
ITEM-3	REVIEW OF CONTRIBUTIONS PLAN 13 - NORTH KELLYVILLE PRECINCT (FP146)
THEME:	Balanced Urban Growth.
OUTCOME:	7 Responsible planning facilitates a desirable living environment and meets growth targets.
STRATEGY:	7.2 Manage new and existing development with a robust framework of policies, plans and processes that is in accordance with community needs and expectations.
MEETING DATE:	10 APRIL 2018 COUNCIL MEETING
GROUP:	STRATEGIC PLANNING
AUTHOR:	STRATEGIC PLANNING COORDINATOR PIERS HEMPHILL
RESPONSIBLE OFFICER:	MANAGER FORWARD PLANNING STEWART SEALE

EXECUTIVE SUMMARY

This report recommends that the draft amendments to Contributions Plan No.13 – North Kellyville Precinct (“CP13”) be publicly exhibited in accordance with the requirements of the *Environmental Planning and Assessment Regulation 2000* for a minimum of 28 days.

CP13 enables Council to levy monetary contributions from development within the North Kellyville Precinct (within the North West Growth Centre) as a means of funding local infrastructure required to support the urban development of the area. The current Plan was adopted in 2010 and to date, approximately 70% of the originally anticipated residential development has occurred. Approximately 30% of planned expenditure under the Plan has been completed.

As part of the periodical review and monitoring of contributions plans by Council, it is proposed that the Plan be amended to:

- Reflect actual expenditure completed and income received;
- Revise population projections for the North Kellyville Precinct;
- Include additional infrastructure to cater for higher than anticipated yields;
- Update the value of outstanding land acquisition based on current land values;
- Incorporate recommendations from IPART’s previous assessment of CP13;
- Revise cost estimates for outstanding capital works; and
- Administrative amendments and update of financial assumptions.

The amendments proposed within this report would result in an increase in the total value of land and works under the Plan by \$105.6 million from \$166 million (2009/2010 Financial Year) to \$271.6 million (2017/2018 Financial Year). The increased cost of land and works under the Plan is largely offset by the additional residential yield and population within the Precinct across which these costs are distributed. Accordingly, the

amendments result in a marginal decrease in the contribution rate (current for the 2017/2018 Financial Year) from \$54,993 per lot/dwelling to \$53,450 per lot/dwelling.

To support the provision of the planned bridge over Smalls Creek between Ross Place and Annangrove Road (identified under CP13), this report also recommends that Council initiate a planning proposal and concurrent amendment to DCP 2012 (Part B Section 7), to identify land required for acquisition to enable the delivery of this bridge and required approach road connecting to Annangrove Road.

BACKGROUND

Contributions Plan No.13 – North Kellyville Precinct came into force in July 2010. The Plan, as adopted, levies monetary contributions from residential development within the North Kellyville Precinct (Figure 1) in order to fund and deliver \$166 million of local infrastructure (land and works). After nearly eight (8) years, approximately 70% of originally anticipated development has occurred and approximately 30% of planned expenditure under the Plan is completed.

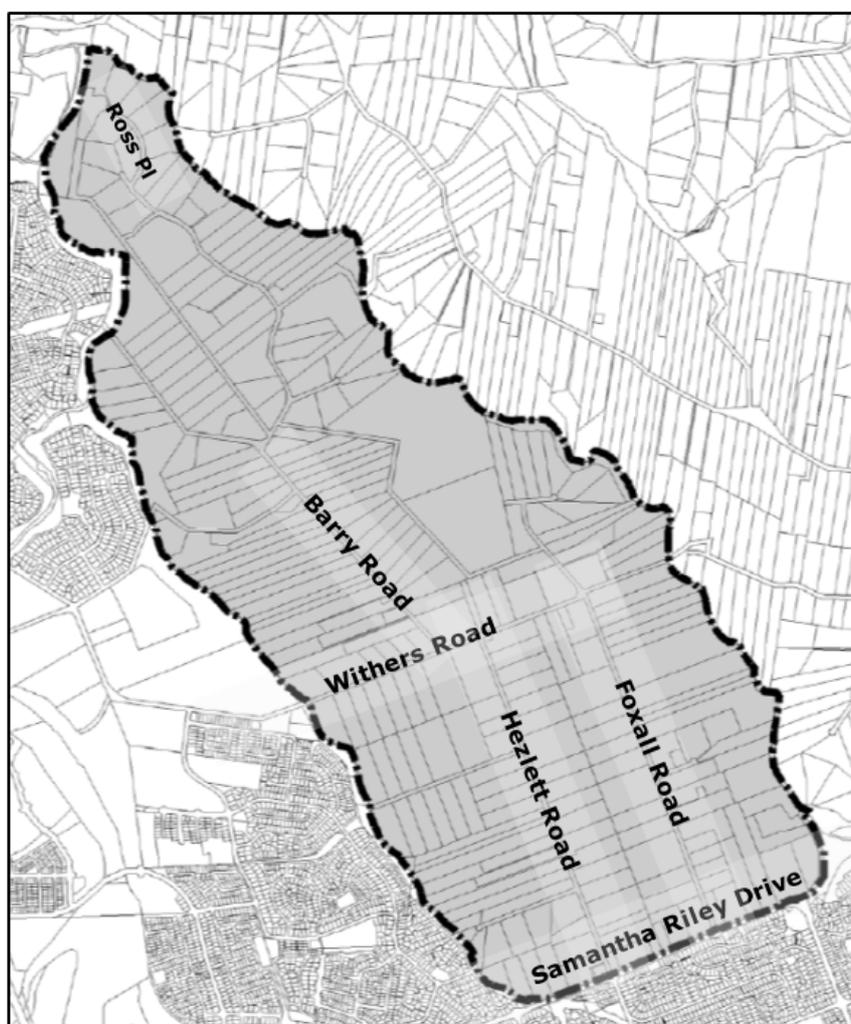


Figure 1

Land to which Contribution Plan No.13 applies

In accordance with *Environmental Planning and Assessment (Local Infrastructure Contributions) Amendment Direction 2017* (published in July 2017), the contribution rate that can be levied from development within the Precinct is currently capped at \$35,000 per lot/dwelling.

Under CP13, Council is currently eligible to claim 'contribution gap' funding from the NSW Government for the difference between the capped contribution rate (currently \$35,000 per lot/dwelling) and an alternate contribution rate endorsed by IPART of \$46,519 per lot/dwelling (current for the 2017/2018 Financial Year). This arrangement will continue until 30 June 2020, at which time the cap on development contributions will be abolished and developers within the Precinct will be required to pay the full contribution rate established under the Plan.

Should Council publicly exhibit the draft amendments, the amended Plan must then be submitted to IPART for review in order to enable Council's 'contribution gap' funding claims to be calculated based on the updated contribution rate and following June 2020, to enable Council to levy development within the Precinct based on the full contribution rate established by the Plan.

REPORT

The purpose of this report is to outline draft amendments to Contributions Plan No.13 – North Kellyville Precinct to:

1. Incorporate recommendations from IPART's previous assessment of CP13;
2. Reflect actual expenditure completed and income received;
3. Revise population projections for the North Kellyville Precinct;
4. Include additional infrastructure to cater for higher than anticipated yields;
5. Update the value of outstanding land acquisition based on current land values;
6. Revise cost estimates for outstanding capital works; and
7. Administrative amendments and update of financial assumptions.

An overview of each of the key recommended amendments is provided below.

1. IPART Recommendations

In order to enable Council to claim 'contribution gap' funding from the NSW Government, IPART completed a review of Contributions Plan No.13 in October 2011. IPART recommended a range of cost reductions in order to reduce the contribution rate and while Contributions Plan No.13 was not formally amended in response to IPART's recommendations, Council's 'contribution gap' funding under Contributions Plan No.13 is calculated based on the reduced contribution rate endorsed by IPART, being a rate lower than that originally adopted by Council.

In isolation, IPART's recommendations result in a reduction in the total value of land and works under Contributions Plan No.13 from \$166 million to \$153 million and an associated reduction in the contribution rate from \$54,993 per lot/dwelling to \$46,519 per lot/dwelling (2017/2018).

However, it is noted that IPART's assessment criteria has changed significantly since the completion of the original assessment in 2011 and as such, the majority of IPART's original recommendations from 2011 are inconsistent with more recent guidelines and advice that were released by IPART subsequently. In particular, these relate to the retention of administration costs within a contributions plan, the value of contingency allowances and the use of indexes to escalate costs in the Net Present Value model. Accordingly, the key amendments arising from IPART's 2011 assessment which have been incorporated into the current draft Plan relate to:

- Revision of the apportionment of costs for the expansion of the Vinegar Hill Memorial Library at Rouse Hill Town Centre between Contributions Plan No.13 and Contributions Plan No.12 – Balmoral Road Release Area, based on the respective population projection for each precinct;
- Revision of apportionment of costs for the bridge over smalls creek between Ross Place and Edwards Road between Contributions Plan No.13 and Contributions Plan No.15 – Box Hill Precinct, based on the residential population projected within each precinct; and
- Deletion of capital costs associated with the provision of community facilities to service new development as the Department of Planning and Environment has not categorised such infrastructure as “essential works” on the “Essential Works List” against which IPART conducts its assessment.

Ultimately, should Council resolve to proceed with the draft amendments recommended within this report, the draft Plan must be re-submitted to IPART for assessment. IPART will then complete a holistic review of the Plan (irrespective of the previous 2011 assessment) and Council will be required to respond to and/or incorporate any further amendments required by IPART.

The re-assessment of the amended Plan is critical to ensuring that in the short term, Council is eligible to receive contribution gap funding based on the amended contribution rate and that sufficient income will be received to fund the updated works schedule to the Plan. In the longer term, the endorsement of the amended Plan by IPART and the Minister for Planning will provide greater weight to the Plan and confidence to Council to levy the full contribution rate from developers within the Precinct following the abolition of the cap on contributions in July 2020.

2. Reflect actual expenditure completed and income received

As a key component of the regular review and update of a contributions plan, it is recommended that CP13 be updated to reflect actual expenditure completed (land acquisition and capital works) and income received, as detailed below:

- Land acquisition completed: \$54.4 million;
- Capital works completed: \$6.6 million;
- Debt servicing costs incurred: \$3.3 million; and
- Income received: \$142.8 million.

3. Update population projections and future income assumptions

When adopted by Council in 2010, Contributions Plan No.13 anticipated that the North Kellyville Precinct would accommodate 5,185 dwellings and 15,563 additional residents. However, as a result of the NSW Government’s Housing Diversity initiatives within Growth Centre Precincts (in particular, application of *minimum* density targets without an associated *maximum* density limitation), development yields within the Precinct are likely to be significantly higher than originally anticipated.

Based on the density of development already approved within the Precinct, as well as recalculation of future development potential, it is anticipated that the North Kellyville Precinct will now accommodate a total residential yield of 7,243 dwellings (being 2,058 (40%) more dwellings than originally anticipated and catered for under the Plan).

Based on the application of updated occupancy rates to this residential yield (using 2016 Census data rather than the originally applied 2006 Census data), it is anticipated that 7,243 dwellings would result in a total residential population of 20,593 additional residents. Details of the methodology for calculating the future residential yield and additional population are included in Section 3.1 of the draft Plan (Attachment 1). Based

on the revised residential yield projection, approximately 52% of the revised residential development within the Precinct has occurred.

It is recommended that Contributions Plan No.13 be amended to reflect the additional residential yield and population anticipated within the Precinct. While this additional yield results in greater contributions income under the Plan, it also requires consideration of additional local infrastructure to ensure that adequate levels of service are achieved, as discussed further below.

4. Include additional infrastructure to cater for additional population

The local infrastructure originally identified under Contributions Plan No.13 was planned to cater for approximately 5,185 dwellings within the North Kellyville Precinct. However, as detailed above, substantially higher yields than originally anticipated are being achieved within the Precinct. In particular, it is anticipated that 2,058 more dwellings than originally anticipated will be delivered within the North Kellyville Precinct.

While it is considered that a large proportion of the new local infrastructure planned under Contributions Plan No.13 will be capable of absorbing the demand generated by this additional yield, it is recommended that the following new infrastructure items be identified for provision under Contributions Plan No.13 to ensure that an adequate level of service can be achieved within the Precinct, despite the additional yields being achieved:

Item(s)	Value (\$)	Comment
New playing field (synthetic) co-located within North Kellyville Public School (Hezlett Road).	\$3.3 million	<p>An additional residential yield of approximately 2,000 dwellings generates the need for one (1) additional playing field, above and beyond that originally planned for under Contributions Plan No.13.</p> <p>While the use of synthetic fields co-located on school sites is not yet identified on IPART's essential works list (which is currently under review by the NSW Government), it is recommended that this item be pursued given it is the most cost efficient way to deliver an additional playing field for the additional population (noting that co-location with a school removes the need for significant land acquisition).</p> <p>As part of the IPART and Department of Planning and Environment Assessment process, Council will have the opportunity to justify the inclusion of this particular item, rather than the typical approach encouraged through the essential works list (that is, acquisition of additional land and provision of a natural playing field).</p>
Two additional small courts at Wellgate Avenue Kellyville Netball Complex.	\$306,000	<p>An additional residential yield of approximately 2,000 dwellings generates the need for two (2) additional small courts, above and beyond that originally planned for under Contributions Plan No.13.</p> <p>It is recommended that these be accommodated through the inclusion of two (2) additional courts within the existing Wellgate Avenue Kellyville Netball Complex, adjoining the North Kellyville Precinct. The location of two (2) additional courts within the existing reserve removes the need for any additional land acquisition within the Precinct and ensures the provision of these courts is cost-efficient.</p>

Item(s)	Value (\$)	Comment
Provision of an additional 250m ² of additional library within Vinegar Hill Memorial Library (in addition to the 600m ² already funded through CP13).	\$1.1 million	The adopted Contributions Plan No.13 currently funds acquisition costs for an additional 600m ² of space within the Vinegar Hill Memorial Library (Rouse Hill Town Centre) to cater for a yield of 5,185 dwellings. Maintaining this planned rate of provision, an additional 2,000 dwellings would generate the need for a further 250m ² of community floor space. Having regard to the additional residential population, it is therefore appropriate for the Plan to fund an additional 250m ² of floor space within this facility, taking the total area funded under Contributions Plan No.13 to 850m ² . Under the Department of Planning and Environment's "Essential Works List" (which Contributions Plan No.13 is subject to), Council is unable to fund the cost of any capital works and/or fit-out for the purpose of community facilities under the Contributions Plan and as such, the Plan is only able to fund costs associated with securing land/floor space for the facility.
New roundabout at the intersection of Withers Road and Foxall Road.	\$457,000	The construction of a roundabout at this intersection is required for the safe and efficient movement of traffic along Foxall Road and Withers Road. Currently, the contributions plan does not identify any infrastructure upgrades at this location however the scale and density of growth within the Precinct (and associated traffic) necessitates this work.
New cycleway bridge over Smalls Creek at Curtis Road.	\$553,000	The provision of three (3) new cycleway bridges over Smalls Creek will enable better connection between development within the North Kellyville Precinct and the broader open space and recreation network including the existing cycleway along Smalls Creek and Kellyville Netball Complex. These additional items will provide residents with greater access to passive recreational opportunities within the existing and planned open space network as well as active open space at the Kellyville Netball Complex.
New cycleway bridge over Smalls Creek near Mapleton Avenue into Kellyville Netball Complex (Reserve No.418)	\$553,000	
New cycleway bridge over Smalls Creek at Hillview Road.	\$553,000	

5. Update the value of outstanding land acquisition

Since adoption of Contributions Plan No.13 in 2010, land values within the North Kellyville Precinct have increased significantly. While Council's policy to purchase land early in the life of the Plan has resulted in savings, these have since been eroded in recent years due to a number of individual acquisitions that exceeded originally anticipated values. To date, approximately \$54.4 million of land acquisition within the Precinct has been completed.

Based on a recent independent valuation received for land within the North Kellyville Precinct, the value of land within the Precinct has increased from \$210 - \$350/m² in 2010 (dependent on zoning), to \$525 - \$850/m² in 2018 (dependent on zoning). It is recommended that the estimated value of all outstanding land acquisitions under the Plan be updated to reflect current market values within the locality.

Having regard to the cost of actual land acquisition completed, the application of updated land values to all outstanding acquisitions, IPART's recommended amendments

and the inclusion of new local infrastructure to cater for unanticipated residential yields, the proposed amendments result in an increase to the total value of land acquisition under the Plan from \$90.1 million to \$130 million.

6. Revise cost estimates for outstanding capital works

Approximately \$6.6 million of planned capital works has been completed under Contributions Plan No.13 to date and as detailed earlier within this report, it is recommended that the Plan be updated to reflect the actual cost of these works, where completed.

It is also recommended that the value of all outstanding capital works be updated to reflect escalation in the cost of providing local infrastructure over time, updated contingency rates as recommended by IPART (20% for open space and 30% for traffic and drainage works) and the availability of more detailed designs and cost estimates for particular works, where available.

Bridge over Smalls Creek between Ross Place and Edwards Road

Most significantly, Council now has detailed designs and cost estimates for the construction of a new bridge over Smalls Creek, between Ross Place (in the north of the Precinct) and Edwards Road (connecting to Annangrove Road) (Item "NKB01"). Based on high level estimates at the time of preparation, the total value of this item was originally estimated as \$4.3 million and this cost is currently apportioned between Contributions Plan No.13 and Contributions Plan No.15 – Box Hill Precinct based on the residential population within each precinct.

This bridge is a key component of the traffic network in and out of the North Kellyville Precinct and Box Hill Precinct and once constructed, will relieve pressure on other major roads within the network including Withers Road, Hezlett Road and Samantha Riley Drive.

Council has recently prepared concept designs for this bridge as well as an associated cost estimate of \$17.5 million to complete the bridge. It is recommended that this updated cost be reflected in both Contributions Plan No.13 (as part of this review) and Contributions Plan No.15 – Box Hill Precinct (as part of the next review of this Plan).

Importantly, the concept designs provide clarity with respect to the alignment of the bridge and highlight the need for Council to construct additional road approaching the Bridge, to enable access between the proposed new bridge and Annangrove Road. As a critical component of the provision of this bridge, it is reasonable for the construction of this road approach (and associated land acquisition) to also be included within Contributions Plan No.13 (and Contributions Plan No.15 – Box Hill Precinct as part of future review). The total estimated value to complete the approach road to the bridge is \$15.6 million (\$10.2 million for construction and \$5.4 million for land acquisition), however only \$6.2 million of this cost would be apportioned to Contributions Plan No.13 (the remainder would be apportioned to Contributions Plan No.15 – Box Hill Precinct).

The proposed alignment of the bridge and approach road is identified below.

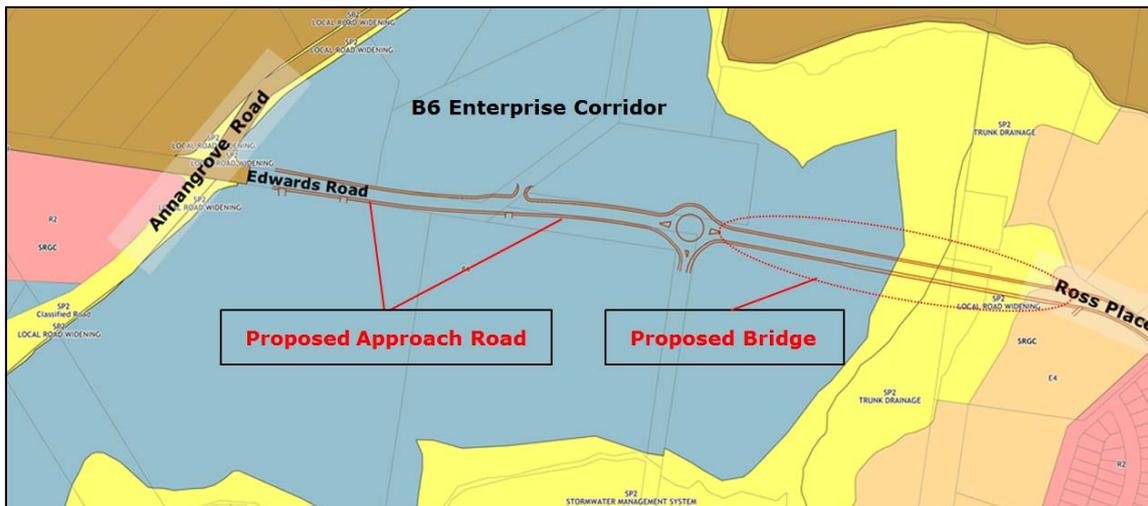


Figure 2

Proposed alignment of Bridge over Smalls Creek connecting to Edwards Road.

To deliver this outcome, it is necessary to clearly identify the land required for acquisition for the provision of this bridge and approach road under LEP 2012. This would require a new planning proposal to amend LEP 2012 and rezone the land from B6 Enterprise Corridor to SP2 Local Road Widening and identify the land for acquisition on the Land Reservation Acquisition Map. The required amendments to LEP 2012 would impact on land at 282 Annangrove Road, 288 Annangrove Road, 290-312 Annangrove Road, 20 Edwards Road and 31 Edwards Road, Rouse Hill, as demonstrated within the draft amendments to the LEP 2012 zoning map below.

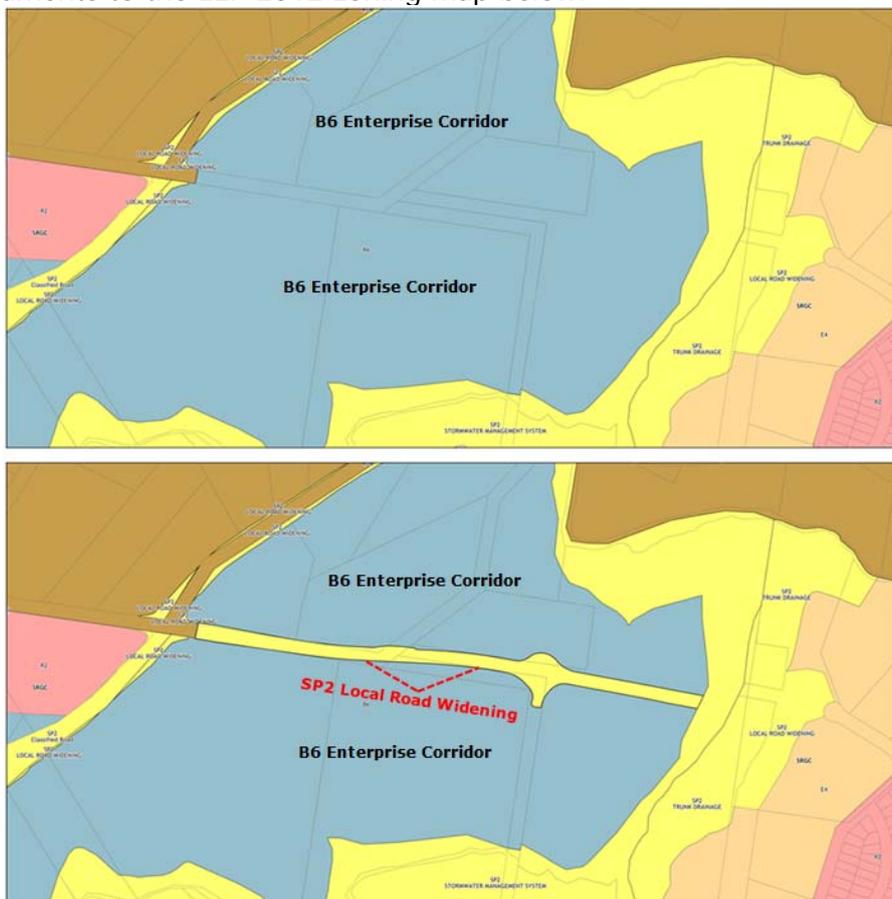


Figure 3

Existing (top) and Proposed (bottom) Land Use Zoning under LEP 2012

It is recommended that Council forward a planning proposal to the Department of Planning and Environment for Gateway Determination to amend the zoning and land reservation acquisition map as it applies to this land (as demonstrated in Figure 3). Concurrent amendments to The Hills Development Control Plan Part B Section 7 – Industrial (Appendix C – Development Controls for the Edwards Road Precinct) would also be required to reflect the updated alignment of the bridge and inclusion of the approach road within the Contributions Plan and LEP 2012 zoning. Draft amendments to the Development Control Plan are provided as Attachment 2.

Having regard to actual cost of capital works completed, revised costs for outstanding works, the incorporation of IPART amendments and the inclusion of new local infrastructure as detailed within this report, the proposed amendments result in an increase to the total value of works under the Plan from \$74.7 million to \$140 million.

7. Administrative amendments and update of financial assumptions

As part of the periodical review and update of the Plan, a number of administrative amendments are recommended to:

- Update all references within the Plan to sections and clauses within the Environmental Planning and Assessment Act 1979 to reflect the new numbering system implemented by the NSW Government in March 2018;
- Updated financial assumptions underpinning the Net Present Value model to reflect current rates for the ABS Established House Price Index (for projecting increases in land acquisition values over time), ABS Producer Price Index (for projecting increases in capital costs over time) and IPART recommended Discount Rate; and
- Clarify the requirement for developers to construct and dedicate local roads to Council, at no cost, as part of each individual development and expressly state that offset or reduction in development contributions payable will not be granted as a result.

CONCLUSION

The proposed amendments to CP13 are required as part of Council's obligations to review and update contributions plans under the *Environmental Planning and Assessment Regulation 2000* and are appropriate given the status of development and Council expenditure within the North Kellyville Precinct. The update of the Plan to reflect actual expenditure completed, income received, revised population projections and the likely cost to be incurred by Council to provide all remaining items within the Works Schedule to the Plan ensures that the contribution rate established by the Plan accurately reflects the cost to provide local infrastructure within the North Kellyville Precinct and ensures fair and reasonable apportionment of this cost across future development.

The net impact of the proposed amendments in comparison to the originally adopted plan (2010) and IPART endorsed plan (2011 – based on which Council claims 'contribution gap' funding) are detailed below.

	Adopted (2010)	IPART (2011)	Draft (2018)
Value of Land & Works	\$166 million	\$153 million	\$271.6 million
Dwellings	5,185	5,185	7,248
Contribution Rate (2017/2018)	\$54,993 per dw.	\$46,519 per dw.	\$53,450 per dw.

As demonstrated above, the proposed amendments result in a decrease in the contribution rate from \$54,993 per lot/dwelling (based on the Plan adopted by Council in 2010) to \$53,450 per lot/dwelling. The impact of increased land costs, escalated capital

costs and additional infrastructure items are largely offset by the additional population across which these costs will be distributed and as such, the change in the contribution rate is relatively minor.

IMPACTS

Financial

As detailed within this report, the proposed amendments will result in an increase in the total value of land and works under Contributions Plan No.13 from \$166 million (or \$153 million based on the IPART endorsed version of the Plan) to \$271.6 million. The contribution rate established of \$53,450 per dwelling will ensure that sufficient funds are collected for the provision of the infrastructure identified within the works schedule to Contributions Plan No.13.

Council will continue to levy new development up to the maximum cap (currently \$35,000 per lot/dwelling) and claim 'contribution gap' funding from the NSW Government for the difference between the full contribution rate (\$53,450 per lot/dwelling) and the capped rate until 30 June 2020. All new lots/dwellings approved from 1 July 2020 onwards will be levied at the full contribution rate established under the Plan.

The proposed rezoning of land at 282 Annangrove Road, 288 Annangrove Road, 290-312 Annangrove Road, 20 Edwards Road and 31 Edwards Road, Rouse Hill, to accommodate the bridge connection over smalls creek between Ross Place and Edwards Road will create an additional land acquisition liability to Council. However the acquisition and construction costs would be funded through the amended Contributions Plan, as a critical piece of infrastructure servicing the North Kellyville Precinct.

The Hills Future Community Strategic Plan

The collection of monetary contributions will facilitate the provision of public infrastructure to meet the needs of residents, visitors and businesses. The draft Plan supports the Community Strategic Direction by providing for facilities which will enhance and maintain an attractive, safe and tidy environment and ensure that future development is consistent with the Shire's urban character.

RECOMMENDATION

1. Draft amendments to Contributions Plan No.13 – North Kellyville Precinct, provided as Attachment 1 (ECM Doc.#16781533), be publicly exhibited for a minimum of 28 days in accordance with the requirements of the *Environmental Planning and Assessment Regulation 2000*.
2. Following public exhibition, draft Contributions Plan No.13 – North Kellyville Precinct, further amended where appropriate in response to submissions received during the public exhibition period, be forwarded to the Independent Pricing and Regulatory Tribunal for review.
3. A planning proposal be forwarded to the Department of Planning and Environment for a Gateway Determination to amend The Hills Local Environmental Plan 2012, as it relates to land at 282 Annangrove Road, 288 Annangrove Road, 290-312 Annangrove Road, 20 Edwards Road and 31 Edwards Road, Rouse Hill, to rezone a portion of the land from B6 Enterprise Corridor to SP2 Local Road Widening for the purpose of the bridge connection over smalls creek between Ross Place and Edwards Road and identify the land for acquisition within the Land Reservation Acquisition Map, consistent with the alignment identified in Figures 2 and 3 of this report.

4. Draft amendments to The Hills Development Control Plan 2012 Part B Section 7 – Industrial, provided as Attachment 2 (ECM Doc.#16769425), be publicly exhibited concurrent with the planning proposal.

ATTACHMENTS

1. Draft Contributions Plan No.13 – North Kellyville Precinct (77 pages)
2. Draft Development Control Plan Part B Section 7 – Industrial (41 pages)

ATTACHMENT 1

Contributions Plan No. 13
**North Kellyville
Precinct**

www.thehills.nsw.gov.au

THE HILLS
Sydney's Garden Shire



The Hills Shire Council
3 Columbia Court, Baulkham Hills 2153
PO Box 7064, Baulkham Hills BC 2153
Phone (02) 9843 0555

[INSERT DATE]

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1 PART A: SUMMARY SCHEDULES

This Plan is The Hills Section ~~94~~7.11 Contributions Plan (CP) No.13 – North Kellyville Precinct.

The contributions received from this Plan will provide for both active and passive open space (pedestrian/cycle links, parks, playgrounds etc), **community facilities**, road works, drainage and administration costs.

The community facilities, open space, road works and drainage to be provided will contribute towards satisfying the needs of the incoming population of the North Kellyville Precinct. The ~~net~~ additional population estimated to occur as a result of the development of this area is ~~15,563~~ **20,593** persons ~~(excluding an estimated population of 765 persons currently in the CP area).~~

The costs of required community facilities, open space, road works, drainage and administrative tasks are summarised below.

Work Schedule: Cost per Category (base cost)

OPEN SPACE	AMOUNT \$
Land	72,006,194 97,667,317
Works	13,203,226 37,703,203
SUB TOTAL	85,209,460 135,370,519

TRANSPORT AND TRAFFIC	AMOUNT \$
Land	5,497,665 10,505,345
Works	49,230,077 91,824,573
SUB TOTAL	54,727,742 102,329,918

WATER MANAGEMENT	AMOUNT \$
Land	10,343,231 17,661,259
Works	5,464,940 10,359,408
SUB TOTAL	15,808,170 28,020,667

COMMUNITY FACILITIES	AMOUNT \$
Land	2,260,913 3,744,494
Works	6,843,905 0
SUB TOTAL	9,104,818 3,744,494

ADMINISTRATION	AMOUNT \$
SUB TOTAL	707,785 2,098,308

TOTAL WORKS:	165,557,975 271,563,906
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Development Timetable

It is anticipated that expenditure will occur on a pro-rata basis in accordance with the development path as outlined in Table below.

Year	% of Population	Year	% of Population
1	0	2009/2010	58.3
2	2.0	2010/2011	
3	2.0	2011/2012	
4	2.85	2012/2013	
5	2.5	2013/2014	
6	3.5	2014/2015	
7	5.0	2015/2016	
8	8.0	2016/2017	3.06
9	12.0	2017/2018	4.11
10	13.0	2018/2019	5.24
11	14.0	2019/2020	6.29
12	13.0	2020/2021	7.18
13	11.0	2021/2022	7.75
14	7.0	2022/2023	8.09
15	4.15	2023/2024	

Contributions by Category – Per Person (2017/2018)

Facility Type	Unit	\$: Rate
Open Space - Land	Per Person	6,148 5,647.95
Open Space - Capital	Per Person	960 2,189.31
Transport Facilities - Land	Per Person	486 605.93
Transport Facilities - Capital	Per Person	3,617 5,286.23
Water Management - Land	Per Person	900 1,034.90
Water Management - Capital	Per Person	396 601.09
Community Facilities - Land	Per Person	205 239.76
Community Facilities - Capital	Per Person	500 0.00
Administration	Per Person	48 115.34
TOTAL	Per Person	13,261 15,720.51

Contributions by Dwelling Type (2017/2018)

Development Type	\$: Rate Per Dwelling
Subdivision, Dwelling Houses and Dual Occupancies	45,086.39 53,449.75
Integrated Housing	35,803.90 47,161.54
Senior Housing / Boarding House Rooms	17,238.92 18,864.62
Multi Unit Housing*	
4 Bedroom	40,764.28 55,021.80
3 Bedroom	32,446.12 40,873.34
2 Bedroom	22,105.93 33,013.08
1 Bedroom	12,628.99 23,580.77

* Multi Unit Housing includes Attached Dwellings, Multi Dwelling Housing and Residential Flat Buildings

2 PART B: ADMINISTRATION AND OPERATION OF THE PLAN

INTRODUCTION

2.1 Section 947.11 Principles

Under Section 947.11 of the Environmental Planning and Assessment Act 1979 ("EP&A Act") Council has the power to levy contributions from developers for public amenities and services required because of development. The three general principles in applying Section 947.11 contributions are:

1. A contribution must be for, or relate to, a planning purpose;
2. A contribution must fairly and reasonably relate to the subject development; and
3. The contribution must be such that a reasonable planning authority, duly appreciating its statutory duties, could have properly imposed.

Under the provisions of Section 947.11, Council may either:

- require land to be dedicated free of cost;
- require money to be contributed for works or facilities to be provided in the future;
- require money to be contributed towards the cost of works or facilities already provided in anticipation of development;
- accept the provision of a material public benefit, or works in kind, in satisfaction of Section 947.11 requirements; or
- require or accept a combination of any of the above.

The ability to levy developers for the provision of essential public facilities and services is considerably important to The Hills Shire. This "user pays" approach can significantly reduce the financial burden of new urban development on existing Shire residents.

One of the fundamental responsibilities of any Council in imposing Section 947.11 contributions is to ensure that the contributions levied are reasonable. That is, the works and facilities to be provided must be a direct consequence of the development on which the contributions are levied. They must not unnecessarily inflate development costs. Therefore, contributions are limited to essential or base-line works and facilities considered necessary to sustain acceptable urban development.

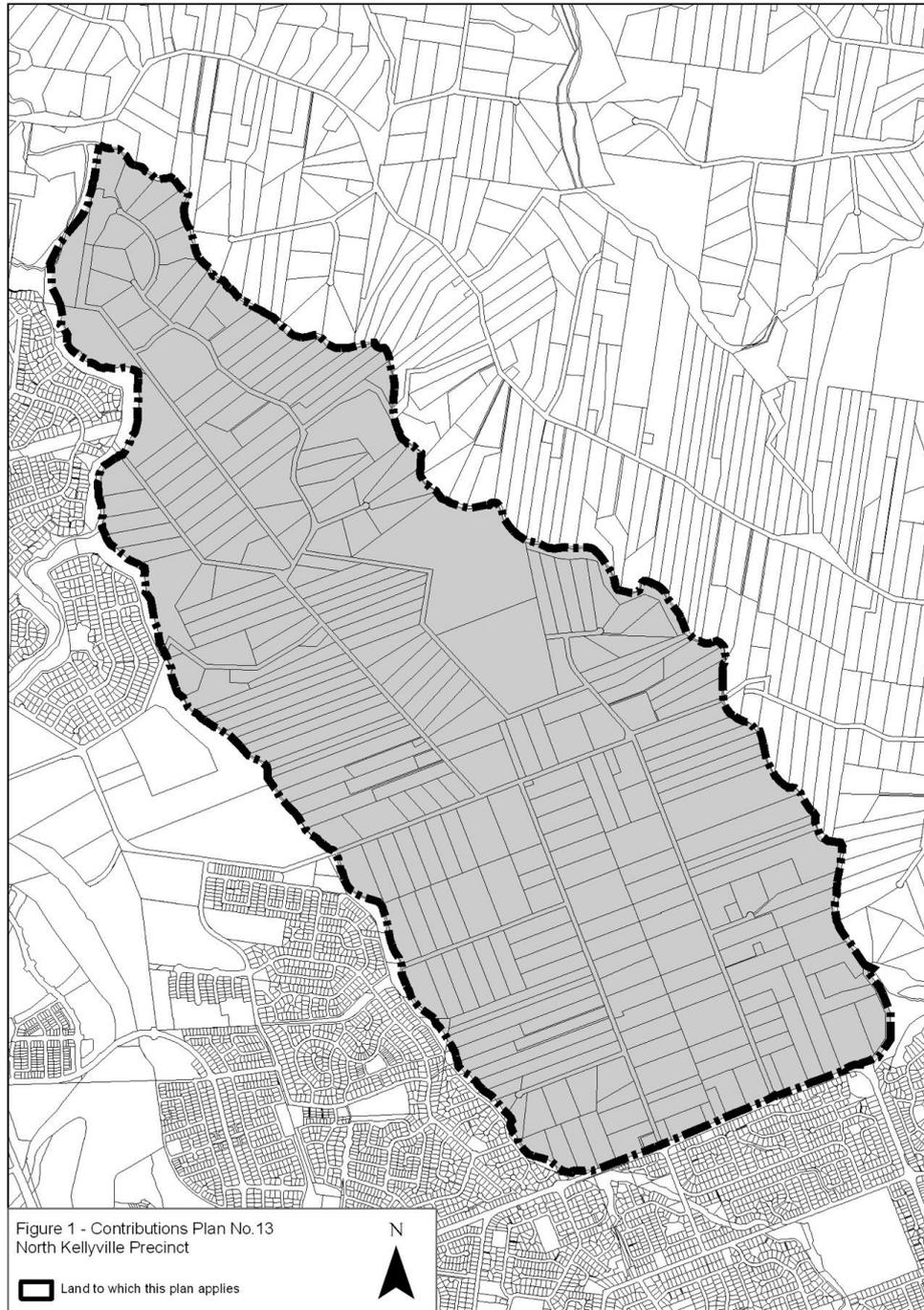
2.2 What is the Name of this Plan

This Contributions Plan is called 'Contributions Plan No.13 – North Kellyville Precinct'.

2.3 Area to which this plan applies

This Contributions Plan applies to the North Kellyville Precinct as shown on the Locality Map at Figure 1.

FIGURE 1: LAND TO WHICH THIS CONTRIBUTIONS PLAN APPLIES



2.4 What is the purpose of this Development Contributions Plan?

The purpose of this development contributions plan is to:

- (a) authorise the council to impose conditions under section ~~94~~7.11 (~~s94~~s7.11) of the *Environmental Planning and Assessment Act 1979* when granting consent to development on land to which this plan applies;
- (b) provide an administrative framework under which specific public facilities strategies may be implemented and co-ordinated;
- (c) outline the anticipated demand for public facilities and services arising from the development of the North Kellyville Precinct;
- (d) ensure that adequate public facilities are provided for as part of any new development in the North Kellyville ~~area~~ Precinct;
- (e) provide a comprehensive strategy for the assessment, collection, expenditure, accounting and review of development contributions in the North Kellyville Precinct;
- (f) ensure that the existing community is not burdened by the provision of public amenities and public services required as a result of future development; and
- (g) enable the council to be both publicly and financially accountable in its assessment and administration of the development contributions plan.

2.5 Application of the Plan

When a development application for residential development is lodged and relates to land to which this plan applies, Council shall levy contributions on development in accordance with the provisions of this Plan.

A Contributions Plan becomes part of the development control process under the EP&A Act by virtue of Sections ~~89A and 94~~ 4.17 and 7.11. The provisions of this plan are one of a number of considerations that are relevant when Council determines a development application in accordance with Section ~~89~~ 4.16 of the Act.

2.6 Commencement of this Plan

This development contributions plan has been prepared pursuant to the provisions of ~~s94~~7.11 of the EP&A Act and Part 4 of the EP&A Regulation and takes effect from the date on which public notice was published, pursuant to clause 31(4) of the EP&A Regulation.

2.7 Relationship with other plans and policies

The development contributions plan supplements the provisions of the State Environmental Planning Policy (Sydney Region Growth Centres) 2006 (Appendix 2 – North Kellyville Precinct) and any amendment or local environmental plan which it may supersede.

2.8 Policies and Procedures on the Levying and Payment of Contributions

The following sections describe the policies and procedures involved in levying and payment of developer contributions under this plan including method/timing of payment, planning agreements, deferred/periodic payment, obligations of accredited certifiers with respect to construction certificates/complying development, savings and transitional provisions, credits/offsets for works-in-kind, calculation of contributions rates and review and monitoring process of the plan.

2.9 Method of Payment

Council will accept Section 947.11 payments in one, or a combination, of the following ways:

Monetary Contribution

This is the most common method of payment. However, as discussed below, payment can be offset by providing a material public benefit that is identified in the Contributions Plan.

Material Public Benefit (Works-in-Kind)

Where an applicant makes a written request and Council in its absolute discretion determines that it is appropriate, an applicant may provide a material public benefit (commonly referred to as works-in-kind) in part, or full, satisfaction of a monetary contribution. Any written request must demonstrate that the works in kind are of equivalent or greater benefit to the community compared to what has been identified under this Contributions Plan. The proposed works in kind offset must be included in the conditions of consent or a S96 Section 4.55 modification of the consent, to reflect the proposed offset.

The works must be included in the works schedule as set out in Section Part C. The cost of the work will be offset against the contribution required for the same facility category only. For example if the works relate to the embellishment of a local park the cost of the works would be offset against the required open space contribution. The amount of the offset will be as agreed by Council and will not exceed the cost allocation for the works included in the Contributions Plan.

In assessing such a request, Council will generally take into account the following:

- whether the proposed work in kind will be to a suitable standard for Council to eventually accept;
- finalisation of, or consistency with, the detailed design of the facilities;
- the submission of plans and cost estimates to Council of the proposed works to be undertaken by the applicant;
- whether the location, siting and design of the proposed works has regard to the Development Control Plans applying to the North Kellyville Precinct and this Contributions Plan;
- the timing of completion and future recurrent costs including staffing and maintenance and future management (particularly if a work to a higher standard is proposed);
- Council may consider works to a higher standard than the Contributions Plan allowance, however no reimbursement of additional costs will be provided;
- the financial implications for cash flow and whether the proposed works pre-empt the future orderly implementation of the works as identified in the works schedule; and
- future dedication, handover and management arrangements.

Dedication of Land (identified within this Contributions Plan)

Council will generally not accept the dedication of land (identified for public purposes under this plan) to offset the required monetary contribution. Rather the developer will be required to pay the full contribution relating to land acquisition.

If the acquisition of the land is funded through this Contributions Plan, the value of land can then be negotiated separately between the applicant and Council, and

a value formally agreed upon prior to payment. An appropriate condition may be included in any consent applying to land identified for public purposes to ensure that the land is transferred to Council. These consents would require satisfactory arrangements being made with Council's Manager – Special Property Projects.

Dedication of Land (not identified within this Contributions Plan)

All local roads and associated asset relocation, water management devices, footpaths, street tree planting, traffic management devices and treatment (both temporary and permanent) not identified for funding under this plan and located within or adjacent to the Precinct shall be completed as part of the works associated with individual developments within the Precincts and shall be provided (including the dedication of land) at no cost to Council. While these works (and the land on which they are located) will serve a public purpose, this plan does not include any value for the completion of works on this land or the subsequent acquisition of this land.

Unless the completion of works and subsequent acquisition of the land on which the works are located is specifically identified within the Works Schedule to this Plan, with funding specifically identified for this purpose, the completion of any works and dedication of the land on which the works are located will be at no cost to Council and the Developer will not be eligible for any reimbursement or offset or reduction in Section 7.11 contributions payable as a result of works completed and/or land dedicated to Council at no cost to the Council, for a public purpose.

2.10 Planning Agreements

In accordance with Section ~~93F(1)~~ 7.4 of the EP&A Act, a planning agreement is a voluntary agreement or arrangement between a planning authority and a developer under which the developer agrees to make contributions towards a public purpose. A planning agreement may wholly or partly exclude the application of Section 94 7.11 to the development that is subject of the agreement.

The provisions of Sections ~~93F to 93L~~ 7.4 to 7.10 of the EP& A Act and accompanying Regulation prescribe the contents, form, subject matter and procedures for making planning agreements. Any person seeking to enter into a planning agreement should in the first instance submit a proposal in writing to Council, documenting the planning benefits and how the proposal would address the demands created by development for new public infrastructure, amenities and services.

2.11 When must Contributions be paid?

Section 94 7.11 contributions must be paid in full, as follows:

- **Development Applications involving subdivision only:** Prior to the issue of a Subdivision Certificate.
- **Development Applications involving building work only** - where conditions of consent require the payment of a contribution: Prior to the issue of a Construction Certificate.
- **Combined Development Applications for Subdivision and Building Works:** Prior to the issue of a Construction Certificate. If individual construction certificates are submitted for each dwelling, payment is required in full for the total development or stage (as approved in accordance with Section 2.12 of this plan) prior to the issue of a construction certificate for the first dwelling.

- **Combined Development Applications for development and building works** - where conditions of consent require the payment of a contribution: Prior to the issue of a Construction Certificate.

2.12 Deferred or Periodic Payment

Council will only permit deferred or periodic payment where development is staged. The stages of development and relevant contribution payment for each stage must be clearly documented in the conditions of consent. In this regard a Section 964.55 modification of consent is required if proposed staging of development is not reflected in the original consent.

For development which is staged, Section 947.11 contributions must be paid at the rate applicable at the time of subdivision or construction certificate, for at least the number of additional lots/dwellings for which subdivision or construction certificate release is sought.

For each stage, the calculation of the number of lots/dwellings for which contributions are payable will count any residue lot as a single lot.

For example:

Stage 1 20 residential lots and one residue lot are created from one original lot. Contributions would be payable for 20 lots (20 lots + 1 residue lot, less 1 existing credit*).

Stage 2 20 residential lots are created from the residue lot. Contributions would be payable for 19 lots (20 lots less 1 credit for the one existing residue lot - paid for in Stage 1).

This method ensures that contributions are paid for the total number of additional lots created from an original lot/s. In the example, 40 lots are created from 1 existing lot and contributions are payable for 39 additional lots.

* Refer Section 2.16.

2.13 Construction certificates and the obligations of accredited certifiers

In accordance with Section 94EC 7.21 of the EP&A Act and clause 146 of the EP&A Regulation, a certifying authority must not issue a construction certificate for building work or subdivision work under a development consent unless it has verified that each condition requiring the payment of monetary contributions has been satisfied.

In particular, the certifier must ensure that the applicant provides a receipt confirming that contributions have been fully paid and copies of such receipts must be included with copies of the certified plans provided to the Council in accordance with clause 142(2) of the EP&A Regulation. Failure to follow this procedure may render such a certificate invalid.

2.14 Complying development and the obligations of accredited certifiers

In accordance with Section 94EC 7.21 of the EP&A Act accredited certifiers must impose a condition requiring monetary contributions in accordance with this Contributions Plan. ~~for the following development types:~~ This would include, but not be limited to monetary contributions associated with ~~dwelling~~ houses on ~~an~~ allotments where no previous contribution under Section 94 7.11 (or formerly, Section 94) has been made.

The conditions imposed must be consistent with Council's standard Section 94 7.11 consent conditions and be strictly in accordance with this Contributions Plan. It is the

professional responsibility of the accredited certifiers to accurately calculate the contribution and to apply the Section 94 7.11 condition correctly.

2.15 Credit and Offsets for Works In Kind

There may be cases where an applicant carries out works in kind, which are included in the Works Schedule ~~of Works in~~ to this Contributions Plan but the cost of which exceeds the contribution required for that facility category. In these situations the applicant ~~will~~ ~~may, at Council's sole discretion,~~ be reimbursed for the cost of the works that:

- exceed the contribution due within that facility category, and
- have been approved by Council as being consistent with the contributions plan ~~and~~ ~~eligible for reimbursement, prior to the commencement of works.~~

2.16 Credit for existing development

The payment of contributions is ~~therefore~~ applicable to any residential development in ~~the~~ North Kellyville Precinct which will increase the population over and above that which existed on ~~the~~ 19 December 2008 and which will create a demand for the provision of ~~such~~ infrastructure.

For the purposes of calculating contributions payable under this plan a credit will be made available for any existing lot with an approved dwelling that existed on or before 19 December 2008.

However, any parcel that was vacant on or prior to the 19 December 2008 which did not generate a demand for works or facilities of the type to be levied for under this plan, and for which no previous contribution under Section 947.11 (or formerly, Section 94) of the EP&A Act has been made, shall upon subdivision or development for residential purposes be liable for the payment of contributions in accordance with this Contributions Plan.

In short, Section 947.11 credits will not apply to existing vacant parcels.

2.17 Savings and transitional arrangements

A development application which has been submitted prior to the adoption of this plan but not determined shall be determined in accordance with the provisions of the plan which applies ~~at~~ at the date of determination of the application.

2.18 Pooling of contributions

This plan expressly authorises monetary ~~s~~947.11 contributions paid for different purposes to be pooled and applied (progressively or otherwise) for those purposes. The priorities for the expenditure of the levies are shown in the works schedule.

2.19 Exemptions

The only exemptions allowed are those the subject of a direction from the Minister for Planning under Section 94E 7.17 of the EP&A Act.

2.20 Calculation of Contributions

Net Present Value Method

The contribution formula has been arrived at having regard to the Development Contribution Practice Notes issued by the then Department Infrastructure Planning and Natural Resources (DIPNR) in July 2005. These notes provide Council with two options, either a calculation based on nominal values or a net present value (NPV) methodology.

To ensure that the value of contributions is not eroded over time, the proposed method of contribution calculation is based upon a NPV methodology. This approach is a standard financial accounting tool which discounts future cash flows to account for the fact that funds received or spent today are worth more than future funds.

Contributions Formula

The formula uses a discounted cash flow model, to calculate the contribution rate per person. The model covers a period of 15 years (life of the Contributions Plan). The following elements are used in this calculation:

Land Acquisition Index

The land acquisition indexation assumption is ~~costs will be indexed~~ based upon an average of the annual percentage change in the Australian Bureau of Statistics Established House Price index for Sydney over the past 15 years from ~~December 1994 to December 2009~~ June 2003 to June 2017.

Capital Expenditure Index

~~Capital expenditure will be indexed upon an average of the annual percentage change in the Tender Price Index (TPI) published by Rider Levett Bucknall (formerly Rider Hunt) in their Construction Cost Commentary available on the Rider Levett Bucknall website http://www.oceania.rlb.com/cost_research_ccc.html. At the time of Contributions Plan preparation, the forecasts were available for 2009 and 2010. Forecasts required beyond 2010 will adopt the 2010 figures.~~

The capital expenditure indexation assumption is based upon an average of the annual percentage change in the Australian Bureau of Statistics Producer Price Index for New South Wales over the past 15 years from June 2003 to June 2017. Open space and community facility expenditure is indexed based on the Producer Price Index (Non-Residential Building Construction). Transport and traffic expenditure is indexed based on the Producer Price Index (Road and Bridge Construction).

Administrative Costs Index

Administrative costs will be indexed at 2.5% which represents the midpoint of the Reserve Bank of Australia's inflation target of 2-3% per cent, on average over the cycle.

Indexed Expenditure

Total of Indexed land acquisition, capital or administrative costs.

Revenue Projections

~~Revenue projections will be calculated by multiplying the estimated additional population (see Table 4) by the contribution rate per person, and will be indexed at 2.5% which represents the midpoint of the Reserve Bank of Australia's inflation target of 2-3 per cent, on average over the cycle.~~

Revenue will be indexed at 2.5% which represents the midpoint of the Reserve Bank of Australia's inflation target of 2-3%, on average over the cycle.

Cash Flow

A cash flow projection will be prepared using the above elements over the life of the Contributions Plan. The cash flow is the difference between the Indexed Expenditure and the Revenue Projections.

Discount Rate

~~Ten year government bond rate (quoted as a percentage) as published in the Australian Financial Review newspaper on 10 February 2010.~~

A discount rate of 4.3% is applied, as recommended by the Independent Pricing and Regulatory Tribunal in the *Fact Sheet – Latest discount rate for local infrastructure contributions plans* published on 19 February 2018.

Formula

The Contribution rate per person is determined on the basis that the NPV (Net Cash Flow) at the Discount Rate over the total life of the plan is neutral. This is calculated using the following formula for each facility category:

$$PV(\text{Costs}) = PV(\text{Revenue})$$

$$PV(\text{costs}) = N_1 * DC + \frac{N_2 * DC}{(1+r)} + \dots + \frac{N_t * DC}{(1+r)^t}$$

Where: N (i) = No. of persons in year (i)
 DC = development contribution (\$ in year 1 of CP)
 r = discount rate (%)
 t = time in years

From the equation above:

$$PV(\text{Costs}) = PV[(\text{No. of Persons}) * (\text{Development Contribution})]$$

Therefore:

$$PV(\text{Development Contribution}) = PV[(\text{Costs}) / (\text{No. of Persons})]$$

The Contribution rate per dwelling/lot is determined by the contribution rate per person multiplied by the assumed occupancy rate (see Part C, Table 3 1).

A summary of the program of works by facility category is included in Part C, Table 15 5 and contains details of ~~population assumptions and~~ indexation assumptions over the life of the plan. Contribution rates are set out in Part A.

2.21 Review and Monitoring Of Plan

This plan will be subject to regular review by Council in accordance with the provisions of the EP&A Regulation. The purpose of such a review is to ensure that:

- levels of public service and amenity provisions are consistent with likely population trends and community needs;
- contribution levels reflect changes to construction costs and land values;
- the work program can be amended if the rate of development differs from current expectations.

The contribution rates and works program for this plan have been formulated using information available at the time of writing. A number of variables will be monitored to facilitate the review process. Some of these are listed below:

- lot production and dwelling construction
- potential development remaining
- construction costs
- land costs

- projected development rate
- assumed occupancy rates
- anticipated population
- indexation assumptions.

The contribution rates will be reviewed by reference to the following specific indices:

- ~~all works and construction costs by the forecast Tender Price Index (TPI) published by Rider Levett Bucknall in their Construction Cost Commentary;~~
- capital works and construction costs by the ABS Producer Price Index;
- land acquisition costs by reference to the Australian Bureau of Statistics Established House Price index for Sydney;
- revenue and administration costs by the ABS All Groups CPI for Sydney; and
- changes in the capital costs of various studies and activities required to support the strategies in the plan by reference to the actual costs incurred by council in obtaining these studies.

Any changes to the Contributions Plan, apart from minor typographical corrections, will be placed on public exhibition in accordance with the requirements of the EP&A Act and Regulation.

2.22 Contributions Register

A Contributions Register will also be maintained for this Contributions Plan in accordance with the *EP&A Regulation* and may be inspected on request. This Register will include:

- details of each consent for which a Section 947.11 condition has been imposed;
- the nature and extent of the contribution required by the condition for each facility category;
- the name of the Contributions Plan the condition was imposed under; and
- the date any contribution was received and its nature and extent.

At the end of the each financial year, the Council is required to make an annual statement within the yearly budget. This statement must include the following:

- (a) Opening and closing balances of money held in the Section 947.11 Contributions Plan by the Council for the accounting period;
- (b) Total amounts received by way of monetary contribution under this Plan;
- (c) Total amount spent in accordance with this Plan; and
- (d) Outstanding obligations of the Council to provide works for which contributions have been received.

2.23 When did this plan come into force?

This Plan came into force on 6 July 2010. Amendments to the Plan were adopted by Council on **[INSERT DATE]** and came into force on **[INSERT DATE]**.

3 PART C: STRATEGY PLANS

Strategy Plans contain the following chapters that determine the anticipated development within the North Kellyville Precinct, the expected demand for new public facilities and infrastructure and justify the developer contributions are reasonable and appropriate through establishment of links or nexus between the development and the need for new facilities and services.

3.1 Residential Development Nexus

3.1.1 Development and Facility Needs

Council can only levy Section 7.11 contributions where development will or is likely to require the provision of, or increase the demand for public facilities and services. It is therefore necessary to establish a link or nexus between the development anticipated within the North Kellyville Precinct and the need for public facilities and services.

The population and dwelling forecasts outlined in this section are therefore crucial elements in the overall Contributions Plan. It is upon these forecasts that the majority of planning decisions are based. The forecasts provide the framework within which to plan the works and facilities that will be required as a consequence of new development.

The infrastructure planning undertaken by Council and documented by this Contributions Plan is based upon the demands which would be generated by the additional population expected within the North Kellyville Precinct having regard to the Precinct Planning Package and technical studies commissioned by the Department of Planning and Environment during the Precinct Planning process for the North Kellyville Precinct. The Precinct is anticipated to accommodate a total of 7,243 additional dwellings.

3.1.2 Occupancy Rates

Occupancy rate assumptions are a particularly important feature of a Contributions Plan. They are used to forecast the population of the North Kellyville Precinct and to calculate contributions payable on a per dwelling basis.

The anticipated occupancy rates for future dwellings within the North Kellyville Precinct (shown below) have been calculated based on 2016 Census data for dwellings within The Hills Local Government Area (LGA).

TABLE 1: ASSUMED OCCUPANCY RATES, 2016

Dwelling Type	Average Occupancy Rates
Dwelling Houses	3.35
Integrated Housing Development	2.70
Senior Housing/Boarding House Rooms	1.50
Multi Unit Housing:	
1 Bedroom	1.34
2 Bedroom	1.78
3 Bedroom	2.66
4 bedroom	3.45

* Multi Unit Housing includes Attached Dwellings, Multi Dwelling Housing and Residential Flat Buildings

3.1.3 Development Potential and Future Population

Assumptions have been made on the likely dwelling types based on land use zoning and other planning controls applicable to the North Kellyville Precinct. The population projections for the Precinct are based upon a 20 year time frame.

Once developed, it is projected that there will be a total of 7,243 dwellings within the Precinct, comprising 4,600 detached dwellings, 845 integrated dwellings, 1,459 multi unit housing dwellings (including a mixture of townhouse/terraces and apartments) and 339 senior housing dwellings.

Table 2 below provides details of the anticipated residential yield within the North Kellyville Precinct, by dwelling type, with the relevant occupancy rates applied to each dwelling type to determine the anticipated population within the Precinct.

TABLE 2: RESIDENTIAL YIELD & POPULATION, FULL DEVELOPMENT POTENTIAL

Multi Dwelling Housing			
	Total Dwellings	Occupancy Rate	Population
1 bedroom	333	1.46	487
2 bedroom	734	2.08	1,526
3 bedroom	267	2.59	691
4 bedroom	125	3.64	455
Other Housing			
	Total Dwellings	Occupancy Rate	Population
Dwelling houses	4,600	3.35	15,410
Integrated	845	2.70	2,281
Seniors	339	1.5	508
TOTAL	7,243		21,358
Existing			765
TOTAL (Less Existing)			20,593

3.1.4 Demand for Public Facilities and Services

The expected development and resulting population within the North Kellyville Precinct will create increased demand for various public facilities and services. Section 7.11 contributions are proposed to be sought for:

- Open Space Facilities;
- Transport and Pedestrian Facilities;
- Drainage Facilities;
- Community Facilities (Land only); and
- Administration Costs.

The following sections of the Contributions Plan identify the nexus between the anticipated development within the precinct and the facilities or services listed above, specifies the appropriate level of apportionment (if any), and provides a brief description of the proposed works and their timing.

~~These assumptions have been derived by analysing five similar, but now almost fully developed areas, in The Hills Shire and with slight adjustments taking the averages for:~~

- ~~• dwelling profile or mix;~~
- ~~• occupancy rates for dwelling types;~~
- ~~• age structure; and~~
- ~~• anticipated family type.~~

~~The final demographic components are based on a profile which will apply when the area is fully developed.~~

3.1.5 Anticipated Dwelling Profile

~~Table 1 sets out the number of dwellings of each type located in five similar, almost fully developed and predominately residential areas in The Hills as at the 2006 Census. The earliest development in these five areas only commenced some 20 years ago.~~

TABLE 2: FIVE SIMILAR DEVELOPMENT AREAS: NUMBER OF DWELLINGS BY TYPE: 2006

Area	Separate House	Townhouses, Villas-etc	Flats	Senior Housing	Totals
Bella Vista	1,397	464	18	0	1,879
West Pennant Hills	5,603	282	101	215	5,986
Crestwood	2,805	405	21	0	3,231
Glenhaven	2,151	197	15	114	2,363
Kellyville/ Rouse Hill	13,659	848	51	0	14,558
TOTALS	25,615	2,196	206	329	28,346
% of Total Dwellings	90.37%	7.75%	0.73%	1.16%	100%

~~Source: Australian Bureau of Statistics, 2006 Census of Population and Housing – Baulkham Hills;~~

~~Based on the historical number of dwellings by type and estimated average lot sizes, Table 2 sets out the estimated dwelling yield when fully developed.~~

TABLE 3: ESTIMATED DWELLINGS AND MIX AT FULL DEVELOPMENT

Dwelling-Type	Average Density (d/ha)	Total-net area (ha)	%-of-total dwellings	Dwellings
Dwelling Houses	17.39	183	61.4	3182.4
Environmental Living Lots*	3.07	243.2	14.4	746.6
Integrated Housing	25.91	27.3	13.7	708.0
Senior Housing	55	2.9	3.1	160.0
Multi-Dwelling Housing / Attached Housing	35	7.0	4.7	243.9
Residential Flat Buildings	80	1.8	2.8	143.6
TOTALS		465.2	100%	5,185

The anticipated dwelling mix in the North Kellyville Precinct is generally consistent with Table 1, with single dwelling houses comprising 89.44% (Dwelling Houses, Environmental Living and Integrated Housing) of all dwellings, multi dwelling housing 4.7%, residential flat buildings 1.8% and senior housing 3.1%. Whilst this outcome is generally consistent with the historical mix of housing developed, it provides for a greater variety of types and sizes of dwellings.

The key drivers for the provision of a mix of dwelling types include:

- increasing household diversity;
- relative affordability where larger dwellings are not affordable to a significant proportion of the market;
- the emerging market for smaller and higher density homes in niche developments such as those which are provided in adjoining suburbs of Rouse Hill, Kellyville and Beaumont Hills; and
- an ageing population seeking smaller homes and retirement housing options better suited to their lifestyle needs.

Notwithstanding these trends, the North Kellyville Precinct will continue to attract predominantly younger couples and family households who are home owners looking to "trade up" to a house with greater amenity or size.

3.1.6 Dwelling Occupancy

Table 3 sets out the average occupancy rates for the four different types of residential development based on historical analysis of the five similar development areas in The Hills as at the 2006 Census.

TABLE 4- FIVE SIMILAR DEVELOPMENT AREAS- AVERAGE OCCUPANCY RATES, 2006

Dwelling-Type	Average Occupancy Rates
Dwelling Houses	3.4
Integrated Housing Development	2.7
Senior Housing	1.3
Multi-Unit Housing:-	
1 Bedroom	1
2 Bedroom	1.7
3 Bedroom	2.4
4 bedroom	3.1

Source: Australian Bureau of Statistics, 2006 Census of Population and Housing.

3.1.7 Estimated population

Table 4 indicates the total estimated population at full development based on assumed dwelling yield and occupancy rates.

TABLE 5: ESTIMATED POPULATION BASED ON DWELLING MIX AND OCCUPANCY

Dwelling-Type	Number Of Estimated Dwellings	Average Occupancy Rate	Total Estimated Population
Dwelling Houses	3182.4	3.40	10,819.8
Environmental Living Lots	746.6	3.40	2,538.8
Integrated Housing	708.0	2.70	1911.5
Senior Housing	160.0	1.3	208
Multi-Dwelling Housing / Attached Dwellings	243.9	2.55	621.3
Residential Flat Buildings	143.6	1.59	228.2
TOTALS	5,185		16,328
Less existing residents			765
Expected additional population of the North Kellyville Precinct			15,563

Note: the figures might show a minor discrepancy due to rounding to whole numbers.

3.1.8 Age & sex structure

Table 5 sets out the total population occupied by each age category for the five similar development areas as at the 2006 Census.

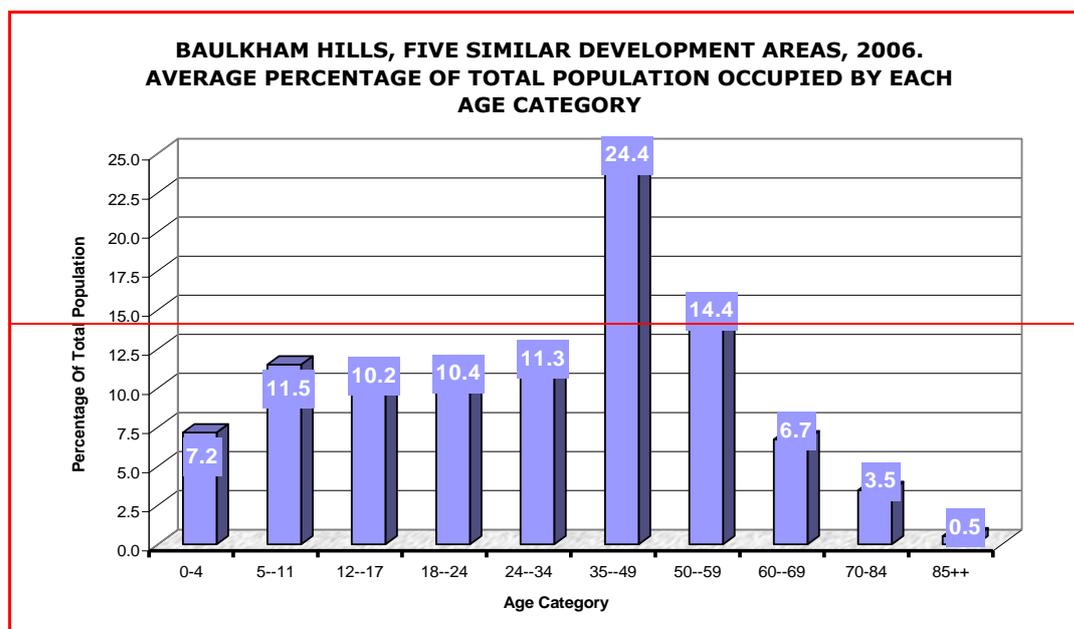
TABLE 6: FIVE SIMILAR DEVELOPMENT AREAS: AGE & SEX STRUCTURE: NUMBERS OF PERSONS, 2006

Area	Age Group									
	0-4	5-11	12-17	18-24	24-34	35-49	50-59	60-69	70-84	85+
Bella Vista	289	634	662	845	574	1,473	1,015	461	268	30
West Pennant Hills	721	1,565	1,809	2,032	1,301	3,642	3,072	1,402	657	163
Crestwood	544	1,205	1,211	1,326	953	2,653	1,770	785	427	60
Glenhaven	380	808	976	907	612	1,875	1,341	626	295	29
Kellyville/Rouse Hill	3,957	5,259	3,761	3,442	5,855	10,424	4,659	2,258	1,205	149
TOTALS	5,891	9,471	8,419	8,552	9,295	20,067	11,857	5,532	2,852	431

Source: ABS, 2006, Baulkham Hills Expanded Community Profile

The graph at Figure 2 sets out the average percentage of the total population occupied by each age category for the five similar development areas:

FIGURE 2: AGE CATEGORY BY FIVE SIMILAR DEVELOPMENT AREAS



Source: ABS, 2006, Derived from Baulkham Hills Expanded Community Profile for the five areas

Based on the total estimated population and the percentages of the total population set out in Figure 2, Table 6 sets out the anticipated numbers of persons in each age group at full development:

TABLE 7: AGE SEX STRUCTURE AT FULL DEVELOPMENT: NUMBER OF PERSONS

Area	Age Group									
	0-4	5-11	12-17	18-24	24-34	35-49	50-59	60-69	70-84	85+
North Kellyville	1,113	1,789	1,591	1,616	1,756	3,792	2,240	1,045	539	81

Source: ABS, 2006, Baulkham Hills, derived from Expanded Community Profile

3.1.9 Anticipated family type

Table 7 sets out for the five similar development areas the numbers of households occupied by each family type as at the 2006 Census.

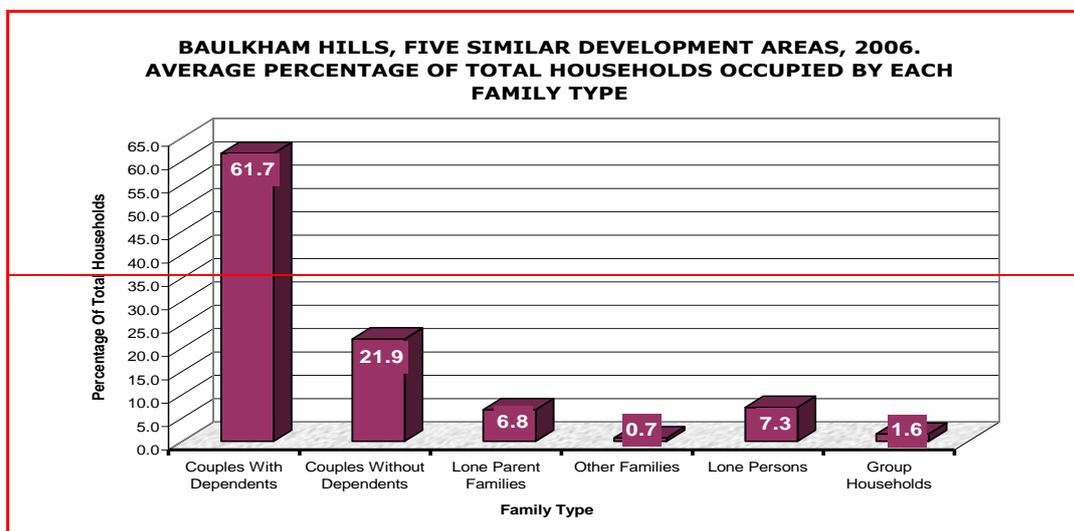
TABLE 8: FIVE SIMILAR DEVELOPMENT AREAS: NUMBER OF FAMILIES BY FAMILY TYPE, 2006

Area	Family Type					
	Couples With Dependents	Couples Without Dependents	Lone Parent Families	Other Families	Lone Persons	Group Households
Bella Vista	1,020	454	89	16	143	71
West Pennant Hills	3,569	1,211	400	61	439	40
Crestwood	1,873	699	204	12	246	72
Glenhaven	1,354	533	181	25	162	27
Kellyville/ Rouse Hill	8,661	2,960	937	86	956	208
TOTALS	16,477	5,857	1,811	200	1,946	418

Source: ABS, 2006, Baulkham Hills, Census of Population and Housing

Figure 3 sets out the average percentage of the total households occupied by each family type for the five similar development areas.

FIGURE 3: FAMILY TYPE BY FIVE SIMILAR DEVELOPMENT AREAS



Source: ABS, 2006, Baulkham Hills derived from Expanded Community Profile

Based on the total estimated number of households, the percentage of total households by family type provided in Table 8 sets out the anticipated numbers of households by family type at full development.

TABLE 9: NORTH KELLYVILLE: FAMILY TYPES AT FULL DEVELOPMENT: HOUSEHOLDS

Area	Family Type					
	Couples With Dependents	Couples Without Dependents	Lone Parent Families	Other Families	Lone Persons	Group Households
North Kellyville	3,198	1,137	352	39	378	81

3.1.10 Timing of residential development

Table 9 sets out the number of dwelling approvals in Bella Vista and Kellyville/Rouse Hill each year since 1992, and the weighted average of the two areas.

TABLE 10: TWO SIMILAR DEVELOPMENT AREAS: RATE OF DEVELOPMENT PROJECTED FOR NORTH KELLYVILLE

Years	TOTALS				
	Bella Vista	Kellyville/Rouse Hill	Total Nos.	%-weighted average	North Kellyville projected % of total dwellings
1	0	53	53	0.5	0
2	58	127	185	1.8	2
3	228	79	307	3.0	2
4	14	108	122	1.2	2.5
5	138	63	201	2.0	2.85
6	87	222	309	3.0	3.5
7	43	417	460	4.5	5.0
8	56	713	769	7.6	8.0
9	44	1,393	1,437	14.2	12.0
10	113	2,100	2,213	21.8	13
11	11	350	361	3.6	14.0
12	8	1,072	1,080	10.6	13
13	9	1,179	1,188	11.7	11.0
14	0	719	719	7.1	7
15	0	116	116	1.1	4.15
16	0	165	165	1.6	0.0
17	0	293	293	2.9	0.0
18		171	171	1.7	0.0

Source: The Hills S94 Contributions Register

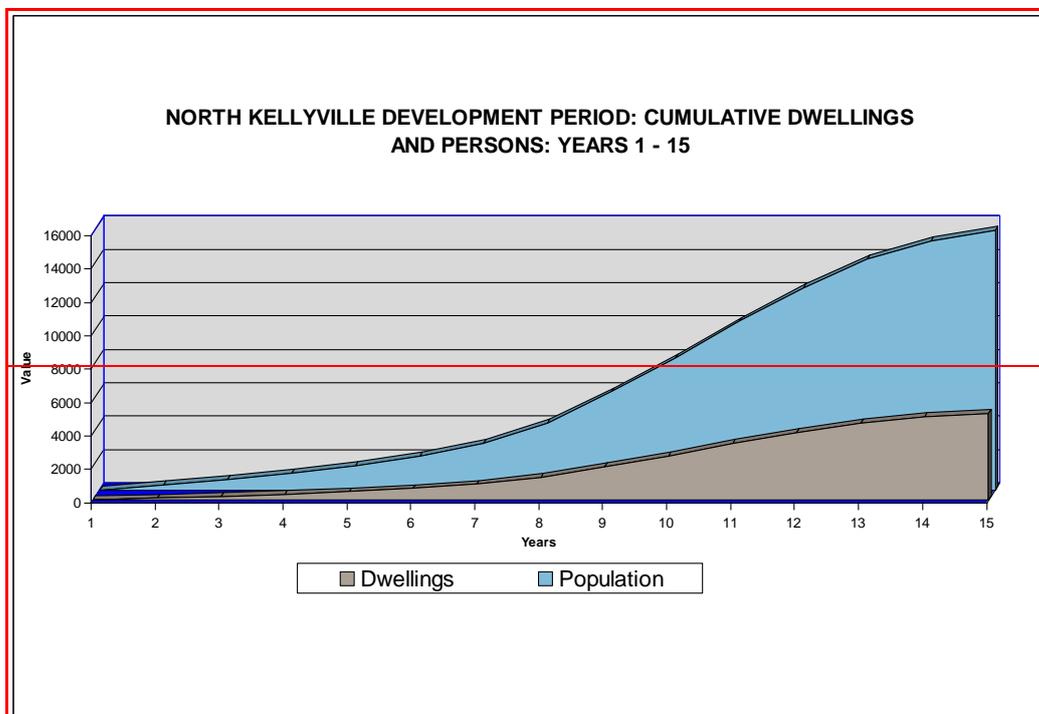
Based on the above development profile smoothed to reduce volatility, Table 10 sets out the dwellings and population for each year.

TABLE 11: ANTICIPATED DWELLING AND POPULATION GROWTH

Year	Dwellings Per Year	Population Per Year
1	0	0
2	104	311
3	104	311
4	130	389
5	148	444
6	181	545
7	259	778
8	415	1245
9	622	1868
10	674	2023
11	726	2179
12	674	2023
13	570	1712
14	363	1089
15	215	646

Figure 4 sets out the anticipated cumulative growth profile for residential dwelling and persons within North Kellyville.

FIGURE 4: NORTH KELLYVILLE DEVELOPMENT PERIOD



Source: The Hills S94 Register, Council Demographic Analysis

3.2 Rationale for New Facilities and Services

A key principle of Section 947.11 is to demonstrate a relationship between the anticipated development and the demand for additional open space, community facilities, drainage and road works in the North Kellyville Precinct. The demonstration of a relationship between new development and such demand is a core requirement of a valid Contributions Plan.

The expected development and resulting population within the North Kellyville Precinct will create an increased demand for various public facilities and services. Studies listed in Section 4 of this plan have identified that the expected development in the North Kellyville Precinct will generate the following impacts on public services and public amenities:

- increased demand for local active and passive recreation facilities, such as playing fields, playgrounds and bike paths;
- increased demand for spaces that will foster community life and the development of social capital in the Precinct, such as a community facility and library;
- increased demand for facilities that will support safe and convenient travel such as new roads and public transport facilities; and
- increased demand for water cycle management facilities as a result of the extra stormwater runoff generated by impervious surfaces associated with urban development.

A range of facilities and services have been identified as being required to address the impacts of the expected development, including:

- open space and recreation facilities;
- community facilities;
- traffic and transport management facilities; and
- water cycle management facilities.

The following sections of the Contributions Plan identify the nexus between the proposed urban release and the facilities or services listed above, specifies the appropriate level of apportionment (if any), and provides a brief description of the proposed works and their timing.

3.3 Open Space Facilities

3.3.1 Open Space Demand

The requirements for open space and recreation facilities as a result of the expected development of the North Kellyville Precinct is documented within a study entitled "North Kellyville Community Facilities and Open Space Assessment", prepared by Elton Consulting in March 2008 ("the Elton Study").

The primary objective of the Elton Study was to ascertain the future demand for open space and recreational facilities within the North Kellyville Precinct. The study identified a need for the following:

- Formal playing fields and facilities to accommodate a range of sporting activities;
- Local and Neighbourhood parks providing space for less structured recreation;
- Linear connections that support walking and bike riding around North Kellyville which connect to existing facilities, Smalls Creek and the commercial centres;
- Accessible natural environments linked to creek lines; and
- An indoor sport court.

The Elton Study is based upon analysis of projected demographic mix and recreation demand using participation rates rather than the standard 2.83 hectares of open space per 1,000 people as contained within the Growth Centres Development Code.

The analysis was based on the Draft Indicative Layout Plan prepared by the Department of Planning and Environment (formerly, Growth Centres Commission) which sets out the broad design parameters for testing. Importantly, the study identified local infrastructure required to service a projected population of 15,563 persons. Given the anticipated residential population within the Precinct has increased to 20,593, the local infrastructure previously identified must be supplemented with additional facilities to cater for increased yields within the Precinct.

~~The total area of public open space to be provided via this Contribution Plan for the projected population of 15,563 persons is 45 hectares (excluding water management land). This equates to 2.78 ha per 1000 population and is consistent with the standard threshold.~~

The various categories of open space to be provided by this plan can be grouped as follows:

- Playing Fields;
- Local Open Space; and
- Linear Open Space

The function of these open space categories and a brief description of the proposed facilities are outlined below.

3.3.2 Summary of the demand analysis of existing facilities

At the time of rezoning, there were ~~are~~ no existing facilities within the precinct or adjacent areas ~~that will be~~ able to meet the local needs of the new population. However, district and regional level needs may be met through facilities in the surrounding area, particularly those proposed within the Rouse Hill Regional Centre.

While there is a reasonable supply of open space in adjacent areas, overall there is a shortage of sports fields across the Shire, and the North Kellyville Precinct will not be able to rely on open space in the surrounding area.

3.3.3 Proposed Open Space and Recreation Facilities

Playing Fields

In considering likely future demand, the Elton study has drawn on the findings and recommendations of The Hills Shire Recreation Strategy (2007) ("the Recreation Strategy"), which recommended a 'needs based' approach to providing open space in new development areas. As such, the potential participation numbers (Table 11) in the North Kellyville Precinct are based on:

- the projected population profile and the implications for outdoor sport demand;
- potential sports participation numbers based on national participation figures; and
- actual participation across the Hills Shire, as detailed in Council's Recreation Strategy.

TABLE 11: POTENTIAL OUTDOOR SPORTS PARTICIPATION IN NORTH KELLYVILLE IN 2025 BASED ON NATIONAL PARTICIPATION FIGURES AND PROJECTED AGE BREAKDOWN

Sport	5-14 Year Olds		15 Years and Over	
	National Figures 2006	Potential Numbers	Base Nat. Figures %	Potential Numbers
Athletics	2.9%	128	0.7%	71
Australian Rules Football	3.0%*	132	0.8%**	81
Baseball	0.7%	31	0.3%	30
Cricket	5.4%	238	3.1%	313
Golf	0.9%	40	7.9%	798
Hockey	1.9%	84	0.9%	91
Lawn bowls	-	0	2.3%	232
Netball	8.5%	375	3.6%	364
Rugby League	4.2%	185	1.1%	111
Rugby Union	2.1%	93	0.9%	91
Soccer	13.2%	582	4.2%	424
Softball	1.0%	44	0.6%	61
Tennis	7.3%	322	8.4%	848
Touch Football	1.7%	75	2.3%	232

The relevance of national participation figures were also compared against survey data from the Recreation Strategy which collected information on actual participation rates for some sports within the Shire. The findings of this review suggest that if the North Kellyville Precinct has similar characteristics to the existing Hills Shire population:

- demand for netball could be higher than the potential participation analysis suggests and additional courts could be required;
- demand for soccer could be higher than the potential participation analysis suggests, resulting in the need for additional soccer fields; and
- demand for tennis courts could be slightly less than the participation analysis suggests. However, informal participation could be greater to balance the demand.

Based on the above participation analysis, the Elton Study recommends that the following facilities should be provided at the local level, to service a residential population of 15,563 people originally anticipated within the Precinct:

- 5 soccer fields (4 full sized soccer fields and one junior) soccer field;
- 1 full size rugby league field;

- 1 full size rugby union field;
- 1 full size rugby field shared between league and union (for modified junior use);
- 1 flexible field to cater for touch football and hockey and support 'overflow' demand for the rugby codes or soccer;
- 4 cricket ovals (over-layed on winter sports fields), and;
- 6-8 tennis courts.

