



*the bushland shire*

*creating a living environment*

# **BUSINESS PAPER**

## **ORDINARY MEETING**

**Wednesday, 8 July, 2009  
at 6:30 pm**

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## **AGENDA AND SUMMARY OF RECOMMENDATIONS**

### **PRESENT**

### **NATIONAL ANTHEM**

### **OPENING PRAYER/S**

Rev. Geoff Collison from St. Johns Anglican Church, Beecroft will be opening the Meeting in prayer.

### **ACKNOWLEDGEMENT OF RELIGIOUS DIVERSITY**

Statement by the Chairperson:

*"We recognise our Shire's rich cultural and religious diversity and we acknowledge and pay respect to the beliefs of all members of our community, regardless of creed or faith."*

### **ABORIGINAL RECOGNITION**

Statement by the Chairperson:

*"We recognise the traditional inhabitants of the land we are meeting on tonight, the Darug and Guringai Aboriginal people, and respect is paid to their elders and their heritage."*

### **AUDIO RECORDING OF COUNCIL MEETING**

Statement by the Chairperson:

*"I advise all present that tonight's meeting is being audio recorded for the purpose of assisting in the accuracy of the Minutes. The recordings may be accessed by members of the public once the Minutes have been finalised and speakers are requested to ensure their comments are relevant to the issue at hand and refrain from making personal comments or criticisms."*

### **APOLOGIES**

### **PRESENTATIONS**

National Trust Energy Australia Heritage Awards 2009 – Bar Island Conservation Project.

### **DECLARATIONS OF INTEREST**

*Clause 52 of Council's Code of Meeting Practice (Section 451 of the Local Government Act, 1993) requires that a councillor or a member of a Council committee who has a pecuniary interest in a matter which is before the Council or committee and who is present at a meeting of the Council or committee at which the matter is being considered must disclose the nature of the interest to the meeting as soon as practicable. The disclosure is also to be submitted in writing (on the form titled "Declaration of Interest").*

*The Councillor or member of a Council committee must not be present at, or in sight of, the meeting of the Council or committee:*

- (a) *at any time during which the matter is being considered or discussed by the Council or committee.*
- (b) *at any time during which the Council or committee is voting on any question in relation to the matter.*

*Clause 51A of Council's Code of Meeting Practice provides that a Councillor, Council officer, or a member of a Council committee who has a non pecuniary interest in any matter with which the Council is concerned and who is present at a meeting of the Council or committee at which the matter is being considered must disclose the nature of the interest to the meeting as soon as practicable. The disclosure is also to be submitted in writing (on the form titled "Declaration of Interest").*

*If the non-pecuniary interest is significant, the Councillor must:*

- a) *remove the source of conflict, by relinquishing or divesting the interest that creates the conflict, or reallocating the conflicting duties to another Council official.*

*OR*

- b) *have no involvement in the matter by absenting themselves from and not taking part in any debate or voting on the issue as if the provisions of Section 451(2) of the Act apply.*

*If the non-pecuniary interest is less than significant, the Councillor must provide an explanation of why they consider that the interest does not require further action in the circumstances.*

## **CONFIRMATION OF MINUTES**

THAT the Minutes of the Ordinary Council Meeting held on 10 June, 2009 be confirmed; a copy having been distributed to all Councillors.

## **PETITIONS**

## **MAYORAL MINUTES**

## **NOTICES OF MOTION**

## **RESCISSION MOTIONS**

## **MATTERS OF URGENCY**

## **ITEMS PASSED BY EXCEPTION / CALL FOR SPEAKERS ON AGENDA ITEMS**

### Note:

*Persons wishing to address Council on matters which are on the Agenda are permitted to speak, prior to the item being discussed, and their names will be recorded in the Minutes in respect of that particular item.*

*Persons wishing to address Council on **non agenda matters**, are permitted to speak after all items on the agenda in respect of which there is a speaker from the public have been finalised*

*by Council. Their names will be recorded in the Minutes under the heading "Public Forum for Non Agenda Items".*

## **GENERAL BUSINESS**

- *Items for which there is a Public Forum Speaker*
- *Public Forum for non agenda items*
- *Balance of General Business items*

## **GENERAL MANAGER'S DIVISION**

*Nil*

## **CORPORATE AND COMMUNITY DIVISION**

### **Page Number 1**

#### **Item 1 CC50/09 MAY 2009 INVESTMENT AND BORROWING REPORT**

THAT the contents of Executive Manager's Report No CC50/09 be received and noted.

### **Page Number 4**

#### **Item 2 CC51/09 LOCAL GOVERNMENT REMUNERATION TRIBUNAL - 2009 REPORT AND DETERMINATIONS**

THAT:

1. Council note the Local Government Remuneration Tribunal's determination that Hornsby Shire Council be placed in the Metropolitan Centres Category (previously known as Category 1) of councils.
2. In accordance with Section 248 of the Local Government Act, and the 2009 determination of the Local Government Remuneration Tribunal, an annual fee of \$19,730 be paid to each Councillor for the period 1 July 2009 to 30 June 2010.
3. In accordance with Section 249 of the Local Government Act, and the 2009 determination of the Local Government Remuneration Tribunal, an additional annual fee of \$52,410 be paid to the Mayor for the period 1 July 2009 to 30 June 2010.

## **ENVIRONMENT DIVISION**

### **Page Number 8**

#### **Item 3 EN20/09 TENDER T18/2009 BUSHLAND RESTORATION AND MANUAL FIRE HAZARD REDUCTION SERVICES**

THAT Council accept the tenders listed in this report as Hornsby Shire Council preferred suppliers for bushland management works for a three-year period, subject to annual performance review.

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**Page Number 13****Item 4 EN21/09 TENDER T7/2009 - CLEANING AND REPAIR OF  
STORMWATER QUALITY IMPROVEMENT DEVICES  
(SQIDS) WITHIN HORNSBY SHIRE**

THAT Council accept the quotation of Envirocivil Pty Ltd for all work under Tender T7/2009 for 'Cleaning and Repair of Stormwater Quality Improvement Devices (SQIDs) within Hornsby Shire' for a three year period.

**Page Number 17****Item 5 EN22/09 TENDER T8/2009 - LANDSCAPE MAINTENANCE  
AND BUSH REGENERATION WITHIN HORNSBY SHIRE**

THAT Council accept the submissions of Dragonfly Environmental Pty Ltd, Australian Bushland Restoration Pty Ltd and Sydney Bush Regeneration Company Pty Ltd for all work under Tender T8/2009 for "Landscape Maintenance and Bush Regeneration within Hornsby Shire" for a three year period.

**PLANNING DIVISION**

*Nil*

**STRATEGY DIVISION****Page Number 21****Item 6 ST7/09 RECISSION OF FILMING IN THE SHIRE POLICY IN  
ACCORDANCE WITH NSW FILMING PROTOCOL**

THAT

Council note the contents of this report and rescind the *Filming in the Shire* Policy.

**WORKS DIVISION****Page Number 23****Item 7 WK53/09 2009/2010 IMPROVEMENTS PROGRAM - CIVIL  
WORKS**

THAT the Civil Works program for 2009/10 as shown in the attached Gantt Charts be adopted.

**Page Number 25****Item 8 WK34/09 CHERRYBROOK - TRAFFIC AND PARKING  
ISSUES REVIEW**

THAT

1. Council note the roundabout at the intersection of Shepherds Drive and Kenburn Avenue is operating satisfactorily and no further action be taken regarding changes to the roundabout.
2. The need for a second driveway access to Cherrybrook Village Shopping Centre be a matter for the shopping centre to further consider.
3. Council continue to liaise with Cherrybrook Village Shopping Centre management regarding improvements to traffic flow within the shopping centre carpark.
4. Additional parking restrictions in Shepherds Drive near Shepherds Lane not be considered at this stage, but monitoring of traffic flow and road safety continue.
5. Council note that on street parking is operating safely on Shepherds Drive and other local roads in Cherrybrook.
6. Council note that parking provided in Greenway Park is generally sufficient for users of the park and that during activity peaks additional parking is available on street within convenient walking distance.
7. Parks and Landscapes Team and Community Services liaise regarding bookings at the community centre and Greenway Park (including the proposed school oval) in a co-ordinated manner to ensure that, where possible, large events do not coincide.
8. Council note that pedestrian access to Greenway Park and Cherrybrook Village Shopping Centre via local roads is considered satisfactory.
9. Traffic and Road Safety Branch develop a "Parking restrictions near driveways" policy later this year, to be referred to the Local Traffic Committee for a recommendation prior to further consideration.
10. Council continue to liaise with the school principals and police regarding traffic and parking enforcement in Purchase Road near the schools.
11. Additional marked pedestrian crossings across Purchase Road or at the Kenburn Avenue roundabout are not considered appropriate.
12. Council continue to lobby the Minister for Roads and the Roads and Traffic Authority regarding pedestrian access across New Line Road between Boundary Road and Purchase Road, and the operation of New Line Road and Boundary Road generally.

**Page Number 40****Item 9 WK41/09 APPOINTMENT OF LOCAL CONTROLLER,  
HORNSBY STATE EMERGENCY SERVICE**

THAT Council endorse Mr Robert Corbett's re-appointment to the position of Hornsby State Emergency Service Local Controller for a further two year period.



**Page Number 42****Item 10 WK42/09 HORNSBY AQUATIC CENTRE - SUNDAY TRADING**

THAT the Hornsby Aquatic Centre remain open on Sundays from 7.00 am to 4.00 pm during the months of July, August and September, with normal trading hours resuming from the October long weekend.

**Page Number 45****Item 11 WK44/09 3RD INTERNATIONAL SWIM SCHOOLS CONFERENCE**

THAT Council approve the attendance of the Manager Aquatic and Recreation Facilities at the International Swim Schools Conference in Fiji 3 to 7 August 2009, and accept the reasonable cost incurred.

**Page Number 48****Item 12 WK45/09 WISEMANS FERRY COMMERCIAL CENTRE MASTERPLAN - STREET REFURBISHMENT**

THAT

1. Council support in principle the draft Wisemans Ferry Commercial Centre Masterplan dated March 2009.
2. Council endorse a 5-year implementation programme for the works identified in the draft Masterplan and consider future funding allocation of \$32,000 per year commencing with the 2010/11 Budget.
3. Council approach the RTA for the upgrading of the roadside drainage along the section of Old Northern Road identified in the draft Masterplan.

**Page Number 53****Item 13 WK46/09 "WELLUM BULLA" - HORNSBY SHIRE COUNCIL MATERIALS HANDLING FACILITY MONITORING COMMITTEE**

THAT:

1. Council note the attached Minutes of the Hornsby Shire Council Materials Handling Facility Monitoring Committee held on 18 June 2009.
2. Council appoint Ms Cathy Lancaster and Ms Verlaine Timms as community representatives to the Monitoring Committee.
3. Council seek expressions of interest for nomination of an environmental representative to the Monitoring Committee.

**SUPPLEMENTARY AGENDA**

**PUBLIC FORUM – NON AGENDA ITEMS**

**CONFIDENTIAL ITEMS**

**Item 14 WK49/09 PROPOSED VARIATION OF SALE AGREEMENTS  
REGARDING THE SALE OF LAND IN HORNSBY**

*This report should be dealt with in confidential session, under s10a (2) (c) of the Local Government Act, 1993. This report contains information that would, if disclosed, confer a commercial advantage on a person with whom the Council is conducting (or proposes to conduct) business.*

**MAYOR'S NOTES**

**Page Number 54**

**Item 15 MN7/09 MAYOR'S NOTES FROM 1 TO 31 MAY 2009**

**QUESTIONS OF WHICH NOTICE HAS BEEN GIVEN**

**QUESTIONS WITHOUT NOTICE**

## 1 MAY 2009 INVESTMENT AND BORROWING REPORT

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### **EXECUTIVE SUMMARY**

Council is provided with a monthly report summarising current general economic conditions which may have an impact on investment returns. The report includes a schedule detailing Council's investments and borrowings and highlights the monthly and year to date performance of the investments. It should be noted investments are generally held for the medium to long term.

This Report indicates that the total investment income for the period ending 31 May 2009 is \$1,566,000 compared to the year to date 2008/09 budgeted income for the same period of \$1,423,000. Of the year to date investment income earned, 46% relates to Section 94 funds held by Council and is required to be allocated to those funds.

### **PURPOSE/OBJECTIVE**

The purpose of this Report is to advise Council of funds invested in accordance with Section 625 of the Local Government Act; and details as required by Clause 212(1) of the Local Government (General) Regulation 2005 and Council's Investment Policy and Strategy (most recently reviewed by Council at its 8 April 2009 Ordinary Meeting).

### **DISCUSSION**

#### **Council's Investment Performance - May 2009**

- The Term Deposits achieved an annualised return of 4.31% for the month compared to the benchmark of 3.00%; and a financial year to date return of 5.28% compared to the benchmark of 4.89%.
- NSW T-Corp Long Term Growth Facility achieved a marked to market return of 10.16% for the month compared to the benchmark of 15.08%; and a financial year to date return of -11.99% compared to the benchmark of -16.85%. This fund has a 70% allocation to growth assets. Short term performance is expected to be volatile and the investment should be viewed over the longer term.
- Direct investments in Collateralised Debt Obligations achieved an annualised return of 3.61% for the month compared to the benchmark of 3.00%. The financial year to date return at May 2009 is 6.26% compared to the benchmark of 5.67%.
- The Capital Guaranteed Notes achieved an annualised return of 0.26% for the month compared to the benchmark of 3.00%. The financial year to date at May 2009 is 0.87% compared to the benchmark of 5.67%. Due to poor performance over recent months the Capital Protected Notes coupons, with the exception of the Longreach PIU Fund, have not been accrued.
- Floating Rate Notes (FRNs) are bonds that have a variable coupon equal to a money market reference rate. This FRN investment achieved an annualised return of 5.11% for

the month compared to the benchmark of 3.00%; and a financial year to date return of 7.68% compared to the benchmark of 5.67%.

- For total investments, the annualised return for the month is 3.35% compared to the benchmark of 3.34%; and the year to date return after fees is 4.86% compared to the benchmark of 4.79%.

### **Economic/Financial Conditions**

The Reserve Bank of Australia (RBA) kept interest rates unchanged at 3.00% in May 2009 on signs of the global economy stabilising and ahead of the Government's anticipated budget deficit.

During May 2009, the Government declared its budget, taking it into a \$AUD32.1 billion deficit for the year ending 30 June 2009, and rising to \$AUD57.6 billion in the 2009/10 fiscal year. Treasurer Wayne Swan announced the Government will reduce tax breaks, welfare payments, raise medical insurance costs for high-income earners, increase the pension age to 67 years from 65 by 2023, as well as sell a record \$AUD60 billion of bonds next fiscal year to pay for the stimulus plan.

