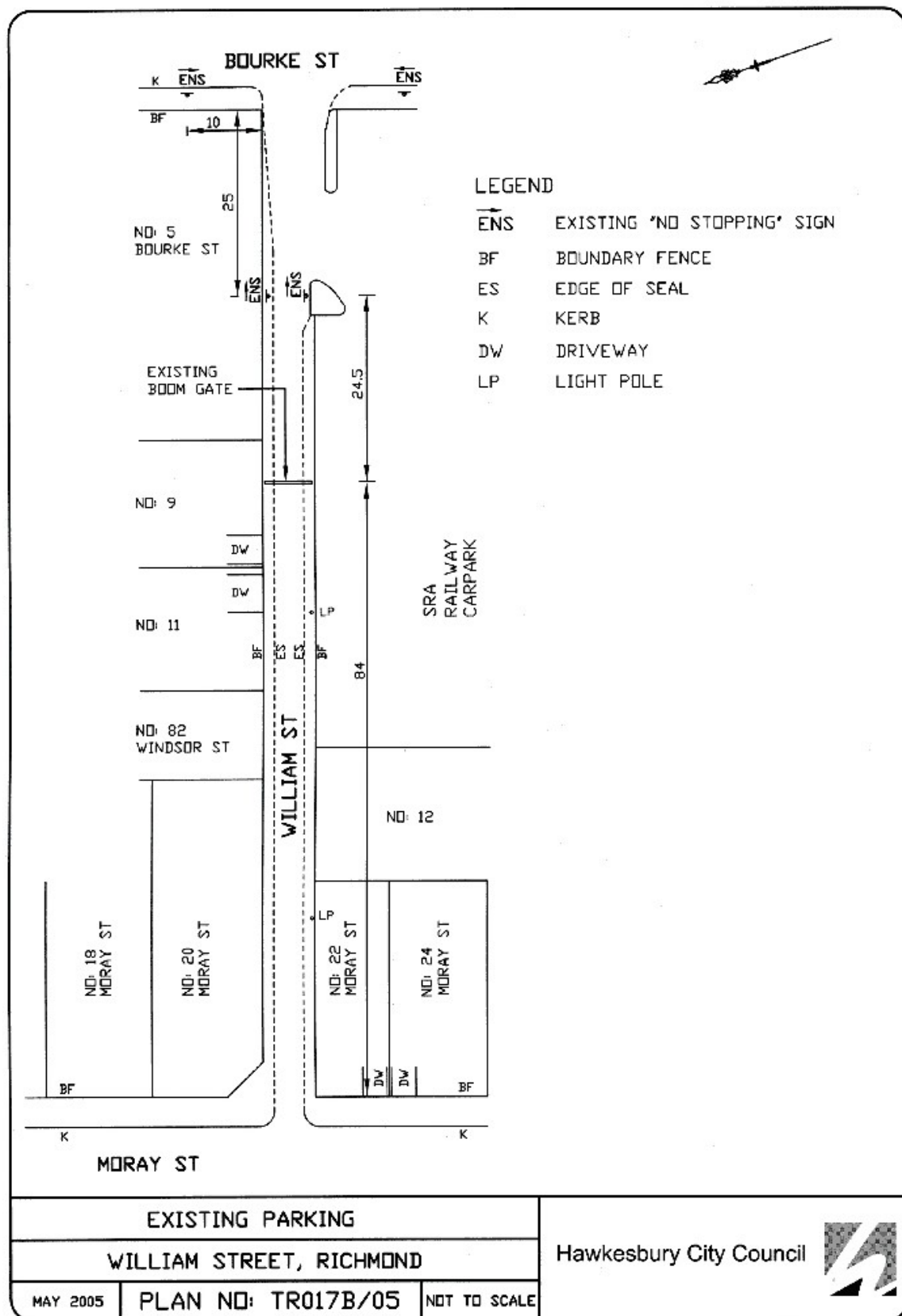
1. Currently the garbage is collected from the three houses on William Street and the truck reverses back to Moray Street. The bins are placed on the northern side of William Street.
2. reversing solves the trucks turning problem at the dead end of Moray Street where there is inadequate space for turning.
3. It is possible to safely reverse back to Moray Street as there are only two houses on the eastern side of Moray Street between William Street and the railway line.

Considering the following, it would seem appropriate to maintain the existing parking arrangement:

1. The garbage trucks and ambulances have to reverse back to Moray Street even when there are no vehicles parked on William Street (assuming private driveways are not used for turning).
2. It is possible for garbage trucks and ambulances to reverse back to Moray Street when the parked vehicles are positioned **very close to the property boundary**.
3. The Waste Supervisor is satisfied with the existing parking arrangement.
4. The Ambulance Service has informed that there are no records showing any difficulties in ambulances reaching No. 9 William Street due to the parked vehicles. However, they have advised that if there are many cars parked on William Street, this may cause some difficulties for ambulances but this will not prevent the travelling of ambulances.
5. The majority of the residences have not supported the proposed introduction of No Parking Zones.

Therefore, it would seem appropriate to maintain the existing parking arrangement in accordance with Plan No: TR017B/05.





Recommendation:

That:

1. no action be taken at this stage;
2. correspondence be forwarded to the owner of No 9 William Street, Richmond advising of the outcome and the contents of this report.

3.5 Development Application - 47 Bells Line of Road, North Richmond - Residential/Commercial Development - DA488/04 - Applicant: Urban City Consulting Pty Ltd

This development was reported to the Local Traffic Committee on 20 April 2005 and, in part, included:

The development is for retail shops and pedestrian areas and courtyards on the ground floor with four levels of residential accommodation above. The development is split into two buildings with each of these buildings comprising of a mixture of 3 (three) levels towards Bells Line of Road and 5 (five) levels towards the car park and pedestrian way to the rear (south).

The retail development is split into 6 (six) shops with a combined floor space of 144 sqm.

Above the shops are provided 32 (thirty two) residential units having a mixture of 2 (two) and 3 (three) bedrooms.

Vehicular access to the development was originally proposed as a combination of separate in and out points to Bells Line of Road with further in and out points to the rear service area and car park adjacent to the Bendigo Bank. There is a recommendation by the applicant's traffic consultant that there be a revision to the plans so that access from Bells Line of Road be deleted. The applicant has indicated that they no longer seek direct access to Bells Line of Road.

The application is referred to the Local Traffic Committee in accordance with the provisions of SEPP 11.

Substantial discussion ensued principally centring on:

1. *access to/from Bells Line of Road given proximity of the development to the intersection with Grose Vale Road;*
2. *loss of car parking within Riverview Street car park, both from the viewpoint of proposed access to the development from that facility as well as manoeuvrability of large trucks within the car park.*

Recommendation:

That a further report be submitted to the next meeting addressing the issues of perceived loss of car parking, including disabled parking and manoeuvrability of large vehicles servicing the development within the car park.

Mr T Myers representing the applicant and Mr R Montgomery Council's Executive Manager Development joined the meeting at his stage.

Mr Myers provided an information pack in response to the recommendation made by the Committee at its meeting on 20 April 2005.

The information pack in part included:

1. An amended site plan.
2. Correspondence from the RTA regarding the accepted service egress from the site to Bells Line of Road.
3. Aerial photographs of the general vicinity.
4. Digital photographs of the existing car park.

The information pack is included as part of these minutes.

URBAN CITY CONSULTING

Pty Ltd

18 May 2005

General Manager
Hawkesbury City Council
366 George St.
WINDSOR
NSW 2756

Attention: Committee

Dear Sir / Madam,

**Re: Additional Information addressing recommendations 20 April 2005
Development Application DA 488/04 Bells Line of Road, North Richmond.**

I refer to the Traffic Committee's recommendation of the 20 April 2005. In order to address the concerns of the committee I wish tender;

1. An amended site plan.
2. Correspondence from the RTA regarding the accepted service egress from the site to Bells Line of Road.
3. Aerial Photographs of the general vicinity.
4. Digital photographs of the existing Carpark.

AMENDED SITE PLAN

Perceived Loss of Car Parking

The site plan has been amended by CT Architects to address the perceived loss of carparking at the proposed access and egress points for the subject development. The proposal seeks to relocate 4 of the affected existing spaces to the Eastern end of the carpark, i.e. Bendigo Bank corner of the Carpark. The north – easterly corner of the carpark is currently unformed. Please see plate 1 for affected carparking spaces.