The Elton Study suggests that the above facilities could be located within two sportsgrounds that are equitably located within the precinct. ~~The indicative land requirement for each sportsground is provided in Table 12. Concept plans have been developed for the two sports fields which are illustrated within the North Kellyville Precinct Indicative Layout Plan.~~

TABLE 12- SPORTSGROUND LAND REQUIREMENTS

Sportsground 1	Facility Components	Indicative Land Requirements (ha)
Rugby league, rugby union, multi-purpose field for touch football and hockey, cricket Council could locate other sports at the sportsground, such as AFL (for which there is a district catchment demand), providing any above 'displaced' sports can be located at another sportsground nearby outside of North Kellyville	One rugby league field	1.07
	One rugby union field	1.26
	One field for rugby codes (shared)	1.26
	One multi-purpose field	1.20
	Clubroom, amenities, car park	1.00
	Surrounding land	2.00
		TOTAL 7.79
Sportsground 2		
Soccer, cricket outdoor courts	Five soccer fields	4.45
	Outdoor courts and amenity clubroom/ amenities/ car park	0.60
	Surrounding land	1.00
	Two netball courts	2.00
		TOTAL 8.05

The Indicative Layout Plan and Land Use Zoning for the North Kellyville Precinct finalised by the Department of Planning and Environment provide adequate space for two (2) sportsgrounds:

- Southern Playing Fields (Samantha Riley Drive) ("LPF01") – Approximately 9.1 hectares accommodating five (5) soccer fields, two cricket ovals (over-layed on winter sports fields), 6-8 tennis courts, club room, amenities, seating, playground, pathways, planting, picnic facilities and car parking; and
- Northern Playing Fields (Stringer Road Sports Complex) ("LPF02") – Approximately 9.2 hectares accommodating four (4) playing fields (to cater for rugby union and rugby league), two (2) cricket ovals (over-layed on winter sports fields), club room, amenities, seating, cricket nets, small multi-purpose courts, pathways, planting and car parking.

While the above sportsgrounds provide sufficient facilities to meet the demand generated by 15,563 persons, as identified in the Elton Study, higher yields than originally anticipated have been achieved within the Precinct, resulting in a total projected additional population of 20,593 persons.

In recognition of this additional residential yield within the Precinct, the following additional active open space facilities are also proposed to ensure the active open space facilities provided through this Plan are sufficient to address demand generated by the increased residential population of 20,593 persons:

- One (1) additional playing field provided in partnership with the Department of Education, co-located on a new school site at Hezlett Road; and
- Two (2) additional courts within Wellgate Avenue Netball Complex.

Local Open Space

The purpose of local open space is to provide informal play space and opportunities for supervised play within convenient walking distance from any given residence. A total of ~~five~~ four parks are to be provided within the North Kellyville Precinct based on the criteria of local open space within 500m of residents (excluding those residents within 500m of a playing field or linear open space).

A land area of ~~5.05~~ 4 ha has been identified to meet the demand for local open space generated by the future residents of the North Kellyville Precinct. The local parks will generally include embellishments such as playground equipment, seating, pathways, lighting and landscaping to ensure access for all age groups within the community. To support this outcome, the Elton Study identifies the proposed character and embellishment of local open space (including playing fields and linear open space) with provision for 11 playgrounds based on participation analysis and rate of provision consistent with existing suburbs within e The Hills Shire.

The provision and distribution of open space has also taken into account:

- participation levels and broad community demands identified though the Recreation Strategy;
- barriers to pedestrian movement such as roads and creeklines;
- steepness of topography and difficulty of movement;
- road layout and pedestrian permeability;
- proximity to other open space areas such as playing fields (which include a local open space component);
- likely density of surrounding development; and
- drainage functions.

Linear Open Space

Pedestrian and cycle links are an important and integral component of the open space network within the North Kellyville Precinct. The linear open space links will provide scenic and landscape quality along identified streams required to achieve a dual recreation and water management role. Therefore these links play an important role in amenity and recreation value as well as increasing the effectiveness of water management.

A land area of 16.38 ha has been identified to meet the demand for linear open space links generated by the future residents of the North Kellyville Precinct. Embellishment works for linear open space will consist of paths and cycleways, restoration of watercourses to achieve required water quality outcomes, directional signage, water management facilities, lighting, playgrounds, fencing and bridges.

3.3.4 Apportionment

The need to provide the open space identified in this part of the plan is generated by the residential development of the North Kellyville Precinct. It is therefore appropriate that

residential development within the North Kellyville Precinct be subject to the full cost of providing these open space facilities.

3.3.5 Schedule of Works and Costs Estimates

A schedule of open space to be levied under this plan is included in Table ~~4 14~~ **4** ~~Open Space Facilities~~. Cost estimates are included for both acquisition and capital works. Each park or facility to be provided can be located by reference to Figure ~~6 2~~ **6** **2**, Location of Facilities.

3.3.6 Contributions Formula

The method used to calculate the contributions rate for open space, capital works and open space land acquisition is set out in Section 2.20.

The contribution rates for open space are set out in Table ~~16 6~~ **16** **6**.

3.4 Community Facilities

3.4.1 Community facilities demand

Studies which relate to the community facility needs of the North Kellyville Precinct include the Elton Study and Baulkham Hills Council Library Report (the Library Report).

Consideration was given to the findings of these studies, existing facilities and the provision of private child care facilities. Based on this analysis the following community facilities were originally ~~are~~ proposed to be provided via Section ~~94~~ 7.11 Contributions to address demand generated by a residential population of 15,563 people originally anticipated within the Precinct:

- A multi purpose community centre of 1,200m² without the provision of child care;
- An indoor recreation court at the Bernie Mullane Sports Complex consisting of an 600m² extension plus external facilities such as parking; and
- Part costs of the acquisition and fit out of an additional 600m² library space at the Vinegar Hill Memorial Library at Rouse Hill Town Centre.

~~With an estimated population at completion of about 15,563 people, the North Kellyville Precinct will not be large enough to warrant provision of higher order district or regional level facilities, which rely on a larger catchment population. It will, however, be large enough to sustain a range of local neighbourhood facilities.~~

However, given the application of the Department of Planning and Environment's "Essential Works List" to this Plan (which determines which local infrastructure items can be funded through Section 7.11 Contributions Plan), Council has been directed that it is unable to fund the provision of community facilities under this Plan, with the exception of acquisition costs for additional space within the Vinegar Hill Memorial Library at Rouse Hill Town Centre.

In recognition of the increased residential population anticipated within the North Kellyville Precinct (20,593 persons), this Plan funds the expansion of the Vinegar Hill Memorial Library at Rouse Hill Town Centre by an additional 850m², (250m² more than originally planned to cater for the original population of 15,563 persons within the Precinct).

Each of the community facilities to be provided ~~for~~ under this plan is discussed briefly below.

3.4.2 Summary of the demand analysis of existing facilities

The Elton Study surveyed existing community facilities in the surrounding area and found that the needs of the North Kellyville population for district and regional level facilities and services will be met by existing facilities or those already proposed in the surrounding area. Some of these facilities will require augmentation to expand their capacity in order to absorb demand from North Kellyville. Of key relevance to North Kellyville will be the facilities to be provided within the Rouse Hill Regional Centre, which is only a five minute drive from the North Kellyville Precinct.

As detailed above, the Department of Planning and Environment's "Essential Works List" (which determines which local infrastructure items can be funded through Section 7.11 Contributions Plan) inhibits Council from funding the full range of community facilities required to service the future development within the North Kellyville Precinct through this Plan (including indoor recreation and community centres). As a result, this Plan only secures funding for the acquisition of additional space to accommodate the expansion of Vinegar Hill Memorial Library at Rouse Hill Town Centre.

3.4.3 Proposed Community Facilities

Community Centre

Council has recently undertaken an assessment (Community Centres Policy and Strategy, 2006) of its 21 community centres, in order to ensure that Council will be able to meet the future needs of the community. The study identified inequities in terms of centre provision across the LGA, however, on average the existing rate of provision is one community centre per 6,638 persons, or 0.08 square metres of community centre per resident.

As outlined in Part A of this Plan, the resident population of the North Kellyville Precinct is expected to be 15,563 persons. On this basis, a facility of about 1,245m² would be required if the current standard of provision is to be maintained. Given the extent and variety of functional spaces required to be provided within the North Kellyville Precinct, a centre of approximately 1,200m² is proposed.

One large multi-purpose community centre will be provided in North Kellyville, incorporating a variety of large and smaller spaces suitable for a range of social, leisure and cultural activities. These might include a hall suitable for large gatherings, performances and physical activity such as gymnastics or dance classes. The hall should be capable of division into two smaller rooms, or opened up to provide one larger space.

The multi-purpose community centre in North Kellyville is proposed to be located on open space adjacent to the Local Centre. This suggests land savings can be achieved through shared parking and through use of the adjoining open space for setbacks, landscape buffers and outdoor play and overflow activities.

Accordingly, subject to preparation of a concept design incorporating a consideration of parking and the arrangement of outdoor space, it is proposed that a site of about 3,000m² (2.5 times the floorspace area) will be required for the community centre.

Indoor Recreation

The Elton Study identifies that the forecast population profile for North Kellyville will create high demand for indoor sport, fitness and aquatic facilities. A participation analysis for children aged between 5-14 years and persons 15 years and over using national participation identifies high demand for indoor sports such as basketball, indoor soccer and indoor cricket. Based on potential games arising from the participation analysis, the North Kellyville Precinct will require one indoor sports court.

Since single indoor courts are not viable community facilities, the Elton Study recommends expending an existing facility or establishing a new district or regional facility. As facility planning for the Balmoral Road Release Area includes expansion of the existing two court Bernie Mullane Sports Centre, further expansion to accommodate demand generated from North Kellyville is recommended due to the proximity of the centre to North Kellyville.

Netball Courts

Based on the recommendations of the Elton Study, the Contributions Plan makes provision for the provision of three netball courts within the Kellyville Complex Netball Reserve. Provision of the courts in this location will meet the additional demand for competition games from North Kellyville. Vehicular and pedestrian access to the Kellyville Complex Netball Reserve is reasonably direct and convenient and it is reasonable that residents in the North Kellyville Precinct will travel to this facility for competition games.

Library Provision

Based on the recommendations of Council's Library Report, Council's Section 94 Contributions Plan No. 12 - Balmoral Road Release Area provides for an additional 600m²

of library floor space to be added to the Vinegar Hill Memorial Library located within the Rouse Hill Town Centre in order to satisfy demand from the projected populations of the Balmoral Road Release Area and North Kellyville Precinct. At the time of rezoning of the Precinct, this analysis assumed a residential population of 15,563 persons within the North Kellyville Precinct.

Based on a similar rate of provision applied to the revised/higher population projection for the North Kellyville Precinct of 20,593 persons, the required area of expansion funded through this Plan is 850m².

The Vinegar Hill Memorial Library will service the population of the North Kellyville Precinct due to its proximity, ease of access and services offered. The library's services will include fiction and non-fiction, reference library, children's library, internet access, learning programs, study facilities, holiday programmes and book clubs. Given the services offered, location within the North Kellyville Precinct is not considered necessary. Vehicular access to the Vinegar Memorial Hill Library is relatively direct and convenient and it is reasonable that residents in the North Kellyville Precinct will travel to this type of facility.

3.4.4 Apportionment

~~The need to provide the community centre, indoor sports court, and netball courts is generated by the residential development of the North Kellyville Precinct. It is therefore appropriate that residential development within North Kellyville meet the full cost of providing these facilities.~~

The need to provide 600850m² expansion space to the existing Vinegar Memorial Hill Library in the Rouse Hill Town Centre is generated by future residential development of the North Kellyville Precinct and the Balmoral Road Release Area. This additional area forms a portion of the additional library floor space required to support growth more broadly within the Kellyville / Rouse Hill Catchment Area, as identified within the Library Report. ~~In this regard, the Library Report indicates that library floorspace of approximately 1300m² is needed to address the catchment of 45,000 people in the Kellyville / Rouse Hill Area. In the longer term, floorspace of approximately 1,900m² is required for a future catchment of 70,000 people. The longer term catchment is based on the populations of the Balmoral Release Area and the North Kellyville Precinct (approximately 25,000 people).~~

The demand for this additional library floor space is based on the populations of the Balmoral Road Release Area and the North Kellyville Precinct and is apportioned between these two (2) areas based on the anticipated residential population within each area.

The current population estimates of these two areas are as follows:

North Kellyville Precinct	15,563 20,593
Balmoral Road Release Area	13,012 15,633
Total	28,575 36,226

Therefore the proportion of costs of the additional library floorspace to be levied on residential development within the North Kellyville Precinct is ~~54%~~ 56.8%. The balance of the cost of the additional floor space will be attributable to the Balmoral Road Release Area.

3.4.5 Schedule of Works and Cost Estimates

A schedule of community facilities to be levied under this plan is included in Table 4 ~~15~~ **Community Facilities**. In accordance with the Department of Planning and Environment's "Essential Works List", cost estimates are only included for ~~both~~ acquisition of land for community facilities ~~and capital works~~. Each facility to be provided can be located by reference to Figure 6 ~~2~~ **2**, Location of Facilities.

3.4.6 Contributions Formula

The formula used to calculate the contributions rate for community facilities capital works and community facilities land acquisition is set out in Section 2.20.

The contribution rates for community facilities are set out in Table ~~17~~ **6**.

3.5 Transport Facilities

3.5.1 Transport Facilities Demand

A traffic and transport analysis entitled "North Kellyville Traffic and Transport Assessment" was prepared by Maunsell (AECOM) in January 2008 ("Traffic Report"). This report establishes the need for major intersection works resulting from development of the North Kellyville Precinct. The consideration of traffic impacts contained within the Traffic Report is based on RTA traffic generation rates for development.

Works to be provided under this Contributions Plan include the construction of sub-arterial roads, traffic signals, roundabouts, cycleways, bus shelters and bridge crossings. The works are considered necessary to facilitate development, whilst ensuring an acceptable level of access, safety and convenience for all street and road users within the North Kellyville Precinct.

A range of other transport management facilities will be required by Council to be undertaken directly by the developer as conditions of consent under section ~~80A(1)(f)~~ 4.17(1)(f) of the EP&A Act, the demand for which is considered to be generated entirely by the proposed development.

Such facilities include:

- Local roads, asset relocation, water management devices, footpaths and street tree planting not addressed by this plan and located within or adjacent to proposed subdivisions; and
- Traffic management devices and treatments of local roads (both temporary and permanent) require to provide safe and convenient access to the development.

The roads within the North Kellyville Precinct which provide access to allotments will be considered as part of the works associated with the individual development.

All local roads and associated asset relocation, water management devices, footpaths, street tree planting, traffic management devices and treatment (both temporary and permanent) not identified for funding under this plan and located within or adjacent to the Precinct shall be completed as part of the works associated with individual developments within the Precincts and shall be provided (including the dedication of land) at no cost to Council. While these works (and the land on which they are located) will serve a public purpose, this plan does not include any value for the completion of works on this land or the subsequent acquisition of this land.

Unless the completion of works and subsequent acquisition of the land on which the works are located is specifically identified within the Works Schedule to this Plan, with funding specifically identified for this purpose, the completion of works and dedication of the land on which the works are located will be at no cost to Council and the Developer will not be eligible for any reimbursement or offset or reduction in section 7.11 contributions payable as a result of works completed and/or land dedicated to Council at no cost to the Council, for a public purpose.

3.5.2 Summary of the demand analysis of existing facilities

The pre urban road network within the North Kellyville Precinct was largely developed to cater for rural traffic volumes only. The Traffic Report identifies that all intersections within the Precinct currently operate as priority intersections with acceptable levels of service due to low traffic volumes. The urbanisation of the area, however, will necessitate the establishment of an extensive traffic movement network, the majority of which will occur as part of the private development process.

3.5.3 Road Network Analysis

A strategic traffic model has been prepared for the North Kellyville Precinct to identify likely traffic volumes on the road network to ensure the appropriateness of the planned road hierarchy. Information extracted from the model for this purpose includes link flows to confirm the number of lanes required and whether road hierarchy assumptions and network density are appropriate.

The model results show that the majority of the proposed roads within the precinct are likely to operate with acceptable mid-block levels of service. However, the traffic model highlights the following areas for more detailed consideration:

- High traffic volumes on Samantha Riley Drive which require widening to two lanes in each direction between Smalls Creek and Greens Road;
- Hezlett Road and Withers Road will be designed with two lanes in each direction. The kerbside lanes will be clearways during peak hours and will be used for parking during off-peak hours;
- A sub-arterial perimeter road is required to connect Hezlett Road and Withers Road south of the Town Centre to avoid conflicts between pedestrians and through traffic movements on Withers Road and Hezlett Road in the Town Centre;
- The northern connection between Ross Place and Annangrove Road ~~will only carry a limited amount of traffic in 2016;~~
- High turning flows at intersections near the Local Centre including Withers Road/ Barry Road/Town Centre perimeter road and Hezlett Road/ Town Centre perimeter road;
- High turning flows at the intersection of Samantha Riley Drive/Hezlett Road, leaving the precinct in the morning peak hour and returning to the precinct in the afternoon peak.

3.5.4 Proposed Transport Facilities

Roads

Road classification within the precinct is based on morning and evening peak hour traffic and Average Annual Daily Traffic (AADT) flows in 2016. The strategic traffic model identifies that Samantha Riley Drive will require widening to two lanes in each direction between Smalls Creek and Greens Road to accommodate traffic growth from North Kellyville within the next ten years.

Hezlett Road and Withers Road will also require two lanes in each direction, with allowance for the curbside lanes of Hezlett Road to be clearways during the peak hour and available for parking during off peak hours.

A sub-arterial town centre perimeter road will be required to connect Hezlett Road and Withers Road south of the Local Centre to avoid pedestrian movements conflicting with high volumes of through traffic.

Bridge Crossings

To support the planned future road network, an upgrade of the existing Withers Road crossing of Smalls Creek is required. The proposed bridge will be designed to sub-arterial standard (four lanes) and will span Smalls Creek to improve the vertical alignment of this route and address the requirements of the Water Management Act 2008.

Demand for a northern bridge connection **over Smalls Creek** between Ross Place and Annangrove Road is also identified by the Traffic Report to facilitate local traffic movements and public transport provision. **The proposed bridge (and associated approach) will connect Ross Place (in the North of the Precinct) to Edwards Road and**

Annangrove Road. As a critical piece of traffic infrastructure servicing the North Kellyville and Box Hill Precincts, this Plan funds the provision of the bridge as well as the required approach road to the bridge from Annangrove Road. ~~The traffic report recommends a two lane treatment to a collector road standard with a heavy vehicle weight limit to reduce the amount of through traffic and heavy goods vehicles generated by the Annangrove Rd Light Industrial Precinct and Box Hill Industrial and Residential Precincts.~~

Intersections

Intersection analysis was undertaken for major intersections into the precinct for the regional road network and key intersections within the precinct using SIDRA Intersection 3.0 software for the morning and afternoon peak hours. The analysis found that the majority of intersections within the precinct will operate at an acceptable level of service based on the following configuration:

Traffic Signals:

- Samantha Riley Drive and Hezlett Road
- Withers Road / Barry Road / Local Centre Perimeter Road
- Hezlett Road / Local Centre Perimeter Road
- Hezlett Road / Withers Road
- Hezlett Road / Gum Nut Close (the original planning for the Precinct identified a two (2) lane roundabout at this intersection however this has been revised to instead be traffic signals to maximise pedestrian safety and accessibility to the school).

Roundabouts:

- One lane roundabout at Barry Road / Stringer Road / Hillview Place
- Two lane roundabout at Samantha Riley Drive and Foxall Road
- ~~Two lane roundabout at Hezlett Road and Gum Nut Close~~
- Two lane roundabout at Hezlett Road and Curtis Road
- One lane roundabout at Withers Road / Foxall Road (included to accommodate increased traffic flow as a result of additional yield within the Precinct beyond that envisaged at the time of rezoning and completion of intersection analysis).

Whilst the Hezlett Road / Local Centre Perimeter Road and Hezlett Road / Withers Road intersections also operate at an acceptable level of service with a roundabout configuration, the Traffic Report recommends that traffic signals are required to maximise pedestrian safety and accessibility between the Local Centre and adjoining school and community centre.

In addition to local intersections, the Roads and Traffic Authority have identified the need for the signalisation of the Old Northern Road and Glenhaven Road intersection. Upgrades are also required for the existing signalised intersections at Windsor Road and Samantha Riley Drive, and Green Road and Showground Road.

Pedestrian Paths and Cycleways

Footpaths and cycle paths are proposed along sub-arterial roads and collector roads connecting major land uses within the precinct including the town centre, neighbourhood centres, school, parks and sports fields. The proposed cycle paths on Hezlett Road and Withers Road will improve the conditions of the regional cycle route extending the Regional Green Link from Kellyville to North Kellyville and Rouse Hill. The majority of cycleway routes within the North Kellyville Precinct will be provided by developers as required by the North Kellyville DCP, however the Contributions Plan provides for cycleways and crossings where they adjoin land reserved for a public purpose.

Three Six (6) cycle connections along Smalls Creek are proposed to provide pedestrian and cycle linkages between the precinct and the neighbouring built-up residential areas, recreational network and the Rouse Hill Town Centre. Three crossing points are proposed along Samantha Riley Drive including the proposed signalised intersection at Hezlett Road and two (2) proposed footbridges connecting the Kellyville greenway link with the ridge top recreational cycle path and the southern playing fields with the Glenhaven Road bridge.

Bus Shelters

An important objective in the development of the North Kellyville Precinct is to reduce car dependency through the provision of an efficient public transport system and pedestrian movement network. The Traffic Report recommends that bus shelters should be provided at a minimum of 400m spacing to maintain vehicle speed while providing sufficient access for passengers.

The future public transport network in the North Kellyville Precinct will operate on the planned sub-arterial corridor of Samantha Riley Drive, Hezlett Road and Withers Road. A second route is also likely to operate on the collector road route of Foxall Road, Barry Road and Stringer Road to Annangrove Road. To support this network, nine bus stops are proposed and have been located within reasonable walking distance of activity nodes and locations convenient to residents and future employees.

3.5.5 Apportionment

Precinct Level

Samantha Riley Drive

The upgrade of Samantha Riley Drive (formally known as Poole Road) was originally identified in the Rouse Hill Development Area Arterial Roads Study as a Class 2 Sub-Arterial Road (one traffic lane in each direction).

The Traffic Report prepared for North Kellyville now warrants the construction of two traffic lanes in each direction to accommodate forecast traffic flows. Accordingly, funding of this upgrade will be equally apportioned between this Contributions Plan and Contributions Plan No.8 - Kellyville Rouse Hill.

It is proposed that the land acquisition component remain 100% attributable to North Kellyville as the remaining widening program relates to the northern side of Samantha Riley Drive Only.

Northern bridge connection

The need to provide the northern bridge connection between to Annangrove Road and Ross Place is established by the Traffic Report to support local traffic and public transport. As This route is expected to primarily support future residents in Box Hill and North Kellyville. the strategic traffic model identifies the need to construct the link to collector road standard. Should future modelling identify increased traffic beyond the environmental capacity of a collector road, the status of the link will be reviewed.

In the long term, the bridge connection to Annangrove Road would support the Box Hill Industrial (weight limited) and Box Hill Residential Precincts. The longer term catchment is based on the residential populations of North Kellyville and Box Hill Precincts (of approximately 45,000 51,000 people).

The current population estimates of these two areas are as follows:

North Kellyville Precinct	15,563 20,593
Box Hill Precinct	30,000 30,687
Total	45,563 51,280

Therefore the proportion of capital costs of the northern bridge connection to Annangrove Road via Edwards Road to be levied on development within the North Kellyville Precinct is ~~34%~~ 40%. The balance of the cost ~~of the additional floor space~~ will be attributable to the Box Hill Precinct. It is proposed that the land acquisition associated with the provision of this bridge (and the associated approach road) also be apportioned similarly ~~component remain 100% attributable to North Kellyville.~~

3.5.6 Schedule of Works and Cost Estimates

A schedule of Transport Facilities to be levied under this plan is included in Table ~~15~~ 4. Cost estimates are included for both acquisition and capital works. Each facility to be provided can be located by reference to Figure ~~6~~ 2, Location of Facilities.

3.5.7 Contributions Formula

The formula used to calculate the contributions rate for traffic facility capital works and land acquisition is set out in Section 2.20.

The contribution rates for Traffic Facilities are set out in Table ~~17~~ 6.

3.6 Water Cycle Management

3.6.1 Water Cycle Facilities Demand

The urbanisation of the North Kellyville Precinct will require significant investment in a new, comprehensive water cycle management scheme to cater for the increase of impermeable surfaces which affect the hydrological cycle.

Worley Parsons have prepared a Water Cycle Management Strategy ("the WCMS Report") for the North Kellyville Precinct to:

- minimise the impact of flooding;
- reduce the impacts of urbanisation on receiving streams, wetlands and groundwater;
- remove stormwater pollutants to improve overall storm water quality;
- mimic as close as possible the existing runoff behaviour for small storms;
- retain and enhance riparian and aquatic habitats;
- reduce potable water demand to conserve potable water supply; and
- recognise the importance of stormwater as a valuable resource.

Works to be provided under this Contributions Plan are limited to constructed wetlands and gross pollutant traps which are appropriately located with respect to topography and the stormwater requirements of the Indicative Layout Plan. The works are considered necessary to provide a publicly managed network of constructed wetlands that form part of a 'treatment train' approach to achieving Department of Environmental and Climate Change (DECC) water quality targets.

The North Kellyville WCMS is based on a strategic level assessment of drainage and provides implementation guidance with respect to achieving the DECC water quality targets. Due to the fragmented pattern of land ownership, this approach provides a flexible method of implementing WSUD at the development stage.

3.6.2 Summary of the demand analysis of existing facilities

The existing drainage conditions within the North Kellyville Precinct are characterised by two distinct catchments that drain to Smalls Creek and Cattai Creek. Topographically, the Precinct comprises a north-westerly trending ridge line, modified by the dendritic stream patterns of the bounding creek lines.

The Precinct retains a natural watercourse system that provides sufficient capacity due to its predominantly undeveloped nature.

To achieve the DECC water quality and quantity targets for urban development within the Growth Centres, flow attenuation is required to match the post-development and pre-development flows to the 2 year ARI event. Accordingly, flow attenuation and stormwater quality measures are required to cater for future urban development of North Kellyville.

3.6.3 Proposed Drainage Facilities

The NSW DECC has established in consultation with the Department of Planning and the Growth Centres Commission, water quality targets for the North West Growth Centre, including North Kellyville. The water quality targets which form part of the Development Code published by the GCC in November 2006 are set out in Table 3 below.

TABLE 3: PERFORMANCE TARGETS AS SPECIFIED BY THE DECC

	WATER QUALITY % reduction in pollutant loads				ENVIRONMENTAL FLOWS Stream erosion Index
	Gross Pollutants (>5mm)	Total Suspended Solids	Total Phosphorus	Total Nitrogen	(Post development duration of flows above 'stream forming flow') / (natural duration of flows above 'stream forming flow') ²
Stormwater management objective	90	85	65	45	1 - 2
'Ideal' stormwater outcome	100	95	95	85	1

To address the above requirements, a WCMS strategy has been prepared for North Kellyville that recommends a 'treatment train' approach to stormwater management using a combination of treatment methods such as:

- rainwater tanks to collect and re-use roof runoff;
- water saving devices in all residential development;
- rain gardens/ bio-retention/ detention basins/ swales along the edges of parkland corridors; and
- artificial wetlands to remove pollutants and to reduce peak flow rates.

Based on this approach, the treatment areas specified for each catchment are detailed in the North Kellyville Precinct DCP.

Water quality and flow attenuation measures to be provided by Council within the North Kellyville Precinct will take the form of constructed wetlands and gross pollutant traps. It is proposed that the wetland system will be constructed to provide allowance for detention volume (extended detention) to aid stormwater quality management.

3.6.4 Apportionment

The water quality facilities are required to address the water quality and quantity targets contained within the Growth Centres Development Code as determined by the DECC. Due to topographic constraints, it is not feasible to provide constructed wetlands on all Cattai Creek tributaries.

Accordingly, all residential development will equally fund works required to achieve the targets established by the DECC.

3.6.5 Schedule of Works and Cost Estimates

A schedule of Water Management Facilities to be levied under this plan is included in Table ~~4 15~~ ~~Water Management Facilities~~. Cost estimates are included for both capital works and land acquisition. Each facility to be provided can be located by reference to Figure ~~6 2~~, Location of Facilities.

3.6.6 Contributions Formula

The formula used to calculate the contributions rate for Water Management Facilities – capital works and Water Management Facilities – land acquisition for residential development is set out in Section 2.20.

The contribution rates for Water Management Facilities are set out in Table ~~17 6~~.

3.7 Plan Administration

3.7.1 Administration and Plan Preparation

The preparation, on-going review, and implementation of this Contributions Plan requires significant Council resources. This includes allocation of time from Forward Planning, Services Delivery and Community Development staff together with professional fees, to prepare and review the Contributions Plan.

Once the plan is in place, further staff time will be required to manage the contributions system which includes the calculation and recording of contribution payments as well as monitoring of development, population, works schedule expenditure and indexation assumptions. The costs associated with the preparation and administration of this plan will therefore be levied for under this Contributions Plan.

~~Table 14 sets out the investigative and administrative management requirements and the proportion of each officer's time that will be required for future review and management.~~

~~TABLE 14: INVESTIGATIVE AND MANAGEMENT REQUIREMENTS, NORTH KELLYVILLE SECTION 94 PLAN~~

Plan Components	Period of Employment	Staff Allocated To North Kellyville Plan
Plan Preparation		
Forward Planning	July 2007	25%
Technical Services	July 2007	5%
Traffic and Parking	July 2007	5%
Community Development	July 2007	5%
Corporate Strategist	July 2007	5%
Plan Administration		
Manager Forward Planning	July 2007	5%
Section 94 Coordinator	July 2007	10%
Senior Forward Planner	July 2007	10%
Section 94 Administration Officer	July 2007	15%
Manager Technical Services	July 2007	10%
Corporate Strategist	July 2007	5%

~~The costs associated with these requirements are contained within the administration section of the Work Schedules.~~

3.7.2 Apportionment

All residential development will equally fund plan preparation and ongoing administration costs over the life of the plan.

3.7.3 Schedule of Works and Cost Estimates

The ~~specific~~ administrative costs ~~described above~~ to be levied for under this Contributions Plan are detailed in Table ~~4 15—Administration~~. The administrative cost to be levied for under this Contributions Plan is based on the benchmark rate recommended by the Independent Pricing and Regulatory Tribunal of 1.5% of the total value of works within a Contributions Plan.

3.7.4 Contributions Formula

The formula used to calculate the contributions rate for administration costs is set out in Section 2.20. The contribution rates for administration costs are set out in Table ~~17~~ 6.

3.8 Work Schedules

The capital items in this works schedule have been costed ~~by Worley Parsons on 30 October 2008~~ using the following information:

- IPART Benchmark Costs for Local Infrastructure Contributions;
- Actual cost estimates for specific items (where available); and
- Actual costs and tender rates for similar works completed by Council.

Where works have been completed, the cost for the item within this Plan reflects the actual costs incurred by Council in completing the works.

The costs of land acquisition are based on land valuation (per square metre assessments) prepared by CivicMJD, dated 20 March 2018 ~~Furney Valuation and Real Estate Consultants~~. Where land has been acquired, the cost for the item within this Plan reflects the actual costs incurred by Council in acquiring the land.

~~The priorities for provision of public facilities and services identified in Sections 3.3 to 3.8 of this plan have been included in the works schedules (Table 15).~~ The implementation of the various facilities and services ~~has been~~ will be prioritised according to the particular needs ~~and spatial distribution~~ of the incoming population. ~~and is linked to a population threshold~~ The ability to deliver a particular facility is largely dependent upon the rate of development within the North Kellyville Precinct, and the corresponding receipt of contributions by Council.

Many facilities such as such as cycleways along roads, roundabouts, drainage links and local open space generally provide a local level of service. Accordingly these facilities will generally be implemented concurrent with the affected or adjoining subdivisions, subject to the receipt of sufficient contributions.

Overall, the population projections contained within this plan are based upon a 15 year time frame. It is intended that facilities identified within the works schedule to the Contributions Plan will be delivered within this time period. A summary of the program of works by facility category is included in Table ~~16 5~~, ~~and contains population and~~ including indexation assumptions. Monitoring of the plan in accordance with Section 2.21 will allow for review and adjustment of population projections ("Development Timetable") and the works schedule as required.

TABLE ~~15~~ 4: WORKS SCHEDULES

Account Number	Sub-category	Description	Location	Appointed to this CP	Capital works	Land Acquisition	Total Cost	Total Expenditure Completed	Capital Works Outstanding	Land Acquisition Outstanding
CP13NKL0S01	Linear Open Space	Pathway, landscape, seating, benches	Hezlett Road	100%	806,521	605,224	1,411,746	597,263	806,521	7,961
CP13NKL0S02	Linear Open Space	Pathway, landscape	Hezlett & Curtis Road	100%	411,293	1,279,589	1,690,882	896,763	411,293	382,826
CP13NKL0S03	Linear Open Space	Pathway, landscape, seating, benches	Withers & Curtis Road	100%	1,468,020	4,483,569	5,951,589	3,802,075	1,226,623	828,891
CP13NKL0S04	Linear Open Space	Pathway, landscape, playground, drinking water, seating and tables	Barry & Hillview Road / White Gum Place	100%	2,265,954	10,150,091	12,416,045	3,086,323	2,265,954	7,063,677
CP13NKL0S05	Linear Open Space	Pathway, landscape, seating, benches	Barry & Hillview Road	100%	803,876	2,862,058	3,665,934	2,124,186	770,909	770,839
CP13NKL0S06	Linear Open Space	Pathway, landscape, toilets, playground, drinking water, seating, tables	Stringer, Barry & Hillview Road	100%	982,035	2,447,038	3,429,073	1,966,313	982,035	480,725
CP13NKL0P01	Local Playing Fields	Southern playing fields	Samantha Riley Drive & Glenhaven Road	100%	10,033,262	32,992,946	43,026,208	7,743,202	10,033,262	25,249,744
CP13NKL0P02	Local Playing Fields	Northern playing fields	Stringer Road Sports Complex	100%	10,969,307	26,256,612	37,225,919	8,935,252	10,784,287	17,506,380
CP13NKL0P03	Local Playing Fields	Playing field within North Kellyville Public School and LPOS02	Hezlett Road	100%	3,293,614	2,471,625	5,765,239	2,418,089	3,293,614	53,536
CP13NKL0P04	Local Playing Fields	Two (2) additional courts - Wellgate Avenue Netball Complex	Wellgate Avenue Netball Complex	100%	305,536	-	305,536	-	305,536	-
CP13NKP0S01	Passive Open Space	Passive open space - pathway, seating, shelter	Foxall & Hezlett Road	100%	418,433	2,697,043	3,115,475	2,697,043	418,433	-
CP13NKP0S03	Passive Open Space	Playground, grassed area and landscape, seating	Foxall Road	100%	456,717	2,796,729	3,253,445	2,763,094	456,717	33,635
CP13NKP0S04	Passive Open Space	Pathway (natural materials), fencing to protect vegetation	Hezlett & Withers Road	100%	588,299	7,992,970	8,581,270	7,992,527	580,619	8,123
CP13NKS0B010	Water Management	Playground, grassed area and landscape, seating, pathways	Barry Road	100%	162,715	631,823	794,538	674,216	120,322	-
CP13NKS0B020	Water Management	Landscape	Hezlett Road	100%	67,421	-	67,421	-	67,421	-
CP13NKS0B030	Water Management	Pathway connection (commencement point), landscape	Hezlett Road	100%	73,178	-	73,178	-	73,178	-
CP13NKS0B040	Water Management	Landscape	Hezlett Road	100%	183,699	-	183,699	10,672	173,027	-
CP13NKS0B050	Water Management	Landscape, including grassed area, playground	Withers Road	100%	75,159	-	75,159	1,280	73,879	-
CP13NKS0B070	Water Management	Landscape	Barry Road	100%	412,981	-	412,981	-	412,981	-
CP13NKS0B080	Water Management	Pathway connection (commencement point), landscape	White Gum Place	100%	22,235	-	22,235	5,149	17,086	-
CP13NKS0B090	Water Management	Pathway connection (commencement point), landscape	Barry Road	100%	69,906	-	69,906	-	69,906	-
CP13NKS0B100	Water Management	Pathway connection (commencement point), landscape	Hillview Road	100%	108,743	-	108,743	-	108,743	-
CP13NKC0B010	Water Management	Pathway connection (commencement point), landscape	Barry Road	100%	133,468	-	133,468	7,659	125,809	-
CP13NKC0B020	Water Management	Picnic area, pathway, seating, tables, shelters	Stringer Road	100%	129,264	-	129,264	-	129,264	-
CP13NKC0B030	Water Management	Landscape, pathway	Foxall Road	100%	2,239,972	-	2,239,972	-	2,239,972	-
CP13NKC0B040	Water Management	Water management feature, toilets, pathways	Foxall Road	100%	88,604	-	88,604	-	88,604	-
CP13NKNR001	Roads	Landscape, including grassed area, playground	Barry Road	100%	758,044	-	758,044	-	758,044	-
CP13NKNR002	Roads	Four lane upgrade between Smalls Creek and Green Road	Barry Road	100%	374,946	-	374,946	-	374,946	-
CP13NKNR003	Roads	Four lane upgrade between Samantha Riley Drive and town centre bypass	Samantha Riley Drive	50%	11,251,987	1,730,112	12,982,099	5,031,800	7,757,154	193,145
CP13NKNR004	Roads	Four lane upgrade between Smalls Creek and Barry Road	Hezlett Road	100%	25,899,310	1,677,720	27,577,030	641,459	25,810,788	1,124,783
CP13NKNR005	Roads	Four lane upgrade between Smalls Creek and Barry Road	Withers Road	100%	11,244,091	753,395	11,997,485	502,324	10,916,690	578,472
CP13NKR01	Roundabouts	Construction of town centre bypass	Glenhaven Road	100%	2,584,923	3,381,890	5,966,813	1,321	2,583,602	3,381,890
CP13NKR02	Signals	Construction of two lane roundabout	Foxall Rd/Samantha Riley Drive	100%	4,832,432	-	4,832,432	-	4,832,432	-
CP13NKR03	Roundabouts	Signalisation of Gum Nut Close & Hezlett Rd	Gum Nut Close/Hezlett Road	100%	4,515,837	-	4,515,837	964,339	3,551,498	-
CP13NKR04	Roundabouts	Construction of two lane roundabout	Curtis Road/Hezlett Road	100%	3,486,002	-	3,486,002	49,389	3,436,613	-
CP13NKR05	Roundabouts	One lane roundabout	Stringer/Hillview Road	100%	509,815	-	509,815	3,257	506,558	-
CP13NKB01	Bridges	Bridge over Smalls Creek between Ross Place and Edwards Rd	Withers/Foxall Rd	100%	457,075	-	457,075	-	457,075	-
CP13NKB01A	Bridges	Bridge over Smalls Creek between Ross Place and Edwards Rd (Approach)	Ross Place & Edwards Road	40%	7,000,000	808,201	7,808,201	-	7,000,000	808,201
CP13NKB02	Bridges	Bridge construction over Smalls Creek on Withers Road	Ross Place & Edwards Road	40%	4,088,998	2,154,028	6,243,026	-	4,088,998	2,154,028
CP13NKT01	Signals	Signalisation - Samantha Riley Drive and Hezlett Rd	Withers Road	100%	690,518	-	690,518	311,000	379,518	-
CP13NKT02	Signals	Signalisation - Withers Road and proposed bypass	Samantha Riley Drive/Hezlett Road	100%	379,518	-	379,518	13,700	365,818	-

Account Number	Sub-category	Description	Location	Apporntioned to this CP	Capital works	Land Acquisition	Total Cost	Total Expenditure Completed	Capital Works Outstanding	Land Acquisition Outstanding
CP13NKB501	Bus Stops	Hezlett Road	Hezlett Road	100%	24,229	-	24,229	-	24,229	-
CP13NKB502	Bus Stops	Hezlett Road	Hezlett Road	100%	24,229	-	24,229	-	24,229	-
CP13NKB503	Bus Stops	Foxall Road	Foxall Road	100%	24,229	-	24,229	-	24,229	-
CP13NKB504	Bus Stops	Foxall Road	Foxall Road	100%	24,229	-	24,229	-	24,229	-
CP13NKB505	Bus Stops	Withers Road	Withers Road	100%	24,229	-	24,229	-	24,229	-
CP13NKB506	Bus Stops	Withers Road	Withers Road	100%	24,229	-	24,229	-	24,229	-
CP13NKB507	Bus Stops	Barry Road	Barry Road	100%	24,229	-	24,229	-	24,229	-
CP13NKB508	Bus Stops	Stringer Road	Stringer Road	100%	24,229	-	24,229	-	24,229	-
CP13NKB509	Bus Stops	Stringer Road	Stringer Road	100%	24,229	-	24,229	-	24,229	-
CP13NKC001	Cycleways	Crossing over Smalls Creek	Smalls Creek	100%	497,427	-	497,427	-	497,427	-
CP13NKC002	Cycleways	Crossing over Smalls Creek	Smalls Creek	100%	442,157	-	442,157	56,934	385,223	-
CP13NKC003	Cycleways	Crossing over Smalls Creek	Smalls Creek	100%	552,697	-	552,697	424,659	128,037	-
CP13NKC004	Cycleways	Cycleway bridge over Samantha Riley Dr	Samantha Riley Drive	100%	1,160,663	-	1,160,663	-	1,160,663	-
CP13NKCW01	Cycleways	Cycleway bridge over Samantha Riley Dr	Samantha Riley Drive	100%	552,697	-	552,697	4,313	548,384	-
CP13NKCW02	Cycleways	Construction through proposed local park (NKPOS04)	Hezlett Road	100%	228,487	-	228,487	-	228,487	-
CP13NKCW03	Cycleways	Construction adjoining linear open space (NKLOS01)	Hezlett Road	100%	377,677	-	377,677	-	377,677	-
CP13NKCW04	Cycleways	Construction adjoining linear open space (NKLOS01)	Hezlett Road	100%	697,436	-	697,436	117,190	580,246	-
CP13NKCW05	Cycleways	Construction adjoining linear open space (NKLOS04)	White Gum Place	100%	674,013	-	674,013	-	674,013	-
CP13NKCW06	Cycleways	Construction adjoining linear open space (NKLOS04)	White Gum Place	100%	549,783	-	549,783	-	549,783	-
CP13NKCW07	Cycleways	Construction adjoining linear open space (NKLOS04)	White Gum Place	100%	473,124	-	473,124	124,084	349,040	-
CP13NKCW08	Cycleways	New Cycleway bridge	Curtis Road	100%	552,697	-	552,697	-	552,697	-
CP13NKCW09	Cycleways	New Cycleway bridge	Wellgate Ave	100%	552,697	-	552,697	-	552,697	-
CP13NKCW10	Cycleways	New Cycleway bridge	Hillview Road	100%	552,697	-	552,697	-	552,697	-
CP13NKCF01	Community Facilities	Fit out and expansion of Rouse Hill Regional Ctr	White Hart Drive	57%	-	3,744,494	3,744,494	-	-	3,744,494
CP13NKSWB011	Basin	Basin 1	Smalls Creek	100%	614,877	984,273	1,599,150	984,273	614,877	-
CP13NKSWB021	Basin	Basin 2	Smalls Creek	100%	628,549	312,400	940,949	312,400	628,549	-
CP13NKSWB031	Basin	Basin 3	Smalls Creek	100%	1,037,292	650,072	1,687,364	676,175	1,011,190	-
CP13NKSWB041	Basin	Basin 4	Smalls Creek	100%	580,168	739,437	1,319,605	772,307	547,298	-
CP13NKSWB051	Basin	Basin 5	Smalls Creek	100%	963,675	3,099,182	4,062,858	777,222	963,675	2,321,960
CP13NKSWB061	Basin	Basin 6	Smalls Creek	100%	426,587	379,726	806,313	402,077	380,371	23,866
CP13NKSWB071	Basin	Basin 7	Smalls Creek	100%	622,670	832,212	1,454,882	-	622,670	832,212
CP13NKSWB081	Basin	Basin 8	Smalls Creek	100%	680,331	1,223,350	1,903,682	-	680,331	1,223,350
CP13NKSWB091	Basin	Basin 9	Smalls Creek	100%	671,231	898,557	1,569,788	949,015	620,773	-
CP13NKSWB101	Basin	Basin 10	Smalls Creek	100%	710,109	1,432,110	2,142,219	225,025	710,109	1,207,086
CP13NKCWB011	Basin	Basin 1	Cattai Creek	100%	765,491	2,072,765	2,838,256	330,405	765,491	1,742,360
CP13NKCWB021	Basin	Basin 2	Cattai Creek	100%	714,642	825,340	1,539,982	825,340	714,642	-
CP13NKCWB031	Basin	Basin 3	Cattai Creek	100%	981,493	3,457,001	4,438,493	-	981,493	3,457,001
CP13NKCWB041	Basin	Basin 4	Cattai Creek	100%	962,292	754,834	1,717,126	754,834	962,292	-
CP13NKAADMIN	Administration cost	Administration & Plan preparation		100%	2,098,308	-	2,098,308	300	2,098,008	-
			Total		271,563,906	60,976,245	332,540,151	60,976,245	135,408,386	75,179,274

OPEN SPACE FACILITIES												
Description	Area (m2)	Total Cost	Capital Costs		Total Cost	Acquisition Costs		Total Costs	Priority (1)	Land	Capital	
			Appropriation	Proposed Nov-08		Actual	Appropriation					Proposed Nov-08
Linear Open Space												
NKLOS01 Open space embellishment - Level 3 playground	19,617	\$228,974	100.00%	\$228,974	\$0	\$1,904,825	100.00%	\$1,904,825	\$0	\$2,133,799	\$0.00	
NKLOS02 Open space embellishment	10,004	\$115,679	100.00%	\$115,679	\$0	\$1,005,704	100.00%	\$1,005,704	\$0	\$1,121,383	\$0.00	
NKLOS03 Open space embellishment - Level 1 playground	35,707	\$392,030	100.00%	\$392,030	\$0	\$5,112,330	100.00%	\$5,112,330	\$0	\$5,504,360	\$0.00	
NKLOS04 Open space embellishment - Level 3 playground	55,116	\$647,839	100.00%	\$647,839	\$0	\$5,440,307	100.00%	\$5,440,307	\$0	\$6,088,747	\$0.00	
NKLOS05 Open space embellishment - Level 2 playground	39,553	\$226,291	100.00%	\$226,291	\$0	\$2,022,646	100.00%	\$2,022,646	\$0	\$2,248,938	\$0.00	
NKLOS06 Open space embellishment - Level 3 playground	23,882	\$351,169	100.00%	\$351,169	\$0	\$6,544,600	100.00%	\$6,544,600	\$0	\$6,895,769	\$0.00	
Sub Total	163,885	\$1,961,982.60		\$1,961,982.60	\$0.00	\$22,011,012.48		\$22,011,012.48	\$0.00	\$24,972,995.08	\$0.00	
Local Playing Fields												
NKLPF01 Active recreation	91,464	\$4,647,987.25	100.00%	\$4,647,987	\$0	\$19,489,743	100.00%	\$19,489,743	\$0	\$24,137,740.06	\$0.00	
NKLPF02 Active recreation	32,361	\$2,979,650.06	100.00%	\$2,979,650	\$0	\$19,686,785	100.00%	\$19,686,785	\$0	\$22,666,435.16	\$0.00	
Sub Total	163,845	\$7,627,647.25		\$7,627,647.25	\$0.00	\$39,186,527.97		\$39,186,528	\$0.00	\$46,813,975.22	\$0.00	
Passive Open Space												
NKPOS01 Open space embellishment	10,178	\$124,769.87	100.00%	\$124,770	\$0	\$2,169,394	100.00%	\$2,169,394	\$0	\$2,294,163.45	\$0.00	
NKPOS02 Open space embellishment	10,978	\$161,175.94	100.00%	\$161,175	\$0	\$2,619,357	100.00%	\$2,619,357	\$0	\$2,780,532.49	\$0.00	
NKPOS03 Open space embellishment - Level 1 playground	14,310	\$46,118.52	100.00%	\$46,118	\$0	\$3,184,254	100.00%	\$3,184,254	\$0	\$3,230,372.47	\$0.00	
NKPOS04 Open space embellishment	14,310	\$46,118.52	100.00%	\$46,118	\$0	\$3,184,254	100.00%	\$3,184,254	\$0	\$3,230,372.47	\$0.00	
NKPOS05 Open space embellishment	3,958	\$24,611.75	100.00%	\$24,612	\$0	\$843,607	100.00%	\$843,607	\$0	\$868,218.41	\$0.00	
Sub Total	50,532	\$848,146.94		\$848,146.94	\$0.00	\$10,808,653.43		\$10,808,653.43	\$0.00	\$11,656,800.36	\$0.00	
Water Management												
SWB01 Open space embellishment	1,466	\$35,262.56	100.00%	\$35,263	\$0	\$0	100.00%	\$0	\$0	\$35,262.56	\$0.00	
SWB02 Open space embellishment	1,635	\$38,262.97	100.00%	\$38,263	\$0	\$0	100.00%	\$0	\$0	\$38,262.97	\$0.00	
SWB03 Open space embellishment	8,014	\$106,724.43	100.00%	\$106,724	\$0	\$0	100.00%	\$0	\$0	\$106,724.43	\$0.00	
SWB04 Open space embellishment	1,847	\$39,289.41	100.00%	\$39,289	\$0	\$0	100.00%	\$0	\$0	\$39,289.41	\$0.00	
SWB05 Open space embellishment - Level 3 playground	6,230	\$215,988.03	100.00%	\$215,988	\$0	\$0	100.00%	\$0	\$0	\$215,988.03	\$0.00	
SWB06 Open space embellishment - Level 2 playground	903	\$22,235.19	100.00%	\$22,235	\$0	\$0	100.00%	\$0	\$0	\$22,235.19	\$0.00	
SWB07 Open space embellishment	1,562	\$36,552.06	100.00%	\$36,552	\$0	\$0	100.00%	\$0	\$0	\$36,552.06	\$0.00	
SWB08 Open space embellishment	2,296	\$56,858.76	100.00%	\$56,859	\$0	\$0	100.00%	\$0	\$0	\$56,858.76	\$0.00	
SWB09 Open space embellishment	3,167	\$77,541.51	100.00%	\$77,542	\$0	\$0	100.00%	\$0	\$0	\$77,541.51	\$0.00	
SWB10 Open space embellishment	2,688	\$67,588.72	100.00%	\$67,589	\$0	\$0	100.00%	\$0	\$0	\$67,588.72	\$0.00	
CWB01 Open space embellishment - Level 2 playground	6,937	\$1,431,093.16	100.00%	\$1,431,093	\$0	\$0	100.00%	\$0	\$0	\$1,431,093.16	\$0.00	
CWB02 Open space embellishment	1,848	\$46,329.36	100.00%	\$46,329	\$0	\$0	100.00%	\$0	\$0	\$46,329.36	\$0.00	
CWB03 Open space embellishment - Level 1 playground	6,487	\$396,363.14	100.00%	\$396,363	\$0	\$0	100.00%	\$0	\$0	\$396,363.14	\$0.00	
CWB04 Open space embellishment	6,209	\$196,049.61	100.00%	\$196,050	\$0	\$0	100.00%	\$0	\$0	\$196,049.61	\$0.00	
Sub Total	51,287	\$2,766,088.91		\$2,766,088.91	\$0.00	\$0.00		\$0.00	\$0.00	\$2,766,088.91	\$0.00	
TOTAL	449,549	\$13,203,265.70		\$13,203,265.70	\$0.00	\$72,006,193.88		\$72,006,193.88	\$0.00	\$85,269,459.59	\$0.00	

(1) Priority 1
 Priority 2
 Priority 3

Approximate population threshold
 1649
 1649 - 7012
 7012+

TRAFFIC FACILITIES	Description	Capital Costs		Acquisition Costs		Total Costs		Priority (1)	
		Total Cost	Appropriation	Actual	Proposed Nov-08	Actual	Proposed	Actual	Capital Land
	Roads								
INKR1	Samantha Riley Drive (Four lane upgrade between Smalls Creek and Green Road)	11,089,466.59	50%	6,544,733.30	1,036,493.82	0.00	6,581,227.12	0.00	1
INKR2	Hefzitt Road (Four lane upgrade, Samantha Riley Drive and Town Centre perimeter road)	13,941,076.30	100%	13,941,076.30	845,290.83	0.00	14,786,367.13	0.00	2
INKR3	Wilfers Road (Four lane upgrade between Wilfers Road and Barry Road)	2,805,730.55	100%	2,805,730.55	355,189.87	0.00	3,160,920.42	0.00	1
INKR4	Proposed Town Centre bypass (Construction of proposed town centre bypass)	2,858,879.58	100%	2,858,879.58	1,581,622.98	0.00	4,440,502.56	0.00	3
INKR5	Green Road (Four lane treatment from Samantha Riley Drive to Glenhaven Bypass)	55,706,652.32	100%	50,162,119.02	3,921,159.29	0.00	54,083,278.31	0.00	3
	Roundabouts								
INKR01	Construction of two lane roundabout at intersection with Foxall Road	3,161,442.47	100%	3,161,442.47	0.00	0.00	3,161,442.47	0.00	2
INKR02	Construction of two lane roundabout at intersection with Gum Nut Close	1,887,711.14	100%	1,887,711.14	0.00	0.00	1,887,711.14	0.00	2
INKR03	Construction of two lane roundabout at intersection with Curle Road	2,181,857.81	100%	2,181,857.81	0.00	0.00	2,181,857.81	0.00	3
INKR04	Construction of one lane roundabout at intersection with Stringer / Hillview Road	1,162,368.69	100%	1,162,368.69	0.00	0.00	1,162,368.69	0.00	3
	Sub Total	8,491,881.18		6,393,360.12	0.00	0.00	6,393,360.12	0.00	
	Bridges								
INKB01	Bridge construction over Smalls Creek between Ross Place and Edwards Road	4,366,255.76	34%	1,484,527.10	1,576,068.62	0.00	3,060,595.72	0.00	3
INKB02	Bridge construction over Smalls Creek on Wilfers Road	4,125,625.00	100%	4,125,625.00	0.00	0.00	4,125,625.00	0.00	2
	Sub Total	8,491,881.18		5,610,152.10	1,576,068.62	0.00	7,186,220.72	0.00	
	Signals								
INKT01	Signalisation of Samantha Riley Drive and Hefzitt Road intersection	359,375.00	100%	359,375.00	0.00	0.00	359,375.00	0.00	2
INKT02	Signalisation of Wilfers Road and proposed bypass	359,375.00	100%	359,375.00	0.00	0.00	359,375.00	0.00	3
	Sub Total	718,750.00		718,750.00	0.00	0.00	718,750.00	0.00	
	Bus Stops								
INKBS01 - INKBS09	9 Bus Stops	194,062.50	100%	194,062.50	0.00	0.00	194,062.50	0.00	3
	Sub Total	194,062.50		194,062.50	0.00	0.00	194,062.50	0.00	
	Cycleways								
INKCC01	Crossing over Smalls Creek	485,156.25	100%	485,156.25	0.00	0.00	485,156.25	0.00	2
INKCC02	Crossing over Smalls Creek	431,250.00	100%	431,250.00	0.00	0.00	431,250.00	0.00	3
INKCC03	Crossing over Smalls Creek	539,062.50	100%	539,062.50	0.00	0.00	539,062.50	0.00	3
INKCC04	Cycleway bridge over Samantha Riley Drive mid block between Hezitt and Foxall Road	539,062.50	100%	539,062.50	0.00	0.00	539,062.50	0.00	3
INKCC05	Cycleway bridge over Samantha Riley Drive to connect southern playing field with Glenhaven Rd	539,062.50	100%	539,062.50	0.00	0.00	539,062.50	0.00	3
INKCV01	Construction through proposed local park (NKPOS04)	159,476.25	100%	159,476.25	0.00	0.00	159,476.25	0.00	3
INKCV02	Construction through proposed local park (NKPOS04)	53,235.66	100%	53,235.66	0.00	0.00	53,235.66	0.00	3
INKCV03	Construction adjoining linear open space (INKLOS01)	132,887.53	100%	132,887.53	0.00	0.00	132,887.53	0.00	2
INKCV04	Construction adjoining linear open space (INKLOS04 & SWSB08)	162,497.16	100%	162,497.16	0.00	0.00	162,497.16	0.00	3
INKCV05	Construction adjoining linear open space (INKLOS04 & SWSB08)	157,039.89	100%	157,039.89	0.00	0.00	157,039.89	0.00	3
INKCV06	Construction adjoining linear open space (INKLOS04 & SWSB08 & SWSB07)	165,421.13	100%	165,421.13	0.00	0.00	165,421.13	0.00	3
INKCV07	Construction adjoining linear open space (INKLOS04 - between SWSB07 & SWSB03)	165,421.13	100%	165,421.13	0.00	0.00	165,421.13	0.00	3
	Sub Total	\$4,151,613.56		\$4,151,613.56	\$0.00	\$0.00	\$4,151,613.56	\$0.00	
	TOTAL	\$57,656,539.68		\$49,230,077.30	\$5,497,664.92	\$0.00	\$54,727,742.22	\$0.00	

(1) Priority 1
Priority 2
Priority 3

Approximate population threshold
1649
1649 - 7012
7012+

WATER MANAGEMENT

Description	Area (m2)	Capital Costs		Acquisition Costs		Total Costs		Priority (1) Land Capital		
		Total Cost	Apportionment	Apportionment	Proposed Nov-08	Proposed	Actual			
Water Management										
SWB 1 Basin 1 (Smalls Creek)	1,466	\$307,285.10	100.00%	\$307,285.10	\$0.00	\$312,457.94	\$0.00	\$619,743.05	\$0.00	1
SWB 2 Basin 2 (Smalls Creek)	1,635	\$314,116.87	100.00%	\$314,116.87	\$0.00	\$348,458.45	\$0.00	\$662,575.32	\$0.00	2
SWB 3 Basin 3 (Smalls Creek)	8,014	\$542,618.10	100.00%	\$542,618.10	\$0.00	\$1,708,165.04	\$0.00	\$2,250,783.15	\$0.00	3
SWB 4 Basin 4 (Smalls Creek)	1,847	\$322,547.70	100.00%	\$322,547.70	\$0.00	\$393,619.82	\$0.00	\$716,167.52	\$0.00	3
SWB 5 Basin 5 (Smalls Creek)	6,230	\$481,597.05	100.00%	\$481,597.05	\$0.00	\$1,327,839.52	\$0.00	\$1,809,436.57	\$0.00	3
SWB 6 Basin 6 (Smalls Creek)	903	\$283,526.32	100.00%	\$283,526.32	\$0.00	\$192,416.09	\$0.00	\$475,942.41	\$0.00	3
SWB 7 Basin 7 (Smalls Creek)	1,562	\$311,179.03	100.00%	\$311,179.03	\$0.00	\$332,884.74	\$0.00	\$644,063.77	\$0.00	3
SWB 8 Basin 8 (Smalls Creek)	2,296	\$339,996.16	100.00%	\$339,996.16	\$0.00	\$488,340.14	\$0.00	\$829,336.31	\$0.00	3
SWB 9 Basin 9 (Smalls Creek)	3,167	\$372,719.34	100.00%	\$372,719.34	\$0.00	\$675,008.44	\$0.00	\$1,047,727.77	\$0.00	3
SWB 10 Basin 10 (Smalls Creek)	2,688	\$354,877.06	100.00%	\$354,877.06	\$0.00	\$572,844.04	\$0.00	\$927,721.10	\$0.00	2
CWB 1 Basin 1 (Cattai Creek)	6,937	\$505,927.90	100.00%	\$505,927.90	\$0.00	\$1,000,958.94	\$0.00	\$1,506,886.84	\$0.00	2
CWB 2 Basin 2 (Cattai Creek)	1,848	\$367,142.38	100.00%	\$367,142.38	\$0.00	\$282,889.48	\$0.00	\$640,031.86	\$0.00	2
CWB 3 Basin 3 (Cattai Creek)	6,487	\$490,501.04	100.00%	\$490,501.04	\$0.00	\$1,382,800.23	\$0.00	\$1,873,301.26	\$0.00	3
CWB 4 Basin 4 (Cattai Creek)	6,209	\$480,905.55	100.00%	\$480,905.55	\$0.00	\$1,323,547.87	\$0.00	\$1,804,453.42	\$0.00	3
Sub Total	51,287	\$5,464,939.60		\$5,464,939.60	\$0.00	\$10,343,230.74	\$0.00	\$15,808,170.34	\$0.00	
TOTAL	51,287	\$5,464,939.60		\$5,464,939.60	\$0.00	\$10,343,230.74	\$0.00	\$15,808,170.34	\$0.00	

Approximate population threshold

- (1) Priority 1 1649
- Priority 2 -7012
- Priority 3 7012+

COMMUNITY FACILITIES

Description	Area (m2)	Capital Costs		Acquisition Costs		Total Costs		Priority (1)				
		Total Cost	Apportionment	Proposed Nov-08	Actual	Total Cost	Apportionment	Proposed Nov-08	Actual	Land	Capital	
Community facilities												
NKCF1 Fit out and expansion of Rouse Hill Regional Centre library	750	\$4,186,875.00	54.00%	\$806,405.37	\$0.00	\$4,186,875.00	54.00%	\$2,260,912.50	\$0.00	\$5,067,317.87	\$0.00	3
NKCF2 Community Centre - Local Centre	1200	\$4,312,500.00	100.00%	\$4,312,500.00	\$0.00	\$0.00	100.00%	\$0.00	\$0.00	\$4,312,500.00	\$0.00	2
NKCF3 Kellyville Complex Netball Reserve	NA	\$215,625.00	100.00%	\$215,625.00	\$0.00	\$0.00	100.00%	\$0.00	\$0.00	\$215,625.00	\$0.00	3
NKCF4 Additional indoor court within the Burnie Mullane Sports	600	\$1,725,000.00	100.00%	\$1,725,000.00	\$0.00	\$0.00	100.00%	\$0.00	\$0.00	\$1,725,000.00	\$0.00	2
Sub Total	2550	\$7,746,468.28		\$7,059,530.37	\$0.00	\$4,186,875.00		\$2,260,912.50	\$0.00	\$9,320,442.87	\$0.00	
TOTAL	2550	\$7,746,468.28		\$7,059,530.37	\$0.00	\$4,186,875.00		\$2,260,912.50	\$0.00	\$9,320,442.87	\$0.00	

(1) Priority 1 1649
 Priority 2 1649 - 7012
 Priority 3 7012+

Approximate population threshold

ADMINISTRATION COSTS

Description	Cost	Priority
Plan Preparation		
Forward Planning	\$16,523.67	Complete
Technical Services	\$5,119.54	Complete
Traffic and Parking	\$4,684.83	Complete
Community Development	\$5,615.63	Complete
Corporate Strategist	\$5,615.63	Complete
Cite Urban Strategies	\$68,941.67	Complete
Professional review	\$31,510.42	To be commenced
Sub-Total	\$136,980.79	
Plan Administration		
Forward Planning	\$385,767.75	Ongoing
Technical Services	\$184,303.50	Ongoing
Corporate Strategist	\$101,085.00	Ongoing
Sub-Total	\$671,156.25	
TOTAL	\$808,137.04	

	Total Plan	Total Actuals	Total O/S	FY18	FY19	FY20	FY21	FY22	FY23
Open Space - Land	97,667,317	45,280,889	52,386,427	20,554,255	23,066,207	8,392,384	56,445	275,378	41,758
Open Space - Capital	37,703,203	440,215	37,262,988	6,619,795	493,464	7,160,029	6,837,978	7,121,786	9,029,935
Roads and Transport - Land	10,505,345	2,264,826	8,240,519	239,775	4,527,810	3,472,934	-	-	-
Roads and Transport - Capital	91,824,573	5,980,942	85,843,631	17,630,107	1,768,708	31,672,238	12,615,219	20,788,874	1,368,484
Water Management - Land	17,661,259	6,853,424	10,807,835	3,391,205	3,116,139	4,276,624	-	-	23,866
Water Management - Capital	10,359,408	155,648	10,203,760	4,833,284	-	344,471	2,330,862	2,695,143	-
Community Facility - Land	3,744,494	-	3,744,494	-	-	-	-	-	3,744,494
Community Facility - Capital	-	-	-	-	-	-	-	-	-
Administration Costs	2,098,308	300	2,098,008	209,801	209,801	209,801	209,801	209,801	1,049,004
Total	271,563,906	60,976,245	210,587,661	53,478,221	33,182,129	55,528,482	22,050,305	31,090,982	15,257,541

Indexation Assumptions

Land Acquisition Index

6.77% per annum

Capital Expenditure Index (open space)

3.72% per annum

Capital Expenditure Index (traffic and drainage)

3.47% per annum

Administrative Cost Index

2.50% per annum

Discount Rate

4.30% per annum

Note. Refer to Section 2.20 of the Contributions Plan for source of indexation assumptions

TABLE 17 6: CONTRIBUTION RATE SCHEDULE

Contributions Plan No. 13 - North Kellyville Precinct
Residential Rates Schedule

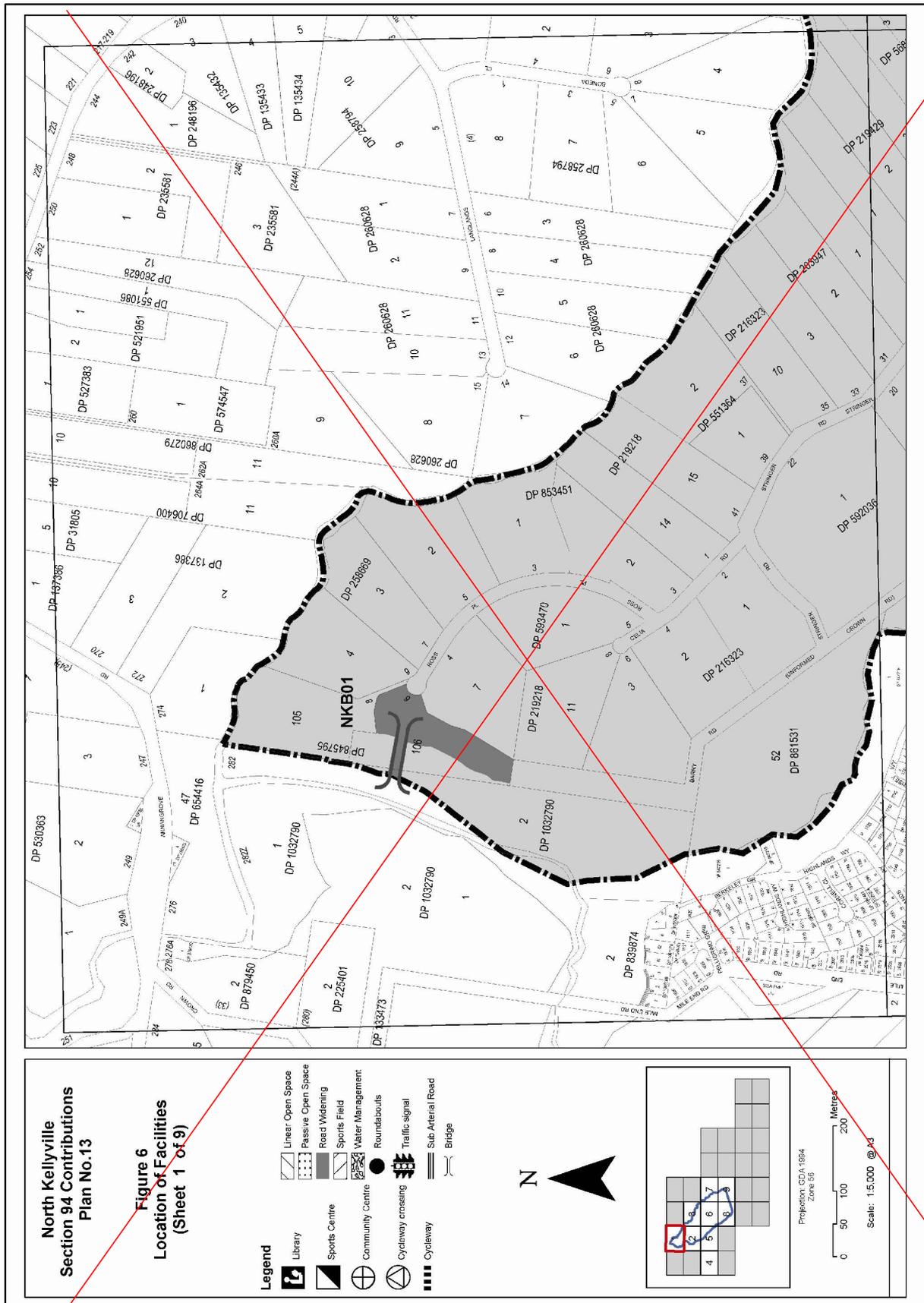
Facility Category	Total Cost (PV)	Rate Per Person	CONTRIBUTION RATE PER LOT/UNIT						
			Dwelling Houses	Integrated Housing Development	Senior Housing	Multi Unit Housing*			
						4 bedroom	3 bedroom	2 bedroom	1 bedroom
Open Space - Land	-\$73,905,894.98	\$6,147.83	\$20,902.63	\$16,599.15	\$7,992.18	\$18,898.84	\$15,042.44	\$10,248.59	\$5,854.96
Open Space - Capital	-\$11,545,828.33	\$960.44	\$3,265.48	\$2,593.17	\$1,248.57	\$2,952.44	\$2,349.98	\$1,601.07	\$914.68
Transport Facilities - Land	-\$5,841,398.50	\$485.91	\$1,652.11	\$1,311.97	\$631.69	\$1,493.73	\$1,188.93	\$810.03	\$462.77
Transport Facilities - Capital	-\$43,486,098.72	\$3,617.37	\$12,299.07	\$9,766.91	\$4,702.59	\$11,120.04	\$8,850.94	\$6,030.25	\$3,445.05
Water Management - Land	-\$10,817,580.80	\$899.86	\$3,059.51	\$2,429.61	\$1,169.81	\$2,766.22	\$2,201.76	\$1,500.08	\$856.99
Water Management - Capital	-\$4,754,490.19	\$395.50	\$1,344.70	\$1,067.85	\$514.15	\$1,215.79	\$967.71	\$659.31	\$376.66
Community Facilities - Land	-\$2,467,590.74	\$205.27	\$697.90	\$554.22	\$266.85	\$631.00	\$502.24	\$342.18	\$195.49
Community Facilities - Capital	-\$6,011,594.78	\$500.07	\$1,700.25	\$1,350.19	\$650.09	\$1,537.25	\$1,223.57	\$833.63	\$476.25
Administration	-\$582,509.76	\$48.46	\$164.75	\$130.83	\$62.99	\$148.96	\$118.56	\$80.78	\$46.15
Total	-\$159,412,986.80	\$13,260.70	\$45,086.39	\$35,803.90	\$17,238.92	\$40,764.28	\$32,446.12	\$22,105.93	\$12,628.99

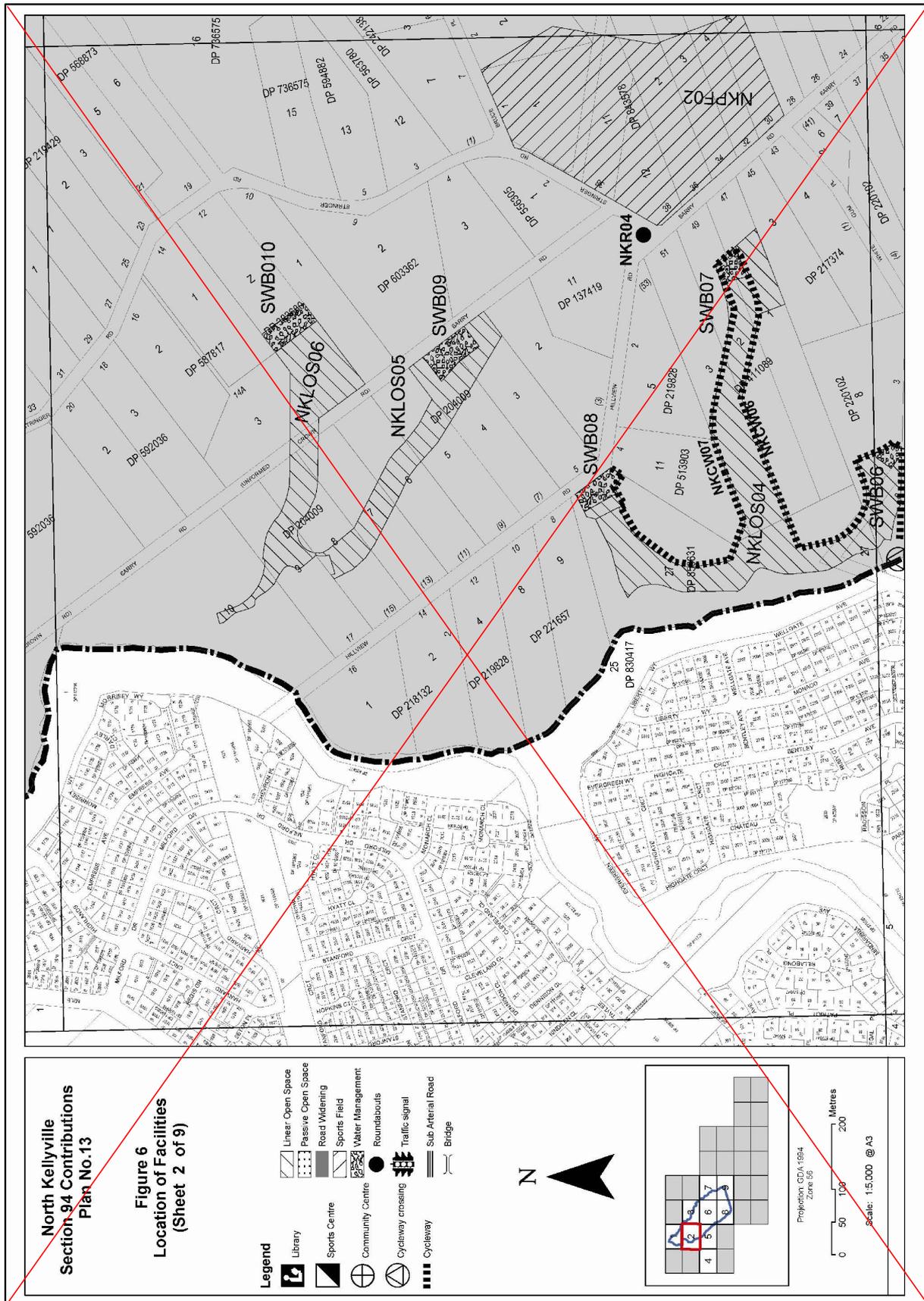
* Multi Unit Housing includes Attached Dwellings, Multi Dwelling Housing and Residential Flat Buildings

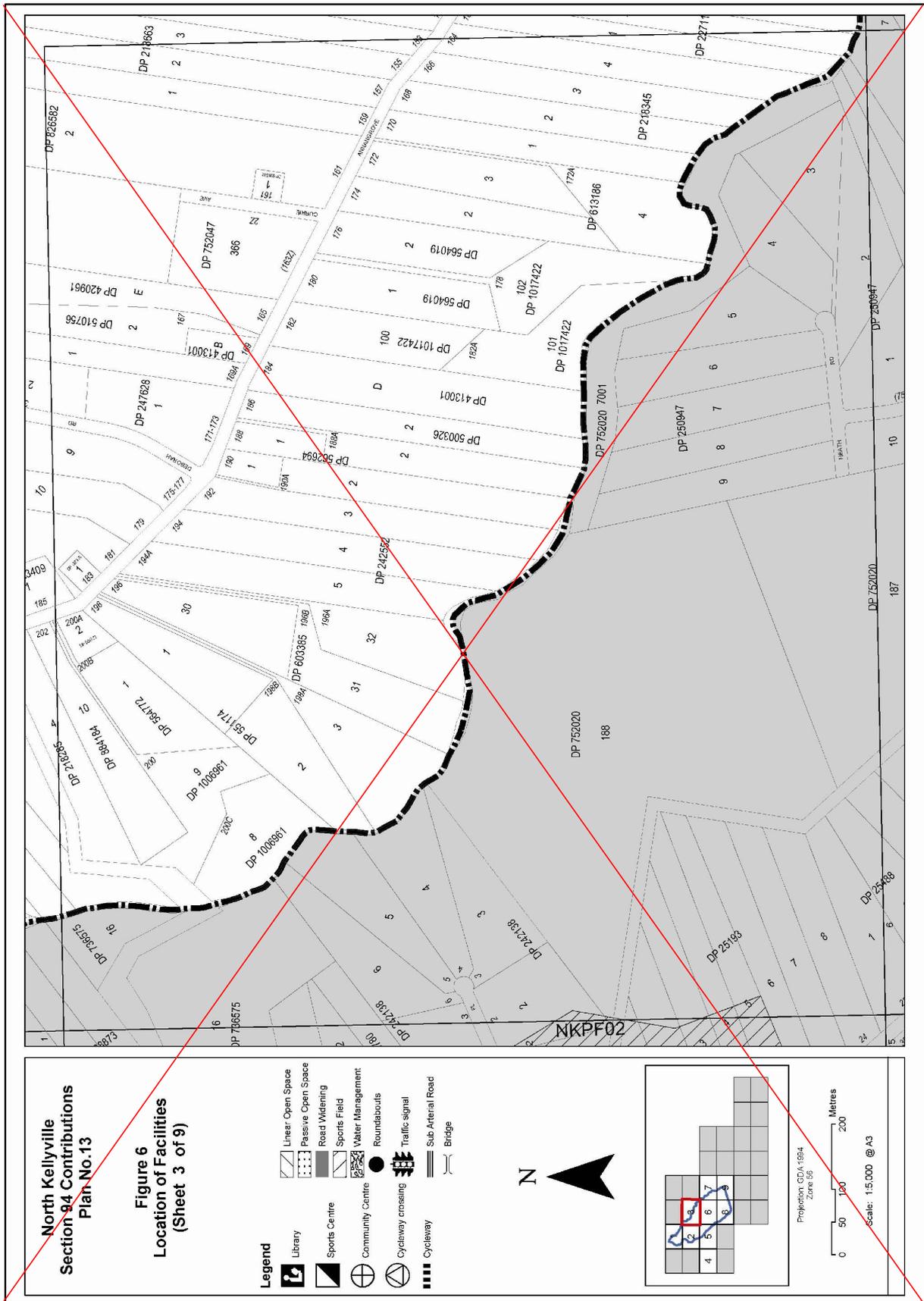
Contributions Plan No. 13 - North Kellyville Precinct
Residential Rates Schedule

Facility Category	Total Cost (PV)	Rate Per Person	CONTRIBUTION RATE PER LOT/UNIT							
			Dwelling Houses	Integrated Housing	Seniors Housing / Boarding House Rooms	Multi Unit Housing*				
						4 bedroom	3 bedroom	2 bedroom	1 bedroom	
Open Space - Land	-\$95,051,576.78	\$5,647.95	\$19,203.04	\$16,943.86	\$6,777.54	\$19,767.83	\$14,684.68	\$11,860.70	\$8,471.93	
Open Space - Capital	-\$36,844,820.20	\$2,189.31	\$7,443.67	\$6,567.94	\$2,627.18	\$7,662.60	\$5,692.22	\$4,597.56	\$3,283.97	
Transport Facilities - Land	-\$10,197,347.92	\$605.93	\$2,060.15	\$1,817.78	\$727.11	\$2,120.74	\$1,575.41	\$1,272.44	\$908.89	
Transport Facilities - Capital	-\$88,964,091.39	\$5,286.23	\$17,973.20	\$15,858.70	\$6,343.48	\$18,501.82	\$13,744.21	\$11,101.09	\$7,929.35	
Water Management - Land	-\$17,416,780.10	\$1,034.90	\$3,518.67	\$3,104.71	\$1,241.88	\$3,622.16	\$2,690.75	\$2,173.30	\$1,552.35	
Water Management - Capital	-\$10,115,903.85	\$601.09	\$2,043.69	\$1,803.26	\$721.30	\$2,103.80	\$1,562.82	\$1,262.28	\$901.63	
Community Facilities - Land	-\$4,034,934.69	\$239.76	\$815.17	\$719.27	\$287.71	\$839.14	\$623.36	\$503.49	\$359.63	
Community Facilities - Capital	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Administration	-\$1,941,151.80	\$115.34	\$392.17	\$346.03	\$138.41	\$403.70	\$299.89	\$242.22	\$173.01	
Total (2017/2018)	-\$264,566,606.73	\$15,720.51	\$53,449.75	\$47,161.54	\$18,864.62	\$55,021.80	\$40,873.34	\$33,013.08	\$23,580.77	
* Multi Unit Housing includes Attached Dwellings, Multi Dwelling Housing and Residential Flat Buildings										
Total (2018/2019)		\$16,113.53	\$54,785.99	\$48,340.58	\$19,336.23	\$56,397.34	\$41,895.17	\$33,838.41	\$24,170.29	
Total (2019/2020)		\$16,516.37	\$56,155.64	\$49,549.10	\$19,819.64	\$57,807.28	\$42,942.55	\$34,684.37	\$24,774.55	
Total (2020/2021)		\$16,929.27	\$57,559.53	\$50,787.82	\$20,315.13	\$59,252.46	\$44,016.11	\$35,551.48	\$25,393.91	
Total (2021/2022)		\$17,352.51	\$58,998.52	\$52,057.52	\$20,823.01	\$60,733.77	\$45,116.52	\$36,440.26	\$26,028.76	
Total (2022/2023)		\$17,786.32	\$60,473.48	\$53,358.96	\$21,343.58	\$62,252.12	\$46,244.43	\$37,351.27	\$26,679.48	