On the economic front, the unemployment rate unexpectedly fell from 5.7% to 5.4% in April 2009, helped by a surprising lift of 49,100 full-time jobs. Despite the fall, the Government forecasts the jobless rate will peak at 8.5% by June 2011 after a three-decade low of 3.9% in February 2008. The Australian equity market also continued its positive gain, with the All Ordinaries Index returning +1.8%. The gain in equity markets transpired despite the poor results announced by the domestic banks. Westpac Banking Corp., Australia & New Zealand Banking Group and National Australia Bank Ltd., three of the nation's four biggest lenders, posted an average 10% drop in earnings for the six months ending 31 March 2009.

The Australian dollar (AUD) rally continued with the market factoring the RBA not to follow other Central Banks in cutting rates to zero. During May, the AUD appreciated another 6 cents, or 8% to US79 cents

### **Borrowings**

In respect of borrowings, the weighted average interest rate payable on loans taken out from 1998 to 2008, based on the principal balances outstanding, is 6.54%. The loans taken out repay principal and interest over a 10 year period with a fixed interest rate. The Borrowings Schedule, as at 31 May 2009, is attached to this Report.

### **BUDGET**

Total investment income for the year to date period ended May 2009 was \$1,566,000. The budgeted income for this same period was \$1,423,000. Of the investment income, approximately 46% relates to Section 94 and is, therefore, restricted.

### **POLICY**

All investments have been made in accordance with the Local Government Act, the Local Government (General) Regulation 2005 and Council's Investment Policy and Strategy.

**CONSULTATION**

Initial investments and reallocation of funds are made where appropriate, after consultation with Council's financial investment adviser and fund managers.

**TRIPLE BOTTOM LINE SUMMARY**

Triple Bottom Line is a framework for improving Council decisions by ensuring accountability and transparency on social, environmental and economic factors. It does this by reporting upon Council's strategic themes. As this Report simply provides Council with information and does not propose any actions which require a sustainability assessment, no Triple Bottom Line considerations apply.

Council's Investment Strategy does recognise, however, the desirability of "ethical" or "socially responsible" investments and has invested in such products in the last year. These are referenced in the Investment Portfolio in Attachment 1.

Council will continue to review new products, subject to funds availability and asset allocation and credit quality parameters contained in the Strategy.

**RESPONSIBLE OFFICER**

The officer responsible for the preparation of this Report is the Manager, Financial Services - Glen Magus. He can be contacted on 9847 6635.

**RECOMMENDATION**

THAT the contents of Executive Manager's Report No CC50/09 be received and noted.

GLEN MAGUS  
Manager - Financial Services  
Corporate and Community Division

GARY BENSLEY  
Executive Manager  
Corporate and Community Division

**Attachments:**

1. May 2009 Council Investment Report
2. HSC Borrowings Schedule as at 31 May 2009

File Reference: F2004/06987  
Document Number: D01183991

## 2 LOCAL GOVERNMENT REMUNERATION TRIBUNAL - 2009 REPORT AND DETERMINATIONS

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### EXECUTIVE SUMMARY

Sections 248(2) and 249(3) of the Local Government Act allow Council to fix the annual fee payable to Councillors and the additional annual fee payable to the Mayor. The annual fees must be fixed in accordance with the relevant annual determination of the Local Government Remuneration Tribunal. Should Council choose not to fix the annual fees, the Act requires that the minimum fees, as determined by the Tribunal, will be automatically applicable.

Section 239 of the Act requires the Tribunal to determine the categories of councils and mayoral offices at least once every three years. As the most recent review of categories had been undertaken in 2006, the Tribunal undertook a fundamental review of the categories as part of its 2009 review.

Based on the Tribunal's 2009 Report and Determinations, it is recommended that Council note that it remains in the Metropolitan Centres Category (previously known as Category 1) of councils and approve an increase to Councillor and Mayoral fees for the 2009/10 financial year of 2.5%.

### PURPOSE/OBJECTIVE

The purpose of this Report is to provide Council with the 2009 Report and Determinations of the Local Government Remuneration Tribunal to enable Council to determine the amount of the annual fee payable to each Councillor and the additional fee payable to the Mayor for the 2009/10 financial year.

### DISCUSSION

#### Local Government Remuneration Tribunal – 2009 Report and Determinations

The Local Government Remuneration Tribunal is established under Chapter 9, Part 2, Division 4 of the Local Government Act. In this regard, Section 239 of the Act states:-

- (1) *The Remuneration Tribunal must, at least once every 3 years:*
  - (a) *determine categories for councils and mayoral offices, and*
  - (b) *place each council and mayoral office into one of the categories it has determined*
  
- (2) *The determination of categories by the Remuneration Tribunal is for the purpose of enabling the Remuneration Tribunal to determine the maximum and minimum amounts of fees to be paid to mayors and councillors in each of the categories so determined.*

Section 241 of the Act states:-

*The Remuneration Tribunal must, not later than 1 May in each year, determine, in each*

*of the categories determined under section 239, the maximum and minimum amounts of fees to be paid during the following year to councillors (other than mayors) and mayors.*

The Tribunal presented its 2009 Report and Determinations to the Minister for Local Government on 29 April 2009. The Report and Determinations were subsequently published in the Government Gazette. A copy of the Report and Determinations is attached.

As forecast in its 2008 Report and Determinations, the Tribunal undertook a fundamental review of the categories of Councillor and Mayoral offices for 2009 in accordance with Section 239 of the Act.

The Tribunal has advised that its 2009 review has had regard to issues raised in submissions received from the Local Government and Shires Associations and individual councils, as well as advice received from the Department of Local Government. The Tribunal also considered the findings of previous reviews and considered the relative merits of a number of alternate models.

After considering all these factors, the Tribunal found that there is no strong case to significantly alter the current categories of Councillor and Mayoral offices or to move individual councils between categories.

While the groupings of councils within categories is to remain unchanged, the Tribunal has applied descriptive titles for each of the categories. Those descriptive titles (shown as New Category) are as follows:

<b>Previous Category</b>	<b>New Category</b>
4	Rural
3	Regional Rural
2	Metropolitan
1	Metropolitan Centres
1A	Metropolitan Major
S2	Major City
S1	Principal City
S3	County Councils
S4	County Council - Water

The Tribunal has also reviewed the minimum and maximum fees applicable to Councillors and Mayors in each Category, having regard to the submissions received and comments made by the Associations and individual councils. The Tribunal considered broader issues facing local government, including the potential impact of State Government planning reforms and the challenges posed by the global economic downturn and its likely impact upon local communities.

Having regard to the above factors, and taking into account the views of their own assessors, the Tribunal considered that an increase of 2.5% in the fees for Councillors and Mayors was appropriate for the 2009/10 financial year.

### **Impact on Council**

As a result of the Tribunal's determination, Hornsby remains placed in the Metropolitan Centres Category (previously known as Category 1) of councils together with Bankstown,

Baulkham Hills, Campbelltown, Fairfield, Gosford, Hurstville, Lake Macquarie, Liverpool, North Sydney, Randwick, Ryde, Sutherland, Warringah, Willoughby and Wyong Councils.

The fees determined by the Tribunal as being applicable to the Metropolitan Centres Category of councils are:

<b>Councillor</b>	<b>Mayor</b>
Annual Fee Minimum - Maximum	Additional Fee Minimum - Maximum
\$10,560 - \$19,730	\$22,460 - \$52,410

In 2008, when Council last determined the fees payable to Councillors and the Mayor, it resolved to pay fees at the maximum level which applied to Category 1 councils.

Having regard to the Remuneration Tribunal's statement in its 2002 Report that "*Gosford, Hornsby, Liverpool, Sutherland and Randwick certainly warrant payment of the maximum fee for Category 1 and their activities have been taken into account in determining the maximum fee for Category 1*", it is considered appropriate that the maximum fee for the Metropolitan Centres Category (previously known as Category 1) continue to be paid to Councillors and the Mayor for the period 1 July 2009 to 30 June 2010.

In this regard, each Councillor would receive an annual fee of \$19,730 and the Mayor would receive an additional annual fee of \$52,410 for the 2009/10 financial year.

### **BUDGET**

An amount of \$251,000 has been included in the 2009/10 Budget for the payment of fees to Councillors and the Mayor. On the basis that Council will continue to pay the maximum fees applicable to the Metropolitan Centres Category of councils for the 2009/10 financial year, the funds allocated in the Budget are sufficient to cover the cost of Councillor and Mayoral fees.

### **POLICY**

This Report has been prepared having regard to the 2009 Report and Determinations of the Local Government Remuneration Tribunal.

### **CONSULTATION**

The Local Government Remunerations Tribunal consulted with various organisations as part of their 2009 review.

### **TRIPLE BOTTOM LINE SUMMARY**

Triple Bottom Line is a framework for improving Council decisions by ensuring accountability and transparency on social, environmental and economic factors. It does this by reporting upon Council's strategic themes.

This Report simply provides Council with information and seeks endorsement of standard expenditure according to legislation and within current budgetary considerations. It does not



propose any actions which require a sustainability assessment and as such no Triple Bottom Line considerations apply.

### **RESPONSIBLE OFFICER**

The officer responsible for the preparation of this Report is the Manager, Administration Services Branch - Mrs Robyn Abicaire who can be contacted on 9847-6608.

### **RECOMMENDATION**

THAT:

1. Council note the Local Government Remuneration Tribunal's determination that Hornsby Shire Council be placed in the Metropolitan Centres Category (previously known as Category 1) of councils.
2. In accordance with Section 248 of the Local Government Act, and the 2009 determination of the Local Government Remuneration Tribunal, an annual fee of \$19,730 be paid to each Councillor for the period 1 July 2009 to 30 June 2010.
3. In accordance with Section 249 of the Local Government Act, and the 2009 determination of the Local Government Remuneration Tribunal, an additional annual fee of \$52,410 be paid to the Mayor for the period 1 July 2009 to 30 June 2010.

GARY BENSLEY  
Executive Manager  
Corporate and Community Division

ROBYN ABICAIRE  
Manager - Administration Services  
Corporate and Community Division

### **Attachments:**

1. Local Government Remuneration Tribunal - 2009 Report and Determinations

File Reference: F2004/06043  
Document Number: D01184012

### **3 TENDER T18/2009 BUSHLAND RESTORATION AND MANUAL FIRE HAZARD REDUCTION SERVICES**

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#### **EXECUTIVE SUMMARY**

A preferred supplier agreement for bushland management works is required to service the needs of Council in carrying out works for bushland restoration and manual fire hazard reduction services. Both services are grouped into the one tender, due to the similarity of worksite and skills required. Works are funded from several sources, totalling in excess of \$500,000 for financial year 2009/10. The previous tender expired on 30 June 2009 and was a three year supplier agreement. It proved an efficient way of engaging and managing contract services for the above programs.

The proposed preferred supplier agreement is for up to three years, with annual review of contracts.

Tender T18/2009 is a Schedule of Rates tender.

#### **PURPOSE/OBJECTIVE**

This report provides a recommendation for the acceptance of a panel of preferred suppliers to Council as a result of Tender No.18/2009, Bushland Restoration and Manual Fire Hazard Reduction Services.

#### **DISCUSSION**

The objectives as listed in the contract are to:

- reduce major weed infestations and repair degraded bushland in designated areas
- control priority noxious weed and invasive plant species
- replant areas or species unable to regenerate
- create/maintain fuel reduced zones
- prepare sites for hazard reduction burning
- provide bushland condition mapping, periodical and final reports
- maintain and monitor sites
- improve aesthetic qualities and access into bushland reserves.

Under Council's business rules for purchasing, it is necessary to call public tenders where the estimated value of the works exceeds \$135,000 (ex GST). A Public Tender Notice was advertised in The Sydney Morning Herald on Wednesday 20 May 2009 and The Hornsby Advocate on Thursday 21 May 2009 and tenders were opened on 10 June 2009.

Responses were received from the following companies. They had the opportunity within this tender to apply for either Bushland Restoration Services (BR) or Manual Fire Hazard Reduction Services (HR) or both. Those suppliers listed with the above abbreviations form the proposed panel of preferred suppliers:

• Total Earth Care	BR and HR
• Australian Bushland Restoration	BR
• The National Trust of NSW	BR
• Sydney Bush Regeneration	BR and HR
• Bushland & Rainforest Regeneration & Consulting	BR
• Toolijooa	BR and HR
• Bush Habitat Restoration Cooperative	BR
• Bush-it	BR
• Ecohort	BR and HR
• Dragonfly Environmental	BR
• Lane Cove Bush Regeneration Cooperative	BR
• Environmental Land Contracting	Not selected
• Warrigal Green	Not selected
• Australian Areas Management and Repair	Not selected

This panel of 11 proposed preferred suppliers in the top list covers all program areas. Past experience has shown the need for a large quantity of suppliers for this labour intensive work. It also provides a consistent level of service throughout the year that is necessary when managing natural systems.

### **Tender Evaluation**

Apart from the mandatory requirements for tender returns (see TRIM folder F2009/00342), the evaluation of the tender was based on the specific selection criteria below:

#### ***Specific criteria for bushland restoration***

- Experience and qualifications in bush restoration
- Experience with local vegetation communities
- Knowledge & experience in noxious weed control
- Capability to provide continuous service
- Experience in weed mapping
- Information or innovation

#### ***Specific criteria for manual fire hazard reduction works:***

- Ability to complete manual bushfire fuel reduction works
- Understanding of bushfire fuel and hazard mitigation principles
- Ability to undertake scheduled for maintenance works
- Qualifications, training and experience with manual fuel reduction works
- Experience and qualifications in plant identification, weed and erosion control
- Provision of suitable supervision of equipment operators

Council will allocate specific locations / individual contracts to each of the preferred suppliers in accordance with their expertise and resources.

The selection details are contained in Attachment 1 to this Report.

### **BUDGET**

The schedule of rates contained within this tender has been allowed for within the 2009/10 approved budget.

## **POLICY**

The tender process has been undertaken in accordance with Council Policy - Tenders and Council's business rules for purchasing.

## **CONSULTATION**

The assessment of this tender was completed within Council's Bushland and Biodiversity Branch using a panel of three staff and using guidelines from Council's procurement team. Referee checks were undertaken by Council's Coordinator of Bushland Management Operations.

## **TRIPLE BOTTOM LINE SUMMARY**

### **Working with our community**

Many of the sites named in this bush regeneration tender occur in the same location or adjacent to community bushcare sites. Bush regeneration contractors work closely with these groups to encourage and add value to their efforts.