SCANNED



Plate 1 – Existing Carparking affected by proposed development

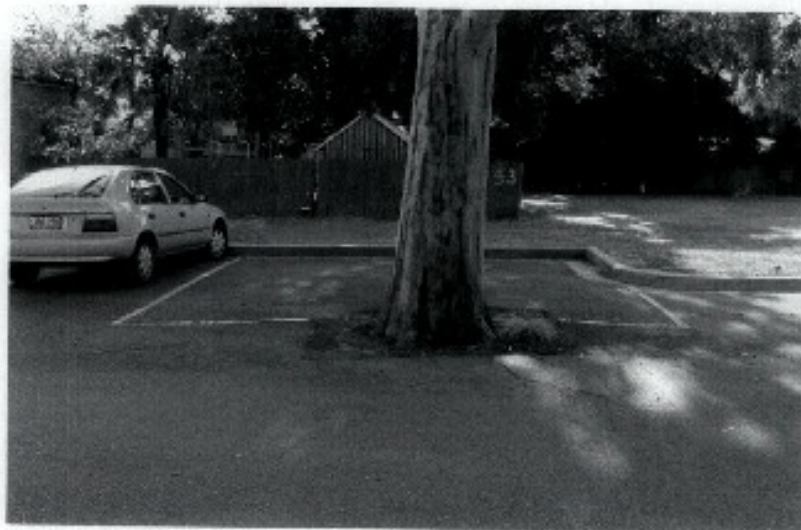


Plate 2 – Existing Carparking Spaces Not Accessible

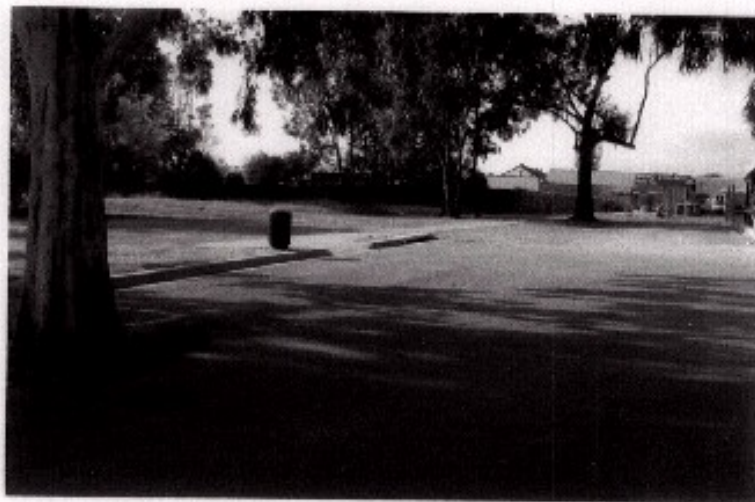


Plate 3 – Area for proposed relocation of Existing Spaces

Service Vehicle Access & Maneuverability

The access to the carpark is to be widened to improve access for service vehicles. This will also require the relocation of 1 existing car parking space to the north – easterly corner of the Council Carpark, i.e. Bendigo Bank corner of the Carpark.



Plate 4 – Carpark adjacent to entry to be relocated

Relocation of the subject carpark would consist of Kerb and Guttering and an asphaltic concrete bitumen seal.



Plate 5 – Aerial View of the precinct from the North

Signage and line marking is to be strategically placed to direct service vehicle traffic to the service vehicle entrance of the proposed development. Upon the installation of the directional line marking and signage the traffic flow throughout the carpark will be in a clockwise direction.

Please see the line marking and signage indicated on the amended site plan. Please note the turning templates have placed on the amended site plan to clearly indicate the maneuverability of large vehicles through the carpark. The turning templates are for a 7.1 metre and an 8.8 metre rigid non - articulated vehicle. The turning templates are Austroads turning templates.

Service Vehicle Access & Egress

The proposed development has been design in accordance with the advice provided by the Roads & Traffic Authority (RTA) dated 2 December 2004. In this correspondence the RTA is clear on a number of points, in particular;

- Entry & Exit movements to the site for cars must be limited to the Council carpark.
- The RTA would accept the service vehicle egress only to the Bells Line of Road which would also include Left Turn Only Signage. Entry for service vehicles must be obtained via Council's carpark.

Please find a copy of the RTA's correspondence under attachments at the end of this document.

Further; section 3.5 of the Traffic Impact Assessment prepared by Christopher Stapleton Consulting February 2005 discusses the issues pertaining to service vehicle access and egress at length.

CLOSING

Therefore; given the proposed amendments it is our view that

1. The maneuverability of large vehicles servicing the development is acceptable; the amended plan shows acceptable access for large vehicles.
2. There will be no actual loss of carparking. The existing carparking can be adequately relocated to the existing north-east corner of Council's existing carpark.
3. The number of Disabled carparking spaces will be maintained.

Given the above it is also our view that the proposal is worthy of the committees support.

Attachments;

- Amended site plans prepared by CT Architects
- RTA Correspondence dated 2 December 2004.
- Urban City Consulting's Correspondence dated 25 April 2005.
- Digital Photos

Should you have any enquiries please do not hesitate in contacting me.

Regards

Troy Myers
Director

ATTACHMENTS



Existing entry off Riverview Street.



Existing median strip will prevent service vehicles leaving the site from turn right out of the proposed development.

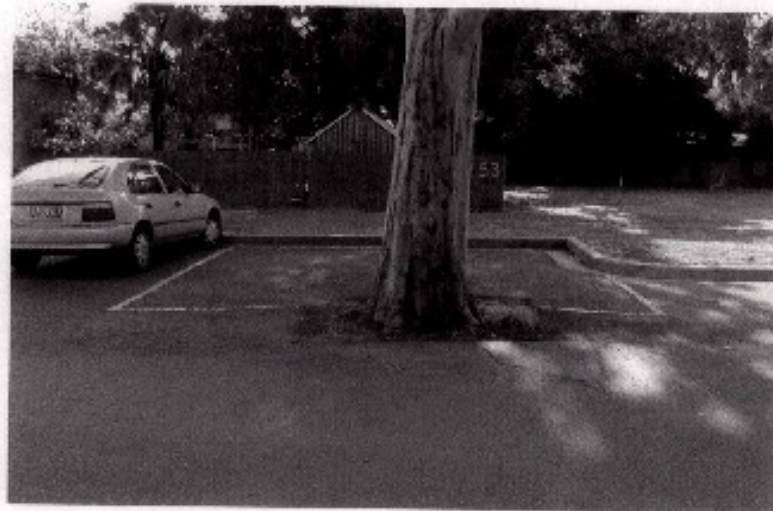


Plate 2 – Existing Carparking Spaces Not Accessable



Plate 3 – Area for proposed relocation of Existing Spaces

2. The service vehicle access and egress will remain as is, i.e. left out onto Bells Line of Road.
3. The domestic vehicle access ramp off Bells Line of Road has been deleted, see amended plans attached. This is subject to Council's written confirmation that a legal access and egress will be granted over the existing Council car park bound by Riverview St and Grose Vale Road.
4. The deletion of the access ramp has caused the front easterly building to be altered. Please find table summarising amendments attached.

URBAN CITY CONSULTING PTY LTD

Ph. 02 45 877 000 Fax 02 45 879 044 PO Box 1201 Windsor NSW 2756

Email: troyucc@bigpond.net.au

We now understand that all items have been addressed and that the subject development application will be reported to Council for determination in May 2005.

Should you have any enquiries please do not hesitate in contacting me.

Regards

Troy Myers
Director

URBAN CITY CONSULTING PTY LTD
Ph. 02 45 877 000 Fax 02 45 879 044 PO Box 1201 Windsor NSW 2756
Email: troyucc@bigpond.net.au

ant
pp

Retail/Commercial

**McDonalds
Farm
Supplies**

**McNairs
Shopping
Village**

Bendigo Bank

Hawkesbury Council Carpark

G r o s e v a l e R o a d

Small rigid truck turning circle
radius 7.1m

Bells Line Of Road

Retail

Liquorland

Former
Police
Station

Vacant

Real Estate

Small rigid truck turning circle

[illegible]

Riverview Street

Retail/Commercial

McDonalds
Farm
Supplies

McKays
Shopping
Village

Bendigo
Bank

Hawkesbury Council Carpark

Public Lane/way

Vacant

Former
Police
Station

Grose vale Road

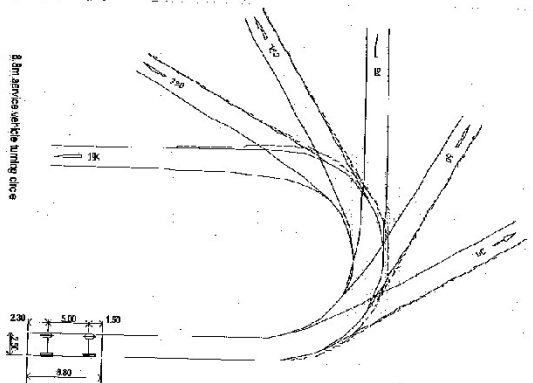
Line of Road

G 1:10,000 Overall Development	
F 1:10,000 Overall Development	A
E 1:10,000 Overall Development	B
D 1:10,000 Overall Development	C
C 1:10,000 Overall Development	D
B 1:10,000 Overall Development	E
A 1:10,000 Overall Development	F
Overall Development	G



Proposed Residential/
Retail Development at
100-110 Grose vale Road,
Bendigo, VIC 3550

DA 6



CAC 2004-5056a

Andrew Popoff



Mr Troy Myers
Urban City Consulting Pty Ltd
P.O. Box 1201
Windsor NSW 2756

PRE-DA RESPONSE: PROPOSED 32 RESIDENTIAL UNITS AND 1200M2 COMMERCIAL FLOOR SPACE AT 47-51 BELLS LINE OF ROAD, NORTH RICHMOND.