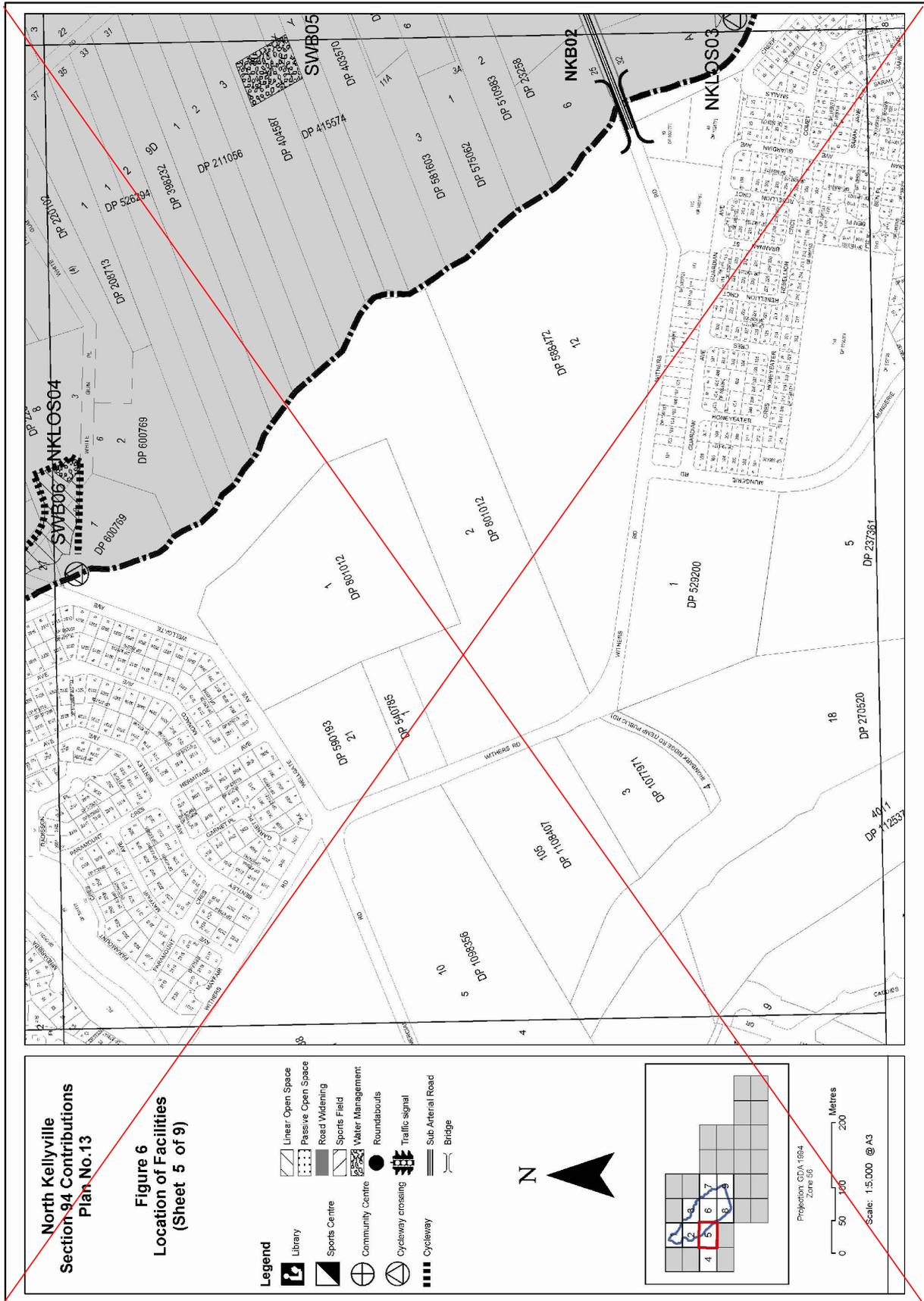
FIGURE 5 2: LOCATION OF FACILITIES (SHEETS 1 – 9)



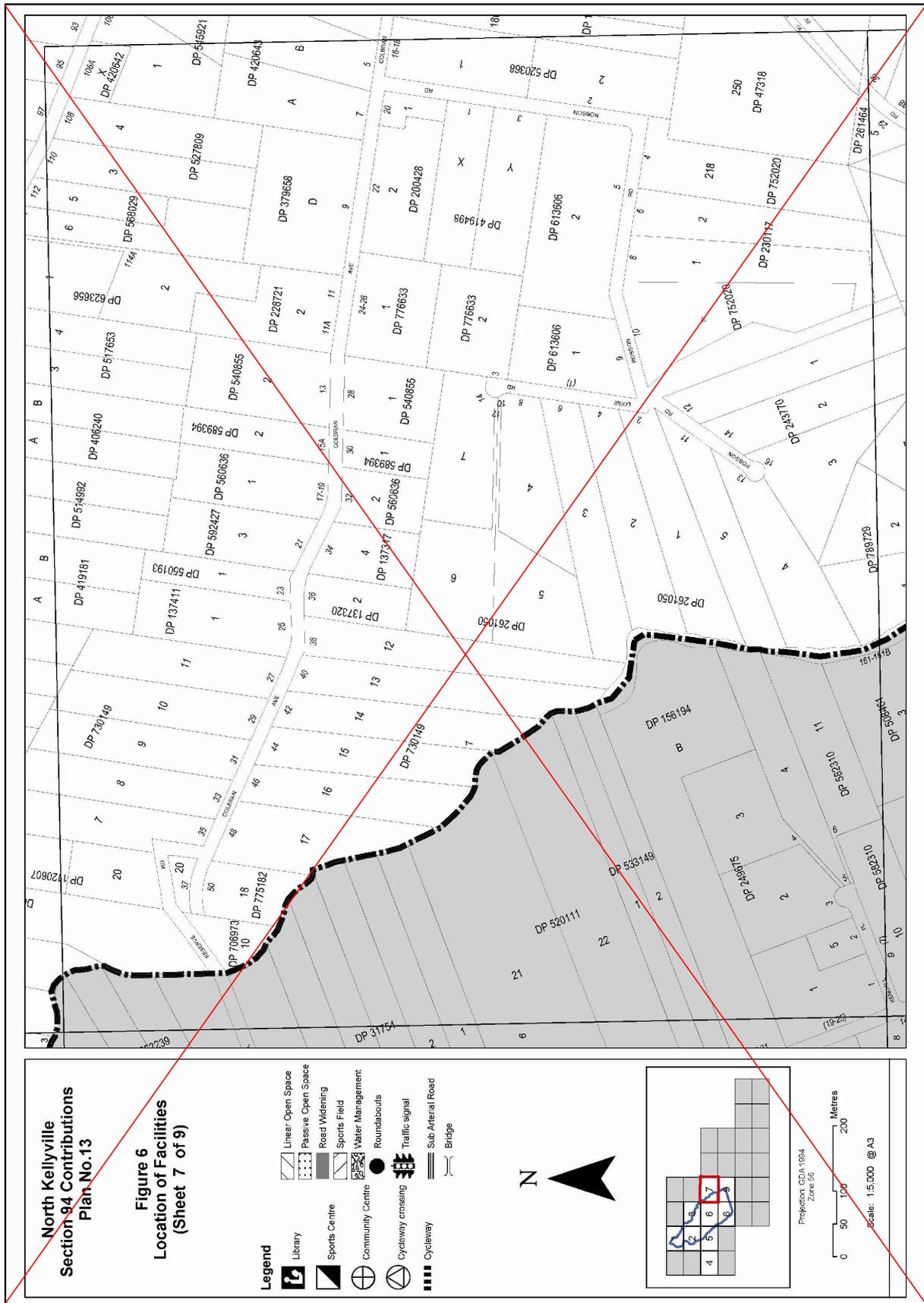


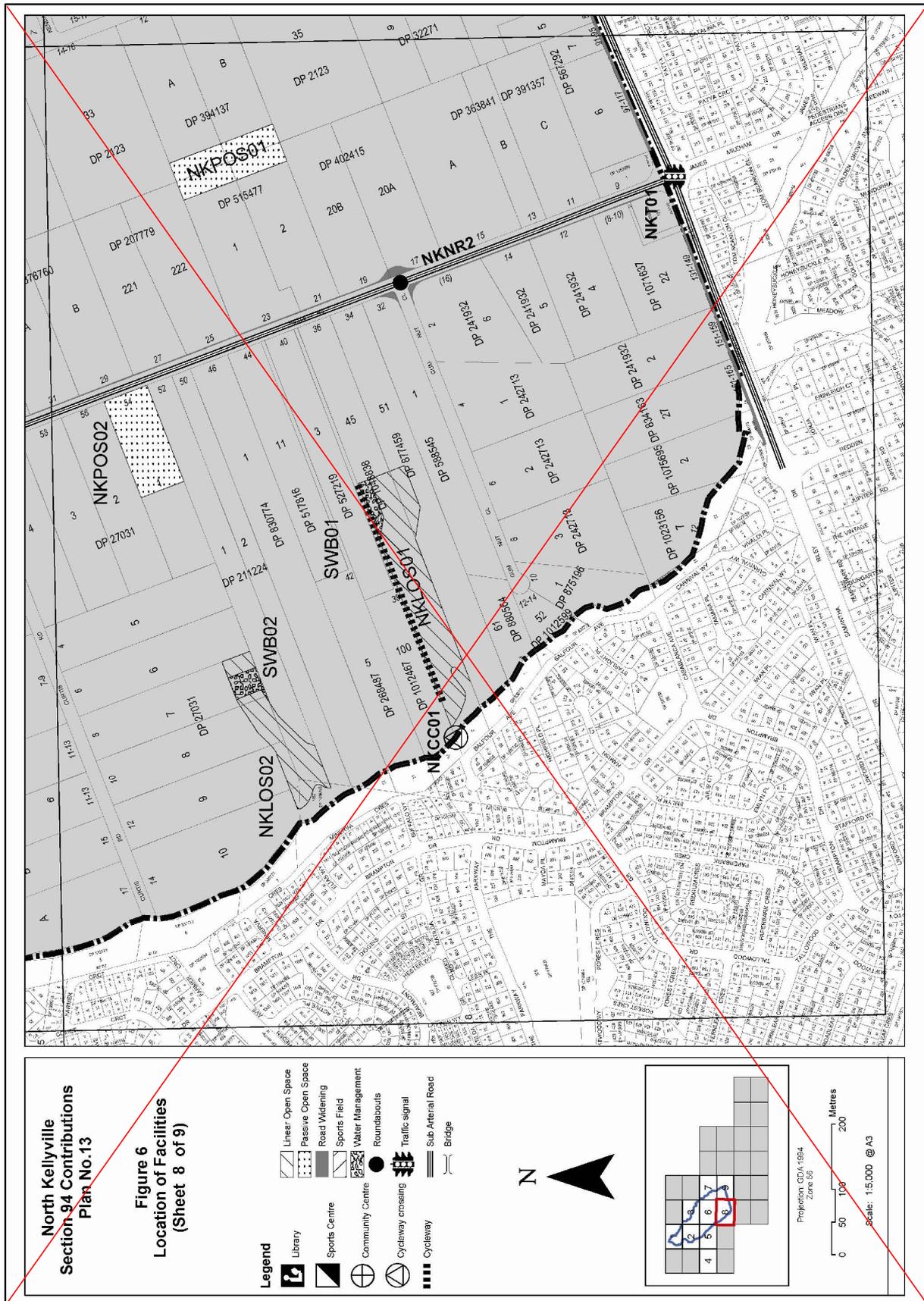


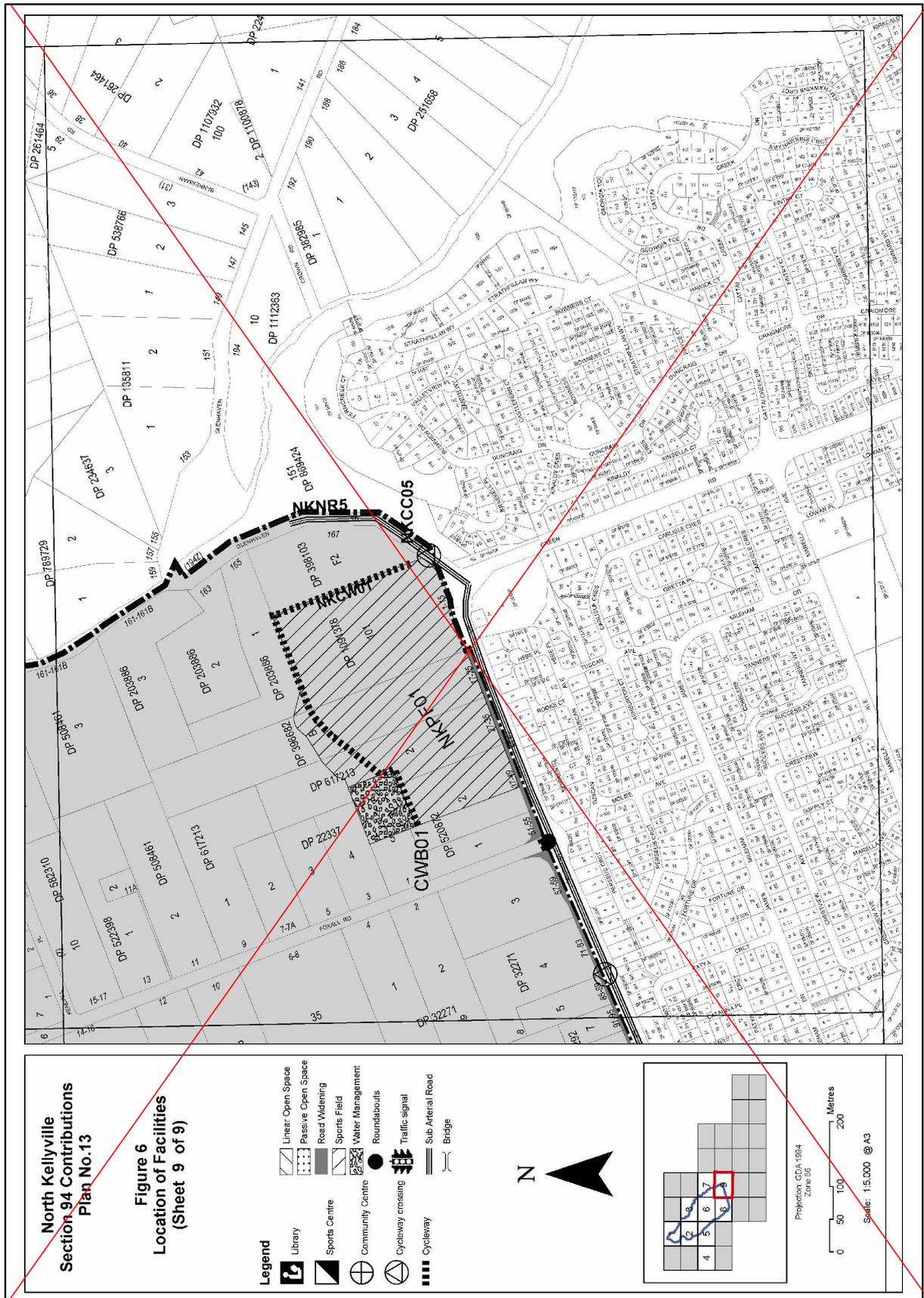


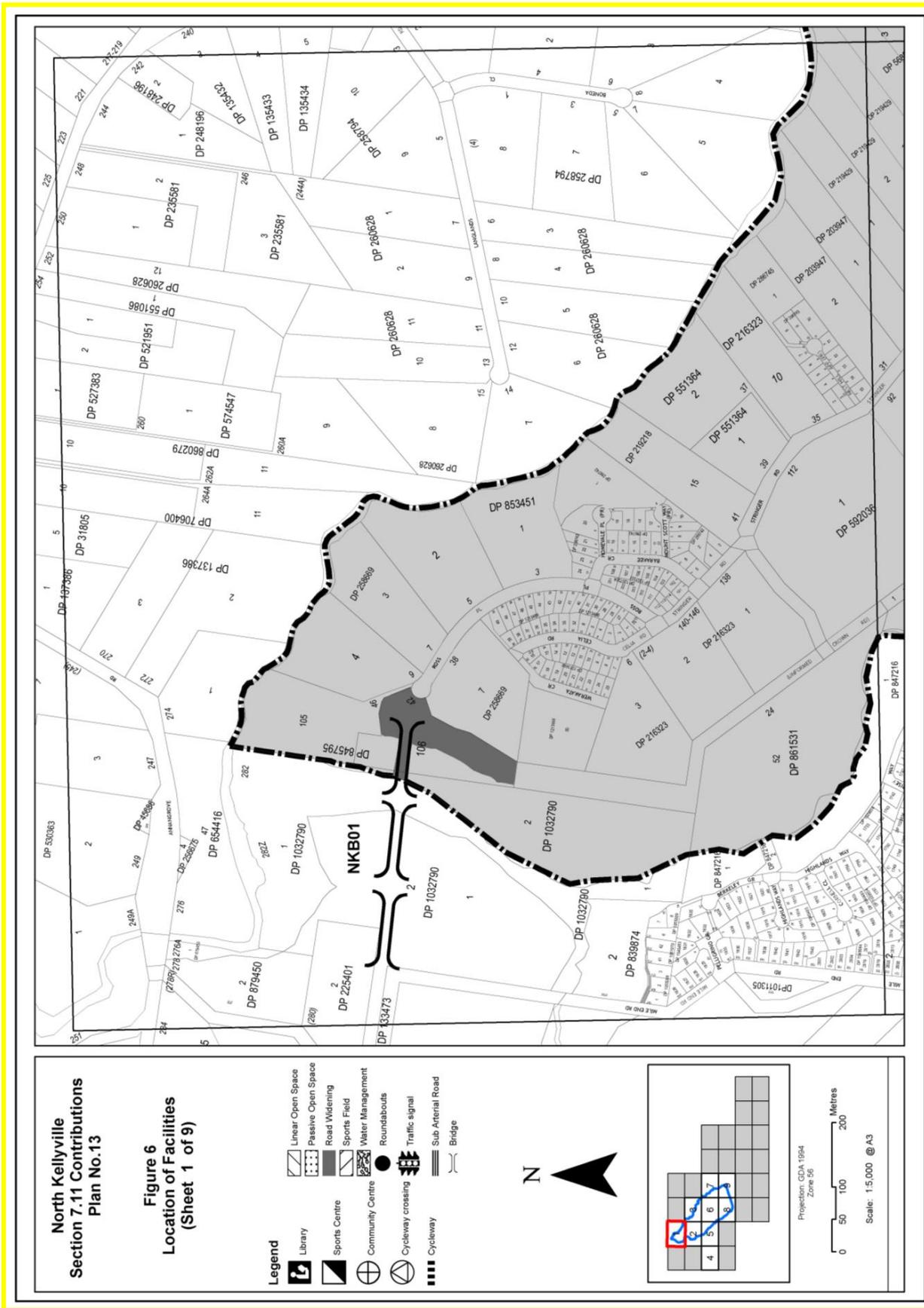


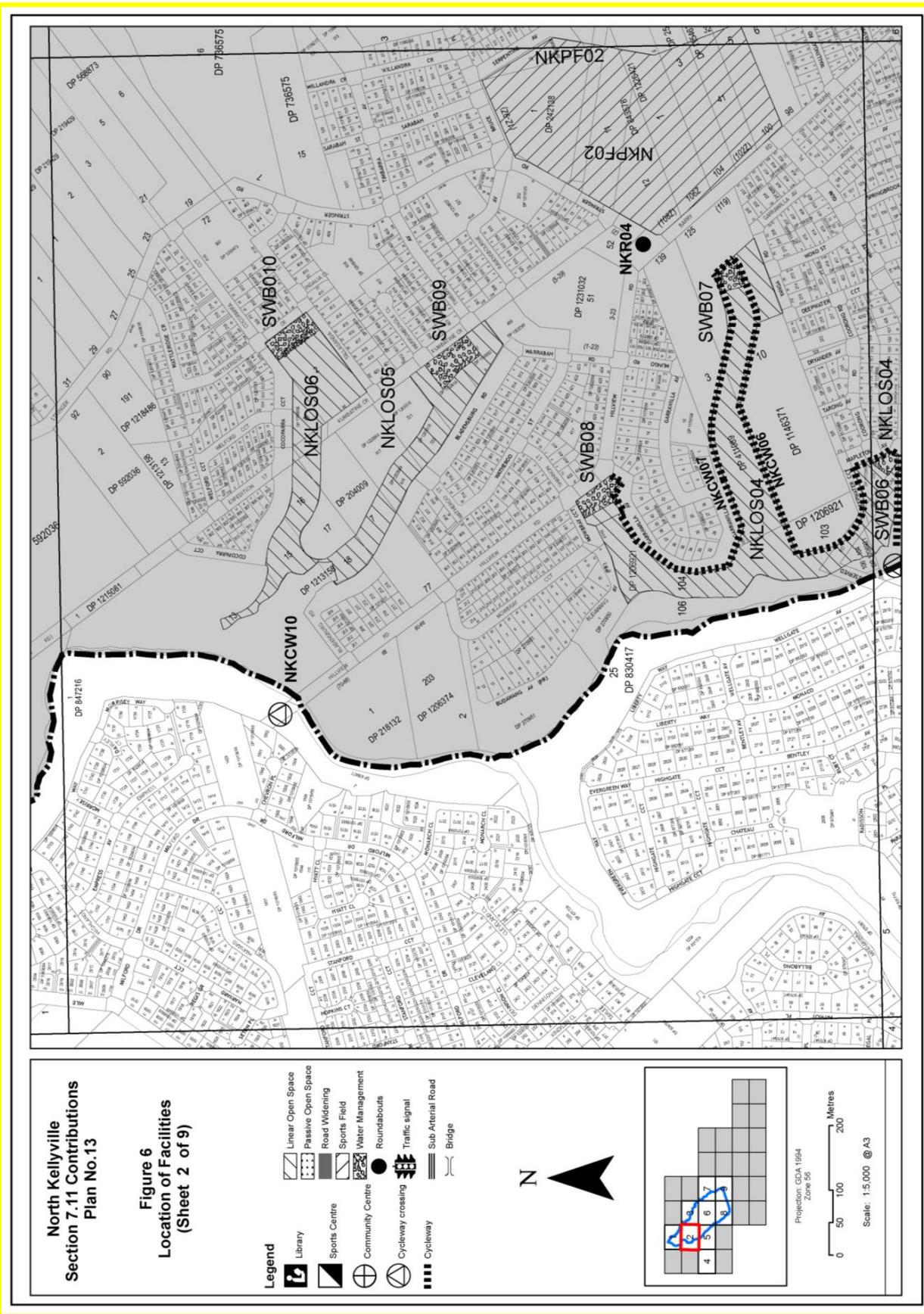


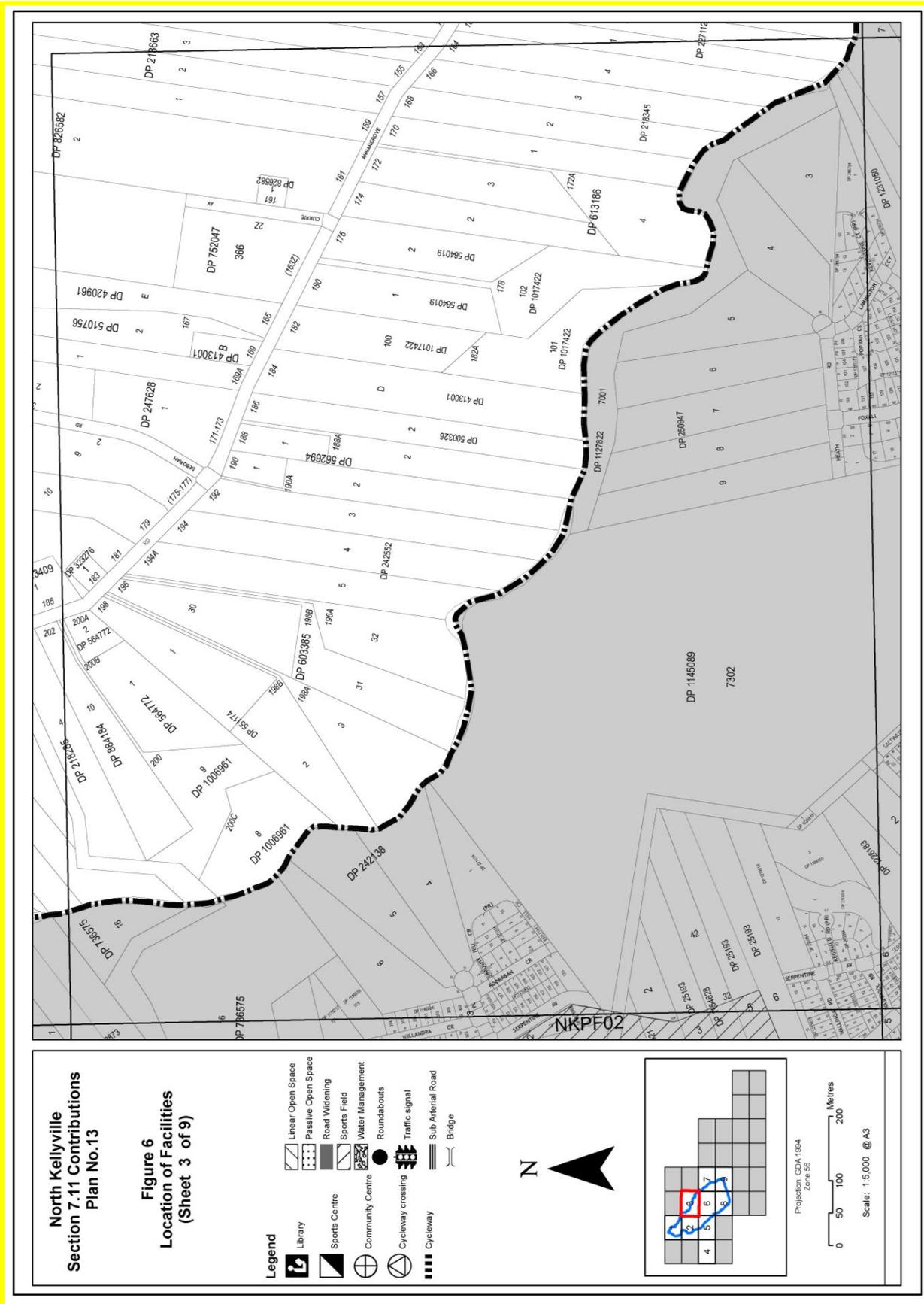




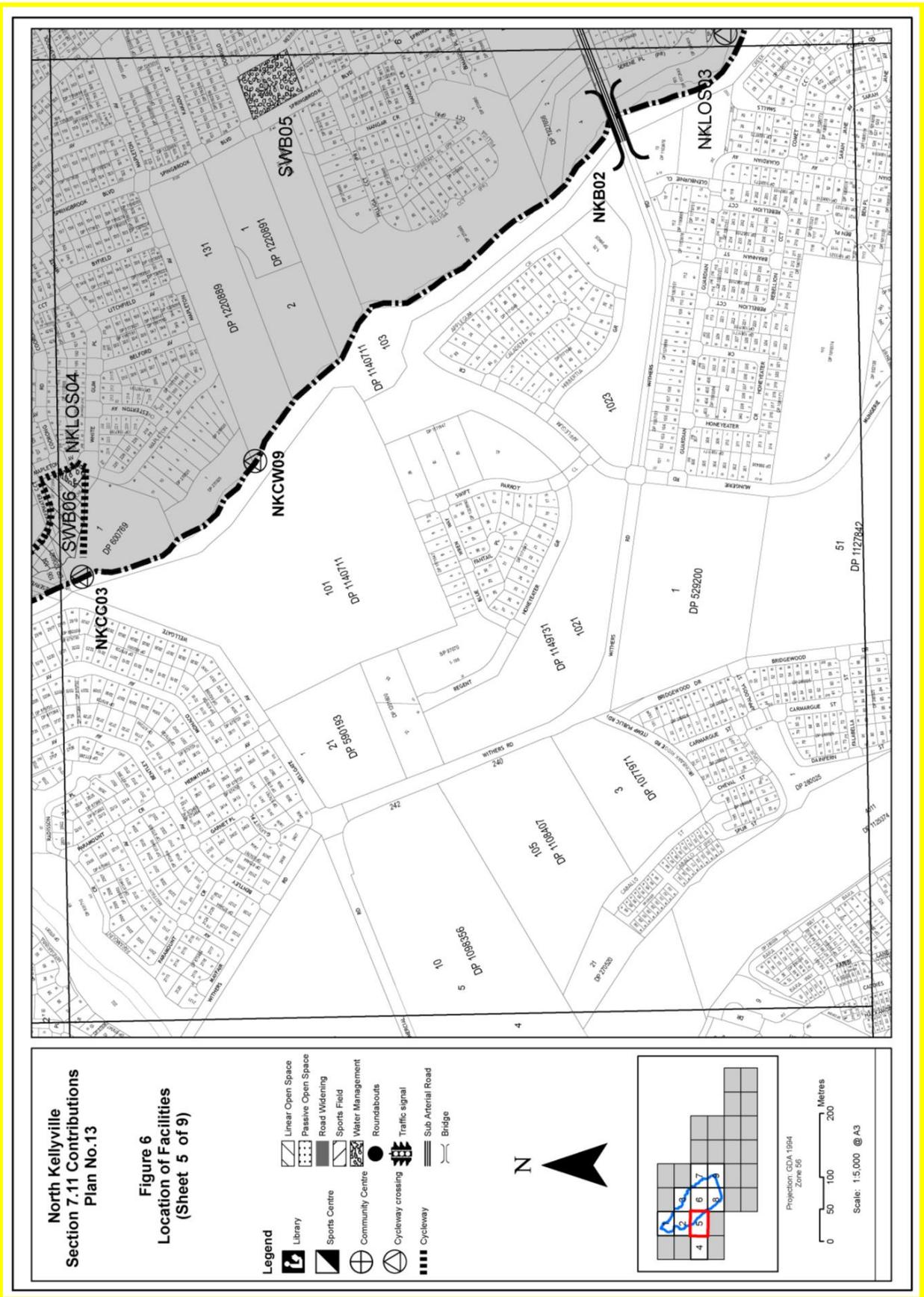




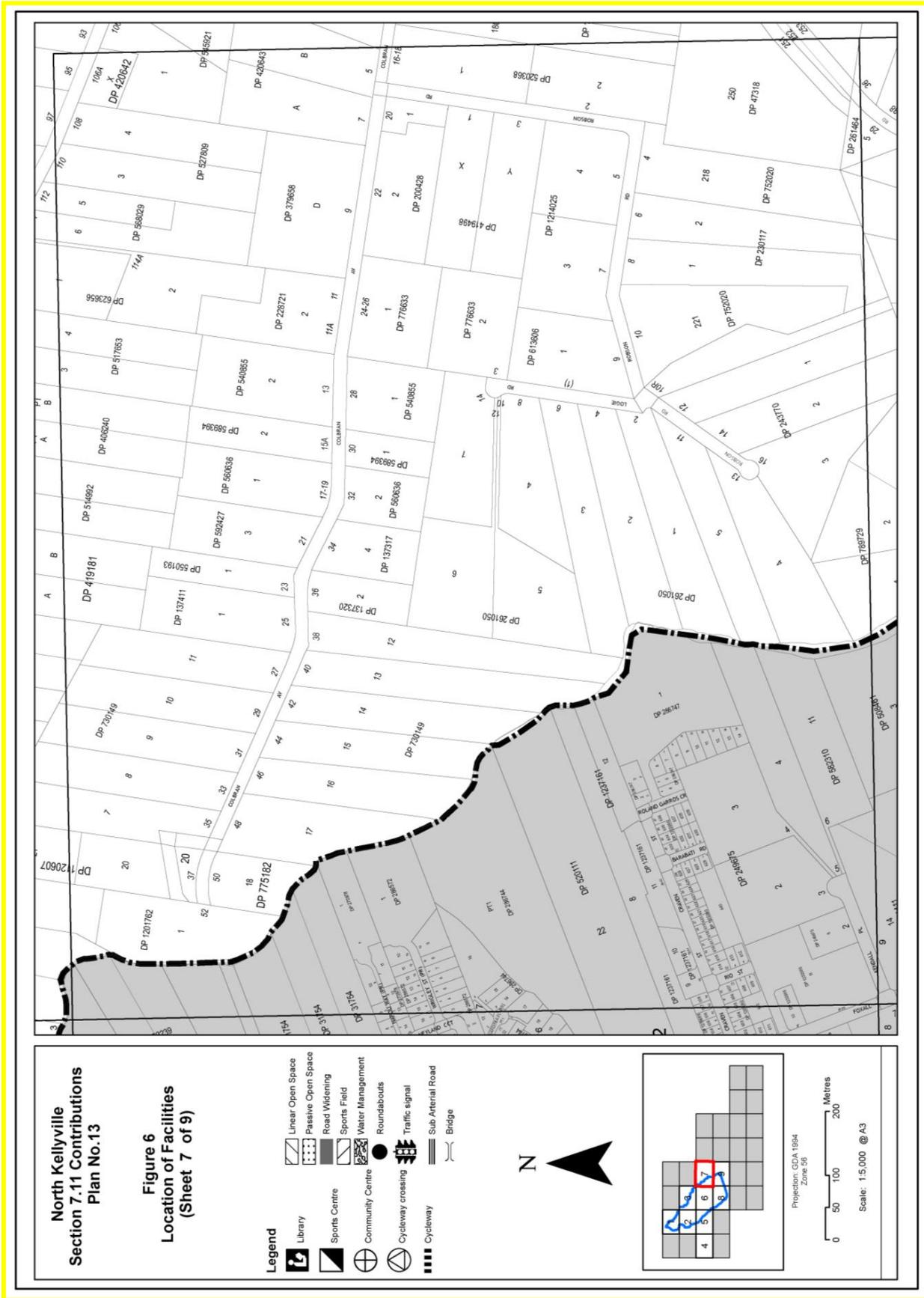


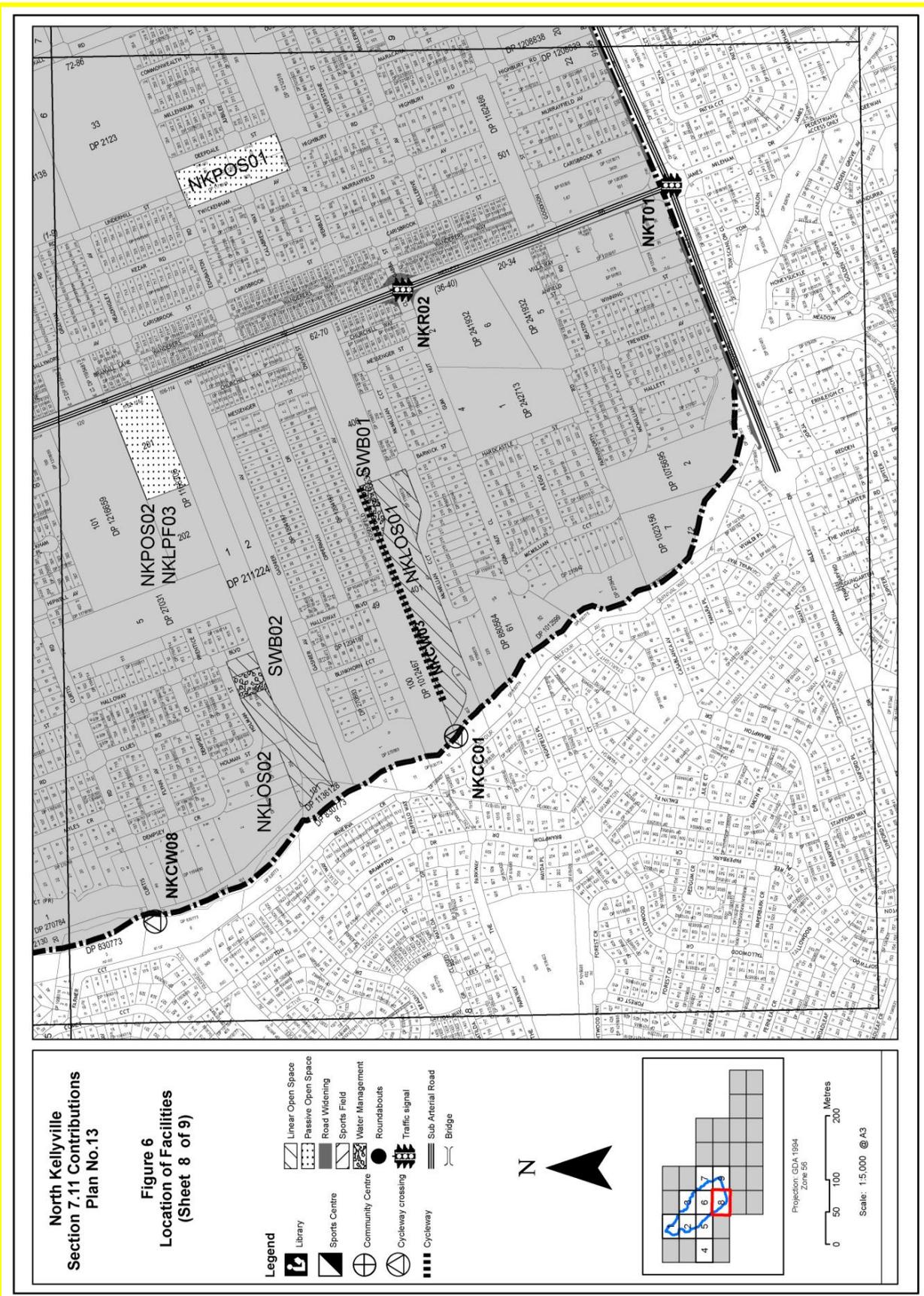


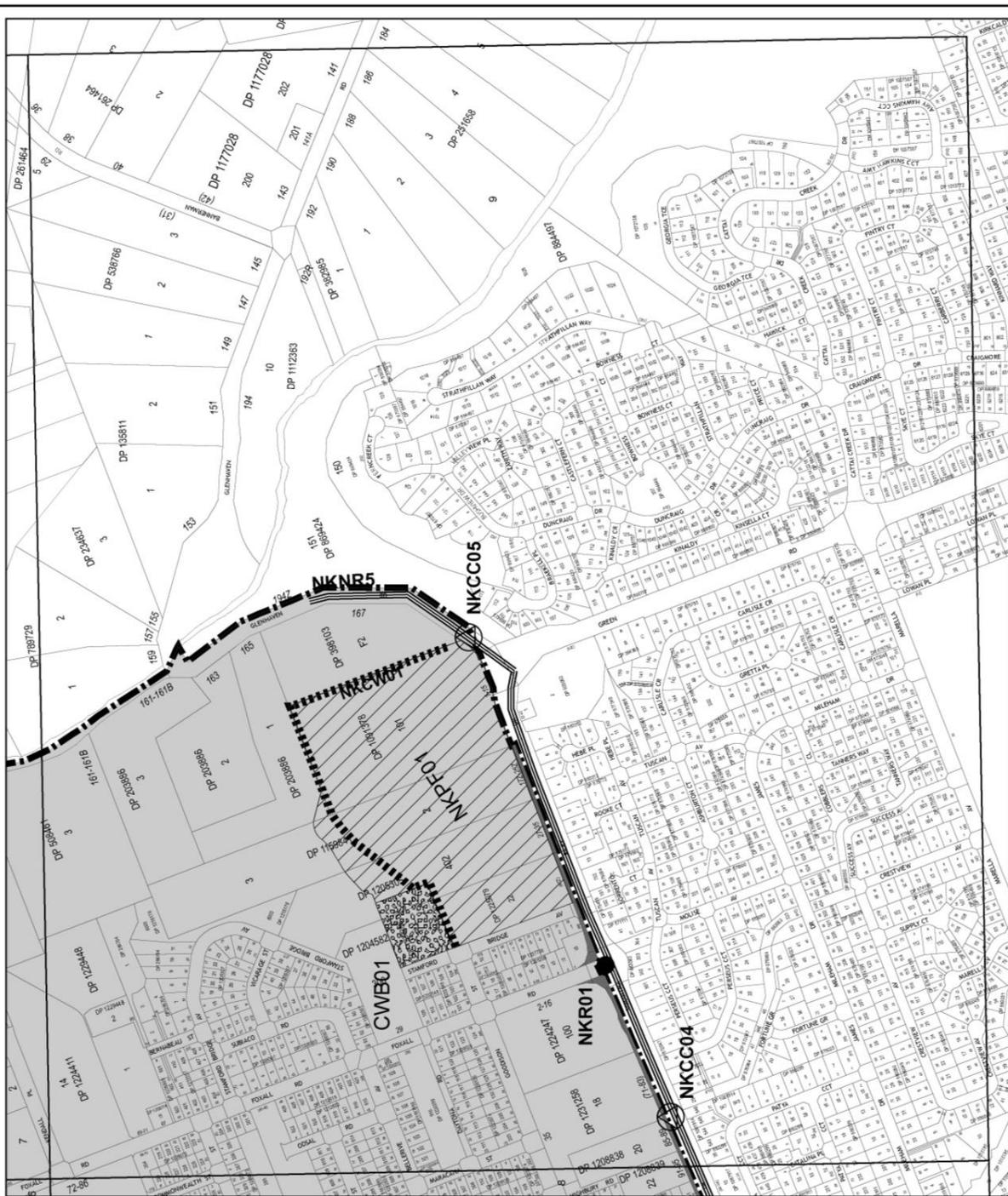








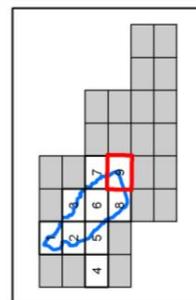




**North Kellyville
Section 7.11 Contributions
Plan No.13**

**Figure 6
Location of Facilities
(Sheet 9 of 9)**

- Legend**
- Library
 - Sports Centre
 - Community Centre
 - Cycling crossing
 - Cyclway
 - Linear Open Space
 - Passive Open Space
 - Road Widening
 - Sports Field
 - Water Management
 - Roundabouts
 - Traffic signal
 - Sub Arterial Road
 - Bridge



Projection: GDA 1994
Zone 56

0 50 100 200
Metres

Scale: 1:5,000 @ A3

4 PART D: SUPPORTING MATERIAL

The following list identifies reports, documents and studies, which have been used for researching the basis of strategies and the Section 94.7.11 Contributions Plan:

- Department of Planning (2004), Section 94 Contributions Plans Practice Notes
- Environmental Planning and Assessment Act 1979
- Environmental Planning and Assessment, Regulation 2000
- Directions of the Minister for Planning in regard to Section 94.7.11 Contributions
- Elton Consulting (2007), North Kellyville Community Facilities and Open Space Assessment Report
- Maunsell/ AECOM Partner (2008), North Kellyville Transport and Traffic Assessment Report
- Worley Parsons (2008), North Kellyville Water Recycle Management Strategy.

Draft The Hills Development Control Plan (DCP) 2012

www.thehills.nsw.gov.au

ATTACHMENT 2

THE
HILLS
Sydney's Garden Shire



Part B Section 7
Industrial

B7

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1. INTRODUCTION

This Section of the DCP must be read in conjunction with Part A – Introduction of this DCP.

1.1. LAND TO WHICH THIS SECTION OF THE PLAN APPLIES

This Section of the Development Control Plan applies to employment lands within The Hills Shire where industrial land uses are permissible under The Hills Local Environmental Plan (LEP) 2012.

1.2. AIMS AND OBJECTIVES OF THIS SECTION

The aim of this Section of the DCP is to establish objectives and development controls for the development of industrial land within The Hills Shire.

OBJECTIVES

- (i) *Encourage a high standard of aesthetically pleasing and functional industrial developments that sympathetically relate to adjoining and nearby developments.*
- (ii) *Ensure that development will not detrimentally affect the environment of any adjoining lands and ensure that satisfactory measures are incorporated to ameliorate any impacts arising from the proposed development.*
- (iii) *Encourage innovative and imaginative designs with particular emphasis on the integration of buildings and landscaped areas that add to the character of the industrial neighbourhood.*
- (iv) *Provide safe and high quality working environments for employees.*
- (v) *Ensure that employment premises incorporate the principles of Ecologically Sustainable Development.*

2. OBJECTIVES AND DEVELOPMENT CONTROLS

Objectives and development controls for industrial developments are set out in the following sections.

In addition to these policies, guidelines and documents specified in section 1.4 of Part A -

Introduction, this Section is to be read in conjunction with other relevant Sections including:

- Part C Section 1 – Parking
- Part C Section 2 – Signage
- Part C Section 3 – Landscaping
- Part C Section 4 – Heritage

2.1. PRECINCT PLANS

OBJECTIVE

- (i) *To ensure the development of specific industrial areas is consistent with the precinct Development Control Plans adopted by Council as part of this Section of the DCP.*

DEVELOPMENT CONTROLS

- (a) The overall development scheme for the Castle Hill Industrial Area is detailed in Appendix A – Precinct Based Development Control Plans (Sheet 1) of this Section of the DCP.
- (b) The overall development scheme for the Annangrove Road Industrial Area is detailed in Appendix A – Precinct Based Development Control Plans (Sheet 6) of this Section of the DCP.
- (c) Sheets 2-5 detailing precinct specific development controls for the other light industrial areas in the Shire are also included in Appendix A – Precinct Based Development Control Plans of this Section of the DCP.

2.2. SITE ANALYSIS

OBJECTIVES

- (i) *To encourage a comprehensive approach to site planning, design and assessment of development.*
- (ii) *To facilitate assessment of how future buildings relate to their immediate surroundings and to each other.*
- (iii) *To facilitate development of a design that minimises the negative impacts on the amenity of adjoining commercial or residential development in accordance with Council's ESD objective 7.*
- (iv) *To facilitate development of a design that is energy efficient and permits adoption of*

renewable energy sources in accordance with Council's ESD objective 5.

- (v) *To ensure development is compatible with land capability.*
- (vi) *To minimise adverse impacts on the environment in accordance with Council's ESD objective 7.*
- (vii) *To ensure during consideration of the site layout and design that disturbance to the natural environment is minimised in accordance with Council's ESD objective 4.*

DEVELOPMENT CONTROLS

- (a) Development should be designed to respect site constraints such as topography, drainage, soil landscapes, flora, fauna and bushfire hazard.
- (b) Disturbance to existing natural vegetation, landforms, creeks, wetlands and overland flow paths should be minimised.
- (c) Development on land adjoining bushland reserves should incorporate measures (such as setbacks and buffers) to prevent any impact on those reserves.
- (d) Development should be sited on the area of land having the least topographic constraints.
- (e) Development should be sited away from steep slopes (particularly those containing natural vegetation) so that, where possible, these features can be kept in a natural state.
- (f) Land with a slope greater than 20% is not suitable for development.
- (g) Development applications for proposals on land with a slope of between 10-20% must be accompanied by a geotechnical assessment.
- (h) Development within the Annangrove Road Light Industrial Area should be sited, designed and landscaped to minimise visual impact upon Rouse Hill House Estate and avoid development of topographically prominent knolls and ridgelines easily viewed from the Estate.

SUBMISSION REQUIREMENT

- Site Analysis.

2.3. DEVELOPMENT SITES

OBJECTIVES

- (i) *To ensure development sites have sufficient areas to provide adequate access, parking, landscaping and building separation.*
- (ii) *To provide for the orderly development of land through subdivision or the consolidation of lots.*
- (iii) *To ensure development on a particular site has due regard to adjoining developments.*

DEVELOPMENT CONTROLS

- (a) The proposed development retains any significant mature vegetation, and provides a suitably landscaped setback to the street frontage in keeping with that of an industrial 'park-like' environment. Plantings shall reduce the visual bulk of the building and screen car parking areas.
- (b) The development complies with the setback provisions of this development control plan, and is generally consistent with adjoining structures in terms of its elevation to the street and building height.
- (c) The proposed development is sited to avoid disturbance of natural site features including existing significant mature vegetation, creeks, steep slope and other significant landforms. The building platform shall be sited in an accessible and practical location on relatively flat terrain with stable soil and geology.
- (d) The development provides a direct, legible, safe and stable means of access for both vehicles and pedestrians from a public road to the proposed building platform. Adequate area is to be provided for the entry, exit and manoeuvring of heavy vehicle or service vehicles within the development site.
- (e) With the exception of the Edwards Road Precinct, the minimum road frontage requirement is 60 metres.
- (f) Development shall not isolate an adjoining area of land that does not meet the minimum lot size identified in The Hills LEP 2012.

SUBMISSION REQUIREMENTS

- Site Plan
- Location and general description of any adjoining developments.
- Earthworks plan showing existing and proposed levels/contours.
- Existing easements, access and infrastructure location.

2.4. SAFETY BY DESIGN**OBJECTIVE**

- (i) *To ensure the design and layout takes into account the safety of occupants and visitors to the site.*
- (ii) *To ensure the design permits surveillance of the site to discourage vandalism and criminal activity in industrial areas.*

DEVELOPMENT CONTROLS

- (a) Design of the buildings and landscaping should ensure natural surveillance of pathways and open space setback areas around buildings, is possible from within the building, and/or from adjoining roads and open space areas;
- (b) Building design should ensure building entrances are visible and discourage entrapment;
- (c) Appropriate lighting and signage is to be provided to identify and promote use of safe access routes.

2.5. FLOOR SPACE**OBJECTIVES**

- (i) *To ensure that the scale and bulk of industrial developments complements the character of the area.*
- (ii) *To ensure that the bulk and scale of industrial developments does not reduce the amenity of adjacent residential or other land uses.*
- (iii) *To ensure that industrial development does not exceed the service and infrastructure capacity of the area.*

- (iv) *To ensure that individual industrial units are of a size suitable to meet the needs of local industry and service providers.*

DEVELOPMENT CONTROLS

- (a) Refer to Clause 4.4 *Floor Space Ratio* of The Hills LEP 2012.
- (b) Up to 50% of buildings/units may have a floor area between 100 square metres and 150 square metres. All other units/buildings must have a minimum floor area of 150 square metres.
- (c) The maximum floor space permitted to be constructed / utilised for ancillary office purposes is 50% of the unit floor area.

To attract industries that do not necessarily require expansive areas for warehousing or manufacture (such as those in the areas of advanced technology, computer facilities, and communications) the above control does not apply to development within the Castle Hill Industrial area. However any floor space constructed / utilised for office purposes may only be used;

- for a purpose that is permissible, or
- for a purpose that is ancillary to and an integral part of a purpose that is permissible within the IN2 Light Industrial zone under The Hills LEP 2012.

SUBMISSION REQUIREMENTS

- Site Plan showing the location and size of the proposed buildings/structures with supporting floor space ratio calculations (excluding uncovered parking areas, internal loading bays and driveways).
- Dimensioned development application plans including a schedule of areas for each separate occupancy unit proposed.

2.6. SETBACKS**OBJECTIVES**

- (i) *To provide an open streetscape with substantial areas for landscaping and screen planting.*

- (ii) *To provide an effective buffer to preserve the natural features and creeks in accordance with Council's ESD objective 4.*
- (iii) *To minimise overshadowing of adjoining properties.*
- (iv) *To protect privacy and amenity of any adjoining land uses.*
- (v) *To provide a desirable and aesthetically pleasing working environment.*

DEVELOPMENT CONTROLS

- (a) The building setbacks to roads, open space, trunk drainage and other lands, are shown in Appendix A – Precinct Based Development Control Plans of this Section of the DCP, Sheets 1-6.
- (b) A minimum building setback of 5 metres for buildings and 2 metres for ground level car parking will be required to all other site boundaries not indicated on Sheets 1-6.
- (c) Council will require written concurrence from Integral Energy for developments proposed within an electricity easement.
- (d) The setback to a creek is to be no less than 40 metres from the top bank of the creek or otherwise to the requirements of the Office of Water.
- (e) All building setbacks are to be landscaped in accordance with section of 2.15 of this Section of the DCP and with the provisions of Part C Section 3 – Landscaping.
- (f) Other than within the Castle Hill Industrial Area where a building setback is 20 metres or more, car parking may be sited 10 metres closer than the building to that boundary.
- (g) The following building setbacks shall be applied within the Castle Hill Industrial Area only (including land zoned B5 – Business Development within the Castle Hill Industrial Area): -

Internal Roads

- 15 metres with no car parking forward of the building.
- 23 metres where car parking is situated forward of the building.

Arterial Roads

- 20 metres with no car parking forward of the building.
 - 30 metres where car parking is situated forward of the building.
- (h) Car parking may be permitted within the front building setback provided it is setback 10 metres from a local road frontage and 20 metres from an arterial road frontage. The car park area is to be screened from view and the setback adequately landscaped in accordance with the provisions of this Section of the DCP.
 - (i) Where a proposed acquisition for road widening affects a development site, the minimum setback will be measured from the proposed new alignment of the road.
 - (j) The following setbacks apply to Lot 4 DP 616348, 912-914 Old Northern Road, Glenorie:
 - a. 10 metre landscaped setback to Whites Road (containing no car parking);
 - b. 23 metre building setback to Old Northern Road;
 - c. 5 metre landscaped setback to all other boundaries.

SUBMISSION REQUIREMENTS

- Building setback dimensions are to be shown on development application plans.

2.7. BUILDING HEIGHTS

OBJECTIVES

- (i) *To ensure that building heights respond to the existing landform of the neighbourhood, including ridgelines and drainage depressions.*
- (ii) *To protect privacy and amenity of surrounding allotments and residential development.*
- (iii) *To minimise overshadowing of adjoining allotments.*

DEVELOPMENT CONTROLS

- (a) Refer to Clause 4.3 *Height of Buildings*, Clause 5.6 *Architectural roof features* and Height of Building Maps in The Hills Local Environmental Plan 2012.

- (b) In all industrial zones other than the Castle Hill Industrial area the maximum building height of any structure or building shall be no more than 15 metres above ground level except:-
- where the building is within 30 metres of a residential property boundary where the height will be a maximum of 10 metres; or
 - the area is the subject of Appendix A – Precinct Based Development Control Plans Sheet 6 where the building height envelope specified on Sheet 6 applies.
- (c) For the Castle Hill Industrial area the maximum building height of any structure or building shall be no more than 20 metres above ground level except where the building is within 30 metres of a residential property boundary where the height will be a maximum of 10 metres.

SUBMISSION REQUIREMENTS

- Shadow Diagrams where development adjoins residential development.

2.8. BUILDING MATERIALS

OBJECTIVES

- (i) *To promote integrated, visually harmonious and attractive buildings in industrial areas.*
- (ii) *To promote the use of materials that involve minimal impact on the environment in accordance with Council's ESD objective 5.*

DEVELOPMENT CONTROLS

- (a) All building construction must comply with the Environmental Planning & Assessment Act 1979 and Building Code of Australia.
- (b) The following factors must be considered when selecting materials:
- suitability for the purpose;
 - durability;
 - long term appearance;
 - local environmental impacts;
 - broader and longer term environmental impacts;
 - the quantity of material required; and
 - life cycle assessment.
- (c) Avoid oversupply and waste of materials by careful assessment of quantities needed.
- (d) Avoid materials that are likely to contribute to poor internal air quality such as those generating formaldehyde (new carpets) or those that may create a breathing hazard in the case of fire (eg polyurethane).
- (e) Select materials that will minimise the long-term environmental impact over the whole life of the development.
- (f) Preference should be given to materials derived from renewable sources or those that are sustainable and generate a lower environmental cost, recycled material or materials with low embodied energy, better lifecycle costs and durability. For example, use plantation rather than old growth timbers.
- (g) Choice of materials should be based on consideration of both their environmental and economic costs.
- (h) All external walls of buildings used for office/showroom purposes should generally be totally of brick, pre-cast panel or glass construction. However use of new materials that generate a lower environmental cost will be considered on their merits.
- (i) All walls visible from the street, or land adjoining or near the subject property must be treated (at a minimum they must be painted) to ensure the visual amenity of adjoining business is protected.
- (j) Material should incorporate graffiti proof surfaces wherever possible.
- (k) Roofs of buildings shall be pre-colour coated masonry, tile or metal. Galvanised iron, zinaclume, any fibrous sheeting (asbestos cement etc) or any other uncoloured metal deck surface is unacceptable. However use of new materials that generate a lower environmental cost will be considered on their merits.
- (l) Natural ventilation is preferred. However where mechanical ventilation is necessary any roof ventilators, exhaust towers, hoppers and the like are to be located so that they are not visible from public places or residential areas. These elements are to be incorporated into the design of the buildings.

SUBMISSION REQUIREMENTS

- Schedule of External Materials
- Streetscape Perspective including landscaping.

2.9. SIGNAGE**OBJECTIVES**

- To provide businesses the opportunity of identifying their location and activity.*
- To ensure that signage does not detract from the visual appeal of buildings within the employment area by prohibiting superfluous and unsuitable signs.*

DEVELOPMENT CONTROLS

- The details of the development controls applying to advertising signs and structures within the Shire are contained in Part C Section 2 – Signage.

SUBMISSION REQUIREMENTS

- Signage Plan

2.10. FENCING**OBJECTIVE**

- To ensure that fencing does not detract from the overall visual amenity and character of the area.*

DEVELOPMENT CONTROLS

- No fencing, other than of a low, ornamental type may be erected within the building setback area to any road.
- Fencing along rear boundaries adjacent to a trunk drainage zoning shall be integrated with any landscape buffer zone or building setback.
- All chain-wire fencing is to be black or dark green in colour.
- Pre-painted solid, metal fencing (i.e. Colorbond fencing) is not acceptable because of its poor visual appearance.

SUBMISSION REQUIREMENTS

- Fencing details for the site, clearly showing the location, height and type of fencing, is to be submitted as part of the Development Application.

2.11. HOURS OF OPERATION**OBJECTIVES**

- To ensure that industrial developments operate in a manner compatible with adjoining land uses.*

DEVELOPMENT CONTROLS

- Hours of operation within industrial areas (except for Bulky Goods Premises) are restricted to 7.00am to 6.00pm Monday to Saturday with no work or activity to be carried out on Sundays or public holidays, except as provided below;
- Hours of operation for Bulky Goods Premises are to be restricted to between 7.00a.m. and 6.00p.m. each day except for Thursday when the activity can continue past 6.00p.m. to 9.00p.m. but only if the site does not adjoin or is not adjacent to a residential zone.
- Notwithstanding a) and b) above:
 - occupants of sites that are not adjoining or adjacent to a residential property may request that the site be considered as a “Low Noise Generating use”.
 - Low noise generating uses may be permitted extended days and hours (up to 24 hours) of operation beyond those specified in a) and b) above.
 - In order to be considered as a Low Noise Generating use the planning application submitted must be accompanied by a report from an acoustic consultant that demonstrates that the proposed use will not generate noise in excess of 5dB(A) above the background noise levels, where measured at any boundary adjoining or adjacent to a residential property. This report must include all activities including any vehicle (especially heavy vehicle) movements to and from the site.

SUBMISSION REQUIREMENTS

- Details of days and hours of operation to be provided in the Development Application.
- A statement of compliance from an acoustical consultant may be required to demonstrate that the noise generated by development generally does not exceed 5dB(A) above the background noise levels, where measured at any boundary adjoining or adjacent to a residential property.
- The statement of compliance will also include an assessment and schedule of truck movements, type and times.

2.12. ENERGY EFFICIENCY

Energy-efficient design and construction will assist in creating ecologically sustainable environments, reducing the use of fossil fuels and encouraging the use of renewable energy.

OBJECTIVES

- (i) *To facilitate the design and construction of energy efficient buildings.*
- (ii) *To require building designs that will minimise energy needs and that will utilise passive solar design principles.*

DEVELOPMENT CONTROLS

- (a) The design of the buildings shall demonstrate passive solar design principles i.e.,
 - window placement;
 - building orientation;
 - shading;
 - insulation;
 - thermal mass;
 - ventilation; and
 - incorporation of suitable landscaping.
- (b) In designing the building, consideration must be given to utilising the large areas of roof space for generating electricity via solar panels or other relevant technology.

Issues that need to be considered are:-

- The orientation and pitch of the roof. The portions of the roof suitable for solar panels must be oriented north to maximise sunlight on these areas;

- The capability of the roof to accommodate, or to be easily reinforced so it can accommodate, solar panels and/or other relevant equipment.
- (c) All buildings with an office component greater than 100m² shall achieve as a minimum, a 4-star Building Greenhouse rating in respect to energy efficiency for the office component of the development. Details of the rating for each relevant building are to be provided with the Development Application.
 - (d) In the case where an existing office is extended any constraints arising from the design of the existing building will be taken into consideration if the 4-star requirement is not achieved.

Note. Advice on the Building Greenhouse rating can be obtained from the Australian Building Greenhouse Rating website www.abgr.com.au.

- (e) Where a hot water service is provided to any sole-occupancy building or unit a hot-water system with a greenhouse gas emission score of 3.5 or greater is to be installed to suit the needs of that building or unit.

2.13. BIODIVERSITY**OBJECTIVE**

- (i) *To conserve and protect the biodiversity of the Shire including habitats of threatened flora and fauna species and communities.*

DEVELOPMENT CONTROLS

- (a) Significant flora and fauna species, ecological communities and their habitats are to be preserved.
- (b) Development should be designed to retain existing bushland and fauna habitats, including identifiable corridors and linkages.

SUBMISSION REQUIREMENTS

- Fauna and Flora Assessment.
- If the assessment finds that there is likely to be a significant effect on threatened species, populations or ecological communities, or their habitats, applicants will be required to submit a Species Impact Statement (SIS). Reference

should be made to the requirements of the Environmental Planning & Assessment Act 1979, and the Threatened Species Conservation Act 1995.

2.14. EROSION AND SEDIMENT CONTROL

Land degradation associated with urban development can be avoided or mitigated, largely through appropriate planning before commencement of earthworks and by using best management practices available.

OBJECTIVES

- (i) *Minimise land degradation, water pollution and damage to infrastructure from erosion and accumulated sediment.*
- (ii) *To provide development controls for all stages of development and to ensure a consistent approach to erosion and sediment control.*

DEVELOPMENT CONTROLS

- (a) Applications for all development, including subdivision, are to be accompanied by an Erosion and Sediment Control Plan (ESCP) that will describe the measures to be taken at development sites to minimise land disturbance and erosion and to control sediment pollution of creeks. ESCPs are to clearly identify the erosion and sediment control measures to be used.
- (b) Erosion and Sediment Control Plans shall be prepared in accordance with "Managing Urban Stormwater – Soils and Construction", produced by Landcom.

SUBMISSION REQUIREMENTS

- Erosion and Sediment Control Plan

2.15. LANDSCAPING AND TREE PRESERVATION

OBJECTIVES

- (i) *To ensure a high standard of environmental quality of individual developments and of the overall visual amenity and character of the area.*
- (ii) *To ensure that existing landscaping is retained and integrated into the design of the development in accordance with Council's ESD objective 4.*
- (iii) *To ensure landscaped areas can be appropriately maintained.*
- (iv) *To ensure that existing trees are given every opportunity to be retained and incorporated into the final development in accordance with Council's ESD objective 4.*
- (v) *To ensure that vegetation removed as a part of the land development process is replaced by suitable endemic species in accordance with Council's ESD objective 4.*

DEVELOPMENT CONTROLS

- (a) Existing trees and surrounding shrubs, groundcovers and grasses should be preserved.
- (b) All setback and car parking areas are to be regenerated and maintained to a high standard utilising endemic species. Where buildings are visible from adjoining residential or rural land the setback areas must include planting to screen views into the development and minimise the visual prominence of the buildings. In this regard setbacks must include:-
 - taller trees that create a canopy, which will screen the upper sections of the building. The mature canopy height should be between 6 metres and the top of the building;
 - supported by lower shrubs with a mature height of 2 to 4 metres to break up views of car parking areas and lower parts of the building.
- (c) Native species are to be used to maintain a strong natural theme for the neighbourhood owing to their low maintenance characteristics, relative fast growth, aesthetic appeal and suitability to the natural habitat.

- (d) Landscape treatments are to harmonise with building designs and should consist of trees, shrubs, groundcovers and grass. Introduced species, such as Kikuyu, which are intensive users of water and which are invasive and result in degradation of natural areas will not be permitted.
- (e) Landscaping measures are to be used that assist in conserving water such as:-
 - installing an electronically controlled and rain switched irrigation system;
 - use of indigenous species best suited to the local climate and soil conditions;
 - use of mulches and groundcovers to retain soil moisture; and
 - minimising lawn and using native grasses for lawn and maximising gardens.
- (f) Landscaping is to be provided in accordance with the provisions set out in Part C Section 3 – Landscaping.
- (g) Grassed embankments are not to exceed an 1:6 slope.
- (h) Earth mounding is desirable within setback areas to reduce noise-associated impacts.
- (i) All landscaped areas are to have a minimum width of 2 metres.

SUBMISSION REQUIREMENT

- Landscape plan.

2.16. CARPARKING

OBJECTIVES

- (i) *To ensure the safety of all road users in industrial areas.*
- (ii) *To ensure that all car parking demands generated by the development are accommodated on the development site.*
- (iii) *To protect the free flow of traffic into and out of the industrial allotments and the surrounding street network.*
- (iv) *To ensure that the provision of off-street parking facilities does not detract from the overall visual amenity and character of the neighbourhood in relation to streetscape.*

DEVELOPMENT CONTROLS

- (a) Car parking is to be in accordance with Part C Section 1 – Parking.
- (b) Other than within the Edwards Road Precinct, Buildings/units with a floor area between 100 square metres and 150 square metres require a minimum of three car parking spaces.
- (c) Visitor car parking is to be provided at a rate of 1 space for every 2 units constructed.
- (d) All car parking required by Council shall be provided on-site.
- (e) Minimum parking dimensions and construction standards are detailed in Part C Section 1 – Parking.
- (f) A two metre wide landscape strip is to be provided after every tenth parking space.
- (g) Car parking areas that adjoin public roads or spaces are to be visually screened by landscaping.
- (h) Disabled parking provision is to be provided in accordance with The Hills Shire Council policy entitled “Making Access for All 2002”.

SUBMISSION REQUIREMENTS

- Site Plan showing the number of car parking spaces and calculations.

2.17. VEHICULAR ACCESS

OBJECTIVES

- (i) *To ensure the safety of all road users in industrial areas.*
- (ii) *To ensure that vehicles can enter and exit premises in industrial areas in a safe and efficient manner.*
- (iii) *To maintain the performance of roads that provides an arterial or sub-arterial function.*

DEVELOPMENT CONTROLS

- (a) Adequate vehicular entry and exit from the development is to be provided and shall be designed to provide a safe environment for both pedestrians and vehicles using the site and surrounding road networks.

- (b) All internal roadways are to have a minimum width suitable to the proposed industrial activities of the site. Road widths will be assessed on the individual merits of the road design and layout and are subject to approval by Council.
- (c) Vehicular access to and from developments across frontages marked "ACCESS DENIED" on the DCP sheet map is prohibited. Access is limited to designated locations as shown on the DCP sheet map.
- (d) Vehicular ingress and egress to the site must be in a forward direction at all times.
- (e) Driveways from public roads will be:
- perpendicular to the road within the building setback;
 - separated or divided at the property boundary for ingress and egress movements; and
 - sight distance are to be in accordance with Part C Section 1 – Parking and Council's Design Guidelines for Subdivisions/ Developments.
- (f) All roads intended to be dedicated to Council, as public roads shall be constructed to Council's requirements.
- (g) All road frontages to a development site (other than those identified within Council's Contribution Plan) are required to be constructed **and dedicated to Council, at no cost** prior to the issue of any occupation certificate.

For the redevelopment of Lot 4 DP 616348, 912-914 Old Northern Road, Glenorie:

- (h) Kerb and gutter is to be provided to the Old Northern Road and Whites Road frontages of the site.
- (i) A 3.5 metre footpath reservation must be provided to both frontages in addition to widening of the pavement (road carriageway) in Whites Road so that a 13 metre wide pavement can be achieved.
- (j) Pavement widening will also be required in Old Northern Road from the new kerb to the existing edge of bitumen in accordance with Roads and Maritime Services requirements.

SUBMISSION REQUIREMENT

- Applicants are required to submit plans and details with the Development Application of

proposed vehicular access and circulation. Details must specifically relate to vehicular movement, layout and turning circles.

2.18. BICYCLE PARKING

Cycling is a healthy, low cost, environmentally friendly form of transport that offers a flexible and low-impact alternative to the use of private motor vehicles.

OBJECTIVES

- (i) *To make it easier and more convenient for people to travel to and from places using bicycles.*
- (ii) *To reduce the rate at which the demand for car travel increases in the future, thereby helping to improve air quality.*

DEVELOPMENT CONTROLS

- (a) Bicycle parking facilities are required for all new industrial developments. At a minimum these facilities are required to be provided for:-
- any new development, which exceeds 4,000m² in floor area; and
 - any developments which will have the effect of increasing the size of the total development to greater than 4,000m².
- (b) Bicycle parking spaces for the above developments are to be provided at a minimum rate of 2 spaces plus 5% of the total number of car parking spaces required for the development. Consideration should be given to the provision of undercover facilities.
- (c) Bicycle parking should be located in close proximity to the building entrances and clustered in lots not exceeding 16 spaces.
- (d) Bicycle parking facilities shall support bicycles in a stable position without damage to wheels, frames or other components.
- (e) Bicycle parking facilities should be located in highly visible, illuminated areas to minimise theft and vandalism.
- (f) Bicycle parking facilities shall be securely anchored to the site surface so they cannot easily be removed and shall be of sufficient strength to resist vandalism and theft.

- (g) Bicycle parking facilities shall not impede pedestrian or vehicular circulation and should be in harmony with their environment and design. Parking facilities should be incorporated wherever possible into building or street furniture.
- (h) Racks must not be placed so close to any wall or other obstruction so as to make use difficult.
- (i) Bicycle parking facilities within car parking areas shall be separated by a physical barrier to protect bicycles from damage by cars, such as curbs, wheel stops or other similar features.
- (j) Each bicycle parking space shall be not less than 1.8 metres in length and 600mm in width and shall have a bicycle rack system.
- (k) Consideration should be given to providing staff change rooms and washing facilities.

2.19. LOADING FACILITIES

OBJECTIVES

- (i) *To ensure that loading facilities required in association with developments do not detract from the amenity of nearby public spaces and residential land uses.*
- (ii) *To ensure that adequate areas are set aside on site to allow for the safe and efficient manoeuvring of delivery and service vehicles.*

DEVELOPMENT CONTROLS

- (a) Loading docks shall be located so as they are not visible from adjoining residential areas and do not transmit excessive noise to adjoining residential areas.
- (b) Where practical, loading docks or vehicular entries to industrial buildings shall not be provided on any street elevation. Where such facilities can only be provided to street frontages, they must be screened with landscaping.
- (c) Turning provisions are to be provided within the site for the manoeuvring of vehicles using the loading and unloading facilities in accordance with AUSTROADS Design Vehicular and Turning Templates.
- (d) Loading dock facilities are to be able to serve the types of trucks likely to service the development.

SUBMISSION REQUIREMENTS

- Plans and details of proposed vehicular access and circulation detailing vehicular movement, layout and turning circles.
- Plans and details that demonstrate that the loading dock facilities are adequate to serve the development.

2.20. PEDESTRIAN ACCESS AND MOVEMENT

OBJECTIVES

- (i) *To ensure that developers comply with the provisions of Australian Standard AS1428.1-2001, in regard to appropriate and improved access and facilities for all persons.*
- (ii) *To require designers/developers to provide for the needs of people who are mobility impaired and to provide greater than minimum requirements for access and road safety.*

DEVELOPMENT CONTROLS

- (a) Car parking spaces and layout should be designed to accommodate the limited mobility possessed by disabled drivers and passengers by providing room for loading and unloading of wheelchairs beside and behind vehicles.
- (b) All pathways and ramps should conform to the minimum dimensional requirements set out in AS1428.1-2001 Design for Access and Mobility.
- (c) Street furniture and obstructions should be kept clear of pathways, while overhanging objects should not be lower than 2,100mm above pathways.
- (d) All surfaces should be stable, even and constructed of slip resistant materials.
- (e) International Symbols of Access should be displayed where buildings, crossings, amenities, car parking, pathways and ramps are accessible, as detailed in The Hills Shire Council policy entitled "Making Access For All 2002".
- (f) Where newly created floor space or additional floor space (which exceeds 25% of the total existing floor space) is being proposed, a concrete footpath must be constructed in the

road verge along any boundary that fronts a public road. The pathway must be completed prior to occupation and is to be constructed in accordance with Council's specifications, which include the following requirements:

- a minimum width of 1.5 metres;
 - the path must be located no closer than 600mm to the kerb;
 - it must be constructed on a compacted 50mm sand or equivalent sub-base;
 - it must be 100mm thick and constructed from 25 MPa concrete reinforced with F62 mesh and a 40mm cover top sandstone finish.
- (g) Clearly defined pedestrian pathways are to be provided between proposed developments and proposed footpaths along sub-arterial roads.

SUBMISSION REQUIREMENTS

- Documentation to demonstrate how the objectives and development controls have been satisfied.

2.21. SERVICES

OBJECTIVES

- (i) *To ensure that the physical services necessary to support industrial development are available.*
- (ii) *To ensure that all uses are compatible with the workings and operations of the Integral Energy Electricity Easement.*
- (iii) *To ensure public safety is not compromised.*
- (iv) *To provide a suitable buffer for noise and emissions from any Sewage Treatment Plant (STP).*

DEVELOPMENT CONTROLS

- (a) Development consent will not be granted until arrangements satisfactory to the relevant authorities are made for the provision of services.
- (b) Development restrictions apply within electricity easements and developers and landowners are required to gain approval from Integral Energy for all activities and works carried out within the easement in addition to complying with Council requirements. An indication of activities that

require approval and activities that are prohibited are listed in Figure 1 below.

- (c) All developments within the Rouse Hill STP buffer zone must have regard for the former DUAP Circular No. E3. The buffer zone is bounded by:-
 - Annangrove Road to the northwest;
 - Withers Road to the southwest;
 - Mile End Road to the southeast; and
 - a line extending from the junction of Annangrove Road and Edwards Road the junction of Second Ponds Creek and the unformed Hillview Road;
- (d) All services shall be underground and installation of services should occur in a co-operative manner for efficiency and to minimise ground disturbance.
- (e) Sites within the Rouse Hill Release Area must be connected to the Sydney Water Recycled Water System.

Figure 1 – Integral Energy Requirements

The requirements below are relevant for sites that contain electricity easements. There are a number of large easements in the Annangrove Road Industrial Area

Some of the activities that require Trans Grid approval include:

- burning off or the lighting of fires;
- the operation of mobile plant or equipment having a height when fully extended in excess of 4.3 metres;
- the installation of utility services such as low voltage electricity, telephone and water lines, whether overhead, underground or on the surface;
- the construction of outbuildings including sheds, stables, garages and carports, where there is no suitable site clear of the easement area (encroachments beyond 3 metres will not be permitted);
- the construction of unroofed verandahs and pergolas attached to dwellings;
- the development of subdivisions for residential and industrial purposes;
- the construction of roads;
- the construction of in-ground or above ground swimming pools;
- the construction of tennis courts;
- excavation and major earth works/regrading; and
- the erection of fencing.

However, there are several activities, which are prohibited and include the following:

- the construction of, whole or parts of, dwellings,

- buildings or other substantial structures;
- the installation of fixed plant or equipment;
- the storage of flammable liquids or explosives;
- the placing of garbage, refuse or fallen timber;
- the planting or cultivation of trees or shrubs which grow to a height exceeding 4 metres; and
- the placing of obstructions of any type within 15 metres of any transmission line structure or supporting guy.

SUBMISSION REQUIREMENTS

- Evidence of suitable arrangements with the following are required to be submitted with Development Applications:
 - Sydney Water for potable and recycled water, sewage and drainage;
 - Telecommunications carrier for telephones and associated equipment;
 - Integral Energy for underground electricity;
 - AGL for gas supplies; and
 - NSW Fire Brigades.
- Documentation to demonstrate how the objectives and development controls are satisfied.
- Any land or part thereof, covered by the buffer zone must demonstrate how the objectives and development controls are satisfied.

2.22. STORMWATER MANAGEMENT

OBJECTIVES

- (i) *To ensure that industrial development does not impact on the water quality of adjacent properties or creeks.*
- (ii) *To provide for the disposal of stormwater from the site in efficient, equitable and environmentally sensible ways.*
- (iii) *To encourage the re-use of stormwater for the irrigation of landscaped areas, particularly during establishment periods.*

DEVELOPMENT CONTROLS

- (a) Water Sensitive Urban Design (WSUD) measures shall be employed in the management of the site's/development's stormwater in terms of water retention, reuse and cleansing.

In all development, two or more of the following water sensitive urban design measures must be implemented in the development:-

- M1** Low Impact Building Design
- M2** Low Impact Landscape Design
- M3** Porous Paving
- M4** Rainwater Utilisation – toilet, hot water
- M5** On-Site Infiltration System
- M6** Stormwater Treatment System
- M7** Infiltration or Retention Basin
- M8** Stormwater Utilisation – irrigation

Development in the Kellyville Rouse Hill Release Area must connect to the Sydney Water Recycled Water System. This connection will be accepted as one of the two WSUD measures required instead of any rainwater re-use system.

Details on the actions required to implement each of these measures is included in Appendix B – Water Sensitive Urban Design of The Hills DCP.

- (b) Installation of rainwater tanks requires consent from Sydney Water. A condition will be imposed on any approval requiring this consent be obtained.
- (c) No adverse effects are to be experienced by downstream landowners from discharges from sites that slope down from the fronting street.
- (d) Discharge points are to be accessible for water quality testing.
- (e) Discharge points are to be controlled and treated to prevent soil erosion, and may require energy dissipating devices on steeper topography, to Council's requirements.
- (f) On-site detention may be required to Council's satisfaction to counteract an increase in stormwater runoff.
- (g) In order to protect the natural and built environment, all water leaving the site is to be treated for the removal of all sediments, heavy metals, pollutants and other contaminants that may be produced by the industrial and associated activities on site.
- (h) The design of drainage systems is to be in accordance with Council's Design Guidelines for Subdivisions/ Developments.

- (i) The requirements of the Office of Water must be satisfied.

Note. For any development proposed within the Annangrove Road Light Industrial Area as shown on Appendix A – Precinct Based Development Control Plans Sheet No.6 to this Section of the DCP, an applicant is required to consult with Council's Health & Environment Department to determine if the proposed development is in an area identified as having known salinity hazard.

If the proposed development is identified in an area of known salinity hazard, reference should be made to the Western Sydney Salinity Code of Practice, March 2003, for guidelines for recommended site investigations, appropriate salinity management responses and preparation of a site specific salinity management plan.

Whilst the majority of WSUD techniques identified in this Section of the DCP emphasise infiltration as a means of managing stormwater quality and quantity, there are several alternative methods available which are not in conflict with salinity issues and still focus on reducing overall water usage. Such techniques should still be incorporated within the design of new development.

SUBMISSION REQUIREMENTS

- Preliminary Engineering Drainage Drawings indicating the proposed drainage infrastructure.
- Method of pollutant removal during and after development.
- If required, easements are to be created over downstream properties prior to the Council granting an operative development consent.

2.23. WATER EFFICIENCY

OBJECTIVES

- (i) *To reduce the water consumption of apartment building developments.*
- (ii) *To recycle and re-use water in developments in accordance with Council's ESD objective 3.*

DEVELOPMENT CONTROLS

- (a) Showerheads and taps must have reduced water flow devices. Taps may also be aerated.
- (b) Toilet cisterns must have a "AAA" (dual flush 3/6 litre) rating.
- (c) All other appliances and fittings must be water efficient, preferably with a "AAA" water rating.
- (d) Water cooled air conditioning systems are discouraged. If a water cooled system is to be used bleed rates should be linked to TDS meters.
- (e) Installation of a metering system that measures mains water used in different areas of the site enables monitoring and detection of excess water usage.

SUBMISSION REQUIREMENTS

- Details of appliances, fittings and tanks to be used in the development.

2.24. POLLUTION CONTROL

OBJECTIVES

- (i) *To ensure that pollution sources are contained on site and not transmitted to non compatible land uses.*
- (ii) *To ensure the environmental and social qualities of the surrounding areas are maintained.*

DEVELOPMENT CONTROLS

- (a) All developments are restricted to sewered sites.
- (b) The emission of air impurities, as defined under the Protection of the Environment Operations Act 1997, is to be controlled to the satisfaction of Council at all times.
- (c) Certain uses may be required to be licensed under the Protection of the Environment Operations Act 1997.
- (d) Any machinery or activity considered to create a noise nuisance must be adequately soundproofed in accordance with the provisions of the Protection of the Environment Operations Act 1997.

- (e) The use of mechanical plant and equipment may be restricted where sites are located near existing and proposed residential areas.
- (f) Incinerators are not permitted for waste disposal.

SUBMISSION REQUIREMENT

- Documentation to demonstrate how the objectives and development controls are satisfied.

2.25. WASTE MANAGEMENT – STORAGE AND FACILITIES

OBJECTIVES

- (i) *To minimise the overall environmental impacts of waste.*
- (ii) *To maximise, through design, the opportunities to deal with industrial waste according to the waste hierarchy as given in Council's ESD objective 6 – reduce, reuse, recycle.*
- (iii) *To reduce the demand for waste disposal by providing detailed criteria for the consideration of design and management of recycling, composting and waste storage and collection facilities within developments.*
- (iv) *To provide industrial waste management systems that allow for ease of use by occupants and ease of service by collection contractors.*
- (v) *To encourage building designs and construction techniques that will minimise waste generation.*
- (vi) *To assist in achieving Federal and State Government waste minimisation targets.*
- (vii) *To promote development design that is appropriate and provides convenient waste storage, recycling and collection facilities on site.*

DEVELOPMENT CONTROLS

- (a) Adequate storage for waste materials must be provided on site. Ideally waste storage containers should be kept inside units and under no circumstances should waste storage containers be stored in locations that restrict access to any of the car parking spaces provided on site.
- (b) All waste must be removed at regular intervals and not less frequently than once per week.

- (c) All waste storage areas must be screened from view from any adjoining residential property or public place.
- (d) Waste storage areas must be kept clean, tidy and free from offensive odours at all times.
- (e) Applications for development are to be accompanied by a Waste Management Plan (WMP). The WMP accompanying the application must demonstrate appropriate design of facilities and on-going management techniques that minimise waste and the WMP will include the following details:
 - Type of future use for the development;
 - Types of waste to be generated;
 - Estimated volume of waste to be generated per week;
 - Show on plans and describe on-site storage and/or treatment facilities for waste; and
 - State the destination for waste produced.

A Trade Waste Licence is required for the disposal of wastewater from any proposed industrial development, prior to the issue of a Construction Certificate. A Trade Waste Licence must be obtained from Sydney Water before discharge into the sewer can commence. A Trade Waste application can be obtained from Sydney Water at the Section 73 Certificate application stage.

Appendix A of The Hills DCP contains a Waste Management Plan Template that can assist in the preparation of a Waste Management Plan.

2.26. WASTE MANAGEMENT PLANNING

OBJECTIVES

- (i) *To promote improved project management and to reduce the demand for waste disposal during demolition and construction.*
- (ii) *To maximise reuse and recycling of building/construction materials.*
- (iii) *To encourage building designs and construction techniques that will minimise waste generation.*
- (iv) *Minimise waste generation to landfill via the waste hierarchy.*
- (v) *To assist in achieving Federal and State Government waste minimisation targets.*

2.26.1. DEMOLITION

DEVELOPMENT CONTROLS

- (a) Site operations should provide for planned work staging, at source separation, re-use and recycling of materials and ensure appropriate storage and collection of waste.
- (b) Straight demolition should be replaced by a process of selective deconstruction and reuse of materials. Careful planning is also required for the correct removal and disposal of hazardous materials such as asbestos and is to be carried out by persons accredited from Workcover in accordance with Office of Environment and Heritage requirements.
- (c) Project management must seek firstly to re-use and then secondly to recycle solid waste materials either on or off site. Waste disposal to landfill must be minimised to those materials that are not re-useable or recyclable.
- (d) When separated, materials are to be kept uncontaminated to guarantee the highest possible reuse value.
- (e) Details of waste sorting areas and vehicular access are to be provided on plan drawings.
- (f) Prior to any demolition works commencing on the site, the applicant is to notify all adjoining and adjacent neighbours and Council, five (5) working days prior to work commencing.
- (g) All Asbestos, hazardous and/or intractable wastes are to be disposed of in accordance with Work Cover Authority and Office of Environment and Heritage requirements.

2.26.2. CONSTRUCTION**DEVELOPMENT CONTROLS**

- (a) Avoid oversupply and waste of materials by careful assessment of quantities needed.
- (b) The use of prefabricated components may reduce waste.
- (c) Re-use of materials and use of recycled material is desirable where possible.
- (d) Site operations should provide for planned work staging, at source separation, re-use and recycling of materials and ensure appropriate storage and collection of waste.