Letters are sent to residents who live adjacent to selected bushland reserves within this contract program. These letters inform about the Council works and request residents to remove noxious weeds from their own properties.

### **Conserving our natural environment**

As part of this contract, native revegetation and regeneration in turn contribute to a net reduction in greenhouse gas generation. The method of bushland regeneration is employed to make the sites "self sustaining" and hence reduce the hours spent by contractors on maintenance, thus increasing the overall sustainability of the projects.

All plants that are used in revegetation programs have their trays and tubes returned to the Council nursery for reuse on other programs. Sites that are mulched most often use waste from local tree removal firms that could potentially be transported to landfill.

By revegetating both within creeks and wetlands and along the creek edges, the current contract aids in reducing erosion and slump of creek banks and the reduction of sediment travelling downstream. Aquatic plants also take up nutrients and other pollutants from the water column and reduce degradation downstream.

The vast majority of native tubestock used are sourced from Council's nursery. These tubestock are grown from native seed collected in the area they are to be planted which maintains the genetics of the stock in that region. By the addition of native plants where weeds had previously dominated we can assist native pollinators and invertebrates who are specifically adapted for these native species. With native vegetation established once more the surrounding area will receive native seed in place of weed seed.

Regenerating bushland reserves conserves and repairs ecologically endangered vegetation communities and threatened flora and fauna species.

### **Contributing to community development through sustainable facilities and services**

The project contributes to community development by providing improved condition and scenic amenity of bushland areas for residents and visitors. Better facilities including improved walking tracks and accessibility will lead to reduction of soil erosion and

compaction, improved water quality and protection of natural fauna and flora. The bushland regeneration method is the most cost effective tool for reducing long-term financial burden of these assets.

### **Fulfilling our community's vision in planning for the future of the Shire**

The project provides enhanced and improved opportunities for passive recreation and plays a significant role in achieving our Shire's vision of "creating a living environment." By maintaining the integrity of Hornsby's bushland Council is reflecting the increasingly important issue of environmental protection as demonstrated by local residents. This will in term preserve these important areas for future generations.

### **Supporting our diverse economy**

The maintenance of the natural environment is part of the wider vision of Council to maintain and improve aesthetic amenity of creeks, estuary and bushland, and thereby attract investors and tourists. Improvements to the condition of open space supports this destination as a popular place in which to live and work. This tender has offered employment to over fifty staff from eleven different suppliers, with some of these being local residents.

### **Maintaining sound corporate and financial management**

The protection, repair and maintenance of these assets will ensure that lifecycle costs are minimised and attempts to mitigate the exponential increase in natural asset degradation and subsequent repair costs. Contracted bushland management works aim to conserve and repair council managed bushland assets in a strategic and efficient manner.

Preventing the spread of gazetted noxious weeds from council land and attempting to conserve high priority bushland areas are two examples of sound corporate management in terms of council meeting their legal obligations.

### **Other Sustainability Considerations**

This program is implementing several objectives of Council's Biodiversity Conservation Strategy, including:

‘To conserve species, populations and communities of native plants and animals, and allow for their continued evolution and survival in the Hornsby Shire in context of the region.’

### **RESPONSIBLE OFFICER**

For further information, please contact Anthony Newling, Coordinator - Bushland Management Operations, on 9847 6839, Monday to Friday, 8.30am to 5pm.

### **RECOMMENDATION**

THAT Council accept the tenders listed in this report as Hornsby Shire Council preferred suppliers for bushland management works for a three-year period, subject to annual performance review.

ROBERT STEPHENS  
Executive Manager  
Environment Division

**Attachments:**

1. Tender Evaluation Report - *This attachment should be dealt with in confidential session, under s10a (2) (d) of the Local Government Act, 1993. This report contains commercial information of a confidential nature that would, if disclosed (i) prejudice the commercial position of the person who supplied it; or (ii) confer a commercial advantage on a competitor of the Council; or (iii) reveal a trade secret.*

File Reference: F2009/00342  
Document Number: D01180756

#### **4 TENDER T7/2009 - CLEANING AND REPAIR OF STORMWATER QUALITY IMPROVEMENT DEVICES (SQIDS) WITHIN HORNSBY SHIRE**

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##### **EXECUTIVE SUMMARY**

Hornsby Shire Council has consistently endeavoured to improve the quality of stormwater reaching our local creeks and waterways. As a result of this, and with the support of local residents, the Catchments Remediation Rate was established in 1994 and increased to a 5% levy on ordinary rates in 1997 to fund the further installation of stormwater quality improvement devices (SQIDs) in an effort to remove sediment, litter and organic matter from urban runoff which would ordinarily pollute our creek lines and estuaries. The cleaning and repair of these devices is highly specialised and for this reason the Water Catchments Team engages a qualified contractor on a three year rolling contract. This contract expires on 30 June 2009 and, as a result, tender documentation was prepared according to Council's tendering requirements. The proposed contract will run for the 2009/2010 – 2011/2012 financial years.

##### **PURPOSE/OBJECTIVE**

The purpose of this report is to provide details of the tenders received and a recommendation for acceptance of Tender T7/2009 by a suitably qualified contractor to carry out the cleaning and repair of SQIDs within Hornsby Shire.

##### **DISCUSSION**

Six quotations were received under T7/2009 – The Cleaning and Repair of Stormwater Quality Improvement Devices (SQIDs) within Hornsby Shire (Trim File F2009/00265) from the following tenderers:

- A&L Pipe Eye Pty Ltd
- Bell Environmental
- Envirocivil Pty Ltd
- Mistral Plumbing
- Total Drain Cleaning Services Pty Ltd
- Veolia Water Network Services

The tenders were evaluated based on the tenderers' responses to specifications:

- Staff experience and qualifications
- Company experience in maintaining and repairing SQIDs
- Company capacity and experience in undertaking similar size jobs
- Occupational Health and Safety (OH&S) System.

The attached confidential Tender Evaluation Report provides a summary of the evaluation process and the total cost and weighted score of each tender. Full details of the tenders and evaluation are in F2009/00265.

The cleaning and maintenance work required under this contract are most suitable for one contractor only. The submission of each contractor was evaluated by assessing the response to the specifications and the submitted schedule of rates. These costs were multiplied by the number of devices emptied during a representative year to give a proposed annual expenditure for each tenderer.

The results of the evaluation indicate that the preferred tenderer, based on both price and response to selection criteria, is Envirocivil Pty Ltd. This organisation has demonstrated proficiency in completing this work in the current and past contracts, has described similar work it undertake with other councils and its references have been highly complementary.

### **BUDGET**

The Water Catchments Team has allocated \$160,000 from the Catchment Remediation Rate for the cleaning and repair of SQIDs for the 2009-2010 budget.

### **POLICY**

This report has been written in accordance with Council's tendering policy and procedures.

### **CONSULTATION**

Tender documentation was prepared in consultation with Robyn McKenzie, Procurement Manager and David Beharrell, Team Leader Catchment Remediation.

The tender submissions have been evaluated on both price and expertise. The Tender Evaluation Committee included Ross McPherson (Manager, Water Catchments), David Beharrell (Team Leader, Catchment Remediation) and Elizabeth Bulley (Environmental Scientist, Water Quality Assets).

### **TRIPLE BOTTOM LINE SUMMARY**

#### **Working with our community**

The total volumes of litter, organic matter and sediment collected from Council's stormwater quality improvement devices (SQIDs) are reported annually in the Catchments Remediation Rate Capital Works Program Annual Report. These results are also available upon enquiry. Community members interested in the operation of SQIDs are openly invited to participate in education forums such as water catchment tours.

#### **Conserving our natural environment**

Recyclable material is retrieved from SQIDs and is recycled through Hornsby Council's facility at Mount Kuring-gai, where the material is reused in Council projects. Additionally, by preventing litter, sediment and organic matter from entering creeks and waterways, reduces the downstream degradation, stops the infilling of naturally occurring ponds (important habitat) and reduces water velocity, and hence erosion of creeks.

By maintaining the integrity of downstream waterways and reducing erosion, SQIDs aid the retention of important edge habitats for macro-invertebrates and other fauna. The reduction of smothering effects on native aquatic plants and reeds downstream also maintains habitat for aquatic organisms. Also, many of the SQIDs reduce litter, organic matter and sediment from entering important native habitat such as national parks and bushland reserves.



**Contributing to community development through sustainable facilities and services**

SQIDs reduce litter input from the urban environment and hence maintain the aesthetics of public spaces. The reduction of water velocity as a result of SQID installation reduces creek erosion and slumping. This type of erosion can often result in steep sided channels, with little edge vegetation that can propose a risk to public safety.

**Fulfilling our community's vision in planning for the future of the Shire**

Maintaining the integrity of Hornsby's creeks and waterways is becoming an increasingly important issue for local residents. These areas should be available to future generations for their aesthetic, recreational and intrinsic environmental value.

**Supporting our diverse economy**

The maintenance of the natural environment is part of the wider vision of Council to maintain and improve aesthetic amenity of creeks, estuary and bushland, and thereby attract investors and tourists.

By reducing the impact that highly urbanised and industrial centres have on the environment through the installation of SQIDs, Council will instil environmental values into company ethics and promote environmental health to the wider community.

**Maintaining sound corporate and financial management**

The regular removal of refuse from the head waters of creeks and waterways through the use of SQIDs reduces the need for costly cleanup operations further downstream in the future.

**Other Sustainability Considerations**

N/A

**RESPONSIBLE OFFICER**

The responsible officer is Elizabeth Bulley, Environmental Scientist – Water Quality Assets, Water Catchments Team, telephone 9847 6965, Monday to Friday, 8am to 4pm.

**RECOMMENDATION**

THAT Council accept the quotation of Envirocivil Pty Ltd for all work under Tender T7/2009 for 'Cleaning and Repair of Stormwater Quality Improvement Devices (SQIDs) within Hornsby Shire' for a three year period.

ROBERT STEPHENS  
Executive Manager  
Environment Division

**Attachments:**

1. Confidential Memo - Evaluation Report - T7 2009 - *This attachment should be dealt with in confidential session, under s10a (2) (c) of the Local Government Act, 1993. This report contains information that would, if disclosed, confer a commercial advantage on a person with whom the Council is conducting (or proposes to conduct) business.*

File Reference: F2009/00265

Document Number: D01184216

**5 TENDER T8/2009 - LANDSCAPE MAINTENANCE AND BUSH  
REGENERATION WITHIN HORNSBY SHIRE**

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**EXECUTIVE SUMMARY**

Hornsby Shire Council has consistently endeavoured to improve the quality of stormwater reaching our local creeks and waterways. As a result of this, and with the support of local residents, the Catchments Remediation Rate ("CRR") was established in 1994 and increased to a 5% levy on ordinary rates in 1997 to fund the further installation of stormwater quality improvement devices (SQIDs). The aim of this capital works program is to remove sediment, litter and organic matter from urban runoff which would ordinarily pollute our creek lines and estuaries. As this work is primarily in areas that are highly degraded and there is a certain amount of disturbance inherent with undertaking capital works the CRR also covers the maintenance of vegetation surrounding and within these devices for an extended period after installation. This involves highly specialised landscaping and bush regeneration activities for which the Water Catchments Team engages three qualified contractors on a three year rolling contract. This contract was due to expire on the 30 June 2009 and, as a result, tender documentation was prepared according to Council's tendering requirements. The proposed contract will run for the 2009/2010 – 2011/2012 financial years.

**PURPOSE/OBJECTIVE**

The purpose of this report is to provide details of the tenders received and a recommendation for acceptance of Tender T8/2009 by three suitably qualified contractors to carry out the landscape maintenance and bush regeneration at selected SQIDs within Hornsby Shire.

**DISCUSSION**

Thirteen quotations were received under T8/2009 – 'Landscape Maintenance and Bush Regeneration within Hornsby Shire' (Tender File F2009/00266) from the following tenderers:

- Australian Areas Management and Repair
- Australian Bushland Restoration Pty Ltd
- Bush-it Pty Ltd
- Dragonfly Environmental Pty Ltd
- Ecohort Pty Ltd
- Hills Bushcare
- Hunter Land Management
- Microclimate
- National Trust of Australia (NSW)
- Sydney Bush Regeneration Company Pty Ltd
- Toolijooa Environmental Restoration Pty Ltd
- Total Earth Care Pty Ltd
- Warrigal Green Pty Ltd

The tenders were evaluated based on the tenderer's response to specifications:

- Staff experience and qualifications;
- Past company experience (considering the following):
  - Local experience with Hornsby or bordering councils
  - Organisational structure and capacity to undertake the work
  - Experience with SQID devices and degraded environments
  - Variability and scope of previous experience.

The attached confidential Tender Evaluation Report provides a summary of the evaluation process and the total cost and weighted score for each tender. Full details of the tenders and evaluation are on F2009/00266.

The landscape maintenance and bush regeneration work required under this contract are most suitable for three separate contractors. This is due to the requirement for a wetland specialist and for two separate contractors to cover the northern and southern sector of Hornsby Local Government Area (LGA). The submissions by each contractor were evaluated by assessing their response to the specifications and their submitted Schedule of Rates. The main activities used to assess costs under the schedule of rates were "Bush Regeneration / Weeding / Landscaping" and "Hand Spraying".

The results of the evaluation indicate that the preferred tenderers based on price and responses to selection criteria are Dragonfly Environmental Pty Ltd for all wetland assets, Australian Bushland Restoration Pty Ltd for the northern sector and Sydney Bush Regeneration Company Pty Ltd for the southern sector of Hornsby LGA. All three tenderers submitted highly professional and impressive submissions, supported by a competitive hourly rate for the work required. Additionally, all three tenderers received highly complementary references.

### **BUDGET**

Sufficient funds have been set aside from the 2009/2010 budget for the cleaning and repair of SQIDs.

### **POLICY**

This report has been written in accordance with Council's tendering policy and procedures.

### **CONSULTATION**

Tender documentation was prepared in consultation with Robyn McKenzie, Procurement Manager and David Beharrell, Team Leader Catchment Remediation.

The tender submissions have been evaluated on both price and expertise. The Tender Evaluation Committee comprised Anthony Newling (Coordinator, Bushland Operations), Sean Allison (Environmental Scientist, Bushland Projects) and Elizabeth Bulley (Environmental Scientist, Water Quality Assets).

### **TRIPLE BOTTOM LINE SUMMARY**

#### **Working with our community**

Details of capital works and bush regeneration activities surrounding these works are reported annually in the Catchments Remediation Rate Capital Works Program Annual Report and available by enquiry.