Dear Sir,

I refer to our previous letter of 30 November 2004 (Ref: CAC 2004-5056), requesting pre-development application comments from the Roads and Traffic Authority (RTA) with regard to the access and traffic arrangements at the above-mentioned development proposal and to your recent facsimile of 1 December 2004 requiring the RTA to review its comments.

The RTA has reviewed the submitted information and advises that the following comments are to be taken into consideration should a development application be submitted to Council:

It is suggested that you obtain a right of way (R.O.W) through Council's carpark.

Should access be able to be obtained from Council's carpark and Council can ensure that any access to this carpark will be retained via a (R.O.W) if the carpark is sold off, then the following points below will apply:

1. It is undesirable to allow access from a State Arterial Road from a development proposal where alternative access can be gained. The intent of such a requirement is to reduce "friction" along the arterial roadway by limiting the number of driveways and intersections on arterials to control turning movements. This tends to increase traffic speeds, reduce congestion delays and reduce crashes.

As such, the entry point is not supported (particularly without the provision of a deceleration lane). Therefore entry and exit movements to the site for cars must be limited to the Council carpark.

2. The RTA would accept the service vehicle egress only to the Bells Line of Road which should also include Left Turn Only signage. Entry for service vehicles must be obtained via Council's carpark.

However, should Council deny a (R.O.W) to this development site via the Council carpark, then the following points below will apply:

3. The RTA would support a left-in entry point from Bells Line of Road via the provision of a deceleration lane in accordance with the RTA's Road Design Guide and a left-out egress driveway to Bells Line of Road. The egress should be located as far as possible from the Bells

Roads and Traffic Authority
ABN 61 480 155 255

CAC 2004-5056a.doc

Line of Road / Grose Vale Road intersection (preferably adjacent to the southern property boundary).

4. Therefore as you approach the intersection of Bells Line of Road / Grose Vale Road adjacent to the site, the egress driveway will precede the deceleration lane into the entry driveway and there should be physical separation between the egress driveway and the deceleration lane.
5. To ensure movements are restricted to left-in / left-out the RTA would require a 900mm wide median island installed along the site's frontage to Bells Line of Road. The developer shall consult with affected property owners to identify concerns and propose actions to address the concerns. The outcomes of consultation should be provided to the RTA upon DA lodgement.

The following comments below are applicable regardless of the situation:

6. The layout of the car parking areas associated with the subject development (including, driveways, grades, aisle widths, sight distance requirements, and parking bay dimensions) should be in accordance with AS 2890.1-2004 and AS 2890.2 – 2002 where applicable.
7. The proposed development should be designed such that road traffic noise from Bells Line of Road is mitigated by durable materials, in accordance with EPA criteria for new land use developments (The Environmental Criteria for Road Traffic Noise, May 1999). The RTA's Environmental Noise Management Manual provides practical advice in selecting noise mitigation treatments.

Where the EPA external noise criteria would not practically or reasonably be met, the RTA recommends that Council applies the following internal noise objectives for all habitable rooms under ventilated conditions complying with the requirements of the Building Code of Australia:

- All habitable rooms other than sleeping rooms: 45 dB(A) $L_{eq(15hr)}$ and 40 dB(A) $L_{eq(9hr)}$ and
 - Sleeping rooms: 35 dB(A) $L_{eq(9hr)}$
8. All works associated with the development are to be at no cost to the RTA.

It is emphasised that the comments provided above are informal and of a Pre-DA nature, they are not to be interpreted as binding upon the RTA and may change following formal assessment of submitted development application from the appropriate consent authority.

Line of Road / Grose Vale Road intersection (preferably adjacent to the southern property boundary).

4. Therefore as you approach the intersection of Bells Line of Road / Grose Vale Road adjacent to the site, the egress driveway will precede the deceleration lane into the entry driveway and there should be physical separation between the egress driveway and the deceleration lane.
5. To ensure movements are restricted to left-in / left-out the RTA would require a 900mm wide median island installed along the site's frontage to Bells Line of Road. The developer shall consult with affected property owners to identify concerns and propose actions to address the concerns. The outcomes of consultation should be provided to the RTA upon DA lodgement.

The following comments below are applicable regardless of the situation:

6. The layout of the car parking areas associated with the subject development (including, driveways, grades, aisle widths, sight distance requirements, and parking bay dimensions) should be in accordance with AS 2890.1-2004 and AS 2890.2 – 2002 where applicable.
7. The proposed development should be designed such that road traffic noise from Bells Line of Road is mitigated by durable materials, in accordance with EPA criteria for new land use developments (The Environmental Criteria for Road Traffic Noise, May 1999). The RTA's Environmental Noise Management Manual provides practical advice in selecting noise mitigation treatments.

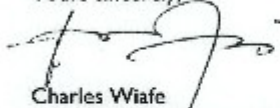
Where the EPA external noise criteria would not practically or reasonably be met, the RTA recommends that Council applies the following internal noise objectives for all habitable rooms under ventilated conditions complying with the requirements of the Building Code of Australia:

- All habitable rooms other than sleeping rooms: 45 dB(A) $L_{eq(15hr)}$ and 40 dB(A) $L_{eq(9hr)}$ and
 - Sleeping rooms: 35 dB(A) $L_{eq(9hr)}$
8. All works associated with the development are to be at no cost to the RTA.

It is emphasised that the comments provided above are informal and of a Pre-DA nature, they are not to be interpreted as binding upon the RTA and may change following formal assessment of submitted development application from the appropriate consent authority.

Please refer all the enquiries regarding this development proposal to the RTA's Development Assessment Officer, Andrew Popoff on phone: (02) 8814 2180 or facsimile (02) 8814 2107.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Charles Wiafe', with a stylized flourish at the end.

Charles Wiafe
Land Use Development Manager
Sydney Client Services

2 December 2004

URBAN CITY **CONSULTING** **Pty Ltd**

25 April 2005

General Manager
Hawkesbury City Council
366 George St.
WINDSOR
NSW 2756

Attention: Robert Montgomery

Dear Robert,

Re: Additional Information for Development Application DA 488/04 Bells Line of Road, North Richmond.

I refer to our recent conversations regarding Council's traffic committee meeting Wednesday 20 April 2005.

We wish to confirm the following:

1. The existing car parking spaces affected by the proposed access and egress from the Council's car park will be relocated and line marked. The photographs attached show that there are no car parking spaces to the east. The subject spaces will be relocated to the east.



Plate 1 – Existing Carparking affected by proposed development

URBAN CITY CONSULTING PTY LTD

Ph. 02 45 877 000 Fax 02 45 879 044 PO Box 1201 Windsor NSW 2756

Email: troyucc@bigpond.net.au

Manoeuvring into and within the car park required the relocation of a minimum of five parking spaces. One at the entry point and four in the vicinity of the access from the car park to the site. The applicant has proposed to provide five parking spaces along the north eastern corner of the car park with all adjustments to infrastructure.

Truck access is best suited to a 7.1m truck as indicated by Drawing DA04191-Rev. Provision for a 8.8m service vehicle would require the vehicle to cross over to the opposing side of the access when making a left in turn off Riverview Street. It is also proposed to have one-way flows along the outer perimeter of the roadways.

Exiting onto Bells Line of Road from the site has been approved by the RTA. This would be supplemented with "Left Turn Only" signage at the exit. Right turn manoeuvres out of the site will not be possible due to the centre median along Bells Line of Road along this frontage.

Mr T Myers and Mr R Montgomery retired from the meeting at this stage.

The Committee discussed this matter at length and felt it was a good compromise and supported this development with the following recommendations with all costs to be borne by the applicant.

Recommendation:

That:

1. speed control by way of Watts Profile Speed humps be provided (minimum four) in the car park along the travel route and in particular within the access point to Riverview Street. (Two along the eastern roadway, one half way along the western roadway and one halfway along the southern roadway);
2. nil net loss of parking spaces within the car park;
3. the RTA monitor the exit point from the site to Bells Line of Road given its close proximity to the signalised intersection of Grose Vale Road/Terrace Road. Also the installation of "Left Turn Only" on exit and "No Queuing" across traffic for exiting vehicles;
4. control within the development limiting only service vehicles to exit onto Bells Line of Road. Internal speed humps at entry and exit, as well as a boom gate be in placed along the service road. "No Entry" signs fronting onto the car park for vehicles other than service vehicles;
5. signage at the Bells Line of Road end of the service road to be appropriately sign posted to prohibit vehicles entering the service road from Bells Line of Road.

3.6 DA1001/04 - 510-512 George Street, South Windsor

Mr P Pleffer and Mr A Hastie from Council addressed the Committee on this matter mainly from an information point of view. Mr Pleffer advised the Committee that this was not part of the SEPP11 process. In time future development is expected in this area.

The laneway would be reconstructed from the development site to Campbell Street. Mr A Hastie indicated that with future development expected, changing the flow of traffic to one-way as development progressed needs to be considered. The Committee was advised that four respondents have objected to this development indicating access to their properties along Dickson Lane will be affected.

Mr Pleffer and Mr Hastie retired from the meeting at this stage.

DA1001/04 - 510 - 512 George Street, South Windsor

Development application for mixed retail, commercial & residential development.

- Site located within Commercial area of South Windsor on eastern side of George Street between Argyle Street and Campbell Street. Site is approx 600m from Windsor Railway station. Westbus provides route along Macquarie Street and Church Street.