- (e) All asbestos, hazardous and/or intractable wastes are to be disposed of in accordance with Work Cover Authority and Office of Environment and Heritage requirements.

SUBMISSION REQUIREMENTS

- Waste Management Plan

2.27. HERITAGE**OBJECTIVES**

- (i) *To ensure that the development of land does not isolate a heritage item from its setting or context, thereby retaining the heritage item's significance.*
- (ii) *To ensure that the development of land in the vicinity of a heritage item is undertaken in a manner that has regard to the significance of the heritage item, particularly its setting and context.*
- (iii) *To ensure that any development within the Annangrove Road light industrial area does not have an adverse impact on the setting and views and panoramas to and from Rouse Hill House Estate.*

DEVELOPMENT CONTROLS

- (a) In considering Development Applications, Council shall have regard for the visual impact of the development when viewed from the surrounding area.
- (b) All developments must address the provisions of Part C Section 4 – Heritage.
- (c) State Regional Environmental Plan No. 19 – Rouse Hill Development Area contains specific controls for the Second Ponds Creek Light Industry Area with regard to the visual amenity when viewed from Rouse Hill Regional Park.
- (d) Any development within the light industrial area south of Annangrove Road as shown in Map Sheet 7 of this Section of the DCP is to mitigate the impact of the development upon Rouse Hill House Estate via the following measures:
 - Where the building will be visible from the Rouse Hill House Estate, a combination of native trees and shrubs endemic to the area are to be used to screen views of the building

and all associated hard paved areas (such as car parks, loading areas and driveways);

- All buildings are to be low profile in design so as to reduce the apparent or visual bulk of the structure;
- All external building materials are to be non-reflective and of a colour consistent with the surrounding natural environment and vegetation;
- Roofing material in particular should be of a dark, non-reflective colour (such as dark green or grey) which recedes visually within the surrounding natural landscape; and
- The maximum height of any freestanding signage is 3 metres. Consideration will be given to an increase in the maximum height, provided:
 - The applicant can demonstrate it will not be visible from Rouse Hill House Estate; or
 - The structure is of a design, colour and utilises materials which are considered by Council to mitigate the visual prominence of the signage when viewed from Rouse Hill House Estate.
- Where possible existing remnant mature trees should be retained particularly along existing road reserves and building setbacks should include supplementary plantings of native trees to ensure that buildings are seen within a canopy of trees when viewed from the Estate.
- Any tall structures such as light towers or flagpoles should be of a dark, non-reflective colour (such as dark grey or green) and should be sited carefully so as not to obstruct critical sightlines to and from Rouse Hill House Estate.

SUBMISSION REQUIREMENTS

- Submit applicable documentation in the Development Application to demonstrate how the objectives and development controls are satisfied.
- Any application for development within the light industrial area south of Annangrove Road as shown in Map Sheet No.6 of this Section of the DCP must provide details of proposed external colours, materials, finishes and landscaping and

any other supporting documentation in order to demonstrate how the development will minimise visual impact upon Rouse Hill House.

2.28. DEVELOPER CONTRIBUTIONS

Applicants should refer to Council's Section 94 Contributions Plan No. 11 - Annangrove Light Industrial Area.

2.29. SEX SERVICES PREMISES

Refer to Appendix B for development controls specific to sex services premises.

2.30. EDWARDS ROAD PRECINCT

Refer to Appendix C for development controls specific to development within the Edwards Road Precinct.

Appendix C applies to the land identified as the Edwards Road Precinct within Sheet 6 of Appendix A – Precinct Plan Maps identified.

In the event of an inconsistency between the development controls contained within Appendix C and another control within this Plan or any other Development Control Plan, the development controls contained within Appendix C will prevail.

3. INFORMATION REQUIRED FOR A DEVELOPMENT APPLICATION

3.1. OCCUPATION / CHANGE OF USE OR INTERNAL ALTERATIONS

COMPLETED DEVELOPMENT APPLICATION FORM

You must have the written consent of all current owners.

CONSTRUCTION CERTIFICATE APPLICATION FORM

Required where any building works or fit-out including erection of partitions, fixtures & signs is proposed as part of the development.

SITE PLAN

Clearly indicating:

- The building to be occupied
- Car-parking spaces allocated to that building
- Location of any signs to be erected

ARCHITECTURAL PLANS**FLOOR PLAN (existing and proposed)**

- Elevations

STATEMENT OF ENVIRONMENTAL EFFECTS

The statement must include the following:-

- Statement outlining the exact nature of the proposed business;
- The proposed hours of operation;
- The number of employees;
- Information regarding deliveries (the number of expected deliveries each week, the types of vehicles/truck expected, approximate times they would be expected);
- The number of car spaces allocated to the unit with reference to Part C Section 1 – Parking; and
- Compliance with any other relevant objectives and/or development control of this section of the DCP.

Note. Refer to Part A – Introduction section 4.0 for general lodgement requirements and detailed requirements to be included in each of the above documentation.

Bulky Goods Premises

All applications for Bulky Goods Premises including new development, redevelopment of existing sites or extensions to existing developments, are required to include an Economic Impact Assessment prepared by a suitably qualified consultant. Assessments should describe the extent of the trade area, the impact on the adopted hierarchy of centres and economic justification for the proposal.

3.2. NEW DEVELOPMENTS, EXTENSIONS OR REDEVELOPMENT OF EXISTING SITES

The following plans and details are required for development or redevelopments of light industrial sites as part of the formal submission with the relevant application form(s):

COMPLETED APPLICATION FORM

You must have the written consent of all current owners.

SITE PLAN

In addition to those requirements in Part A 'Site Plan', the following additional features are to be indicated on the site plan:

- Types of materials with samples;
- An assessment of potential noise impacts on adjoining developments.

SITE ANALYSIS**ARCHITECTURAL PLANS**

- Floor Plan (existing and proposed)
- Elevations

LANDSCAPE PLAN

- These plans are to be in accordance with Part C Section 3 - Landscaping.

EARTHWORKS PLAN

- Existing and proposed levels/contours.

SIGNAGE PLAN

- Signs to be erected/replaced.
- See Part C Section 2 – Signage and the Fact Sheet for Advertising Signs.

STREETSCAPE PERSPECTIVE

- A colour perspective of proposed building(s) is required.

STATEMENT OF ENVIRONMENTAL EFFECTS (SEE)

Note. Refer to Part A – Introduction section 4.0 for general lodgement requirements and detailed requirements to be included in each of the above documentation.

Bulky Goods Premises

All applications for Bulky Goods Premises including new development, redevelopment of existing sites or extensions to existing developments, are required to include an Economic Impact Assessment prepared by a suitably qualified consultant. Assessments should describe the extent of the trade area, the impact on the adopted hierarchy of centres and economic justification for the proposal.

4. REFERENCES

Baulkham Hills Shire Council, 1993 Kellyville/Rouse Hill Landscape and Urban Design Strategy.

Baulkham Hills Shire Council, Making Access For All 2002.

Baulkham Hills Shire Council, 1993 Kellyville/Rouse Hill Open Space Plan.

Blacktown Council, 1992 Development Control Plan PART E - Development in the Industrial Zones.

Department of Environment and Planning, 1981 Technical Bulletin 14: Guidelines for Site Landscaping of Commercial and Industrial Development.

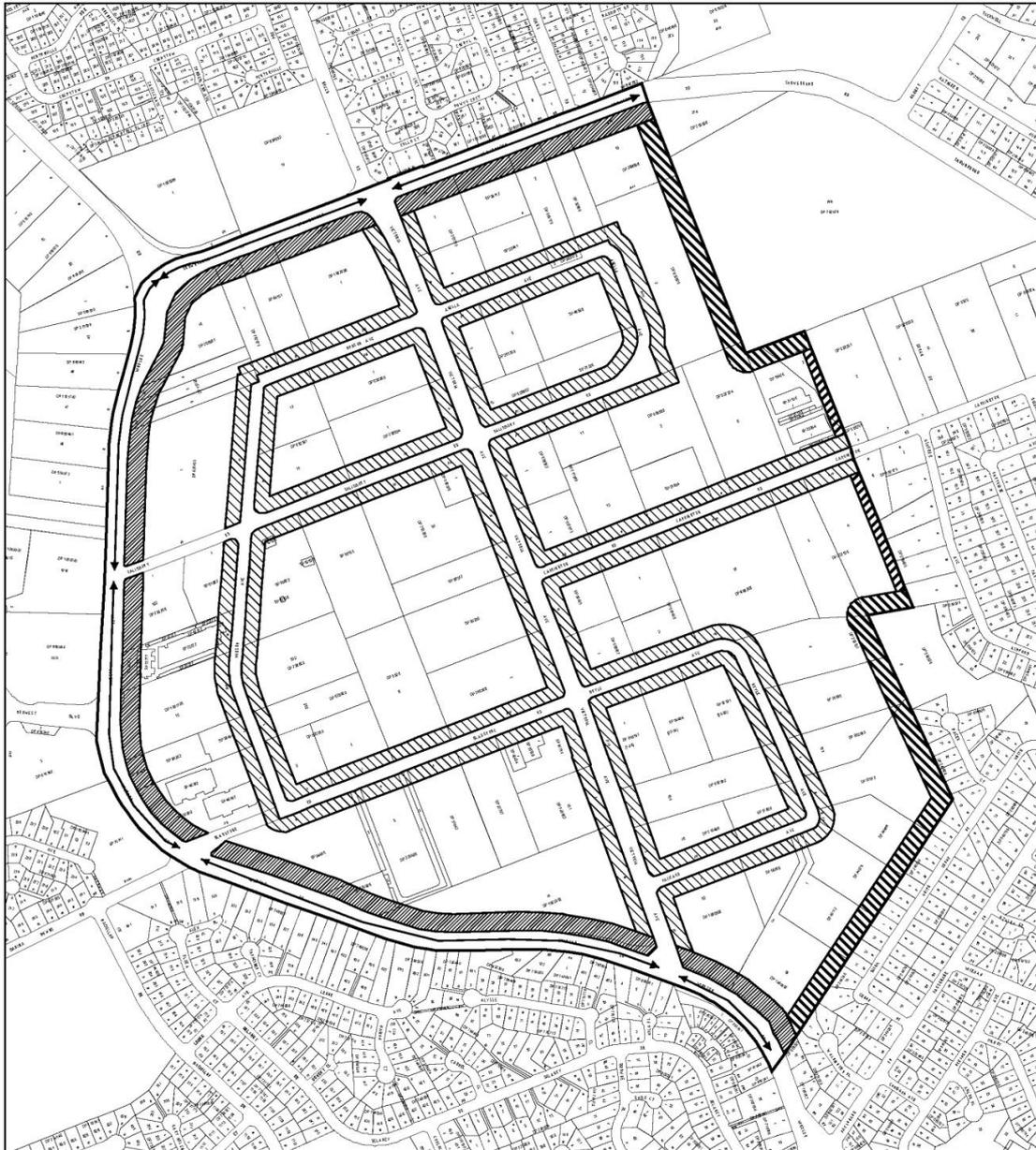
Department of Urban Affairs and Planning, 1988 Rural Land Evaluation: A Manual for Conducting a Rural Land Evaluation Exercise at the Local Planning Level. Department of Urban Affairs and Planning, Sydney.

Department of Urban Affairs and Planning DUAP Circular No E3 Author.

Donovan I, Cameron C, and Coombes P (1999). Water Sensitive Urban Development: Model Planning Provisions. Lake Macquarie City Council, Speers Point, on behalf of the Lower Hunter and Central Coast Environmental Management Strategy.

Sinclair Knight Merz, 1996 Kellyville Traffic and Parking Study. Prepared for Baulkham Hills Shire Council. Author.

APPENDIX A – PRECINCT BASED DEVELOPMENT CONTROL PLANS



LEGEND

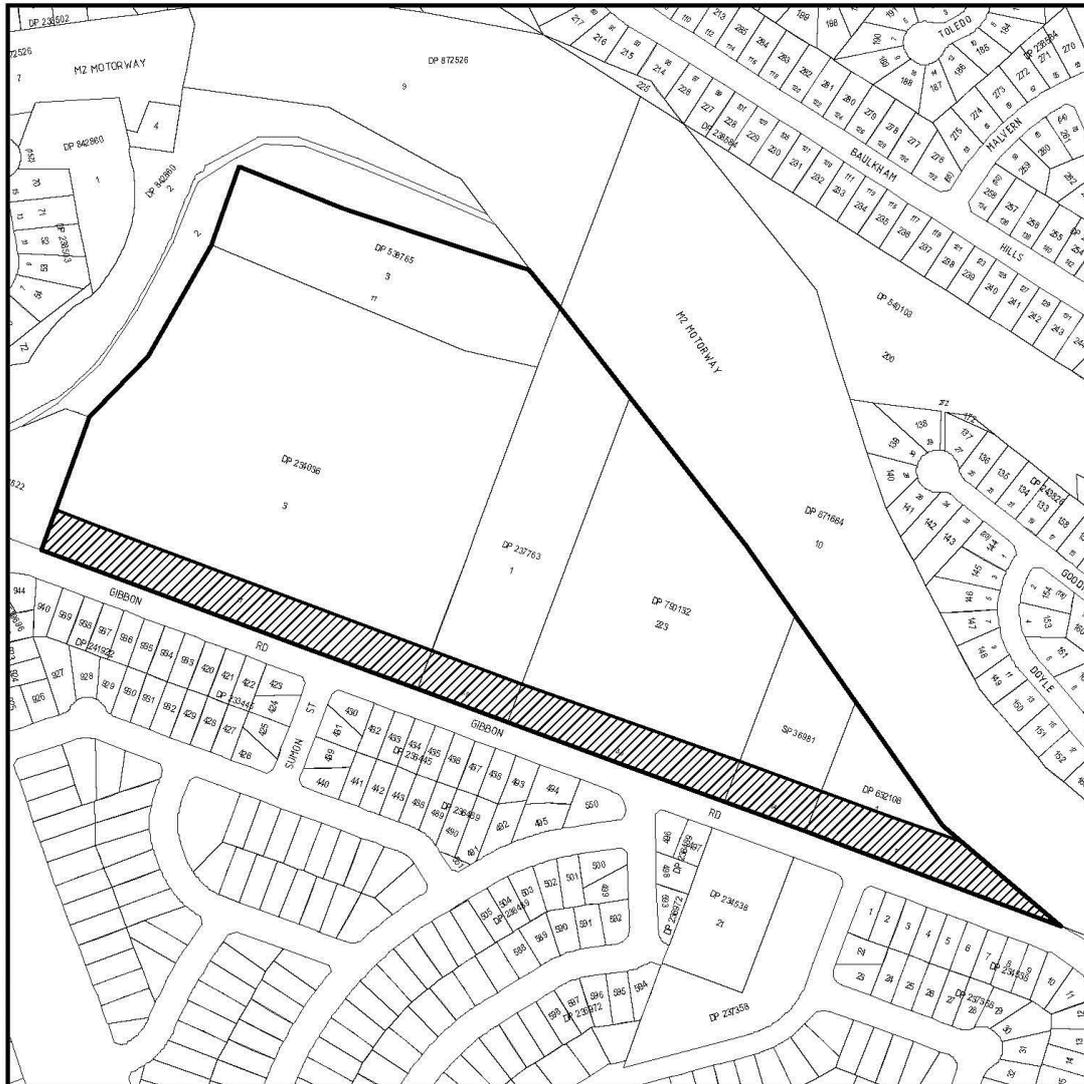
ARTERIAL ROADS	INTERNAL ROADS	30 METRES BUILDING SETBACK
30 METRES BUILDING SETBACK WHERE CAR PARKING IS SITUATED FORWARD OF THE BUILDING OR 20 METRES BUILDING SETBACK WITH NO CAR PARKING FORWARD OF THE BUILDING	23 METRES BUILDING SETBACK WHERE CAR PARKING IS SITUATED FORWARD OF THE BUILDING OR 15 METRES BUILDING SETBACK WITH NO CAR PARKING FORWARD OF THE BUILDING	15 METRES BUILDING SETBACK
□ SHEET BOUNDARY	↔ ACCESS DENIED	

SCALE: 1:6,000

LOCALITY: CASTLE HILL INDUSTRIAL AREA

ENVIRONMENTAL PLANNING & ASSESSMENT ACT 1979			
THE HILLS SHIRE COUNCIL			
THE HILLS DEVELOPMENT CONTROL PLAN 2012			
Part B Section 7 Map Sheet 1 of 6 - Industrial			
DRAWN BY	B. CLISSOLD	DATE	20/10/2006
SUPERVISING DRAFTER/PERSON	B. CLISSOLD	DATE	20/10/2006
PLANNING OFFICER	A. HOWARTH	DATE	20/10/2006
FILE No.	FP 171	STATEMENT OF RELATIONSHIP WITH OTHER PLANS This plan is to be read in conjunction with The Hills DCP statement and The Hills LEP 2012	
		Date of Adoption: Minute No. Came into Force:	

Map Document: C:\Projects\Plan Services\containing_DCP\The_Hills_DCP_2012\Drawn\PlanB_Sect7\Sheet_PlanB_Sect7_2011.mxd



LEGEND

SHEET BOUNDARY
 30 METRES BUILDING SETBACK

SCALE: 1:4,000

LOCALITY: WINSTON HILLS INDUSTRIAL AREA

ENVIRONMENTAL PLANNING & ASSESSMENT ACT 1979

THE HILLS SHIRE COUNCIL

THE HILLS DEVELOPMENT CONTROL PLAN 2012

Part B Section 7 Map Sheet 2 of 6 - Industrial

DRAWN BY	B. CLISSOLD	DATE	20/10/2006	STATEMENT OF RELATIONSHIP WITH OTHER PLANS This plan is to be read in conjunction with The Hills DCP statement and The Hills LEP 2012
SUPERVISING DRAFTSPERSON	B. CLISSOLD	DATE	20/10/2006	
PLANNING OFFICER	A. HOWARTH	DATE	20/10/2006	Date of Adoption: Minute No. Come into Force:
FILE No.	FP 171			

Map Document: S:\Projects\Plan Serv\Consolidating_DCP\The_Hills_DCP_2012\Drawings\PartB_Sec7\Sheet2\PartB_Sec7_Sht2.mxd



LEGEND

SHEET BOUNDARY
 15 METRES BUILDING SETBACK

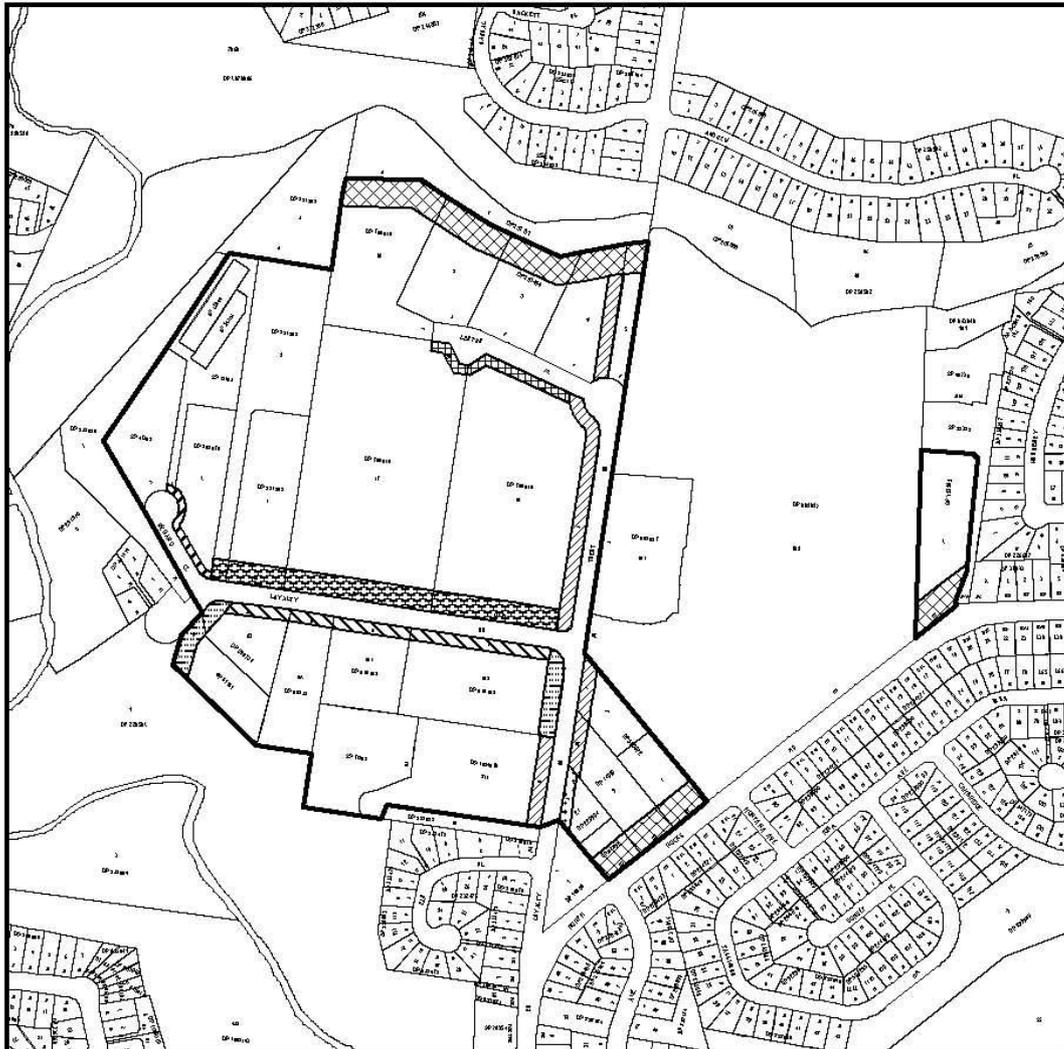
8 METRES BUILDING SETBACK

LOCALITY: NORTHMEAD INDUSTRIAL AREA

ENVIRONMENTAL PLANNING & ASSESSMENT ACT 1979
THE HILLS SHIRE COUNCIL
THE HILLS DEVELOPMENT CONTROL PLAN 2012
Part B Section 7 Map Sheet 3 of 6 - Industrial

DRAWN BY	B. CLISSOLD	DATE	20/10/2006	STATEMENT OF RELATIONSHIP WITH OTHER PLANS This plan is to be read in conjunction with The Hills DCP statement and The Hills LEP 2012
SUPERVISING DRAFTSPERSON	B. CLISSOLD	DATE	20/10/2006	
PLANNING OFFICER	A. HOWARTH	DATE	20/10/2006	Date of Adoption: Minute No. Came into Force:
FILE No.	FP 171			

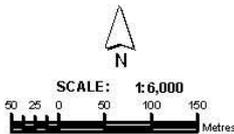
Map Document: S:\p\elect\p\ba\Sec7\Control\2012\DCP\PartB_Sec7\Site\DP\partB_Sec7_S13.mxd



*10 METRES SETBACK SUBJECT TO COUNCIL CONSENT, THE SETBACK MAY BE REDUCED TO 5m ON INDIVIDUAL SITES.

LEGEND

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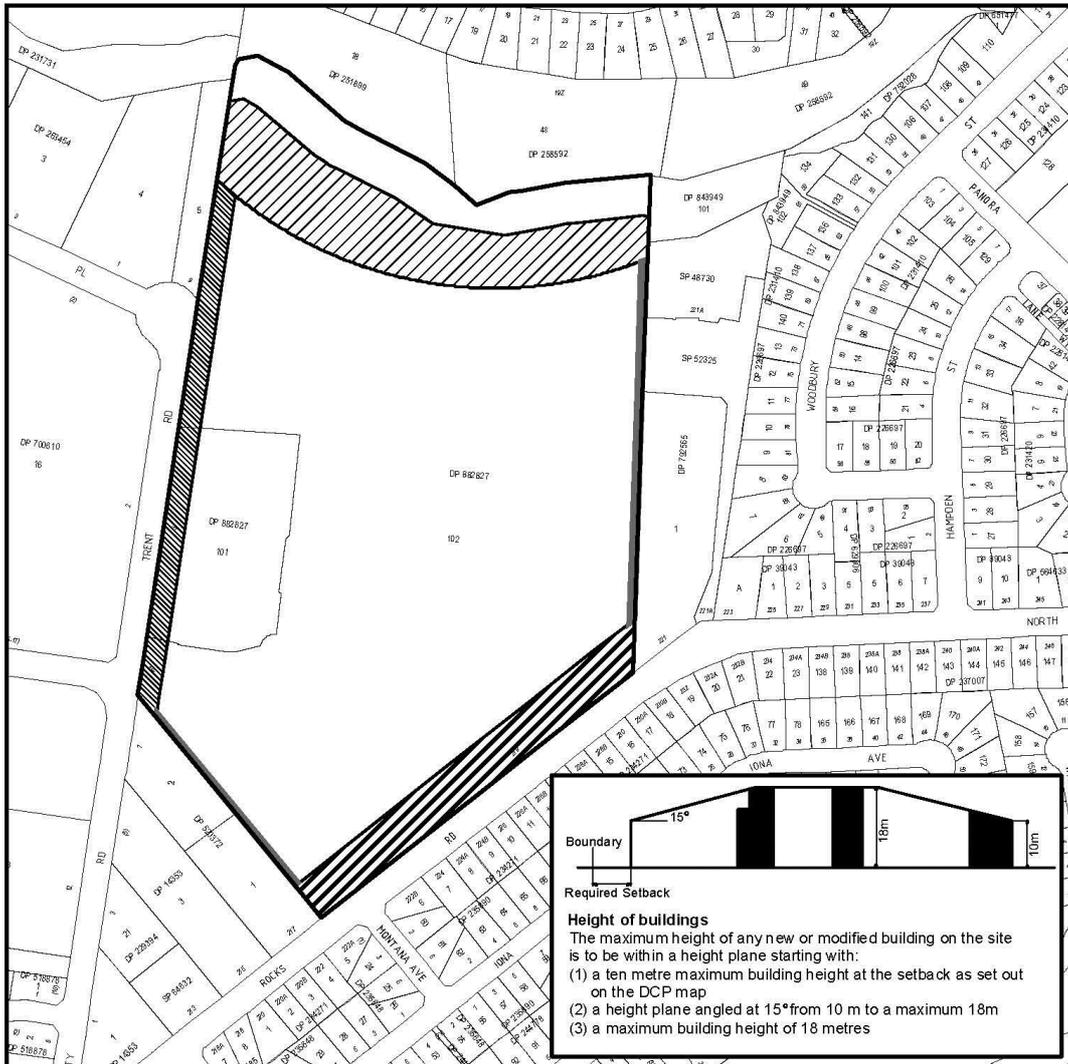


LOCALITY: NORTHROCKS INDUSTRIAL AREA

ENVIRONMENTAL PLANNING & ASSESSMENT ACT 1979
THE HILLS SHIRE COUNCIL
THE HILLS DEVELOPMENT CONTROL PLAN 2012
Part B Section 7 Map Sheet 4 of 6 - Industrial

DRAWN BY	B. CLISSOLD	DATE	20/10/2006	STATEMENT OF RELATIONSHIP WITH OTHER PLANS This plan is to be read in conjunction with The Hills DCP statement and The Hills LEP 2012
SUPERVISING DRAFTSPERSON	B. CLISSOLD	DATE	20/10/2006	
PLANNING OFFICER	A. HOWARTH	DATE	20/10/2006	Date of Adoption: Minute No. Came into Force:
FILE No.	FP 171			

Map Document: S:\Projects\Part B Section 7 Consolidating DCP\The Hills DCP_2012\04 Part B_Sect 7\Sheet 4 of 6 - Industrial



Boundary

Required Setback

Height of buildings
 The maximum height of any new or modified building on the site is to be within a height plane starting with:

- (1) a ten metre maximum building height at the setback as set out on the DCP map
- (2) a height plane angled at 15° from 10 m to a maximum 18m
- (3) a maximum building height of 18 metres

LEGEND

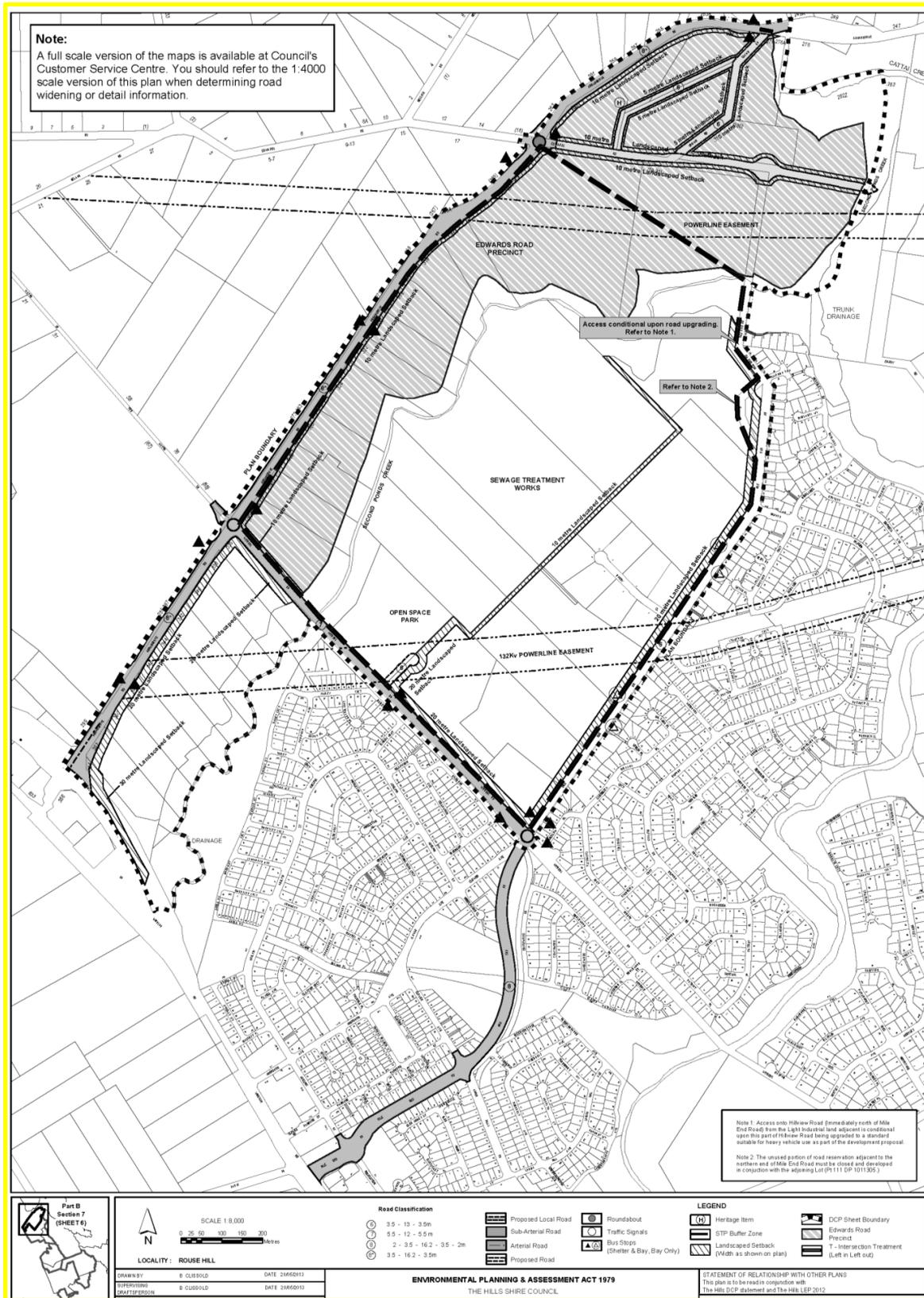
	Sheet Boundary		15 Metres Building Setback
	Restricted Development Area		30 Metres Building Setback
	5 Metres Building Setback		

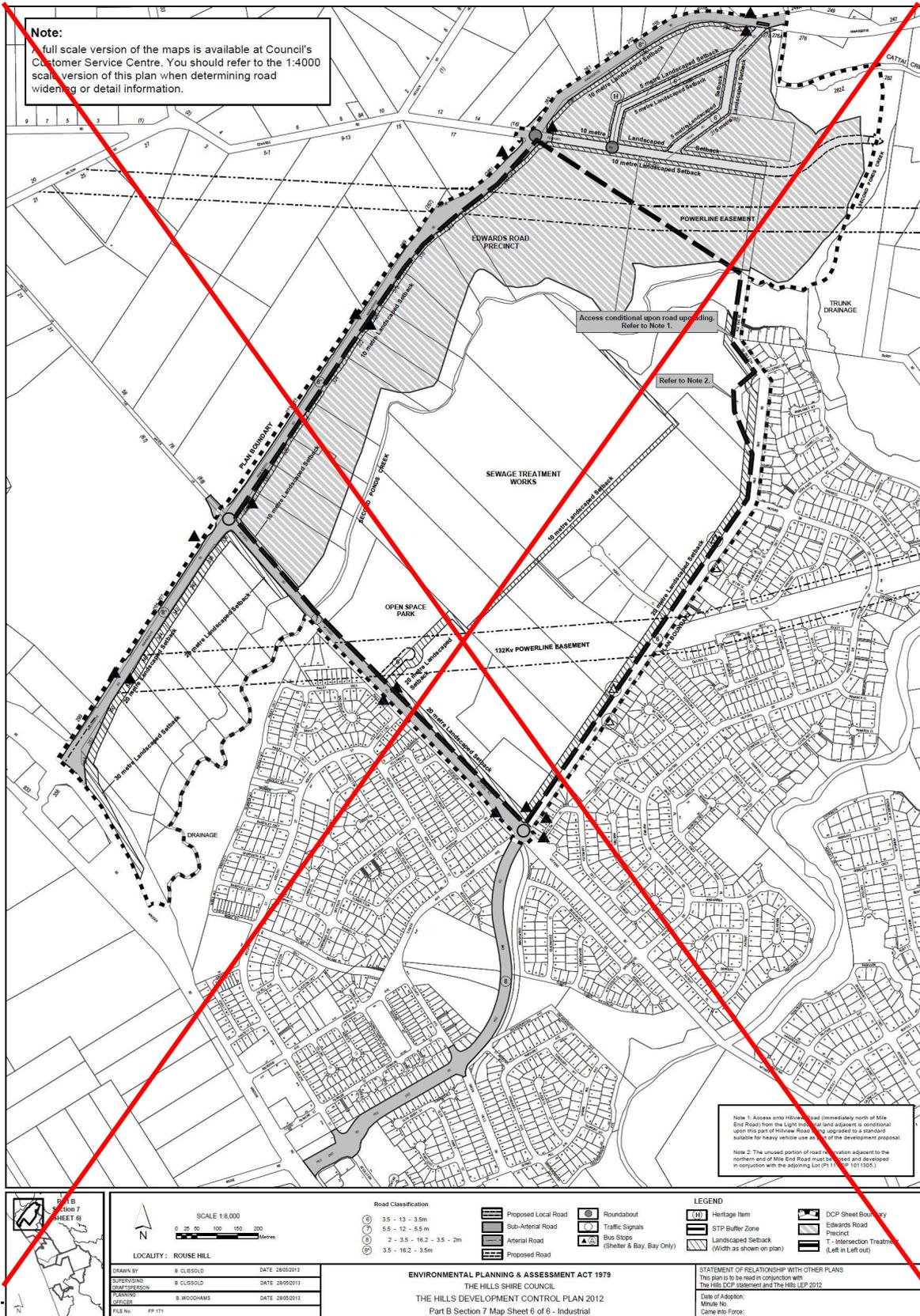
LOCALITY: NORTH ROCKS INDUSTRIAL AREA

ENVIRONMENTAL PLANNING & ASSESSMENT ACT 1979
THE HILLS SHIRE COUNCIL
THE HILLS DEVELOPMENT CONTROL PLAN 2012
Part B Section 7 Map Sheet 5 of 6 - Industrial

DRAWN BY	B. CLISSOLD	DATE	20/10/2006	STATEMENT OF RELATIONSHIP WITH OTHER PLANS This plan is to be read in conjunction with The Hills DCP statement and The Hills LEP 2012
SUPERVISING DRAFTSPERSON	B. CLISSOLD	DATE	20/10/2006	
PLANNING OFFICER	A. HOWARTH	DATE	20/10/2006	Date of Adoption:
FILE No.	FP 171			Minute No.
				Came into Force:

Map Document: S:\Projects\PlanServ\Consolidating_DCP\The_Hills_DCP_2012\Draw\PartB_Sec7\Sh ee5\PartB_Sec7_S16.mxd





**APPENDIX B – DEVELOPMENT CONTROLS FOR SEX SERVICES
PREMISES**

B1 INTRODUCTION

This Appendix must be read in conjunction with Part A – Introduction of this DCP.

B1.1 LAND TO WHICH THIS APPENDIX APPLIES

This Appendix applies to the location of sex services premises where permissible under The Hills Local Environmental Plan 2012.

B1.2 AIMS AND OBJECTIVES OF THIS APPENDIX

The aim of this Appendix is to identify Council's objectives for the establishment of sex services premises within The Hills Shire and identify controls to ensure the objectives are achieved.

The principal objectives of this Appendix are:

- (i) *To ensure sex services premises are appropriately located where they do not impact adversely on the character or amenity of the area, and in particular upon residences or other sensitive uses.*
- (ii) *To ensure that sex services premises are discretely situated and not prominent within an area.*
- (iii) *To avoid the concentration of sex services premises or potential creation of 'red light districts'.*
- (iv) *To optimise the safety and security of sex services premises.*

B1.3 DEFINITIONS

Refer to the definition of sex services premises in The Hills Shire Local Environmental Plan 2012.

B2 OBJECTIVES AND DEVELOPMENT CONTROLS

The objectives and development controls are set out in the following sections.

In addition to the policies, guidelines and documents specified in section 1.4 of Part A -

Introduction, this Section is to be read in conjunction with other relevant Sections including:

- Part C Section 1 - Parking
- Part C Section 2 - Signage
- Part C Section 3 - Landscaping

B2.1 LOCATION

OBJECTIVES

- (i) *To ensure sex services premises are located where they do not impact adversely on the character and amenity of the area, and in particular upon residences or other sensitive uses.*
- (ii) *To ensure that sex services premises are not concentrated in areas to the extent that their presence is a dominant feature of any streetscape.*

DEVELOPMENT CONTROLS

- (a) No sex services premises is to be located within a 300 metre radius from the boundary of the nearest property containing any existing, proposed, or approved activity listed below:

Place of public worship, educational establishment, restaurant or cafe, community facility, child care centre, hospital, health—consulting rooms, medical centre, railway station, bus stop, taxi stand, recreation area (such as a public park or children's playground, sporting field, swimming pool, athletics oval, sporting arena, showground), recreation facility (such as a gymnasium, indoor sporting facility), entertainment facility or premises providing youth services such as a scout hall, youth club, residential property, licensed premises, any use which in the opinion of Council is likely to be frequented by children or adolescents, other sex services premises.

Where any of the above uses are located in a unit within an industrial complex, the required

300m distance shall be measured from the individual unit.

The 300m shall be measured as a linear measurement from any boundary of the property on which the premises are located.

- (b) No sex services premises is permitted to have frontage to or be located within 100m of a classified road.

SUBMISSION REQUIREMENTS

- Location Analysis including a map demonstrating the required distance from all of the classified roads and uses listed above both within The Hills Shire and any adjoining Local Government Area.
- Social Impact Assessment undertaken by a professional with expertise in social impact assessments. Refer to Part A – Introduction of the DCP for the full details required to be submitted.

B2.2 OPERATION AND MANAGEMENT

OBJECTIVE

- (i) *To ensure that sex services premises operate in a manner that is compatible with adjoining and surrounding land uses.*

DEVELOPMENT CONTROLS

- (a) Sex services premises must be operated in a discreet manner, so as not to cause disturbance from noise, lighting, advertising or the activities of employees or customers.
- (b) The interior of the premises must not be visible from any place in the public domain.
- (c) All activities and displays associated with the operation of the sex services premises shall be contained wholly within the building.
- (d) Window displays are not permitted and under no circumstances shall the workers display themselves in the windows or doorways of the subject premises.
- (e) No merchandising relating to the sex services premises is to be displayed at any entry or

access corridor including stairwell to the premises.

- (f) Spruikers (staff at the door or outside the premises who encourage patrons to enter) are not permitted in the operation of any sex services premises.
- (g) A reception/waiting area shall be provided for clients within the front of the premises and this area shall be kept transparent at all times.
- (h) Adequate security measures are to be in place, to ensure the safety and well-being of staff and clients whilst the premises is operational.
- (i) All sex services premises shall comply with the relevant provisions of the "Health and Safety Guidelines for Brothels" published by WorkCover NSW.
- (j) A public address system or sound amplifying equipment shall not be installed in or on the premises.
- (k) The preparation and serving of food and drinks to clients is not permitted.

SUBMISSION REQUIREMENTS

- Detailed Plan of Management. The Plan of Management should cover the operation of the sex services premises in terms of such matters as:
 - Security and lighting, waste management, cleaning, dealing with antisocial behaviour, worker and client health education, laundry and parking arrangements.
 - Name and contact details of the operator(s) and manager(s);
 - ABN, registered business name, trading name and insurance.
 - Record keeping procedures for employees;
 - The procedure for recording and dealing with complaints regarding the operation of the premises or the behaviour of visitors arriving or leaving the premises;
 - All of the above information, approvals for the establishment of the premises, the Plan of Management are to be made

available to the public and be kept on the premises at all times. Confidential information on employee details is not expected to be released to the public.

Note. The consent authority must be advised of any changes in ownership.

B2.3 SAFETY AND SECURITY

OBJECTIVES

- (i) *To maximise the safety and security of patrons, clients and workers at all times.*
- (ii) *To reduce the likelihood that sex services premises will be associated with criminal activities.*

DEVELOPMENT CONTROLS

- (a) Security surveillance equipment shall be installed throughout the premises with cameras located in every major area of public activity, particularly public entries, hallways, stairs and car parking areas. The equipment shall be monitored from a central location within the sex services premises by the manager.
- (b) Surveillance footage shall be recorded, labelled with times and dates and kept for a minimum of one (1) month, and shall be made available to the Police and Council on request.
- (c) Any room used or capable of being used for prostitution shall be provided with an alarm or intercom which connects back to a central base that is to be monitored.
- (d) The premises and car parking area is to be well-lit.

SUBMISSION REQUIREMENTS

- Detailed Plan of Management.

B2.4 HOURS OF OPERATION

OBJECTIVES

- (i) *To ensure that the operation of sex services premises is compatible with adjoining land uses.*

DEVELOPMENT CONTROLS

- (a) The hours of operation are restricted to 7am – 11pm, Monday to Saturday, with no operation on Sunday or Public Holidays.

In all circumstances, any consent issued for sex services premises will be limited to a twelve-months trial period. At the expiration of this trial period, a further Development Application will be required to be submitted to Council.

Council will assess if the sex services premises has been operating in a satisfactory manner. Should investigations prove that the sex services premises has had a negative impact on the adjoining and surrounding properties, a further consent will not be issued.

SUBMISSION REQUIREMENTS

- Statement of Environmental Effects.
- Prior to the expiration of the 12 month trial period an annual report shall be submitted to Council advising Council that the operation has achieved full compliance with conditions of consent. This report shall also include comments from the NSW Police Local Area Command on the sex services premises' operation.

Note. All applications for new and existing sex services premises shall be referred to the NSW Police Local Area Command for comments.

B2.5 SIGNAGE

Refer to Section 2.5 of Part C Section 2 – Signage.

B2.6 HEALTH

OBJECTIVES

- (ii) *To ensure sex services premises comply with the relevant health and building regulations.*
- (iii) *To protect the health of workers and clients.*

DEVELOPMENT CONTROLS

- (a) All sex services premises shall comply with the relevant provisions of the "Health and Safety Guidelines for Brothels" published by WorkCover NSW.
- (b) All sex services premises must be fitted with the necessary services and facilities required under the Building Code of Australia.
- (c) A separate rest area with toilet facilities and amenities shall be provided for staff use only. This area shall not be used for the purpose of prostitution.
- (d) Each room to be used or capable of being used for the purposes of prostitution shall contain all sanitary facilities consisting of a toilet, hand wash basin with warm potable water, and shower.
- (e) The premises are to be ventilated in accordance with the requirements of the Building Code of Australia.

SUBMISSION REQUIREMENTS

- Statement of Environmental Effects and Floor Plans.

B2.7 CAR PARKING

All parking must be in accordance with Part C Section 1 – Parking.

B2.8 DISABILITY ACCESS**OBJECTIVES**

- (i) *To ensure adequate and appropriate access to the premises and its facilities is provided to a person with a disability.*

DEVELOPMENT CONTROLS

- (a) Access for people with a disability must be provided in accordance with the Building Code of Australia (BCA).
- (b) All common areas and facilities including toilets are required to be designed to be suitable for use by people with a disability.

SUBMISSION REQUIREMENTS

- Statement of Environmental Effects and Floor and Site Plan.

B2.9 WASTE**OBJECTIVES**

- (i) *To ensure the safe and adequate storage, handling and disposal of waste.*

DEVELOPMENT CONTROLS

- (a) Contaminated waste must be collected and disposed of by persons holding the appropriate licence from the Office of Environment and Heritage. Used condoms must be double bagged and placed in specific and clearly marked waste receptacles on the premises. All sharps must be placed in non-reusable sharps containers which comply with AS4031-1992. These containers must be clearly marked and placed in all work rooms and rooms containing sanitary facilities.
- (b) All premises must comply with any guidelines issued by the Department of Health and WorkCover Authority.

SUBMISSION REQUIREMENTS

- Statement of Environmental Effects and details of waste collection.

B2.10 NOISE**OBJECTIVE**

- (i) *To ensure that sex services premises operate in a manner compatible with adjoining land uses.*

DEVELOPMENT CONTROLS

- (a) No transmission of vibration to a place of different occupancy;
- (b) Limitation on sound levels to be no greater than background levels (AS 1055 – Acoustics);
- (c) No offensive noise as defined under the Noise Control Act.

SUBMISSION REQUIREMENTS

- Statement of Environmental Effects

**APPENDIX C – DEVELOPMENT CONTROLS FOR THE EDWARDS ROAD
PRECINCT**

C1 INTRODUCTION

This Appendix must be read in conjunction with Part A – Introduction of this DCP.

C1.1 LAND TO WHICH THIS APPENDIX APPLIES

This appendix applies to land identified as the Edwards Road Precinct within Appendix A – Precinct Based Development Control Plans (Sheet 6) of this Section of the DCP. The Precinct is zoned B6 Enterprise Corridor under *The Hills Local Environmental Plan 2012* wherein development for the purpose of office and business is also permitted.

An aerial photograph of the Edwards Road Precinct is included below.



Figure 1
Aerial Photograph -Edwards Road Precinct

The Edwards Road Precinct is known to contain areas of Cumberland Plain Woodland and Shale Sandstone Transition Forest. Cumberland Plain Woodland is listed as a critically endangered ecological community under both the NSW *Threatened Species Conservation Act 1995* (TSC Act) and Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act), while Shale Sandstone Transition Forest is

listed as an endangered ecological community under both the TSC and EPBC Acts.

As part of any future development on land containing significant vegetation communities, the assessment framework under the *Environmental Planning and Assessment Act 1979*, *Threatened Species Conservation Act 1995* (TSC Act) and the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) will need to be addressed.

C1.2 OBJECTIVES OF THIS APPENDIX

The principal objectives of this Appendix are:

- (i) *Improve the visual connection between development and the public realm by encouraging a visually attractive streetscape.*
- (ii) *To promote safe and efficient vehicular movement within the Edwards road Precinct.*
- (iii) *Facilitate safe and convenient pedestrian movement.*

C2 OBJECTIVES AND DEVELOPMENT CONTROLS

C2.1 DEVELOPMENT SITES

OBJECTIVES

- (i) *To ensure development sites have sufficient areas to provide adequate access, parking, landscaping and building separation.*
- (ii) *To provide for the orderly development of land through subdivision or the consolidation of lots.*
- (iii) *To ensure development on a particular site has due regard to adjoining developments.*

DEVELOPMENT CONTROLS

- (a) Minimum frontage to all roads is 40 metres.
- (b) Battle-axe shaped lots will be discouraged within the Precinct, however may be considered on merit based on site constraints.
- (c) The site area of battle axed shaped lots must comply with the Lot Size Map within LEP

2012. The area of the access handle must not be included in the measurement of the site area.

C2.2 SETBACKS

OBJECTIVES

- (i) To create a visually attractive and consistent streetscape.
- (ii) To provide an effective buffer to preserve the natural features and creeks in accordance with Council's ESD objective 4.
- (iii) To protect privacy and amenity of any adjoining land uses.
- (iv) To provide a desirable and aesthetically pleasing working environment.

DEVELOPMENT CONTROLS

- (a) The front setbacks should be as follows:

Primary street frontage	Setback
Annangrove Road north of Withers Road	10m
Withers Road (north side of Withers Road between Annangrove Road and Second Ponds Creek)	10m
Edwards Road	10m
Other Roads	5m

- (b) The side and rear setback should be as follows:

Side and rear boundaries	Setback
Setback to the rear boundary and one side boundary	0m
Setback to any other side boundaries	5m
Setback to a side or rear boundary adjoining Annangrove Road, Withers Road and Edwards Road	10m
Setback to a side or rear boundary that adjoins a road other than Annangrove Road, Withers Road or Edwards Road.	5m

- (c) The setback to a creek is to be no less than 40 metres from the top bank of the creek or otherwise to the requirements of the Office of Water.

C2.3 BUILDING MATERIALS

OBJECTIVES

- i) To promote integrated, visually harmonious and attractive buildings in industrial areas.
- ii) To promote the use of materials that involve minimal impact on the environment in accordance with Council's ESD objective 5.

DEVELOPMENT CONTROLS

- (a) A minimum 30% of the front elevation of the building façade should be of glass or other transparent materials.
- (b) Where long, continuous building lines (façades) over 10m are present along a street frontage, visual relief shall be provided by any one or more of the following:
 - varying the façade alignment; and
 - using varying external finishes (texture and colour), providing glass curtain walls.
- (c) Locate office facilities along the facade.
- (d) Roller shutters, loading docks and work areas shall not be visible from a public place.
- (e) Open storage areas should be located within the developable area excluding Asset Protection Zones, at the rear of buildings and not in public view. Landscaping or other screening measures should be incorporated into the site design to reduce visual impact of storage areas from adjoining sites.
- (f) Building entries shall be clearly visible from the street.

C2.4 FENCING

OBJECTIVES

- (i) To ensure that fencing does not detract from the overall visual amenity and character of the area.

DEVELOPMENT CONTROLS

- (a) Fencing shall only enclose the developable area of a site.

- (b) Fencing of any kind shall not be located within any conservation areas established by a vegetation management plan.
- (c) Fencing shall not obstruct the view of landscaping from the street or a driver's view (from the driveway) of the road.
- (d) Fencing must be open-style metal fencing (e.g. black wire mesh fencing).

C2.7 VEHICULAR ACCESS

OBJECTIVES

- (i) To ensure the safety of all road users in industrial areas.
- (ii) To ensure that vehicles can enter and exit premises in industrial areas in a safe and efficient manner.
- (iii) To maintain the performance of roads that provides an arterial or sub-arterial function.

DEVELOPMENT CONTROLS

- (a) Entry/egress points (access roads) to developments shall be shared so as to minimise access points to public roads.
- (b) Proposed roads must be consistent with the indicative road layout. **Unless the proposed roads are specifically funded and identified within the Works Schedule to a Contributions Plan that has been adopted by Council, the completion of works and dedication of land on which the works are located will be at no cost to Council and no offset or reduction in the contributions otherwise payable will be granted.**
- (c) When locating access points consideration must be given to:
 - The potential isolation of any adjoining lots,
 - The safety of the proposed access point for pedestrians and vehicles, in terms of vehicular speeds, sight lines, proximity to other existing and proposed access points.

C2.8 FLOODING

OBJECTIVES

- (i) to manage the risk to human life and damage to property caused by incidence of flooding within the precinct.

DEVELOPMENT CONTROLS

- (a) This control applies to all land within the Edwards Road Precinct which:
 - adjoins land zoned SP2 Infrastructure (Stormwater Management System), or
 - Is affected by an overland flowpath.
- (b) A flood study, prepared by a professional engineer who specialises in hydraulic engineering and a professional engineer who specialises in civil engineering, must be submitted with any development application on land to which this control applies. The flood study must be prepared in accordance with the **Floodplain Development Manual** published by the NSW Government in April 2005.
- (c) Development on land to which this control applies must:
 - Have any habitable floor levels equal to or greater than the Flood Planning Level;
 - Have the part of the development at or below the Flood Planning Level, constructed of flood compatible material, suitable for retaining structural integrity during and following long periods of continuous under water immersion;
 - Be able to withstand the forces of floodwater, debris and buoyancy up to the Flood Planning Level, and
 - not increase flood affectation elsewhere in the floodplain;
 - have reliable flood free access for pedestrians and vehicles from the development, at a minimum level equal to the Flood Planning Level;
 - have driveways between car parking spaces and the connecting public roadway that will not be inundated by a depth of water greater than 0.3m during a 100 year ARI (average recurrent interval) flood event.
 - All service conduits located below the Flood Planning Level would need to be made fully flood compatible and suitable

for continuous under water immersion. Conduits would need to be self-draining if subjected to flooding.

- Any dangerous and hazardous materials not to be stored below the Flood Planning Level.
- (d) Structural elements of any buildings below the FPL would need to be assessed and certified by a specialist structural engineer experienced in riverine hydraulic processes having regard to the Items in Section 3. Design and certification for required structural elements would need to be assessed against the predicted 100 year ARI flood flow behaviour.
- (e) If a word or expression used in this control is defined in the Floodplain Development

Manual, the word or expression has the same meaning as it has in that Manual unless it is otherwise defined in this clause.

Habitable floor area means:

- a. In a **residential situation**: a living or working area, such as a lounge room, dining room, rumpus room, kitchen, bedroom or workroom;
- b. In an **industrial or commercial situation**: an area used for offices or to store valuable possessions susceptible to flood damage in the event of a flood.

Average Recurrence Interval (ARI) is the long-term average number of years between the occurrence of a flood as big as (or larger than) the selected event.

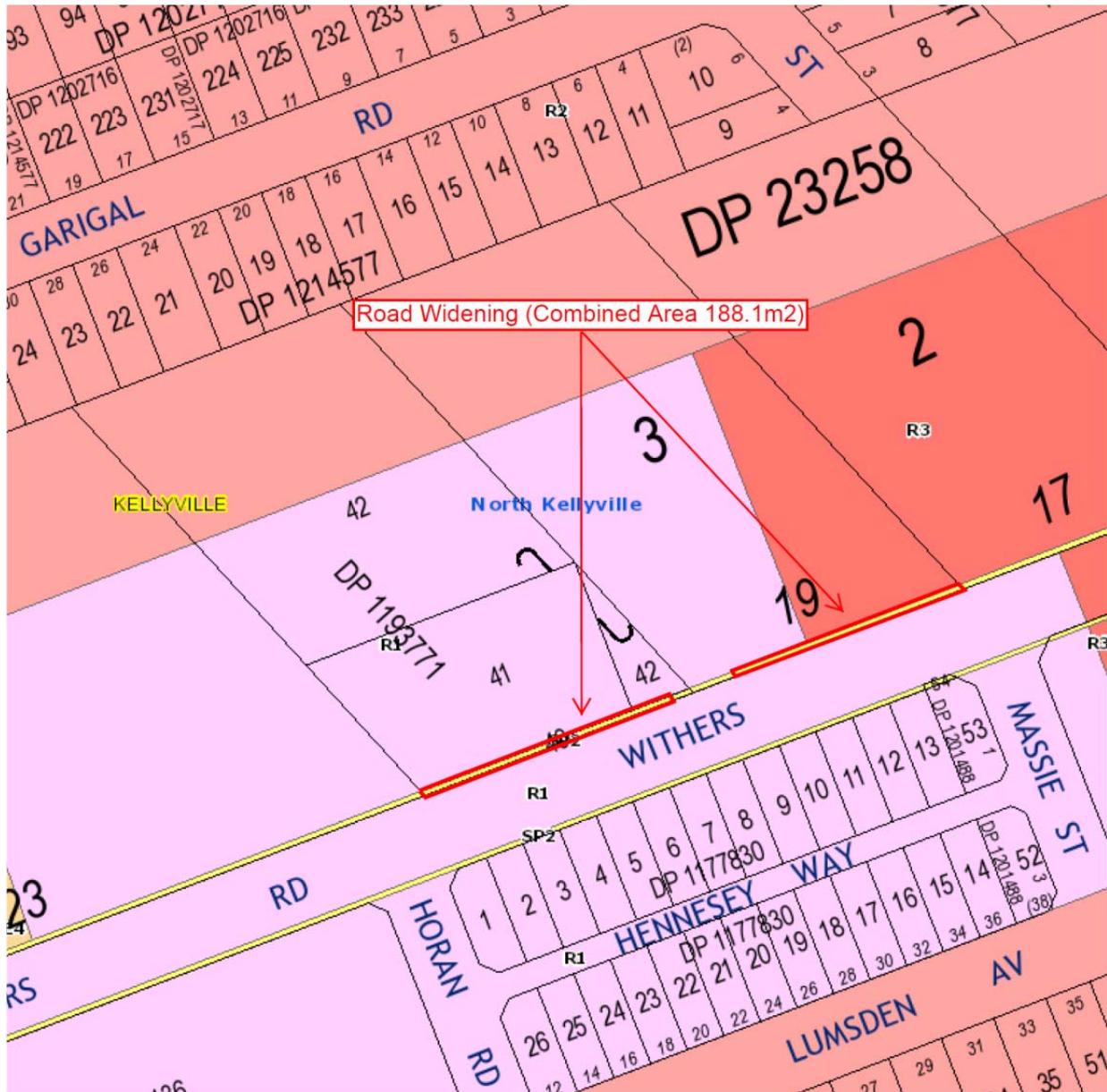


Figure 1 – Location Map 19-21 Withers Road, Kellyville

CONCLUSION

Council has an option to accept or decline the request to purchase the road widening at this time. However future roadworks planned for the widening of Withers Road are within Council’s Capital Works Program to be commenced within the next 2-3 years. The acquisition of this land is a priority. To decline the offer, Council will have to at some time in the future acquire by compulsory acquisition pursuant to the Land Acquisition (Just Terms Compensation) Act 1991 which is not a desired outcome. There is a potential to incur substantial legal costs and delays to the Works Program should this situation eventuate. The negotiated compensation is within current engloba market values and proceeding at this time provides certainty of ownership for future roadworks within a rapidly developing growth area.

IMPACTS**Financial**

This purchase is funded from Contribution Plan No. 13 North Kellyville Release Area (Ref NKNR03004 & NKNR03006). Funds are available in CP13 to purchase this property which is \$59,444 over and above the index costs provided for this acquisition in the CP Plan.

The Owners disturbance (legal and valuation) costs are estimated to be \$10,000.

Strategic Plan - Hills Future

There are services and facilities that suit my needs

RECOMMENDATION

1. Council agree to purchase Lots 12 & 14 in a subdivision of Lot 3 DP 23258 & Lots 40 & 42 DP 1193771, 19-21 Withers Road, Kellyville being land designated SP2 Road Widening for \$121,000 plus GST and disturbance costs as outlined in this report with a Contract, Deed & Transfer authorised for execution under seal.
2. Council classify Lots 12 & 14 in a subdivision of Lot 3 DP 23258 & Lots 40 & 42 DP 1193771 as "*Operational Land*" upon acquisition to allow dedication as public road.
3. Upon acquisition, Lots 12 & 14 in a subdivision of Lot 3 DP 23258 & Lots 40 & 42 DP 1193771 be dedicated as Public Road pursuant to Section 10 of the Roads Act 1993 and a Request document authorised for execution under seal for lodgement at NSW Land Registry Services.

ATTACHMENTS

1. Plan of Subdivision (1 Page)

ITEM-5	MARCH 2018 LOCAL TRAFFIC COMMITTEE - ARTHUR STREET, BAULKHAM HILLS - REVIEW OF PARKING RESTRICTIONS
THEME:	Balanced Urban Growth
OUTCOME:	6 Safe, convenient and accessible transport options that enable movement through and within our Shire.
STRATEGY:	6.1 Facilitate the provision of integrated transport alternatives that link residents to their home, places of work and services and facilities.
MEETING DATE:	10 APRIL 2018 COUNCIL MEETING
GROUP:	STRATEGIC PLANNING
AUTHOR:	MANAGER – COMMUNITY PLANNING & SPECIAL INFRASTRUCTURE PROJECTS MICHAEL LATHLEAN
RESPONSIBLE OFFICER:	ACTING GROUP MANAGER – STRATEGIC PLANNING MARK COLBURT

BACKGROUND

A small neighbourhood shopping centre, church and pre-school are all located in the area of Baulkham Hills bounded by Arthur Street, Rose Street, Edgar Street and Charles Street.

For some time now representations have been received from several residents of the western end of Rose Street for the construction of some parking bays within the wide grassed verge area on the southern side of the road carriageway to provide additional parking for visitors.

After considering a report on the construction of the parking bays at its meeting on 14 November 2017, Council resolved:

- 1. Council proceed with the construction of parking bays at the western end of Rose Street, Baulkham Hills.*
- 2. Funding of \$25,000 be allocated for construction of the parking bays in the 2017/18 Works Program under Project 550637.*
- 3. Parking controls be reinvestigated.*

Construction of the parking bays has now been completed in accordance with Parts 1 and 2 of Council's resolution.

Part 3 of Council's resolution which relates to the investigation of parking controls in the general area bounded by Arthur Street, Rose Street, Edgar Street and Charles Street, is the subject of this report.

REPORT

Arthur Street is a Major Collector Road under Council's Road Hierarchy providing a link between Seven Hills Road and Watkins Road and has a carriageway width of 9.8 metres. Extensive linemarking treatments, including 1.8 metre wide parking lanes, are provided along the full length of the road.

Rose Street (eastern end), Edgar Street and Charles Street are all Local Roads under Council's Road Hierarchy with carriageway widths of 9.8 metres. St Matthew's Lane that links Rose Street to Charles Street is approximately 6 metres wide and is signposted as one-way south-bound (Figure 1).

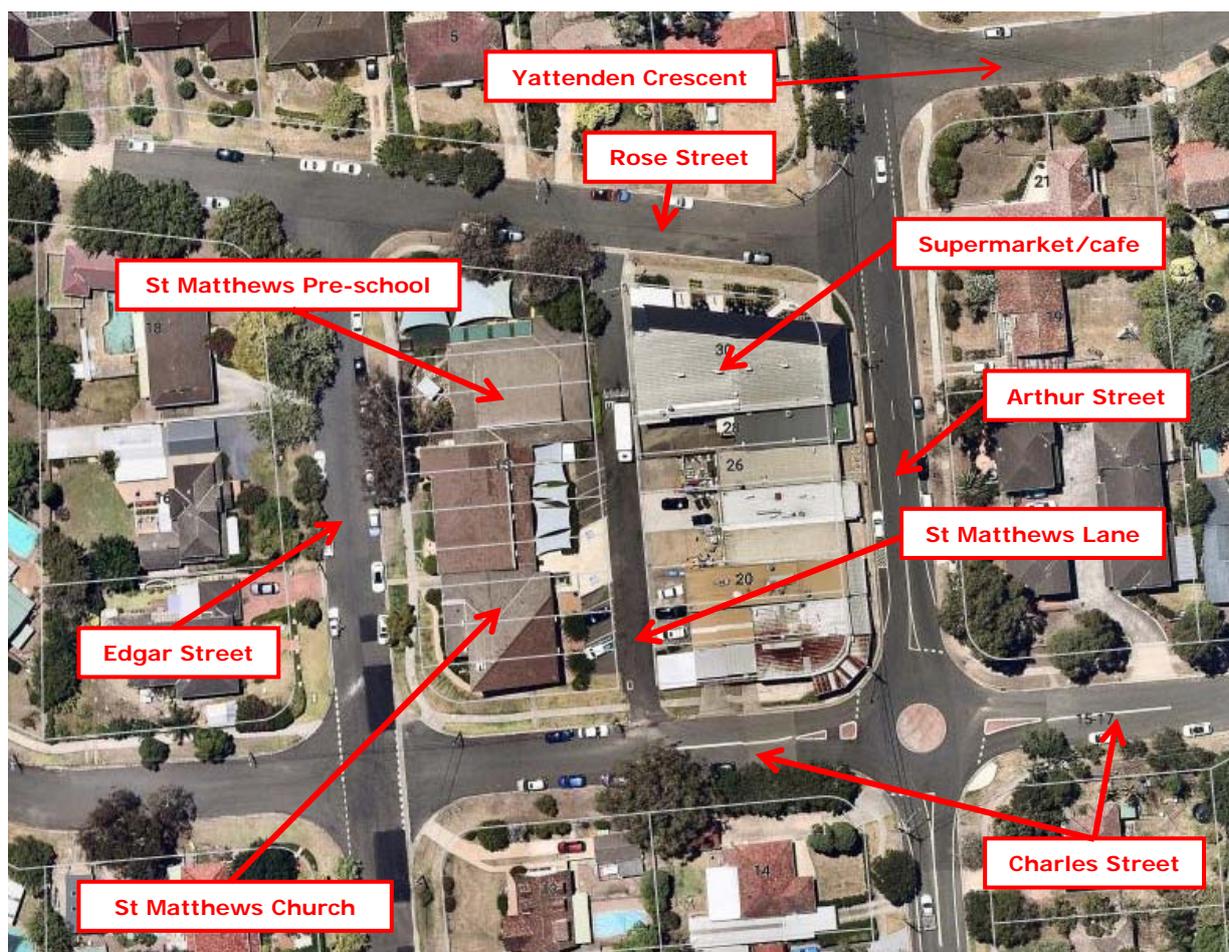


Figure 1: Locality Plan

St Matthew's Uniting Church and Pre-School are located on the block bounded by Rose Street, Edgar Street, Charles Street and St Matthews Lane.

A small neighbourhood shopping centre consisting of eight individual shops and a small supermarket/cafe is located on the block bounded by Arthur Street, Rose Street, St Matthews Lane and Charles Street. Seven of the shops have a frontage to Arthur Street while the eighth shop and an adjoining supermarket/cafe have a frontage to Rose Street.

The church and pre-school have 11 parking spaces, including two disabled spaces, within their property off St Matthews Lane. Each of the seven shops fronting Arthur Street has parking at the rear of the premises off St Matthews Lane for at least two customers or staff. The eighth shop and adjoining supermarket/cafe have underground parking off St

Matthews Lane for 15 vehicles. There are no time limited restrictions on those underground parking spaces. St Matthews Lane is also used by larger service vehicles making deliveries to the shops and supermarket/cafe.

An Australia Post mail box with associated full-time parking restrictions is located on the western side of Arthur Street approximately halfway along the frontage of the shopping centre. The parking restrictions are 9 metres in length and occupy the equivalent of nearly two parking spaces.

The shopping centre has experienced an increase in trade over recent years with significant demand for on-street parking now clearly evident, including lunchtimes on weekdays and throughout the day on Saturdays and Sundays.

Figure 2 shows the existing on-street parking restrictions around the shopping centre, church and pre-school.



Figure 2: Existing parking restrictions

As part of the review of parking controls around the shopping centre, church and pre-school, Council’s Road Safety Officer interviewed the majority of the shop owners as well as the church minister and the chairperson of the pre-school committee. The purpose of the interviews was to discuss any existing concerns they may have in regard to parking and to try and identify opportunities for improving parking availability. Unfortunately the management of the supermarket/cafe were not available for interview at the time but have since responded with their views on the parking situation.

Although there was a divergence of views amongst those interviewed, the major issues were:

Issue 1: Lack of enforcement of existing parking restrictions

Response: Council's Compliance Team currently enforces parking restrictions around the shopping centre on an 'at request' basis. However the Team has indicated that they could implement routine patrols if additional time limited restrictions were provided and there was evidence to suggest that parking turnover was affected because of non-compliance with any signposted time limits.

Issue 2: Location of Australia Post mail box and associated parking restrictions

Response: Removal of the mail box currently located on the western side of Arthur Street in front of the shopping centre would create almost two additional parking spaces. In response to an enquiry from Council, Australia Post has agreed to the possibility of moving the mail box to a location adjacent to an existing mail sorting box on the southern side of Charles St opposite St Matthews Lane. However they have requested that Council construct a section of concrete footpath on the southern side of Charles Street between Arthur Street and Edgar Street to provide pedestrian access to the mail box. The estimated cost of that footpath which is approximately 60 metres in length, would be \$10,000. No objections have been raised by the adjoining property owners to construction of the footpath.

Issue 3: Narrow width of Arthur Street and associated safety issues when cars are parked on both sides of the road

Response: It is acknowledged that care must be taken when opening doors on the driver's side of any vehicle parked parallel to the kerb on either side of Arthur Street. There is sufficient verge width on the eastern side of Arthur Street opposite the shopping centre to increase the width of the existing linemarked parking lane in order to improve safety for cars parked parallel to the kerb on that side of the road at a relatively modest capital cost. However this would not create any additional on-street parking spaces.

One suggestion was to remove parking from the eastern side of Arthur Street between Yattenden Crescent and Charles Street and realign the existing road centreline to increase the width of the parking lane adjoining the shopping centre. However this would result in the loss of up to 10 parking spaces and is not supported.

Issue 4: Disability parking

Response: There is no specific provision for disabled parking around the shopping centre at the present time. Given that the local area has an ageing population, a dedicated on-street parking space would be of benefit to a disabled person visiting the shopping centre. The most appropriate location for such a space would be in Rose Street adjacent to the supermarket/cafe where the longitudinal grade of the road is not excessive and traffic volumes are relatively low. There is also a footpath ramp adjacent to the proposed disabled parking space as well as a ramp leading into the supermarket/cafe. The provision of a disabled parking space on Rose Street is supported.

Issue 5: Time limited drop-off and pick-up zone outside pre-school

Response: There are currently no short-term time limited parking restrictions in the section of Edgar Street adjoining the church and pre-school that could be used by parents dropping off and picking up children. Normally a 'No Parking' zone could be considered as an option however the NSW Road Rules (Rule 168) prevent a driver parked in such a zone from being more than 3 metres from the vehicle. This is clearly not suitable for pre-school aged children who have to be dropped off and picked up from within the facility. As an alternative it is suggested that up to four parking spaces in Edgar Street adjoining the pre-school be signposted as '15 Minute Parking 8.15-9.15am and 3.00-3.45pm School Days'. Although such restricted time limits can be a challenge to enforce, it is considered that this approach offers the best option for parents of children attending the pre-school and under the circumstances, is supported by the Compliance Team.

Issue 6: Loading zone for trucks accessing the shops and supermarket

Response: There are currently no kerbside parking spaces with 'Loading Zone' or 'No Parking' restrictions that could be used by larger service vehicles making deliveries to any of the shops or the supermarket/cafe. At present these larger vehicles would park in the existing on-street parking spaces on Arthur Street or Rose Street (if available) or in St Matthews Lane. When parked in St Matthews Lane it is acknowledged that such vehicles could create some short term inconvenience to through traffic given its narrow width. However this is considered preferable to permanently allocating a full-time or part-time 'Loading Zone' or 'No Parking' space for such deliveries along either the Arthur Street or Rose Street frontage of the shopping centre as it would remove at least two customer parking spaces.

Issue 7: The management of the supermarket/cafe indicated a need for more one hour parking spaces, including new spaces on the northern side of Rose Street, in order to satisfy the demands for parking from their customers.

Response: The need for additional one hour parking spaces is acknowledged, particularly on the Arthur Street and Rose Street frontages of the shopping centre. However there are several businesses that require longer term parking for customers which needs to be provided in reasonable proximity to the shopping centre. Furthermore the supermarket/cafe could readily place time limited restrictions on the existing underground parking spaces if such restrictions are required to meet the needs of the business's customers.

In order to improve parking around the shopping centre a number of new signposted parking restrictions, as well as changes to a number of existing signposted parking restrictions and linemarking, are proposed:

- provision of full-time one hour time limited parking along the western side of Arthur Street adjoining the frontage of the shopping centre to increase parking turnover;
- removal of the existing part-time one hour time limited parking restrictions on the eastern side of Arthur Street opposite the shopping centre;
- once the mail box in Arthur Street is relocated, removal of the 'No Parking Australia Post Vehicles Excepted' zone to create an additional 9 metres of kerbside parking;

- provision of a 9 metre long 'No Parking Australia Post Vehicles Excepted' zone next to the proposed location of the mail box in Charles Street including reducing the length of the adjoining double centreline by 5 metres;
- relocation of the existing 'No Stopping' sign on the western side of Arthur Street currently located approximately 13 metres south of the Rose Street intersection to a new position 10 metres south of the intersection to create an additional 3 metres of kerbside parking;
- relocation of the existing 'No Stopping' sign on the southern side of Rose Street currently located approximately 13 metres west of the Arthur Street intersection, to a new position 10 metres from the intersection to create an additional 3 metres of kerbside parking;
- provision of a 5 metre long disabled parking space on the southern side of Rose Street, 10 metres from the Arthur Street intersection;
- relocation of the existing 'No Stopping' sign on the southern side of Rose Street adjacent to the supermarket/cafe closer to the entry to St Matthews Lane to create an additional 2 metres of kerbside parking;
- provision of a 20 metre long '15 Minute Parking 8.15-9.15am & 3.00-3.45pm School Days' zone on the eastern side of Edgar Street adjoining the pre-school.

A plan of the area with the proposed changes to parking restrictions is attached (Attachment 1).

Details of the proposed changes have been distributed to the shop owners, church and pre-school and there appears to be general support for them. As indicated previously, although the management of the supermarket/cafe didn't raise any significant objections to the proposed changes, they did indicate a preference for the existing one hour restrictions on the eastern side of Arthur Street to be retained and for additional one hour restrictions to be provided on the northern side of Rose Street in order to better support the nature of their business which relies on a high turnover of customers. However this could impact on the parking needs of other businesses in the shopping centre as well as the nearby residential properties and would not be supported at this stage. If however the supermarket/cafe requires higher turnover parking, its management could readily place time limited restrictions on the underground parking spaces that are currently unrestricted.

CONCLUSION

The proposed changes to parking restrictions outlined in the report will provide a dedicated disabled parking space in Rose Street as well as a modest increase in the total amount of kerbside parking available adjoining the shopping centre. However the introduction of time limited parking on the western side of Arthur Street adjoining the shopping centre will increase vehicle turnover and greatly assist the majority of shop owners.

At the same time there will still be substantial amount of unrestricted kerbside parking in the area around the shopping centre, church and pre-school available for retail workers, church visitors or those visitors to the shopping centre that require a longer period of time. There will also be dedicated short-term, part-time parking adjoining the pre-school in Edgar Street that will enable parents to drop-off and pick-up their children.

TECHNICAL OFFICER'S RECOMMENDATION TO LTC

Approval be given for:

- a) Changes to parking restriction signage and linemarking in the area around the Arthur Street shopping centre and St Matthews Church and Pre-school bounded by Arthur Street, Rose Street, Edgar Street and Charles Street as detailed in Attachment 1 to the Report;
- b) Construction of a concrete footpath on the southern side of Charles Street between Arthur Street and Edgar Street to provide access to the relocated Australia Post mail box.

LTC MEMBER COMMENTS RECEIVED

RMS – "Please ensure that the sign number for the Disabled parking signs is R5 -1-3 on Rose Street."

Member for Baulkham Hills – "Our office confirms that we are in agreement with the recommendations contained in the attached reports."

Police – "nil objections to the recommendations made"

Manager's Comment

As requested by RMS the correct sign code for the Disabled Parking signs in Rose Street will used and the signs in Attachment 1 have been amended accordingly.

IMPACTS**Financial**

The estimated cost of the regulatory signage changes is \$3,200 and will be funded from Council's signage and linemarking budget. The cost of the concrete footpath will be funded from the budget allocation for Minor Traffic Facilities in the 2017/18 Works Program (Project 610011). To date \$106,660 has been expended or committed.

Strategic Plan - Hills Future

The recommendation of this report demonstrates Council's aim of improving parking accessibility in the area around the Arthur Street shopping centre and St Matthews Church and Pre-school.

RECOMMENDATION

Council approve:

- a) Changes to parking restriction signage and linemarking in the area around the Arthur Street shopping centre and St Matthews Church and Pre-school bounded by Arthur Street, Rose Street, Edgar Street and Charles Street as detailed in Attachment 1 to the Report;
- b) Construction of a concrete footpath on the southern side of Charles Street between Arthur Street and Edgar Street to provide access to the relocated Australia Post mail box.

ATTACHMENTS

1. Plan of proposed parking restrictions (1 page).

Attachment 1.



ITEM-6 MARCH 2018 LOCAL TRAFFIC COMMITTEE - BARINA DOWNS ROAD, BELLA VISTA - PROPOSED BUS ZONES

THEME:	Balanced Urban Growth
OUTCOME:	6 Safe, convenient and accessible transport options that enable movement through and within our Shire.
STRATEGY:	6.1 Facilitate the provision of integrated transport alternatives that link residents to their home, places of work and services and facilities.
MEETING DATE:	10 APRIL 2018 COUNCIL MEETING
GROUP:	STRATEGIC PLANNING
AUTHOR:	ROAD SAFETY OFFICER ANGELA VERNICOS
RESPONSIBLE OFFICER:	MANAGER – COMMUNITY PLANNING & SPECIAL INFRASTRUCTURE PROJECTS MICHAEL LATHLEAN

SOURCE OF ENQUIRY

A request has been received from Hillsbus for the installation of 'Bus Zone' signage at two existing bus stops in Barina Downs Road, Bella Vista.

REPORT

There are two existing bus stops located in the section of Barina Downs Road, Bella Vista between Evesham Court and Camarena Avenue (Private Road). One bus stop is located on the northern side of the road outside No. 26A approximately 50m west of Evesham Court, and the second is on the southern side of the road outside Nos. 25/27 (Figure 1).



Figure1: Location of bus stops at 26A and 25/27 Barina Downs Rd, Bella Vista

Bus access to the bus stops relies on the statutory restrictions under the NSW Road Rules (Rule 195) which prevent cars parking within 20m on the approach side and 10m on the departure side of the bus stop.

At present there is significant demand for on-street parking in this section of Barina Downs Road from construction sub-contractors working at the Norwest station site in Brookhollow Avenue and commuters. As a result vehicles are often parked at the bus stops preventing buses from stopping altogether, or requiring them to stop in the through traffic lane (Photograph 1).

Although Councils' Compliance Officers have been enforcing this Road Rule on a regular basis through the issuing of warnings and infringement notices, cars are continuing to park at the bus stops. As result, Hillsbus has requested that 'Bus Zone' signage be installed at each bus stop.



Photograph 1: Bus stop at 26A Barina Downs Road with illegal parking

The installation of 'Bus Zone' signage 20m on the approach and 10m on the departure side of the bus stops will formalize the bus zone and deter cars from parking within that area. This will ensure that buses will be able to safely stop at the bus stops to pick up and set down passengers (Figure 2). No legal on-street parking will be lost.



Figure 2: Proposed Bus Zones at bus stops at 26A and 25/27 Barina Downs Road.

TECHNICAL OFFICERS RECOMMENDATION TO LTC

Approval be given for the installation of 30 metres of 'Bus Zone' restrictions at the bus stops at 26A and 25/27 Barina Downs Road, Bella Vista as detailed in Figure 2 of the report.

LTC MEMBER COMMENTS RECEIVED

RMS – "No objections to the recommendations"

Member for Baulkham Hills – "Our office confirms that we are in agreement with the recommendations contained in the attached reports."

Police – "nil objections to the recommendations made"

IMPACTS

Financial

The estimated cost of the regulatory 'Bus Zone' signage is \$800 and will be funded from Council's signage and linemarking budget.

Strategic Plan - Hills Future

The recommendation of this report demonstrates Council's aim of improving parking accessibility in the area around the Arthur Street shopping centre and St Matthews Church and Pre-school.

RECOMMENDATION

Council approve the installation of 30 metres of 'Bus Zone' restrictions at the bus stops at 26A and 25/27 Barina Downs Road, Bella Vista as detailed in Figure 2 of the report.

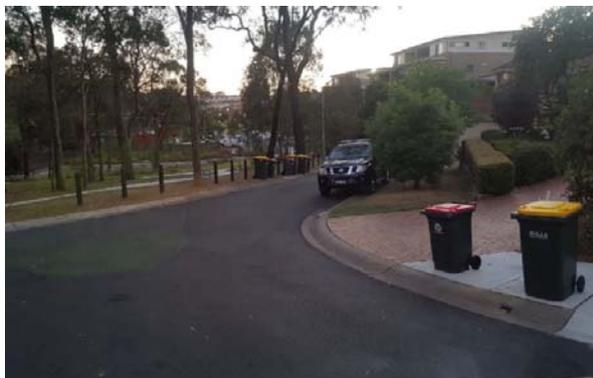
ATTACHMENTS

Nil.

As a result of construction activity at the Norwest station site, cars and light commercial vehicles owned by contractors are now constantly parked on both sides of the road along the full length of the street as well as in the 'Y' shaped turning head. This makes it very difficult for larger service vehicles such as waste trucks or emergency service vehicles to access the street and turn around. The parked vehicles also make it extremely difficult for residents to enter and leave their driveways due to the very narrow width of the street (Photographs 1, 2, 3 and 4).



Figure 1: Locality Plan



Photograph 1



Photograph 2



Photograph 3



Photograph 4

A turning swept path analysis has confirmed that vehicles parked in the 'Y' shaped turning head will prevent large service vehicles, including emergency service vehicles, from manoeuvring to turn around. The turning path diagram also showed that parking restrictions are required in the turning head to allow access for an 8.8 metre long waste truck (Figures 2 and 3).