Many of the sites which will be listed under this bush regeneration contract are in the same location or adjacent to community bushcare sites. Bush regeneration contractors work closely with these groups to reduce overlap and double handling.

### **Conserving our natural environment**

As part of this contract, native revegetation of recently installed capital works is carried out. This includes the planting of sometimes thousands of plants, which will in turn contribute to a net reduction in greenhouse gas generation. This method of revegetation is employed to make the sites self sustaining and hence reduce the hours spent by contractors on maintenance, thus increasing the overall sustainability of the projects.

All plants that are used in revegetation programs have their trays and tubes returned to the Council nursery for reuse on other programs. Sites that are mulched most often use waste from local tree removal firms that could potentially be transported to landfill.

By revegetating both within creeks and wetlands and along the creek edges, the current contract aids in reducing erosion and slump of creek banks and the reduction of sediment travelling downstream. Aquatic plants also take up nutrients and other pollutants from the water column and reduce degradation downstream.

All native tubestock used in the revegetation surrounding SQIDs are sourced from Council's nursery. These tubestock are grown from native seed collected in the area they are to be planted which maintains the genetics of the stock in that region. By the addition of native plants where weeds had previously dominated we can assist native pollinators and invertebrates who are specifically adapted for these native species. With native vegetation established once more the surrounding area will receive native seed in place of weed seed.

Establishing native vegetation around SQIDs will result in the surrounding and downstream bushland having an input of native seed rather than detrimental weed seed.

### **Contributing to community development through sustainable facilities and services**

By reducing weed dominance and establishing native vegetation, Council will maintain the aesthetics of public spaces.

The stabilising of creek banks through extensive planting and regeneration of native stock will reduce bank collapse and provide a safer environment for the public. This planting will also create a barrier to the public entering or falling down steep creek edges.

### **Fulfilling our community's vision in planning for the future of the Shire**

By maintaining the integrity of Hornsby's creeks and bushland Council is reflecting the increasingly important issue of environmental protection as demonstrated by local residents. This will in term preserve these important areas for future generations.

### **Supporting our diverse economy**

The maintenance of the natural environment is part of the wider vision of Council to maintain and improve aesthetic amenity of creeks, estuary and bushland, and thereby attract investors and tourists.

**Maintaining sound corporate and financial management**

The removal of weeds and associated weed seed at the head waters of creeks which are easily transported in aquatic environments will save extensive cleanup costs downstream in the future.

SQID devices are considered a Council Asset and therefore the reduction of weeds choking these devices will aid in their aesthetic appeal. This contract is also considered to be financially sustainable because regular maintenance alleviates the need for expensive weed control in the future.

**Other Sustainability Considerations**

N/A

**RESPONSIBLE OFFICER**

The responsible officer is Elizabeth Bulley, Environmental Scientist – Water Quality Assets, Water Catchments Team, 9847 6965, 8:00am to 4:00pm, Monday to Friday.

**RECOMMENDATION**

THAT Council accept the submissions of Dragonfly Environmental Pty Ltd, Australian Bushland Restoration Pty Ltd and Sydney Bush Regeneration Company Pty Ltd for all work under Tender T8/2009 for “Landscape Maintenance and Bush Regeneration within Hornsby Shire” for a three year period.

ROBERT STEPHENS  
Executive Manager  
Environment Division

**Attachments:**

1. Confidential Memo - Evaluation Report - T8 2009 - *This attachment should be dealt with in confidential session, under s10a (2) (c) of the Local Government Act, 1993. This report contains information that would, if disclosed, confer a commercial advantage on a person with whom the Council is conducting (or proposes to conduct) business.*

File Reference: F2009/00266  
Document Number: D01185458

## 6 RECISSION OF FILMING IN THE SHIRE POLICY IN ACCORDANCE WITH NSW FILMING PROTOCOL

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### PURPOSE/OBJECTIVE

The purpose of this report is to seek Council's endorsement to rescind the *Filming in the Shire* Policy as this policy has been superseded by the NSW Government's Local Government Filming Protocol 2009 which came into effect on 30 March 2009.

### DISCUSSION

Report ST05/09, provided to Council at its April Ordinary Meeting, contained details regarding the NSW film friendly legislation and the introduction of the mandatory NSW Government's Local Government Filming Protocol 2009. The Report outlined the requirements of all councils across the State in relation to commercial filming.

All councils must comply with the NSW Government's Local Government Filming Protocol 2009, which includes key elements relating to:

- Approval processes
- Fees and charges
- Parking
- Temporary structures
- Community lands
- Public lands

Council is requested to rescind the *Filming in the Shire* Policy as the NSW Government's Local Government Filming Protocol 2009 is the mandatory policy for all councils regarding commercial filming.

### BUDGET

There are no budget implications.

### POLICY

The Local Government Filming Protocol 2009 replaces the *Filming in the Shire* Policy.

### CONSULTATION

Relevant members of the organisation have been consulted in relation to the implementation of the Local Government Filming Protocol.

### TRIPLE BOTTOM LINE SUMMARY

Triple bottom line attempts to improve Council's decisions by being more accountable and transparent on social, environmental and economic factors. This report does not propose any new initiatives or require the allocation of funds, and therefore a triple bottom line assessment is not required.

**RESPONSIBLE OFFICER**

Kim Appleby, Research & Policy Development Officer - Corporate Strategy is responsible for this report, and may be contacted on 9847 6014.

**RECOMMENDATION**

THAT

Council note the contents of this report and rescind the *Filming in the Shire* Policy.

JULIE WILLIAMS  
Manager, Corporate Strategy  
Strategy Division

**Attachments:**

There are no attachments for this report.

File Reference: F2004/10055  
Document Number: D01191959



## 7 2009/2010 IMPROVEMENTS PROGRAM - CIVIL WORKS

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### **EXECUTIVE SUMMARY**

This report brings together the various improvement programs being undertaken by the Design and Construction Branch of Works Division for 2009/2010. These programs include Local Roads, Footpaths, Traffic Facilities, Drainage, Civic Improvements, Catchment Remediation and other special projects. The timing of the various works under these programs is shown in the attached Gantt Charts for Council's adoption.

### **PURPOSE/OBJECTIVE**

The purpose of this report is to provide information as to the timing of the various Improvement Programs being undertaken by the Design and Construction Branch and for Council to adopt the Program.

### **DISCUSSION**

Works construction is carried out under Council's various Improvements Programs namely: Local Roads, Footpaths, Stormwater Drainage, Traffic facilities and special projects. In addition to this, the Design and Construction Branch is involved in other works such as Catchment Remediation projects for the Water Catchments Team of the Environment Division and civil works such as car park construction for the Parks and Landscape Team.

Council has received \$2.4 million from RCLIP grants for several water harvesting projects in various parks in Eastwood and North Epping and these have been included in the attached Gantt charts.

Works continue in the Hornsby Quarry and adjacent land, including work on setting up for pumping the quarry void. Further, the Design and Construction Branch is involved in monitoring stability and pursuing options for future use as directed by Council.

Individual projects have been financed from Divisional allocations as previously approved by Council when it adopted the 2009/10 budget. If complementary grant funding identified for a project alters, the program will be reviewed and reported to Council in a subsequent quarterly review.

Attached is a copy of the Gantt charts for the programs listed above.

### **BUDGET**

The program is in accordance with the annual operating plan for 2009/2010.

### **POLICY**

There are no policy implications.

**CONSULTATION**

The program has been developed in consultation with the respective program managers.

**TRIPLE BOTTOM LINE SUMMARY**

A Triple bottom line summary is not required for this report as this is done at an individual program level.

**RESPONSIBLE OFFICER**

The responsible officer is the Manager, Design and Construction branch Mr Rob Rajca telephone 9847 6675 between 8:30 a.m.-5:00 p.m., Monday to Friday.

**RECOMMENDATION**

THAT the Civil Works program for 2009/10 as shown in the attached Gantt Charts be adopted.

MAXWELL WOODWARD  
Executive Manager  
Works Division

**Attachments:**

1. Gantt Charts (3 pages)

File Reference: F2004/05959-02  
Document Number: D01191731

## **8 CHERRYBROOK - TRAFFIC AND PARKING ISSUES REVIEW**

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### **EXECUTIVE SUMMARY**

Council has received a number of requests for changes to traffic and parking management in the area broadly defined by Greenway Park, the Cherrybrook Village Shopping Centre Purchase Road and Shepherds Drive. Forty-one requests for improvements to the operation of the roundabout at the entry to Cherrybrook Village Shopping Centre have been received by way of submissions to the draft Management Plan 2009/10 – 2011/12.

Recent developments have increased parking utilization and traffic generation, and future development is expected to further increase activity and demand. However, the planning of the road and parking network in Cherrybrook is essentially sound with recent surveys confirming prescribed traffic management standards are being met. Relatively minor changes are required to ensure road safety and traffic flow standards continue to be met, and that equitable access to parking continues.

### **PURPOSE/OBJECTIVE**

This report has been prepared to review the operation of traffic and parking facilities in the area broadly defined by Greenway Park, the Cherrybrook Village Shopping Centre, Purchase Road and Shepherds Drive. Issues considered in this report are:

- The operation of the roundabout at the intersection of Shepherds Drive and Kenburn Avenue.
- Cherrybrook Shopping Village access and parking.
- Parking in Shepherds Drive on the approach to the roundabout.
- Parking within Greenway Park.
- Parking displaced onto local streets.
- Pedestrian access to shops.
- Parking near The Manor.
- Traffic at schools on Purchase Road.
- Intersection of New Line Road and Shepherds Drive/County Drive.

### **DISCUSSION**

The area of Cherrybrook referred to in this report was identified as the service centre for the precinct when it was planned and subdivided over thirty years ago. Since then Cherrybrook has been subject to steady increases in activity as infill development has increased the population to levels able to sustain locally based services. Until recently Cherrybrook residents have experienced the benefit of forward planning where roads, parks and other facilities have operated at reduced capacity. Now that the population and traffic are reaching ultimate planned levels, some residents are concerned that Cherrybrook is being over developed. However, ongoing monitoring has verified that the road and parking networks are operating within prescribed standards. Traffic flow on local roads during peak periods meets traffic management performance standards for the Sydney metropolitan area. Parking is

available within the range considered desirable by pedestrian planning guidelines during parking peaks.

- ***Roundabout at the intersection of Shepherds Drive and Kenburn Avenue.***

The redevelopment of Cherrybrook Village Shopping Centre in 2005 resulted in increased traffic delays in Shepherds Drive. Traffic attempting to enter Cherrybrook Shopping Village from the direction of New Line Road is now delayed by vehicles slowing to access parking spaces within the centre. However, while queuing did occur during traffic peaks, the extent and duration of the queuing fell below the level justifying major reconstruction according to prescribed traffic management standards. Despite site observations and traffic modelling confirming that Shepherds Drive was operating satisfactorily, Council, at the Ordinary Meeting of 8 August 2007 (WK49/07), resolved to investigate improvements to the roundabout.

The Local Traffic Committee considered two proposals to provide a left turn slip lane from Shepherds Drive into the shopping centre in May 2008 (LTC Item 12/2008) and recommended that the low cost left turn lane proposal using minimum design standards was acceptable and should be provided. A full report on the roundabout design options and related issues are included in Attachment 1.

The approved design was developed using Australian Standard vehicle templates and allows two cars to enter the roundabout at slow speed. The additional left turn lane was provided to store vehicles waiting to enter the shopping centre car park without obstructing through movements during traffic peaks. The lane widths in and approaching the roundabout are sufficient to allow through vehicles to slowly pass stopped vehicles. Where the left turning vehicle does not keep left, or either vehicle is larger than the design vehicle, the other vehicle has the option of using the mountable portion of the roundabout which is designed specifically to allow vehicles to cross at slow speed. This creates a low speed environment which is appropriate for the level of traffic congestion and pedestrian conflict occurring during peak periods. Whether or not the queue forms is dependant on motorists behaviour within the car park. Observation of the roundabout operation also shows through traffic is delayed by vehicles queuing in the roundabout when queues in the shopping centre car park limit entry opportunities. This in turn delays south bound vehicles. There is not a design solution possible on Shepherds Drive or the roundabout which can influence queuing within the car park.

There are two identified options to increase the road width. Firstly, further widening of the roadway (refer to Attachment 2) and secondly, narrowing of the roundabout island (refer to Attachment 3), have been investigated. However, neither option is considered suitable as such work would decrease the deflection path of the kerbside lane to the point where through vehicles may travel at an unrestricted speed through the roundabout, thus negating the road safety benefits of the roundabout when traffic is light. In addition, through vehicle speeds in the area of the pedestrian refuges at the roundabout would increase during peak periods if the lanes are wider. Such action cannot be supported on road safety grounds.

A comparison of typical queue lengths before and after the roundabout improvements completed in August 2008 are shown in Attachment 4. Further details of traffic count data are provided in Attachment 1. The lines shown in Attachment 4 represent the end of queues resulting from traffic travelling at less than 10 km/h, not necessarily stopped. The longer queue represents Level of Service C and the shorter Level of Service B. Level of Service C is considered acceptable for new traffic facilities in the Sydney Region. Observations of

queuing at this roundabout consistently show that queues form readily at times of high activity in the car park, but also dissipate relatively quickly.

Other options would be to signalise the intersection, either by signalising the roundabout or removing the roundabout and reconstructing the intersection. The cost of either option would exceed \$200,000. Neither option is recommended as queues entering the car park would continue to form back into the intersection, preventing vehicles from entering the intersection. In addition, signals would result in vehicle delays occurring outside of peak periods as well as during peak periods. Signals may however, improve pedestrian access during peak periods. As the roundabout does not have an established crash history and the Level of Service is better than F, the site does not meet the RTA threshold for traffic signals. Consequently, the RTA would not contribute towards the work.

The Traffic Officer, Eastwood Police advises that the Police would not support providing a wider circulating roadway as it would result in higher speeds through the roundabout. Other sections of Shepherds Drive have a history of after hours speeding complaints and the roundabout in its current form has proven to be an effective speed management device with only one significant collision reported in the last 12 months.

Cherrybrook Village Shopping Centre management has advised that it is currently unable to consider financially contributing to further roadworks as it considers the left turn slip lane has reduced delays and complaints significantly. However, centre management will consider further changes to the internal layout of the car park to improve circulation and further reduce queuing into Shepherds Drive, as detailed later in this report. Council staff will continue to work with centre management on this issue.

Changes to the roundabout or approach lanes are not recommended as the roundabout is operating in accordance with the design brief and meets prescribed traffic flow and road safety standards. Widening the roadway at the roundabout would decrease road safety without improving access to the shopping centre and is also not supported.