- A total of 26 residential units. 3 X 1 bedroom units, 21 X 2 bedroom units, 2 X 3 bedroom units.
- 4 retail units fronting George Street. Areas of 98.92m², 115.29m², 105.95m², 106.92m² i.e total 427.08m²
- 2 professional suites. Areas of 54.67m² and 64.38m², i.e total 119.05m².
- A total of 54 car parking spaces (8 at ground level and 44 within basement). 25 spaces are for retail units, professional suites and visitors, 29 for residents.
- Car parking area and loading dock to be accessed off Dickson Lane.
- Dickson Lane 5.5m wide, with 5m wide 2 coat bitumen seal, average condition. No parking restrictions in Dickson Lane.

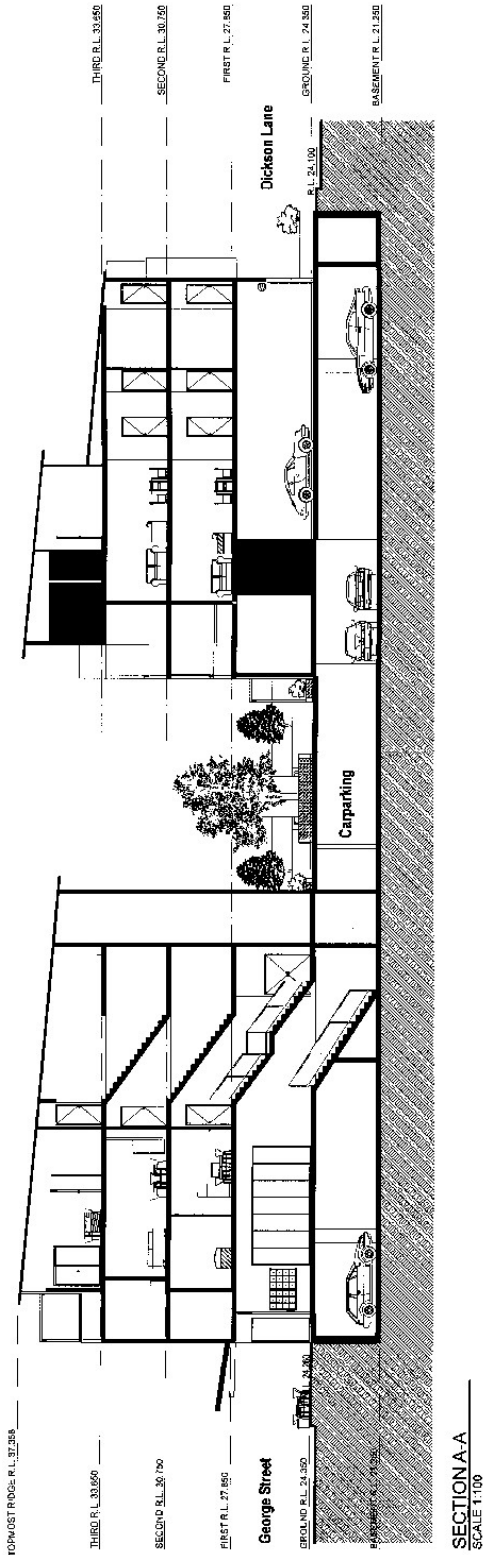
Traffic analysis submitted by Christopher Stapleton Consulting suggests:

- Existing traffic flows along Dickson Lane are very low, traffic flows in George Street are moderate. South Windsor road network operates well with few delays, small peaks occur only during the commuter peak and school arrival and departure periods. Details are provided on the attached Plan.
- Likely that most trips would use Campbell Street intersection with Dickson Lane to gain access to local and regional road network.
- Estimated Trip Generation

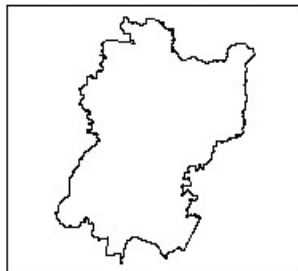
	Peak	Daily
Residential	12	120
Retail	25	300
Commercial	3	11
Total	40	431

- Likely to comprise a high percentage of shared trips. Unlikely more than 50% of retail trips would be generated to the Site itself, with remainder generated to local on-street parking and the rear of the village car park (Mullinger Lane). Hence no more than 30 vehicles per hour are likely to access Dickson Lane in a peak hour.
- Traffic generation of the site is relatively low during peak periods and local road network would experience almost negligible increases in average delays.

Sectional View of Proposed Development



HAWKESBURY CITY COUNCIL



DA1001/04 - SOUTH WINDSOR
510 - 512 GEORGE ST

Date: 12/05/2005

Filename:

- Legend
- Car park
 - DA 1001/04
 - Land parcels
 - Roads
 - Roundabouts
 - Traffic lights
 - Gateway sign



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Hawkesbury City Council 2005



Not To Scale

2. Provide satisfactory turning manoeuvres for delivery vehicles both at the entry point of the development site as well as the intersecting roads of Argyle and Campbell Streets.
3. Parking restrictions to be addressed by the applicant across the property width in light of access to the site.
4. One-way traffic flow is supported in principal with a detailed traffic report to be provided by this or future applicants to support direction of the flow.
5. The landscaping strip of 3.0m be dedicated as roadway with future developments requested to dedicate a 3.0m strip to allow for manoeuvring and on-street parking along Dickson Lane.
6. The development not to affect residential access along Dickson Lane.

3.1 Horse Race (Shahzada Endurance Test) – St Albans (Hawkesbury)

Introduction:

Correspondence has been received from the Shahzada Memorial Endurance Test Inc requesting permission to conduct horse races (400 km Marathon Endurance Test) during 22-26 (Mon-Fri) August 2005, in and around the St Albans and Macdonald Valley areas. The route of the ride is predominantly on the tracks within the Parr State Recreational Area, Yengo National park, private farmlands and on the following public roads (refer to the attached Plan No: TR019/05):

Upper Macdonald Road – gravel road, few gates and cattle grids along the road

Wollombi Road – 200m long sealed road and the rest is gravel road

Settlers Road – 7.5km long gravel road and the rest is sealed road

Bulga Street – on the sealed section

Wrights Creek Road - gravel road, few gates and cattle grids along the road

St Albans Road - 5.8km long gravel road and the rest is sealed road

Wharf Street – sealed road

Webbs Creek Mountain Road – gravel road

The event organiser has provided the following information:

- The race route will cross the Macdonald River instead of using the St Albans Bridge.
- If the river is flooded and unsafe to cross, St Albans Bridge will be used, which is under the care and control of the Roads and Traffic Authority.
- There will be approximately 100 to 140 horse riders participating in each leg of the horse race.
- The race is also traversing the Great Northern Road, which is under the care and control of the National Parks and Wildlife Service.

Discussion:

Based on the information provided, it would be appropriate to classify this event as a “Class 2” special event under the “Traffic Management for Special Events” guidelines issued by the Roads & Traffic Authority as this event may impact minor traffic and transport systems and there is a low scale disruption to the non-event community.

It will be necessary for the event organiser to lodge an application seeking approval to conduct the event with the NSW Police Service. The Traffic Control Plan (TCP) submitted by the event organiser is attached with this report and the associated Traffic Management Plan (TMP) needs to be submitted to Council for acknowledgement. The TMP and the associated TCP should be submitted to the RTA for authorisation due to the possible use of the St Albans Bridge. A copy of the Public Liability Policy in an amount of \$10,000,000 has been submitted by the event organiser.

Mr C Amit advised the Committee that RIDCS Pty Ltd has advised Council staff prior to the Local Traffic Committee meeting that the Traffic Control Plan submitted by the event organiser was prepared for the 2004 event and not the 2005 event. RIDCS Pty Ltd has not been engaged by the event organiser to