Figure 2: Turning path diagram

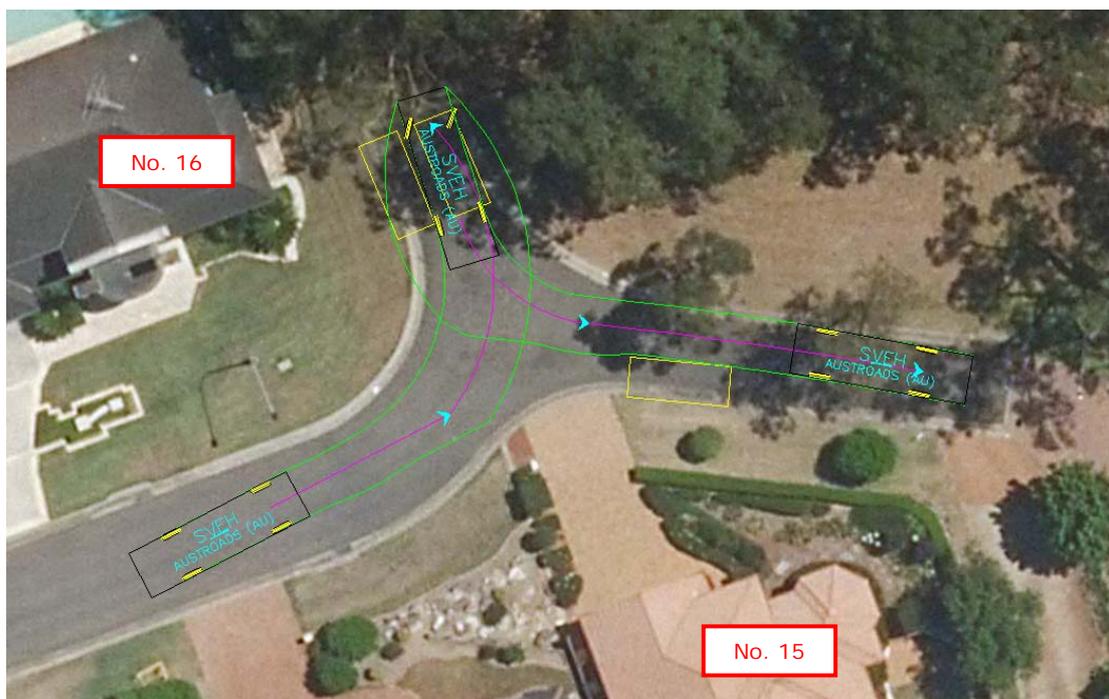


Figure 3: Turning path diagram

At its meeting on 14th October 2014, Council adopted Policy 25 “Assessment of Requests for On-street Parking Restrictions”. Associated with the Policy is an Internal Procedure that details how such requests are to be formally assessed.

Under the Policy, parking restrictions are only to be considered in cases where it is justified by one or more of the following:

- a documented risk management review;
- where access for essential service or larger emergency service vehicles is severely affected;
- in exceptional circumstances.

In accordance with the Internal Procedure, a risk management review has been undertaken (Attachment 1). Based on the point score from the review, it would suggest that the parking situation in Evesham Court should be monitored at this time. However, it is considered that the imposition of parking restrictions in Evesham Court should still proceed in accordance with dot points two and three of Policy 25 to ensure access for larger essential service and emergency service vehicles is maintained and to ensure that residents can enter and leave their driveways.

In order to improve access into and out of Evesham Court full-time ‘No Stopping’ restrictions are proposed on all sides of the ‘Y’ shaped turning head and part-time ‘No Parking 6am to 6pm Monday to Saturday’ restrictions on the western and northern side of the street (Figure 4). It is also proposed to reduce the length of the existing double centreline at the southern end of the road by approximately 15 metres to allow several additional on-street parking spaces.



Figure 4: proposed parking restrictions

Consultation letters regarding the proposed parking restrictions were distributed to all residents. Three responses largely supporting the proposed full-time ‘No Stopping’ restrictions in the ‘Y’ shaped turning head were received. However one of the residents requested that Council remove the proposed ‘No Stopping’ restriction on the southern side of the turning head outside No.15 and reduce the length of the ‘No Stopping’ restriction in the turning head next to No.16. As indicated in Figures 2 and 3, waste trucks have to use these locations to be able to do a U-turn and therefore this request cannot be supported.

Four further responses were received from other residents of the street all in support of the proposal with the following minor suggestions:

- change the proposed part-time 'No Parking' restrictions from Monday-Saturday to Monday- Friday;
- relocate the proposed 'No Parking' sign between the driveways of Nos. 12 and 14 to the street light column at the northern boundary of Nos.8.

No objection is raised to the change in the 'No Parking' restrictions from Monday-Saturday to Monday-Friday as it could have less impact on residents and their visitors.

It is presumed that the second suggestion arises out of a concern that the position of the 'No Parking' sign outside Nos. 12 and 14 would be too close to the two driveways and could cause an obstruction to vehicles entering and leaving each driveway. Relocating the sign to the northern boundary of No. 8 would address this issue but would then mean that there is a gap of approximately 50 metres between the relocated sign and the closing sign outside No. 16 which could make enforcement difficult. To overcome this problem it is proposed that an additional sign be installed on the common boundary of Nos. 14 and 16.

TECHNICAL OFFICER'S RECOMMENDATION TO LTC

In accordance with Figure 4 of the report, approval be given for:

- a) 'No Stopping' signs to be installed in the 'Y' shaped turning head at the eastern end of Evesham Court, Baulkham Hills;
- b) 'No Parking 6am-6pm Mon-Fri' signs be installed along the western and northern side of Evesham Court with an additional sign being installed on the common boundary of Nos.14 and 16 and the sign proposed outside No.12 being relocated to the northern boundary of No. 8;
- c) 15 metres of BB linemarking outside No.4 be removed

LTC MEMBER COMMENTS RECEIVED

RMS – "No objections to the recommendations"

Member for Baulkham Hills – "Our office confirms that we are in agreement with the recommendations contained in the attached reports."

Police – "nil objections to the recommendations made"

IMPACTS

Financial

The estimated cost of the regulatory 'No Stopping' and part-time 'No Parking' signage is \$1,400 and will be funded from Council's signage and linemarking budget.

The Hills Future - Community Strategic Plan

The recommendation of this report demonstrates Council's commitment of achieving a safer and more accessible road network through the installation, renewal and modification of traffic facilities.

RECOMMENDATION

In accordance with Figure 4 of the report, Council approval be given for:

- a) 'No Stopping' signs to be installed in the 'Y' shaped turning head at the eastern end of Evesham Court, Baulkham Hills;
- b) 'No Parking 6am-6pm Mon-Fri' signs be installed along the western and northern side of Evesham Court with an additional sign being installed on the common boundary of Nos.14 and 16 and the sign proposed outside No.12 being relocated to the northern boundary of No. 8;
- c) 15 metres of BB linemarking outside No.4 to be removed.

ATTACHMENTS

- 1. Parking Assessment (1 page)

ATTACHMENT 1

The Hills Shire Council
Internal Procedure



**CHECKLIST FOR ASSESSING REQUESTS FOR
KERB-SIDE PARKING RESTRICTIONS**

Each request for parking restrictions is to be assessed in accordance with Council's Internal Procedure.

Road

- Road name: Evesham Court, Baulkham Hills
- Signposted speed of traffic on road: 50km/h Points: 2
- or
- 85th percentile speed if known: _____
- Road Hierarchy classification: Local Points: 1
- Road width: 6m Points: 3

Reported Crash Data

- Number of reported crashes: 0 Points: 0

Sight Distance

- Sight distance assessment: Average Points: 2

Service and Emergency Service Vehicle Access

- Service vehicle access assessment: Poor Points: 3

TOTAL POINTS:

11

ACTION: Monitor

Prepared: Martin Jia

Verified: Michael Lathlean



After completing the form, save it to the N:drive then register into ECM by drop and drag to the Rapid Registration screen. Don't forget to delete it from the N:drive after registration. Add links to -
Subject: Parking Restrictions Assessments;
Customer: Yourself and who made the request;
Property: Road name

<< Insert ALL attachments below the section break >>

ITEM-8	MARCH 2018 LOCAL TRAFFIC COMMITTEE - PROPOSED ROUNDABOUT - RENOWN AND PARK ROAD, BAULKHAM HILLS
THEME:	Balanced Urban Growth
OUTCOME:	6 Safe, convenient and accessible transport options that enable movement through and within our Shire.
STRATEGY:	6.1 Facilitate the provision of integrated transport alternatives that link residents to their home, places of work and services and facilities.
MEETING DATE:	10 APRIL 2018 COUNCIL MEETING
GROUP:	STRATEGIC PLANNING
AUTHOR:	PRINCIPAL COORDINATOR – ROADS & TRANSPORT STEPHEN BARNES
RESPONSIBLE OFFICER:	MANAGER – COMMUNITY PLANNING & SPECIAL INFRASTRUCTURE PROJECTS MICHAEL LATHLEAN

REPORT

Council has been successful in obtaining grant funding under the 2017/18 Federal Blackspot Program to undertake road safety improvements at the intersection of Renown Road and Park Road, Baulkham Hills.

This intersection has a relatively poor accident history with 15 reported crashes over the five year period from 1 July 2012 until 30 June 2017. Of these 15 crashes, 13 have occurred on a wet road surface.

Although Council has carried out some works at the intersection in recent years including the installation of guard rail and anti-skid pavement markings, accidents continue to be a concern.

Through the Federal Blackspot Program, Council has now identified several improvements aimed at reducing traffic speeds and improving safety at this intersection. These improvements include a roundabout at the intersection of Park and Renown Roads and other minor ancillary works to ensure the roundabout operates effectively and improves access of affected residents. A concept design has been prepared including heavy vehicle swept turning paths, see attachments 2 and 3.

Affected residents were notified of this proposal in September 2017 with no objections received.

In accordance with the relevant provisions of the Roads Act 1993 and the RMS Delegation to Council's for the regulation of traffic, any regulatory traffic control device must be referred to the Local Traffic Committee before being approved by Council.

TECHNICAL OFFICER'S RECOMMENDATION TO LTC

The proposed roundabout and associated works at the intersection of Renown Road and Park Road, Baulkham Hills be approved in accordance with Attachment 2 of this report.

LTC MEMBER COMMENTS RECEIVED

RMS – "Southern approach to the roundabout - The plan shows that the kerb side lane will terminate with this traffic required to merge right into adjacent lane. However, the plan includes G9-15 "Form 1 Lane" sign. This is not the correct sign type as the marked termination lane of the left hand lane means traffic need to merge into the adjacent lane. The signage and line marking for the merge need to be provided as per the AS1742.2 Figure 4.16 Treatments at lane reductions (merges).

Member for Baulkham Hills – "Our office confirms that we are in agreement with the recommendations contained in the attached reports."

Police – "Nil objections to the recommendations made"

Manager's Comment

The RMS' comment regarding the merging of the kerbside lane on the southern approach to the proposed roundabout is noted and is included in the line marking and sign posting plan attached to the report (Attachment 4).

IMPACTS**Financial**

The total estimated cost of the roundabout is approximately \$300,000 and will be fully funded through the Australian Government Blackspot Program. These funds are currently available in Council's 2017/18 Works Program against Project 610173. To date no expenditure has been incurred.

Strategic Plan - Hills Future

The recommendation of this report demonstrates Council's commitment of achieving a safer and more accessible road network through the installation, renewal and modification of traffic facilities.

RECOMMENDATION

Council approve the proposed roundabout and associated works at the intersection of Renown Road and Park Road, Baulkham Hills in accordance with Attachments 2 and 4 of this report.

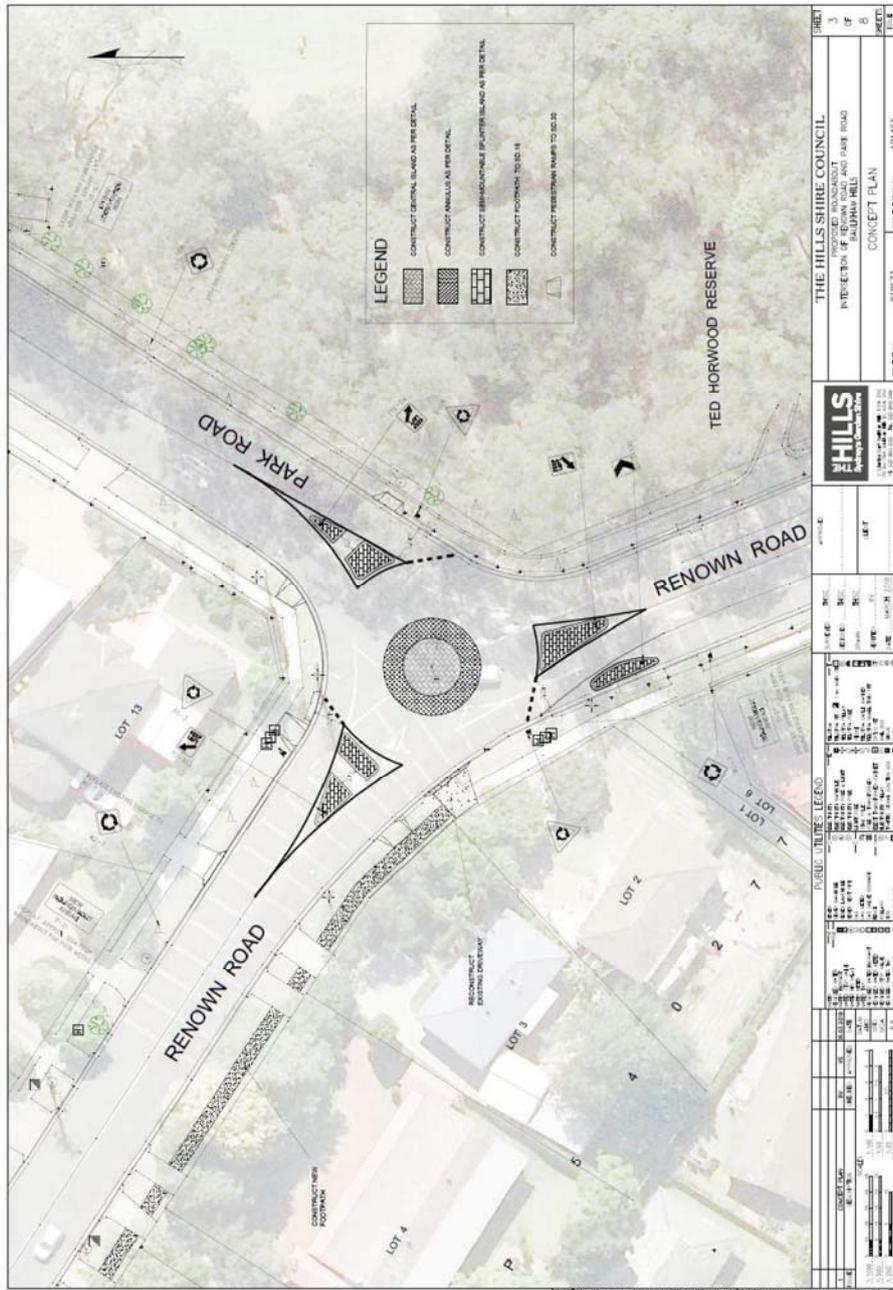
ATTACHMENTS

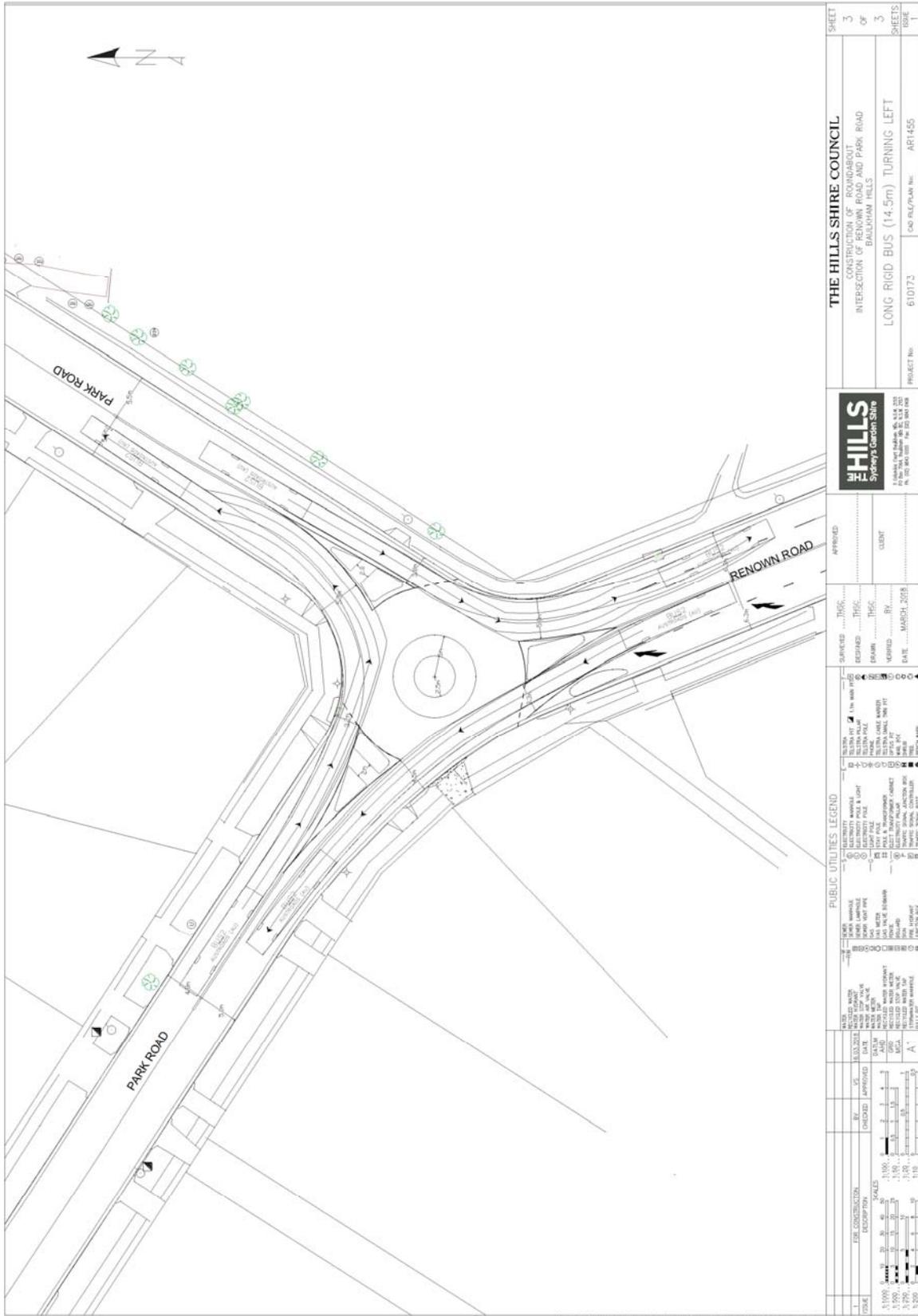
1. Locality Plan (1 page)
2. Concept Design (1 page)
3. Turning Path Diagrams (3 pages)
4. Line Marking and Sign Posting Plan (1 page)

ATTACHMENT 1.



ATTACHMENT 2.





Solent Circuit is classified as a Major Collector Road under Council's Road Hierarchy and has a default speed limit of 50km/hr. The eastbound and westbound traffic lanes of Solent Circuit are divided by a median island which limits access to and from the hospital's driveway to left in and left out only. Parking on both sides of Solent Circuit near the hospital is unrestricted.

A review of the RMS crash data from the last five years (2012-2016) indicates that no accidents related to the limited sight distance were recorded in this section of Solent Circuit.

According to the provisions of the Austroads 'Guide to Road Design Part 3', the absolute minimum stopping sight distance (SSD) for a vehicle travelling at 50km/hr is 48 metres and the desirable minimum SSD is 55 metres.

An inspection confirmed that when vehicles are parked on the southern side of Solent Circuit east of the hospital's driveway, the SSD is significantly less than the standard. The inspection also found that the SSD of driveways at several other commercial premises in Solent Circuit was also less than the standard if vehicles were parked adjacent to them.

In accordance with Council's Policy 25 on the 'Assessment of Requests for On-street Parking Restrictions', the installation of parking restrictions adjacent to the hospital's driveway is considered appropriate (Attachment 1). However, as the peak hour vehicle movements from the driveways of the other commercial properties in this section of Solent Circuit are considerably less than that of the hospital, they did not meet the warrant for parking restrictions under the Policy.

Accordingly it is proposed that full time 'No Parking' restrictions be provided on the southern side of Solent Circuit, Baulkham Hills as detailed in Figure 2.



Figure 2: Proposed 'No Parking' restrictions

TECHNICAL OFFICER'S RECOMMENDATION TO LTC

Parking restrictions on the southern side of Solent Circuit outside the Hospital for Specialist Surgery (17-19 Solent Circuit) be approved as follows:

1. A "No Parking (R)" sign be installed approximately 24 metres east of the driveway.
2. A "No Parking (L)" sign be installed approximately one (1) metre west of the driveway.

LTC MEMBER COMMENTS RECEIVED

RMS – "No objections to the recommendations"

Member for Baulkham Hills – "Our office confirms that we are in agreement with the recommendations contained in the attached reports."

Police – "Nil objections to the recommendations made"

IMPACTS**Financial**

The estimated cost of the regulatory 'No Stopping' signage is \$400 and will be funded from Council's signage and linemarking budget.

Strategic Plan - Hills Future

The recommendation of this report demonstrates Council's aim of achieving a safer road network through the installation, renewal and modification of traffic facilities.

RECOMMENDATION

Council approves Parking restrictions on the southern side of Solent Circuit outside the Hospital for Specialist Surgery (17-19 Solent Circuit) as follows:

1. A "No Parking (R)" sign be installed approximately 24 metres east of the driveway.
2. A "No Parking (L)" sign be installed approximately one (1) metre west of the driveway.

ATTACHMENTS

1. Checklist for Assessing requests for Parking Restrictions at Driveways (1 page).

Attachment 1

The Hills Shire Council
Internal Procedure



**CHECKLIST FOR ASSESSING REQUESTS FOR
PARKING RESTRICTIONS AT DRIVEWAYS**

Each request for parking restrictions is to be assessed in accordance with Council's Internal Procedure.

Frontage Road

- Frontage road name: Solent Circuit, Baulkham Hills
- Signposted speed of traffic on frontage road: 50km/hr Points: **2**
- or
- 85th percentile speed if known: _____
- Road Hierarchy classification: Major Collector Points: **3**

Driveway

Note: Reference needs to be made to RMS' 'Guide to Traffic Generating Developments' October 2002 Issue 2.2, particularly Section 3 in calculating estimated peak hour traffic volume

- Type of development: Hospital
- Estimated peak hour traffic volume: 55 Points: **3**

Reported Crash Data

Number of reported crashes: 0 Points: **0**

Sight Distance

Sight distance assessment: Poor Points: **3**

TOTAL POINTS: **11**

ACTION: Report to Local Traffic Committee

Prepared: Illisha Amarasinghe

Verified: Michael Lathlean

ITEM-10	MARCH 2018 LOCAL TRAFFIC COMMITTEE - ANZAC DAY 2018 EVENTS
THEME:	Balanced Urban Growth
OUTCOME:	6 Safe, convenient and accessible transport options that enable movement through and within our Shire.
STRATEGY:	6.1 Facilitate the provision of integrated transport alternatives that link residents to their home, places of work and services and facilities.
MEETING DATE:	10 APRIL 2018 COUNCIL MEETING
GROUP:	STRATEGIC PLANNING
AUTHOR:	MANAGER – COMMUNITY PLANNING AND SPECIAL INFRASTRUCTURE PROJECTS MICHAEL LATHLEAN
RESPONSIBLE OFFICER:	ACTING GROUP MANAGER – STRATEGIC PLANNING MARK COLBURT

REPORT

There will be two events held to commemorate ANZAC Day 2018 at the Centenary of Anzac Reserve, corner of Wrights Road and Green Road, Castle Hill.

- the ANZAC Sunday Service will be held on Sunday 22nd April from 9.00am – 10.15am;
- the ANZAC Dawn Service will be held on Wednesday 25th April from 6.00am – 7.00am.

These two events will attract between 6,000 to 8,000 and 10,000 to 20,000 attendees respectively.

It is proposed to close Harrington Avenue, Castle Hill at the Wrights Road intersection and at the Bellemarie Drive intersection for half an hour from 8.30am – 9.00am on Sunday 22nd April to allow veterans to march along Harrington Avenue into the Centenary of ANZAC Reserve for the service.

It is also proposed to close Harrington Avenue at the Wrights Road intersection and at the Bellemarie Drive intersection from 5.40am – 6.00am on Tuesday 25th April to allow veterans to march along Harrington Avenue into the Centenary of ANZAC Reserve for the service.

For security purposes, buses will be positioned at both ends of the road closure for each event.

Parking for both events will be available at Wrights Road Community Centre, the Kellyville Plaza carpark as well as off-street parking in the surrounding residential streets. Additional parking will also be made available for the Dawn Service only on Wednesday 25th April in William Clarke College and the TAFE complex off Green Road.

The Police, Rural Fire Service, State Emergency Service and Authorised Traffic Controllers will assist with the closure of Harrington Avenue on both dates and will also assist with pedestrian management across Green Road at the refuge island near Eric Cooper Drive. The Police will also provide traffic control at the two roundabouts on Wrights Road between Harrington Avenue and Green Road. Crowd control barriers will be installed at the intersection of Green Road and Wrights Road to control pedestrian movements at this intersection.

A copy of the Traffic Management Plan and Traffic Control Plans for both events is attached to this report (Attachment 1).

TECHNICAL OFFICER'S RECOMMENDATION TO LTC

1. The two ANZAC Day 2018 events to be held at the Centenary of ANZAC Reserve, Wrights Road, Castle Hill - The Sunday Service on Sunday 22nd April from 9.00am – 10.15am and the ANZAC Day Dawn Service on Wednesday 25th April from 6.00am – 7.00am be classified as Class 2 events in accordance with the RMS "Guide to Traffic and Transport Management for Special Events".
2. The Committee endorse the Traffic Management Plan as submitted by The Hills Shire Council's Events Team for both events.
3. The signed Traffic Management Plan be forwarded to RMS and the Police for their concurrence to hold the events.

LTC MEMBER COMMENTS RECEIVED

RMS – "No objection to the events based on both events are classified as class 2 and the signed TMPs and other related document to be forwarded to RMS."

Member for Castle Hill – No comment received

Police – "No objections"

IMPACTS

Financial

No financial impact on Council.

The Hills Future - Community Strategic Plan

The recommendation of this report demonstrates Council's aim of achieving a safer road network through the temporary installation, renewal and modification of traffic facilities to accommodate community events.

RECOMMENDATION

Council approve:

1. The two ANZAC Day 2018 events to be held at the Centenary of ANZAC Reserve, Wrights Road, Castle Hill - The Sunday Service on Sunday 22nd April from 9.00am – 10.15am and the ANZAC Day Dawn Service on Wednesday 25th April from 6.00am – 7.00am be classified as Class 2 events in accordance with the RMS "Guide to Traffic and Transport Management for Special Events".
2. The Committee endorse the Traffic Management Plan as submitted by The Hills Shire Council's Events Team for both events.

3. The signed Traffic Management Plan be forwarded to RMS and the Police for their concurrence to hold the events.

ATTACHMENTS

1. ANZAC Services Traffic Management Plan (TMP) (22 pages)

TRAFFIC MANAGEMENT PLAN

ANZAC Sunday Service & ANZAC Dawn Service 2018

Centenary of Anzac Reserve
Cnr Wrights Rd & Green Rd
Castle Hill NSW 2154

Version: 1
Date: 09.02.2018
Written by: Candice Scharkie
Corporate and Community Events Liaison Officer
The Hills Shire Council

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1. EVENT DETAILS

1.1. Event Summary

The Hills Shire Council (from here on referred to as THSC) supports Castle Hill RSL sub-branch in the promotion and management of the ANZAC Sunday Service and the ANZAC Dawn Service 2018 events at the Centenary of Anzac Reserve. THSC is providing this Traffic Management Plan (TMP) and Traffic Control Plans (TCPs, please see appendix) to provide traffic and transport planning support for the event. Castle Hill RSL Sub sub-branch are responsible for implementing the strategies outlined within this TMP.

1.1.1. Event Details – Anzac Sunday Service

Event Name:	Anzac Sunday Service 2018
Venue:	Centenary of Anzac Cnr Wrights Road and Green Road, Castle Hill NSW 2154
Date:	Sunday 22 April 2018
Event Operational Time:	0900 – 1015
Bump in / out Period:	Bump in: 21 April 2018 1600 – 2000 22 April 2018 0700 - 0900 Bump Out: 22 April 2018 1030 – 1200
Road Closure:	Sunday 22 April 2018 0845 – 0915
Expected Attendance:	6,000 – 8,000
Event is off-street, on-street moving, or on-street non-moving:	Off-street
Event is held annually/regularly/once off	Annual
Preliminary Classification:	Class 2 (subject to Local Traffic Committee – LTC assessment)
Previous Years Attendance:	9,000
Target Market:	Families with young children

1.1.2. Event Details – Anzac Dawn Service 2018

Event Name:	Anzac Dawn Service 2018
Venue:	Centenary of Anzac Cnr Wrights Road and Green Road, Castle Hill NSW 2154
Date:	Wednesday 25 April 2018
Event Operational Time:	0600 – 0700

Bump in / out Period:	Bump in: 24 April 2018 1600 – 2000 25 April 2018 0300 – 0600 Bump Out: 25 April 2018 0730 – 1200
Road Closure:	Wednesday 25 April 2018 0545 – 0615
Expected Attendance:	10,000 – 20,000
Event is off-street, on-street moving, or on-street non-moving:	Off-street
Event is held annually/regularly/once off	Annual
Preliminary Classification:	Class 2 (subject to Local Traffic Committee – LTC assessment)
Previous Years Attendance:	15,000
Target Market:	Families with young children

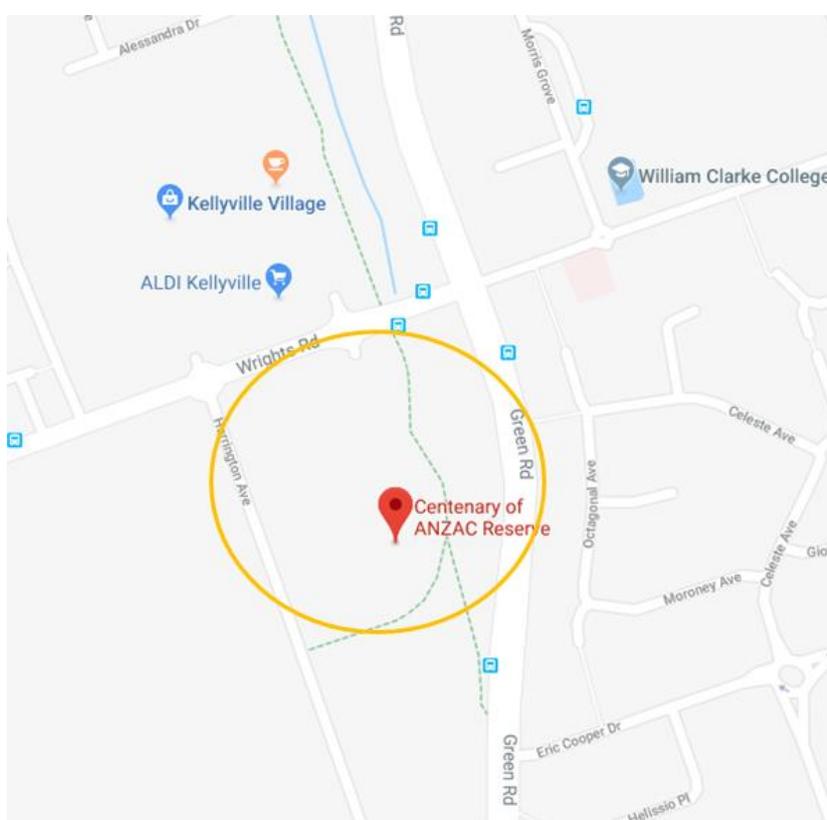
1.2. Contact Names

Event Company:	Castle Hill Rsl Sub-Branch
Event Manager:	Mike Yeo Vice President Mob: 0438 989 966 Email: vpcomm@chrslsubbranch.org.au
Venue Owner:	Lori Modde The Hills Shire Council Manager - Community, Economic Development & Venues Mob: 0434 565 940 Ph: 02 9843 0191 Email: lmodde@thehills.nsw.gov.au
Venue Manager:	Candice Scharkie The Hills Shire Council Corporate and Community Event Liaison Officer Mob: 0434 561 699 Ph: 02 9843 0564 Email: cscharkie@thehills.nsw.gov.au
NSW Police:	Senior Constable Alison Lilly The Hills LAC Ph: 02 9680 5372 Email: lill1ali@police.nsw.gov.au
Roads & Maritime Services (RMS):	Dina Hanna – Network & Safety Officer Ph: 02 8849 2934 Email: Dina.Hanna@rms.gov.au
Roads & Maritime Services (RMS) Traffic signals:	Adrian Paul Ph: 02 9714 1948 Email: adrian.paul@rms.nsw.gov.au TMC – PIU - tmc_piu@tmc.transport.nsw.gov.au

1.3. Brief Description of the Event

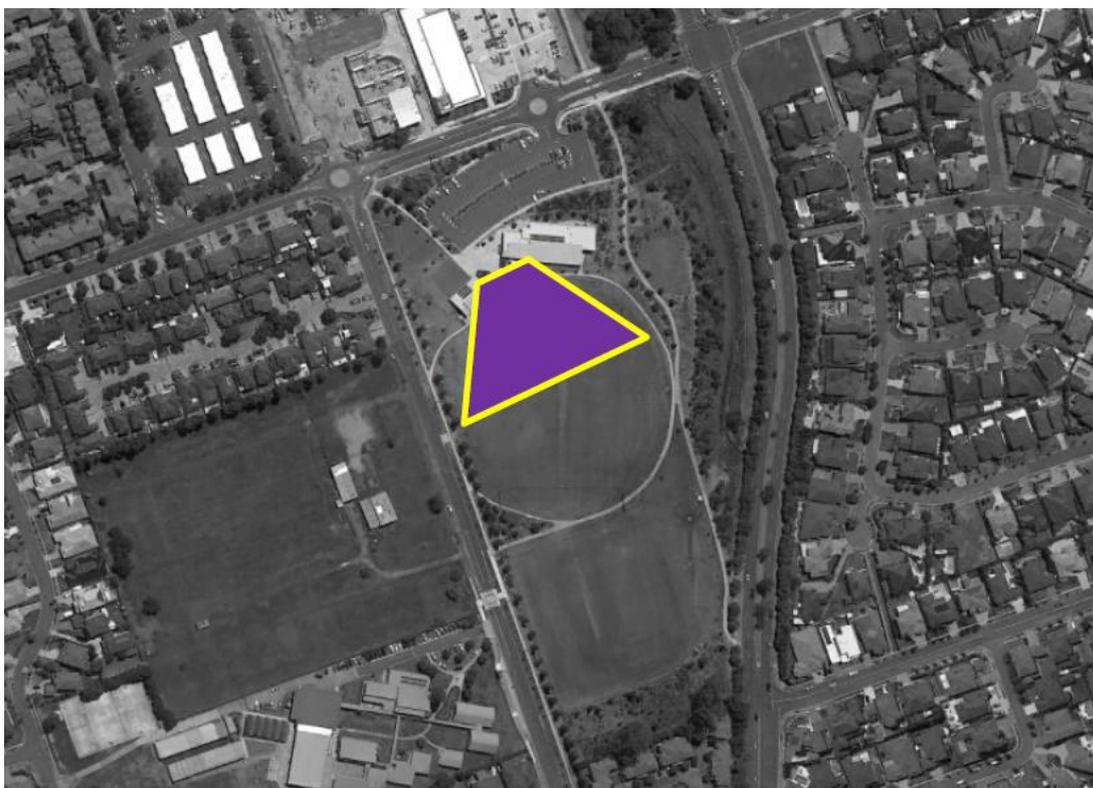
Community commemorative events attracting between 8,000 and 20,000 patrons in total (widest range). Free access events with mainly local area demographic. Major part of the public arrives on foot and those who drive park in the local area amongst community centre car parks and street parking. Both events are short in duration (approximately one hour on average, with arrivals and departures approximately one hour before and after) and fall generally outside weekend peak hours – especially the Dawn Service concluding at 07:00hrs. The events have strong community support including support from SES, THSC and the Hills Local Area Command.

1.4. Location Map



1.5. Site Plan

Refer to the following page for the Anzac Services event site. This map will be updated closer to the event. Should you need a copy of the updated Site Plan, please contact Event Managers as listed in section 1.2 of this TMP.



2. WORKPLACE HEALTH & SAFETY

2.1. Risk Assessment Plans

A Risk Management approach is a fundamental part of the planning for any event. The safety risk identification, assessment and control process is a legal obligation (as per the WHS Act and Regulation 2011) and should be aligned with AS/NZS ISO 31000 Risk Management – Principles and Guidelines. Broader event risk management is best practice and a fundamental part of due diligence.

Castle Hill RSL Sub-branch are the ground hirer and principal risk manager for the overall event and shall ensure that the risk management methodologies are applied throughout all stages and aspects of the event activities.

A comprehensive Risk Assessment will be conducted for the NYE and Australia Day events held at Bella Vista Farm Park and can be made available by contacting the Event Manager as listed in section 1.2 of this TMP.

2.2. Public Liability Insurance

The Castle Hill RSL Sub-branch has Public Liability Insurance to the value of \$20million. This policy covers all activities of Sub-branch. A copy of this policy is attached on the following page.



CGU Insurance Ltd
388 George Street
Sydney NSW 2000

ABN: 27 004 478 371

CERTIFICATE OF CURRENCY

Date: 14th February 2018

To Whom It May Concern:

The Policy referred to below is current as at the date of this certificate. Whilst due date has been indicated it should be noted that this policy may be cancelled in the future.

Policy Number: 10M 7431902

Policy Type: General and Products Liability

Insured: RSL of Australia Sub Branches and Women's Auxiliaries including Castle Hill RSL Sub-Branch

Period of Insurance: From: 31 May 2017 at 4:00pm local time at the place of issue

To: 31 May 2018 at 4:00m local time at the place of issue

Public Liability \$20,000,000 any one Occurrence

Products Liability \$20,000,000 any one Occurrence and in the aggregate

Advertising Liability \$20,000,000 any one Occurrence and in the aggregate

Interested Party: Baulkham Hills Council is noted for their respective rights and interests in respect of ANZAC Day 25th April 2018.

This is a Policy summary only. Full details of this Insurance appear on the Policy Document

CGU
CGU INSURANCE LIMITED
ABN 27 004 478 371

CGU Insurance Limited – Certificate of Currency

2.3. Police

The Hills LAC have already been in discussion with the Castle Hill RSL Sub-Branch to confirm their support and involvement in the event. Official notification will be sent to the Hills LAC 2 weeks prior to the above mentioned events.

2.4. NSW Fire & Rescue and NSW Ambulance

NSW Fire & Rescue and NSW Ambulance will be notified 2 weeks prior to the above mentioned events.

3. TRAFFIC & TRANSPORT MANAGEMENT**3.1. The Routes and Location**

The site is located amongst local area – 50km/h two lane/two way roads (Wrights Rd and Harrington Av) and a multi-lane divided road to the East (Green Rd.) with 60 km/h sign posted speed limit and traffic signals at the intersection Green Rd/Wrights Rd. Green Rd and Wrights Rd entail public bus services.

3.2. Parking

There will be a number of parking areas for event patrons. These parking areas are outlined below with approximately 1,700 car spaces available.

FACILITY	CAPACITY	TYPE	AVAILABILITY – SUNDAY SERVICE	AVAILABILITY – DAWN SERVICE
William Clark College	200 cars	Sealed surface, marked bays, car parks	NO	YES
TAFE	200 cars	Sealed surface, marked bays, car parks	NO	YES
Community Centre	100 cars	Restricted parking: invited guests and accessible parking	YES	YES
Kellyville Village (Woolworths, Coles, Aldi)	700 cars	Sealed surface, marked bays, car parks	YES	YES
Totals:			1,300 cars	1,700 cars

Totals above are given on the assumption that car parking facilities are not used extensively by general public at the early hours of weekend mornings. Therefore full or near full capacity is allocated to event parking.

With the above totals, even with optimal car-pooling of 4 pax/car, the current capacity suggests that 8,000 patrons can arrive by car (assuming 40% of largest potential crowd

of 20,000 pax). This is insufficient (by 300 car spaces at least - see 3.7.1. a) further below) given potential attendance of 20,000 for the Dawn Service, but adequate for the Sunday Service event. On street parking is available and event patrons that chose to drive are likely to use this option.

3.3. Impact on Public Transport

THSC anticipates that patrons opting for public transport will use buses. Taxis are very unlikely to be used by patrons. The event might present some marginal increase of demand on existing (non-event) bus services; however this increase will be experienced in off-peak time and is unlikely to adversely affect regular services. Trains would not be affected.

3.4. Reopening Roads after Moving Events

Reopening of sections of roads affected by soft road closures will be subject to assessment by the Event Organiser and Traffic Manager and consultation with NSWPF on site. Roads will only be opened when there is confirmation that no obstructions or pedestrians are present on the section of road. Roads will be opened by removing barrier boards from outbound lanes first and then inbound lanes (and then removing any advance warning signs). RSL buses will be parked parallel to kerb when the Harrington Av is reopened.

3.5. Traffic Management Requirements Unique to this event

There are no unique requirements (as defined on p.55 of the RMS 'Guide to Traffic & Transport for Special Events', Version 3.4, August 2, 2006).

3.5.1. Transport arrangements

THSC appreciates the significant variables related to human nature and decision-making. THSC experience indicates that reliable projections related to special event transport and travels are nearly impossible. The following table is intended to provide a travel mode scenario for stakeholder planning consideration:

- i) Private car – Available car parking areas described in section 3.2 of this plan and nearby on-street parking. THSC anticipates that some 40% of the patrons will drive. Based on this travel modal assumption and with maximum projected attendance of 20,000 pax, 40% would equate to 8,000 pax. Even with optimal car-pooling of 4 pax/car, the 8,000 pax driving in would require 2,000 car parking spaces (instead of the available 1,700),
- ii) Castle Hill RSL will provide two small size buses for transport of retired servicemen and women,
- iii) Taxi and Drop-off/pick-up – Due to the location of the event and expected demographic a designated taxi zone is not proposed to be used. Normal taxi kerbside set-down and pick-up operations would apply. Patrons who are driven by friends are very likely to be from the local area and be aware of optimal set-down and pick-up areas.

3.5.2. Pedestrian Management

Two following measures will apply in the interest of pedestrian safety (refer to TCPs):

Patrons on foot from and to William Clark College car parking -

- Crowd control barriers should be placed (2 units with flat foot design and neatly pinned together; placed on footpath) at the traffic signals of Green Rd / Wrights Rd,
- Pedestrians should be ushered by event staff.

Patrons on foot along Harrington Av -

- Castle Hill RSL buses will run along Harrington Av and pedestrian flows managed by The Hills LAC,
- Crowd control barriers should be placed (units with flat foot design and neatly pinned together; placed on footpath) close to the entry/exit gates of the Reserve to deter patrons from accidentally stepping onto the carriageway or intentionally jaywalking,
- Pedestrians should be ushered by event staff.

Patrons on foot coming from and heading to Kellyville Village car park -

- Traffic Controllers (RMS Certified) to be deployed as per TCP to stop traffic when groups of patrons cross,
- Pedestrians should be ushered along footpaths by event staff,
- Additional pedestrian management by The Hills LAC and RFS will be provided at each end of Cooper St to ensure pedestrians are crossing the road safely.

3.5.3. Soft Road Closures

Soft road closures would be applicable for a section of Harrington Av for the safety of the marching veterans. The road closures will be applied for very short period of time (approx. 15 min.) and only for the time it takes to set veterans in formation and for them to commence march and leave the carriageway. Please refer to TCPs in Appendix. Appropriate Road Occupancy Licenses will be obtained in advance for the road closures.

3.5.4. Security Measures

In line with recent events overseas and NSWPF publication 'Safe Places Vehicle Management', RSL buses will be positioned at each end of the road closure for target hardening purposes [ref: https://www.emergency.nsw.gov.au/media/admin/713/_/jt9q27drigbsco8ssk/Guidelines_NSWPF_SafePlacesVehicleManagement.pdf].

3.6. Contingency Plans

Contingency plans will be developed further in consultation with the Hills LAC, Castle Hill RSL Sub-branch and added in this section.

Scenario 1 -

Excessive patron attendance overwhelming the traffic controllers at Wrights Rd. and causing them to hold on continuous STOP bat due to wide-spread jaywalking.

Responses -

- Crowd ushers to urge crowds to assemble at designated spots on footpaths close to traffic controllers and cross on sections at a time;
- Hills LAC implement road closures and detours of Wrights Rd;

Scenario 2 –

Key personnel, or skilled personnel, unable to attend and work at the events.

Responses –

- Affected stakeholders to activate 2IC procedures;
- Affected stakeholders to redeploy resources;
- Staff deployment to be prioritised taking account of the circumstances on the day;

Scenario 3 –

Vehicle breakdown at key access road and blocking part of that road.

Responses –

- Traffic controllers or other event personnel becoming aware of the situation to immediately report to traffic manager;
- Reporting personnel to monitor the situation and report. If driver and/or passengers manage to push the vehicle out of the way – no further action. If vehicle remains – traffic manager to follow up and see whether driver of the vehicle would accept assistance for the vehicle to be pushed to a shoulder or kerb parking lane thus clearing the blockage;
- Driver to contact on-road assistance if available.

3.6.1. Heavy Rain

In the event of heavy rain in the week leading up to the event (30mm or more), it may be necessary to cancel the event pending assessment of the venue. This is due to condition of the ground.

3.6.2. Cancellation of Event

Assessment of the need for cancellation will be done by THSC Venue Manager and Castle Hill RSL Sub-branch Event Manager. A decision on the cancellation of the event due to weather would need to be made prior to 1800hrs on the day prior to the event. This would allow time to notify all parties involved. The general public will be informed via local radio, social media and websites (Castle Hill RSL & The Hills Shire Council).

3.7. Heavy Vehicle Impacts

The author checked <http://www.rms.nsw.gov.au/business-industry/heavy-vehicles/maps/restricted-accessvehicles-map/map/>. There are no reasons to expect the event to have adverse impact on heavy vehicles.

3.8. Special Event Clearways (SEC)

SEC are desired however they are cost-prohibitive for this scale of event. No change of kerbside conditions is proposed. Sections known to attract undesirable parking shall be isolated with capped star pickets and reflectaline rope.

4. MINISING IMPACT ON THE NON-EVENT COMMUNITY & EMERGENCY SERVICES

4.1. Access for Local Residents, Businesses, Hospitals & Emergency Vehicles

Access for residents and local business will be minimal and supported by appropriate advance notifications. Local residents will have vehicle access to their properties via Hills LAC and/or RFS escort. Emergency service (Combat Agency) vehicles will have unobstructed access into the event site via the routes indicated on the map below. Vehicle access paths of width no less than 3.5m. will be maintained throughout the event. Emergency services vehicles travelling in response mode will be granted access through soft road closures points.

4.2. Advertising Traffic Management Arrangements

Castle Hill RSL Sub-branch will advertise in local print media and via the sub-branch web site. Advance advertising signs are recommended to be placed at the Centenary of ANZAC Reserve two weeks in advance so users are informed of the event traffic arrangements in advance. THSC will add information to their website closer to the events dates.

4.3. Special Event Warning Signs

THSC recommends that pedestrian directional signs are commissioned and installed by Castle Hill RSL Sub-branch to direct pedestrians along desired routes for their safety.

4.4. Permanent Variable Message Signs [PVMS]

No PVMS support necessary due to the scale of the event.

4.5. Portable Variable Message Signs [VMS]

Three VMS are proposed to be used. Two VMS will be placed on Green Rd facing SB/NB traffic. One VMS will be placed on Wrights Rd facing EB traffic. Both VMS locations will be verified by Assure (min. line of sight on approach to the VMS = 100m.). VMS messages:

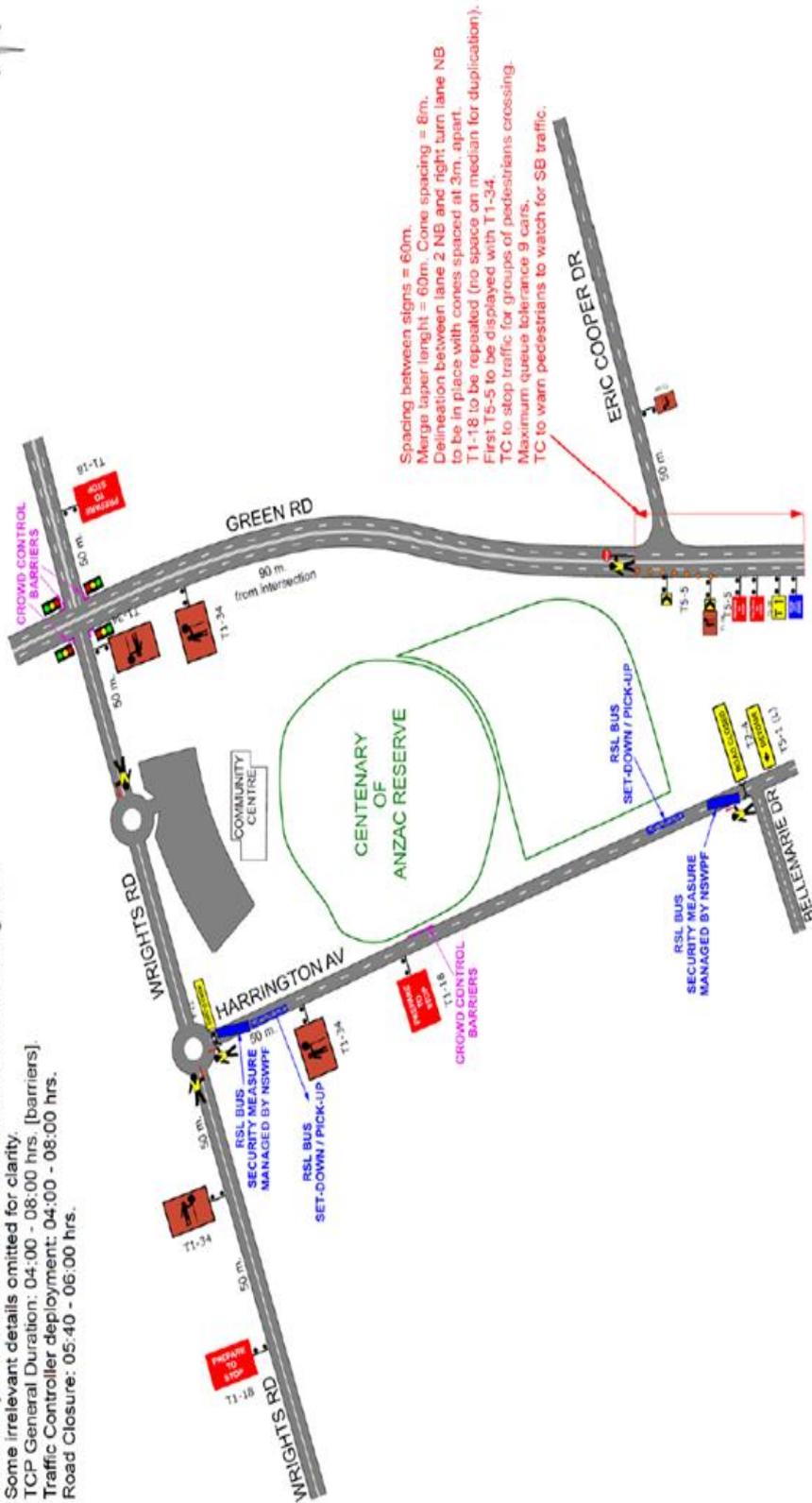
- Msg 1 – Fr 1: PEDESTRIANS AHEAD [3 sec.],
Fr 2: REDUCE SPEED [3 sec.]
- Msg 2 – Fr 1: PEDESTRIANS AHEAD [3 sec.],
Fr 2: USE CAUTION [3 sec.].

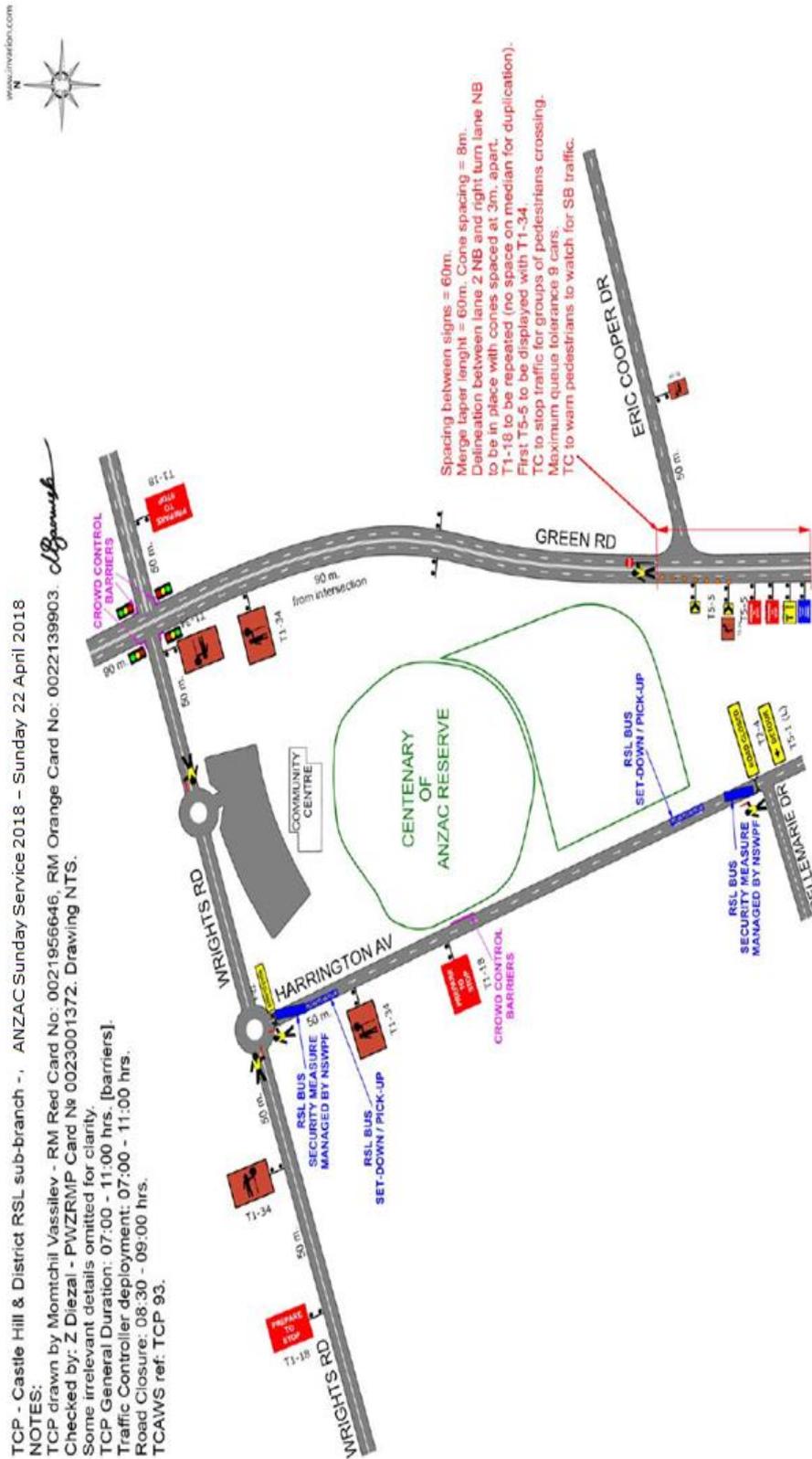
5. ATTACHMENTS

5.1. Traffic Control Plan

TCP - Castle Hill & District RSL sub-branch - ANZAC Dawn Service 2018 - Wednesday 25 April 2018

NOTES:
 TCP drawn by Mornitchil Vassilev - RM Red Card No: 0021956646, RM Orange Card No: 0022139903. *clBarnish*
 Checked by: Z Diezall - PWZRRMP Card № 0023001372. Drawing NTS.
 Some irrelevant details omitted for clarity.
 TCP General Duration: 04:00 - 08:00 hrs. [barriers]
 Traffic Controller deployment: 04:00 - 08:00 hrs.
 Road Closure: 05:40 - 06:00 hrs.





5.2. Attachment 5: Special Event Transport Management Plan – ANZAC Sunday Service and Dawn Service
 Please refer to the following pages.

Special Event Resources

Special Event Transport Management Plan Template

Refer to Chapter 7 of the Guide for a complete description of the Transport Management Plan

I EVENT DETAILS

I.1 Event summary

Event Name: ANZAC Sunday Service 2018

Event Location: Centenary of ANZAC Reserve - Cnr Wrights Rd & Green Rd Castle Hill NSW 2154

Event Date: Sunday 22 April 2018 Event Start Time: 0900 Event Finish Time: 1015

Event Setup Start Time: 0700 Event Packdown Finish Time: 1200

Event is off-street on-street moving on-street non-moving
 held regularly throughout the year (calendar attached)

I.2 Contact names

Event Organiser* Castle Hill Sub Branch - Vice President, Mike Yeo

Phone: 02 9837 7563 Fax:..... Mobile: 0438 989 966 E-mail:
 vpcomm@chrslsubbranch.org.au

Event Management Company (if applicable) n/a

Phone:..... Fax:..... Mobile:..... E-mail:.....

Police Traffic Sergeant - Snr Constable Alison Lilly and/or D/Inspector Duty Officer Matthew Harris

Phone: 02 9680 5311 Fax:..... Mobile:..... E-mail:.....

Council Corporate and Community Event Liaison Officer - Candice Scharkie

Phone: 02 9843 0564 Fax:..... Mobile: 0434 561 699 E-mail:
 cscharkie@thehills.nsw.gov.au

Roads & Traffic Authority (if Class 1) n/a

Phone:..... Fax:..... Mobile:..... E-mail:.....

**Note: The Event Organiser is the person or organisation in whose name the Public Liability Insurance is taken out.*

I.3 Brief description of the event (one paragraph)

Free community commemorative event attracting between 6000-8000 people to remember those who have served and/or died at war.

2 RISK MANAGEMENT - TRAFFIC

- | | |
|-------------------------------|--|
| CLASS 1
CLASS 2
CLASS 3 | 2.1 Occupational Health & Safety - Traffic Control |
| | <input checked="" type="checkbox"/> Risk assessment plan (or plans) attached |
| | 2.2 Public Liability Insurance |
| | <input checked="" type="checkbox"/> Public liability insurance arranged. Certificate of currency attached. |
| | 2.3 Police |
| | <input checked="" type="checkbox"/> Police written approval obtained |
| | 2.4 Fire Brigades and Ambulance |
| | <input checked="" type="checkbox"/> Fire brigades notified |
| | <input checked="" type="checkbox"/> Ambulance notified |

3 TRAFFIC AND TRANSPORT MANAGEMENT

- | | |
|--|--|
| CLASS 1
CLASS 2
CLASS 3 | 3.1 The route or location |
| | <input checked="" type="checkbox"/> Map attached |
| | 3.2 Parking |
| | <input checked="" type="checkbox"/> Parking organised - details attached |
| | <input type="checkbox"/> Parking not required |
| | 3.3 Construction, traffic calming and traffic generating developments |
| | <input type="checkbox"/> Plans to minimise impact of construction activities, traffic calming devices or traffic-generating developments attached |
| | <input checked="" type="checkbox"/> There are no construction activities, traffic calming devices or traffic-generating developments at the location/route or on the detour routes |
| 3.4 Trusts, authorities or Government enterprises | |
| <input type="checkbox"/> This event uses a facility managed by a trust, authority or enterprise; written approval attached | |
| <input checked="" type="checkbox"/> This event does not use a facility managed by a trust, authority or enterprise | |
| 3.5 Impact on/of Public transport | |
| <input type="checkbox"/> Public transport plans created - details attached | |
| <input checked="" type="checkbox"/> Public transport not impacted or will not impact event | |
| 3.6 Reopening roads after moving events | |
| <input type="checkbox"/> This is a moving event - details attached. | |
| <input checked="" type="checkbox"/> This is a non-moving event. | |
| 3.7 Traffic management requirements unique to this event | |
| <input type="checkbox"/> Description of unique traffic management requirements attached | |
| <input checked="" type="checkbox"/> There are no unique traffic requirements for this event | |
| 3.8 Contingency plans | |
| <input checked="" type="checkbox"/> Contingency plans attached | |

- Class 1

Class 2

3.9 Heavy vehicle impacts

 - Impacts heavy vehicles - RTA to manage
 - Does not impact heavy vehicles

3.10 Special event clearways

 - Special event clearways required - RTA to arrange
 - Special event clearways not required

4 MINIMISING IMPACT ON NON-EVENT COMMUNITY & EMERGENCY SERVICES

- CLASS 1

CLASS 2

CLASS 3

4.1 Access for local residents, businesses, hospitals and emergency vehicles

 - Plans to minimise impact on non-event community attached
 - This event does not impact the non-event community either on the main route (or location) or detour routes

4.2 Advertise traffic management arrangements

 - Road closures or restrictions - advertising medium and copy of proposed advertisements attached
 - No road closures or restrictions but special event clearways in place - advertising medium and copy of proposed advertisements attached
 - No road closures, restrictions or special event clearways - advertising not required

4.3 Special event warning signs

 - Special event information signs are described in the Traffic Control Plan/s
 - This event does not require special event warning signs

4.4 Permanent Variable Message Signs

 - Messages, locations and times attached
 - This event does not use permanent Variable Message Signs

4.5 Portable Variable Message Signs

 - The proposed messages and locations for portable VMS are attached
 - This event does not use portable VMS

5 PRIVACY NOTICE

The "Personal Information" contained in the completed Transport Management Plan may be collected and held by the NSW Police, the NSW Roads and Traffic Authority (RTA), or Local Government.

I declare that the details in this application are true and complete. I understand that:

- The "personal information" is being collected for submission of the Transport Management Plan for the event described in Section 1 of this document.
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- The "personal information" being supplied is either my own or I have the approval of the person concerned to provide his/her "personal information".
- The "personal information" held by the Police, RTA or Local Government may be disclosed inside and outside of NSW to event managers or any other person or organisation required to manage or provide resources required to conduct the event or to any business, road user or resident who may be impacted by the event.
- The person to whom the "personal information" relates has a right to access or correct it in accordance with the provisions of the relevant privacy legislation.

6 APPROVAL

TMP Approved by: Event Organiser Date

7 AUTHORISATION TO *REGULATE TRAFFIC

Council's traffic management requirements have been met. Regulation of traffic is therefore authorised for all non-classified roads described in the risk management plans attached to this TMP.

Regulation of traffic authorised by: Council Date

The RTA's traffic management requirements have been met. Regulation of traffic is therefore authorised for all classified roads described in the risk management plans attached to this TMP.

Regulation of traffic authorised by: RTA Date

* "Regulate traffic" means restrict or prohibit the passage along a road of persons, vehicles or animals (Roads Act, 1993). Council and RTA require traffic to be regulated as described in the risk management plans with the layouts installed under the direction of a qualified person.

Special Event Resources

Special Event Transport Management Plan Template

Refer to Chapter 7 of the Guide for a complete description of the Transport Management Plan

I EVENT DETAILS

I.1 Event summary

Event Name: ANZAC Dawn Service 2018

Event Location: Centenary of ANZAC Reserve - Cnr Wrights Rd & Green Rd Castle Hill NSW 2154

Event Date: Wednesday 25 April 2018 Event Start Time: 0600 Event Finish Time: 0700

Event Setup Start Time: 0300 Event Packdown Finish Time: 1200

Event is off-street on-street moving on-street non-moving
 held regularly throughout the year (calendar attached)

I.2 Contact names

Event Organiser* Castle Hill Sub Branch - Vice President, Mike Yeo

Phone: 02 9837 7563 Fax:..... Mobile: 0438 989 966 E-mail:
 vpcomm@chrslsubbranch.org.au

Event Management Company (if applicable) n/a

Phone:..... Fax:..... Mobile:..... E-mail:.....

Police Traffic Sergeant - Snr Constable Alison Lilly and/or D/Inspector Duty Officer Matthew Harris

Phone: 02 9680 5311 Fax:..... Mobile:..... E-mail:.....

Council Corporate and Community Event Liaison Officer - Candice Scharkie

Phone: 02 9843 0564 Fax:..... Mobile: 0434 561 699 E-mail:
 cscharkie@thehills.nsw.gov.au

Roads & Traffic Authority (if Class 1) n/a

Phone:..... Fax:..... Mobile:..... E-mail:.....

**Note: The Event Organiser is the person or organisation in whose name the Public Liability Insurance is taken out.*

I.3 Brief description of the event (one paragraph)

Free community commemorative event attracting between 1000-20000 people to remember those who have served and/or died at war.

2 RISK MANAGEMENT - TRAFFIC

- | | | |
|---|---------|--|
| <div style="display: flex; flex-direction: column; align-items: center;"> <div style="width: 10px; height: 20px; background-color: red; margin-bottom: 2px;"></div> <div style="width: 10px; height: 20px; background-color: yellow; margin-bottom: 2px;"></div> <div style="width: 10px; height: 20px; background-color: green;"></div> </div> | CLASS 1 | 2.1 Occupational Health & Safety - Traffic Control |
| | CLASS 2 | <input checked="" type="checkbox"/> Risk assessment plan (or plans) attached |
| | CLASS 3 | 2.2 Public Liability Insurance |
| | | <input checked="" type="checkbox"/> Public liability insurance arranged. Certificate of currency attached. |
| | | 2.3 Police |
| | | <input checked="" type="checkbox"/> Police written approval obtained |
| | | 2.4 Fire Brigades and Ambulance |
| | | <input checked="" type="checkbox"/> Fire brigades notified |
| | | <input checked="" type="checkbox"/> Ambulance notified |

3 TRAFFIC AND TRANSPORT MANAGEMENT

- | | | |
|---|---------|--|
| <div style="display: flex; flex-direction: column; align-items: center;"> <div style="width: 10px; height: 20px; background-color: red; margin-bottom: 2px;"></div> <div style="width: 10px; height: 20px; background-color: yellow; margin-bottom: 2px;"></div> <div style="width: 10px; height: 20px; background-color: green;"></div> </div> | CLASS 1 | 3.1 The route or location |
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		<input type="checkbox"/> Impacts heavy vehicles - RTA to manage <input checked="" type="checkbox"/> Does not impact heavy vehicles
Class 1	Class 2	3.10 Special event clearways
		<input type="checkbox"/> Special event clearways required - RTA to arrange <input checked="" type="checkbox"/> Special event clearways not required
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4.3 Special event warning signs		
<input type="checkbox"/> Special event information signs are described in the Traffic Control Plan/s <input checked="" type="checkbox"/> This event does not require special event warning signs		
4.4 Permanent Variable Message Signs		
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4.5 Portable Variable Message Signs		
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ITEM-11	MARCH 2018 LOCAL TRAFFIC COMMITTEE - SYDNEY METRO NORTHWEST PROJECT - TEMPORARY CLOSURE AND RELOCATION OF CASTLE HILL BUS INTERCHANGE
THEME:	Balanced Urban Growth
OUTCOME:	6 Safe, convenient and accessible transport options that enable movement through and within our Shire.
STRATEGY:	6.1 Facilitate the provision of integrated transport alternatives that link residents to their home, places of work and services and facilities.
MEETING DATE:	10 APRIL 2018 COUNCIL MEETING
GROUP:	STRATEGIC PLANNING
AUTHOR:	MANAGER – COMMUNITY PLANNING & SPECIAL INFRASTRUCTURE PROJECTS MICHAEL LATHLEAN
RESPONSIBLE OFFICER:	ACTING GROUP MANAGER – STRATEGIC PLANNING MARK COLBURT

BACKGROUND

North West Rapid Transit (NRT) is seeking Council's approval to temporarily close the Castle Hill bus interchange located in the section of Old Northern Road between Terminus Street and Crane Road for a period of seven months from late April 2018 until late November 2018. The purpose of the closure is to facilitate the upgrading of the bus interchange which is immediately adjacent to the new Castle Hill station on the Sydney Metro Northwest project. During the period of the closure the bus interchange will be temporarily relocated to the Old Northern Road 'Main Street' precinct between Crane Road and Showground Road.

REPORT

In September 2014 the NSW State Government announced that Northwest Rapid Transit (NRT) was awarded the Operations Trains and Systems contract for the Sydney Metro Northwest project.

The contract includes:

- building eight new railway stations and 4,000 commuter car parking spaces;
- delivering Sydney's new generation of metro trains;
- building and operating the Sydney Metro Trains Facility, including train stabling and maintenance;
- installing 23 kilometres of new track and rail systems;
- converting the existing 13 kilometres of underground railway between Epping and Chatswood to metro status;
- operation and maintenance of the Sydney Metro Northwest system for 15 years.

The Castle Hill bus interchange is located in the section of Old Northern Road between Terminus Street and Crane Road. It is immediately adjacent to the site of the new Castle Hill station and the new 'Atmosphere' apartment development, both of which are currently under construction (Figure 1).



Figure 1: Locality plan

As part of the Sydney Metro Northwest project, the bus interchange is to be fully upgraded involving:

- major public utility service adjustments;
- stormwater drainage and road pavement reconstruction;
- construction of a raised 'Wombat' type pedestrian crossing;
- construction of a landscaped median island and pedestrian fencing;
- new footpath paving;
- new bus shelters and associated street furniture, and;
- new wayfinding signage.

An architectural impression of the upgraded bus interchange in relation to the new Castle Hill station, Arthur Whitling Park and the Atmosphere apartment development is shown in Figure 2.

In planning for the upgrade of the bus interchange area, NRT have identified a number of constraints that would make it extremely difficult to carry out their construction activities while still keeping the existing interchange operational for bus and passenger movements and ensuring the safety of the public. Those constraints include:

- limited work area;
- deep trench excavations required for new utility and drainage services;
- maintaining access for construction vehicles and equipment associated with the adjoining Castle Hill station and 'Atmosphere' residential apartment development construction sites;
- construction of new road and footpath pavements over the entire interchange area, and;
- construction of a raised 'Wombat' type pedestrian crossing and central median island.

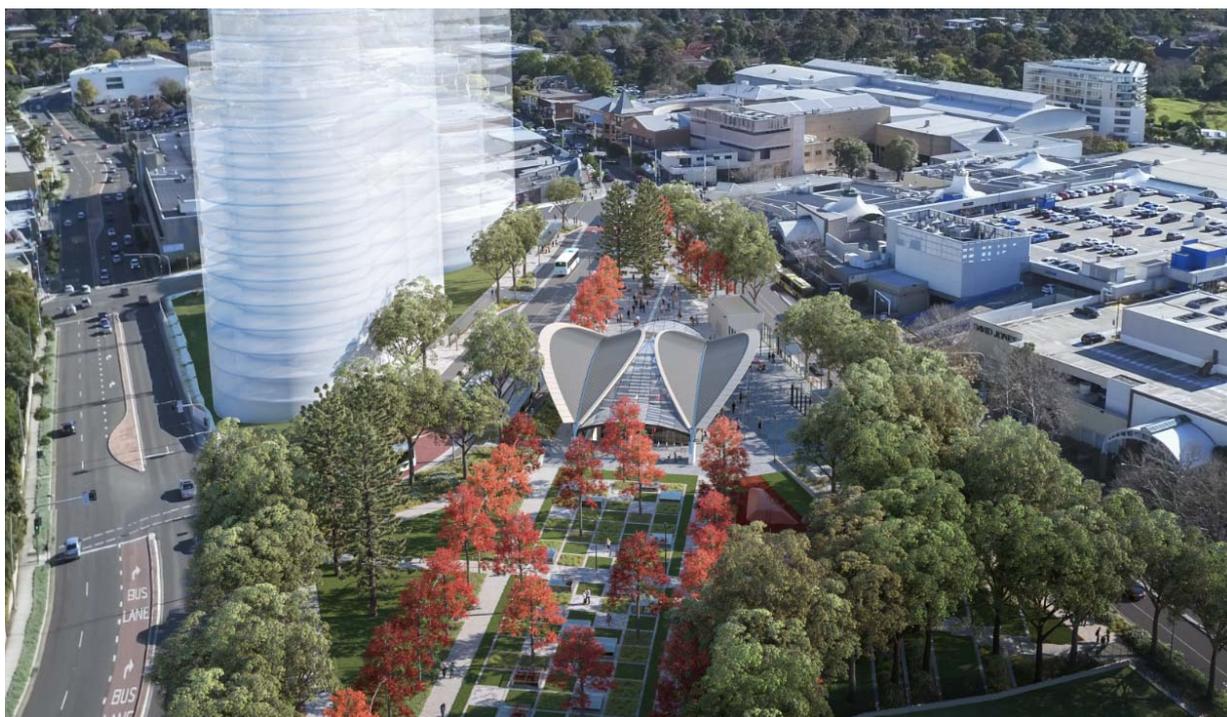


Figure 2: Architectural impression of completed Castle Hill station and bus interchange

In order to undertake the upgrade of the bus interchange area in an orderly and timely manner, NRT investigated a number of options to temporarily relocate the bus interchange facility to another site elsewhere in the Castle Hill Town Centre including:

- Crane Road;
- Terminus Street, and;
- Old Northern Road near Brisbane Road.

Each of these options would have reduced passenger accessibility to and from each location and would have a significant impact on traffic movements on the ring road network around the Castle Hill Town Centre. As a result they were rejected by Roads and Maritime Services (RMS).

For that reason NRT is proposing to temporarily relocate the interchange operations to the Old Northern Road 'Main Street' precinct between Crane Road and Showground Road for the period from late April 2018 to late November 2018. This will involve the following changes:

- all traffic movements in 'Main Street' will be changed to one-way south-bound;
- north-bound traffic on Old Northern Road will be prevented from entering the 'Main Street' precinct at Showground Road;
- south-bound through traffic movements will be moved to the western side of 'Main Street' in the existing north-bound lane;
- on-street parking on the eastern side of 'Main Street' will be removed resulting in the loss of nine '1 Hour' parking spaces and one 'No Parking' space;
- two bus stops will be provided approximately 20 metres south of the existing 'Wombat' type pedestrian crossing adjoining the Castle Towers Piazza;
- layover space will be created for up to three buses immediately south of the two bus stops necessitating the temporary closure of the existing 'Wombat' type pedestrian crossing outside the former Castle Hill Public School schoolhouse;
- a temporary mass concrete slab will be poured over a plastic membrane in the current on-street parking spaces on the eastern side of the 'Main Street' precinct to provide bus patrons with level access from the existing paved footpath areas to the new bus stop locations, and;
- the existing Old Northern Road bus interchange area will then be closed to all vehicles excluding those associated with the upgrade of the interchange and construction of the Castle Hill station and the Atmosphere apartment development.

In support of their application to temporarily relocate the Castle Hill bus interchange to the 'Main Street' precinct, NRT has prepared a comprehensive Traffic Management Plan (TMP). The TMP has been prepared following consultation with Council and other key stakeholders through the Sydney Metro Northwest project's Traffic and Transport Liaison Group (TTLG), Castle Hill Town Centre Coordination Group (CHTCCG) and Traffic Control Group (TCG). Apart from Council, key members of some or all of those groups are RMS, the Transport Management Centre (TMC), Hillsbus, Busways, emergency services, Toplace and QIC. Separate consultation has also been undertaken with the management of Castle Towers and the various businesses within the 'Main Street' precinct. More extensive communication will be undertaken by NRT prior to and during the closure in order to ensure that all affected stakeholders are informed of the changes. A copy of the TMP (as amended) is attached (Attachment 1).

Key elements of the TMP include:

- scope of works associated with upgrade of existing bus interchange including justification for temporary relocation;
- alternate locations considered for relocation of bus interchange;
- proposed relocation of bus interchange to 'Main Street' precinct including changes to traffic movements through the precinct;
- road network impacts through the Town Centre area;
- the management of impacts on bus services, bus passengers and emergency services;
- stakeholder consultation;
- community consultation and notifications;
- incident management.

Following NRT's consultation with businesses, Council received a verbal objection to the proposal from the Ray White Real Estate office at 287C Old Northern Road and a written objection from Castle Hill Discount Drug Store at 293 Old Northern Road. Both commercial premises are on the eastern side of the 'Main Street' precinct and are near the proposed location of the temporary bus interchange.

The issues raised by the two objectors and the responses to those issues are detailed in Table 1 below.

Issue	Response
Increased risk of vandalism if bus passengers congregate outside premises	Bus operations will increase pedestrian activation in area which should reduce likelihood of vandalism and anti-social behaviour. 'Main Street' area is also extremely well lit and covered by Council CCTV cameras.
Increased shadowing of premises caused by parked buses	Objector's commercial premise is not directly adjoining proposed bus stops or bus layover areas where stationary buses could create shadowing impacts. Regardless, shadow diagram prepared by TfNSW showed that in worst case scenario (3pm on 21 June), the shadow would only extend a maximum of 1 metre into those premises that would be impacted. Furthermore, several of those premises are currently vacant.
Loss of on-street parking	It is acknowledged that the proposal will result in the temporary loss of nine one hour parking spaces on the south-eastern side of 'Main Street'. However given the high demand for these 'trophy' parking spaces, there has never been a guarantee that customers of specific business in the 'Main Street' precinct would find a parking space available when they arrived. Alternate parking is still available on the western side of 'Main Street' and within Castle Towers, Castle Mall and the Terminus Street carparks.
Negative impact on business	No detailed explanation provided on how business could be impacted. Increased number of pedestrians walking to and from the bus stops could improve business activity for adjoining commercial premises.

Table 1: Objections to proposal received by Council

The temporary closure and relocation of the Castle Hill bus interchange can be approved by Council in accordance with Section 115 of the Roads Act 1993. However, given the period of the closure, its location, the nature of the traffic changes and the potential impact on the State Road network, specific stakeholders as well as a broad section of the community, approval of the TMP is outside Council's Delegation from RMS for the Regulation of Traffic. Therefore the TMP must be approved by RMS under a separate approval process.

CONCLUSION

Upgrading of the Castle Hill bus interchange in the section of Old Northern Road between Terminus Street and Crane Road is a key element of the Sydney Metro Northwest project.

In planning for the upgrade of the bus interchange area, NRT have identified a number of constraints that would make it extremely difficult to carry out their construction activities while still keeping the existing interchange operational for bus and passenger movements and ensuring the safety of construction workers and the general public.

The temporary relocation of the interchange to the Old Northern Road 'Main Street' precinct is considered to be the most effective method of ensuring that the upgraded interchange is delivered in time for the opening of the Sydney Metro Northwest project in 2019.

TECHNICAL OFFICER'S RECOMMENDATION TO LTC

1. The Committee endorse the Traffic Management Plan prepared by Northwest Rapid Transit for:
 - a) the temporary closure of the Castle Hill bus interchange in Old Northern Road between Terminus Street and Crane Road, and;
 - b) the temporary relocation of the bus interchange to the Old Northern Road 'Main Street' precinct between Crane Road and Showground Road including associated traffic management changes;during the period from late April 2018 until late November 2018.
2. The Committee recommend that Council approve the temporary closure of the section of Old Northern Road between Terminus Street and Crane Road in accordance with Section 115 of the Roads Act 1993.

LTC MEMBER COMMENTS RECEIVED

RMS – "RMS raises no objection to proposal subject to a detailed Traffic Management Plan (TMP) being submitted to Roads and Maritime for approval and the relevant documents/plans being updated based on the comments provided by Roads and Maritime."

Member for Castle Hill – No comment received

Police – "On Friday the 16/3/18 Superintendent Critchlow, Inspector Harris and I attended the traffic meeting and the Hills bus stop. There was no objection to the proposed relocation of Castle Hill Bus interchange."

IMPACTS

Financial

No financial impact on Council.

Strategic Plan - Hills Future

The recommendation in this report will demonstrate Council's commitment of support to the Sydney Metro Northwest Project.

RECOMMENDATION

1. Council endorse the Traffic Management Plan prepared by Northwest Rapid Transit for:
 - a) the temporary closure of the Castle Hill bus interchange in Old Northern Road between Terminus Street and Crane Road, and;
 - b) the temporary relocation of the bus interchange to the Old Northern Road 'Main Street' precinct between Crane Road and Showground Road including associated traffic management changes;

during the period from late April 2018 until late November 2018.

2. Council approve the temporary closure of the section of Old Northern Road between Terminus Street and Crane Road in accordance with Section 115 of the Roads Act 1993.
3. The Traffic Management Plan prepared by Northwest Rapid Transit be submitted to RMS for approval.

ATTACHMENTS

1. Traffic Management Plan (86 pages)

ATTACHMENT 1



NORTHWEST RAPID TRANSIT

Traffic Management Plan Proposed temporary changes to Old Northern Rd, Castle Hill

FOR NORTH WEST RAIL LINK OPERATIONS, TRAINS and SYSTEMS

DOCUMENT NUMBER:	NWRLOTS-NRT-PRD-EN-PRO-910395
NRT PIMS NUMBER	PIMS-PR-04/39
REVISION:	C
CONTROL STATUS:	Unmaintained unless stated otherwise



Traffic Management and Safety Plan

Document Number: NWRL0TS-NRT-PRD-EN-PRO-910395

Approval Record

FUNCTION	POSITION	NAME	SIGNATURE	DATE
Prepared by	Senior Project Engineer	Joshua Moran		12/03/2018
Reviewed by	Traffic and Transport Engineer	Randall Nissen Licence No: 0033638662		12/03/2018
Reviewed by	Project Manager	Andrew Knispel		12/03/2018

Amendment Record

Rev	Issue date	Revision description	Page no(s)	Approved
A	12/02/2018	Issued for THSC's comments		Randall Nissen
B	14/02/2018	Amended for THSC's comments		Randall Nissen
C	09/03/2018	Amended for RMS comments		Randall Nissen



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1 Introduction and scope

This TMP describes the proposed temporary closure of Old Northern Road between Terminus Street and Crane Road and associated changes to adjacent roads.

The proposed closure is required to construct a new bus interchange and expected to provide the following benefits:

- Improved pedestrian and vehicle safety through increased separation from work areas and construction vehicle movements;
- Reduced impact on bus customers and operators by avoiding the need for multiple changes of bus stop location and bus circulation during the works;
- Ability to more efficiently deliver utility and street scape adjustments associated with the Castle Hill station works;
- Ability to better coordinate the Castle Hill station works with the adjacent major Toplace development.

This temporary reconfiguration of traffic flows is necessary to achieve construction completion of the new bus interchange on Old Northern Rd outside the new Castle Hill Station. Timed to open with the commencement of the first train service, the timely construction of the bus interchange is integral in ensuring full utilisation of the newly constructed train station, providing convenient safe access to the surrounding residents of Castle Hill.

1.1 Background and Key Mitigation Strategies

North West Rail Link Project

On 8th May 2013, NSW Minister for Planning and Infrastructure granted approval for Stage 2 of the Northwest Rail Link (SSI-5414), including construction and operation of stations and a Rapid Transit Rail Facility at Tallawong Road, Rouse Hill.

The project forms stage three of Sydney's Rail Future and will deliver a new rapid transit system between Cudgegong Road and Chatswood.

The delivery of the NWRL is split into three stages:

- The 'Tunnels and Stations' (TSC) contract - completed
- The 'Surface and Viaducts' (SVC) contract - completed
- The 'Operations, Trains and Systems Public Private Partnership' (OTS) contract.

The Operations, Trains and Systems (OTS) Contract will be delivered by the Northwest Rapid Transit (NRT).