- ***Cherrybrook Shopping Village access and parking.***

As stated above, the key to improving traffic operation at Kenburn Avenue roundabout relies on preventing queuing in the car park extending back into Shepherds Drive. To manage the problem, Cherrybrook Village Shopping Centre has retained a traffic consultant to investigate and recommend changes to the layout of the car park to reduce delays and queuing. As a result, a number of changes have been made in consultation with Council since late 2005. Angle parking at the shopping centre car park entry was removed and replaced with a community bus stop. Later, diverging aisles near the entry were blocked off. Parking restrictions introduced earlier this year created more on site parking by removing commuters. Staff parking has been consolidated in specific areas. The traffic consultant is continuing to develop proposals involving low cost changes to pavement marking and pedestrian access to improve traffic flow within the car park.

Centre management has also attempted to influence driver behaviour by giving away shopping vouchers to attract customers into the underutilized multi-deck section of the car park. However, the initiative has only had moderate success as many motorists appear to prefer to wait for a space to be vacated near the main entry rather than drive further into the car park to access a vacant space.

While the changes to the car park have collectively provided useful improvements, many residents writing to Council have suggested a second entry via Greenway Park, near the Caltex Service station. Centre management has stated they will consider a second access over the longer term, however, recognize that it will be an extremely expensive project involving a long time frame to deliver. This matter was considered in more detail in Report WK2/09 considered by Council at the Ordinary Meeting of 11 February 2009. In that report Council's Manager Parks and Landscapes Team supported a shared pedestrian bicycle link however was unable to support a vehicle link due to its greater adverse impact on the operation of Greenway Park. Those comments highlighted concerns regarding the loss of community open space and lack of alternative sites available to relocate affected sport facilities.

In addition to considerable construction costs, a second entry proposal would require extensive public consultation to determine whether the community would support changing the Plan of Management, reclassifying Community Land and subsequently rezoning the land. Council could fast track the process by initiating public consultation and reclassification, however, this would involve considerable Council resources. As the Centre management has stated that it is unable to consider funding a second entry in the short term, Council would have to bear the full cost of consultation and reclassification with no guarantee that current or future property owners would complete the process. A second access driveway would follow a similar alignment to the proposed pedestrian cycleway as shown in Attachment 5, however, due to the greater width, it would have a greater impact on Greenway Park.

A review of the traffic data indicates that a second entry/exit to Cherrybrook Village Shopping Centre may not completely solve nor sufficiently improve the queuing problem occurring at the Kenburn Avenue roundabout. Of particular concern is the volume of traffic entering the shopping village from the direction of the County Drive roundabout (300 vehicles per hour), and returning the same way (242 vph) during peak periods. Furthermore, substantial promotion and financial inducements by shopping centre management failed to attract motorists to use the underutilized multideck car park. Therefore the likelihood of motorists entering the area from the County Drive roundabout changing their behaviour to use the second entry to access the multideck car park area is unknown and cannot be reliably estimated. Committing Council to a relatively expensive course of action of a second car park entry, that involves rezoning and the loss of public open space and sports facilities, cannot be recommended where the benefit or outcome is uncertain.

The relatively minor changes to the operation of the car park made by Cherrybrook Village Shopping Centre have resulted in significant reductions to delays. Additional proposed internal works also appear feasible. While a second vehicle entry via Greenway Park may be seen as an improvement, it could be difficult to justify given current traffic volumes and the loss of open space and recreational facilities. Due to the costs of public consultation and reclassification of land, the need to plan for a second entry is effectively a decision for the Centre management unless Council is prepared to fund advance planning consultation and rezoning, which would in turn require Council to consider the budget implications. This work is currently unfunded.

- *Parking in Shepherds Drive on the approach to the roundabout.*

Some residents have requested that parking restrictions in Shepherds Drive on the approach to the Kenburn Avenue roundabout be extended to allow more queuing during peak periods. When the Local Traffic Committee (LTC) considered the roundabout design in 2008, the extent of parking restrictions required to allow the roundabout to operate properly was assessed using traffic data. The LTC was concerned that excessive removal of parking would

result in higher speeds in the vicinity of Shepherds Lane, the main access to Greenway Park. Therefore, peak period parking restrictions were only provided for approximately 60 metres between Shepherds Lane and the roundabout and about five vehicle parking spaces now remain during peaks. With parking removed all the way to Shepherds Lane, two lanes may queue across this intersection, making ingress and egress from Greenway Park more difficult as turning traffic would be required to judge the intentions of two lanes of moving traffic. Removing more parking from Shepherds Drive will also result in those vehicles relocating elsewhere in other sections of Shepherds Drive, Kenburn Avenue or Greenway Park and should only be implemented after assessment of these implications. This is discussed elsewhere in this report.

Site observations confirm that the duration of queuing falls short of the warrant required to provide an *“It is Illegal to Queue Across Intersections”* pavement marking, which cannot be installed without RTA and Police approval. As queues across Shepherds Lane are almost constantly moving such a facility would be unworkable and unenforceable.

The extent of queuing in Shepherds Drive will continue to be monitored and if queues increase to levels experienced prior to the changes to the roundabout in August 2008, changes to traffic or parking management will be further considered and proposals referred to the Local Traffic Committee for consideration.

Given the volumes of traffic accessing Shepherds Drive during peak periods, and the relatively infrequent queuing past this point, it is recommended that the current parking restrictions be maintained. The current delays in Shepherds Drive meet prescribed performance standards and removing parking to achieve a slight reduction in delay does not justify the increased road safety risk of having two lanes queuing across Shepherds Lane.

- ***Parking within Greenway Park.***

The Manager Parks and Landscapes Team, is responsible for the outdoor facilities in Greenway Park and has provided the following comments.

*“Greenway Park is a large park with a number of facilities each capable of drawing high levels of visitors. Facilities and activities occurring in the park include a community centre and a soon to open attached child care centre, an aquatic centre, sportsgrounds for AFL/baseball, and rugby league/cricket/athletics, netball courts, a tennis court, a skate facility, a dog off leash area and a surrounding path for cycling and walking. Greenway Park is, however, better provided with off-street parking than any other park in Hornsby Shire. There are times when this parking capacity is exceeded but this appears to occur on only about 12 days each year and then for only a part of these days.*

*In other words, the parking capacity at Greenway Park is adequate more than 95% of the time, which is likely to be better than the performance of most busy car parks whether in public reserves or elsewhere. The problem is that, as at most car parks, drivers seeking parking feel inconvenienced if they cannot find a parking spot very close to the particular facility that they wish to use. Most of the users of Greenway Park co-exist well despite times when parking demand stretches the park’s capacity.*

*The parking is divided between unlinked upper and lower sections accessible by separate entrances to the park off Shepherds Drive. The most sought after area for parking spots is the car park in the upper section to the east of the community centre*

*and to the south of the AFL/Baseball field known as Greenway number 1 oval. ('the middle car park') Even so, most of the time this car park has the capacity to cope with the demand. This middle car park reaches capacity when:*

- *AFL has a home game on Sundays (up to 12 per year)*
- *AFL weekday evening training coincides with heavy use of Cherrybrook Aquatic Centre and Cherrybrook Community Centre (up to three evenings a week from March to August)*
- *Cherrybrook Probus Club's Thursday morning meetings attract large numbers (several Thursdays per year).*

*Observations by the Parks and Landscape Team show that this middle car park is also used by various groups using the community centre (but particularly the Anglican Church congregation), overflow parking for the aquatic centre, and some parking probably associated with the shopping centre. Most of the time when this middle car park is full, there is still capacity in the lower car parks accessed by a second (northern) entrance to Greenway Park off Shepherds Drive. The problem for drivers seeking parking is that in order to access this parking, drivers are required to exit the park via the same southern entrance that they used and re-enter the park after travelling along Shepherds Drive.*

*It would be possible to link the upper and lower car parks to allow movement between them at times of high parking demand but this would be undesirable from the viewpoint of preserving the amenity of the park. A road would need to pass through a pinch point that already contains a popular pathway for walking and cycling and also contains the surrounds to the skate facility. A road here would create user conflicts and result in more hard surfaces in this already highly-developed park.*

*Alternatively it may be possible to install advisory signage at the southern entrance to the park advising motorists of the capacity of the car parks however this would be expensive to install and maintain.*

*The lower car parks are mainly for the use of visitors to the lower Number Two Oval – cricket, athletics and rugby league and the adjoining netball and tennis courts and skate facility. This oval generates lower peak traffic demand than the much larger Number One Oval. The parking patterns for the users of the two ovals seems to indicate that users of Number One Oval use the middle car park accessed from the southern park entrance and the Number Two Oval visitors use the northern park entrance and associated car parks. These car parks reach capacity less often than the upper car parks though it does occur for part of the day when both AFL and rugby league host home games on a Sunday. This occurs only about five days per year. They may become close to capacity when both rugby league and netball training is on during midweek evenings between March and August.*

*Another problem that has been brought to Council's attention is the difficulty posed for some community centre users when they cannot find parking close to the community centre at busy times i.e. during Sunday church services that coincide with AFL home matches and during Probus Club meetings. Many of these visitors are elderly and some also frail. Due to repeated representations made by the church congregations and supported by former Councillor Horne, in 2008 the church was given informal*



*permission to reserve up to 30 car spaces near the community centre by placing witches hats and providing a parking marshal to oversee the use of these spaces. Such reservation does not and cannot have any official status as the parking in Greenway Park and other reserves should be equally available to all members of the public. The procedure is an imperfect solution and has led to:*

- occasional objections by AFL visitors in which case the church representatives do not resist parking in the reserved space by the objecting AFL visitor*
- unconfirmed reports of AFL protecting or attempting to reserve its own parking spaces at the expense of other visitors such as aquatic centre visitors*

*This demonstrates that any steps to reserve spaces for a particular class of visitor to the park is likely to lead to resentment and an expectation from other classes of visitors that they too should have reserved parking. Any trend towards more widespread reserved parking would be likely to cause very inefficient use of parking capacity in the park and a breakdown of regard for the reserved parking. Already there is an issue of parking contrary to 'no parking' notices around the internal roads in the park and this can impede traffic movement and pedestrian safety in the park.*

*Investigations together with the Traffic Branch during 2007 showed that there is capacity to increase the number of parking spaces within Greenway Park by 15 spaces in the area between the community centre and aquatic centre. This would come at a cost both financially and to the amenity of the park. Because the additional spaces would be in an area of high demand they would be likely to be well utilised however most of the time this would result in less utilisation of existing spaces elsewhere in the park. The marginal benefit of the additional spaces would not justify the expense estimated at over \$80,000 and amenity impact.*

*Regarding the proposal to develop a school sportsground for community use, Council has commissioned a traffic and parking consultant who investigated the capacity of the school car parks to meet sportsground parking needs. The report found that despite existing regular after hours use of various school facilities there would be sufficient capacity in the car parks and in the bus bays on Purchase Rd to meet sportsground needs, except on about 20 weeknights per annum when training would not be possible because larger school events would require all the parking. The schools would advise Council of these dates early each year and the sportsground would be unavailable to sports clubs on those occasions. Apart from that, it is expected that all parking needs can be accommodated without the need for additional parking spaces at Greenway Park.*

*In conclusion, while parking at Greenway Park is such that not all users can always find the parking space most convenient to their particular needs, it is nevertheless adequate for all users to find a space within the park almost all the time, and allowing for a little inconvenience. To overcome this inconvenience would impact on the budget available for Parks capital works, the amenity of Greenway Park, and equity among visitors to the park. Therefore, the Parks and Landscape Team does not support measures to provide greater parking convenience for visitors to Greenway Park that would involve creating more parking spaces, linking upper and lower car parks, creating reserved parking or providing technology to advise of parking capacity.*

*There may be potential to reduce some of the congestion with better coordination of scheduling at the various sportsgrounds, aquatic centre and community centre but the reality is that for the most part, each has the same or similar period of peak demand on weekday evenings and weekends.”*

Following comments from the public that commuters are parking near the community centre in Greenway Park, surveys were undertaken during May 2009, comparing vehicles parked prior to 9.00am with those vehicles parked after 3.00pm. The number plate surveys indicate that commuter parking is insignificant with fewer than seven vehicles (other than construction workers engaged with the child care centre) parking all day out of the 113 spaces. The survey confirmed that the number of vacant spaces is more than adequate to service the proposed child care centre at the times they will be required by parents, which is before 9.00am and after 4.00pm.

On one Thursday a month, the Probus Club almost completely fills the carpark between 9.00am and 12.00pm. Buses parking illegally across parking bays have on occasion reduced parking availability in that car park, however, other parking is available within 400 metres. Disabled community centre patrons have access to disabled parking spaces or a parking exemption permit issued by the community centre enabling patrons to use the “No Parking” Zone adjacent to the centre. Council’s Traffic Rangers regularly patrol the car park to ensure that vehicles park in marked spaces and buses do not park on site.

Before bookings at the community centre are taken it would be appropriate for community centre management to liaise with Council’s Parks and Landscapes Team to ensure that large groups that are seeking to use the community centre are aware of other activities. Advice regarding such likelihood can be readily provided if required.

- ***Parking displaced onto local streets.***

Residents in Shepherds Drive, Kenburn Avenue and Tallowwood Avenue have contacted Council concerned by the number of vehicles parked in their streets. It appears that within the last twelve months bus patronage has increased, particularly on the Citybus service, resulting in commuters parking near the bus stops. To deter commuters from parking within Cherrybrook Village, Council commenced enforcement of 3P restrictions, displacing commuters and workers without dedicated parking spaces on to local streets.

Roads throughout Cherrybrook are designed to allow the safe movement of traffic concurrently with on street parking in accordance with their status in the road hierarchy. For example, Shepherds Drive, Purchase Road and other collector roads allow two directions of traffic to travel unconstrained with both parking lanes occupied. Minor roads such as Kenburn Avenue require reduced speeds when both sides of the road contain parked vehicles. Therefore, given that planning requirements do not generally provide for all parking to occur on site, it is appropriate that visitors have the option of on street parking near schools, recreation facilities and shops.

Local streets are regularly patrolled to ensure parking regulations are obeyed to maintain the safe movement of traffic. In addition, when bus companies experience running problems with traffic or parking, Council is contacted and requested to take action. Currently there are no outstanding issues regarding bus access in Cherrybrook.