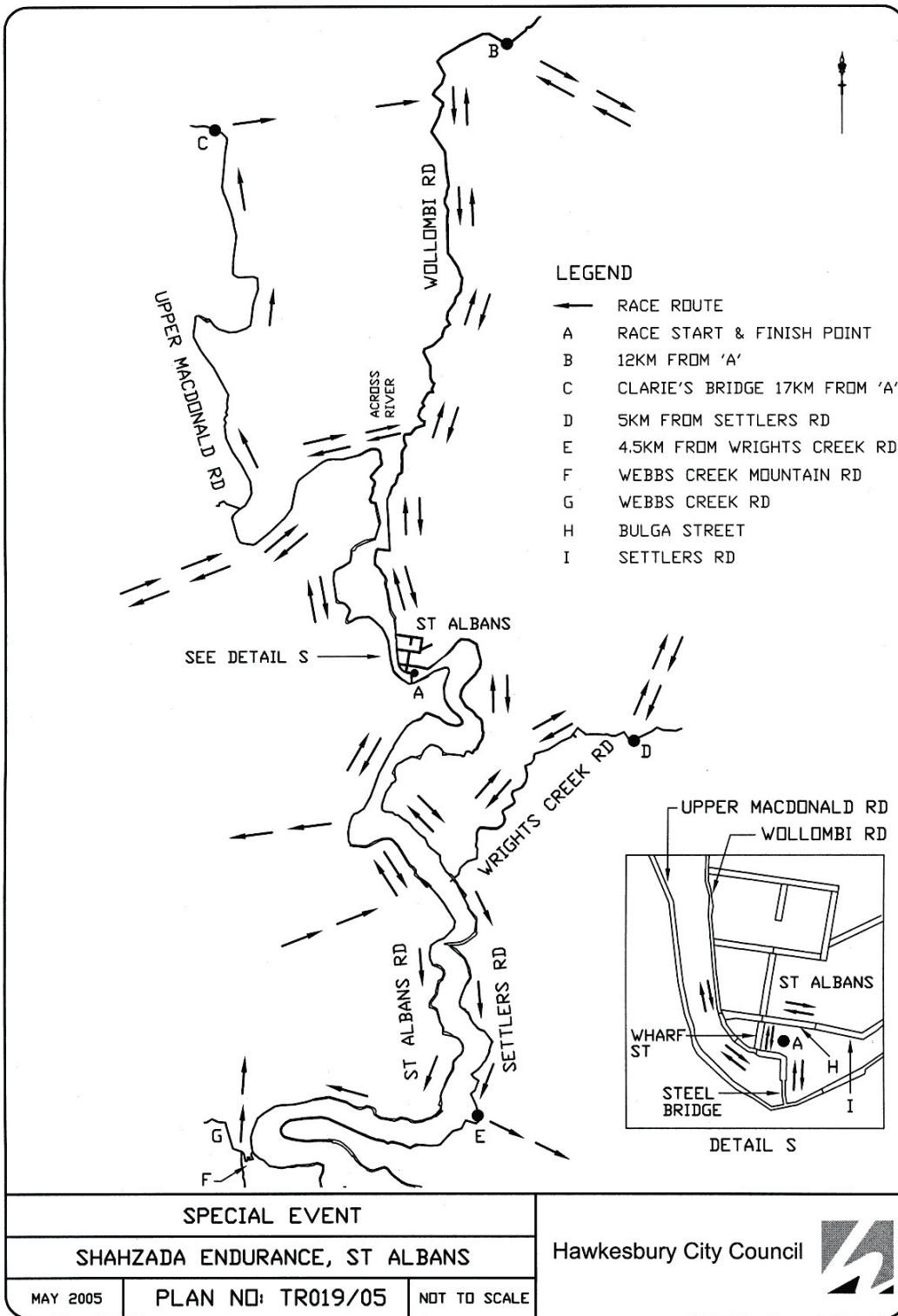
undertake the TCP for the 2005 event. Hence this TCP is not valid. As such the event organiser must submit an appropriate TCP for this event.

Recommendation:

That:

1. This event be classified as a “Class 2” special event under the “Traffic Management for Special Events” guidelines issued by the RTA.
2. The event organiser obtain approval from the RTA as the St Albans bridge needs to be used if the river is flooded and unsafe to cross.
3. The safety of all road users and personnel on or affected by the site/event is the responsibility of the event organiser.
4. No objection be held to this event subject to compliance with the following conditions:
 - a) the event organiser obtaining approval to conduct this event, from the NSW Police Service;
 - b) the event organiser submitting a Traffic Management Plan (TMP) incorporating respective Traffic Control Plan (TCP) for the entire route to Council for acknowledgement: The TCP should be prepared by a person holding appropriate certification required by the RTA;
 - c) all traffic controllers/marshals operating within the public road network holding appropriate certification required by the RTA;
 - d) the event organiser assessing the risk and addressing the suitability of the entire route as part of the risk assessment considering the possible risks for all participants travelling on winding, narrow, uneven gravel roads with steep roadside embankments and sharp bends; This assessment should be carried out by visual inspection of the route/site by the event organiser prior to preparing the TMP and prior to the event;
 - e) the event organiser carrying out an overall risk assessment for the whole event 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 event organiser obtains a copy and becomes familiar with the contents of the RTA publication “Guide to Traffic and Transport Management for Special Events” (Version 3.3) which explains the responsibilities of the event organiser in detail. This publication is available on the RTA's web site at http://www.rta.nsw.gov.au/trafficinformation/downloads/tmc_specialevents_dl1.html
 - g) if the event organiser is planning to use St Albans Bridge, the event organiser submitting to Council a copy of its Public Liability Policy in an amount not less than \$20,000,000 with Council and the Roads & Traffic Authority's interest noted on the Policy;
 - h) all roads and marshalling points are to be kept clean and tidy, with all directional signs to be removed immediately on completion of the activity;
 - i) the event organiser notifying the details of the event to ambulance, fire brigades/Rural Fire Service and SES;
 - j) the event organiser obtaining approval from the National Parks and Wildlife Service for the use of Parr State Recreational Area, Yengo National Park and Great Northern Road;
 - k) the event organiser advertising the event in the local press stating the traffic impact due to the event two weeks prior to the event;

- l) the riders following all the general road user rules while riding on public roads;
- m) appropriate advisory signs and traffic control devices be placed after all the required approvals are obtained from the relevant authorities, during the event along the route under the direction of a traffic controller holding appropriate certification required by the RTA in accordance with the submitted TMP and associated TCP;
- n) the competitors and participants be advised of the traffic control arrangements in place prior to the commencement of the event;
- o) the event organiser directly notifying all the residents and businesses affected by the event; and,
- p) access being maintained for businesses, residents and their visitors.



SPECIAL EVENT

SHAHZADA ENDURANCE, ST ALBANS

MAY 2005

PLAN NO: TR019/05

NOT TO SCALE

Hawkesbury City Council



RIDCS Pty Ltd

Traffic Control & Project Management

A member of the Australian Institute of Project Managers and the Institute of Public Works Engineering Australia

1.

Equipment

The staffs at control points will have a STOP/SLOW bar with appropriate advanced warning signs to assist them on stopping vehicles or horses.

Training - Induction

All volunteers and paid staff are given an induction as to their roles and emergency procedures and the management of the event in relation to using the side of the public roads.

All participants of the horse trials from riders to their support crews will also be given an induction of a similar nature.

Safe work statements

We have prepared a SWS for the activity of setting up a Control Point where horses cross and then a SWS for a horse crossing the road.

Set up Control Point

Prior to the event mark out the area where the horse crossing is using a removable marker and then mark on the verge the location of the signs using a non-permanent marking paint.

On the day of the first event or the day before erect signs using the following safe working guidelines:

- When Park vehicle carrying signs and equipment on the left hand grass verge, clear of passing vehicles.
- Unload on the left of the vehicle
- When erecting the Advance Warning Signs on star pickets the bottom of the signs must be above long grass and in front of any overhanging tree branches so that the sign face can be sign from at least 150m away
- The signs must be erected so that they stay erect during high winds
- A cover for the sign must be at the sign so that if the signs is to be used the next day it can be covered over after the days event - if not to be used again during the event the sign must be removed as soon as practicable
- Whilst erecting signs ensure you face oncoming traffic to see any possible hazard and to keep on the verge at all times
- When using the control point in the early morning or after dusk secure flashing amber lights to the first and second signs to bring motorists attention to the signs
- All signs must be placed so that horse if using the left hand verge can pass by without going onto the road

ABN 92 088 029 265

82 Great Western Highway BLAXLAND NSW 2774

Ph (02) 4739 2498 fax (02) 4739 2456 e mail office@ridcs.com.au mobile 0419 392 447

Safe work statements - continued**When horses are ready to cross**

- Control point staff must undertake to first halt horses safely on the verge
- Check that the road is clear in both directions
- If clear allow horse/horses to cross
- If traffic is on the road and horses are queuing up to cross the road, control staff can stop vehicles to allow horses to cross as the bunching up of the horses may be causing them to become restless and therefore a hazard
- First ensure that the traffic on their side of the road to be stopped is not speeding and has time to pull up safely, and those behind it
- Then stop the traffic in the other direction in the same manner
- Once traffic is stopped in both directions direct horses to cross
- Stand clear of horses crossing whilst keeping traffic on stop
- Once horses are safely across and clear of the traffic lanes allow cars to proceed
- Do so from the last lane first and then back to their control point side of the road ready for the next rider

Parking of cars near control point

Cars of the staff at the control points must be parked as follows,

- Away from the area where horse will gather
- Behind the area where staff will stand, so that they are visible to oncoming traffic when they step out from the verge
- Parked fully on the verge so that cars can pass safely by without swerving over the centre line
- Not parked blocking the erected signs

Wet weather

- During wet weather vehicles cannot stop as quickly or as safely as on a dry road surface.
- So when assessing the ability of cars to pull up allow for the greater stopping distance from the point where they are to stop at
- Also do not stop them if cars are travelling too close together or a nose tail accident may occur
- Horses will also find it difficult coming onto a wet slippery surface after using a muddy dirt track.
- Dirt from horses hooves left on the road will be carried down the road, which could cause cars to lose traction unless swept up.
- Visibility may be reduced with misty or heavy rain so that drivers approaching the site may not see the warning signs.
- In these conditions it may be wise to cancel the event for that day or part of that day.