The scope of the OTS project includes:

- Delivery of 23 kilometres of new double track railway, including 15.5 kilometres in twin tunnels and a four kilometre elevated skytrain (viaduct).
- Delivery of eight new Stations and Station Precincts, including:

- Three underground stations (Castle Hill, Showground and Norwest)
- Three stations in open cutting (Cherrybrook, Bella Vista and Cudgegong Road)
- Two elevated Stations on the skytrain (Kellyville and Rouse Hill)
- Conversion of the Epping to Chatswood Rail Link to Rapid Transit
- Delivery of a Rapid Transit Rail Facility, including an Operations Control Centre at Tallawong Road, Rouse Hill.
- Construction of two services facilities at Epping and Cheltenham

Figure 1 provides an overview of the NWRL project.

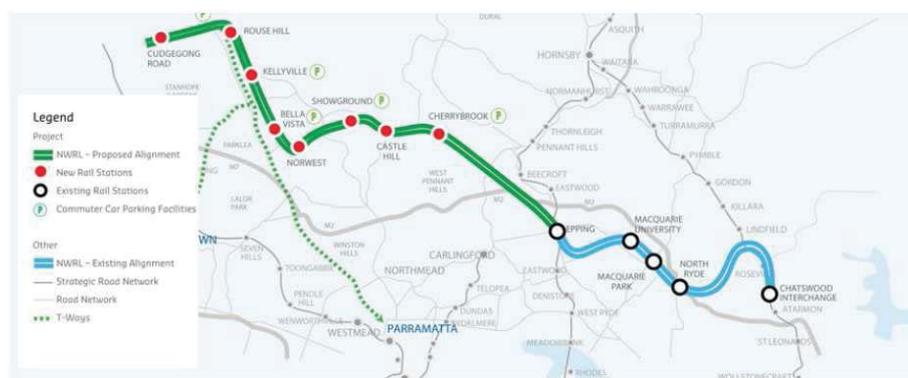


Figure 1 NRT Project Overview

Castle Hill Station

Located between Castle Street and McMullen Avenue, Castle Hill, the level of surrounding land means that the station is required to be underground in order to maintain required grades, speeds and therefore headways for NWRL trains.

The underground station structure is primarily constructed from precast concrete to achieve its 100 year design life. The requirement for back of house services such as tunnel ventilation, HVAC, high and low voltage electrical services, communications, signalling and other equipment requires the station box to be approximately 200m long x 21m wide.

As well as constructing the underground train station at Castle Hill, NRT will be refurbishing and upgrading the areas surrounding the station by reinstating Arthur Whiting Park and providing a new playground, public art, footpaths and landscaping. In addition, Old Castle Hill Road and Old Northern Road will also be reconfigured and a new bus interchange created in Old Northern Rd. Currently, without temporarily relocating the existing bus interchange it is not possible to construct sections of the new interchange during 2018, due to the adjacent residential development (Toplace) occupying a large portion of the public road reserve.

Old Northern Road bus interchange

To safely and efficiently construct the new bus interchange on the south side of the station, it is required to close Old Northern Road between Terminus Street and Crane Road for a maximum of 8 months commencing from approximately April 2018.



Note: In the interest of clarity, in this plan the area of Old Northern Rd between Showground Rd and Crane road will be referred to as 'Main St'. This is to distinguish itself from the area of Old Northern Rd between Crane Rd and Terminus St.

This proposal requires the relocation of the bus stops on Old Northern Road between Crane Rd and Terminus St to Main St and the traffic flow on Main St to be reconfigured to one-way, southbound only.

Key Mitigation Strategies

NRT's mitigation principles are based on the following key strategies:

- Isolating work areas to a minimum
- Minimising road user delays to an absolute minimum through the implementation of effective traffic management measures
- Minimising the extent and duration of work required to be undertaken during the closure
- Maintaining access for businesses, residents, pedestrians and cyclists; and
- Consultation with the local community and key stakeholders

1.2 Scope of TMP

As discussed above, this TMP describes the road safety and traffic management measures that will be applied by NRT during the proposed temporary changes to Old Northern Rd, Castle Hill. The scope of this TMP includes:

- Description of works
- Existing traffic conditions
- Potential impacts of the proposed changes to Old Northern Rd
- Key strategies to mitigate the impacts

1.3 Scope of works and proposed changes to Old Northern Rd

Scope of works on Old Northern Rd

The upgrade of Old Northern Road between Terminus Street and Crane Road includes the installation of a new water main, pavement, kerb, drainage, pavers, landscaping, irrigation, pedestrian crossing, median island with pedestrian fence, streetlights, and bus shelters on both sides of the road. At the completion of works, traffic flows on this road will be restored to two directions.

Proposed Temporary Changes to Old Northern Rd

The proposed changes to Old Northern Rd are as follows:



1. Main St's operation is to be changed to One Way (southbound). The current southbound car parks will no longer be used. The current northbound travel lane will become a southbound travel lane. The current northbound parking bays will become southbound parking bays.
2. The bus stop on Old Northern Rd will be moved to Main St. Buses will pull up in the current south bound travel lane to pick up and drop off customers. The current northbound travel lane will become the main travel lane.
3. Old Northern Rd (between Crane Rd and Terminus St) will be closed to all vehicles except construction vehicles and will become a construction site for the duration of the closure.

Work Method for proposed changes to Old Northern Rd

1. To reduce the duration of the full closure of Old Northern Rd, NRT plan to install the new water main and stormwater services on the north side of the road within NRT's construction site as well as closing 30m sections of the road's shoulder at a time.
2. To minimize the impact of the closure on HillsBus timetabling, it is intended that the closure of Old Northern Road between Terminus and Crane Road be implemented to coincide with the Completion of April 2018 school holidays
3. The bus stops on Old Northern Road will be relocated to Main Street and the traffic flow on Main Street will be reconfigured to one-way in the southbound direction only, depicted in Appendix B
4. Once Old Northern Road is closed, removal of the existing kerb and gutter, footpaths and pavement can occur
5. New services will then be installed, including drainage, irrigation, communications, street lighting, subsoil drainage and landscaping
6. New kerb and footpath will be constructed prior to installation of new pavement, excluding the asphalt wearing course
7. The median, traffic crossing, bus shelters, signage and signal modifications will be installed next
8. Upon completion of the above works, the final pavement wearing course will be installed, lines marked and Old Northern Road between Terminus Street and Crane Road will be re-opened with two direction traffic flow approximately 8 months after it was originally closed prior to commencement of the Christmas shopping period.

1.4 Alternative construction staging & effects

Alternatives to closing Old Northern Road were considered with the main alternative being the staged construction of the road, keeping one half open to traffic at all times.

Unfortunately this solution was prohibitive due to the fact that the developer, Toplace have occupied all of the existing verge and poured a new footpath over what used to be the south-eastern travel lane of Old Northern Road. The reduced width of the road



makes staged pavement construction near impossible during 2018 and makes completion of the new bus interchange prior to commencement of the first train services increasingly difficult.

The staged construction of Old Northern Road would also prove particularly disruptive to bus companies and commuters as it requires the existing bus stop to be relocated at least 3 times during pavement construction, with patrons having to wait for their bus in close proximity to 2 large construction sites.

Full closure of Old Northern Road, adjacent to the new station also provides a degree of out of hours respite to the surrounding general public. Without full closure of the road, a larger number of activities would need to take place during night-shift as service road crossings and traffic signal modifications are connected and commissioned.

Closing Old Northern Road improves construction efficiency, reducing the impact of Toplace's occupation of the road reserve and relocates the existing bus stop only once, until Old Northern Road is re-opened.

Castle Hill Station being the most constrained development site on NRT, relies heavily on construction staging to achieve critical milestones in a timely fashion. The full closure of Old Northern Rd between Terminus St and Crane Rd will benefit both NRT, TfNSW, THSC and Town Centre stakeholders by reducing the duration of disruptive road works, shortening the end date of NRT's construction programme by several months and ensuring the new train line is fully utilised through completion of the new bus interchange on Old Northern Rd, a vital transport link for residents of Castle Hill and surrounding suburbs.

1.5 Construction hours of operation

In accordance with Minister's Condition of Approval (MCoA), approved construction hours are as follows:

- a construction and demolition activities shall be restricted to the hours of 7:00am to 6:00pm (Monday to Friday); 8:00am to 1:00pm Saturday; and at no time on Sundays and public holidays except for the following works which are permitted outside these standard hours:
 - i Any works which do not cause noise emissions to be more than 5dBA higher than Rating Background Level (RBL) (background) noise levels at any nearby residential property and/ or other noise sensitive receivers;
 - ii The delivery of plant, equipment and materials which is required outside these hours as requested by police or other authorities for safety reasons and with suitable notification to the community as agreed by the Principal Manager Environment;
 - iii Emergency work to avoid the loss of lives, property and/or to prevent environmental harm;and
 - iv Any other work in accordance with an Out of Hours Work Procedure and considered essential to the Project.
- b Alternative hours of construction may be approved through an EPL.



- c Works associated with in-tunnel and underground activities may be undertaken 24 hours, seven days per week.

2 Road Network and Impacts

Road Network and Approvals

Consent under Section 138 of the Roads Act 1993 is required for any works or activities in the public reserve or in public road way. As such Section 138 Consent will be required from the road authority for any of the roads affected by the OTS works

The road authorities responsible for management of the roads affected by the Castle Hill Station works include The Hills Shire Council for local and regional roads and the RMS for arterial roads, traffic signals and works included in RMS WAD.

Once this TMP is approved, a minimum of 10 working days' notice will be provided to obtain or extend a road occupancy licence from the TMC for arterial roads, or any works located close to traffic signals, or a major traffic route.

Application to undertake works on a local road will provide 10 working days' notice given to The Hills Shire Council to review the application. Application for full closure of a local road needs to be considered by the Hills Shire Council Local Traffic Committee. This application must be submitted in sufficient time to enable Council to prepare a report and review it internally. A minimum of two weeks' notice will be provided if the matter is dealt with through an electronic referral system, and four weeks for a face-to-face meeting. The results of the traffic committee meeting will then be tabled at the next available Council meeting for confirmation of the result.

The roads directly affected and the road authorities are outlined in the table 2.2 below.

Table 1 Relevant Roads and Road Authorities

Road	Classification	Responsibility
Old Northern Rd (between Showground Rd and Terminus St)	Local	The Hills Shire council
Old Castle Hill Rd	Local	The Hills Shire council
Crane Rd	Local	The Hills Shire council
Castle St (between Pennant St and Old Castle Hill Rd)	Local	Privately Owned
Eric Felton St	Local	Privately Owned
Terminus St	State	RMS
McMullen Ave	State	RMS



Pennant St	State	RMS
Showground Rd	State	RMS

The main features of the roads affected by the proposed changes to Old Northern Rd are as follows:

- Old Northern Rd (between Showground Rd and Terminus St): Old Northern Rd is predominately a State road however between Showground Rd and Terminus St it is a local road under the control of The Hills Shire Council. Its intersections with Showground Rd, Crane Rd and Terminus St are controlled by traffic signals. From Showground Rd to Crane Rd it is a two-way road with one traffic lane and one parking lane in each direction. From Crane Rd to Terminus St it is a one way road accessible to only buses and construction vehicles.
- Old Castle Hill Rd: Old Castle Hill Rd is a local road under the control of The Hills Shire Council. Its intersections with Crane Rd and Pennant St are controlled by traffic signals. Its intersection with Eric Felton St is a roundabout. Old Castle Hill Rd is a one way road from Crane Road to Eric Felton St and a two way road from Eric Felton St to Pennant St.
- Crane Rd: Crane Rd is a local road under the control of The Hills Shire Council. Its intersections with Old Northern Rd / Old Castle Hill Rd / Castle St and Terminus St are controlled by traffic signals. Crane Rd is a two way road with no parking.
- Castle St (between Pennant St and Old Castle Hill Rd / Old Northern Rd / Crane Rd): Castle St is a local road which is to be owned and managed by the owner of Castle Towers Shopping Centre (QIC). It provides access to Castle Towers Purple Carpark as well as THSC owned section of Castle St.
- Eric Felton St: Castle St is a private local road which is owned and managed by the owner of Castle Towers Shopping Centre (QIC). It provides access to Castle Towers Carpark as well as Les Shore Pl.
- Terminus St, McMullen Ave and Pennant St: Terminus St, McMullen Ave and Pennant St make up the 'Castle Hill Ring Road' which is an arterial road surrounding the Castle Towers Shopping Centre, Castle Hill Station and the Crane Road development. It has two traffic lanes in each. The signposted speed limit is 60km/h.

The road network in the vicinity of the site is shown in Figure 2

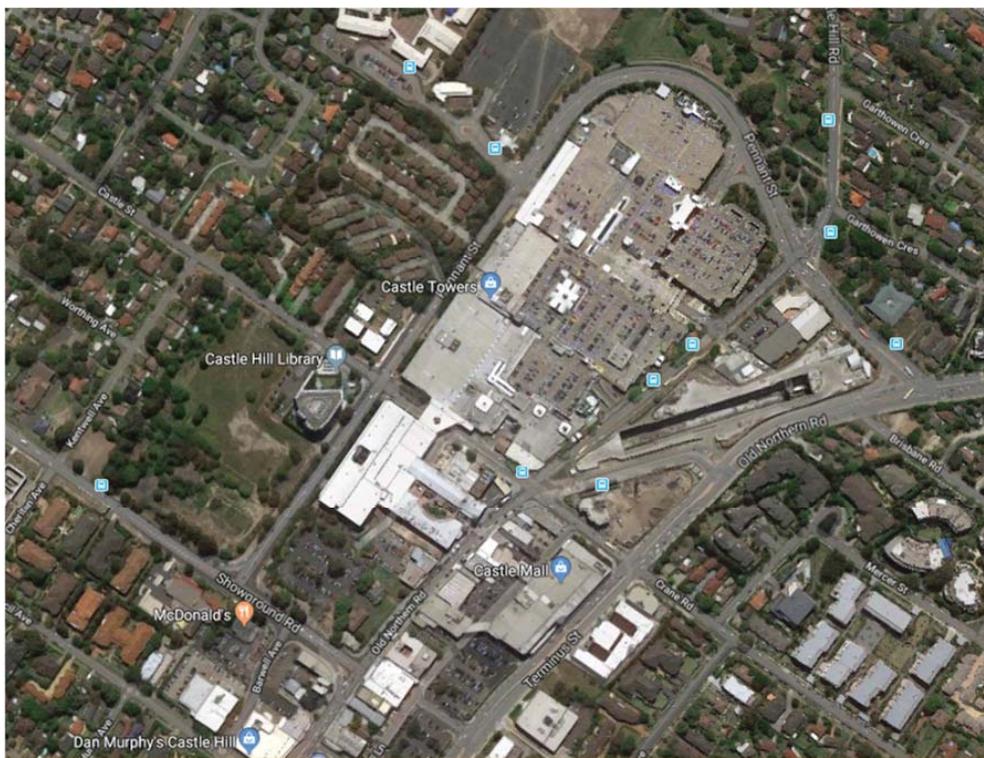


Figure 2 Road Network in the vicinity of site

2.1 Emergency Traffic Management

NRT will provide support to emergency service agencies and road authorities in the management of emergencies and unplanned incidents on roadways approaching and within the construction area, and will assist in the restoration of normal traffic conditions.

2.1.1 Traffic Management

In the event of an incident or emergency, NRT will:

- Immediately notify the TfNSW representative and the TMC of the occurrence of the incident or emergency.
- Ensure the NRT Infrastructure Director, the Safety Manager and Stakeholder and Community Relations Manager are made aware of the incident as soon as practicable;
- Follow the procedures set down in the NRT Incident and Emergency Management Plan and a Crisis Management Plan;
- Record its knowledge of the facts and will photograph the approach to the accident site including the location of all safety devices and signs as soon as possible after the accident. A report with this information is to be forwarded to the TMC and RMS within 2 days of the accident.



- Provide a recommendation on any changes that may be required to the TMP or to the TMP that may be in operation for the area in which the incident occurred.
- In the event of an incident or emergency involving environmental harm, the NRT Project Manager will notify the NRT Environmental & Sustainability Manager and relevant authorities as required by POEO Act immediately.

2.1.2 First Aid during emergency

In the event of Traffic incidents or personnel hit by Live Traffic, the following NRT procedure will be followed:

- Immediately contact your foreman/Leading Hand following the NRT emergency procedure
- Foreman/Leading Hand to arrange first aid.
- Delegated person to contact Emergency Services by telephone (000 or 112), the Project Construction Emergency Controller Anthony Coleman -by telephone on 0417 607 525
- Construction Emergency Controller to contact Traffic and Transport Manager on 0409 995 772 for emergency traffic control to be deployed.
- Try and locate the victim/s, secure the site and clear all unwanted workers away from the area
- Check for injuries and apply first aid where necessary. Where breathing has stopped and no pulse can be felt commence/start Cardio-Pulmonary Resuscitation (CPR).
- Do not remove the victim from vehicles unless there is immediate further danger.
- Where possible, leave the victim where they are until ambulance or a qualified medical person arrives.
- Assist emergency services wherever required.

2.2 Traffic Management Inspections

In addition to the above traffic management measures, NRT will monitor traffic control during the delivery phase to ensure compliance with traffic control plans and identify safety hazards for corrective solutions. NRT will also conduct road safety audits, where required, during the construction phase, aiming to identify any deficiencies and or safety hazards.

2.3 Review of the TMP

This TMP will be reviewed regularly by the Traffic and Transport Manager during the delivery of the Castle Hill bus interchange works. The TMSP and the associated TCPs will be amended under the following conditions:

- Changes in design and construction process



- Prevention of the recurrence of any compromise to the safety of workers, road users and the public
- To address condition of approval specified by TMC or Hills Shire Council
- To include comments from members of the TTLG
- Significant change to the scope of works or Staging of works
- To address non-conformance identified in a road safety audit

Any review will be carried out in conjunction with the TMC Representative, RMS, The Hills Shire Council, TfNSW and emergency services personnel as required.

2.4 Environmental controls

NRT will implement various environmental controls and measures to mitigate the impacts on surrounding environment and road network.

Measures to be applied will include:

- The compulsory covering of all loads prior to leaving the site;
- Provision of suitable wheel cleaning facilities at all major access points;
- Dust suppression measures conducted regularly at loading/unloading areas and along the routes;
- Clean-up crews, including street sweepers, will be available to manage material spills; and
- All materials will be managed in strict accordance with the conditions specified in SSI-5414 and any subsequent approvals.

Detailed information concerning air quality, dust and mud impacts is provided in the project's *Soil and Water Management Plan* and the *Air Quality Management Plan*.



2.5 Existing Traffic Volumes

QIC have carried out extensive traffic modelling as part of their planned upgrade of Castle Towers shopping centre. Traffic survey was carried out to establish the existing traffic conditions at peak times on Thursday 4pm-6pm and Saturday 11am-1pm:

Table 4.9: Comparison of Existing and Future Intersection Performance

Road	Location		Two Way Flow (veh/hr)					
			Thursday PM (veh/hr)			Saturday Midday (veh/hr)		
			Existing	Future	Difference	Existing	Future	Difference
Old Northern Rd	South of Cecil Ave	2,969	3,220	251	2,962	3,317	355	
Old Northern Rd	Cecil Ave Showground Rd	1,385	1,750	365	1,541	1,864	323	
Old Northern Rd	Showground Rd Castle St	468	1,162	694	576	1,150	574	
Old Northern Rd	Brisbane St McMullen Ave	2,362	2,619	257	2,460	2,476	16	
Old Northern Rd	East of McMullen Ave	3,896	4,265	369	4,020	4,193	173	
Pennant St	Showground Rd Castle St	2,369	2,719	350	2,355	2,766	411	
Pennant St	Castle St Eric Felton St	2,210	2,647	437	2,132	2,741	609	
Pennant St	Eric Felton St Castle Tower's Access	1,476	2,113	637	1,363	2,260	897	
Pennant St	Castle Tower's Access Old Castle Hill Rd	1,781	2,250	469	1,789	2,334	545	
McMullen Ave	Old Northern Rd Old Castle Hill Rd	2,320	2,844	524	2,456	3,013	557	
Showground Rd	Old Northern Rd Barwell Ave	1,086	2,231	1,145	1,197	2,307	1,110	
Showground Rd	Barwell Ave Pennant St	1,214	2,385	1,171	1,369	2,456	1,087	
Showground Rd	Pennant St Kentwell Ave	2,455	3,143	688	2,465	2,972	507	
Showground Rd	Kentwell Ave Cecil Ave	2,520	4,007	1,487	2,553	3,912	1,359	
Showground Rd	Cecil Ave Rowallan Ave	2,637	4,254	1,617	2,621	4,107	1,486	
Castle Street	East of Pennant St	726	359	-367	704	414	-290	
Castle Street	West of Pennant St	943	893	-50	1,025	914	-111	
Terminus Street	North of Cecil Ave	2,316	2,586	270	2,276	2,452	176	
Cecil Ave	Barwell Ave Old Northern Rd	657	633	-24	784	728	-56	
Cecil Ave	Old Northern Rd McDougall Lane	2,351	2,588	237	2,404	2,496	92	



Impacts on Existing Traffic Flows

Northbound traffic along Main Street will now need to use the Castle Hill ring road. Vehicles wanting to go to the QIC carpark accessed from Eric Felton St will now need to either turn right onto Cecil Ave / Terminus St or left onto Showground Rd and then right onto Pennant St.

2.6 Potential Impacts of proposed changes to Old Northern Rd

QIC have carried out extensive traffic modelling as part of their expansion project at the Castle Towers shopping centre. QIC have shared this information with NRT.

The QIC traffic modelling provided shows that most northbound traffic on Old Northern Rd is heading to either the QIC blue carpark access or Eric Felton St access. Considering that there are a number of entrances to QIC's carparks all around the ring road it is not essential that these vehicles use Main St northbound.

During peak hours there is approximately 500 vehicle movements per hour in Main Street i.e. Old Northern Road between Showground Road and Castle Street. If Main Street traffic flow is changed to southbound only, it is reasonable to conservatively assume that there will be 250 vehicle movements per hour that must now use either Showground Road or Cecil Av/Terminus Street. The combined vehicle movements per hour for these two streets is currently 3,551. An additional 250 movements per hour equates to only a 7% increase in traffic on these roads during peak times.

It is considered that the number of additional vehicles added to the ring road from the closure of Main St to northbound vehicles is proportionally insignificant compared to ring road traffic volumes.



3 Communication and Consultation

Comprehensive and long running consultation (Appendix E) has been ongoing with all stakeholders involved with the proposed closure of Old Northern Road, excluding the tenants on Main St. To date there have been no major objections from any of the above mentioned stakeholders, including QIC who are landlords for the majority of businesses on Main St. Upon acceptance of this proposal by Council, consultation with the businesses on Main St will commence and any minor concerns raised will be addressed while progressing the closure of Old Northern Rd from Terminus St to Crane Rd and reconfiguring Main St traffic flows.

3.1 Approach

A Community Liaison Implementation Plan (CLIP) has been prepared and implemented for Castle Hill station and precinct works to ensure all road works are coordinated with the residents and businesses in the vicinity of the project area, particularly those businesses that are directly affected by the works.

In addition, a Communication and Engagement Strategy (CES) has been developed specifically for the proposed changes to Old Northern Rd. The strategy identifies the affected stakeholders, detailed consultation plans and methods, and the measures already and planned to be undertaken. The strategy will ensure that:

- The community understands why the changes and associated duration are required;
- There is a consistent approach to management and consultation of stakeholders associated with the area affected by the changes; and
- Stakeholders are provided with appropriate notification of planned activities, benefits and expected impacts and outcomes.

Refer to appendix D for the Community and Engagement Strategy.

Significant consultation has already been undertaken in relation to the works, which is identified in the CES. In addition, experience has identified that further community notification in relation to alternative access routes and traffic mitigation measures will be required significantly closer to the time of implementing the proposed changes to ensure that the information remains fresh and current. *Table 2* provides a summary of the methods that will be used to inform the community of changes to road conditions. It also provides a summary of the purpose and frequency of each method of communication. Refer to appendix D for further information.

Table 2 Community notification methods

Tool	Purpose	Frequency
Advertisements	To inform of significant traffic changes, detours and traffic disruptions as required to comply with approvals; in local newspapers	At least 7 days prior to change
Community email address	To allow communication with the Project team	Monthly



Tool	Purpose	Frequency
Community information line	Access to the project team during construction hours with message service after hours via a 1800 number	N/A
Letterbox notifications	Notification letters to inform identified sensitive receivers (local residents and businesses) affected by changes to road network and traffic conditions	At least 7 days prior to change
Monthly site-specific construction update newsletter	Information about traffic changes will be included in the monthly newsletter to be distributed to residents adjacent to work sites	Distributed monthly
NRT web page (linked to the NWRL website)	Documents uploaded to the website include copies of advertisements, traffic alerts, notification letters and other public material related to the works	To coincide with distribution
Project website (NWRL)	Information about the construction activities will be placed on the website including information about traffic changes	As required
Social media updates	Site-specific social media pages will be updated daily and will be used to communicate targeted information including changes to traffic conditions	Daily
Traffic alert email	Communication to transport authorities, operators and emergency services to advise of traffic changes including road or lane closures and detours	At least 7 days prior to change
Variable Message Signs (VMS)	Electronic variable message signs provide advanced notice to road users of major traffic changes. Provide advance notice on emergencies, incidents and traffic delays	At least 7 days prior to change, or as required

3.2 Stakeholder Consultation

The proposal to close Old Northern Rd between Crane Rd and Terminus St was originally raised as an idea by HillsBus to try to solve the previously mentioned constraints in constructing the new bus interchange.

This idea was developed into a proposal and initially presented in the Sydney Metro Northwest TTLG on 14 December 2017. Stakeholders who were present at that meeting were: The Hills Shire Council, HillsBus, Busways, RMS, TMC, TfNSW, and NSW Fire and rescue.

In the same week at the abovementioned TTLG meeting, a meeting was held on site at Main St with THSC council officers. Details of the proposal were discussed as well as why it was needed. Generally the proposal was agreed to be the best way forward.

The proposal was refined in January to include feedback from stakeholders consulted with and was presented to The Hills Shire Council Councillors in a briefing held on 6/2/18. Whilst there were a number of questions on the proposal there were no outright objections.

A meeting was held with QIC on 8/2/18 which was also very positive. QIC's main concern was making sure their customers know where to go once the changes are



implemented. In addition to running Castle Towers, QIC are the landlord to the majority of the businesses on Main St.

The refined version of the proposal was presented at the Sydney Metro Northwest TTLG on 8 February 2018 and again was generally accepted with no major concerns raised.

Upon receiving approval of this proposal, as described in the attached Community Engagement Plan, NRT will notify the businesses along Main St and the general public a minimum of seven days prior to any changes occurring. Several VMS boards will also be placed in the areas surrounding the work area at least 14 days prior to any changes being implemented.



3.3 Major Stakeholders Consulted

Stakeholder category	Specific stakeholder	Issues/interest in the project	Communication strategy and tools
Local Government	The Hills Shire Council	<p>Impacts on local government assets and infrastructure</p> <p>Impacts on residents and businesses during construction</p> <p>Disruption to local roads, public transport and community facilities</p> <p>Cumulative impacts with other projects/developments</p>	<p>Council briefings in coordination with TNSW</p> <p>Regular meetings with officers regarding specific issues, project updates</p> <p>Provision of project communication material at Council offices</p>
Directly affected stakeholders	<p>Residential properties on southern side of Old Northern Road</p> <p>Residential properties on Terminus Street opposite site, between Old Northern Road and Crane Street</p> <p>Residential properties on Garthowen Crescent to the east of the site and McMullen Avenue</p>	<p>Construction impacts - noise, vibration, dust, visual amenity, traffic and local access changes</p> <p>Work hours and site access routes</p> <p>Changes to traffic conditions, including Old Northern Road, Old Castle Hill Road, Terminus Street, Crane Road and McMullen Avenue access and egress</p>	<p>Individual meetings, doorknocks, regular progress updates, notifications and newsletters</p> <p>Verbal and electronic updates</p> <p>Information at TNSW's Community Information Centre</p>
Directly affected businesses	<p>Castle Towers Centre Management</p> <p>Event Cinema Complex, Old Castle Hill Road</p> <p>Piazza restaurants/cafes</p> <p>Retail and commercial buildings on Old Northern Road, McMullen Avenue and Old Castle Hill Road</p>	<p>General construction impacts including noise, dust, construction traffic</p> <p>Traffic impacts including construction traffic and road works</p> <p>Disruption on regular operations</p>	<p>Individual meetings, doorknocks, regular progress updates, notifications and newsletters</p> <p>Verbal, and electronic updates</p> <p>Site signage and pedestrian/vehicle safety signage</p>



Stakeholder category	Specific stakeholder	Issues/interest in the project	Communication strategy and tools
Educational and early learning	Castle Hill Primary School, Les Shore Place Castle Hill High School, Castle Street St Bernadette's Primary School, Old Northern Road De La Salle College, Old Northern Road Hills Adventist College, Cecil Avenue	Construction impacts – noise, vibration, dust Worksite safety and construction traffic on local roads Changes to traffic conditions, including Old Northern Road, Old Castle Hill Road, Terminus Street, Crane Road and McMullen Avenue access and egress	Notifications, newsletters, telephone hotline, website, including information for parents and the school community Site signage and pedestrian/vehicle safety signage
Health and community facilities	Castle Hill Adventist Church, Cecil Avenue Castle Hill Community Centre, Castle Street Castle Hill Senior Citizens Centre, McMullen Avenue Children's Dentistry, Old Northern Road Country Women's Association Office, Old Northern Road	Any impacts on the operation including noise and vibration Traffic impacts including construction traffic and road works	Notifications, newsletters, telephone hotline, website Verbal and electronic updates Site signage and pedestrian/vehicle safety signage
Other major projects/cumulative impacts	Interface with Showground Road Upgrade (Seymour Whyte) Castle Hill Towers Redevelopment Toplace (Atmosphere) – 378 Apartments development	Minimising cumulative impacts Coordination of activities Coordination of public information and management of enquiries/complaints Interface with Showground Road Upgrade (Seymour Whyte) Interface with Toplace	Communication Management Control Group Transport and Traffic Liaison Group Regular stakeholder meetings Regular exchange and coordination of information



4 Alternative Options Considered and Contingency Plans

4.1 Alternative Option 1: Crane Rd

This proposal involved relocating the existing bus interchange on Old Northern Rd to Crane Rd. This option was discounted because it was rejected by RMS due to the impacts to the ring road, specifically Terminus St, with queuing buses and/or traffic. Crane Rd is also too steep for DDA level boarding, and a poor customer environment on both sides, footpath widths too narrow, Top Place construction on the east side, and the McDougall Ln intersection on the eastern side.

4.2 Alternative Option 2 – Terminus St

This proposal involved relocating the existing bus interchange on Old Northern Rd to Terminus St. This option was discounted because it was rejected by RMS due to the impacts to the ring road. RMS would not allow reduction in capacity of the ring road. Terminus St is also right at the edge of what is considered the Castle Hill Town Centre and so would be quite a distance to walk for bus customers coming from the North Western areas of Castle Hill.

4.3 Alternative Option 3 – Old Northern Rd (near Brisbane Rd)

This proposal involved relocating the existing bus interchange on Old Northern Rd further north to the corner of Brisbane Rd. This option was discounted because it was rejected by RMS due to the impacts to the ring road. RMS would not allow reduction in capacity of the ring road. Old Northern Rd (near Brisbane Rd) is also right at the edge of what is considered the Castle Hill Town Centre and so would be quite a distance to walk for bus customers coming from the Western areas of Castle Hill.

4.4 RMS and TMC Review

RMS and the TMC have been consulted with regards to this proposal in both the OTS Traffic Control Group Meetings and the Sydney Metro Northwest Traffic and Transport Liaison Group Meetings. Both RMS and TMC generally support the proposal however have noted that signal phasing at the intersection of Crane Rd and Terminus St will need to be finessed to allow enough time for buses to turn right into Crane Rd from Terminus St. RMS and the TMC suggested that it might be worth making the right turn from Terminus St into Crane Rd bus only. This suggestion has not been included in the current proposal due to concerns that this constraint would severely limit people who want to access McDougall Ave from Crane Rd.

TCS plans for the reconfiguration of Old Northern Rd have been commissioned but are not yet available at the time of this TMP submission.



4.5 Contingency Plans

The closure of Old Northern Road and subsequent reconfiguration of Main Street to one-way, southbound only will result in the loss of nine short term parking spaces on Main Street, increased traffic flows on the Pennant Street ring road between Showground Road and Old Castle Hill Road and increased bus movements up Crane Road from Terminus Street. The following contingency strategies will be in place should issues arise:

- Increased traffic congestion on Old Northern Road heading NE approaching Showground road could be eased through the implementation detour signage encouraging road users to utilise Cecil Avenue to Barwell, Cheriton or Terminus Streets
- Additional signage on Main Street advertising the large public parking lot on McDougal Street to compensate for issues arising from the loss of trophy parking
- Traffic signal phasing on Terminus St may need to be adjusted during peak times should there be excessive queuing of busses/public traffic turning right from Terminus Street.



5 Summary and Conclusion

This TMP proposes the closure of Old Northern Road between Terminus Street and Crane Road and the subsequent temporary relocation of the existing bus interchange into Main Street, making it one-way in the southbound direction.

It is anticipated that this temporary reconfiguration of traffic flows in the Castle Hill Town Centre will have a negligible effect on traffic flows and expedite the upgrade of Old Northern Road.

The other benefits associated with this proposal are that shop fronts on Main Street potentially realise an increase in foot traffic related to the relocation of the bus stops, the proximity of bus patrons to two large construction sites will be significantly increased, better shelter provided from inclement weather for bus patrons, reduced changes to bus operations and the reduced impact of Toplace's occupation of the existing Old Northern Road south-western travel lane.

Through the planning and consultation process, this proposal has been well received and will decrease long-term disruptions to the Castle Hill Town Centre by expediting construction activities and providing a vital link between busses and trains when the new rail line is opened in 2019.

It is for these reasons that NRT propose the temporary closure of Old Northern Road.



Appendix A List of Key Stakeholders

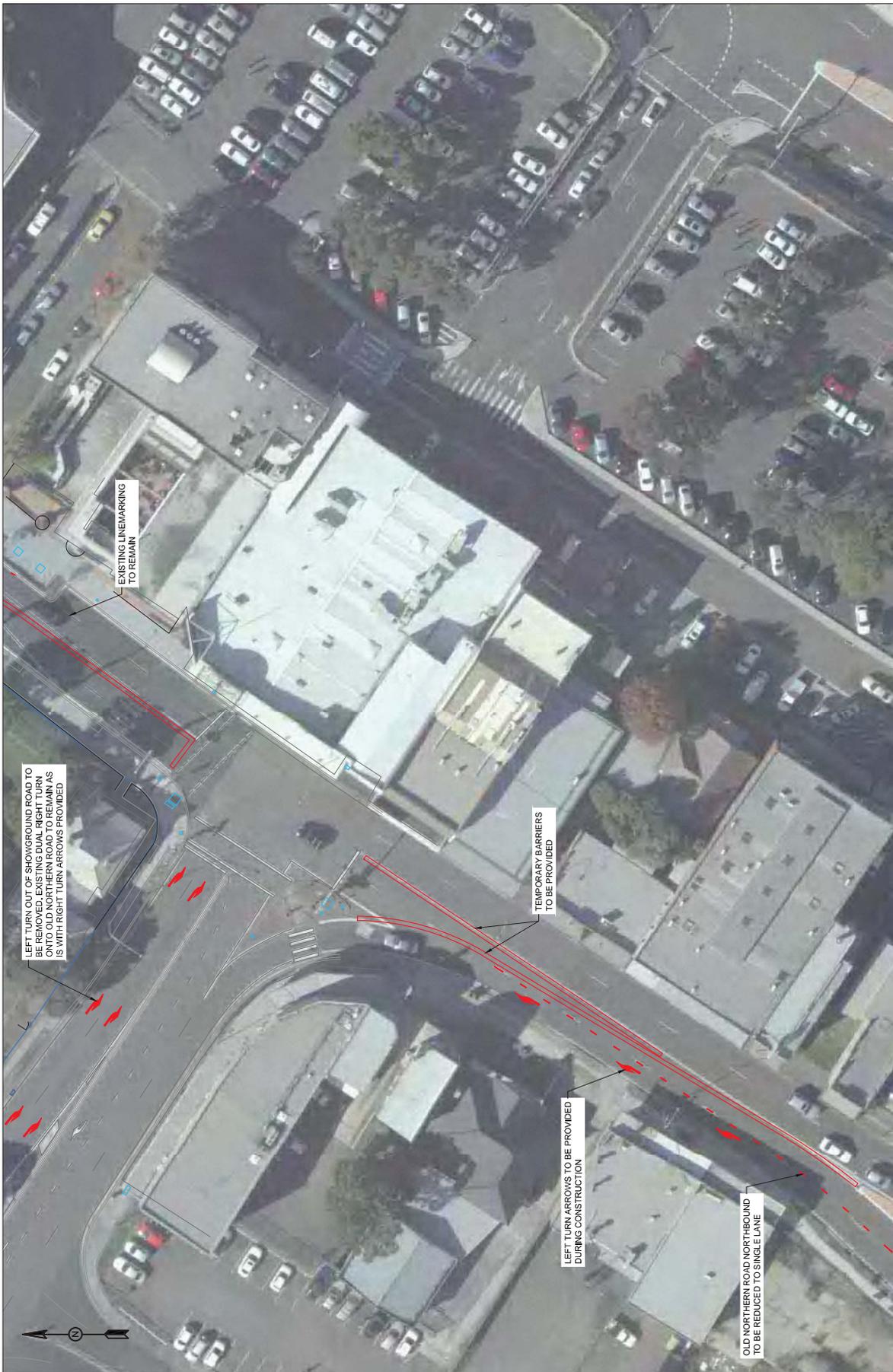
Stakeholders and Target Audiences	Interest
Other Affected Landholders	
Queensland Investment Corporation (QIC)	High
See Communication and Engagement Strategy in Appendix D for complete list of businesses and landholders	High
Local Government Authorities	
The Hills Shire Council	High
Road User Groups and Service Providers	
Private road users	High
Public transport users	High
NRMA	Medium
Bicycle NSW and Bike North	Medium
Transport for NSW	High
Public Transport Providers (Hillsbus / Busways / Sydney Buses)	High
Bus and Coach Association	High
NSW Taxi Council	High
Freight & logistics industry	High
Australian Trucking Association	High
Australian Logistics Council	Medium
Quarry industry	Low
Construction Industry	Medium
Emergency Services – Police, Fire, Rural Fire, Ambulance, SES	High
Utility Providers	Medium
Transport Workers Union	Low
Government Agencies	
Department of Infrastructure and Transport	Medium



Stakeholders and Target Audiences	Interest
Political Representatives (See CLIP for details)	Medium
National Transport Commission	Medium
Roads and Maritime Services	High
Transport Management Centre	High



Appendix B Traffic Operation during changes to Old Northern Rd

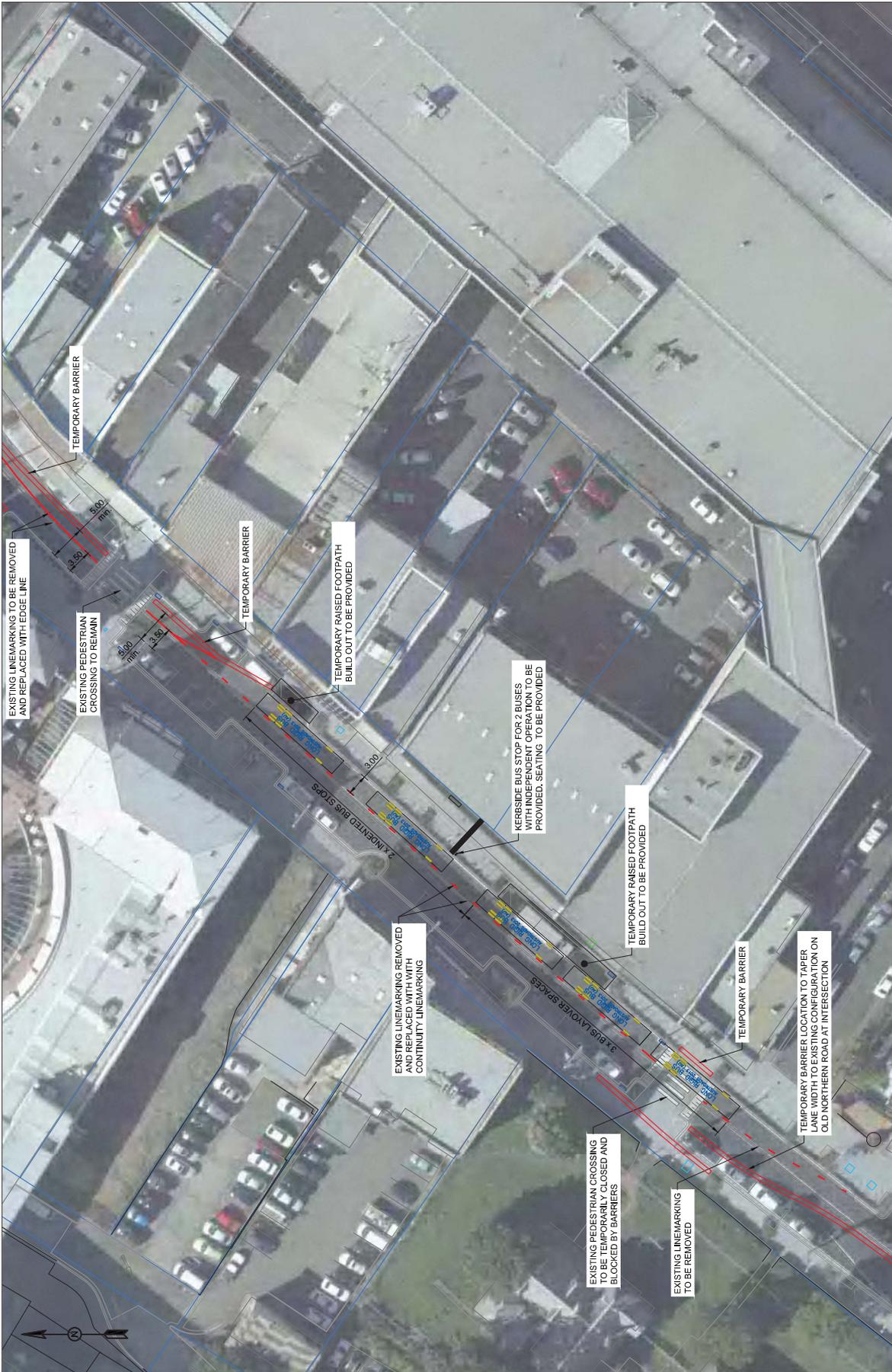


CASTLE HILL - MAIN STREET
SOUTHBOUND TRAFFIC ONLY

SHEET 1 OF 3

NOT FOR CONSTRUCTION
FOR INFORMATION PURPOSES ONLY

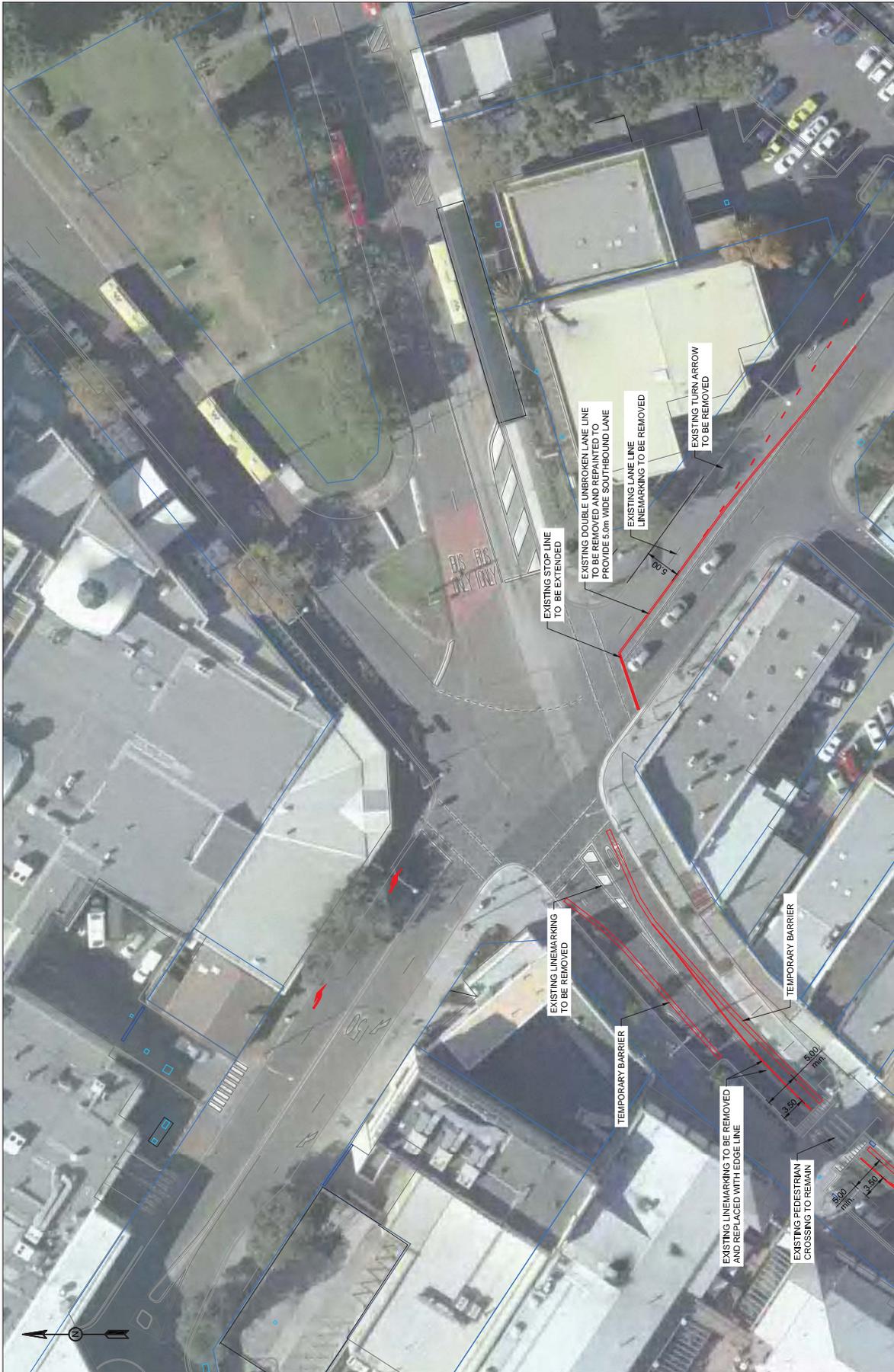
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**CASTLE HILL – MAIN STREET
SOUTHBOUND TRAFFIC ONLY**

SHEET 2 OF 3

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FOR INFORMATION PURPOSES ONLY

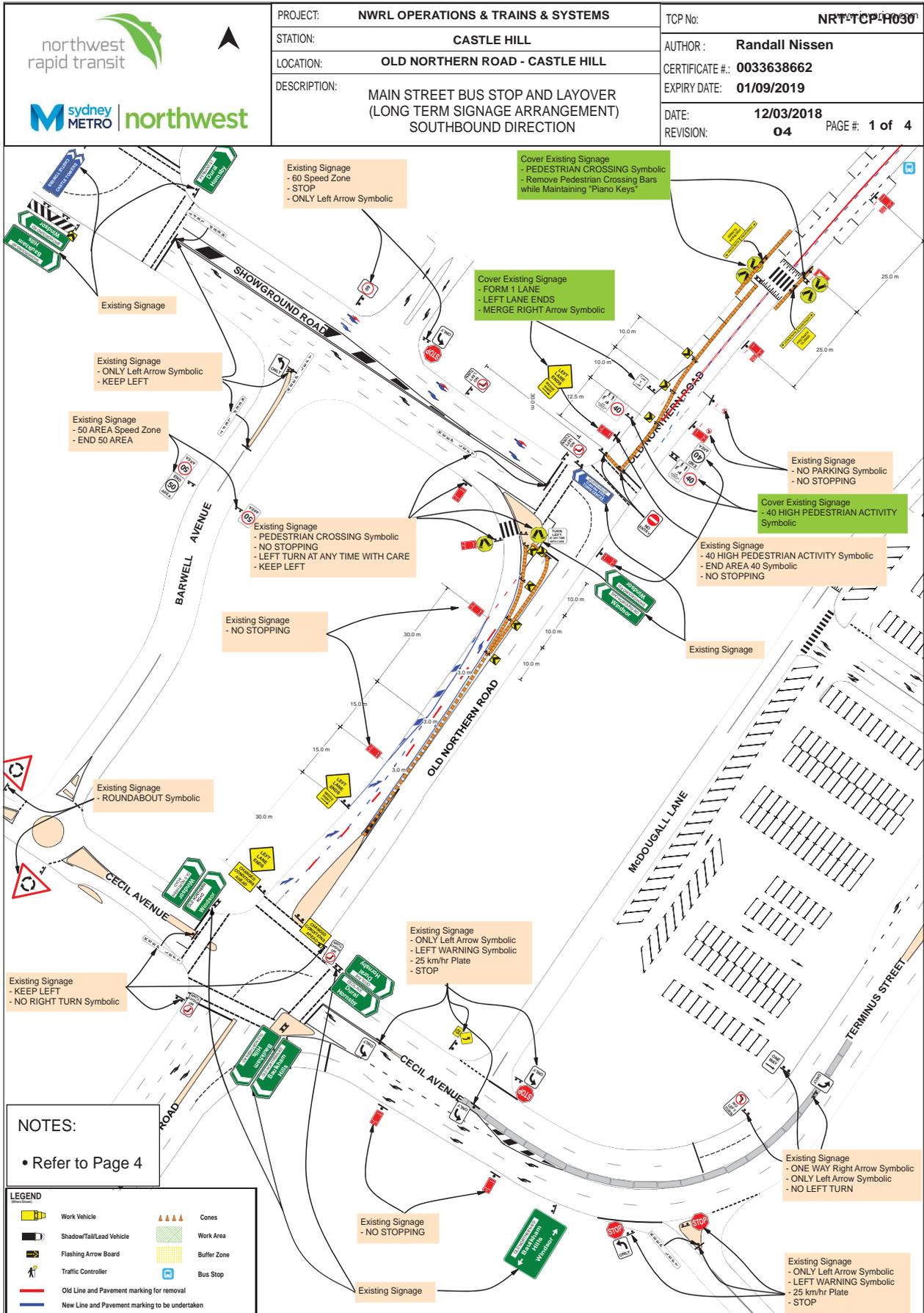


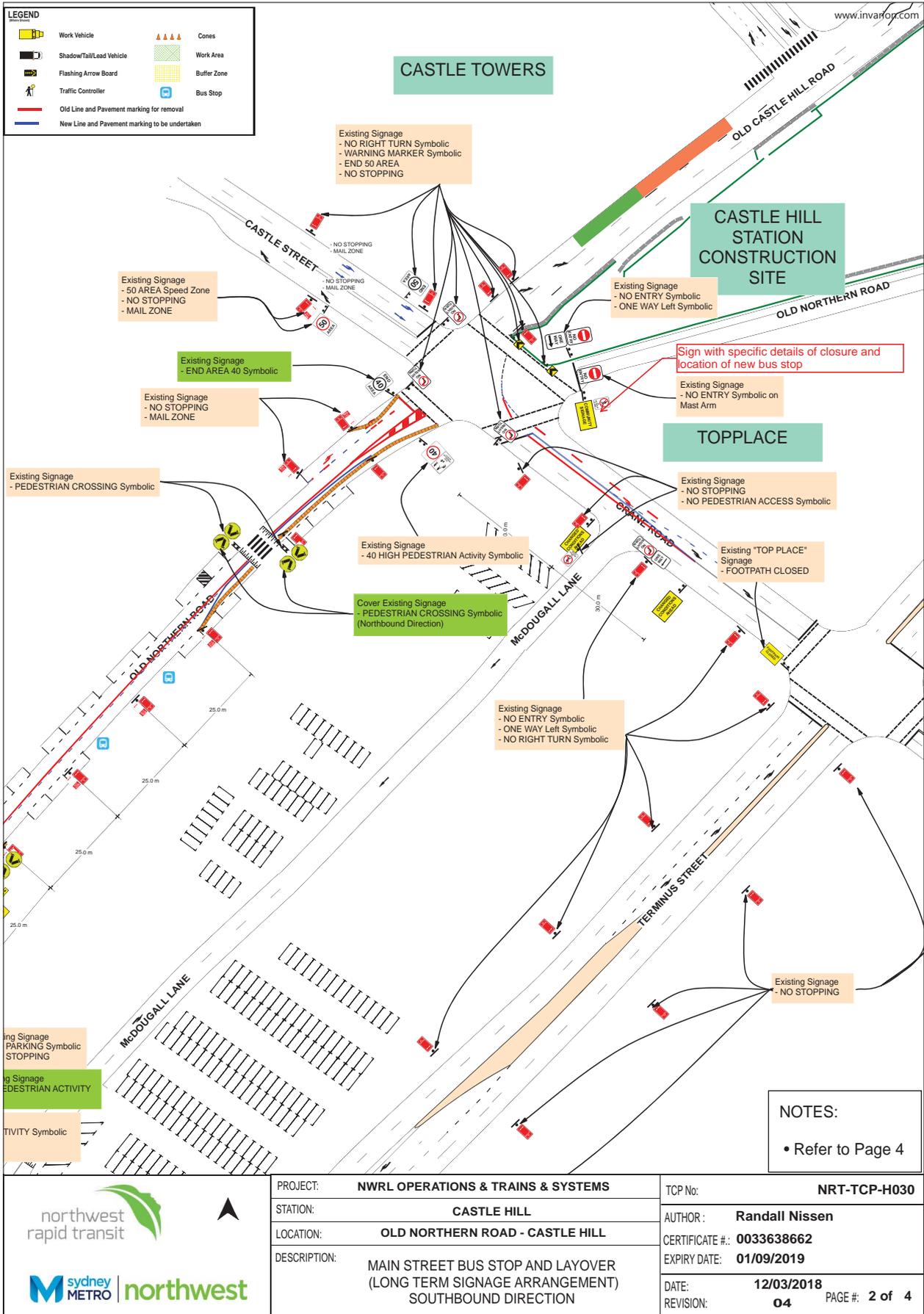
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CASTLE HILL - MAIN STREET
SOUTHBOUND TRAFFIC ONLY

SHEET 3 OF 3

NOT FOR CONSTRUCTION
FOR INFORMATION PURPOSES ONLY





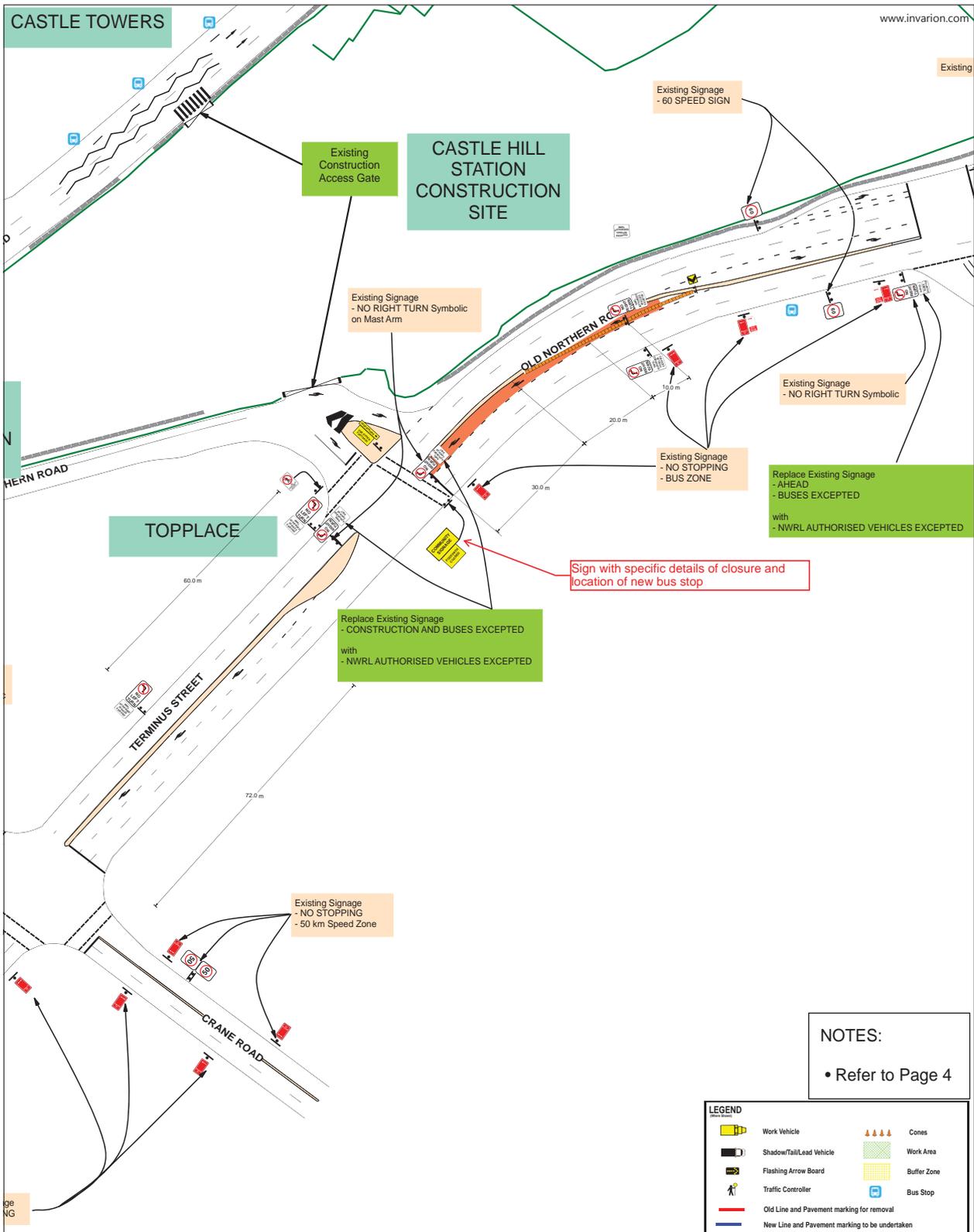
northwest rapid transit

sydney METRO | northwest

PROJECT:	NWRL OPERATIONS & TRAINS & SYSTEMS
STATION:	CASTLE HILL
LOCATION:	OLD NORTHERN ROAD - CASTLE HILL
DESCRIPTION:	MAIN STREET BUS STOP AND LAYOVER (LONG TERM SIGNAGE ARRANGEMENT) SOUTHBOUND DIRECTION

TCP No:	NRT-TCP-H030
AUTHOR:	Randall Nissen
CERTIFICATE #:	0033638662
EXPIRY DATE:	01/09/2019
DATE:	12/03/2018
REVISION:	04
PAGE #:	2 of 4

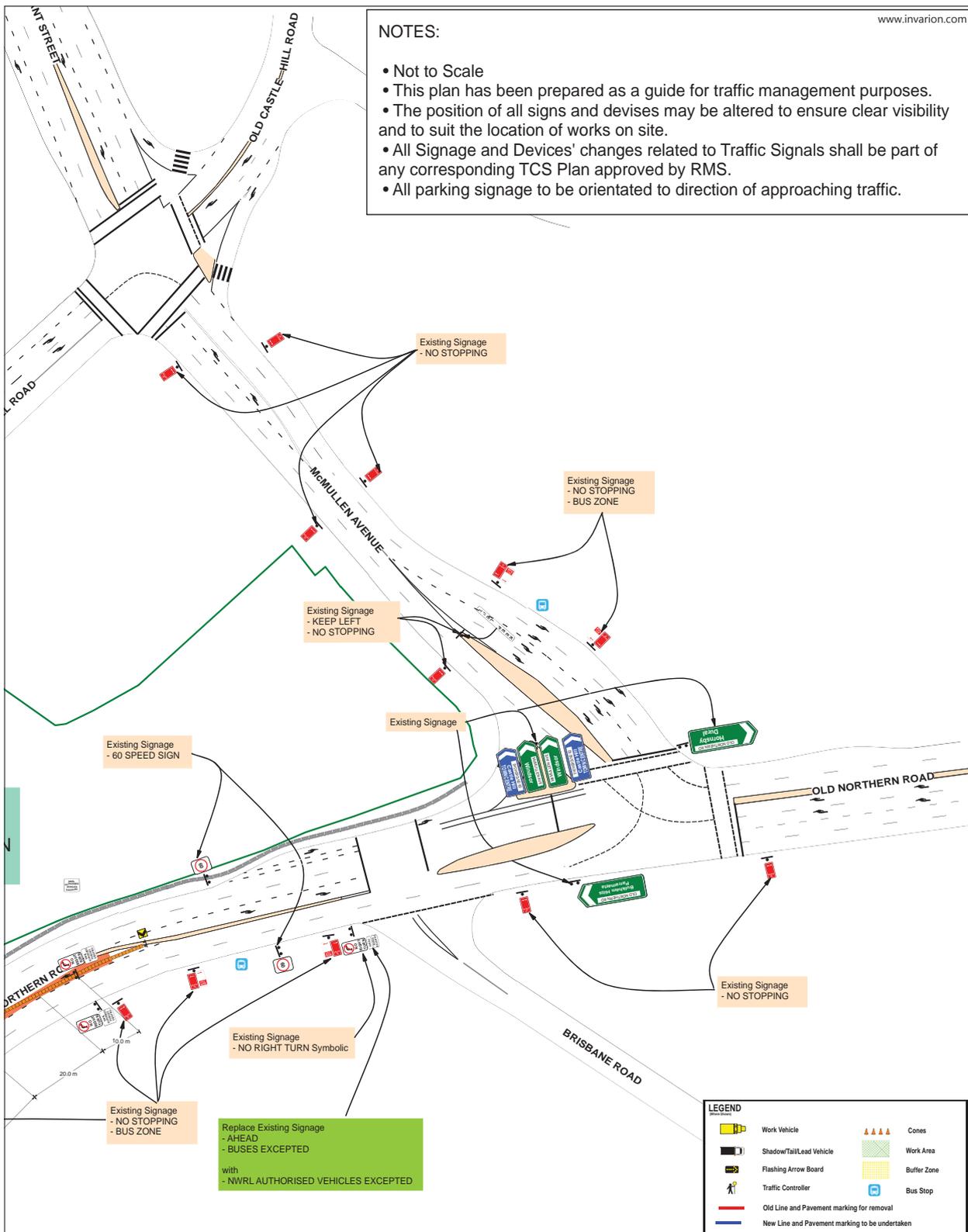
NOTES:
• Refer to Page 4



NOTES:
 • Refer to Page 4

PROJECT:	NWRL OPERATIONS & TRAINS & SYSTEMS
STATION:	CASTLE HILL
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 	PROJECT: NWRL OPERATIONS & TRAINS & SYSTEMS	TCP No: NRT-TCP-H030
	STATION: CASTLE HILL	AUTHOR: Randall Nissen
	LOCATION: OLD NORTHERN ROAD - CASTLE HILL	CERTIFICATE #: 0033638662
	DESCRIPTION: MAIN STREET BUS STOP AND LAYOVER (LONG TERM SIGNAGE ARRANGEMENT) SOUTHBOUND DIRECTION	EXPIRY DATE: 01/09/2019
	DATE: 12/03/2018	REVISION: 04
		PAGE #: 4 of 4



Appendix C Definitions and Terms

Term/Acronym	Definition
AS	Australian Standard
THSC	The Hills Shire Council
CAR	Corrective Action Report
CEMF	Construction Environmental Management Framework (Appendix B of Submissions Report)
CEMP	Construction Environmental Management Plan
CNVIS	Construction Noise and Vibration Impact Statement
CNVMP	Construction Noise and Vibration Management Plan
CoA	Conditions of Approval
CTMP	Construction Traffic Management Plan
ECRL	Epping to Chatswood Rail Link
EIS	Environmental Impact Statement
EIS 1	EIS for NWRL Early Works and Major Civil Construction Works (Incorporating Staged Infrastructure Modification Assessment) (SSI 5100)
EIS 2	EIS for Construction works associated with SSI 5100 including construction and operation of stations and wider precincts, service facilities, rail infrastructure and systems (SSI 5414)
EIS 3	EIS for the Rapid Transit Rail Facility approval application (SSI 13_5931)
EPA	Environment Protection Authority
ER	Environmental Representative
GTA	GTA Consultants
IC	Independent Certifier
NRT	Northwest Rapid Transit
NWRL	North West Rail Link
OTS PPP	Operations, Trains and Systems Public Private Partnership (the Project, including delivery and operation)
project	OTS PPP component of the NWRL project
Project Approval	Minister for Planning and Infrastructure's Approval for the North West Rail Link Stage 1: Major Civil Works dated 25 September 2012
RMS	Roads and Maritime Services



Term/Acronym	Definition
RMS WAD	RMS Works Authorisation Deed
RTRF	Rapid Transit Rail Facility
SAP	Station Access Plan
Spoil	All material generated by excavation into the ground including the excavation of station boxes and tunnels
SPR	Scope and performance requirements
SSI	State Significant Infrastructure
SVC	Surface Viaduct and Civil Works for the North West Rail Link Project
TCP	Traffic Control Plan
TfNSW	Transport for New South Wales
The Project	The North West Rail Link Project
TMC	Transport Management Centre
TSC Works	Tunnels and Station Civil Works for the North West Rail Link Project
TSMP	Traffic Management and Safety Plan
TTLG	Traffic and Transport Liaison Group
TTM	Traffic and Transport Manager
TTMT	Traffic and Transport Management Team
WAD	Works Authorisation Deed



Appendix D Communication and Engagement Strategy

Castle Hill Station

Old Northern Road temporary road closure and bus stop relocation community engagement plan

Introduction

This document provides an overview of a community engagement plan and communication activities commencing in April 2018 for the temporary closure of Old Northern Road and the relocation of the bus stop to Main Street (section of Old Northern Road between Showground Road and Crane Road).

Rationale

Construction of Castle Hill Station requires significant works to be carried out on Old Northern Road, between Toplace and the Castle Hill Station site. These include installation of a new water main, kerb realignment, new pavement and new median, as well as adjustments to the five-way signalised intersection.

To reduce the cumulative impacts while these works are undertaken and following the consultation with the Hills Shire Council and Hillsbus, Northwest Rapid Transit (NRT) proposes to temporarily close the section of Old Northern Road between Crane Road and Terminus Street, and move the bus stop to Main Street (see map).

Under the proposal:

- Old Northern Road between Crane Road and Terminus Street (between Toplace and the Castle Hill Station site), will be closed for approximately seven months to all traffic, except for construction and emergency services vehicles
- The southbound lane on Main Street will be used temporarily as a bus layover area
- On-street parking on the southbound side of the road will be temporarily removed to make way for buses
- Main Street will become one-way on the southbound side of the road during the closure
- On-street parking on the northbound side of the road will be maintained.

The proposed temporary road closure and bus stop relocation will significantly shorten construction time for Castle Hill Station, minimise disruption to the Toplace development and reduce cumulative impacts on the local community. The proposal will enable major civil works on Old Northern Road to be completed before Christmas 2018, and eliminate at least three major changes to the bus stop and further modifications to local traffic flow.

Engagement level

Inform to consult

Communication objectives

- To reduce cumulative impacts to local businesses and the community
- To minimise disruption and further changes to bus operation while multiple construction projects are underway in the same precinct
- To provide a safe and convenient option for bus commuters while construction is underway



- To inform businesses and local community about the upcoming changes and how impacts will be managed
- To provide clear communication channels for project enquiries and stakeholder complaints
- To provide information to a wider group of members of the general public in order to reduce risks associated with the project
- To build positive relationships with businesses and the local community and ensure community sentiment is closely monitored and responded to

Key messages

1	Old Northern Road between Crane Road and Terminus Street (between Toplace and the Castle Hill Station site) will be closed for seven months for construction.
2	Bus stop on Old Northern Road will be temporarily relocated to Main Street (section of Old Northern Road between Showground Road and Crane Road) during the closure. Parking on the southbound side of the road will be removed, resulting in the temporary loss of 9 car spaces. Parking in the northbound lane will be maintained.
3	Traffic on Main Street will be one-way, southbound.
4	This change is needed to reduce cumulative impacts on the community while multiple construction projects are underway at the same time.
5	Pedestrians and commuters will be provided with a safer option to catch buses. Foot traffic on Main Street will also be significantly increased due to the bus stop relocation.
6	NRT will continue to minimise construction impacts and keep the local community updated. Main Street will be open to two-way traffic in November 2018.



Stakeholder mapping and communication activities

Stakeholder category	Specific stakeholder	Issues/interest in the project	Communication strategy and tools
Local Government	<ul style="list-style-type: none"> Hills Shire Council 	<ul style="list-style-type: none"> Impacts on local government assets and infrastructure Impacts on residents and businesses during construction Disruption to local roads, public transport and community facilities Cumulative impacts with other projects/developments 	<ul style="list-style-type: none"> Council briefings in coordination with TfNSW Regular meetings with officers regarding specific issues, project updates Provision of project communication material at Council offices
Directly affected stakeholders	Residential properties on southern side of Old Northern Road Residential properties on Terminus Street opposite site, between Old Northern Road and Crane Street Residential properties on Garthowen Crescent to the east of the site and McMullen Avenue	<ul style="list-style-type: none"> Construction impacts - noise, vibration, dust, visual amenity, traffic and local access changes Work hours and site access routes Changes to traffic conditions, including Old Northern Road, Old Castle Hill Road, Terminus Street, Crane Road and McMullen Avenue access and egress 	<ul style="list-style-type: none"> Individual meetings, doorknocks, regular progress updates, notifications and newsletters Verbal and electronic updates Information at TfNSW's Community Information Centre
<ul style="list-style-type: none"> Directly affected businesses 	<ul style="list-style-type: none"> Castle Towers Centre Management Event Cinema Complex, Old Castle Hill Road Piazza restaurants/cafes Retail and commercial buildings on Old Northern Road, McMullen Avenue and Old Castle Hill Road 	General construction impacts including noise, dust, construction traffic Traffic impacts including construction traffic and road works Disruption on regular operations	<ul style="list-style-type: none"> Individual meetings, doorknocks, regular progress updates, notifications and newsletters Verbal, and electronic updates Site signage and pedestrian/vehicle safety signage



Stakeholder category	Specific stakeholder	Issues/interest in the project	Communication strategy and tools
<ul style="list-style-type: none"> Educational and early learning 	<ul style="list-style-type: none"> Castle Hill Primary School, Les Shore Place Castle Hill High School, Castle Street St Bernadette's Primary School, Old Northern Road De La Salle College, Old Northern Road Hills Adventist College, Cecil Avenue 	<p>Construction impacts – noise, vibration, dust</p> <p>Worksite safety and construction traffic on local roads</p> <p>Changes to traffic conditions, including Old Northern Road, Old Castle Hill Road, Terminus Street, Crane Road and McMullen Avenue access and egress</p>	<ul style="list-style-type: none"> Notifications, newsletters, telephone hotline, website, including information for parents and the school community Site signage and pedestrian/vehicle safety signage
<ul style="list-style-type: none"> Health and community facilities 	<ul style="list-style-type: none"> Castle Hill Adventist Church, Cecil Avenue Castle Hill Community Centre, Castle Street Castle Hill Senior Citizens Centre, McMullen Avenue Children's Dentistry, Old Northern Road Country Women's Association Office, Old Northern Road 	<p>Any impacts on the operation including noise and vibration</p> <p>Traffic impacts including construction traffic and road works</p>	<ul style="list-style-type: none"> Notifications, newsletters, telephone hotline, website Verbal and electronic updates Site signage and pedestrian/vehicle safety signage
<ul style="list-style-type: none"> Other major projects/cumulative impacts 	<ul style="list-style-type: none"> Interface with Showground Road Upgrade (Seymour Whyte) Castle Hill Towers Redevelopment Toplace (Atmosphere) – 378 Apartments development 	<ul style="list-style-type: none"> Minimising cumulative impacts Coordination of activities Coordination of public information and management of enquiries/complaints Interface with Showground Road Upgrade (Seymour Whyte) Interface with Toplace 	<ul style="list-style-type: none"> Communication Management Control Group Transport and Traffic Liaison Group Regular stakeholder meetings Regular exchange and coordination of information

**Businesses on Main Road**

Type of business	Shop	Number
Pub/ restaurant	Hillside	273
Hairdresser (Service)	Blo hair + beauty- PERM-anently CLOSED	
Shopping Centre	Castle Hill Mall- Terminus St	4-16
Service provider	Jenny Craig	281A
Service provider	The Hills Physiotherapy + Sports Centre	S1 /281
Furniture sales	Mourandi design furniture shop	S1/268
Service Provider	Castle Hill Real Estate	S2/268
Service Provider	Spirit Thai Massage	S3/268
Service Provider	The Buchan Group	S4/268
	Empty shopfront	281
Hairdresser (Service)	Azul by Angela Henao	270
Clothing store	B Seen-	270B
Service Provider	Hills Yoga	281
Pub/ restaurant	The Lane	270c
Hairdresser (Service)	MG's Beauty	285
Piazza (restaurant)	Enigma Restaurant	21/274
Service Provider	Westpac Bank	287B
Service Provider	Ray White Real Estate	287C
Beauty Salon	Nails Hub- Castle Hill Mall	



Florist	Beautiful Blooms	289A
Jeweler	Sar Jewelers	291
Service Provider	BOQ- Bank	291A
Pharmacy	Castle Hill Discount Chemist	293
Service Provider	Family Wise Medical Practice	293
restaurant	Amber seafood fish + chips	295
Beauty Salon	Imagination Hairdressing	297
restaurant	Crust Pizza	2/297
Jeweler	Gabriel Jewellers	
restaurant	Yogiberry	282
Service Provider	Australia Post	284
restaurant	Cosmo coffee	1A (CastT)
	Empty shopfront	500



Other activities including notifications

- Residents and businesses within 250-metre radius of the road closure will be notified at least seven days prior to any work commencing
- Local police, bus services, council bus loop and other emergency services will be notified at least seven days prior to any work commencing
- Traffic VMS board will be placed near the work zone at least 14 days prior to any work commencing
- Signage with project enquiry hotline will be displayed at work site during construction
- Fortnightly email updates will be distributed to business subscribers (Main Street) informing them about work progresses

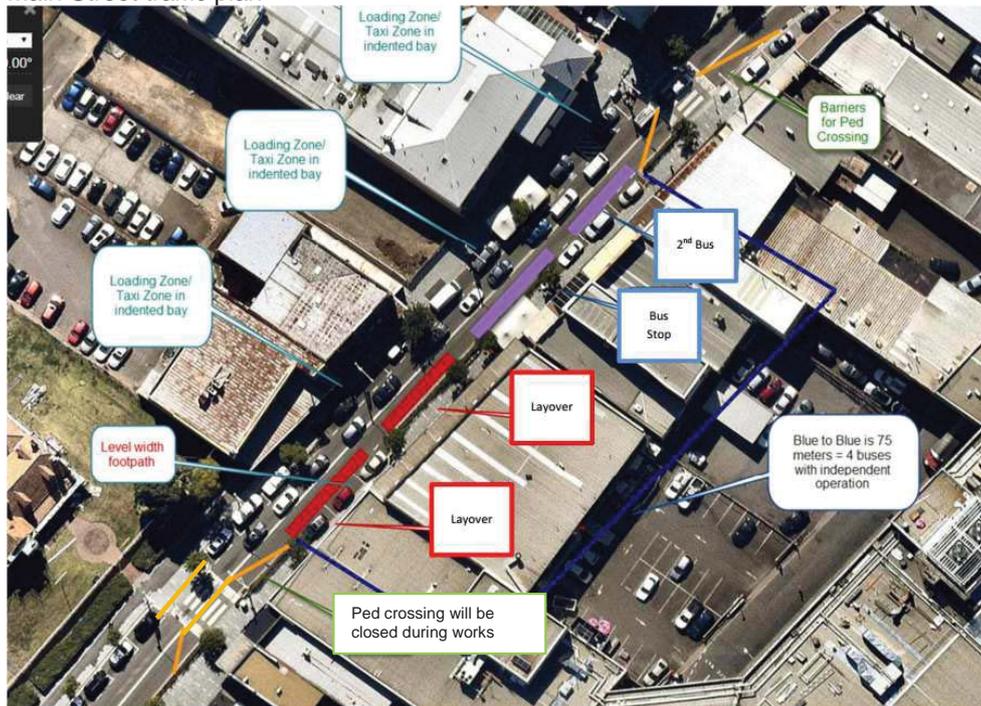
Timeframe

Activity	Time	Purpose	Status
Stakeholder meeting	April 2018	Consult on proposal and seek endorsement	Commenced
Doorknocking	April to March 2018	Inform changes and seek feedback	To be commenced
Community notification	March 2018	Inform changes	To be commenced
Ongoing email update	Fortnightly from May 2018	Provide update on work progress	To be commenced
Ongoing doorknocking	Monthly from May 2018	Provide update and collect feedback Manage sentiment	To be commenced
Community forum	TBC	Provide information, update and collect feedback	To be commenced

Appendix
Location of closure



Main Street traffic plan



Appendix E Consultation History

Date	Party consulted with	Method of consultation	Concerns raised	Generally accepting of proposal?
7/12/2017	The Hills Shire Council	Face to face meeting on site	Whether other stakeholders would support the proposal Time it would take to get all required approvals	Yes
14/12/2017	The Hills Shire Council	TTLG presentation	Time it would take to get all required approvals	Yes
14/12/2017	CDC Hillsbus	TTLG presentation	Minor affect to timetabling	Yes
14/12/2017	Busways	TTLG presentation	None	Yes
14/12/2017	RMS	TTLG presentation	Additional demand on Crane Rd / Teminus St right turn	Yes
14/12/2017	TMC	TTLG presentation	Additional demand on Crane Rd / Teminus St right turn	Yes
14/12/2017	TfNSW	TTLG presentation	None	Yes
14/12/2017	NSW Fire and Rescue	TTLG presentation	None	Yes
9/01/2018	RMS	TCG Meeting	Additional demand on Crane Rd / Teminus St right turn	Yes
9/01/2018	TMC	TCG Meeting	Additional demand on Crane Rd / Teminus St right turn	Yes
9/01/2018	TfNSW	TCG Meeting	None	Yes
11/01/2018	The Hills Shire Council	TTLG presentation	None	Yes
11/01/2018	CDC Hillsbus	TTLG presentation	None	Yes
11/01/2018	Busways	TTLG presentation	None	Yes
11/01/2018	RMS	TTLG presentation	None	Yes
11/01/2018	TMC	TTLG presentation	None	Yes
11/01/2018	TfNSW	TTLG presentation	None	Yes
11/01/2018	NSW Fire and Rescue	TTLG presentation	None	Yes
23/01/2018	RMS	TCG Meeting	Minor TCS adjustments at surrounding intersections	Yes

23/01/2018	TMC	TCG Meeting	Minor TCS adjustments at surrounding intersections	Yes
23/01/2018	TfNSW	TCG Meeting	None	Yes
1/02/2018	TfNSW	Castle Hill Town Centre Coord meeting	None	Yes
1/02/2018	The Hills Shire Council	Castle Hill Town Centre Coord meeting	None	Yes
1/02/2018	CDC Hillsbus	Castle Hill Town Centre Coord meeting	None	Yes
1/02/2018	Busways	Castle Hill Town Centre Coord meeting	None	Yes
1/02/2018	QIC (via contractor)	Castle Hill Town Centre Coord meeting	None	Yes
1/02/2018	Toplace	Castle Hill Town Centre Coord meeting	Need access for Toplace deliveries	Yes
6/02/2018	THSC Councillors	Councillor Briefing	If works would be complete by end Nov	Yes
6/02/2018	TfNSW	Councillor Briefing	None	Yes
6/02/2018	RMS	TCG Meeting	Minor TCS adjustments at surrounding intersections	Yes
6/02/2018	TMC	TCG Meeting	Minor TCS adjustments at surrounding intersections	Yes
6/02/2018	TfNSW	TCG Meeting	None	Yes
8/02/2018	QIC	Face to face meeting at QIC offices	Sufficient signage for approaching customers If works would be complete by end Nov	Yes
8/02/2018	The Hills Shire Council	TTLG presentation	None	Yes
8/02/2018	CDC Hillsbus	TTLG presentation	None	Yes
8/02/2018	Busways	TTLG presentation	None	Yes
8/02/2018	RMS	TTLG presentation	None	Yes
8/02/2018	TMC	TTLG presentation	Minor TCS adjustments at surrounding intersections	Yes
8/02/2018	TfNSW	TTLG presentation	Minor TCS adjustments at surrounding intersections	Yes



8/02/ 2018	NSW Fire and Rescue	TTLG presentation	None	Yes
20/02 /2018	The Hills Shire Council	TCG Meeting	Sufficient time to draft TMP and submit to LTC	Yes
20/02 /2018	RMS	TCG Meeting	Minor TCS adjustments at surrounding intersections	Yes
20/02 /2018	TMC	TCG Meeting	Minor TCS adjustments at surrounding intersections	Yes
20/02 /2018	TfNSW	TCG Meeting	None	Yes
1/03/ 2018	TfNSW	Castle Hill Town Centre Coord meeting	None	Yes
1/03/ 2018	The Hills Shire Council	Castle Hill Town Centre Coord meeting	Sufficient time to draft TMP and submit to LTC	Yes
1/03/ 2018	CDC Hillsbus	Castle Hill Town Centre Coord meeting	None	Yes
1/03/ 2018	Busways	Castle Hill Town Centre Coord meeting	None	Yes
1/03/ 2018	QIC (via contractor)	Castle Hill Town Centre Coord meeting	None	Yes
1/03/ 2018	Toplace	Castle Hill Town Centre Coord meeting	Need access for Toplace deliveries	Yes
6/03/ 2018	RMS	TCG Meeting	Minor TCS adjustments at surrounding intersections	Yes
6/03/ 2018	TMC	TCG Meeting	Minor TCS adjustments at surrounding intersections	Yes
6/03/ 2018	TfNSW	TCG Meeting	None	Yes
8/03/ 2018	The Hills Shire Council	TTLG presentation		Yes
8/03/ 2018	CDC Hillsbus	TTLG presentation		Yes
8/03/ 2018	Busways	TTLG presentation		Yes
8/03/ 2018	RMS	TTLG presentation		Yes
8/03/ 2018	TMC	TTLG presentation		Yes
8/03/ 2018	TfNSW	TTLG presentation		Yes



8/03/ 2018	NSW Fire and Rescue	TTLG presentation	Yes
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Appendix F Road Safety Audit & NRT Responses



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Roadworks Road Safety Audit Report

Roadworks Road Safety Audit 22 - Old Northern Road between Terminus Street and Crane Road, Castle Hill (TMP-based).