Regarding commuters using Greenway Park, the Manager Parks and Landscapes Team comments that:

*“Greenway Park would appear to have some capacity to receive commuter parking on most Mondays, Tuesdays, Wednesdays and Fridays. The Probus Club make heavy use of the carpark on Thursdays at present. This appears to have been a recent development and a rise in parking demand from other activities on other weekdays cannot be ruled out. The users of the facilities of Greenway Park should have first call on parking without the need to compete for parking with non-visitors to the Park.*

*There is nothing preventing non-visitors to Greenway Park using car park spaces at present. However, anecdotally, such use appears to be low, indicating a lack of demand from commuters and others probably because of the ready availability of more convenient alternative car parking capacity.*

*I would be concerned if a measure was introduced to encourage the use of Greenway Park for parking for non-visitors. This would tend to reduce the parking available to genuine park visitors. It would require a change to the Plan of Management for Greenway Park to allow the facilities to be used for off-park purposes. This may be in contravention of the legislated core objectives for the relevant categories of community land in the Local Government Act 1993. These core objectives strictly prescribe the uses to which community land may be put.”*

While there is some evidence that commuters are using Greenway Park, to promote or otherwise manage commuter parking within the park will require a review of the Plan of Management. In any event, it is unlikely to resolve the operation of the Kenburn Ave roundabout. As the road network is designed to allow safe on street parking there will be no net benefit for residents, motorists or commuters if commuter parking is relocated.

In summary, the local road network was designed to provide on street parking concurrently with anticipated traffic volumes, and recent investigations have confirmed no specific road safety problems. Although Greenway Park appears to have excess capacity suitable for commuter parking, encouraging certain categories of users to park in set locations would be difficult to manage as regulations used to enforce parking on road and in public areas do not distinguish between categories of users. Currently, parking appears to be managing itself, even during peak periods, and further management by way of parking restrictions or information signage is not appropriate as it would benefit one group over another.

- ***Pedestrian access to shops.***

Report WK02/09 considered by Council on 11 February 2009 dealt with issues relating to providing a shared pedestrian bicycle access from Greenway Park near the Caltex service station. Council resolved not to contribute to this facility and it remains a matter for Cherrybrook Village Shopping Centre management to consider. The same report considered a direct connection between the bus stop on Shepherds Drive and the shopping centre, however, due to the level difference and requirement to provide disabled access a direct connection would not be any shorter than the current arrangement via the shopping centre driveway.

Pedestrian refuges have been provided to cross Shepherds Drive at the Kenburn Avenue roundabout, and about 150 metres east of Kenburn Avenue. Pedestrian volumes currently do not meet the RTA requirement for the safe operation of marked foot crossings, therefore zebra crossings cannot be provided as the RTA is the consent authority for these facilities. The relatively low speed environment and congestion during peak periods creates opportunities for pedestrians to cross using the median islands on the roundabout.

Pedestrian access could be improved by signalising the intersection of Shepherds Drive and Kenburn Avenue. However, as stated above, the cost would exceed \$200,000 and would have adverse impacts on traffic flow and residential amenity outside of peak periods. Currently, signalising the intersection is not justified given the relatively low demand pedestrian demand, number of alternative pedestrian crossings and the overall expense.

A direct shared pedestrian/bicycle connection through Greenway Park is feasible. This matter was considered in more detail in Report WK2/09 considered by Council at the Ordinary Meeting of 11 February 2009. Council resolved that should this project proceed, it should be fully funded by the shopping centre. The concept design report prepared for Council has been referred to Cherrybrook Village Shopping Centre management for their consideration as per Council's resolution.

- ***Parking near The Manor***

On 18 June 2009 Council, received a petition organised by the Strata Manager of The Manor, signed by residents representing fifty households, requesting that Council provide parking restrictions near the driveway to The Manor similar to that provided at intersections. The petitioners appear unaware that Glamorgan Way is a private driveway and not a public road. As such, the operation of the driveway cannot be compared with a public road as different design guidelines and traffic regulations apply. Generally, Councils do not provide parking restrictions at private driveways unless there is a documented crash history or the site characteristics indicate the location is a high risk.

Under traffic regulations, the driveway crossing is effectively a 'Stop' facility, requiring motorists entering and leaving driveways to stop and give way to all road traffic, as well as pedestrians on the footway. In recognition of the driveway's status in the traffic regulations, the developer has provided a gutter crossing and footpath crossing to reinforce the need for motorists to give way to pedestrians as well as traffic on Shepherds Drive. The need to stop to check for approaching traffic is an integral part of managing speeds across a footway area. Council has investigated the location a number of times in recent months and determined that parking near The Manor occurs sporadically and when it occurs, sight distance remains satisfactory. This has been checked by reversing into the exit driveway when large vehicles have been parked nearby. Sight distance at driveways cannot be compared with intersections, which unless signposted otherwise are considered to be 'Give Way' facilities.

Nevertheless the driveway to The Manor is exceptionally wide, over 15 metres at the kerb, with separate carriageways. Sight distance at this driveway without parking restrictions is superior to most in the Shire, and easily exceeds that of a typical 6 or 7 metre driveway serving a medium density development with one adjacent parking space restricted. At 12 metres width, Shepherds Drive allows over a metre clear space between a parked car and a travelling vehicle, which again provides additional sight distance. Random surveys at various times, including weekends and after hours, has confirmed that parking near The Manor occurs sporadically and when it does sight distance is satisfactory for the speeds encountered on Shepherds Drive. Overall, the driveway at The Manor poses a relatively low risk compared to other driveways serving medium or high density developments in the Shire which experience almost constant on street parking.

This year, Council's Traffic and Road Safety Branch will develop a draft policy regarding parking restrictions at driveways. If adopted, this will be a new policy which will require liaison with other councils, the Police and the RTA, review of driveway related crash data across the Shire, the development of a risk assessment matrix, consideration of benefits and

disbenefits including costs. The policy will provide guidelines on whether Council should provide parking restrictions at private driveways, and if so, how to rank priorities given the large number of driveways involved. On adoption, this access will be assessed and any action considered appropriate in terms of the policy will be further considered.

- ***Traffic near schools on Purchase Road.***

Council has received requests from residents concerned about traffic congestion in Purchase Road outside the schools. Requests include additional pedestrian crossings near Hancock Drive roundabout and more parking enforcement.

Each year Council writes to all school principals in the Shire with road safety information for distribution and provides the contact numbers for Council's Traffic Rangers and the Road Safety Officer. Each school principal is the responsible contact for road safety matters around their school and Council refers all school related road safety requests to principals for comment.

Following a request from the Cherrybrook Technology High School Principal about four years ago, Council met on site with the principal, the RTA, the Police and the bus operator to discuss the operation of the roundabout and parking management. All at the meeting agreed that providing pedestrian crossings at the roundabout (including the school driveway) would lead to Purchase Road grid-locking during school peaks and as a result cause other problems further reducing pedestrian safety. Council's Manager Traffic and Road Safety telephoned the Principal in May 2009 to discuss this issue. While road safety outside the school is a concern, it was agreed that the traffic congestion is typical of schools and there are no specific issues with either traffic or parking management that require further consideration by Council.

As of May 2009, Council's Traffic Rangers have attended Purchase Road thirteen times this year and issued a moderate amount of infringements compared to other schools. The Police have also attended a number of times and state that driver behaviour and congestion is typical of a school environment. Both Council Rangers and Police need to balance their limited resources across the Shire to ensure all areas are treated equitably and neither agency considers that the problem in Purchase Road is significant enough to withdraw patrols at other schools to resource extra patrols at this school as this time.

Purchase Road is one of the busier school precincts in the Shire. However, the available crash data, regular enforcement patrols and monitoring indicate no unusual problems compared to other schools. Council will continue to monitor the location and provide the school with parking and road safety information.

- ***Intersection of New Line Road and Shepherds Drive/County Drive***

Requests continue to be received regarding pedestrian access across New Line Road near the Shepherds Drive/County Drive roundabout. New Line Road is a State Classified Road and therefore operation of the road and its intersections is the responsibility of the RTA. Council has written to the RTA on a number of occasions in recent years requesting that pedestrian access near the roundabout be improved. In addition, on 3 May, 2006, a delegation from Hornsby Shire Council and The Hills Shire Council, together with the Member for Hawkesbury, met with the (then) Minister for Roads, the Hon Eric Roosendaal MP, to urge progress implementing the recommendations of a Route Development Strategy for Old Northern Road and New Line Road, completed in 1998.

Council wrote to the Regional Manager of the RTA again in 2007, urging progress on the matter, and continues to refer letters from the public to the RTA endorsing the requests. In addition, Council wrote to the Local Member for Hornsby in April 2009 requesting representations to the Minister for Roads regarding the status of the Route Development Strategy. Council received a response from the Local Member in June 2009, enclosing an acknowledgement letter from the Office of the Minister for Roads. To date, no substantive response has been received from the Minister or the RTA.

### **CONCLUSION**

Ongoing monitoring and data collection indicate that generally traffic flow, road safety and parking provision in Cherrybrook meets the required standards for local road management used throughout the Sydney metropolitan area. A summary of the outcome of the investigations into the issues follows.

#### **Operation of the roundabout at the intersection of Shepherds Drive and Kenburn Avenue**

Changes to the roundabout completed in August 2008 improved operation from Level of Service C to Level of Service B, and there are no design deficiencies requiring further attention. Council will continue to review the traffic flow and crash data in consultation with the RTA and Police.

#### **Cherrybrook Shopping Village access and parking**

A second entry cannot be justified at this stage but should be considered with any major refurbishment in the future. The need to rezone part of Greenway Park may need to be considered however this may not be required if the refurbishment involves significant changes to the car park layout. Council staff will continue to work with the Shopping Village management to further improve traffic flow within the car park.

#### **Parking in Shepherds Drive on the approach to the roundabout**

Complete removal of parking between Shepherds Lane and the roundabout will have an adverse impact on the operation of the driveway to Greenway Park. Given that delays are currently of short duration, removal of parking during peak periods cannot be justified.

#### **Parking within Greenway Park**

Sufficient parking is available within Greenway Park to cater for other than infrequent instances of heavy multiple usage, in which case additional parking is available within convenient walking distance. Recent parking surveys confirm that parking is available during the times required by the Child Care Centre. Additional parking management is not considered necessary, however co-ordination between Branches when taking bookings for activities in the community centre and the park (including the proposed use of the school ovals) will ensure major events are staggered to ensure access to parking on site where possible.

#### **Parking displaced onto local streets**

Shepherds Drive, Kenburn Avenue and other local roads are designed to allow safe parking on street and the amount of parking now occurring reflects the range of services and facilities

attracting patronage. Council will continue to monitor on street parking to ensure traffic flow and road safety remains at acceptable levels.

### **Pedestrian access to shops**

Crossing facilities and paved paths provide a variety of pedestrian routes to local schools, Greenway Park, bus services and Cherrybrook Village Shopping Centre. A direct pedestrian/bicycle connection through Greenway Park into the multideck area of the shopping centre is feasible and the concept report prepared for Council in February 2009 has been referred to Cherrybrook Village Shopping Centre management for their consideration.

### **Parking near The Manor**

The matter of whether it is appropriate to provide parking restrictions at private driveways, and what factors should be considered, will be the subject of a new "Parking near driveways" policy to be prepared later this year in consultation with the RTA and Police. The issues raised by the residents of The Manor will be considered when preparing and/or implementing the policy.

### **Traffic near schools on Purchase Road**

Additional marked foot crossings near Cherrybrook Technology High are not considered appropriate. Council will continue to maintain contact with the principals of John Purchase Public School and Cherrybrook Technology High School to ensure road safety matters are dealt with and Traffic Rangers will continue to visit this school in accordance with the school patrol roster.

### **Intersection of New Line Road and Shepherds Drive/County Drive**

The operation of this intersection is the responsibility of the RTA however Council will continue to lobby for improved pedestrian access.

### **BUDGET**

There are no budget implications if the recommendations are adopted.

### **POLICY**

A new policy for the management of parking at private driveways will be developed by Traffic and Road Safety Branch. There are no other policy implications in this report.

### **CONSULTATION**

The Executive team, Manager Design and Construction, Manager Parks and Landscapes Team, Traffic Officer Eastwood Police, Principal Cherrybrook Technology High School and Cherrybrook Village Shopping Centre management were consulted in the preparation of this report.

### **TRIPLE BOTTOM LINE SUMMARY**

Triple Bottom Line is a framework for improving Council decisions by ensuring accountability and transparency on social, environmental and economic factors. It does this by reporting upon Council's strategic themes.

As this report simply provides Council with information and does not propose any actions which require a sustainability assessment, no Triple Bottom Line considerations apply.

### **RESPONSIBLE OFFICER**

This report was prepared by Council's Manager Traffic and Road Safety, Mr Lawrence Nagy telephone 9847 6524.

### **RECOMMENDATION**

THAT

1. Council note the roundabout at the intersection of Shepherds Drive and Kenburn Avenue is operating satisfactorily and no further action be taken regarding changes to the roundabout.
2. The need for a second driveway access to Cherrybrook Village Shopping Centre be a matter for the shopping centre to further consider.
3. Council continue to liaise with Cherrybrook Village Shopping Centre management regarding improvements to traffic flow within the shopping centre carpark.
4. Additional parking restrictions in Shepherds Drive near Shepherds Lane not be considered at this stage, but monitoring of traffic flow and road safety continue.
5. Council note that on street parking is operating safely on Shepherds Drive and other local roads in Cherrybrook.
6. Council note that parking provided in Greenway Park is generally sufficient for users of the park and that during activity peaks additional parking is available on street within convenient walking distance.
7. Parks and Landscapes Team and Community Services liaise regarding bookings at the community centre and Greenway Park (including the proposed school oval) in a co-ordinated manner to ensure that, where possible, large events do not coincide.
8. Council note that pedestrian access to Greenway Park and Cherrybrook Village Shopping Centre via local roads is considered satisfactory.
9. Traffic and Road Safety Branch develop a "Parking restrictions near driveways" policy later this year, to be referred to the Local Traffic Committee for a recommendation prior to further consideration.
10. Council continue to liaise with the school principals and police regarding traffic and parking enforcement in Purchase Road near the schools.
11. Additional marked pedestrian crossings across Purchase Road or at the Kenburn



Avenue roundabout are not considered appropriate.

12. Council continue to lobby the Minister for Roads and the Roads and Traffic Authority regarding pedestrian access across New Line Road between Boundary Road and Purchase Road, and the operation of New Line Road and Boundary Road generally.

MAXWELL WOODWARD  
Executive Manager  
Works Division

**Attachments:**

1. Roundabout Review Report
2. Plan - roundabout Option 1
3. Plan - roundabout Option 2
4. Plan - queue lengths
5. Plan - carpark second driveway alignment

File Reference: F2004/09848

Document Number: D01164324

## **9 APPOINTMENT OF LOCAL CONTROLLER, HORNSBY STATE EMERGENCY SERVICE**

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### **EXECUTIVE SUMMARY**

Section 17 of the State Emergency Act 1989 requires Council to nominate a Local Controller to the Director General of the State Emergency Service through Division Headquarters.