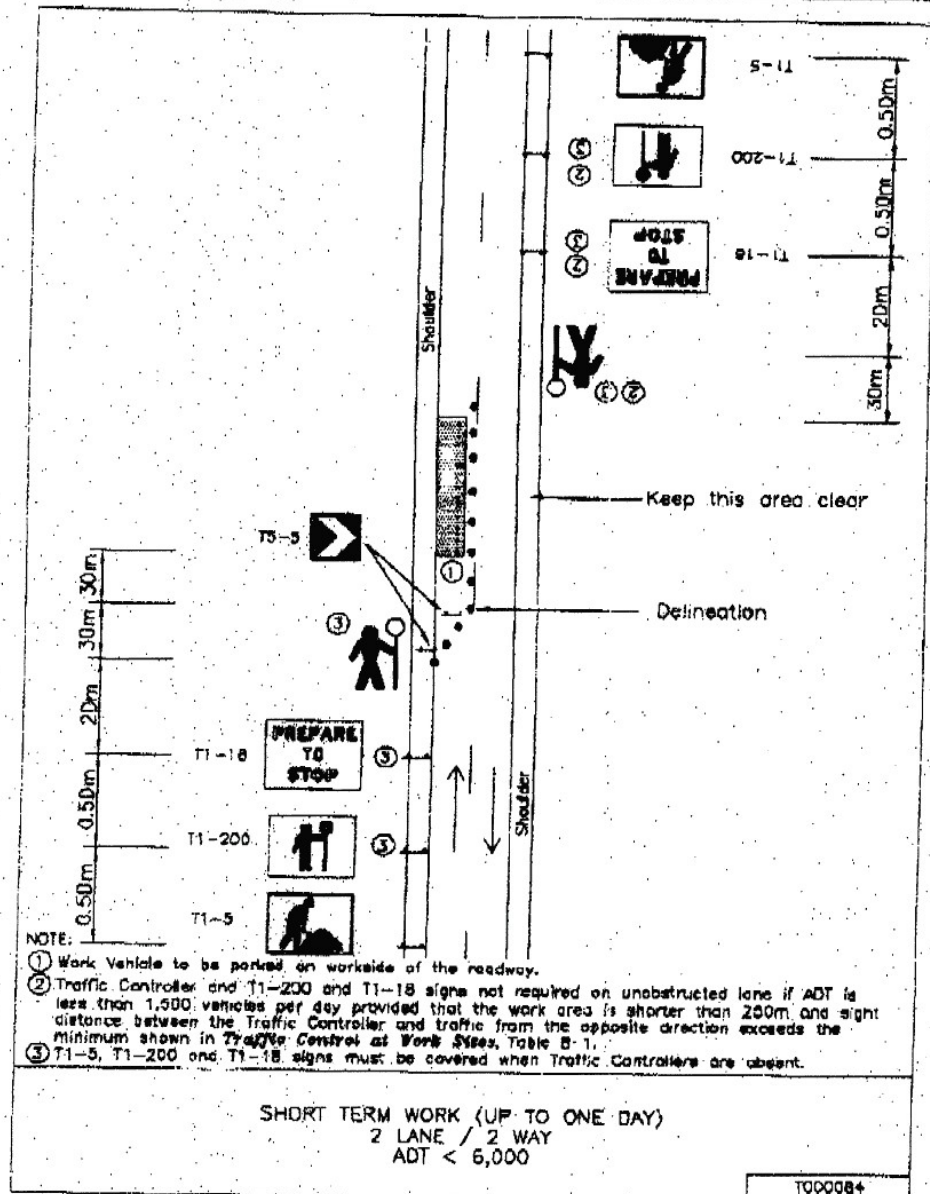
ABN 92 068 029 265

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Ph (02) 4739 2498 fax (02) 4739 2456 e-mail office@ridcs.com.au mobile 0419 392 447



Traffic Control at Work Sites



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

Introduction

An application has been received 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, 2005. 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 4 September 2005 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 the Roads & Traffic Authority as this event may disrupt major traffic and transport systems along the specified route. 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.

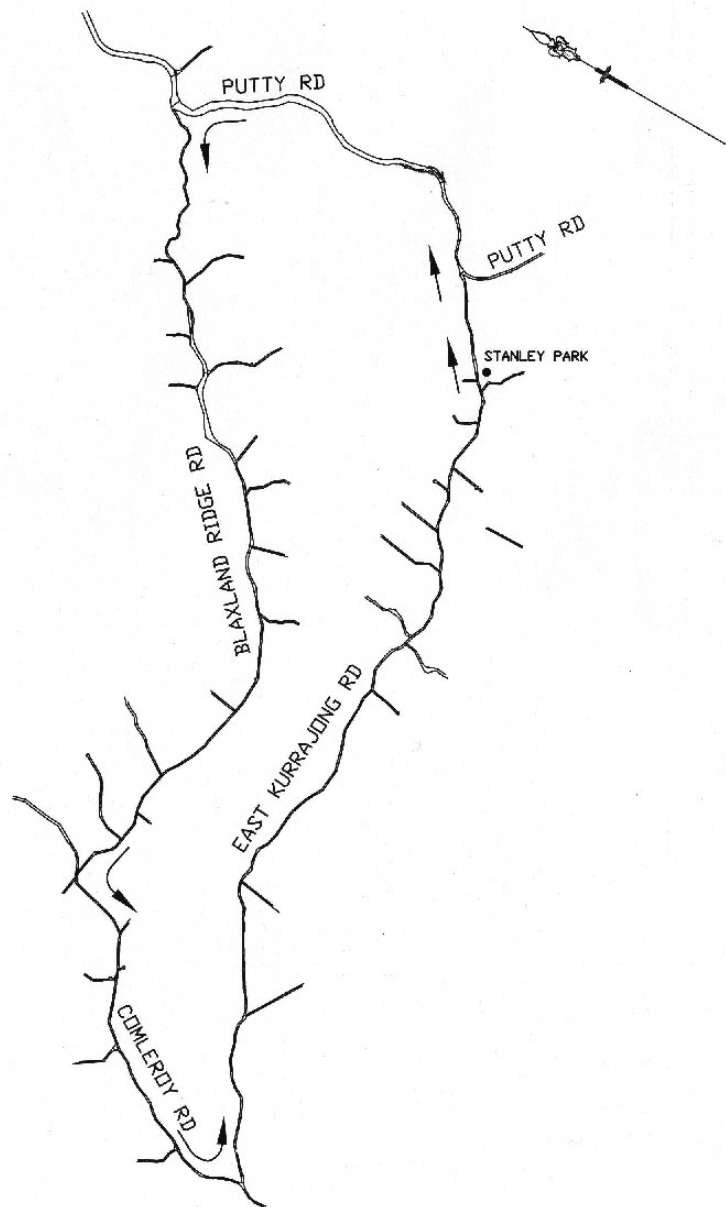
It will be necessary for the event organiser to lodge an application seeking approval to conduct the event with the NSW Police Service. After receiving this Police approval, the event organiser is required to submit a Traffic Management Plan (TMP) incorporating a Traffic Control Plan (TCP) to Council and the RTA for acknowledgement of the TMP and the TCP. This TCP should be prepared by a person holding appropriate certification required by the RTA to satisfy the requirements of the relevant WorkCover legislation.

Recommendation

That the event organiser is to be aware that this event can only proceed once Final Approval has been provided.

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 3.3) guidelines issued by the Roads & Traffic Authority (See attached Route 1 map and Route 2 map).
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 3.3) which explains the responsibilities of the event organiser in detail;
3. The safety of all road users and personnel on or affected by the site/event is the responsibility of the event organiser.
4. No objection be held to these two events subject to compliance with the following conditions:
 - a. the event organiser obtaining approval to conduct this event, from the NSW Police Service;
 - 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 and Council. 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;
 - 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 event organiser notifying the details of the event to ambulance, fire brigades/Rural Fire Service and SES;
 - i. the event organiser advertising the event in the local press stating the traffic impact due to the event two weeks prior to the event;
 - j. the riders following all the general road user rules while riding on public roads;
 - k. appropriate advisory signs and traffic control devices be placed after all the required approvals are obtained from the relevant authorities, during the event along the route under the direction of a traffic controller holding appropriate certification required by the RTA in accordance with the submitted TMP and associated TCP;
 - l. the competitors and participants be advised of the traffic control arrangements in place prior to the commencement of the event;

- m. the event organiser directly notifying all the residences affected by the event;
- n. access being maintained for residents and their visitors; and,
- o. 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.