Prepared for NRT Infrastructure JV

Prepared by Beca Pty Ltd

ABN: 85 004 974 341

10th of March 2018

Revision History

Revision N°	Prepared By	Description	Date
1	Damien Chee	Roadworks RSA 22 – Old Northern Road between Terminus Street and Crane Road	10 March 2017
2			
3			
4			
5			

Document Acceptance

Action	Name	Signed	Date
Prepared by	Damien Chee		10 March 2017
Reviewed by	Mitchell Carey		12 March 2017
Approved by	Jessica Bennett		12 March 2017
on behalf of	Beca Pty Ltd		

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Contents

1	Introduction	1
1.1	Project and audit details	1
1.2	Responding to the audit report	2
1.3	Previous audits and other precluded items	3
2	Road safety audit findings	4
3	Concluding statement	26
	Appendix A – Road Safety Audit Checklist	27

1 Introduction

1.1 Project and audit details

Details of the audit have been provided in Table 1.1.

Table 1.1 Details of the road safety audit.

Audited project	Traffic management plan (TMP) associated with the temporary closure of Old Northern Road, between Terminus Street and Crane Road, Castle Hill. This is part of the Castle Hill Station Works within the overall Northwest Rapid Transit (NRT) project.
Client/contact	Name: Josh Moran Company: NRT I JV Ph: +61 408 156 011
Audit type	Roadworks road safety audit (TMP-based).
Purpose and background	A TMP has been prepared for the proposed temporary closure of Old Northern Road, between Terminus Street and Crane Road, Castle Hill. The proposed changes include: <ul style="list-style-type: none"> Old Northern Road will be closed between Terminus Street and Crane Road, with exceptions for construction vehicle access. This will become a construction site as part of this TMP. The section of Old Northern Road from Showground Road to Castle Street-Crane Road is to be converted to a one-way southbound only road as part of this TMP. The currently used southbound parking spaces will no longer be used. The currently used northbound lane will become a southbound lane. The currently used northbound parking spaces will become southbound parking bays. The bus stops on Old Northern Road between Terminus Street and Crane Road will be moved to the midblock between Showground Road and Castle Street-Crane Road. Buses will pull up in the current southbound lane for set down and pick up. The adjacent existing northbound lane will become the main southbound travel lane. Temporary kerb extensions will be provided in the existing southbound parking spaces to act as a standing area for bus patrons.
Scope of audit	The subject of this roadworks road safety audit were the plans in Appendix B of the document entitled <i>Traffic Management Plan – Proposed temporary changes to Old Northern Road, Castle Hill for North West Rail Link Operations, Trains and Systems</i> (document number NWRLOTS-NRT-PRD-EN-PRO-910395 revision B). This includes general schematics and traffic control plans (TCPs).
Audit team details	Damien Chee, level 3 (lead) road safety auditor - Registration number: RSA-02-0094. Orange card no. 0021688473. Linda Chee, level 2 road safety auditor –Registration number RSA-02-1069.
Methodology	The audit was undertaken using the following methodology: <ul style="list-style-type: none"> The plans listed in <i>scope of audit</i> were formally reviewed on 10/3/2018. A supporting site inspection was carried out as part of previous investigations and audits of the NRT project. These were only for the purposes of familiarising the audit team to the existing and future road, traffic and land use conditions. The road safety audit findings have been documented in this report in accordance with the NSW Centre for Road Safety's <i>Guidelines for Road Safety Audit Practices</i> (2011). All audit findings have been risk rated using the methodology outlined in Section 4.8 of the Austroads <i>Guide to Road Safety Part 6 – Road Safety Audit</i>. This is based on an assessment of crash likelihood (see Table 1.2), crash severity (see Table 1.3) and the resultant risk rating (see Table 1.4). This report includes a completed checklist as sourced from the Austroads <i>Guide to Road Safety Part 6: Road Safety Audit</i>.

Meeting and assessment details	The plans listed in <i>scope of audit</i> were formally reviewed on 10/3/2018.
---------------------------------------	--

Table 1.2 Assessment of crash frequency/ likelihood (for the risk rating of each audit finding).

Frequency	Description
Frequent	Once or more per week
Probable	Once or more per year (but less than once a week)
Occasional	Once every five or ten years
Improbable	Less often than once every ten years

Table 1.3 Assessment of crash severity (for the risk rating of each audit finding).

Severity	Description	Examples
Catastrophic	Likely multiple deaths	High-speed, multi-vehicle crash on a freeway. Car runs into crowded bus stop. Bus and petrol tanker collide. Collapse of a bridge or tunnel.
Serious	Likely death or serious injury	High or medium-speed vehicle/vehicle collision. High or medium-speed collision with a fixed roadside object. Pedestrian or cyclist struck by a car.
Minor	Likely minor injury	Some low-speed vehicle collisions. Cyclist falls from bicycle at low speed. Left-turn rear-end crash in a slip lane.
Limited	Likely trivial injury or property damage only	Some low-speed vehicle collisions. Pedestrian walks into object (no head injury). Car reverses into post.

Table 1.4 Risk rating (combined result of crash likelihood and severity).

	Frequent	Probable	Occasional	Improbable
Catastrophic	Intolerable	Intolerable	Intolerable	High
Serious	Intolerable	Intolerable	High	Medium
Minor	Intolerable	High	Medium	Low
Limited	High	Medium	Low	Low

1.2 Responding to the audit report

Road safety audits provide the opportunity to highlight potential road safety problems and have them formally considered by the project manager in conjunction with all other project considerations.

The responsibility for the project rests with the project manager, not with the auditor. The project manager is under no obligation to accept the audit findings. Also, it is not the role of the auditor to agree to, or approve the project manager's responses to the audit.

1.3 Previous audits and other precluded items

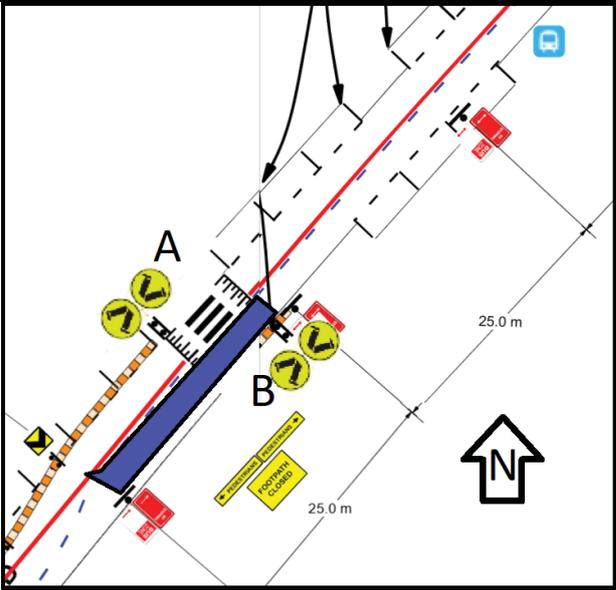
There were no previous road safety audit reports issued to the audit team which were of direct relevance to this audit.

2 Road safety audit findings

The road safety audit findings have been reported in the following Corrective Action Request (CAR) forms.

Road safety audit – Corrective Action Request (CAR)		CAR no.	1
Project Old Northern Road, Castle Hill.	Audit No.	Audit stage	Roadworks (plan-based)
LGA The Hills Shire	Audit date (start)	Audit date (finish)	10/3/2018 10/3/2018
<p>Road safety audit finding Intolerable <input checked="" type="checkbox"/> High <input type="checkbox"/> Medium <input type="checkbox"/> Low <input type="checkbox"/></p> <p><u>Legibility of wombat crossings on Old Northern Road between Showground Road and Castle Street-Crane Road:</u> At present, Old Northern Road operates as a two-way road which means pedestrians at the two wombat crossings would be accustomed to looking to their right when about to cross the road. The proposed conversion of this road to a one-way southbound only road would mean that pedestrians commencing the crossing from the western side of the road (ie. at points "A" and "B") would need to look left (instead of right). Many pedestrians would not be accustomed to this and may enter the crossing unaware of southbound vehicles approaching the crossing. The audit team acknowledges that NSW Road Rules require road traffic to give way to pedestrians. However, notwithstanding this, pedestrians should still be vigilant of traffic conditions and potential collision threats before entering the roadway. Similarly, pedestrians crossing from point "C" would need to know that the first point of crash conflict would be approaching from their right. Under existing conditions, this would be the centre of the road in which case the next conflict point would be from the pedestrian's left-hand side. These issues could be addressed by installing LOOK (LEFT/ RIGHT) pavement text as needed to alert pedestrians to the prevailing traffic direction. In addition to the pedestrian safety impacts at the two wombat crossings, the same crash risks (pedestrians crossing from the western side of the road being impacted by southbound vehicles) may occur in the midblock as well (eg. points "D" and "E"). The project team should acknowledge that the temporary placement of the bus stands on the eastern side of the road would encourage more midblock crossing movements. Also, as a <i>40k high pedestrian area</i>, midblock crossing movements would be expected on a frequent basis. The audit team notes that the two R3-1 PEDESTRIAN CROSSING ("WALKING FEET") signs marked by the red arrows should be covered as these are intended for northbound drivers under existing conditions.</p>			
		<p><i>Left: Pedestrians commencing their road crossing movements from points "A" and "B" would need to be aware that the conflicting traffic stream would be approaching from their left (not right). Similarly, pedestrians crossing in the midblock (eg. points "D" and "E") would need to be aware of the southbound only nature of the road and the conflicting road traffic stream approaching from their left.</i></p>	
Signature <i>Dawn Chee</i> (Lead auditor)		Date 10/3/2018	

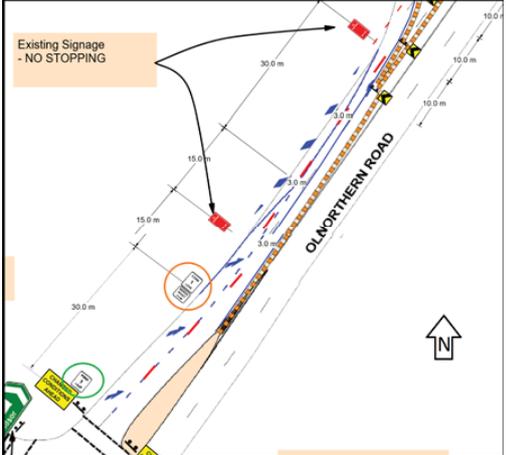
Action on road safety audit finding Corrective actions		NRT will action this request and amend the TCP accordingly to include 'Look Left/Right' pavement text. Signs will be re-orientated.
Reasons for no action		
Completion date for corrective action		
Priority for action Immediate <input type="checkbox"/> Necessary <input type="checkbox"/> Desirable <input type="checkbox"/>		
Signature _____ (Project manager)		Date _____
Client representative concurrence		Date _____
Signature _____		
Administration – follow up and close out		
Reason for non-action accepted	Yes <input type="checkbox"/>	No <input type="checkbox"/>
Corrective action accepted	N/A <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>
Proposed follow-up date		
Follow up action		
CAR closed out	Yes <input type="checkbox"/>	No <input type="checkbox"/>
Signature _____ (Operations and service road safety)		Date _____

Road safety audit – Corrective Action Request (CAR)		
		CAR no. 2
Project Old Northern Road, Castle Hill.	Audit No.	
	Audit stage	Roadworks (plan-based)
LGA The Hills Shire	Audit date (start)	10/3/2018
	Audit date (finish)	10/3/2018
<p>Road safety audit finding Intolerable <input checked="" type="checkbox"/> High <input type="checkbox"/> Medium <input type="checkbox"/> Low <input type="checkbox"/></p> <p><u>Bus zone on the eastern side of Old Northern Road between Showground Road and Castle Street-Crane Road:</u> The TCP indicates that the bus zone will straddle the southern wombat crossing. This means that buses may stop close to or even over the actual crossing area. There are a number of safety issues with this arrangement:</p> <ul style="list-style-type: none"> ▪ If buses stop on or partially on the wombat crossing, pedestrians would be forced to walk around the stopped bus. Pedestrians commencing the crossing from the eastern side (point "B") may be hidden from view of other southbound drivers due to the stopped bus. Pedestrians commencing the crossing from the western side (point "A") may become trapped on the road due to the stopped bus. Alternatively, they may resort to walking around or between parked buses where bus drivers may have very limited visibility to them. ▪ Even if buses stop outside the crossing area but close to the crossing, they may block the sight line between pedestrians and other southbound drivers in the adjacent lane. This could increase the risk of <i>vehicle-pedestrian</i> crashes. ▪ The layout would lack legibility, particularly when each respective road user tries to interpret the movements of the other road user. For example, if a pedestrian is standing beside the crossing, the bus driver may not understand whether the pedestrian is trying to cross the road or whether they are waiting for a bus. Similarly, a pedestrian may see a slow-moving bus and may not understand whether the bus will stop clear of the crossing (to give way to the pedestrian) or whether the bus is pulling into or out of a bus stop. Bus drivers pulling out from the kerbline would tend to look in their wing mirror and then their right-hand blind spot. They may fail to acknowledge pedestrians crossing the road in the immediate road ahead. 		
		
<p><i>Above: The bus zone straddles the southern wombat crossing. Stopped buses may block pedestrian access to the crossing.</i></p>		
<p>Signature <i>Dawn Chee</i> (Lead auditor)</p>		<p>Date 10/3/2018</p>

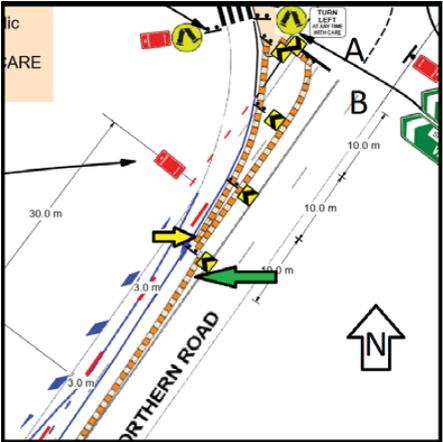
Action on road safety audit finding	
Corrective actions	Not Applicable: These comments are no longer applicable as the TCP and TMP have since been modified to show the southern pedestrian crossing as closed during the reconfiguration of Main St.
Reasons for no action	
Completion date for corrective action	
Priority for action Immediate <input type="checkbox"/> Necessary <input type="checkbox"/> Desirable <input type="checkbox"/>	
Signature	Date
(Project manager)	
Client representative concurrence	
Signature	Date
Administration – follow up and close out	
Reason for non-action accepted	Yes <input type="checkbox"/> No <input type="checkbox"/>
Corrective action accepted	N/A <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/>
Proposed follow-up date	
Follow up action	
CAR closed out	Yes <input type="checkbox"/> No <input type="checkbox"/>
Signature	Date
(Operations and service road safety)	

Road safety audit – Corrective Action Request (CAR)		
		CAR no. 3
Project Old Northern Road, Castle Hill.	Audit No.	
	Audit stage	Roadworks (plan-based)
LGA The Hills Shire	Audit date (start)	10/3/2018
	Audit date (finish)	10/3/2018
<p>Road safety audit finding Intolerable <input type="checkbox"/> High <input checked="" type="checkbox"/> Medium <input type="checkbox"/> Low <input type="checkbox"/></p> <p><u>Increased weaving crash conflicts from Old Northern Road to the westbound right-turn lane of Showground Road:</u> The proposed one-way southbound only restriction of Old Northern Road to the north of Showground Road requires all northbound traffic on this road to turn left into Showground Road. With severed access to the section of Old Northern Road between Showground Road and Castle Street-Crane Road, there would naturally be more demand for this left-turning traffic (red arrow in image below) to turn right into Pennant Street. This will increase the relative exposure to weaving crash conflicts. The audit team notes the following contributing factors:</p> <ul style="list-style-type: none"> ▪ The weaving movement from the northbound left-turn lane of Old Northern Road to the westbound right-turn lane of Showground Road requires two lane-changing movements. This would therefore have two <i>side-swipe</i> crash conflict points. ▪ The weave length available (by the red arrow) may be restricted if there is a queue in the westbound right-turn lane of Showground Road (see green polygon). This would increase the risk of <i>rear-end</i> crashes if there is insufficient length to make a lane-changing movement and decelerate clear of the back-of-queue. ▪ The northbound left-turn movement is uncontrolled and free to occur at any time (except for when pedestrians use the zebra crossing). As such, this movement could coincide with the southbound right-turn movement from Old Northern Road. Much of this traffic (having already come from the north) would not intend to turn right into Pennant Street. As such, there is a cross over movement as shown by the purple arrow. 		
<p>Above: The weaving crash conflicts as a result of the increased demand for northbound left-turners (red arrow) to turn right into Pennant Street. Southbound right-turners from Old Northern Road would tend to use lanes 1 and 2 of the Showground Road departure.</p>		
<p>Signature <i>Dave Chee</i> (Lead auditor)</p>		<p>Date 10/3/2018</p>

Action on road safety audit finding Corrective actions Pre-existing condition, traffic movements not altered.	
Reasons for no action	
Completion date for corrective action	
Priority for action Immediate <input type="checkbox"/> Necessary <input type="checkbox"/> Desirable <input type="checkbox"/>	
Signature (Project manager)	Date
Client representative concurrence	
Signature	Date
Administration – follow up and close out	
Reason for non-action accepted	Yes <input type="checkbox"/> No <input type="checkbox"/>
Corrective action accepted	N/A <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/>
Proposed follow-up date	
Follow up action	
CAR closed out	Yes <input type="checkbox"/> No <input type="checkbox"/>
Signature (Operations and service road safety)	Date

Road safety audit – Corrective Action Request (CAR)		
		CAR no. 4
Project Old Northern Road, Castle Hill.	Audit No.	
	Audit stage	Roadworks (plan-based)
LGA The Hills Shire	Audit date (start)	10/3/2018
	Audit date (finish)	10/3/2018
<p>Road safety audit finding Intolerable <input type="checkbox"/> High <input type="checkbox"/> Medium <input checked="" type="checkbox"/> Low <input type="checkbox"/></p> <p>Signs for the 2-1 lane merge in the northbound direction of Old Northern Road, north of Cecil Avenue: The TCP indicates that the left-hand lane of the northbound direction of Old Northern Road will terminate with this traffic required to merge right into the adjacent lane. The TCP includes two G9-15 FORM 1 LANE signs. These are the incorrect sign type as the marked termination of the left-hand lane means there is a distinct priority rule in place. A FORM 1 LANE message assumes that neither lane has a default right-of-way over the other. Rather, it is used where two lanes of equal priority converge and the converging traffic streams are required to sort themselves into one departure lane. These are typically used at zipper-style merges and not lane terminations.</p> <p>The more appropriate signage regime should utilise LEFT LANE ENDS signs as these match the actual layout of the merge.</p> <p>The audit team also notes the inconsistency between the TCP (left-hand image) and the aerial schematic (right-hand image). The right-hand image indicates that the right-hand lane ends and is required to merge into the left-hand lane.</p>		
<div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">  <p>Existing Signage - NO STOPPING</p> <p>30.0 m, 15.0 m, 15.0 m, 30.0 m, 3.0 m, 3.0 m, 10.0 m, 10.0 m</p> <p>OLD NORTHERN ROAD</p> <p>↑ N</p> </div> <div style="text-align: center;">  <p>LEFT TURN ARROWS TO BE PROVIDED DURING CONSTRUCTION</p> <p>OLD NORTHERN ROAD NORTHBOUND TO BE REDUCED TO SINGLE LANE</p> </div> </div> <p>Left: Extract from the TCP showing the proposed termination of the left-hand lane and the incorrect FORM 1 LANE signs proposed (circled in red and green). Right: The aerial schematic is inconsistent with the TCP as it indicates that the right-hand lane ends.</p>		
Signature <i>Dawn Chee</i> (Lead auditor)		Date 10/3/2018

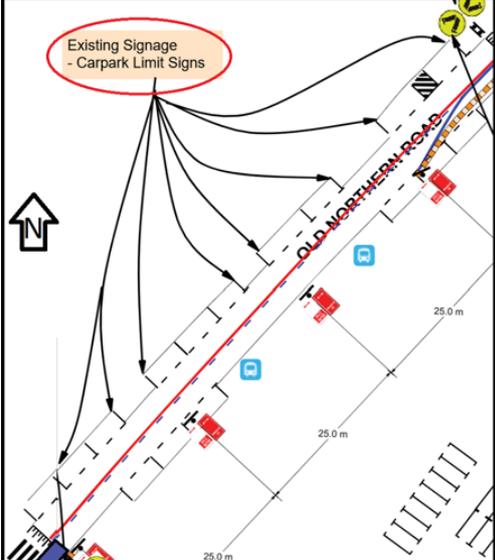
Action on road safety audit finding Corrective actions		TCP Will be amended to swap 'form 1 lane' sign for 'left lane ends'
Reasons for no action		
Completion date for corrective action		
Priority for action Immediate <input type="checkbox"/> Necessary <input type="checkbox"/> Desirable <input type="checkbox"/>		
Signature _____ (Project manager)		Date _____
Client representative concurrence		Date _____
Signature _____		
Administration – follow up and close out		
Reason for non-action accepted	Yes <input type="checkbox"/>	No <input type="checkbox"/>
Corrective action accepted	N/A <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>
Proposed follow-up date		
Follow up action		
CAR closed out	Yes <input type="checkbox"/>	No <input type="checkbox"/>
Signature _____ (Operations and service road safety)		Date _____

Road safety audit – Corrective Action Request (CAR)		
		CAR no. 5
Project Old Northern Road, Castle Hill.	Audit No.	
	Audit stage	Roadworks (plan-based)
LGA The Hills Shire	Audit date (start)	10/3/2018
	Audit date (finish)	10/3/2018
<p>Road safety audit finding Intolerable <input type="checkbox"/> High <input type="checkbox"/> Medium <input checked="" type="checkbox"/> Low <input type="checkbox"/></p> <p><u>Temporary median barriers on Old Northern Road to the south of Showground Road:</u> The TCP (left-hand image) indicates that temporary barriers will be used to create a median divide between the northbound and southbound traffic streams of Old Northern Road. Due to the varying alignments of the barrier, a barrier overlap has been depicted. The audit team were uncertain whether this was intentional or whether this was simply a drafting error. If the temporary barrier is indeed discontinuous at this point, the barriers should not create exposed blunt ends such as that marked by the yellow and green arrows. Blunt ends have the potential to impart greater deceleration forces on vehicles and their occupants, if impacted. Rather, the barrier should be overlapped so that the downstream barriers (for each respective direction) are behind and hence shielded by the upstream barrier.</p> <p>The aerial schematic is inconsistent with the TCP and includes an “open end” which has not been closed off by barriers (see point “C” in right-hand image). The open end would also create an exposed blunt end which could impart similar crash and injury risks. As such, a revised barrier layout should be used (eg. flaring the barrier or closing off the gap as suggested in the TCP). The added problem is that this traffic scheme will involve dual right-turn lanes from Showground Road to Old Northern Road. The TCP indicates that a T1 line will be used to guide each turn lane to their respective departure lanes. However, as shown in the left-hand image, the T1 line at point “A” does not match up with the lane line at point “B”. Furthermore, the inside turning lane is guided closer to the median barriers. This would also increase the risk of <i>end-on</i> impacts with the blunt barrier terminal.</p>		
<div style="display: flex; justify-content: space-around;">   </div> <p>Left: Extract from the TCP showing the poor interface between upstream-downstream temporary barriers. Two exposed blunt ends would be created (one for each direction). Right: The aerial image is inconsistent with the TCP and also includes a blunt end terminal (circled in yellow). This would also be exposed to <i>end-on</i> impacts, particularly by right-turning vehicles since there are dual right-turn lanes and the T1 turning line is poorly aligned.</p>		
Signature <i>Damian Chee</i> (Lead auditor)		Date 10/3/2018

Action on road safety audit finding Corrective actions		Drafting error. TCP reissued with T1 line in correct alignment. Compliant end terminals will be installed at the end of barrier runs as required.
Reasons for no action		
Completion date for corrective action		
Priority for action Immediate <input type="checkbox"/> Necessary <input type="checkbox"/> Desirable <input type="checkbox"/>		
Signature _____ (Project manager)		Date _____
Client representative concurrence		Date _____
Signature _____		
Administration – follow up and close out		
Reason for non-action accepted	Yes <input type="checkbox"/>	No <input type="checkbox"/>
Corrective action accepted	N/A <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>
Proposed follow-up date		
Follow up action		
CAR closed out	Yes <input type="checkbox"/>	No <input type="checkbox"/>
Signature _____ (Operations and service road safety)		Date _____

Road safety audit – Corrective Action Request (CAR)		
		CAR no. 6
Project Old Northern Road, Castle Hill.	Audit No.	
	Audit stage	Roadworks (plan-based)
LGA The Hills Shire	Audit date (start)	10/3/2018
	Audit date (finish)	10/3/2018
<p>Road safety audit finding Intolerable <input type="checkbox"/> High <input type="checkbox"/> Medium <input checked="" type="checkbox"/> Low <input type="checkbox"/></p> <p><u>Southbound direction of Old Northern Road in its approach to Showground Road:</u> With increased bus volumes and activity in Old Northern Road, there could be added pressure on the southbound traffic lanes in approach to its intersection with Showground Road. As shown below, the traffic scheme will maintain the two-lane southbound approach. However, lane 1 is an added lane created by an indentation in the eastern kerbline. With multiple buses queued in this approach, the queue could easily block access to adjacent free lanes. The image below depicts the scenario where southbound buses move into lane 1 but queue back past this diverge point. This would block access to lane 2 which could be used as a right-turn movement to Showground Road.</p>		
<p><i>Above: The increased bus volumes on Old Northern Road could lead to queues spilling back and blocking access to adjacent free lanes. In this scenario, the two southbound buses would block access to lane 2 which would be used by right-turn movements to Showground Road.</i></p>		
<p>Signature <i>Danni Chee</i> (Lead auditor)</p>		<p>Date 10/3/2018</p>

Action on road safety audit finding Corrective actions		NRT will introduce a local widening at pinch point and amend TCP to reflect this.
Reasons for no action		
Completion date for corrective action		
Priority for action Immediate <input type="checkbox"/> Necessary <input type="checkbox"/> Desirable <input type="checkbox"/>		
Signature _____ (Project manager)		Date _____
Client representative concurrence		Date _____
Signature _____		
Administration – follow up and close out		
Reason for non-action accepted	Yes <input type="checkbox"/>	No <input type="checkbox"/>
Corrective action accepted	N/A <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>
Proposed follow-up date		
Follow up action		
CAR closed out	Yes <input type="checkbox"/>	No <input type="checkbox"/>
Signature _____ (Operations and service road safety)		Date _____

Road safety audit – Corrective Action Request (CAR)		
		CAR no. 7
Project Old Northern Road, Castle Hill.	Audit No.	
	Audit stage	Roadworks (plan-based)
LGA The Hills Shire	Audit date (start)	10/3/2018
	Audit date (finish)	10/3/2018
<p>Road safety audit finding Intolerable <input type="checkbox"/> High <input type="checkbox"/> Medium <input checked="" type="checkbox"/> Low <input type="checkbox"/></p> <p><u>Parking bays on the western side of Old Northern Road, between Showground Road and Castle Street-Crane Road:</u> The TCP involves conversion of Old Northern Road to a one-way southbound only road between Showground Road and Castle Street-Crane Road. The existing northbound parking bays will be used as southbound parking bays. The audit team notes the following issues:</p> <ul style="list-style-type: none"> ▪ The parking bays will be on the right-hand side of the traffic lane. This will entail an unconventional parallel parking manoeuvres on the right-hand side which would be more prone to driver error. ▪ As the driver would be situated on the right-hand side of the vehicle, they are likely to have poorer sightlines to the southbound traffic lanes. This is particularly if there are cars parked behind them or if they are parked immediately in front of the kerb build-outs (which contain street trees). This sightline is also particularly poor when the vehicle has poor inter-cabin visibility such as a van or ute with a load on its tray. The lack of clear sight line may lead too poor gap acceptance and consequential crashes when pulling out into the traffic lane. ▪ All parking restriction signage along the western kerbline is currently orientated to face northbound traffic. With the conversion of this road to a one-way southbound only road, drivers would have difficulty viewing these signs unless they are re-orientated accordingly. 		
		
<p>Above: The parking bays on the western side of the road will be used as southbound parking bays. This will require unconventional parallel parking manoeuvres on the right-hand side of the traffic lane.</p>		
<p>Signature <i>Dawn Chee</i> (Lead auditor)</p>		<p>Date 10/3/2018</p>

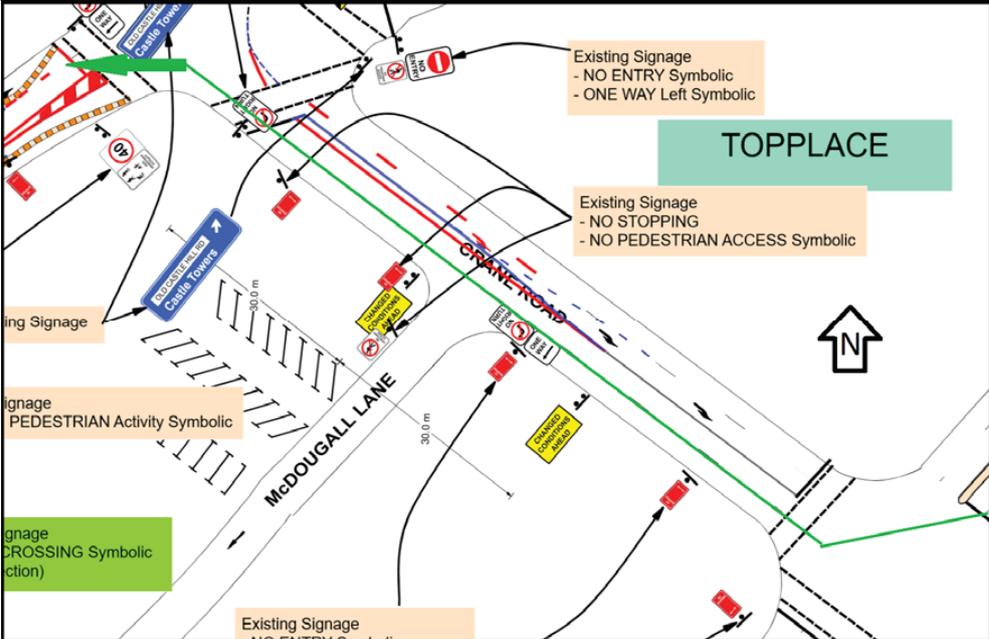
Action on road safety audit finding	
Corrective actions	NRT will reorientate existing signs.
Reasons for no action	
Completion date for corrective action	
Priority for action Immediate <input type="checkbox"/> Necessary <input type="checkbox"/> Desirable <input type="checkbox"/>	
Signature (Project manager)	Date
Client representative concurrence	
Signature	Date
Administration – follow up and close out	
Reason for non-action accepted	Yes <input type="checkbox"/> No <input type="checkbox"/>
Corrective action accepted	N/A <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/>
Proposed follow-up date	
Follow up action	
CAR closed out	Yes <input type="checkbox"/> No <input type="checkbox"/>
Signature (Operations and service road safety)	Date

Road safety audit – Corrective Action Request (CAR)		
		CAR no. 8
Project Old Northern Road, Castle Hill.	Audit No.	
	Audit stage	Roadworks (plan-based)
LGA The Hills Shire	Audit date (start)	10/3/2018
	Audit date (finish)	10/3/2018
<p>Road safety audit finding Intolerable <input type="checkbox"/> High <input type="checkbox"/> Medium <input type="checkbox"/> Low <input checked="" type="checkbox"/></p> <p><u>South-facing traffic signals at the Old Northern Road intersections with Showground Road and Castle Street-Crane Road:</u> The TCP notes all the south-facing signs (for northbound traffic) that need to be removed/covered. However, there is no mention of all the south-facing traffic signals that would also need to be removed/covered as these would not be required when the road operates as a one-way southbound-only road. These include the south-facing signals at the Old Northern Road/ Showground Road intersection as well as the Old Northern Road/ Castle Street/ Crane Road intersection. The signals for the eastbound left-turn from Showground Road to Old Northern Road should also be covered.</p> <p>As there will no longer be northbound traffic on Old Northern Road in its (existing) approach to Castle Street-Crane Road, the pavement inductor loops in these lanes should be de-activated during the temporary traffic scheme.</p>		
<p>Left: Looking eastbound at the Old Northern Road/ Showground Road intersection. The two south-facing traffic signals (circled in yellow) and the left-turn traffic signals (one of these circled in red) should be covered during this temporary traffic scheme. Right: Looking northbound from Old Northern Road to its intersection with Castle Street-Crane Road. The primary signals (circled in blue) and the secondary-tertiary pair of signals (circled in yellow) should all be covered. The pavement inductor loops for the existing northbound lanes (loops marked by the white arrows) should also be de-activated.</p>		
Signature <i>Dawn Chee</i> (Lead auditor)		Date 10/3/2018

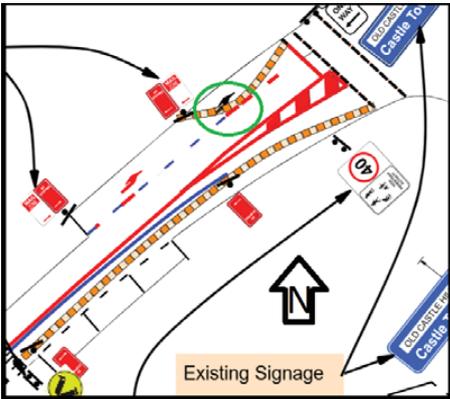
Action on road safety audit finding	
Corrective actions	Traffic signals will be covered/modified as per pending TCS plans once they have been approved.
Reasons for no action	
Completion date for corrective action	
Priority for action Immediate <input type="checkbox"/> Necessary <input type="checkbox"/> Desirable <input type="checkbox"/>	
Signature	Date
(Project manager)	
Client representative concurrence	
Signature	Date
Administration – follow up and close out	
Reason for non-action accepted	Yes <input type="checkbox"/> No <input type="checkbox"/>
Corrective action accepted	N/A <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/>
Proposed follow-up date	
Follow up action	
CAR closed out	Yes <input type="checkbox"/> No <input type="checkbox"/>
Signature	Date
(Operations and service road safety)	

Road safety audit – Corrective Action Request (CAR)		
		CAR no. 9
Project Old Northern Road, Castle Hill.	Audit No.	
	Audit stage	Roadworks (plan-based)
LGA The Hills Shire	Audit date (start)	10/3/2018
	Audit date (finish)	10/3/2018
<p>Road safety audit finding Intolerable <input type="checkbox"/> High <input type="checkbox"/> Medium <input type="checkbox"/> Low <input checked="" type="checkbox"/></p> <p>Temporary concrete in-fill works in the existing indented parking bays on the eastern side of Old Northern Road: The TMP indicates that these indented parking bays will be filled in with concrete to create a standing area for bus passengers. However, the audit team notes that many of these recessed bays have low points and drainage pits. If these areas are filled in with concrete, this may compromise the drain-ability of the road. There may be increased inundation and/ or increased gutter flow volume discharging to the next pit.</p>		
<p><i>Above: Many of the recessed parking bays have drainage low points and pits. If these are filled in with concrete, there may be increased inundation on the road due to the lack of drainage relief.</i></p>		
<p>Signature <i>Dawn Chee</i> (Lead auditor)</p>		<p>Date 10/3/2018</p>

Action on road safety audit finding	
Corrective actions	Flow will be maintained on site through the use of PVC conduit.
Reasons for no action	
Completion date for corrective action	
Priority for action Immediate <input type="checkbox"/> Necessary <input type="checkbox"/> Desirable <input type="checkbox"/>	
Signature	Date
(Project manager)	
Client representative concurrence	
Signature	Date
Administration – follow up and close out	
Reason for non-action accepted	Yes <input type="checkbox"/> No <input type="checkbox"/>
Corrective action accepted	N/A <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/>
Proposed follow-up date	
Follow up action	
CAR closed out	Yes <input type="checkbox"/> No <input type="checkbox"/>
Signature	Date
(Operations and service road safety)	

Road safety audit – Corrective Action Request (CAR)		
		CAR no. 10
Project Old Northern Road, Castle Hill.	Audit No.	
	Audit stage	Roadworks (plan-based)
LGA The Hills Shire	Audit date (start)	10/3/2018
	Audit date (finish)	10/3/2018
<p>Road safety audit finding Intolerable <input type="checkbox"/> High <input type="checkbox"/> Medium <input type="checkbox"/> Low <input checked="" type="checkbox"/></p> <p>Westbound direction of Crane Road between Terminus Street and Old Northern Road: The section of Old Northern Road between Crane Road and Terminus Street is a one-way southbound bus only road. With the planned closure of this section of Old Northern Road, the audit team suspects that southbound buses would be re-routed to an alternative path including southbound on Terminus Street, westbound on Crane Road with a left-turn back into Old Northern Road to head southbound. This travel path is depicted by the green arrow in the image below.</p> <p>The audit team notes that Crane Road has a considerable uphill grade in the westbound travel direction. This may prove challenging for buses, especially when starting from rest and/ or when fully laden. Road safety issues may include:</p> <ul style="list-style-type: none"> ▪ Increased flow breakdown and congestion due to slow-moving buses. ▪ The tendency for buses to roll backwards when commencing/ starting up from rest. For example, when buses in queue are required to start up and there are closely positioned trailing vehicles. ▪ Risks of standing passengers falling over. 		
		
<p>Above: The green line-arrow would be the alternative route for southbound buses. This includes the significant uphill grade of Crane Road.</p>		
<p>Signature <i>Dawn Chee</i> (Lead auditor)</p>		<p>Date 10/3/2018</p>

Action on road safety audit finding	
Corrective actions	Pre-existing condition. Buses currently proceed up Crane Rd to turn right into Old Castle Hill Rd.
Reasons for no action	
Completion date for corrective action	
Priority for action Immediate <input type="checkbox"/> Necessary <input type="checkbox"/> Desirable <input type="checkbox"/>	
Signature	Date
(Project manager)	
Client representative concurrence	
Signature	Date
Administration – follow up and close out	
Reason for non-action accepted	Yes <input type="checkbox"/> No <input type="checkbox"/>
Corrective action accepted	N/A <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/>
Proposed follow-up date	
Follow up action	
CAR closed out	Yes <input type="checkbox"/> No <input type="checkbox"/>
Signature	Date
(Operations and service road safety)	

Road safety audit – Corrective Action Request (CAR)		
		CAR no. 11
Project Old Northern Road, Castle Hill.	Audit No.	
	Audit stage	Roadworks (plan-based)
LGA The Hills Shire	Audit date (start)	10/3/2018
	Audit date (finish)	10/3/2018
<p>Road safety audit finding Intolerable <input type="checkbox"/> High <input type="checkbox"/> Medium <input type="checkbox"/> Low <input checked="" type="checkbox"/></p> <p><u>Old Northern Road to the immediate south of Castle Street-Crane Road:</u> The TCP indicates that the first left-turn pavement arrow (for current northbound lane 1) will be removed. The second pavement arrow would be within a portion of road closed by temporary barriers. The audit team notes that this pavement arrow should also be removed in case the barriers are knocked or moved temporarily.</p>		
 <p style="text-align: center;">Existing Signage</p>		
<p>Above: The second left-turn pavement arrow in the current northbound lane 1 of Old Northern Road (south of Castle Street) should also be removed.</p>		
<p>Signature <i>Dante Chee</i> (Lead auditor)</p>		<p>Date 10/3/2018</p>

Action on road safety audit finding Corrective actions Arrow Removed.	
Reasons for no action	
Completion date for corrective action	
Priority for action Immediate <input type="checkbox"/> Necessary <input type="checkbox"/> Desirable <input type="checkbox"/>	
Signature _____ (Project manager)	Date _____
Client representative concurrence	
Signature _____	Date _____
Administration – follow up and close out	
Reason for non-action accepted	Yes <input type="checkbox"/> No <input type="checkbox"/>
Corrective action accepted	N/A <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/>
Proposed follow-up date	
Follow up action	
CAR closed out	Yes <input type="checkbox"/> No <input type="checkbox"/>
Signature _____ (Operations and service road safety)	Date _____

3 Concluding statement

Beca has undertaken a *roadworks* road safety audit of this project in accordance with the methodology outlined in Section 1 of this report.

Issues identified have been noted in this report for the Project Manager to review, assess, and where appropriate, make the necessary recommendations to improve safety.



Damien Chee
Lead road safety auditor (RSA-02-0094)

Appendix A – Road Safety Audit Checklist

Issue	Comments
5.1 General items	
1 Alignment <ul style="list-style-type: none"> ▪ Are the road works located safely with respect to horizontal and vertical alignment? ▪ If not, does works signing cater for this? ▪ Are the transitions from the existing road to the road works safe and clearly laid out? 	Yes.
2 Turning radii and tapers <ul style="list-style-type: none"> ▪ Are turning radii and tapers constructed in accordance with guidelines? ▪ Are the tapers delineated by roadworks cones where necessary? ▪ Are the widths of the lanes satisfactory for the traffic using the works area? ▪ Are the alignment of kerb, traffic islands and medians satisfactory? 	Yes.
3 Traffic lane safety and visibility <ul style="list-style-type: none"> ▪ Is the work area clearly defined? ▪ Are the travel paths for both directions of traffic clearly defined? ▪ Is the work area appropriately separated from passing traffic? ▪ Are centre lines/lane lines/edge lines clear and unambiguous? ▪ Are sight and stopping distances adequate at works and at intersections and driveways? ▪ Are bus stops appropriately located with adequate clearance from the traffic lane for safety and visibility? ▪ Can passengers safely walk to and from bus stops? 	Bus stops may block access to the pedestrian crossing.
4 Night safety <ul style="list-style-type: none"> ▪ Is appropriate street lighting or other delineation provided at the road works to ensure that the site is safe at night? (Night inspection essential.) ▪ Is the works area safe for pedestrians and cyclists at night? 	Night time inspection not carried out since the scheme does not yet exist.
5 Maintenance <ul style="list-style-type: none"> ▪ Can the road be maintained safely during construction (consider workers and the public)? ▪ Is the road surface likely to be free of gravel, mud or other debris? 	Yes.
6 Access to property <ul style="list-style-type: none"> ▪ Do the roadworks safely accommodate property access? 	Yes.
7 Safety barriers <ul style="list-style-type: none"> ▪ Are safety barriers used where required to separate works areas from public areas? ▪ Are safety barriers used where required to shield traffic from other hazards? ▪ Are the barriers of an approved type for the purpose and located and assembled correctly? 	Temporary barriers have created some exposed blunt ends which may be involved in <i>end-on</i> impacts.

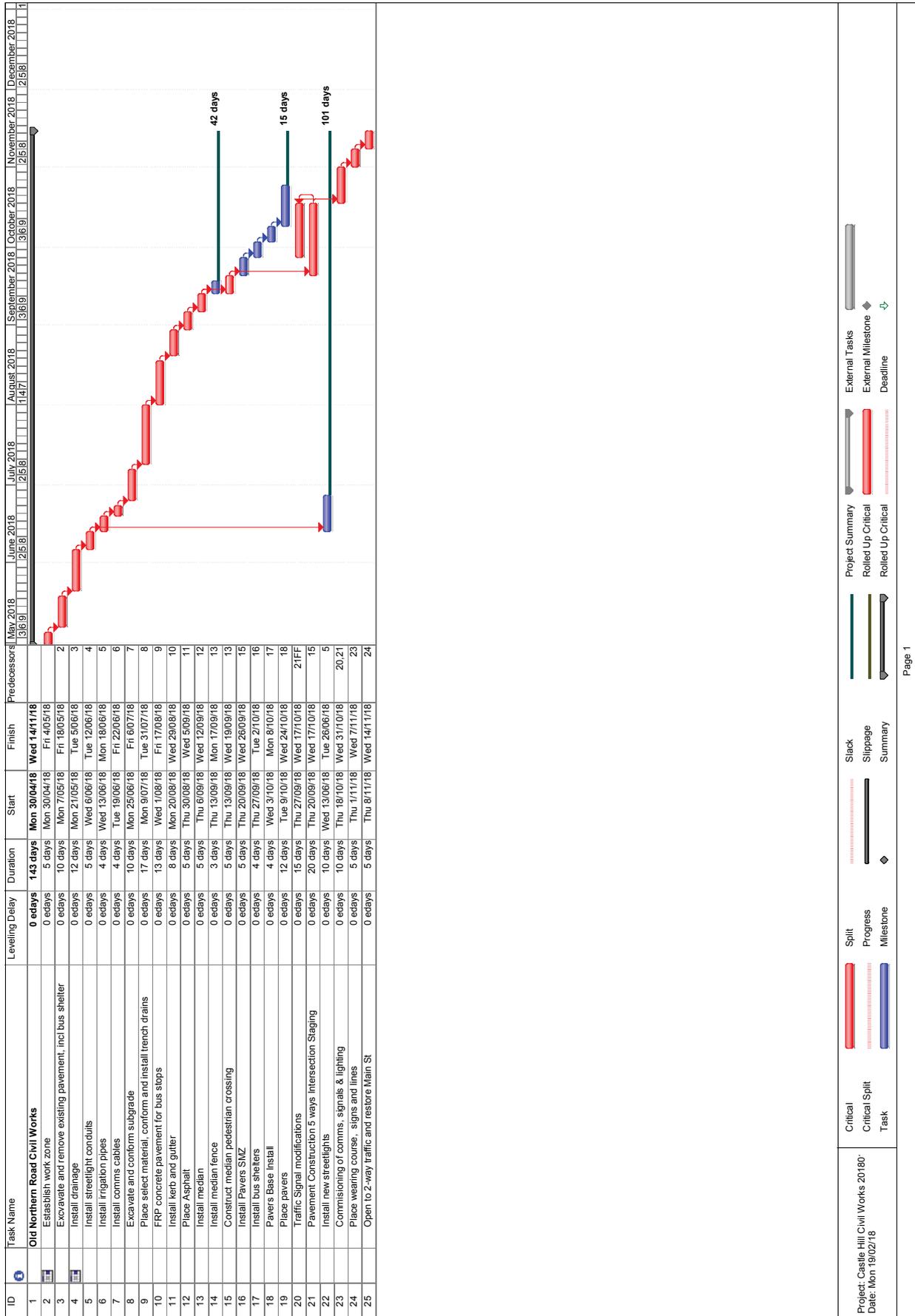
Issue	Comments
<ul style="list-style-type: none"> ▪ Are safety barriers erected in a manner which: does not, <ul style="list-style-type: none"> ○ Make them a hazard to traffic? ○ Obstruct visibility? 	
<p>8 Inspections</p> <ul style="list-style-type: none"> ▪ Has the site been inspected day and night? 	Relevant roads were inspected separately as part of previous investigations and audits.
5.2 Traffic management	
<p>1 Traffic controls</p> <ul style="list-style-type: none"> ▪ Are appropriate traffic management controls in place? ▪ Have the needs of cars, trucks, pedestrians, bicyclists, motorcyclists and bus users been considered? ▪ Is sight distance to traffic controllers adequate? ▪ Have parking and clearway matters been considered? ▪ Have the police and other emergency services been consulted? 	Yes.
<p>2 Speed management</p> <ul style="list-style-type: none"> ▪ Are speed limit signs required for these works? ▪ If so, are they correctly applied? ▪ Are speed limit signs required to be maintained all day and at night? ▪ Are motorists informed of the need to slow down through the road works site? 	Yes.
<p>3 Work site access</p> <ul style="list-style-type: none"> ▪ Are site entrances and exits safely located with adequate sight distance? ▪ Are traffic merges/exits/entries/turns properly delineated and controlled? ▪ Are adequate merge lengths provided? ▪ Are appropriate traffic controls in place where works traffic and public traffic interact? 	Yes.
5.3 Signs and pavement markings	
<p>1 Signs</p> <ul style="list-style-type: none"> ▪ Are all necessary regulatory, warning and direction signs in place? ▪ Are they correctly placed, clean and conspicuous? ▪ Do they conform in general with AS 1724.3 - 1996 and other guidelines? ▪ If chevron alignment markers are installed, have the correct types been used? ▪ Have unnecessary signs been removed when works are not in progress (eg. at night)? ▪ Are traffic signs correctly located and properly with adequate lateral and vertical clearance? ▪ Are signs placed to not restrict sight distance, particularly for turning vehicles? 	Relevant signage issues noted in the audit findings.
<p>2 Day/night sign requirements</p> <ul style="list-style-type: none"> ▪ Are the correct signs used for each situation including at night where required, and is each sign necessary? 	Yes.

Issue	Comments
3 Traffic control <ul style="list-style-type: none"> ▪ Are other traffic control devices according to standards and used correctly? ▪ Are flagmen or temporary traffic signals provided where required - where, when and how? 	NA.
4 Delineation and reflective markers <ul style="list-style-type: none"> ▪ Are traffic lanes clearly delineated? ▪ Have temporary reflective markers been installed? ▪ Where coloured reflective markers are used, have they been installed correctly? 	Yes.
5 Pavement marking <ul style="list-style-type: none"> ▪ Are all necessary pavement markings installed in accordance with guidelines? ▪ Are vehicle paths through the works area clear to motorists? ▪ Are works areas clearly defined and clear of through traffic when flagmen are not used? ▪ Have any issues of site difficulties for motorcyclists (day or night) been addressed? 	Yes.
6 Detours <ul style="list-style-type: none"> ▪ Do temporary detours cater for heavy vehicles and buses to safely manoeuvre in their designated lane? 	The alternative route for buses involves a steep uphill climb in Crane Road.
5.4 Traffic signals	
1 Temporary traffic signals <ul style="list-style-type: none"> ▪ Are the temporary traffic signals clearly visible to approaching motorists? ▪ Are signs warning of temporary traffic signals adequate? ▪ Has the need for additional warning signs been considered? ▪ Will the ends of vehicle queues be visible to motorists so that they may stop safely? 	Redundant signal aspects should be covered.
2 Location <ul style="list-style-type: none"> ▪ Are traffic signals operating correctly? Is the number and location of signal displays adequate? 	See previous comment.
3 Visibility <ul style="list-style-type: none"> ▪ Have any visibility problems caused by the rising or setting sun been addressed? ▪ Do any site works or any construction equipment create visibility problems for traffic signals? 	NA.
4 Signal display <ul style="list-style-type: none"> ▪ Are signal displays shielded so they can be seen only by the motorists for whom they are intended? 	Redundant signal aspects should be covered.
5 Traffic movements <ul style="list-style-type: none"> ▪ Are all movements, including pedestrians, catered for by the temporary traffic signals? 	NA.

Issue	Comments
5.5 Pedestrians and cyclists	
<p>1 General</p> <ul style="list-style-type: none"> ▪ Have the effects of the works areas on pedestrians and cyclists been considered? ▪ Are appropriate travel paths and crossing points provided for pedestrians and cyclists? ▪ Are pedestrians and cyclists adequately warned of obstructions and temporary works hazards on their travelled way? 	The conversion of Old Northern Road to a one-way southbound only road will make the wombat crossings less legible. Pedestrians commencing the crossing movement from the western side of the road will not be accustomed to the conflicting traffic coming from the other direction.
<p>2 Elderly and disabled access</p> <ul style="list-style-type: none"> ▪ Are there adequate safety access provisions for the elderly, disabled, children, wheel chairs and prams (eg. holding rails, kerbs and median crossings, ramps)? 	Yes.
<p>3 Cyclists</p> <ul style="list-style-type: none"> ▪ Is the route available for bicycles continuous and free of squeeze points or gaps? 	Yes.
5.6 Road pavement	
<p>1 Pavement defects</p> <ul style="list-style-type: none"> ▪ Is the pavement free of defects (eg. excessive roughness or rutting, potholes, loose material, etc.) which could result in safety problems like loss of steering control for: <ul style="list-style-type: none"> ○ Car drivers? ○ Cyclists? ○ Motorcyclists? ○ Heavy vehicle drivers? 	Yes.
<p>2 Skid resistance</p> <ul style="list-style-type: none"> ▪ Does the pavement appear to have adequate skid resistance, especially on steep descents? 	Yes.
<p>3 Ponding</p> <ul style="list-style-type: none"> ▪ Is the pavement free of areas where ponding or sheet flow of water may cause safety problems? 	Yes.



Appendix H Indicative Program



Jan 2019 14/1	Feb 2019 14/7	Mar 2019 25/8	Apr 2019 14/7	May 2019 14/7	Jun 2019 3/6/9	Jul 2019 3/6/9	Aug 2019 2/5/8	Sep 2019 1/4/7	Oct 2019 1/4/7	Nov 2019 3/6/9	Dec 2019 3/6/9	Jan 2020 2/5/8	Feb 2020 1/4/7	Mar 2020 2/5/8	Apr 2020 1/4/7	May 2020 1/4/7
<div style="display: flex; justify-content: space-between; align-items: flex-start;"> <div style="width: 60%;"> <p>Project: Castle Hill Civil Works 20180 Date: Mon 19/02/18</p> </div> <div style="width: 35%; text-align: right;"> <p> █ Critical █ Critical Split █ Task █ Split █ Progress █ Milestone █ Slack █ Slippage █ Summary █ Project Summary █ Rolled Up Critical █ Rolled Up Critical █ External Tasks █ External Milestone █ External Milestone █ Deadline </p> </div> </div>																

ITEM-12	MARCH 2018 LOCAL TRAFFIC COMMITTEE - CASTLE STREET, CASTLE HILL - PROPOSED PART-TIME 'NO STOPPING' RESTRICTION AND AMENDMENT TO 'BUS ZONE'
THEME:	Balanced Urban Growth
OUTCOME:	6 Safe, convenient and accessible transport options that enable movement through and within our Shire.
STRATEGY:	6.1 Facilitate the provision of integrated transport alternatives that link residents to their home, places of work and services and facilities.
MEETING DATE:	10 APRIL 2018 COUNCIL MEETING
GROUP:	STRATEGIC PLANNING
AUTHOR:	ROAD SAFETY OFFICER ANGELEA VERNICOS
RESPONSIBLE OFFICER:	MANAGER – COMMUNITY PLANNING & SPECIAL INFRASTRUCTURE PROJECTS MICHAEL LATHLEAN

SOURCE OF ENQUIRY

Concerns have been raised with both the Mayor and State Member for Castle Hill by residents of Castle Street, Castle Hill regarding safety issues caused by on-street parking on both sides of Castle Street between Carramarr Road and Grand Way. They have requested that consideration be given to the installation of 'No Stopping' restrictions to improve safety for motorists during peak school times. Hillbus has also requested an amendment to the times on the existing 'Bus Zone 3.00-3.30pm School Days' restrictions on the northern side of Castle Street just east of Grand Way to 'Bus Zone 8.00-9.30am and 2.30-4.00pm School Days'.

REPORT

Castle Street, Castle Hill is a Major Collector Road under Council's Road Hierarchy. It is 9.5 metres wide with two traffic lanes and marked parking lanes on either side. Castle Hill Police Station and Castle Hill Library are located at the eastern end of Castle Street and Castle Hill High School, Castle Hill Bowling Club and Castle Hill RSL Club are located at the western end of Castle Street. No recent traffic counts have been taken in this section of Castle Street but as a Major Collector Road it could be expected to carry up to 10,000 vehicles per day.

There are existing parking restrictions, including a timed 'Bus Zone' and fulltime 'No Stopping' restrictions for the raised wombat pedestrian crossing outside Castle Hill High School in the section of Castle Street between Grand Way and Carramarr Road near the gate access to Castle Hill High School (Figure 1).

Since the introduction of paid parking in Castle Towers in August 2017, there has been a significant increase in all-day parking on many streets around the Castle Hill Town

Centre including Castle Street. It has been suggested that much of the parking at the western end of Castle Street is taken up by retail staff from Castle Towers who are understood to be reluctant to pay for subsidised parking in a secure parking area off Les Shore Place.

Castle Street is a particularly busy road for vehicles during peak school drop-off and pick-up times as Castle Hill High School, which currently has about 1,700 students, is located at the western end of Castle Street in the cul-de-sac. Furthermore, Castle Hill Public School, which has over 950 students, has a rear gate access in Gilham Street which is accessed by many parents at the school from the southern end of Carramar Road off Castle Street.



Figure 1: Castle Street, Castle Hill – existing parking restrictions

Both the Mayor and State Member for Castle Hill have received requests from residents for additional parking restrictions on Castle Street between Carramar Road and Grand Way. The residents, many of whom are elderly, are finding it increasingly difficult to enter and leave their property driveways due to the level of all-day on-street parking combined with the limited road width and the high traffic volumes during peak school drop-off and pick-up times (Photographs 1, 2, 3 and 4).

The school buses which travel along Castle Street to Castle Hill High School each morning and afternoon are also having difficulties in passing due to the narrow road width when vehicles park on both sides of the road for long periods of time (Photographs 1, 2, 3 and 4).

At its meeting on 14th October 2014, Council adopted Policy 25 "Assessment of Requests for On-street Parking Restrictions". Associated with the Policy is an Internal Procedure that details how such requests are to be formally assessed.

Under the Policy, parking restrictions are only to be considered in cases where it is justified by one or more of the following:

- a documented risk management review;
- where access for essential service or larger emergency service vehicles is severely affected;
- in exceptional circumstances.



Photographs 1, 2, 3 and 4: Castle Street, Castle Hill at afternoon school pickup time

Castle Street has been assessed under the Internal Procedure and because of its proximity to the entry gate to Castle Hill High School, meets the warrant for the installation of part-time parking restrictions on both sides of the road between Carramarr Road and Grand Way (Attachment 1).

The part-time parking restrictions are proposed on both sides of Castle Street as there is significant traffic flow in both directions along Castle Street in the peak before school drop off and after school pick up times. The road width of 9.5 metres cannot sustain school bus and vehicle movements in both directions efficiently and safely at these times when there are vehicles parked along both sides of Castle Street.

An intersection count was also undertaken to determine the length of the right turn queue in Castle Street at the Carramarr Road intersection on Wednesday 21 February between 7.30 am and 9.30am and between 2.30pm and 4.30pm. This count was necessary to assess the eastern end point of the proposed part-time 'No Stopping' restrictions on Castle Street along the southern side of the road. The right turn queue length off Castle Street into Carramarr Road for vehicles heading west at school pick-up and drop-off times was up to 30 metres long. This causes traffic to queue up to the traffic signals located at the intersection of Pennant Street and Castle Street.

When there are vehicles parked on the southern side of Castle Street at this intersection the through vehicles cannot get past those vehicles waiting to turn right into Carramarr Road. These right turn queues can be significant due to delays caused by the large volume of pedestrian traffic coming from Castle Hill High School crossing Carramarr Road as they head up to Castle Towers in the afternoon. The counts indicate that approximately 180 pedestrians cross Carramarr Road at the Castle Street intersection in the AM (7.30-9.30am) and PM (2.30-4.30pm) school peak times.

It is proposed to install 'No Stopping 8.00-9.30am and 2.30-4.00pm School Days' restrictions along both sides of Castle Street:

- between the existing 'Bus Zone' on the northern side of Grand Way near No.74 Castle Street to the existing fulltime 'No Stopping' restrictions at 58 Castle Street;
- between the existing 'No Stopping' restrictions at No. 67 Castle Street to the driveway of No.41 Castle Street.



Figure 2: Castle Street, Castle Hill – proposed parking restrictions

These proposed parking restrictions will improve safety and vehicle movements along this section of Castle Street at the busiest periods of the day, during school pick-up and drop-off, and will remove all day on-street parking in this location on school days.

Consultation with the affected residents on Castle Street has been undertaken. There has been support from 16 residents and one objection to the parking restrictions from a resident due to a loss of parking outside their property during the proposed School Zone times.

One resident also requested that rather than part-time parking restrictions on both sides of Castle Street, consideration should be given to full-time parking restrictions along the full length of one side of Castle Street due to the narrow road width and congestion. This request is not supported and would be contrary to Council's Policy.

Hillsbus have also requested that the existing 'Bus Zone 3.00-3.30pm School Days' restriction located on the northern side of Castle Street outside No.74 Castle Street (Figure 1) be converted to a 'Bus Zone 8.00-9.30am and 2.30-4.00pm School Days' to provide an additional bus stop for school services in the area. There have been no objections to this amendment to the 'Bus Zone' restrictions from the affected residents.

TECHNICAL OFFICER'S RECOMMENDATION TO LTC

1. 'No Stopping 8.00-9.30am and 2.30-4.00pm School Days' parking restrictions along both sides of Castle Street, Castle Hill between the existing No Stopping restrictions at No. 58 – 72 Castle Street and from the driveway of No 41 Castle Street to the existing 'No Stopping' restrictions at 67 Castle Street.
2. Amend the existing 'Bus Zone 3.00-3.30pm School Days' located between Grand Way and No. 72 Castle Street to 'Bus Zone 8.00-9.30am and 2.30-4.00pm School Days'

LTC MEMBER COMMENTS RECEIVED

RMS – "No objection to the 'Bus Zone' timed amendment however, please see the below comments with regards to the part-time 'No Stopping' restrictions.

-Maintain the existing length of the full-time 'No Stopping' restriction at the approach to the existing zebra crossing to maintain the inter-visibility between pedestrian approaching motorists all the time. The proposed part time 'No Stopping' can start after the existing 'No Stopping' sign"

Member for Castle Hill – No comment received

Police – "No objections"

Manager's Comment

The RMS' comment regarding the existing 'No Stopping' restriction near the marked pedestrian crossing west of Grand Way is noted and any minor adjustments to the existing regulatory signage will be made when the new regulatory signposting is installed.

IMPACTS**Financial**

The estimated cost of the regulatory part-time 'No Stopping' signage and amending the existing 'Bus Zone' signage is \$2,200 and will be funded from Council's signage and linemarking budget.

Strategic Plan - Hills Future

The recommendation of this report demonstrates Council's commitment of achieving a safer and more accessible road network through the installation, renewal and modification of traffic facilities.

RECOMMENDATION

Council approve:

1. 'No Stopping 8.00-9.30am and 2.30-4.00pm School Days' parking restrictions along both sides of Castle Street, Castle Hill between the existing No Stopping restrictions at No. 58 – 72 Castle Street and from the driveway of No 41 Castle Street to the existing 'No Stopping' restrictions at 67 Castle Street.
2. Amend the existing 'Bus Zone 3.00-3.30pm School Days' located between Grand Way and No. 72 Castle Street to 'Bus Zone 8.00-9.30am and 2.30-4.00pm School Days'

ATTACHMENTS

1. Castle Street, Castle Hill- Assessment of on-street kerbside parking restrictions (1 page).

ATTACHMENT 1

Attachment 1: Castle Street, Castle Hill – Assessment of kerb-side parking restrictions.

The Hills Shire Council
Internal Procedure



CHECKLIST FOR ASSESSING REQUESTS FOR
KERB-SIDE PARKING RESTRICTIONS

Each request for parking restrictions is to be assessed in accordance with Council's Internal Procedure.

Road

- Road name: Castle Street (Grand Way to Carramarr Rd)
- Signposted speed of traffic on road: 50 Points: 6
- or
- 85th percentile speed if known:
- Road Hierarchy classification: Major Collector Points: 3
- Road width: 9.5m Points: 1

Reported Crash Data

- Number of reported crashes: Nil Points: 0

Sight Distance

- Sight distance assessment: Average Points: 2

Service and Emergency Service Vehicle Access

- Service vehicle access assessment: Average Points: 2

TOTAL POINTS:

14

ACTION: Refer to LTC

Prepared: Angela Vernicos

Verified: Michael Lathlean



After completing the form, save it to the N:drive then register into ECM by drop and drag to the Rapid Registration screen. Don't forget to delete it from the N:drive after registration. Add links to -
Subject: Parking Restrictions Assessments;
Customer: Yourself and who made the request;
Property: Road name

Reset Form

ITEM-13	MARCH 2018 LOCAL TRAFFIC COMMITTEE - DURAL STREET, KENTHURST - AMENDMENT TO 'BUS ZONE' TIMES
THEME:	Balanced Urban Growth
OUTCOME:	6 Safe, convenient and accessible transport options that enable movement through and within our Shire.
STRATEGY:	6.1 Facilitate the provision of integrated transport alternatives that link residents to their home, places of work and services and facilities.
MEETING DATE:	10 APRIL 2018 COUNCIL MEETING
GROUP:	STRATEGIC PLANNING
AUTHOR:	ROAD SAFETY OFFICER ANGELA VERNICOS
RESPONSIBLE OFFICER:	MANAGER – COMMUNITY PLANNING AND SPECIAL INFRASTRUCTURE PROJECTS MICHAEL LATHLEAN

SOURCE OF ENQUIRY

Concerns have been raised by Hillsbus regarding the hours of the existing timed 'Bus Zone 8.30 – 9.30am and 3.30-4.00pm School Days' located in Dural Street, Kenthurst at Kenthurst Public School. They have requested that consideration be given to a change to the afternoon times of the 'Bus Zone'.

REPORT

Dural Street, Kenthurst is a 9 metre wide cul-de-sac road which is located off Kenthurst Road, Kenthurst. Kenthurst Public School is located on the southern side of Dural Street with a number of residential properties situated on the northern side of the road.

On the southern side of Dural Street outside Kenthurst Public School there is currently an existing timed 'Bus Zone 8.30 – 9.30am and 3.30 – 4.00pm School Days' at the eastern end of the road (Figure 1). This Bus Zone services both students at Kenthurst Public School and also services students catching buses to other schools in the area.



Figure 1: Existing 'Bus Zone' restrictions in Dural Street, Kenthurst

Kenthurst Public School finishes at 3.20pm each day and the first bus arrives to pick up children at approximately 3.20pm. At the moment, as the Bus Zone begins in the afternoon at 3.30pm, parents are able to legally park in this area up until 3.30pm leaving nowhere for the first bus to pull in safely to collect children in Dural Street.

Hillsbus have requested that the existing afternoon times in the Bus Zone are amended to accommodate the first afternoon bus, making the amended times of the 'Bus Zone 8.30-9.30am and 3.00 – 4.00pm school days' (Figure 2)



Figure 2: Proposed 'Bus Zone' restrictions in Dural Street, Kenthurst

Kenthurst Public School has been advised of the proposed afternoon time change to the 'Bus Zone' and no objections have been raised.

The proposed amendment of the timed 'Bus Zone' in Dural Street to '8.30-9.30am and 3.00-4.00pm school days' will improve safety and access to buses for students at Kenthurst Public School.

TECHNICAL OFFICER'S RECOMMENDATION TO LTC

The existing 'Bus Zone 8.30-9.30am and 3.30-4.00pm School Days' be changed to 'Bus Zone 8.30-9.30am and 3.00-4.00pm School Days' in Dural Street, Kenthurst outside Kenthurst Public School.

LTC MEMBER COMMENTS RECEIVED

RMS – "No Objection to the recommendation"

Member for Castle Hill – No comment received

Police – "No objections"

IMPACTS**Financial**

The estimated cost of amending the existing 'Bus Zone' signs is approximately \$200 and will be funded from Council's signage and linemarking budget.

Strategic Plan - Hills Future

The recommendation of this report demonstrates Council's commitment of achieving a safer and more accessible road network through the installation, renewal and modification of traffic facilities.

RECOMMENDATION

Council approve the existing 'Bus Zone 8.30-9.30am and 3.30-4.00pm School Days' in Dural Street, Kenthurst outside Kenthurst Public School being changed to 'Bus Zone 8.30-9.30am and 3.00-4.00pm School Days'.

ATTACHMENTS

Nil.

A review of RMS crash data indicated that there were 31 accidents at this intersection in the five year period from 2011-2016. Of those accidents, 23 involved vehicles turning right from Wrights Road onto Windsor Road.

Due to the large number of accidents at the Windsor Road and Wrights Road intersection, the location was identified as a Black Spot Project in 2015 and Federal Government Funding of \$400,000 was subsequently approved for traffic signals.

A concept design for traffic signals was included as part of that proposal and referred to the RMS. However the project was absorbed into the design scope for the Memorial Avenue upgrade, as this nearby work included a significant upgrade to the Windsor Road intersection.

Council expected that the traffic signals for Wrights Road would be built as part of the Memorial Avenue upgrade but funding for this larger project has not yet been made available from the State Government and it is not likely to be funded within the next three years. Council is currently examining opportunities to bring forward the Wrights Road traffic signals with a design that accommodates the future plans of the RMS.

As detailed in Figure 1, Council’s Development Control Plan for the area includes a new fourth leg (Kennedy Avenue) on the western side of Windsor Road at the Wrights Road intersection and the signalization of the intersection. Although Kennedy Avenue is now under construction by the relevant land owner, traffic on this new road will not be permitted to exit onto Windsor Road without the traffic signals being in place.



Figure 1: Extract from Development Control Plan

The proposed traffic signals would ultimately improve traffic flow and safety at this intersection, however as a short-term solution, it is proposed to prohibit right turn

movements at the intersection by installing 'Left Turn Only' signage and associated linemarking for vehicles turning from Wrights Road onto Windsor Road (Figure 2). Traffic currently turning right from Wrights Road onto Windsor Road can be diverted via Glenrowan Avenue and President Road to traffic signals at the intersection of President Road and Windsor Road where they have the option of turning left or right (Figure 3).



Figure 2: Proposed 'Left Turn Only' Restriction

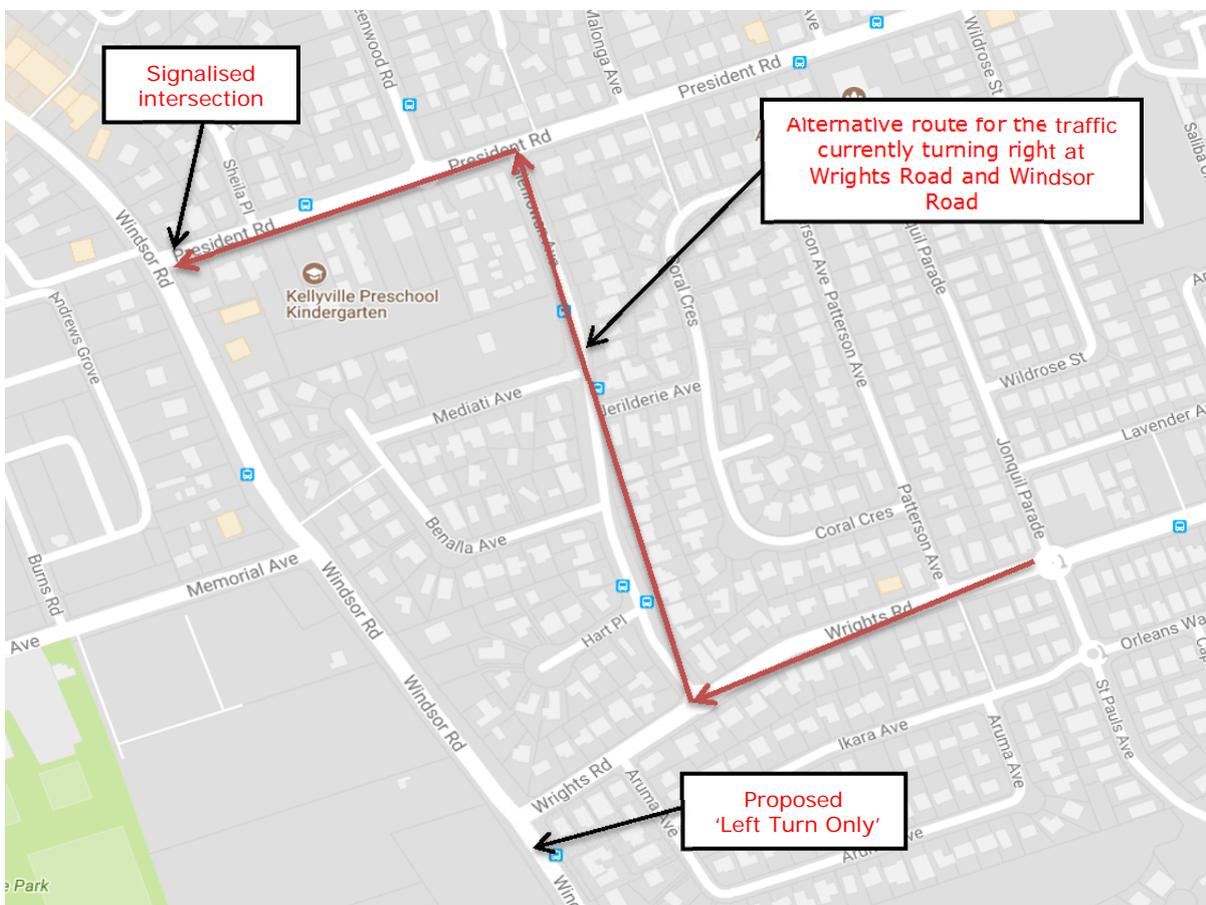


Figure 3: Alternative Route

A traffic movement survey was carried out on 6th and 7th December 2017 and the results indicated that there were less than 10 vehicles turning right from Wrights Road into Windsor Road during both morning and afternoon peak hours.

In order to determine the impact of the proposed right turn restriction on the intersection performance, a SIDRA modelling analysis (Attachment 1) was undertaken and the results indicated that the proposed right turn restriction would reduce the queuing length in Wrights Road significantly during peak hours. The modelling also showed that the existing right turn traffic that would be diverted to the intersection of President Road and Windsor Road would not impact on its performance.

The proposal will have no impact on public transport as there are no regular bus services turning right from Wrights Road onto Windsor Road. There are route and school bus services turning left and right into Wrights Road from Windsor Road and turning left out of Wrights Road onto Windsor Road. However the turning path for a 14.5 metre bus was checked as shown in Figure 4 and no issues were identified due to the proposed use of a painted median rather than a raised concrete median. Hillsbus has advised that they have no objection to the proposal.

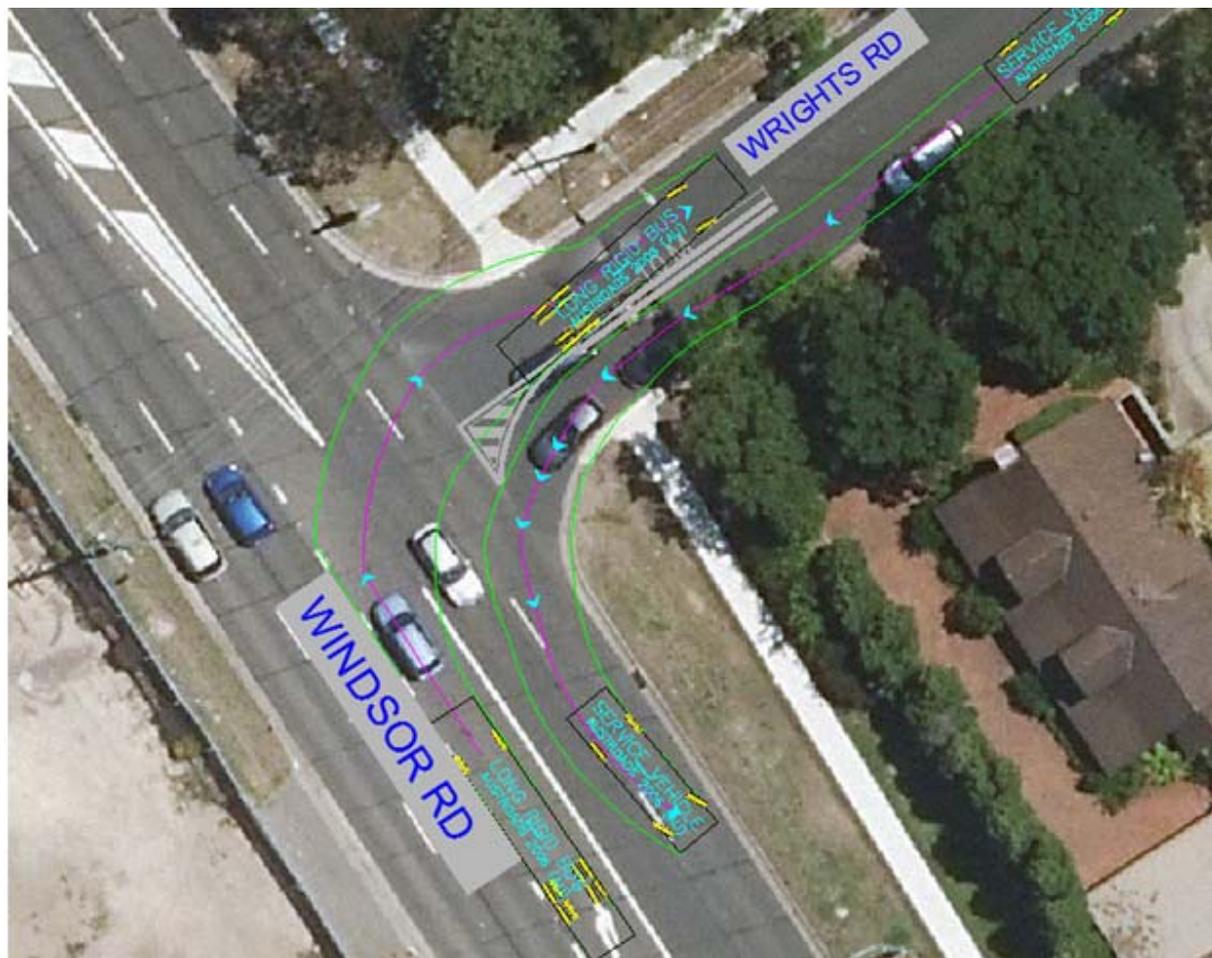


Figure 4: Turning path for a 14.5m bus

Wrights Road has a three tonne load limit and as a result, there should be no through heavy vehicles greater than an 8.8 metre service vehicle using this section of road. As also shown in Figure 4, the turning path of such a vehicle can also be accommodated due to the use of the painted median island.

Public consultation was carried out over the period from 12 December 2017 until 31 January 2018 through the 'Have Your Say' page on Council's website. An advertisement was also published in local newspapers on 12 and 19 December 2017. Six responses have been received, all of which supported the proposal.

A Traffic Management Plan (TMP) regarding the proposed 'Left Turn Only' restriction has been submitted to RMS for review prior to consideration by the Local Traffic Committee (Attachment 2).

No objection to the TMP has been received from RMS. However RMS has requested that further discussions be held with Council regarding the feasibility of constructing some form of physical barrier to prevent vehicles turning right so that there is less reliance on a police presence to enforce the proposed signposted restriction. RMS has indicated that the outcome of those discussions would not prevent Council from immediately proceeding with the 'Left Turn Only' signage restrictions and associated linemarking (Attachment 3).

TECHNICAL OFFICER'S RECOMMENDATION TO LTC

Approval be given to the 'Left Turn Only' signage restrictions and associated linemarking in Wrights Road, Kellyville at Windsor Road as detailed in Figure 2 of the report.

LTC MEMBER COMMENTS RECEIVED

RMS – "No Objection to the recommendation"

Member for Castle Hill – No comment received

Police – "No objections"

IMPACTS

Financial

The estimated cost of the regulatory 'Left Turn Only' signage, associated linemarking and a temporary Variable Message Sign to advise motorists of the proposed changes will be approximately \$2,000 and will be funded from Council's signage and linemarking budget. The cost of any physical barrier will be dependent on the outcome of negotiations with RMS to determine the most appropriate design of such a barrier and the provision of a suitable funding source that would enable the work to proceed.

The Hills Future - Community Strategic Plan

The recommendation of this report demonstrates Council's commitment of achieving a safer and more accessible road network through the installation, renewal and modification of traffic facilities.

RECOMMENDATION

Council approve the 'Left Turn Only' signage restrictions and associated linemarking in Wrights Road, Kellyville at Windsor Road as detailed in Figure 2 of the report.

ATTACHMENTS

1. SIDRA analysis result (4 pages)
2. Traffic Management Plan (6 pages)
3. RMS Permanent Traffic Management Plan (3 pages)

ATTACHMENT 1.