At its meeting of 8 August 2007, Council recommended the appointment of Mr Robert Corbett to the position of Local Controller of Hornsby State Emergency Service (SES) for a two year period from 1 August 2007. It is proposed that Mr Corbett be re-appointed to the position.

### **PURPOSE/OBJECTIVE**

This report recommends that Council endorse the re-appointment of Mr Robert Corbett as Local Controller of the Hornsby SES for a further two year period.

### **DISCUSSION**

The State Emergency Service (SES) is the combat agency for dealing with floods and storms.

The SES also provides a supporting role to other combat agencies such as Police, NSW Fire Brigades and Rural Fire Services in searches for lost people, town fires, wildfires and major community events.

The Local Controller represents the SES on the Hornsby Kuring-gai Local Emergency Management Committee (HKLEMC).

Local Controllers are appointed by the Director General of the SES for a two year period and may be re-appointed. In accordance with the requirements of the SES Act-Regulations Section 5, the appointment of all Local Controllers is formally reviewed by the Director General every second year with the common re-appointment date being 1 August.

The SES Sydney Northern Region Controller has advised that Mr Corbett's performance has been reviewed and that the SES is very satisfied with his performance in the position and intends to re-appoint him as of 1 August 2009, to the position of Hornsby SES Local Controller.

Mr Corbett has been an active member of the Hornsby SES for 35 years and has held the position of Local Controller for the past six years.

The Local Emergency Management Officer for HKLEMC, Mr Peter Powell, and the Local Emergency Controller (LEOCON) have had extensive involvement with Mr Corbett during emergency incidents in the area over the past seven years where Mr Corbett has displayed competent leadership and management skills. Both officers concur with the recommendation.

**BUDGET**

There is no impact upon the budget.

**POLICY**

There is no impact upon any Council policy.

**CONSULTATION**

Consultation has been held with the SES Sydney Northern Division Controller and the NSW Police Ku-ring-gai Local Area Commander, Local Emergency Operations Controller (LEOCON).

**TRIPLE BOTTOM LINE SUMMARY**

Triple Bottom Line is a framework for improving Council decisions by ensuring accountability and transparency on social, environmental and economic factors. It does this by reporting upon Council's strategic themes.

As this report simply provides Council with information and does not propose any actions which require a sustainability assessment, no Triple Bottom Line considerations apply

**RESPONSIBLE OFFICER**

The officer responsible for this report is Mr Peter Powell, Manager Engineering Services and Local Emergency Management Officer, telephone 9847 4803.

**RECOMMENDATION**

THAT Council endorse Mr Robert Corbett's re-appointment to the position of Hornsby State Emergency Service Local Controller for a further two year period.

MAXWELL WOODWARD  
Executive Manager  
Works Division

**Attachments:**

There are no attachments for this report.

File Reference: F2004/06614  
Document Number: D01174022

**10 HORNSBY AQUATIC CENTRE - SUNDAY TRADING****EXECUTIVE SUMMARY**

At Council's Ordinary Meeting held 13 May 2009, it was resolved that both Epping and Galston Aquatic Centres close for Sunday trading over the winter months. It was further resolved that the Hornsby Aquatic centre continue to operate on Sundays in June, and Council further consider attendance figures and takings at its July Ordinary meeting.

Arising from further consideration of attendances, it is proposed that Hornsby Aquatic Centre remain open on Sundays for the remainder of the winter period.

**PURPOSE/OBJECTIVE**

The purpose of this report is to advise Council of income and expenditure for Sunday trading for the previous five (5) Sundays, and to recommend that the Centre remain open over the winter period.

**DISCUSSION**

At its meeting of 13 May 2009, Council resolved as follows:

WK27/09:

THAT:

1. Council approve the closure of Council's Aquatic Centres at Epping and Galston for Sunday trading from June 2009 to September 2009 inclusive.
2. A report be prepared for Council's consideration at the July 2009 Ordinary Meeting regarding the proposed closure of the Hornsby Aquatic Centre for Sunday trading. The report is to include details of takings at the Centre through the month of June 2009.

Arising from Council's resolution, further consideration has been given to the proposed closure of the Hornsby Centre.

To open the Hornsby Aquatic Centre on a Sunday between the hours of 7.00 am and 4.00 pm incurs a cost to Council of approximately \$1,000.00 in wages for the main pool. There are also heating costs of approximately \$270.00 per day with the blankets removed from the pool.

**Sunday Takings**

June 21	65 Adult pre-paid entry		
	40 Casual entry (incl Children)	Total	\$602.80
	(Including 2 adult, 1 child, 2 pensioner multi-entry cards purchased –		\$290.00)
		Net	\$312.80

June 14	60 Adult pre-paid entry		
	33 Casual entry (incl Children)	Total	\$462.90
	(Including 3 adult multi-entry cards purchased - \$210.00)	Net	\$252.90
June 7	65 Adult pre-paid entry		
	31 Casual entry (incl Children)	Total	\$473.30
	(Including 2 adult, 1 pensioner multi-entry cards purchased - \$190.00)	Net	\$283.30
May 31	49 Adult pre-paid entry		
	37 Casual entry (incl Children)	Total	\$579.60
	(Including 3 adult multi-entry cards purchased - \$210.00)	Net	\$369.60
May 24	62 Adult pre-paid entry		
	56 Casual entry (incl Children)	Total	\$1025.60
	(Including 1 Adult 6 month pass, 2 adult, 2 pensioner multi-entry - \$510.00)	Net	\$515.60

While the average net takings over 5 Sundays totals \$346.84, when the imputed value of the pre-paid entry swimmers (average \$210.70) is taken into account, average takings are equivalent to \$557.54. From the above figures, it can be concluded that Council is subsidising Sunday trading for approximately \$700.00 per Sunday.

At the time of writing, a survey of parents attending the Sunday Learn to Swim program indicated that they would return for term 3, if lessons were available. There would be a cost of \$375.00 to continue lessons with income based on 50 students at \$15.00 per lesson, \$750.00.

Provided the learn to swim activities continue as predicted, the centre will break even on Sundays. On this basis, continuation of Sunday operation is supported. Council staff will continue to record attendances at the Centre (including learn to swim activities) over the winter months, to assist Council in consideration of this issue in future years.

### **BUDGET**

Whilst learn to swim activities will assist in reducing the cost to Council of keeping the Centre open, the savings predicted in WK27/09 will reduce by approx one-third, to \$35K per annum. Actual costs will be reported to Council via Budget reviews in the normal course of business.

### **POLICY**

There are no policy implications arising from this decision.

### **CONSULTATION**

Consultation has been taken with the Learn to Swim Co-ordinator.

**TRIPLE BOTTOM LINE SUMMARY**

Triple Bottom Line is a framework for improving Council decisions by ensuring accountability and transparency on social, environmental and economic factors. It does this by reporting upon Council's strategic themes.

As this report simply provides Council with information and does not propose any actions which require a sustainability assessment, no Triple Bottom considerations apply.

**RESPONSIBLE OFFICER**

The responsible officer is Mr Scott Hewitt, Manager Aquatic and Recreational Facilities, telephone 9477 3855, 9.00 am to 5.00 p.m., Monday to Friday.

**RECOMMENDATION**

THAT the Hornsby Aquatic Centre remain open on Sundays from 7.00 am to 4.00 pm during the months of July, August and September, with normal trading hours resuming from the October long weekend.

MAXWELL WOODWARD  
Executive Manager  
Works Division

**Attachments:**

There are no attachments for this report.

File Reference: F2004/08949-02  
Document Number: D01181613

## 11 3RD INTERNATIONAL SWIM SCHOOLS CONFERENCE

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### EXECUTIVE SUMMARY

The Manager Aquatic and Recreational Facilities has requested approval to attend the third International Swim Schools Conference in Fiji in August 2009. Attendance at such conferences is consistent with Council's commitment to staff and professional development, and is supported.

### PURPOSE/OBJECTIVE

The purpose of this report is to seek approval for the attendance of the Manager Aquatic and Recreation Facilities, at the International Swim Schools Conference in Fiji from the 3<sup>rd</sup> to 7<sup>th</sup> August 2009.

### DISCUSSION

The International Swim Schools Conference is sponsored by Swim Australia and the United States Swim School Association. This conference is the third international conference, and follows on the success of two previous conferences dealing with swim school management. Experts in all aspects of swim school management from around the world will be in attendance. The conference, like its predecessors is designed for those with an interest in exchanging information globally on the latest developments in management, marketing and promotion of swim schools. The objectives of the conference are as follows.

- \* To gather the world's experts in marketing, management and promotion of swim schools.
- \* To examine delegates management styles, through a Leadership Master Class.

Themes of relevance to Council include the round table, brainstorming sessions to discover other operator's secrets to success. In addition to the technical skills enhancement that will occur, Council will benefit from an appreciation of developments in marketing and promotion of programs of the type undertaken by Council, which in turn will lead to further improvements in performance. The opportunity will also be taken for the manager to learn at first hand of experience in swim centre design and specification, also considered relevant in the context of the proposed reconstruction of the Hornsby Aquatic Centre. The manager has been requested to prepare reports on the technical and operational aspects of his attendance at the Conference for the benefit of the three Centre Supervisors, and also on information relating to pool design and specification, for the information of Councillors and staff involved in the reconstruction of the Hornsby centre.

In summary, the conference is considered relevant to the current and future duties of the Manager Aquatic and Recreation Facilities, and directly relevant to Council's activities in this area.

Continuing professional development is an important and essential component of the personal development of Council's staff. It is crucial that our staff have an understanding of contemporary issues relevant to their area of expertise and management, and that we enhance

the capacity of our managers to achieve the objectives of Council's policies and priorities. It is also seen as an avenue for achieving success in today's competitive environment and, in Hornsby's case, maintaining its position as a highly respected performer in local government. The value of learning and training is well known and is acknowledged in our manager's Employment Contracts as deserving of Council's support.

### **BUDGET**

The estimated cost of attendance at the conference is \$4,800. It is proposed that the full cost of attendance at the conference be met by Council in accordance with its obligations under the terms of the manager's employment. Funds are available in the relevant staff development budget for attendance at this conference.

### **POLICY**

There are no policy implications associated with this report. The manager's attendance at conferences of this nature is envisaged by specific provision for personal development in his contract of employment.

### **CONSULTATION**

Consultation has taken place with the General Manager.

### **TRIPLE BOTTOM LINE SUMMARY**

Triple Bottom Line is a framework for improving Council decisions by ensuring accountability and transparency on social, environmental and economic factors. It does this by reporting upon Council's strategic themes. As briefly shown below, the conference presentations will contribute to the following Triple Bottom Line considerations.

- \* Working with our community.
- \* Contributing to community development through sustainable facilities and services.
- \* Fulfilling our community's vision in planning for the future of the Shire.
- \* Maintaining sound corporate and financial management.

### **RESPONSIBLE OFFICER**

The responsible officer for preparation of this report is the Executive Manager, Works Division, Maxwell Woodward, on 9847 6665.

### **RECOMMENDATION**

THAT Council approve the attendance of the Manager Aquatic and Recreation Facilities at the International Swim Schools Conference in Fiji 3 to 7 August 2009, and accept the reasonable cost incurred.



MAXWELL WOODWARD  
Executive Manager  
Works Division

**Attachments:**

There are no attachments for this report.

File Reference: F2004/08949-02

Document Number: D01182650

## 12 WISEMANS FERRY COMMERCIAL CENTRE MASTERPLAN - STREET REFURBISHMENT

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### EXECUTIVE SUMMARY

A Mayoral Interview was held on 18 May 2009 with four members of the Wisemans Ferry Business Community (WFBC) to discuss, inter alia, the proposed street refurbishment in Wisemans Ferry. The draft Wisemans Ferry Commercial Centre Masterplan has identified works along Old Northern Road on both The Hills Shire Council and Hornsby Council sides of this road.

Council officers have commented on the conceptual and draft Masterplan in January and May 2009 respectively and support in principle the concept and elements of the Masterplan. The draft Masterplan is yet to be adopted by The Hills Shire Council at the time of preparing this report.

During the interview, the WFBC members stated that The Hills Shire Council had allocated \$110,000 for the proposed street refurbishment on their side of the road as well as an application had been made to the Federal Government for a grant of \$220,000 towards the works identified in the Masterplan. The WFBC members were looking to Hornsby Council to match The Hills Shire Council's funding commitment so that both sides of the road can be done simultaneously.

The budgetary implication for Council from the draft Masterplan is in the order of \$160,000 - \$200,000 based on information provided by The Hills Shire Council.

During the interview, the WFBC members also stated that the statue of Solomon Wiseman (currently on the Hornsby Shire side of the road) was proposed to be moved to the other side of the road to bring it more in a direct line of focus.

The statue of Solomon Wiseman is currently located on the Hornsby Shire side of Old Northern Road just inside the compound of the Wisemans Ferry Hotel. This statue was erected by the Wisemans Ferry Chamber of Commerce in 1988 with Council's assistance. Council however, does not maintain it. Council hence has no objections to the proposed relocation of the statue to the other side of the road. It is however, recommended that the Wisemans Ferry Hotel be consulted with regard to the proposed relocation.

It is recommended that Council support in principle the draft Wisemans Ferry Commercial Centre Masterplan with the view that any future Council improvement works on the Hornsby Council side of the road will complement the elements of the Masterplan. The support of the Masterplan would imply that Council is committed to the elements of the Masterplan and that the works identified would be undertaken at some stage in the future with appropriate funding allocated in future budgets.

There is no provision in the recently adopted Council 2009/10 Budget for the works identified in the draft Masterplan. In view of the budgetary implication of \$160,000 - \$200,000 for identified works, Council may wish to consider a 5-year implementation

program with future funding allocation of \$32,000 - \$40,000 per year commencing with the 2010/11 Budget.

A component of the Construction Works is the provision of a stormwater line along Old Northern Road to replace the existing roadside drain. Old Northern Road is a State Road under the responsibility of the RTA and the provision of roadside drainage is the Authority's responsibility. It is recommended that Council approach the RTA with regard to the funding for this work.

### **PURPOSE/OBJECTIVE**

This report is prepared as an action resulting from a Mayoral Interview held on 18 May 2009 with four members of the Wisemans Ferry Business Community (WFBC) to discuss, inter alia, the proposed street refurbishment in Wisemans Ferry. The report provides information to Council regarding officers' comments on the Wisemans Ferry Commercial Centre Masterplan and recommends Council's support in principle for the draft Masterplan; taking cognisance that there is no funding allocation in the 2009/10 Budget for any identified works.