SPECIAL EVENT APPLICATION

EAST KURRAJONG

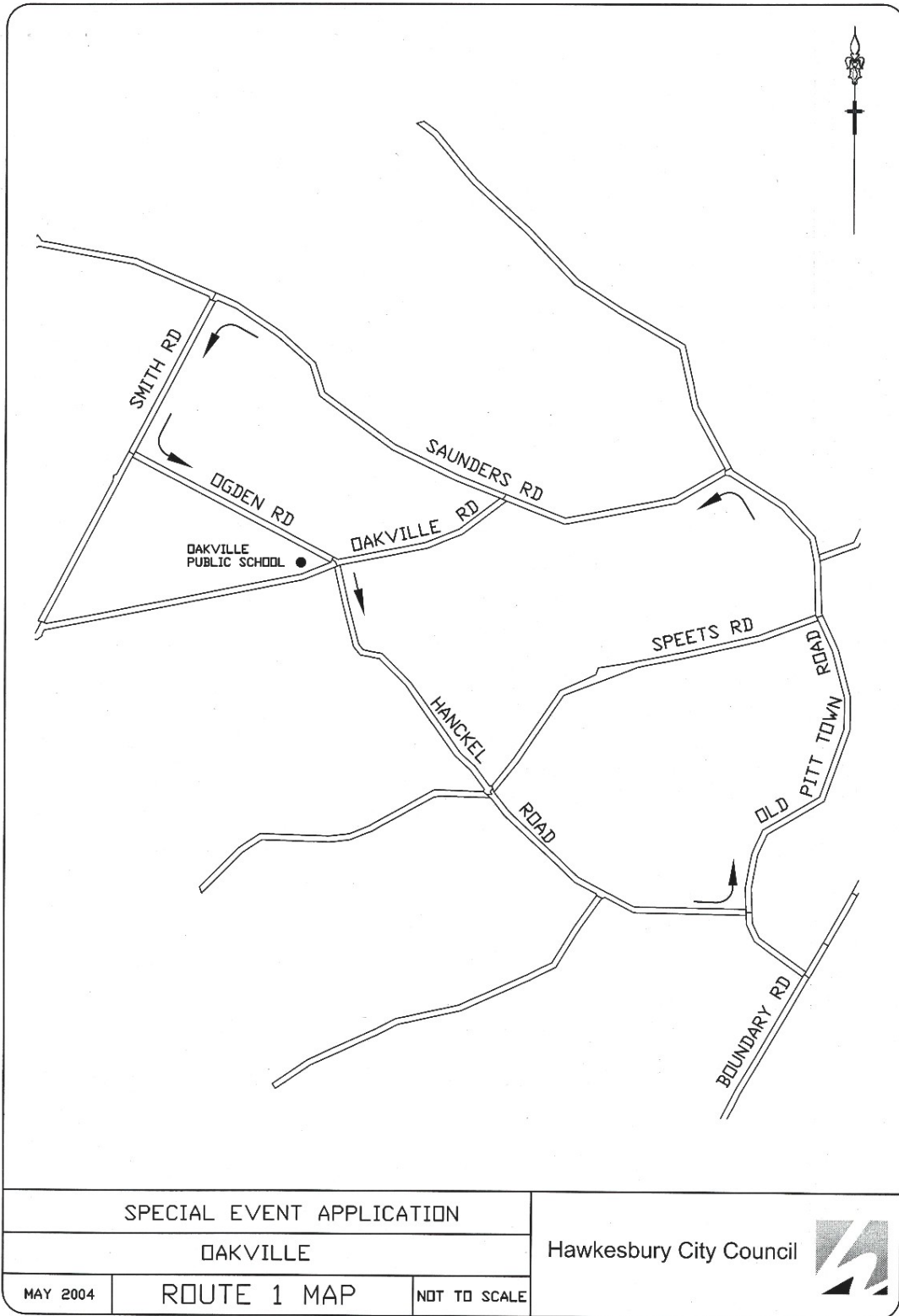
Hawkesbury City Council



MAY 2004

ROUTE 2 MAP

NOT TO SCALE



3.4 Parking Restrictions - Cultural Centre, George Street, Windsor (Hawkesbury)

Introduction:

It is appropriate that consideration be given to the installation of parking restriction signs within the premises known as the Cultural Centre (Lot 50, DP1035291) which contains the recently constructed Windsor Library and Gallery Building on George Street, Windsor.

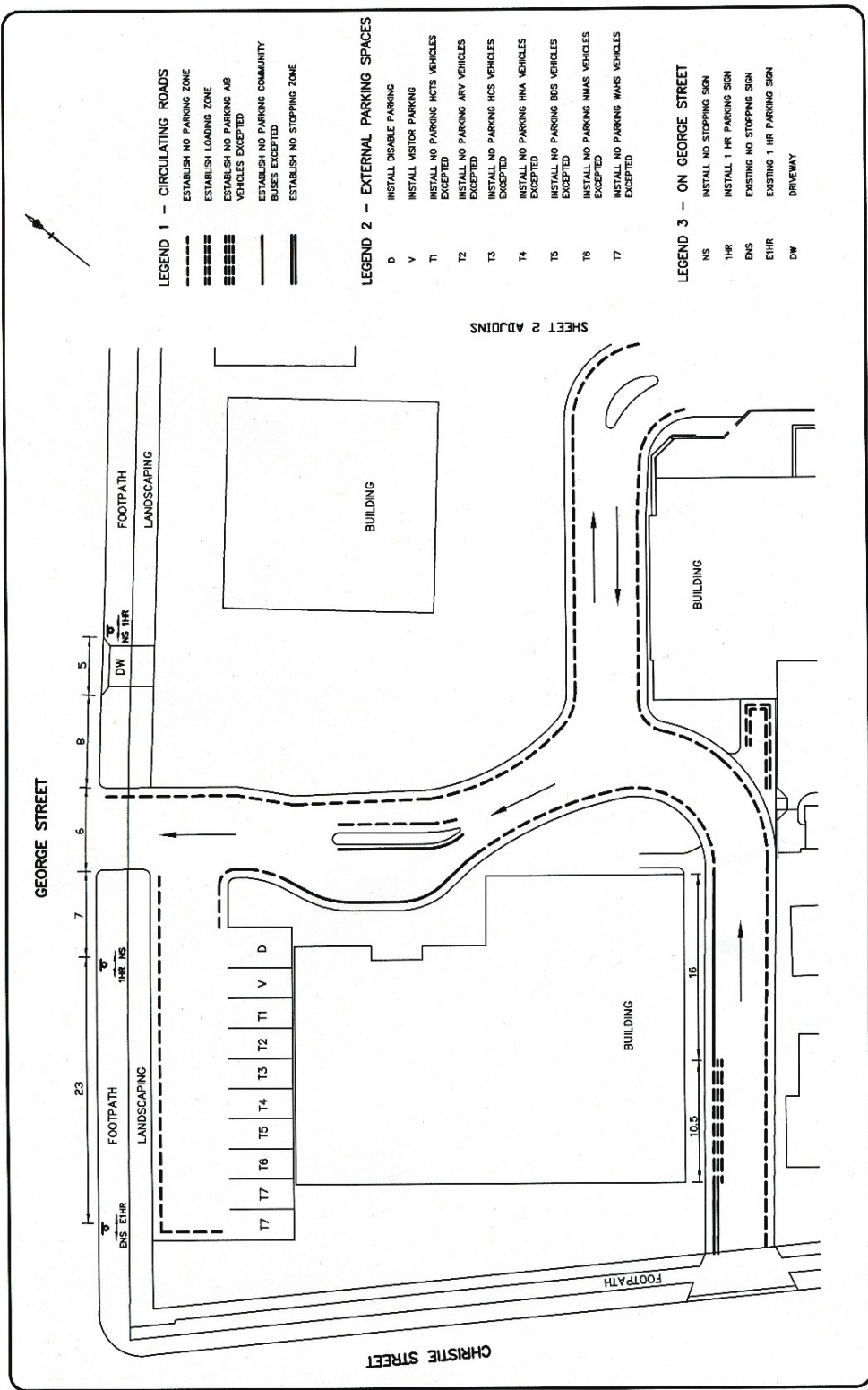
Discussion:

The recently constructed Cultural Centre has access from George Street, Macquarie Street and Christie Street. It has access roads and associated parking areas (13 external parking spaces and 88 underground parking spaces). A section of the access roadway is currently under construction and will be part of the loading zone area. The land and the buildings are owned by Hawkesbury City Council. The proposed signs for parking restrictions on the access roads, on the external car parking area and on the underground car park, are shown on sheet 1 and 2 of Plan No: TR020/05.

Recommendation:

That the following signage be implemented:

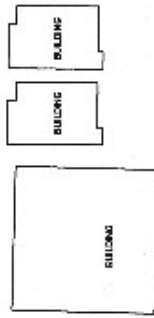
- i) parking restriction signs to create the zones and spaces shown on sheet 1 and 2 of Plan No: TR020/05;
- ii) two "No Stopping" signs (and associated one hour parking signs) to create a "No Stopping" zone on George Street on both sides of the Cultural Centre exit driveway to improve sight distance of oncoming vehicles; and,
- iii) "No Entry" and "One Way" signs on the entry/exit lane for the loading area.



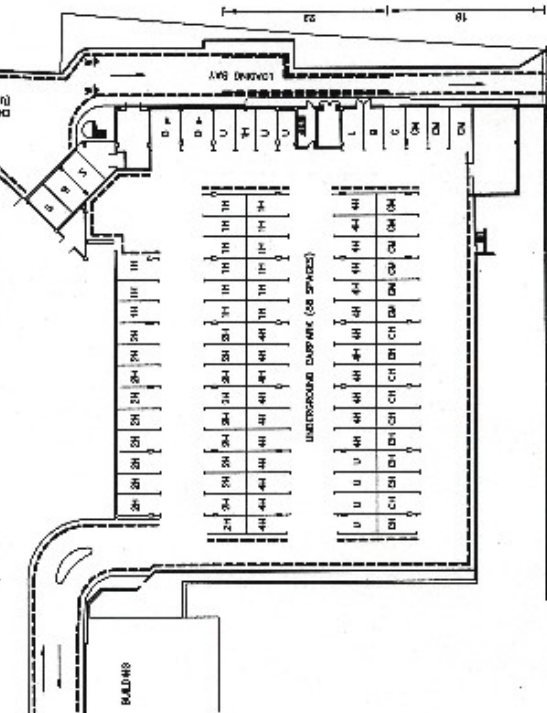
SHEET DESCRIPTION		RESTRICTED PARKING ZONES	
DIRECTOR:		FILE No.	
SHEET No. 1		PLAN No.	
OF 2 SHEETS		TR020/05	
CULTURAL CENTRE GEORGE STREET WINDSOR			
DATE: 03 May 05		SCALE: N.T.S.	
Surveyed	Drawn	Designed	Checked
Approved	Approved	Approved	Approved
Hawkesbury City Council			BY:
NO	DATE	AMENDMENT	

GEORGE STREET

FOOTPATH
LANDSCAPING



SHEET 1 ADJOINING



MACQUARIE STREET

LEGEND 1 - CIRCULATING ROADS

- ESTABLISH NO PARKING ZONE
- ESTABLISH LOADING ZONE
- W INSTALL ONE WAY SIGN
- NE INSTALL NO ENTRY SIGN

LEGEND 2 - UNDERGROUND CARPARK

- ESTABLISH NO PARKING ZONE
- INSTALL 2 HOUR RESTRICTED PARKING
- INSTALL 1 HOUR RESTRICTED PARKING
- INSTALL 4 HOUR RESTRICTED PARKING
- ESTABLISH NO PARKING OUTSIDE HEALTH CARE VEHICLES EXCEPTED
- ESTABLISH NO PARKING COMMERCIAL VEHICLES EXCEPTED
- INSTALL DESIGNATED PARKING
- UNRESTRICTED PARKING
- ESTABLISH NO PARKING LIBRARY VEHICLES EXCEPTED
- ESTABLISH NO PARKING GALLERY VEHICLES EXCEPTED

LEGEND 3 - EXTERNAL PARKING SPACES

- S ESTABLISH NO PARKING STAFF VEHICLES EXCEPTED

SHEET DESCRIPTION RESTRICTED PARKING ZONES		SHEET No. 2 PLAN No.	
DIRECTORY FILE No.		OF 2 SHEETS T1020/09	
CULTURAL CENTRE GEORGE STREET WINDSOR			
SCALE : 1:500	DATE : 1/1/09	DRAWN : A. KENNEDY	CHECKED : M. J.
HAWKESBURY CITY COUNCIL		BY :	
AMENDMENT		DATE	

The Committee returned to the items as listed in the Agenda

4 Correspondence

4.1 Correspondence from the Collectors Plant Fair at Bilpin was tabled.

Several issues were raised in relation to the Special Event approval obtained for this event and incidences which occurred on the day. Copy of the correspondence is reproduced below.



SAMOLLA CAERULESCENS PT '04

Collectors' Plant Fair

Sydney @

at Bilpin

April 23 & 24, 2005

✉ Post Office Bilpin NSW 2758 ☎ 02 4567 2026 📠 02 4567 2118 📧 collectorsplantfair@bigpond.com

Mr Bart Bassett
Mayor
Hawkesbury City Council
PO Box 146
Windsor NSW 2756.

29 April, 2005

By Facsimile to 4560 4400

Dear Mr Mayor,

Our Fair was very successful and proceeded smoothly. Response from stallholders, visitors and local enterprises (B&B's, road side stalls, Mt Tomah and Mt Wilson Gardens) that gained additional business has been very positive. The event has been acclaimed by the Designer Growers Network as a premier Sydney gardening event. Visitors came from Tasmania, in the south, Tenterfield in the north, Orange in the west, and Double Bay in the east.

However, we are writing to you as Chairman of the Traffic Committee on four matters.

1. Communication Breakdown within Traffic Committee/RTA/Police

Our DA0975/04 required a Traffic Management Plan and Traffic Control Plan. These were approved by Council after receiving consents from the Police and RTA and recommendation from the Traffic Committee. The conditions of approval, faxed to us on 8 April 2005 included:

7. appropriate advisory signs and temporary speed limit signs being placed during the event along the route by traffic controllers holding appropriate certification by the RTA in accordance with the authorised Traffic Management Plan and associated Traffic Control Plan

We were therefore extremely disappointed when, at around 10.am on the first day of our Fair (Saturday 23 April) the Police removed some of our temporary speed limit signs. This was apparently on the instruction of the RTA. This "left hand doesn't know what the right is doing" problem was overcome and the signs were reinstated. However, that it occurred indicates a problem within the whole process. *We ask that it be enquired into and a solution for future occasions developed.*

Collectors' Plant Fair is supported by Hawkesbury City Council, Hawkesbury Harvest and the Designer Growers Network.
25% of proceeds go the Bilpin Bush Fire Brigade

Trahar Enterprise Pty Ltd ABN 52 002 732 032 trading as Collectors' Plant Fair Sydney



SCANNED

2. Speed limit on Bell's Line of Road

We request that the temporary speed limit reduction required for our event be made permanent.

3. Communication Breakdown in Council

Condition 23 of our DA0975/04 required that:

23. Buses are to be directed to park in the loop road adjacent to Bilpin Public School while waiting for visitors. No parking of any vehicle is permitted on the road verge of Powell's Road.

On Saturday 23 April one of the bus drivers, parked on the school loop road, was approached by somebody purporting to be a Council officer and asked to move on. *We ask that this be enquired into and a solution for future occasions developed.*

4. Parking on Powell's Road

With regard to parking on the Powell's Road verge, we provided and sign posted free on property parking and directed people not to park on Powell's Road verge. However, at the peak of Saturday morning visitation people did park on the verge. We had previously confirmed our belief that we had no power to "move people on" with the Council officer who had inspected the verge prior to the Fair.

Once the rush was over on Saturday, and for the whole of Sunday parking was on property.

On Sunday, we noticed that star pickets and a string line had been placed on some verges very close to the tarred track of Powells road. We have a concern that this "fencing off" is a traffic hazard because:

- It increases risk of collision
- It removes the capacity to deal safely with peak traffic loads
- It forced pedestrians to walk on the tarred track

The need for this safety valve was recognised in condition 35 of our DA:

35. Powells Road shall be inspected by a Council Officer after the event. Any Damage to the carriageway and verges caused by vehicles attending the event shall be rectified at the applicants cost.

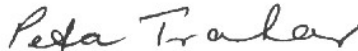
We would like advice as to the legality of private persons fencing off public road verges.

With respect to the condition of Powells road, there has been for some time a deep pot hole at the end of the road, at the turn around, which our buses had difficulty negotiating.

We would be pleased if council would fill this hole. It would make things easier for the weekly garbage collection.

Regards,

Peta and Peter Trahar



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Trahar Enterprise Pty Ltd ABN 52 002 732 032 trading as Collectors' Plant Fair - Sydney

The Committee discussed the issues as numbered in the correspondence:

1. The matter be referred to the NSW Police and the RTA to investigate and respond to the writer.
2. The matter to be referred to the RTA to investigate the permanent reduction along Bells Line of Road in this vicinity.
3. No Council officers, from the regulatory section were working on Saturday 23 April 2005.
4. Residents are not permitted to fence off the roadway. Appropriate action could have been taken by the Police on the day. Maintenance issues be referred to the appropriate section in Council.

5 Questions Without Notice

Mr T O'Brien

- 5.1 Correspondence was tabled from Mr Stansfield of Cedar Ridge Road for a reduction in the speed limit.

Recommendation:

That the matter be referred to the Roads & Traffic Authority.

- 5.2 Correspondence tabled from Mr Grunske requesting speed reduction in Putty (Singleton) Road in the vicinity of the Colo River as well as noise reduction signs for trucks.

Recommendation:

That the matter be referred to the Roads & Traffic Authority.

- 5.3 Correspondence tabled from Council to Mr & Mrs Miller of 37 George Street, relating to the traffic conditions in George Street in the vicinity of Arndell Street.

This matter has been previously investigated with measures put in place relevant and fitting to the site. The Committee felt that the current arrangement was satisfactory.

Recommendation:

That no further action be taken at this stage.

- 5.4 Correspondence tabled from Mr R Woods in relation to the condition of Lennox Street between East Market Street and West Market Street.

This matter needs to be referred to Council's Construction and Maintenance Section.

Recommendation:

That the correspondence be forwarded to Council's Construction and Maintenance Section for investigation and reply.

Mrs J Hogge

- 5.5 Indicated that the section of Springwood Road in the vicinity of the old Boral site - Yarramundi Bridge to Castlereagh Road requires repeater 60 KPH signage.

Recommendation:

That the matter be referred to the Roads & Traffic Authority.

6 Next Meeting

The next meeting of the Local Traffic Committee is scheduled for Wednesday 15 June 2005 at 3.00pm.

The meeting terminated at 5:45pm.

oooO END OF REPORT Oooo



ordinary
meeting

end of
business
paper

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