### **DISCUSSION**

#### **Background**

This Masterplan was commissioned by The Hills Shire in late 2008 and Council was invited to provide comments on the conceptual masterplan in January 2009 and draft Masterplan in April 2009. The draft Masterplan (see attachment) was on public exhibition from 28 April to 22 May 2009 and is yet to be adopted by The Hills Shire Council.

During the interview, the WFBC members stated that The Hills Shire Council had allocated \$110,000 for the proposed street refurbishment on their side of the road as well as an application had been made to the Federal Government for a grant of \$220,000 towards the works identified in the Masterplan. Subsequent enquiry made to The Hills Shire Council has revealed that the Hills Hawkesbury Tourism Association (in which The Hills Shire Council is a strategic partner) has applied for Grant funding for an education, interpretation and technology tourism strategy from Dural to Wiseman's Ferry, incorporating embellishment of the streetscape at Wiseman's Ferry.

The WFBC members were looking to Hornsby Council to match The Hills Shire Council's funding commitment so that both sides of the road can be done simultaneously.

During the interview, the WFBC members also stated that the statue of Solomon Wiseman (currently on the Hornsby Shire side of the road) was proposed to be moved to the other side of the road to bring it more in a direct line of focus.

#### **Comments on Conceptual Masterplan**

Council commented in January 2009 that at a technical level, the overall Masterplan objectives were supported in principle. Detailed comments included:

1. The drainage improvements along Old Northern Road are the responsibility of the RTA. Council will work in partnership with the Authority on any maintenance related activities to support any capital works.

2. Council will ensure that any future works undertaken within the identified precinct will be consistent with the concepts contained in an adopted Masterplan and will list the project for consideration as part of the 2009/10 budget planning cycle.
3. It would appear that there may not be sufficient space along the current landscape verge to enable street tree plantings due to site constraints and overhead power lines. Council formally identified that *Angophora Costata* does not grow well in low lying floodplain environments and *Ficus* may grow too large for the available space within the precinct. The Hornsby Shire Rural Lands DCP for Wisemans Ferry recommends *poplars* and *eucalypts* species.
4. Investigation of the potential use of part of the road pavement may need to be considered and development of a typical sectional elevation may help inform recommendation in relation to the road versus pedestrian carriageway widths and street tree plantings within it.
5. Should your Council resolve to adopt the Draft Masterplan, a report will be prepared for Council's formal consideration of the matter.

### Comments on Draft Masterplan

Council commented in May 2009 regarding the following proposed elements which related to land managed by Hornsby Council:

1. **Entry Statement:** Support in principle for the entry statement, although it is noted that the works will require Hornsby Council planning approval. It is noted that the design and siting of the element needs to be developed and will require consideration of constraints associated with the adjacent roadway and the objectives identified in the Hornsby Shire Rural Lands DCP.
2. **Sandstone Plinths:** Support the concept for sandstone plinths along the road as a common element on both sides of the road.
3. **Planted Verge:** Support for the placement of subsoil pipe drainage and planting verge with native grasses. Placement and height of planting shall ensure that clear sight lines are provided for vehicles entering and leaving driveways.

Council also stated that as advised in previously correspondence in January 2009 relating to the Concept Masterplan, Council has not identified funding to progress any of the works on the land managed by Hornsby Council.

### Implications for Hornsby Council

The budgetary implication for Council from the draft Masterplan is in the order of \$160,000 - \$200,000 based on information provided by The Hills Shire Council. The breakdown for this estimate is as follows:

- |   |           |
|---|-----------|
| 1. Establishment, Earthworks and Demolition (existing conc, AC surfaces, etc) | \$ 18,000 |
| 2. Construction Works (asphalt overlay, plinth, stormwater line, etc)         | \$ 88,000 |
| 3. Soft Landscape Works (vegetated swale, garden beds, grass planting, etc)   | \$ 25,000 |
| 4. Furniture Works (feature entry marker, entry signage)                      | \$ 29,000 |

The budgetary implication for The Hills Shire Council is in the order of \$290,000.

## **Proposed Relocation of the Statue of Solomon Wiseman**

The statue of Solomon Wiseman is currently located on the Hornsby Shire side of Old Northern Road just inside the compound of the Wisemans Ferry Hotel. This statue was erected by the Wisemans Ferry Chamber of Commerce in 1988 with Council's assistance. Council however, does not maintain it. Council hence has no objections to the proposed relocation of the statue to the other side of the road.

It is however, recommended that the Wisemans Ferry Hotel be consulted with regard to the proposed relocation as this statue may be a tourist attraction and its relocation to the other side of the road may have an adverse impact on their business.

### **Recommendations**

It is recommended that Council support in principle the draft Wisemans Ferry Commercial Centre Masterplan with the intent that any future Council improvement works on the Hornsby Council side of the road should complement the elements of the Masterplan.

The support of the Masterplan would imply that Council is committed to the elements of the Masterplan and that the works identified would be undertaken at some stage in the future with appropriate funding allocated in future budgets.

### **BUDGET**

There is no provision in the recently adopted Council 2009/10 Budget for the works identified in the draft Masterplan. In view of the budgetary implication of \$160,000 for identified works, Council may wish to consider a 5-year implementation program with future funding allocation of \$32,000 per year commencing with the 2010/11 Budget.

A component of the Construction Works is the provision of a stormwater line along Old Northern Road to replace the existing roadside drain. Old Northern Road is a State Road under the responsibility of the RTA and the provision of roadside drainage is the Authority's responsibility. It is recommended that Council approach the RTA with regard to the funding for this work.

### **POLICY**

This report complies with Council's Policy, "Civil Infrastructure – Provision" wherein it is stated that funding be sought from State and Federal Governments where possible, and infrastructure shall be provided and improved in accordance with programmes adopted by Council.

### **CONSULTATION**

Officers from the Corporate and Community, Environment and Strategy divisions of Council were consulted in the preparation of this report.

### **TRIPLE BOTTOM LINE SUMMARY**

Triple Bottom Line (TBL) attempts to improve Council's decisions by being more accountable and transparent on social, environmental and economic factors. It does this by reporting upon Council's Strategic Theme.

A TBL assessment is considered unnecessary at this stage as this report is to consider the support in principle for a Masterplan. A TBL assessment will be necessary when considering the works programme for the works identified in the Masterplan.

### **RESPONSIBLE OFFICER**

The responsible officer is the Manager, Assets Branch, Mr Chon-Sin Chua, telephone number 9847 6677.

### **RECOMMENDATION**

THAT

1. Council support in principle the draft Wisemans Ferry Commercial Centre Masterplan dated March 2009.
2. Council endorse a 5-year implementation programme for the works identified in the draft Masterplan and consider future funding allocation of \$32,000 per year commencing with the 2010/11 Budget.
3. Council approach the RTA for the upgrading of the roadside drainage along the section of Old Northern Road identified in the draft Masterplan.

MAXWELL WOODWARD  
Executive Manager  
Works Division

### **Attachments:**

1. Draft Wisemans Ferry Commercial Centre Masterplan

File Reference: F2004/07051-02  
Document Number: D01188044

**13 "WELLUM BULLA" - HORNSBY SHIRE COUNCIL MATERIALS  
HANDLING FACILITY MONITORING COMMITTEE**

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**EXECUTIVE SUMMARY**

Condition 11 of the Development Consent No 2393/03 for the Hornsby Shire Council Materials Handling Facility required the establishment of a Monitoring Committee to overview and monitor the operation of the facility. The Monitoring Committee comprises five Councillors; the Executive Manager, Environment Division; the Executive Manager, Works Division; a representative of the Metropolitan Aboriginal Land Council; an environmental representative and up to five community representatives. The Monitoring Committee meets each four months on site at the facility. The minutes of the most recent meeting are reported to Council for consideration. Appointments to vacancies on the Committee are also recommended.

**PURPOSE/OBJECTIVE**

The purpose of this report is to advise the Council of the Monitoring Committee meeting held on site on Thursday, 18 June 2009 and to recommend actions contained in the minutes of the meeting.

**DISCUSSION**

The minutes of the Hornsby Shire Council Materials Handling Facility Monitoring Committee held on 18 June 2009 are included in this report as an attachment for Council's consideration.

Council is advised that expressions of interest for appointment to the Committee were recently invited. Two nominations were received, from Ms Verlaine Timms of Berowra Heights, and Ms Cathy Lancaster, of Pennant Hills. The Committee has been consulted, and concurs in the appointment of both respondents. Copies of the responses are attached to the file and are available to Councillors on request.

Following the meeting, advice was received from the environmental representative of the Committee, Ms Kylie Goodwin, that due to personal commitments, she is unable to continue on the Monitoring Committee. It is recommended that Council seek expressions of interest for the nomination of an environmental representative to the Monitoring Committee to replace Ms Goodwin.

**BUDGET**

No impact on the budget.

**POLICY**

Any actions will be in accordance with Council's policies.

**CONSULTATION**

Bruce Adcock – Environmental Planning Pty Ltd.

**TRIPLE BOTTOM LINE SUMMARY**

Triple Bottom Line is a framework for improving Council decisions by ensuring accountability and transparency on social, environmental and economic factors. It does this by reporting upon Council's strategic themes.

As this report simply provides Council with information and does not propose any actions which require a sustainability assessment, no Triple Bottom Line considerations apply.

**RESPONSIBLE OFFICER**

This report has been prepared by Peter Powell, Manager Engineering Services. Further information can be obtained on 9847 4803.

**RECOMMENDATION**

THAT:

1. Council note the attached Minutes of the Hornsby Shire Council Materials Handling Facility Monitoring Committee held on 18 June 2009.
2. Council appoint Ms Cathy Lancaster and Ms Verlaine Timms as community representatives to the Monitoring Committee.
3. Council seek expressions of interest for nomination of an environmental representative to the Monitoring Committee.

MAXWELL WOODWARD  
Executive Manager  
Works Division

**Attachments:**

1. Minutes - 18 June 2009
2. Monitoring Report, Site and Environmental Management Plan Audit

File Reference: F2004/09261  
Document Number: D01188377



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**15 MAYOR'S NOTES FROM 1 TO 31 MAY 2009**

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Friday 1 May – The Mayor attended the Hornsby Ku-ring-gai & Hills District Cricket Association Junior & Representative Presentation Evening at Asquith Boys High School.

Saturday 2 May – The Mayor attended The Ferry Artists “Faces of the River” Exhibition at Wisemans Ferry.

Sunday 3 May – The Mayor attended Knox Grammar School Anzac Memorial Service at the School.

Sunday 3 May – The Mayor attended Dural Fair Trade Markets & Expo at Dural.

Monday 4 May – The Mayor, Councillor Chopra and Councillor Hutchence attended an afternoon tea hosted by The Hon Philip Ruddock MP to greet The Hon Tony Abbott MP and riders in the Pollie Pedal Charity Bike Ride at Brooklyn.

Tuesday 5 May – The Mayor hosted Morning Tea at the Council Chambers for riders in the Pollie Pedal Charity Bike Ride. Councillor Chopra was also in attendance.

Wednesday 6 May – Councillor Chopra, on behalf of the Mayor, attended the Vaisakhi Celebrations at Parliament House, Sydney.

Thursday 7 May – The Mayor attended a Cocktail Reception to celebrate Israel’s 61<sup>st</sup> Independence Day at the Amora Jamison Hotel, Sydney.

Sunday 10 May – The Mayor attended a special service to honour Mother’s Day and celebrate National Families Week at The Church of Jesus Christ of Latter-day Saints at Normanhurst.

Monday 11 May – The Mayor attended the opening of Sydney Adventist Hospital’s new Emergency Medical Unit and reopening of the newly refurbished Physiotherapy Department at Wahroonga.

Wednesday 13 May – The Mayor attended the official opening of the Gateway Estate and the launch of the Mount Kuring-gai Industrial Website at Mount Kuring-gai.

Saturday 16 May – The Mayor attended Oakhill Gala Day at Oakhill College.

Saturday 16 May – The Mayor attended the Beecroft Rugby Club home game against Forest Rugby Club at Headen Park.

Saturday 16 May – The Mayor attended a reception for Mr John White at Dural Country Club.

Sunday 17 May – The Mayor attended the National Volunteer Week Bushcare Afternoon Tea at the Council Chambers.

Sunday 17 May – The Mayor attended 1<sup>st</sup> Cherrybrook Scout Group's Annual General Meeting at Cherrybrook.

Monday 18 May – The Mayor attended the Epping YMCA Bi-monthly meeting at Epping.

Tuesday 19 May – The Mayor and Councillor Chopra attended Hornsby & District Chamber of Commerce & Industry Berowra Sub Chamber Networking Luncheon at Asquith Golf Club.

Wednesday 20 May – The Mayor attended the Reclaiming 1<sup>st</sup> – Improving Infrastructure Symposium at the Hilton Hotel, Sydney.

Sunday 24 May – The Mayor attended 1<sup>st</sup> Mount Colah/Mount Kuring-gai Scout Group's Annual General Meeting at Asquith.

Sunday 24 May – The Mayor, Councillor Chopra and Councillor Browne attended the Epping RSL Golden Kangaroos Concert at The Epping Club.

Monday 25 May – The Mayor attended the launch of “Don't Leave Us with the Bill: the Case Against an Australian Bill of Rights” edited by Julian Leeser at the State Library, Sydney.

Monday 25 May – The Mayor hosted a Citizenship Ceremony at Pennant Hills Community Centre.

Tuesday 26 May – The Mayor attended the Epping Chamber lunch at Epping.

Wednesday 27 May – The Mayor attended the Rotary Club of Berowra Dinner Meeting at Berowra RSL Club.

Thursday 28 May – The Deputy Mayor and Mrs Evans attended Hornsby Musical Society's production “Little Shop of Horrors” at Hornsby RSL Club.

Friday 29 May – The Mayor attended the official opening of I Block at Cheltenham Girls High School.

Friday 29 May – The Mayor and Councillor Browne attended Children's Voices for Reconciliation at Hornsby Mall.

Saturday 30 May – Councillor Hutchence, on behalf of the Mayor, attended The Novus Foundation 2009 Gala Dinner in Support of the Hornsby Ku-ring-gai Police and Community Youth Club at Terry Hills.

Sunday 31 May – The Mayor and Councillor Browne attended the Beecroft Cheltenham Link Track Opening and Barbeque at Beecroft Reserve.

*Please note that these are the functions that the Mayor, or his representative, has attended in addition to the normal Council Meetings, Workshops, Mayoral Interviews and other Council Committee Meetings.*

File Reference: F2004/07053  
Document Number: D01182706