SIDRA modelling result

Lane Use and Performance									
	Total Veh	Demand Flows HV %	Cap. veh/h	Deg. Satn Wt	Lane Util %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist m
South: Windsor Rd									
Lane 1	948	0.0	1950	0.466	100	0.1	LOS A	0.0	0.0
Lane 2	4	0.0	9	0.466	100	439.6	LOS F	1.5	10.5
Lane 3	60	0.0	6	10.000	100	8302.6	LOS F	53.9	377.6
Approach	1013	0.0	10.000			483.9	NA	53.9	377.6
East: Wrights Road									
Lane 1	174	0.0	65	2.684	100	1561.7	LOS F	74.9	524.1
Approach	174	0.0	2.684			1561.7	LOS F	74.9	524.1
North: Windsor Rd									
Lane 1	1534	0.0	1942	0.760	100	0.6	LOS A	0.0	0.0
Lane 2	1541	0.0	1950	0.760	100	0.3	LOS A	0.0	0.0
Approach	3075	0.0	0.760			0.5	NA	0.0	0.0
Intersection	4261	0.0	10.000			181.4	NA	74.9	524.1

Existing intersection performance in morning peak (Windsor Rd at Wrights Rd)

Lane Use and Performance									
	Total Veh	Demand Flows HV %	Cap. veh/h	Deg. Satn Wt	Lane Util %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist m
South: Windsor Rd									
Lane 1	948	0.0	1950	0.466	100	0.1	LOS A	0.0	0.0
Lane 2	4	0.0	9	0.466	100	439.6	LOS F	1.5	10.5
Lane 3	60	0.0	6	10.000	100	8302.6	LOS F	53.9	377.6
Approach	1013	0.0	10.000			483.9	NA	53.9	377.6
East: Wrights Road									
Lane 1	167	0.0	103	1.631	100	621.1	LOS F	45.9	321.2
Approach	167	0.0	1.631			621.1	LOS F	45.9	321.2
North: Windsor Rd									
Lane 1	1534	0.0	1942	0.760	100	0.6	LOS A	0.0	0.0
Lane 2	1541	0.0	1950	0.760	100	0.3	LOS A	0.0	0.0
Approach	3075	0.0	0.760			0.5	NA	0.0	0.0
Intersection	4255	0.0	10.000			142.4	NA	53.9	377.6

Intersection performance in morning peak with No Right Turn restriction (Windsor Rd at Wrights Rd)

Lane Use and Performance										
	Total	Demand Flows	Cap.	Deq.	Lane	Average	Level of	85% Back of Queue	Dist	
	veh/h	HV %	veh/h	Stain	Util	Delay	Service	Veh	m	
				vc	%	sec				
South: Windsor Rd										
Lane 1	1895	0.0	1850	0.972	100	2.4	LOS A	0.0	0.0	
Lane 2	369	0.0	380	0.972	100	25.4	LOS B	7.2	50.6	
Lane 3	371	0.0	168	2.204	100	1110.7	LOS F	134.3	940.1	
Approach	2635	0.0		2.204		161.5	NA	134.3	940.1	
East: Wrights Road										
Lane 1	123	0.0	80	1.547	100	587.3	LOS F	32.5	227.5	
Approach	123	0.0		1.547		587.3	LOS F	32.5	227.5	
North: Windsor Rd										
Lane 1	763	0.0	1915	0.399	100	2.1	LOS A	0.0	0.0	
Lane 2	778	0.0	1950	0.399	100	0.1	LOS A	0.0	0.0	
Approach	1541	0.0		0.399		1.1	NA	0.0	0.0	
Intersection	4299	0.0		2.204		116.2	NA	134.3	940.1	

Existing intersection performance in afternoon peak (Windsor Rd at Wrights Rd)

Lane Use and Performance										
	Total	Demand Flows	Cap.	Deq.	Lane	Average	Level of	85% Back of Queue	Dist	
	veh/h	HV %	veh/h	Stain	Util	Delay	Service	Veh	m	
				vc	%	sec				
South: Windsor Rd										
Lane 1	1895	0.0	1850	0.972	100	2.4	LOS A	0.0	0.0	
Lane 2	369	0.0	380	0.972	100	25.4	LOS B	7.2	50.6	
Lane 3	371	0.0	168	2.204	100	1110.7	LOS F	134.3	940.1	
Approach	2635	0.0		2.204		161.5	NA	134.3	940.1	
East: Wrights Road										
Lane 1	115	0.0	798	0.144	100	8.1	LOS A	0.5	3.7	
Approach	115	0.0		0.144		8.1	LOS A	0.5	3.7	
North: Windsor Rd										
Lane 1	763	0.0	1915	0.399	100	2.1	LOS A	0.0	0.0	
Lane 2	778	0.0	1950	0.399	100	0.1	LOS A	0.0	0.0	
Approach	1541	0.0		0.399		1.1	NA	0.0	0.0	
Intersection	4291	0.0		2.204		99.8	NA	134.3	940.1	

Intersection performance in afternoon peak with No Right Turn restriction (Windsor Rd at Wrights Rd)

Lane Use and Performance									
	Total Veh	Demand Flows HV %	Cap. veh/h	Deg. Satn w/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist m
South: Windsor Rd									
Lane 1	342	0.0	1586	0.215	100	3.3	LOS A	5.5	38.3
Lane 2	342	0.0	1586	0.215	100	3.3	LOS A	5.5	38.3
Lane 3	257	0.0	58	4.424	100	3256.0	LOS F	107.5	752.3
Approach	940	0.0		4.424		892.1	LOS F	107.5	752.3
East: President Rd									
Lane 1	728	0.0	198	3.677	100	2456.9	LOS F	274.1	1918.5
Lane 2	89	0.0	198	0.452	100	74.9	LOS F	6.3	44.1
Approach	818	0.0		3.677		2196.3	LOS F	274.1	1918.5
North: Windsor Rd									
Lane 1	1233	0.0	1584	0.779	100	7.6	LOS A	44.6	312.0
Lane 2	1235	0.0	1586	0.779	100	7.5	LOS A	44.8	313.3
Approach	2468	0.0		0.779		7.6	LOS A	44.8	313.3
Intersection	4226	0.0		4.424		627.9	LOS F	274.1	1918.5

Existing intersection performance in morning peak (Windsor Rd at President Rd)

Lane Use and Performance									
	Total Veh	Demand Flows HV %	Cap. veh/h	Deg. Satn w/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist m
South: Windsor Rd									
Lane 1	342	0.0	1586	0.215	100	3.3	LOS A	5.5	38.3
Lane 2	342	0.0	1586	0.215	100	3.3	LOS A	5.5	38.3
Lane 3	257	0.0	58	4.424	100	3256.0	LOS F	107.5	752.3
Approach	940	0.0		4.424		892.1	LOS F	107.5	752.3
East: President Rd									
Lane 1	728	0.0	198	3.677	100	2456.9	LOS F	274.1	1918.5
Lane 2	89	0.0	198	0.452	100	74.9	LOS F	6.3	44.1
Approach	818	0.0		3.677		2196.3	LOS F	274.1	1918.5
North: Windsor Rd									
Lane 1	1233	0.0	1584	0.779	100	7.6	LOS A	44.6	312.0
Lane 2	1235	0.0	1586	0.779	100	7.5	LOS A	44.8	313.3
Approach	2468	0.0		0.779		7.6	LOS A	44.8	313.3
Intersection	4226	0.0		4.424		627.9	LOS F	274.1	1918.5

Intersection performance in morning peak with additional traffic from Wrights Rd (Windsor Rd at President Rd)

Lane Use and Performance									
	Demand Flows Total veh/h	FV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist m
South: Windsor Rd									
Lane 1	941	0.0	1508	0.624	100	7.8	LOS A	29.3	205.4
Lane 2	941	0.0	1508	0.624	100	7.8	LOS A	29.3	205.4
Lane 3	362	0.0	199	1.816	100	837.0	LOS F	104.4	730.9
Approach	2244	0.0	1816	1.240		141.6	LOS F	104.4	730.9
East: President Rd									
Lane 1	300	0.0	272	1.101	100	185.9	LOS F	37.9	265.0
Lane 2	284	0.0	272	1.043	100	145.5	LOS F	31.3	219.3
Approach	584	0.0	1101	1.101		166.2	LOS F	37.9	265.0
North: Windsor Rd									
Lane 1	1108	0.0	1709	0.649	100	6.2	LOS A	8.3	58.2
Lane 2	143	0.0	1508	0.095	15	4.3	LOS A	2.5	17.3
Approach	1252	0.0	0.649			6.0	LOS A	8.3	58.2
Intersection	4080	0.0	1816			103.5	LOS F	104.4	730.9

Existing intersection performance in afternoon peak (Windsor Rd at President Rd)

Lane Use and Performance									
	Demand Flows Total veh/h	FV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist m
South: Windsor Rd									
Lane 1	941	0.0	1508	0.624	100	7.8	LOS A	29.3	205.4
Lane 2	941	0.0	1508	0.624	100	7.8	LOS A	29.3	205.4
Lane 3	362	0.0	199	1.816	100	837.0	LOS F	104.4	730.9
Approach	2244	0.0	1816	1.240		141.6	LOS F	104.4	730.9
East: President Rd									
Lane 1	300	0.0	272	1.101	100	185.9	LOS F	37.9	265.0
Lane 2	281	0.0	272	1.067	100	160.8	LOS F	33.9	237.0
Approach	581	0.0	1101	1.101		173.6	LOS F	37.9	265.0
North: Windsor Rd									
Lane 1	1108	0.0	1709	0.649	100	6.2	LOS A	8.3	58.2
Lane 2	143	0.0	1508	0.095	15	4.3	LOS A	2.5	17.3
Approach	1252	0.0	0.649			6.0	LOS A	8.3	58.2
Intersection	4086	0.0	1816			104.7	LOS F	104.4	730.9

Intersection performance in morning peak with additional traffic from Wrights Rd (Windsor Rd at President Rd)

ATTACHMENT 2.

TRAFFIC MANAGEMENT PLAN**WRIGHTS ROAD, KELLYVILLE – PROPOSED NO RIGHT
TURN AT INTERSECTION OF WINDSOR ROAD****A. Description or detailed plan of proposed measures.****Proposal**

At the Council meeting on 28 November 2017, a Notice of Motion was considered regarding a proposal to prevent the right turn movement of vehicles from Wrights Road onto Windsor Road, Kellyville. Council subsequently resolved:

"The General Manager investigate and prepare a report to Council on restricting the right turn movement of vehicles from Wrights Road onto Windsor Road, Kellyville."

In the last few years, Council has received a large number of complaints from local residents and motorists regarding vehicles turning right from Wrights Road onto Windsor Road. It is claimed that this right turn movement not only creates serious safety issues but can also result in significant delays for traffic trying to turn left from Wrights Road onto Windsor Road.

A review of RMS crash data indicated that there were 31 accidents at this intersection in the last five years (2011-2016). 23 of those accidents involved vehicles turning from Wrights Road onto Windsor Road.

Observations have confirmed that it can be extremely difficult to turn right from Wrights Road onto Windsor Road due to the volume of both north and south-bound traffic on Windsor Road. The problem is particularly evident during the morning and afternoon peak periods and on Saturdays.

The width of Wrights Road at the intersection of Windsor Road is approximately 9.5 metres which is not sufficient to provide two travel lanes for west-bound traffic in Wrights Road on the approach to Windsor Road without impacting on the turning path of buses and service vehicles turning right from Windsor Road onto Wrights Road. Consequently, a vehicle making the right turn movement from Wrights Road onto Windsor Road can result in major delays to left turning traffic.

It is proposed to install a 'No Right Turn' restriction for vehicles turning from Wrights Road onto Windsor Road to improve road safety and traffic flow at the intersection as shown in Figure 1.

Traffic currently turning right from Wrights Road onto Windsor Road can be diverted via Glenrowan Avenue and President Road to traffic

signals at the intersection of President Road and Windsor Road where they have the option of turning left or right as shown in Figure 2.



Figure 1: Proposed No Right Turn



Figure 2: Alternative Route

B. Identification and assessment of impact of proposed measures.

Due to the large number of accidents at the Windsor Road and Wrights Road intersection, the location was identified as a Black Spot Project in 2015 and Federal Government Funding of \$400,000 was subsequently approved for traffic signals.

A concept design for traffic signals was included as part of that proposal and referred to the RMS. However the project was absorbed into the design scope for the Memorial Avenue upgrade, as this nearby work included a significant upgrade to the Windsor Road intersection.

Council expected that the traffic signals for Wrights Road would be built as part of the Memorial Avenue upgrade but funding for this larger project has not yet been made available from the State Government and it is not likely to be funded within the next three years. Council is currently examining opportunities to bring forward the Wrights Road traffic signals with a design that accommodates the future plans of the RMS.

The proposed traffic signals would ultimately improve the traffic flow at this intersection. However as a short-term solution, it is proposed to restrict the right turn movement for vehicles from Wrights Road onto Windsor Road.

A traffic movement survey was carried out on 6th and 7th December 2017 with the results of the survey shown in Tables 1 and 2 below

6/12/17	Windsor Rd south-bound		Windsor Rd north-bound		Wrights Rd west-bound	
	Through	Left	Through	Right	Left	Right
7:45-8:45	2720	159	1024	66	188	10
16:45-17:45	1297	304	2146	303	104	6

Table 1

7/12/17	Windsor Rd south-bound		Windsor Rd north-bound		Wrights Rd west-bound	
	Through	Left	Through	Right	Left	Right
7:45-8:45	2796	125	905	57	159	6
16:45-17:45	1196	268	2151	352	109	8

Table 2

As shown in Tables 1 and 2, there were only 10 vehicles in the morning peak and 6 vehicles in the afternoon peak turning right from Wrights Road onto Windsor Road on the 6th of December; and 6 vehicles in the morning peak and 8 vehicles in the afternoon peak hour turning right from Wrights Road onto Windsor Road on the 7th of

December.

According to Table 3, the number of right turn traffic movements from Wrights Road into Windsor Road represents an average of 0.18 percent of total traffic movements at the intersection.

	Total traffic movements at the intersection	Number of right turn movements from Wrights Rd	Right turn movement from Wrights Rd (%)
Morning Peak (6/12/17)	4167	10	0.24%
Afternoon Peak (6/12/17)	4160	6	0.14%
Morning Peak (7/12/17)	4048	6	0.14%
Afternoon Peak (7/12/17)	4084	8	0.19%

Table 3

In order to determine the impact of the proposed right turn restriction on the intersection performance, a SIDRA modelling analysis (Attachment 1) was undertaken and the result indicated that the proposed right turn restriction would reduce the queuing length in Wrights Road significantly during peak hours and the right turn traffic can be diverted to President Road. The modelling also showed that the additional traffic will not impact on the performance on the President Road and Windsor Road intersection.

C. Assessment of public transport services affected.

The proposal will have no impact on public transport as there are no regular bus services turning right from Wrights Road onto Windsor Road.

There are route and school bus services turning left and right onto Wrights Road from Windsor Road and turning left out of Wrights Road onto Windsor Road. However the turning path for a 14.5 metre bus was checked as shown in Figure 3 and no issues were identified due to the proposed use of a painted median rather than a raised concrete median.

Hillsbus has no objection to the proposal.

D. Details of provision made for emergency vehicles, heavy vehicles, cyclists and pedestrians.

Emergency vehicles can travel through the intersection if required as a raised concrete median will not be constructed on the road in order to reinforce the right turn ban from Wrights Road.

Wrights Road has a three tonne load limit and as a result, there

should be no through heavy vehicles greater than an 8.8m service vehicle using this section of road. As also shown in Figure 3, the turning path of such a vehicle can also be accommodated due to the use of the painted median island.

The proposed plan will have no negative effect on pedestrians and cyclists. Banning the right turn will reduce the conflicts at the intersection.



Figure 3: Turning paths

E. Assessment of effect on existing and future developments with transport implications in the vicinity of proposed measures.

As detailed in Figure 4, Council's Development Control Plan for the area includes a new fourth leg (Kennedy Avenue) on the western side of Windsor Road at the Wrights Road intersection and the signalization of the intersection. Although Kennedy Avenue is now under construction by the relevant land owner, traffic on this new road will not be permitted to exit onto Windsor Road without the traffic signals being in place.



Figure 4: Development Control Plan

F. Assessment of effect of proposed measures on traffic movements in adjoining Council areas.

Not applicable.

G. Public consultation Process.

Public consultation was carried out in December 2017 and January 2018. An advertisement was posted on Council's website and published in local newspapers (Figure 5).

Six responses have been received to date, all of which have the proposal.

ATTACHMENT 3.**Introduction**

The Hills Shire Council has submitted a Traffic Management Plan (TMP) in accordance with the Roads and Maritime Services *Procedures for use in the preparation of a Traffic Management Plan (2001)* for "Left turn Only" restriction at the intersection of Wrights Road and Windsor Road, Kellyville.

Details

In the last few years council has received a large number of complaints from local residents and motorists regarding vehicles turning right from Wrights Road onto Windsor Road. It is claimed that this right turn movement not only creates serious safety issues but can also result in significant delays for traffic trying to turn left from Wrights Road onto Windsor road.

It is proposed to install a "Left Turn Only" restriction for vehicles turning from Wrights Road onto Windsor Road to improve road safety and traffic flow.

A review of RMS crash data indicated that there were 31 accidents at this intersection in the last five years (2011-2016). 23 of those accidents involved vehicles turning from Wrights Road onto Windsor Road.

The width of Wrights Road at the intersection of Windsor Road is approximately 9.5 metres which is not sufficient to provide two travel lanes for west-bound traffic in Wrights Road on the approach to Windsor Road without impacting on the turning path of buses and service vehicles turning right from Windsor Road onto Wrights Road. Consequently, a vehicle making the right turn movement from Wrights Road onto Windsor Road can result in major delays to left turning traffic.

Traffic currently turning right from Wrights Road onto Windsor Road can be diverted via Glenrowan Avenue and President Road to use the traffic signals at the intersection of President Road and Windsor Road where they have the option of turning left or right. The traffic movement survey was carried out by council on 6 and 7 of December 2017 and the results shows only 10 vehicles in AM peak and 6 vehicles in the PM peak turning right out from Wrights Road. The SIDRA modelling shows that the additional traffic will not have impact on the performance of the intersection of president Road and Windsor Road. RMS Network Operation has no objection to the proposed left only restriction.

No bus services are affected by the right turn bans. Hillsbus has no objection to the proposal.

Due to the large number of accidents at the Windsor Road and Wrights Road intersection, the location was identified as a Black Spot Project in 2015 and Federal Government Funding of \$400,000 was subsequently approved for traffic signals.

Council is currently examining opportunities to bring forward the Wrights Road traffic signals with a design that accommodates the future plans of the RMS as for the Memorial Avenue upgrade, as this nearby work included a significant upgrade to the Windsor Road intersection. The proposed traffic signals would ultimately improve the traffic flow at this intersection. However as a short-term solution, it is proposed to restrict the right turn movement for vehicles from Wrights Road onto Windsor Road.

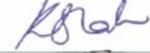
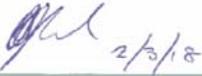
Wrights Road has a three tonne load limit and as a result, there should be no through heavy vehicles greater than an 8.8m service vehicle using this section of road. As also shown in Figure 3, the turning path of such a vehicle can also be accommodated due to the use of the painted median island.

The proposed painted median island is not a self-enforcing, therefore, Roads and Maritime Services suggest the construction of a half seagull treatment on Windsor Road to restrict movement to left out only from Wrights Road. The implementation of the left turn only from wrights Road onto Windsor Road can be undertaken into two stages, the first stage is to implement the left turn only restriction with signage only subject to Council consider the construction of a half seagull treatment in Windsor Road in later stage to physically restrict movement to left out only.

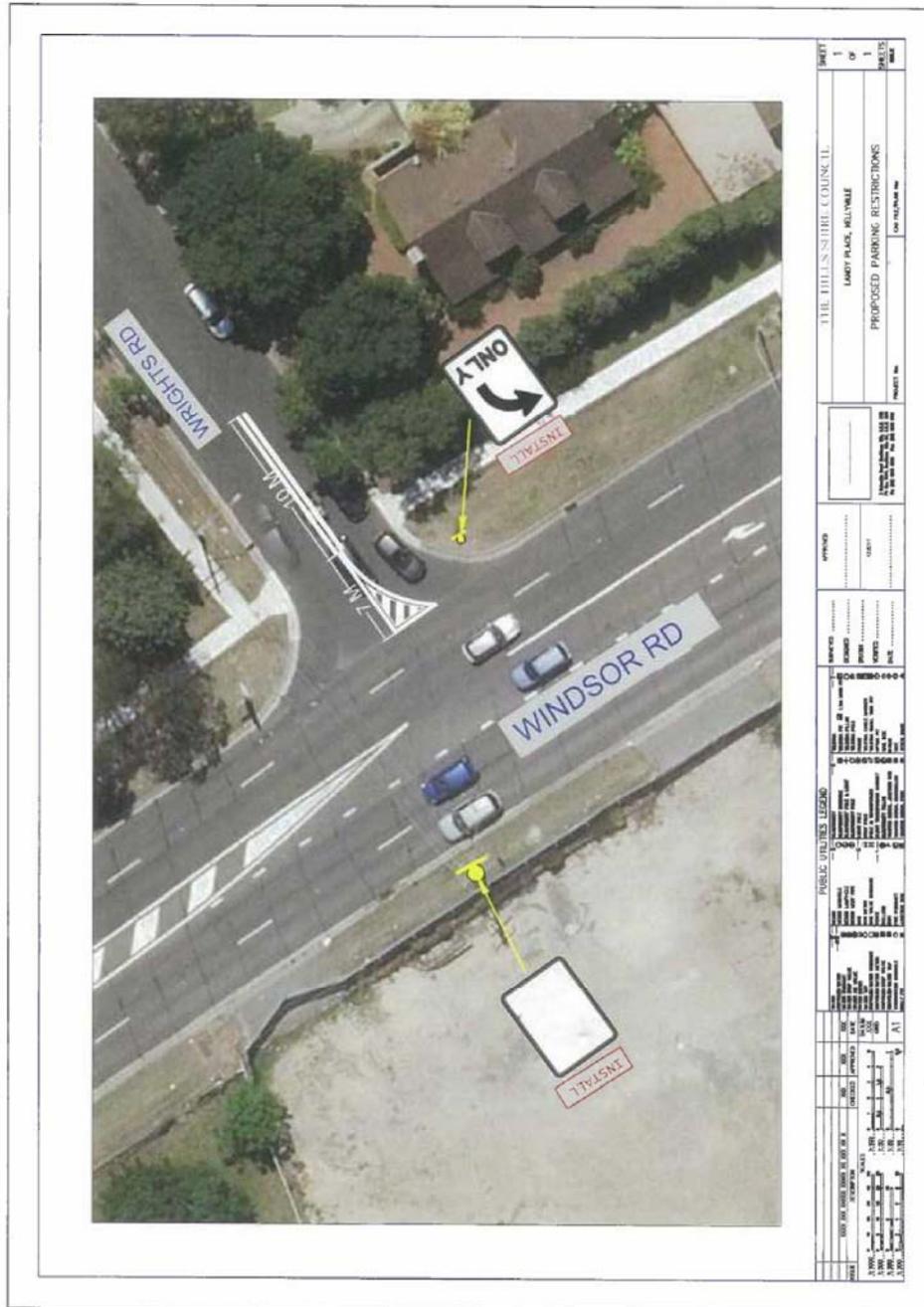
Public consultation was carried out in December 2017 and January 2018. Six responses have been received and all agreed with the proposal.

Recommendation

The submission from **The Hills Shire Council** for 'Left Turn Only' restriction at the intersection of Wrights Road and Windsor Road, Kellyville as satisfactorily addressed the necessary requirements of the TMP and is **Recommended for approval** subject to Council consider the construction of a half seagull treatment in Windsor Road to restrict movement to left out only in the later stages.

Recommended		Aman Bhangu Traffic Engineering Officer Network and Safety Services
Concurrence		Dina Hanna Network & Safety Officer Network and Safety Services
Concurrence		Kshitij Shah Senior Network & Safety Officer Network and Safety Services
Concurrence	 11/3/2018	David Lance Manager Network & Safety Services Network and Safety Services
Approved	 2/3/18	Colin Langford Director Network & Safety Services Network and Safety Services





ITEM-15	MARCH 2018 LOCAL TRAFFIC COMMITTEE - THE HAWKESBURY 120 SKI RACE CLASSIC 2018 - TRAFFIC MANAGEMENT ARRANGEMENTS IN THE HILLS SHIRE
THEME:	Vibrant Communities
OUTCOME:	4 Public spaces are attractive, safe and well maintained providing a variety of recreational and leisure activities that support an active lifestyle.
STRATEGY:	4.1 Manage and maintain a diverse range of safe, accessible and sustainable open spaces and provide recreation, sporting and leisure activities and facilities.
MEETING DATE:	10 APRIL 2018 COUNCIL MEETING
GROUP:	STRATEGIC PLANNING
AUTHOR:	TRAINEE TRAFFIC ENGINEER ILLISHA AMARASINGHE
RESPONSIBLE OFFICER:	MANAGER – COMMUNITY PLANNING & SPECIAL INFRASTRUCTURE PROJECTS MICHAEL LATHLEAN

SOURCE OF ENQUIRY

Ski Racing NSW Inc. is seeking The Hills Shire Council's (THSC) approval for the management of traffic on The Hills Shire side of the Hawkesbury River in association with the annual Hawkesbury 120 Ski Race Classic.

REPORT

The Hawkesbury 120 Ski Race Classic is an annual water ski race that is to be held on the Hawkesbury River on Saturday 8 and Sunday 9 September 2018. The event, which was first conducted in 2006, commences and finishes at Governor Philip Park at Windsor in the Hawkesbury City Council (HCC) local government area.

On Saturday 8 September the skiers race from Governor Philip Park as far as the Sackville Ski Gardens which is downstream of the Sackville ferry. This will have no impact on traffic in The Hills Shire.

On Sunday 9 September the skiers race from Governor Philip Park as far as the NSW Ski Gardens Caravan Park on River Road at Wisemans Ferry before returning. As a result it will be necessary to close the Sackville and Lower Portland ferries between the hours of 8.00am and 5.00pm. The Sackville ferry is operated by Roads & Maritime Services (RMS) while the Lower Portland ferry is operated by HCC on behalf of itself and THSC. Traffic wishing to cross the river on these ferries from Sackville Ferry Road (Sackville ferry) or River Road (Lower Portland ferry) will need to be diverted to the Windsor bridge in the south (via Wisemans Ferry Road and Cattai Road) or the Webbs Creek or Wisemans

Ferry ferries in the north (via River Road or Wisemans Ferry Road and Old Northern Road).

The suspension of the ferries is required for safety reasons. However emergency vehicles will be allowed to access either ferry at any time. Should this be necessary, the race will be immediately stopped.

A copy of the Traffic Management Plan prepared by *Plan It Roads* on behalf of Ski Racing NSW Inc. is attached.

As the majority of the activities associated with the event are conducted within the HCC area, in the past event organisers normally submit their primary application to HCC for approval.

Given the event will also have some impact on the management of traffic on THSC side of the Hawkesbury River, the event organisers are also seeking Local Traffic Committee endorsement and THSC Council approval.

Based on previous approvals for the event from HCC, the likely conditions that would be of most relevance to THSC include:

- approval from the maritime branch of Roads & Maritime Services to conduct the event on the Hawkesbury River;
- approval from Roads & Maritime Services to temporarily suspend the operation of the Sackville ferry;
- approval from the Transport Management Centre;
- submission of a Public Liability Insurance Certificate of Currency;
- notification of the event in the local media;
- notification of the event to all emergency service organisations;
- notification to all motorists, residents and businesses that may be affected by the event.

All of the activities associated with the event are conducted within the Hawkesbury Police Local Area Command (LAC) and therefore that LAC will manage the Police's approval of the event. A representative of that LAC participates in the meetings of the HCC LTC.

In previous years the HCC LTC has recommended that the event be classified as a Class 1 Event in accordance with the 'Guide to Traffic and Transport Management for Special Events'. This is principally because of the duration and widespread nature of the event, and its impact on more than one Council area. It also necessitates the co-operation of RMS with the suspension of the Sackville Ferry during the second day of the event.

TECHNICAL OFFICER'S RECOMMENDATION TO LTC

1. Council raise no objection to traffic management arrangements associated with the Hawkesbury 120 Ski Race Classic to be held between the hours of 8am and 5pm from Saturday 8 September 2018 to Sunday 9 September 2018, subject to:
 - a) the event being classified as a Class 1 event in accordance with the 'Guide to Traffic and Transport Management for Special Events';
 - b) the Committee endorsing the Traffic Management Plan prepared by Plan It Roads on behalf of Ski Racing NSW Inc.;
 - c) the Traffic Management Plan be forwarded to the Hawkesbury Local Area Command and RMS for their concurrence to hold the event;

- d) signs advising of the ferry closures being installed at least two weeks prior to the event, at the intersections of:
- Wisemans Ferry Road and Sackville Ferry Road;
 - Sackville Ferry Road and River Road;
 - Wisemans Ferry Road and Cliftonville Road;
 - Cliftonville Road and River Road;
 - River Road and Old Northern Road;
 - River Road and the Webbs Creek Ferry;
- e) the event organisers holding Public Liability Insurance in the minimum amount of \$10 million;
- f) approval for the event being obtained from Hawkesbury City Council and the event organisers complying with any conditions of approval imposed by that Council;
- g) approval to conduct the event on the Hawkesbury River being obtained from the maritime branch of Roads & Maritime Services;
- h) approval being obtained from Roads & Maritime Services to temporarily suspend the operation of the Sackville ferry;
- i) approval being obtained from the Transport Management Centre through the granting of a Road Occupancy Licence;
- j) a public notice being placed in the local press at least two weeks prior to the event;
- k) written notification being provided to NSW Ambulance Service, Fire & Rescue NSW, The Hills and Hawkesbury State Emergency Service and The Hills and Hawkesbury Rural Fire Service at least two weeks prior to the event;
- l) written notification being provided to all residences and businesses on both sides of the section of the Hawkesbury River that may be affected by the event at least two weeks prior to the event, with the notification including a contact name, email address and phone number.

LTC MEMBER COMMENTS RECEIVED

RMS – “No objection subject to the special event classified as a Class 1 event and the signed TMP to be submitted to TMC for their concurrence to hold the event. RMS recommends the following modification to the recommendations 1 C):

The Traffic Management Plan be forwarded to the Hawkesbury Local Area Command and TMC for their concurrence to hold the event.”

Member for Hawkesbury – No comment received

Police – No comment received

IMPACTS**Financial**

No financial impact on Council.

The Hills Future - Community Strategic Plan

The recommendation of this report demonstrates Council's aim of developing, marketing and implementation of vibrant activities that create opportunities for community interaction and visitor attraction. It also encourages community interaction and volunteering.

RECOMMENDATION

1. Council raise no objection to traffic management arrangements associated with the Hawkesbury 120 Ski Race Classic to be held between the hours of 8am and 5pm from Saturday 8 September 2018 to Sunday 9 September 2018, subject to:
 - a) the event being classified as a Class 1 event in accordance with the 'Guide to Traffic and Transport Management for Special Events';
 - b) the Committee endorsing the Traffic Management Plan prepared by Plan It Roads on behalf of Ski Racing NSW Inc.;
 - c) the Traffic Management Plan be forwarded to the Hawkesbury Police Local Area Command and RMS for their concurrence to hold the event;
 - d) signs advising of the ferry closures being installed at least two weeks prior to the event, at the intersections of:
 - Wisemans Ferry Road and Sackville Ferry Road;
 - Sackville Ferry Road and River Road;
 - Wisemans Ferry Road and Cliftonville Road;
 - Cliftonville Road and River Road;
 - River Road and Old Northern Road;
 - River Road and the Webbs Creek Ferry;
 - e) the event organisers holding Public Liability Insurance in the minimum amount of \$10 million;
 - f) approval for the event being obtained from Hawkesbury City Council and the event organisers complying with any conditions of approval imposed by that Council;
 - g) approval to conduct the event on the Hawkesbury River being obtained from the maritime branch of Roads & Maritime Services;
 - h) approval being obtained from Roads & Maritime Services to temporarily suspend the operation of the Sackville ferry;
 - i) approval being obtained from the Transport Management Centre through the granting of a Road Occupancy Licence;
 - j) a public notice being placed in the local press at least two weeks prior to the event;

- k) written notification being provided to NSW Ambulance Service, Fire & Rescue NSW, The Hills and Hawkesbury State Emergency Service and The Hills and Hawkesbury Rural Fire Service at least two weeks prior to the event;
- l) written notification being provided to all residences and businesses on both sides of the section of the Hawkesbury River that may be affected by the event at least two weeks prior to the event, with the notification including a contact name, email address and phone number;

ATTACHMENTS

1. Traffic Management Plan (16 pages)

ATTACHMENT 1



Event Traffic Management Plan

The Hawkesbury 120 Ski Race Classic - 2018

Prepared for: Ski Racing NSW Inc

Prepared By: Matthew Young
Design & Audit Traffic Control
Plans Certificate #: 2243002359

Document Number: TMP09040401

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1 Event Details

1.1 Event Summary

Event Name: The Hawkesbury 120 Ski Race Classic

Event Location:

Saturday

A variety of water ski racing events will be conducted on the Hawkesbury River, between Governor Phillip Park, George Street, Windsor and Sackville Ski Gardens, Tizzana Road, Sackville and return.

Sunday

The main event will consist of a water ski race conducted on the Hawkesbury River, between Governor Phillip Park, George Street, Windsor and the NSW Ski Grounds Caravan Park, River Road at Wisemans Ferry and return.

Event Dates: 8th and 9th September 2018

Event Start Times	<i>Saturday:</i>	9am	Event Finish Time:	5pm
	<i>Sunday:</i>	9am	Event Finish Time:	5pm

Event Set up Start Times:	<i>Saturday:</i>	6am	Pack Down Finish:	6pm
	<i>Sunday:</i>	6am	Pack Down finish:	8pm

Event is: Off-street

1.2 Contact Names

Event Organiser: Ski Racing New South Wales Incorporated (Jon Horbury)
P 0499 110 889

Police: Hawkesbury Local Area Command (Windsor Police Station)
P 02 4587 4099 F 02 4587 4011

Council: Hawkesbury City Council
P 02 4560 4444 F 02 4560 4400

1.3 Event Description

The Hawkesbury 120 Ski Race Classic is a relatively new event that has been organised by Ski Racing New South Wales Incorporated and was first conducted in 2006, making 2018 the twelfth running of this annual event. Ski Racing NSW Inc is a 'not for profit' volunteer organisation that commenced operation in 2001. The event is the only event of this kind to be conducted on the Hawkesbury River. It is proposed that the event will be an annual event and will be the longest 2 Up Ski Race in Australia.

The event will commence on Friday 7th September 2018 with vessel safety scrutineering to be conducted. Safety scrutineering will be conducted between 12pm and 5pm and with the expected number of competitors it is not anticipated that it will impact upon local traffic conditions in that area. All vehicles towing vessels will be able to be contained within the carpark facilities and will not adversely impact local streets or cause significant traffic congestion.

The on water events will commence on Saturday 8th September 2018 with shorter events being conducted on the Hawkesbury River from Governor Phillip Park at Windsor where some competitors will travel by water to Sackville Ski Gardens, Sackville. Some of these competitors will later complete a return journey from Sackville Ski Gardens returning to Governor Phillip Park. A number of other classes will compete in one way events from Sackville Ski Gardens to Windsor. Twenty of the elite

Plan it Roads Po Box 201, Penrith NSW 2751 **M 0424 568 807 F 02 8580 6362 E matt@planitroads.com.au**

Superclass competitors along with 20 of the fastest boats from other classes will also compete on Saturday from Sackville to Windsor. These top 40 boats will be competing against the clock for Sunday start positions in a shoot-out format.

On Sunday 9th September 2018 competitors will compete from Governor Phillip Park at Windsor and travel by water to the NSW Ski Grounds, River Road, and Wiseman's Ferry. Competing teams will leave the start area at intervals of one minute between boats. Once crews have arrived at Wisemans Ferry they will stop and await all teams to complete the 1st leg of the race. Then all crews will recommence their race leaving at 30 second intervals from the NSW Ski Gardens and complete the journey to Windsor. Teams will all compete against the "clock" with cumulative times determining the overall finish order.

2018 will be the 12th running of the annual event. A variety of Aquatic Events of a similar nature are conducted at Governor Phillip Park and in general they do not impact upon traffic in the area. It is anticipated that the event will attract a crowd in the vicinity of 1,000 to 2,000 spectators, however historically this number of persons entering the vicinity of the Governor Phillip Park does not adversely impact upon local traffic in the area.

Organisers hope to attract in the vicinity of 170 boats for this event. This number of cars, vessels and trailers are often in this vicinity for other annual events and again they do not adversely impact upon local traffic arrangements.

2 Proposed Traffic Management

2.1 Road Closures

Roads closures will not be required during this event, however on the Saturday and Sunday the event will marginally affect traffic in the vicinity of Windsor Road, Bridge Street, Macquarie Street and Wilberforce Roads. The events held in previous years did not disrupt traffic to any significant degree, and historically events of a similar nature conducted throughout the year do not adversely impact upon traffic within the area.

2.2 Parking

Competitor parking will be available off street within the grounds of Governor Phillip Park and Spectator Parking will be available off street utilizing vacant land immediately adjacent to Governor Phillip Park. These areas can hold approx 4000 vehicles including 200 boat trailers with tow vehicles. Also as discussed in the event contingency plan additional spectator parking available at Tebbutts Observatory. Event organizers will be monitoring spectator numbers and implement the additional parking as required.

2.3 Pedestrians

There are no changes to pedestrian's pathways

2.4 Special Event Clearways

Special event clearways are not required

3 Event Impact

3.1 Roads

The increase in traffic volumes will marginally affect the following streets

Saturday 8th & Sunday 9th September, 2018:

George Street, Windsor	between Bridge Street and Palmer Street from around 7am on Saturday 8th September and 6am on Sunday 9th September.
Arndell Street, Windsor	the full length from around 7am on Saturday 8th September and 6am on Sunday 9 th September.
Palmer Street, Windsor	the full length from around 7am on Saturday 8th September and 6am on Sunday 9th September.
North Street, Windsor	the full length from around 7am on Saturday 8th September and 6am on Sunday 9 th September.

3.2 Pedestrians & Cyclists

Pedestrians and Cyclists will be unaffected by this event

3.3 Heavy Vehicles

Heavy Vehicles will not be greatly affected due to the event dates, times and locality. An increase in travel times may occur, however this will be in line with normal increases in traffic flow on weekends.

3.4 Public Transport

The event location is not directly serviced by buses or trains and as such will not be adversely effected.

Suspension of Ferry Services

An approach has been made to the Roads and Traffic Authority for approval to reduce the ferry operation during the event as listed below.

Sunday 9th September 2018:

Sackville Vehicular Ferry between Sackville Road and Sackville Ferry Road, Sackville, between 8am and 5pm.

Sackville Vehicular Ferry is located on Sackville Road at Sackville and is a main thoroughfare for local traffic in the area. It operates between the western bank and the eastern bank of the Hawkesbury River. The Ferry runs regularly during weekends conveying tourists and locals. Whilst it is a main road in the area there are a variety of alternate routes that can be utilised if the normal operation of the Ferry is disrupted. These include travelling via Putty Road to Windsor on the western side and via Pitt Town, Cattai and Wisemans Ferry Roads to Windsor on the eastern side.

It is requested that the normal Sackville Ferry service be suspended during race times in the exception of emergency situations to allow the free flow of competitors that would be utilising the crossing of the ferry cables during the event. Emergency Vehicle traffic would be unaffected.

An approach has been made to the Hawkesbury City Council for the suspension of the operation of the Lower Portland Ferry during the entire duration of the event. This suspension does not include use by Emergency Services Vehicles.

All Ferry closures will be advertised in newspapers circulated in the areas of the service for two (2) weeks prior to the event. These notices will be incorporated in the news sections of those newspapers and will be 1/8 (one eighth) page size.

Signs will be erected in locations as requested by the Roads and Maritime Service and by Hawkesbury City Council on all roads leading to the Ferries as well as on each Ferry for at least two (2) weeks prior to the event.

Safety vessels with crews will be placed on the relevant side of the Ferry, according to the event progress, with suitable equipment to indicate to competitors that the Ferry may be operating. These course vessels will have radio communications between the vessels and an organizers judging person that will be located on the Ferry who will be in constant contact with the Ferry Master. Such procedures will be implemented to the satisfaction of the RMS, Hawkesbury City Council and the Ferry Operator, Tono Ferry Services.

The relevant authorities will be able to alter the ferry suspension or reduced service times at their discretion.

3.5 Emergency Services

Emergency services will not be impeded throughout the course of the event.

3.6 Local Traffic

The effect on local traffic is not expected to be significant, based upon last years' experience and other aquatic events of this type that have been conducted over many years in this area. It is not anticipated that road closures or diversions will be necessary.

It is expected that this event will impact only marginally on traffic using Windsor Road, Bridge Street, Macquarie Street and Wilberforce Road, when compared to the traditional weekend traffic that is normally experienced in this area at this time of year.

3.7 Impact on Community & Businesses

Impact to the community and businesses will be minimized due to the event advertising and minimal disruption to normal traffic flows during the event.

3.8 Use of Public Assets

A Submission has been made to Hawkesbury City Council requested exclusive use of Governor Phillip Park for the event weekend. See APPENDIX C

3.9 Contingency plan

See APPENDIX B

4 Event Advertising and Notification

4.1 Emergency Services

Police: Letter sent to Windsor LAC- See APPENDIX C

Ambulance: Letter sent to the Western Sydney Sector Office - See APPENDIX C

Fire Brigades: Letters sent to Windsor & Richmond Fire Brigades - See

APPENDIX C SES: Letter sent to SES - Wilberforce - See APPENDIX C

4.2 Media Advertising

Ski Racing NSW Inc. will undertake to advertise the event in local print media prior to the conduct of the event. We will also undertake to do a letter drop to all residents in the proximity of the event location. We will notify Hawkesbury Tourism of the upcoming event and they will assist in the notification of the event to all local members in the Windsor and Richmond areas.

4.3 Variable Message Signs

The proposed messages and locations for portable VMS are as follows;

Locations: Wilberforce Road, Windsor
Richmond Road, Marsden Park

Message: *Hawkesbury 120 Ski Race*
8th & 9th September
Possible delays

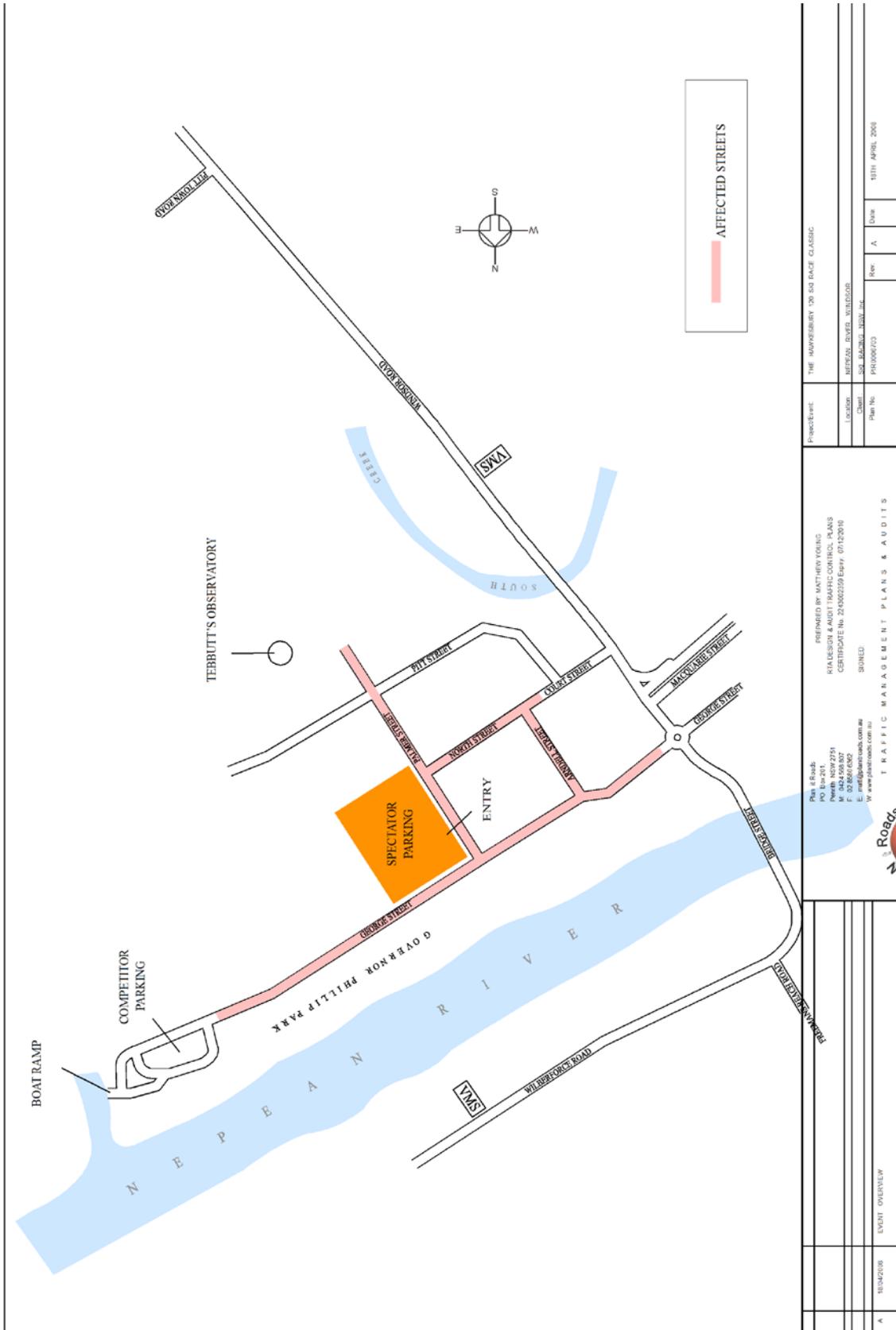
Appendix

A - Event Overview Plan

B - Transport Contingency Plans

C - Correspondence & Advertising

- The Commander NSW Ambulance - Western Sydney Sector Office
- The Station Commander - Windsor Fire Brigade
- The Station Commander - Richmond Fire Brigade
- The State Emergency Services Controller - Wilberforce Headquarters
- Proposed Letter to RTA - Request to reduce Sackville ferry service
- Submission to Hawkesbury City Council - Requesting exclusive Use of Governor Phillip Park
- Newspaper Warning Article Sackville and Lower Portland Ferries
- Special Event Warning Sign 1 - Lower Portland Ferry
- Special Event Warning Sign 2 - Sackville Ferry
- Letter to Police regarding public assembly
- Proposed letter to Windsor residents
- Proposed letter to local businesses



Project/Event:	THE HAMPSHIRE 100 50 RACE CLASSIC
Location:	WILBERFORCE ROAD, WILBERFORCE
Client:	301 RACQUET CLUB LTD.
Plan No:	PH0000703
Rev:	A
Date:	10TH APRIL 2018

Prepared by: MATTHEW YOUNG
 RIVINGTON & AUDIT TRAFFIC CONTROL PLANS
 CERTIFICATE No. 244002591 Espr. 07/12/2010
 SHIELD
 Plan 4 Roads
 PO Box 201
 M 0424 568 807
 F 02 8661 6300
 For more information visit us at
 www.plan4roads.com.au

TRAFFIC MANAGEMENT PLANS & AUDITS

[Signature]

A	REVISION	EVENT OVERVIEW
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***The Hawkesbury 120 Ski
Race Classic.
8th & 9th
September
2018.***

***Transport
Contingency
Plans***

This Transport Contingency Plan has been prepared for a locally run event called the 'Hawkesbury 120 Ski Race Classic', which is being organised and conducted by Ski Racing New South Wales Incorporated.

This event is a two-day event that in essence will start and finish at Governor Phillip Park at Windsor. The main concern is the potential increase in the numbers of pedestrians and vehicular traffic in and around the governor Phillip Park.

OVERVIEW:

This event was hosted for the first time in 2006, and this year represents twelfth running of the event. The event has become a regular tourism feature for the Hawkesbury River and the local area. This event covers a three day period only including Friday, Saturday and Sunday

The event on Friday 7th September 2018 will only involve competitors attending for prerace, vessel safety scrutineering and will not impact upon the area surrounding area in any way.

The event on the Saturday and Sunday will marginally affect traffic in the vicinity of Windsor Road, Bridge Street, Macquarie Street and Wilberforce Roads. The event held in 2017 did not disrupt traffic to any significant degree, and historically events of a similar nature conducted during the warmer months do not adversely impact upon traffic within the area. Parking will be available at the Governor Phillip Park and the adjacent land next to the park. Please note the event was cancelled in 2014 due to local flooding.

There are no forecasted situations that will adversely impact upon everyday traffic.

CONTACT NAMES:

Organiser: Jon Horbury obo Ski Racing New South Wales Incorporated
PO BOX 7516 Wilberforce NSW 2756 0499110889
Phone 0418428001
H120 Sub Committee Chair: Jon Horbury 0499110889
Lic Applicant: Joanne Clinch 0418 428001
Email: joclinch@gmail.com

Police: Superintendent
Windsor Police Station
13 Mileham Street
Windsor NSW 2756

Ambulance: NSW Ambulance Service
Mr Peter O'Donoghue
Phone: (02) 9716 9981

Hawkesbury City Council:

Mr Buddhi Wickramaarachchi
Phone: 4560 4528

Roads & Traffic Authority: Transport Management Centre

Contact Mr. Peter Howard
Phone: (02) 8396 1541
Fax: (02) 8396 1530

PARKING:

Parking is available for approximately 4000 vehicles including up to 200 boat trailers and tow vehicles, however it is not expected that there will be in excess of 250 boat trailers this year. The 2014 event attracted about 140 vessels.

Additional spectator parking is available at Tebbutt's Observatory and will be utilised should it become necessary.

SPECTATORS:

The organisers are expecting in the vicinity of 1,000 to 2,000 spectators at the start/finish venue at Governor Phillip Park. There is ample area for viewing the event from the Park area for up to 4,000 spectators.

CONTINGENCY PLANS:

In the event of bad weather it is anticipated that spectator numbers and subsequently spectator vehicles will be greatly reduced. In the event of a larger than expected vehicle numbers, these vehicle will be directed to the Tebbutts Observatory car park, where the additional parking facilities will be utilised.

In the event of a larger than expected crowd, the river front area is large enough to accommodate the increased numbers with adequate viewing areas available.

On Behalf of the Organising Committee for the Hawkesbury 120 Ski Race Classic.

ATTACHMENT 1



Ski Racing NSW INC would like to advise residents that they will be conducting a high speed ski race on the Hawkesbury River between Windsor and Webbs Creek on Sunday the 9th September from 9am to 5pm.

The Lower Portland Ferry will stop operation during that time. An alternate route via Pitt Town Road to Wisemans Ferry.

Sackville Ferry will also be suspended during those times. Alternate route via Cattai and Wisemans Ferry Road

(ABN – 50 554
492 316)

(ABN 50 554 492 316)

ATTACHMENT 2



**Sackville Ferry Services will be
suspended on:**

Sunday the 9th September 2018

9am to 5pm

Due to a water ski race.

**Alternate Route via Cattai and
Wisemans Ferry Road**

(ABN – 50 554
492 316)

(ABN 50 554 492 316)

ATTACHMENT 3



**Lower Portland Ferry services
will be suspended on:**

Sunday 9th September 2018

9am to 5pm

Due to a water ski Race

**Alternate Route via Cattai and
Wisemans Ferry Road**

Dear Stakeholder,

Ski Racing NSW Incorporated wishes to advise that we will be conducting a 2 day speed ski racing event "The Hawkesbury 120 Ski Race Classic" from Governor Phillip Park, George Street, Windsor on Saturday 8th and Sunday 9th September 2018.

Applications have been submitted to the Hawkesbury City Council, NSW Road and Maritime Service and the NSW Police Force for approval for the event. It is anticipated that the competitors and spectators vehicle may slightly impact on traffic in the immediate vicinity however major traffic disruptions are not anticipated.

Application has been made to NSW RMS for the issue of an Aquatic License between the hours of 9am to 5pm Saturday and 9am to 5pm Sunday. It is anticipated that all ski racing will be finalized by those times both days. Traffic Management Plans have been submitted to the Hawkesbury City Council and the Roads and Maritime Service requesting the suspension of Ferry Services at the Lower Portland Ferry and Sackville Ferry on Sunday only. All Emergency Services vehicles will receive priority and right of passage regardless of these suspensions. It would be appreciated if you could notify all affected persons in your organization.

The event will involve boats starting at Governor Phillip Park at 9am on Saturday and travelling to Sackville and return. Sunday racing will also commence from Governor Phillip Park and proceed to NSW Ski Gardens, River Road, Wisemans Ferry and return.

We anticipate that we will not cause any major disruptions or adversely impact on your weekend activities. It is our intention to work with the local community to address any issues that may arise.

Should you require any additional information please contact Joanne Clinch, Ski Racing NSW Incorporated on 0418 428 001.

Regards

12 December 2017 Council resolved to accept the LTC's recommendation and the signs have since been installed resulting in a significant improvement in sight distance at the intersection.

Since those signs have been installed there have been further complaints received from a number of local residents as well as the State Member for Baulkham Hills concerning cars parked too close to three other intersections along this section of Gainsford Drive, being Cuthbert Avenue, Wenden Avenue and Neiwand Avenue. Despite an ongoing enforcement program by members of Council's Compliance Team, drivers are continuing to park within the 10 metre statutory distance of these intersections. In recent months there have been at least 25 infringement notices issued for such illegal parking.



Figure 1: Locality Plan

It is not Council's normal practice to provide regulatory signposting to reinforce the provisions of the NSW Road Rules. However in this case it is clear that ongoing enforcement programs by Council's Compliance Team have not been successful in changing driver behaviour and reducing the number of complaints received about the reduced sight distance at each intersection caused by illegally parked cars. Therefore it is proposed to install 'No Stopping' restrictions at these intersections (Figure 2).

This proposal will not result in the loss of any legal on-street parking.



Figure 2: Proposed full-time 'No Stopping' restrictions

TECHNICAL OFFICER’S RECOMMENDATION TO LTC

Approval be given for the installation of 'No Stopping' restriction signage in Gainsford Drive at the intersections of Cuthbert Avenue, Neiwand Avenue and Wenden Avenue in accordance with Figure 2 in the report.

LTC MEMBER COMMENTS RECEIVED

RMS – “No objections”

Member for Baulkham Hills – “Our office confirms that we are in agreement with the recommendations contained in the attached reports.”

Police – “Nil objections to the recommendations made”

IMPACTS

Financial

The estimated cost of the regulatory 'No Stopping' signage is \$2,400 and will be funded from Council’s signage and linemarking budget.

The Hills Future - Community Strategic Plan

The recommendation of this report demonstrates Council’s aim of achieving a safer road network through the installation, renewal and modification of traffic facilities.

RECOMMENDATION

Council approve the installation of 'No Stopping' restriction signage in Gainsford Drive at the intersections of Cuthbert Avenue, Neiwand Avenue and Wenden Avenue in accordance with Figure 2 in the report.

ATTACHMENTS

Nil.

ITEM-17	BUDGET REVIEW AS AT 31 MARCH 2018
THEME:	Proactive Leadership
OUTCOME:	2 Prudent management of financial resources, assets and people to deliver the community outcomes
STRATEGY:	2.2 Maintain a strong financial position that supports the delivery of services and strategies and ensures long term financial sustainability.
MEETING DATE:	10 APRIL 2018 COUNCIL MEETING
AUTHOR:	MANAGER CORPORATE & STRATEGIC PLANNING ANEESH ZAHRA
RESPONSIBLE OFFICER:	CHIEF FINANCIAL OFFICER CHANDI SABA

REPORT

The purpose of this Report, as required by the Local Government Act and associated regulations, is to enable Council to review its actual Expenditure and Income against the adopted Budget and to consider variations to the Budget.

The Office of Local Government (OLG) has developed a set of minimum requirements for the format and content of budget review statements. This will assist Councils in meeting their obligations as set in the Code of Accounting Practice and Financial Reporting and form part of the legislative framework in accordance with clause 203 of the Local Government (General) Regulation 2005.

Although the OLG requires quarterly budget review statements, The Hills Shire Council will continue to provide this information on a monthly cycle. Information is reflected in five main sections, namely **Recurrent Operations, Capital Purchases, Capital Works, Section 94 and Real Estate Assets**.

Attachments to this report are as follows:

- Summary of expenditure and income on Recurrent Operations, Capital Purchases, Capital Works, Section 94 and Real Estate Assets.
- Detail the Recurrent Operations Expenditure and Income by Business Program (Outputs)
- Income Statements (Statutory Accounts Format) with reconciliation to Budget Result
- Statement of Cash & Investments
- Balance Sheet
- Capital Works Expenditure and Comments on Variations on each Job
- Key Performance Indicators
- Listing of Contracts & Other Expenses

Recurrent Operations

The **Original** adopted budget forecasts a **Budget Surplus of \$60k** for this financial year.

Variations proposed in this review will not change the **Recurrent Operations Budget Surplus of \$221k**.

Local Government Code of Practice requires the inclusion of all income received as income for the year, even though the associated expenditure may be incurred in future periods. As such the matching concept is not in place and the Statutory Accounts reflect an operating surplus of \$69.0m (Attachment 1 Page 9) which is somewhat misleading.

This differs from the Budget Format which matches income to the period that the expenditure is to incur. Reconciliation between the Original Operating Surplus \$69.0m and the Original Budget Surplus \$60k is detailed in Attachment 1 Page 9.

Summary Budget Result is detailed below.

Recurrent Operations	Original Budget	Current Budget	Proposed Revised Budget	Proposed Contra variations	Proposed Other Variations	Ref
	\$000	\$000	\$000	\$000	\$000	
Income	(143,705)	(142,407)	(143,841)	12	(1,446)	1-8
Expenditure	118,001	130,037	130,448	19	392	9-10
Budget (Surplus)	(25,704)	(12,370)	(13,393)	31	(1,054)	
Transfer To/(From) Reserves	25,694	16,506	17,560	-	1,054	11
Transfer from Prior Year Sec 94	0	(30)	(30)	-	-	
Transfer from Prior Year Grants	(50)	(4,327)	(4,358)	(31)	-	
Proposed Budget (Surplus)	(60)	(221)	(221)	0	0	

Recurrent Operations**Income – Net Increase \$1.4m as detailed below****1. Financial Assistance Grant – Increase \$233k**

Greater than anticipated Grant income received as per Circular received from the NSW Local Government Grants Commission. Variations in the Financial Assistance Grant are due to changes in relativities in property values, changes in population and changes in local road and bridge length.

2. Stormwater Management Service Charges – Increase \$9k

Greater than anticipated income received from Stormwater Management Levy due to subdivision activity. It is proposed to transfer these funds to the Stormwater Reserve.

3. Rezoning Income – Increase \$210k

This income is not seasonal, and is dependent on rezoning activity. Income to date totals \$414k, compared to last year of \$251k.

4. Temporary Road Closure Income – Increase \$35k

Greater than anticipated income received for temporary road closure and work zone applications, proposed to transfer to Road Closure Reserve.

5. Property Lease Income - Net Increase \$340k

- \$98k Decrease in Cropley House lease income due to new agreement negotiated with an 9 month rent free period as per Council Resolution dated 08/08/17.
- \$135k Increase in Castle Hill Day Surgery lease income as tenants were expected to vacate due to lease expiry however have requested to extend on a month to month basis during negotiation.
- \$170k Increase due to new SWOT Shop lease agreement as per Council Resolution dated 22/11/16. However due to delayed negotiations the agreement was only signed by the lessee on 22/05/17 hence was not originally budgeted.
- \$78k Increase in 8 McMullen Ave commercial lease income due to a rent increase negotiated as per Council Resolution dated 14/11/17.
- \$55k Increase in Rent Dwelling Income due to additional properties purchased during the year.

It is proposed to transfer this increased income to Investment Property Maintenance Reserve.

6. Road Restoration Income – Increase \$450k

Greater than anticipated income from increased restoration activity. It is proposed to transfer \$350k to fund additional restoration works and \$100k to Road Restoration Reserve.

7. Regulatory Income – Increase \$231k

Increase in income from illegal parking and school zones generated mostly due to responding to customer requests. Council's Regulatory Services Team received a total of 2,162 requests in the last financial year. In this financial year to date 2,929 requests have been received. This is an increase of 35%, on the last financial year with 3 months of the year still remaining.

8. Swimming Pool Inspection Income – Decrease \$60k

Reduction in income as a result of private certification, resulting in reduced swimming pool compliance certificate income.

Expenditure – Increase \$392k as detailed below**9. Road Restoration Expenditure - Increase \$350k**

Increased restoration activity resulting in increased expenditure of \$350k. Expenditure is offset with increased income as per Note 6 above.

10. Payments to Government – Increase \$42k

Increase in processing fees from the Office of State Revenue due to increased Compliance Fines Income as per Note 7 above.

MOVEMENT IN RESERVES**11. Transfer to Reserves – Increase \$1.1m**

- \$9k Transfer to Stormwater Reserve due to greater than anticipated income as per Note 2 above.
- \$35k Transfer to Road Closure Reserve due to an increase in temporary road closure income received as per Note 4 above.
- \$340k Transfer to Investment Property Maintenance Reserve due to an increase in lease income as per Note 5 above.
- \$100k Transfer to Restoration Reserve, due to an increase of road restoration income as per Note 6 above.
- \$571k Budget surplus generated in this review is proposed to transfer to Capital Works Reserve.

Purchase & Sale of Assets

Purchase & Sale Of Assets	Original Budget	Current Budget	Proposed Revised Budget	Proposed Contra variations	Proposed Other Variations	Ref
	\$000	\$000	\$000	\$000	\$000	
Capital Purchases	3,147	4,114	4,393	279	-	
Transfer To/ (From) Reserves	(2,211)	(3,113)	(3,113)	-	-	
Sale Of Plant Assets	(937)	(1,002)	(1,281)	(279)	-	
Net Purchases / Sales	0	0	0	0	0	

Capital Works

Works Program consists of all Renewal, New Infrastructure Projects and Land Acquisition Projects and they are summarised below. This review will result in a total works program of \$179.9m.

Capital Works	Original Budget	Current Budget	Proposed Revised Budget	Proposed Contra variations	Proposed Other Variations	Ref
	\$000	\$000	\$000	\$000	\$000	
Proposed Completion by 30 June 2018	26,289	47,340	47,787	-	447	12B,C 13B,D 14
Unlikely Completion by 30 June 2018	11,916	63,923	64,299	-	376	12A,D 13A,C
Total Infrastructure New & Renewal	38,204	111,263	112,086	-	824	
Land	40,291	40,291	62,980	-	22,690	15
Project Dev & Delivery	4,862	4,862	4,862	-	-	
Total	83,357	156,416	179,929	0	23,513	

All variations on each project and comments are listed in Attachment 1 Page 11–30.

12. New Jobs: \$615k

(a) \$200,000 required for the refurbishment and upgrade of the Dural Recreation Centre as per Council resolution approved on 27 March 2018, funded from Buildings Reserve.

(b) As a result of recent renovations to Cropley House it was identified that \$350,000 is required for the upgrade of utilities that includes:

- Installation of new fire hydrant is required to address fire safety for Cropley House and the SES HQ as the existing hydrant is not connected to the mains supply and the nearest mains connection does not meet the required water pressure based on static tests conducted to date. As a result, a new mains connection and hydrant will be required from either Cropley Drive or Watkins Road subject to suitable water pressure to provide water coverage for use by Fire & Rescue NSW to protect Cropley House and SES HQ in the event of a fire.
- A separate power supply for the SES HQ is required as the current SES HQ is connected to the Cropley House distribution board which was not known when the building was leased. An upgrade of the electrical supply is required to provide a separate electrical connection for the SES HQ as the current power supply is insufficient for the proposed demand created through the refurbishment of Cropley House by the new Lessee.

It is proposed to fund these works from Buildings Reserve.

- (c) \$35,000 required to change the surface of the BMX track in Fred Caterson Reserve for the Championships occurring in June 2018. It is proposed to be funded from Capital Works Reserve.
- (d) \$30,000 required for replacement of Bore Pumps at South Maroota Community and Kenthurst Park Reserves as per quotes received. They are at the end of their useful life and unable to be repaired. It is proposed to be funded from Capital Works Reserve.

13. Increased funding for Existing Jobs \$201k

- (a) \$60,000 additional funds required for the roof work at Balcombe Heights Thompson Hall. The project was originally planned to renew the roof, however following further investigations it requires replacement. It is proposed to be funded from Buildings Reserve.
- (b) \$25,000 additional funds required to meet architectural requirements of the Office of Environment and Heritage for replacement of balustrade details at the homestead in Bella Vista Farm Park. It is proposed to be funded from Buildings Reserve.
- (c) \$86,262 additional funds required for the waterway revitalisation work at Crestwood Reserve as per quotes received. It is proposed to be funded from Stormwater Levy Reserve.
- (d) \$30,000 additional funds required for the tennis courts renewal works at Ted Horwood Reserve as tree roots have caused extensive damage to courts 1 and 2 with court 3 also showing signs of deformation. Installation of root barriers and reconstruction of damaged sections is required to ensure future root damage does not occur following renewal works. It is proposed to be funded from Capital Works Reserve.

14. \$7.4k Variation to T17/4 Design of Arterial Road and Bridge Upgrades project in and around Box Hill Precinct – Package H, Nelson Road

Council had approved in its meeting on 13 December 2016 expenditure up to \$320,022 including contingency for contract T17/4 Design of Arterial Road and Bridge Upgrades in and around Box Hill Precinct – Package H, Nelson Road.

The design scope of Nelson Rd was altered significantly during the early stages of the contract to introduce a new signalised intersection, and to improve the road network. These design amendments required additional survey, geotechnical and public utility investigations, as well as an extra traffic signal design that were not envisaged at the concept stage of the project. This additional work will now require \$7,353.

As a result, it is proposed to increase the maximum contract value to \$327,375 which is to be funded from Capital Works Reserve.

15. Land Acquisition \$22.7m

\$22,689,662 of additional funds required for land acquisition projects approved by Council. It is proposed to fund these acquisitions from Section 94 CP15.

Section 94

Section 94 of the Environmental Planning Assessments Act enables Councils to prepare Developer Contribution Plans to provide public amenities such as Open Space, Roads, and Community Buildings etc. The Contributions are levied via Development Consents.

There are currently 10 Contribution Plans including Box Hill Contribution plan. Contributions must be treated as revenue when received, but are required to be held as a Restricted Asset until expended. Estimated future expenditure in the next 15 years, will amount to \$1.5bn.

Summary funding position is detailed below

Section 94	Original Budget	Current Budget	Proposed Revised Budget	Proposed Contra variations	Proposed Other Variations	Ref
	\$000	\$000	\$000	\$000	\$000	
Opening Balance (Surplus)/Deficit	(134,146)	(134,146)	(134,146)	-	-	
Contributions	(51,873)	(67,407)	(67,407)	-	-	
Interest	(1,669)	(3,237)	(3,237)	-	-	
Expenditure	54,193	114,927	137,616	-	22,690	15
Closing Balance (Surplus)/Deficit	(133,495)	(89,864)	(67,174)	0	22,690	

Section 94 funds invested as at **1 July 2017** amounted to **\$134.1m**.

If all the above expenditure and income materialises in this financial year, it is anticipated that Section 94 funds will amount to **\$67.2m as at 30 June 2018**.

Real Estate Assets

This section relates to a summary of Property Development Activities.

Real Estate Assets	Original Budget	Current Budget	Proposed Revised Budget	Proposed Contra variations	Proposed Other Variations	Ref
	\$000	\$000	\$000	\$000	\$000	
Development Cost	0	20,077	20,077	-	-	
Funded by transfer from Reserves	0	(20,077)	(20,077)	-	-	
Sales	0	0	0	-	-	
Transfer To Reserves (Sale Proceeds when realised)	0	0	0	0	0	

Reserve Funds (Internal Restrictions)

Reserve funds as at 30 June 2017 amounted to \$251.7m. Balance projected after March Budget Review will total \$194.2m.

All Cash & Investments including Section 94, Trust fund and unrestricted cash is detailed in Attachment 1 Page 10.

CONCLUSION

This Opinion by the Responsible Accounting Officer is required under the Local Government (General) Regulation 2005 – Clause 203(2).

Council's Chief Financial Officer, as the Responsible Accounting Officer, advises that the Council's projected financial position is satisfactory.

Furthermore the investments shown in Attachment 1 page 10 has been made in accordance with the Act, the Regulations and Council's actual Investment Policy. Council's cash and bank balances are reconciled daily to Council's bank balances.

IMPACTS

Financial

The proposed variations listed above will not change the Recurrent Budget Surplus of \$221k.

The proposed variations listed above will result in a Total Works Program Budget of \$179.9m.

Hills Future

The impact of this budget will ensure that short term actions are aligned with future direction. It also demonstrates Council's transparency and ability to effectively manage funds.

RECOMMENDATION

1. The proposed budget variations in Attachment 1, Pages 6 to 10 and the variations detailed in page 11-30 be adopted.
2. Council authorise the variation of \$7,353 to increase the maximum contract value of T17-04 Package H to \$327,375 as per Note 14 above.

ATTACHMENTS

Page 1-5	Financial Summaries
Page 6-10	Budget Review Statements
Page 11-30	Capital Works Expenditure and Comments on Variations
Page 31	Key Performance Indicators
Page 32	Listing of Contracts & Other Expenses

The Hills Shire Council

Actual vs Previous Years Data

PAGE 1

FY16/17 Actual July-June \$'000	FY17/18 Current Budget \$'000	FY17/18 Revised Budget \$'000	Description	FY16/17 YTD Actual \$'000	FY17/18 Total YTD \$'000	% Actual/ Revised Budget
RECURRENT OPERATIONS						
(145,688)	(142,407)	(143,841)	Income	(131,122)	(129,999)	90%
116,924	130,037	130,448	Expenditure	85,456	89,675	69%
(28,765)	(12,370)	(13,393)	Budget (Surplus)/Deficit	(45,666)	(40,325)	
27,519	16,506	17,560	Transfer to/(from) Reserves	21,267	16,506	94%
(502)	(30)	(30)	Transfer from Prior Years Section 94	309	0	0%
(1,997)	(4,327)	(4,358)	Transfer from Prior Years Income	(2,015)	(4,358)	100%
(3,745)	(221)	(221)	Budget Result (Surplus)/Deficit	(26,104)	(28,177)	

CAPITAL PURCHASES						
3,045	4,114	4,393	Capital Purchases	1,916	3,751	85%
(1,766)	(3,113)	(3,113)	Transfer to/ (from) Plant Reserve	(3,309)	(3,113)	100%
(1,279)	(1,002)	(1,281)	Sale of Plant Assets	(794)	(1,118)	87%
309	0	0	Transfer to Section 94	0	0	0%
408	0	0	Transfer to Reserves	0	0	0%
(717)	0	0	Sale of Fixed Assets	(717)	0	0%
0	0	0	Net Capital Purchases	(2,905)	(479)	

CAPITAL WORKS						
41,297	111,263	112,086	New & Renewal	25,195	42,528	38%
75,039	40,291	62,980	Land Acquisition	44,226	37,611	60%
4,368	4,862	4,862	Project Development & Delivery	3,305	3,486	72%
120,704	156,416	179,929	Total Expenditure	72,727	83,625	
(3,177)	(6,784)	(6,784)	Grants and Contributions	0	0	0%
(24,104)	(34,184)	(35,008)	Transfer to/(from) Reserves	(36,750)	(34,184)	98%
(93,423)	(114,897)	(137,586)	Transfer from Prior Years Section 94	0	0	0%
0	(551)	(551)	Transfer from Prior Years Income	0	0	0%
(120,704)	(156,416)	(179,929)	Total Funding	(36,750)	(34,184)	
0	0	0	Net Capital Expenditure	35,976	49,440	

SECTION 94						
(170,741)	(134,146)	(134,146)	Opening Balance (Surplus)/Deficit	(170,741)	(134,146)	
(52,593)	(67,407)	(67,407)	Income	(38,915)	(54,095)	80%
(4,427)	(3,237)	(3,237)	Interest Received/(Paid)	(3,538)	(2,583)	80%
93,615	114,926	137,616	Expenditure	53,450	58,856	43%
36,285	44,282	66,972	Movement for the year	10,997	2,177	
(134,456)	(89,864)	(67,174)	Section 94 Balance (Surplus)/Deficit	(159,744)	(131,969)	

Section 94 of the Environment Planning Assessments Act enables Councils to prepare Developer Contribution Plans to provide public amenities such as Open Space, Roads, Community Buildings etc. The Contributions are levied via Development Consents. There are currently 10 Contribution Plans. Contributions must be treated as revenue when received, but requires to be held as a Restricted Asset until expended. Estimated future expenditure amounts to \$1.5bn.

If all planned expenditure and income materialises in this financial year, it is anticipated that Section 94 funds will amount to \$67.2m as at 30 June 2018.

REAL ESTATE ASSETS						
169,420	78,302	78,302	Assets at Book Value 1 July 2017	169,420	78,302	
49,354	20,077	20,077	Development Costs	49,344	17,682	88%
(49,354)	(20,077)	(20,077)	Transfer from Reserves	(49,344)	(17,682)	88%
(140,473)	0	0	Sales	(140,473)	0	0%
140,473	0	0	Transfer to Reserves	140,473	0	0%

The Hills Shire Council

Actual vs Previous Years Data

Statement of Income By Program

PAGE 2

FY16/17 Actual July-June \$'000	FY17/18 Current Budget \$'000	FY17/18 Revised Budget \$'000	Description	FY16/17 YTD Actual \$'000	FY17/18 Total YTD \$'000	% Actual/ Revised/ Budget
REVENUE - RECURRENT						
(64,130)	(67,503)	(67,503)	10 - General Management	(64,071)	(67,262)	100%
(84)	(119)	(120)	12 - Internal Audit & Risk Management	(72)	(120)	100%
(4)	(4)	(6)	13 - Executive Services	(3)	(6)	100%
(13,247)	(9,972)	(10,205)	21 - Financial Operations	(9,775)	(7,677)	75%
(2,517)	(2,338)	(2,346)	22 - Infrastructure & Transport Planning	(1,488)	(1,543)	66%
(2)	(10)	(10)	24 - Workforce Strategy & Business Improvement	(2)	(10)	100%
(864)	(800)	(994)	25 - Forward Planning	(643)	(902)	91%
(175)	(351)	(386)	26 - Community Planning & Special Infrastructure Project	(148)	(381)	99%
(130)	(66)	(66)	31 - Legal Services	(78)	(78)	>100%
(5,906)	(3,977)	(4,317)	32 - Property Development & Management	(4,892)	(3,407)	79%
(4,593)	(4,834)	(4,834)	34 - Children's Services	(3,419)	(3,683)	76%
(569)	(440)	(440)	51 - Fire Control	(407)	(439)	100%
(0)	0	0	53 - Infrastructure Projects	(0)	0	0%
(420)	(442)	(442)	55 - Fleet Management	(270)	(284)	64%
(20)	(14)	(14)	58 - Facilities Operations	(20)	(14)	100%
(3,085)	(1,663)	(2,113)	59 - Place Management	(1,699)	(1,239)	59%
(2,845)	(3,861)	(3,861)	71 - Development Assessment Services	(2,051)	(3,091)	80%
(5,105)	(5,702)	(5,702)	72 - Subdivision & Development Certification	(3,346)	(4,240)	74%
(532)	(642)	(642)	73 - Environmental Health Services	(435)	(615)	96%
(26,798)	(25,321)	(25,321)	74 - Resource Recovery	(26,365)	(25,112)	99%
(1,586)	(1,670)	(1,841)	75 - Regulatory Services	(1,021)	(1,388)	75%
(2)	0	(2)	81 - Information Technology	(1)	(2)	93%
(1)	(1)	(1)	82 - Customer Relations	(1)	(0)	27%
(5,071)	(5,828)	(5,828)	84 - Community & Economic Development	(3,787)	(3,177)	55%
(536)	(606)	(606)	85 - Library Services	(534)	(520)	86%
(1,463)	0	0	88 - South of M2	(1,368)	0	0%
(6,001)	(6,241)	(6,241)	35 - Hills Community Care	(5,227)	(4,810)	77%
(145,688)	(142,407)	(143,841)	Total Recurrent Revenue	(131,122)	(129,999)	90%
(110,155)	(74,191)	(74,191)	Externally/Internally Restricted Income	(44,866)	(59,644)	80%
(1,595)	(595)	(595)	Profit on Sales of Asset	(1,199)	(516)	87%
(257,438)	(217,192)	(218,627)	Revenue as Per Income Statement	(177,187)	(190,159)	87%

Notes

* Comments on above references are detailed in Business Paper Report to this attachment.

The Hills Shire Council**Actual vs Previous Years Data****Statement of Expenditure By Program**

PAGE 3

FY16/17	FY17/18	FY17/18	Description	FY16/17	FY17/18	% Actual/
Actual	Current	Revised		YTD	Total	Revised
July-June	Budget	Budget		Actual	YTD	Budget
\$'000	\$'000	\$'000		\$'000	\$'000	
EXPENDITURE - RECURRENT						
2,740	4,888	4,888	10 - General Management	2,124	3,007	62%
804	683	684	12 - Internal Audit & Risk Management	563	460	67%
1,385	2,408	2,409	13 - Executive Services	1,042	1,096	46%
409	425	425	20 - Strategic Planning Group Support	291	89	21%
7,231	7,764	7,759	21 - Financial Operations	6,103	4,940	64%
6,585	15,251	15,251	22 - Infrastructure & Transport Planning	4,374	12,511	82%
1,188	1,297	1,297	23 - Marketing & Communications	858	959	74%
1,931	1,840	1,840	24 - Workforce Strategy & Business Improvement	1,455	1,448	79%
3,843	4,844	4,859	25 - Forward Planning	2,847	3,204	66%
1,707	2,080	2,080	26 - Community Planning & Special Infrastructure Project	1,264	1,345	65%
551	516	516	31 - Legal Services	412	397	77%
3,013	3,799	3,799	32 - Property Development & Management	2,294	2,333	61%
4,795	4,916	4,916	34 - Children's Services	3,511	3,892	79%
3,780	4,090	4,090	51 - Fire Control	2,709	1,977	48%
1,282	1,438	1,438	53 - Infrastructure Projects	961	1,020	71%
4,064	4,236	4,236	55 - Fleet Management	2,987	3,171	75%
6,363	8,107	8,111	58 - Community Buildings	4,248	6,466	80%
28,415	28,420	28,766	59 - Place Management	19,845	21,283	74%
430	451	451	70 - Environment & Planning Group Support	314	327	72%
5,266	6,077	6,049	71 - Development Assessment Services	3,701	3,926	65%
3,378	3,761	3,769	72 - Subdivision & Development Certification	2,545	2,591	69%
3,278	3,686	3,686	73 - Environmental Health Services	2,479	2,549	69%
27,782	25,553	25,553	74 - Resource Recovery	20,384	15,832	62%
3,391	3,742	3,804	75 - Regulatory Services	2,482	2,724	72%
389	406	406	80 - Customer Services Group Support	287	284	70%
5,757	6,488	6,489	81 - Information Technology	4,323	4,807	74%
3,290	3,498	3,503	82 - Customer Relations	2,497	2,607	74%
12,499	12,107	12,107	84 - Community & Economic Development	9,589	8,738	72%
6,465	6,604	6,604	85 - Library Services	4,787	4,865	74%
1,492	0	0	88 - South of M2	1,356	0	0%
8,647	8,424	8,424	35 - Hills Community Care	6,750	6,111	73%
(45,227)	(47,761)	(47,761)	Internal Recoveries	(33,926)	(35,285)	74%
116,924	130,037	130,448	Total Recurrent Expenditure	85,456	89,675	69%
(133)	0	0	Contingent Liability	0	0	0%
13,363	15,122	15,122	Depreciation	9,524	11,028	73%
130,153	145,159	145,570	Expenditure as Per Income Statement	94,980	100,702	69%

Notes

* Comments on above references are detailed in Business Paper Report to this attachment.

The Hills Shire Council

Actual vs Previous Year Data

Income Statement

PAGE 4

FY16/17 Actual July-June \$'000	FY17/18 Current Budget \$'000	FY17/18 Revised Budget \$'000	Description	FY16/17 YTD Actual \$'000	FY17/18 Total YTD \$'000	% Actual/ Revised Budget
RECURRENT						
Revenue						
(87,324)	(92,348)	(92,354)	Rates & Annual Charges	(87,236)	(92,129)	100%
(20,353)	(22,779)	(22,812)	User Charges & Fees	(14,559)	(15,954)	70%
(7,420)	(6,956)	(6,956)	Investment Revenues - Operational	(5,435)	(5,459)	78%
(4,788)	0	0	Investment Revenues - Restricted/Capital	(3,538)	(2,583)	>100%
(8,884)	(6,774)	(7,486)	Other Revenues - Operational	(6,280)	(5,690)	76%
(350)	0	0	Other Revenues - Restricted/Capital	(179)	(75)	>100%
(21,708)	(13,550)	(14,233)	Grants & Contributions - Operational	(17,612)	(10,767)	76%
(105,017)	(74,191)	(74,191)	Grants & Contributions - Restricted/Capital	(41,149)	(56,986)	77%
(1,595)	(595)	(595)	Profit From Disposal of Assets	(1,199)	(516)	87%
(257,438)	(217,192)	(218,627)	Total Revenue	(177,187)	(190,159)	87%
Expenditure						
51,301	54,414	54,382	Employment Costs	39,032	38,744	71%
43,137	41,604	41,986	Materials, Contracts & Plant Running Exp	29,756	28,607	68%
13,363	15,122	15,122	Depreciation and Amortisation	9,524	11,028	73%
22,353	34,019	34,080	Other Expenses	16,668	22,324	66%
130,153	145,159	145,570	Total Expenditure	94,980	100,702	69%
(127,285)	(72,034)	(73,057)	Operating Result (Surplus)/Deficit	(82,206)	(89,457)	
Add						
27,519	16,506	17,560	Transfer to/(from) Reserves	21,267	16,506	94%
(502)	(30)	(30)	Transfer from Prior Years Section 94	309	0	0%
(1,997)	(4,327)	(4,358)	Transfer from Prior Years Grants	(2,015)	(4,358)	100%
Less						
(13,363)	(15,122)	(15,122)	Depreciation & Amortisation	(9,524)	(11,028)	73%
133	0	0	Contingent Liability	0	0	0%
4,788	0	0	Investment Revenues - Restricted/Capital	3,538	2,583	>100%
350	0	0	Other Revenues - Restricted/Capital	179	75	>100%
105,017	74,191	74,191	Grants & Contributions - Restricted/Capital	41,149	56,986	77%
1,595	595	595	Profit/Loss From Disposal of Assets	1,199	516	87%
(3,745)	(221)	(221)	Net Budget Result (Surplus)/Deficit	(26,104)	(28,177)	

The Hills Shire Council

Balance Sheet FY17/18

PAGE 5

June 2017 \$'000	Description	FY16/17 YTD Actual \$'000	FY17/18 YTD Actual \$'000
CURRENT ASSETS			
29,299	Cash Assets	17,901	20,880
396,138	Investment Securities	436,508	380,775
21,639	Receivables	40,234	37,629
10,547	Inventories	5,575	8,333
208	Other	2,258	2,142
457,831	TOTAL CURRENT ASSETS	502,477	449,759
NON CURRENT ASSETS			
5,504	Receivables	0	0
0	Inventories	0	0
4,493,111	Property, Plant & Equipment	4,369,239	4,521,027
69,991	Investments Property	69,983	87,623
4,568,606	TOTAL NON-CURRENT ASSETS	4,439,221	4,608,650
5,026,437	TOTAL ASSETS	4,941,698	5,058,408
CURRENT LIABILITIES			
(50,236)	Payables	(47,427)	(25,321)
(16,567)	Provisions	(17,003)	(16,142)
(66,803)	TOTAL CURRENT LIABILITIES	(64,429)	(41,464)
NON-CURRENT LIABILITIES			
0	Payables	0	0
(637)	Provisions	(166)	(161)
(637)	TOTAL NON-CURRENT LIABILITIES	(166)	(161)
(67,440)	TOTAL LIABILITIES	(64,596)	(41,624)
4,958,997	NET ASSETS	4,877,103	5,016,784
EQUITY			
(4,958,997)	TOTAL EQUITY	(4,877,103)	(5,016,784)

The Hills Shire Council

Monthly Budget Review 2017/2018

Budget Summary

PAGE 6

Description	Original Budget 2017/18 \$'000	Approved Changes			Current Budget 2017/18 \$'000	YTD Actual Include Commitments \$'000	Projected Revised Budget \$'000	Recommended Changes For Council Resolution		Ref *
		Quarter 1 Review \$'000	Quarter 2 Review \$'000	Quarter 3 Review \$'000				Contra Var. \$'000	Other Var. \$'000	
RECURRENT OPERATIONS										
Income	(143,705)	4,117	(1,097)	(1,722)	(142,407)	(129,999)	(143,841)	12	(1,446)	1-8
Expenditure	118,001	11,209	728	98	130,037	89,675	130,448	19	392	9-10
Budget (Surplus)/Deficit	(25,704)	15,327	(368)	(1,624)	(12,370)	(40,325)	(13,393)	31	(1,054)	
Transfer to/(from) Reserves	25,694	(12,128)	1,316	1,624	16,506	16,506	17,560	0	1,054	11
Transfer from Prior Years Section 94	0	(30)	0	0	(30)	0	(30)	0	0	
Transfer from Prior Years Income	(50)	(3,253)	(1,024)	0	(4,327)	(4,358)	(4,358)	(31)	0	
Budget Result (Surplus)/Deficit	(60)	(84)	(76)	0	(221)	(28,177)	(221)	0	0	
CAPITAL PURCHASES										
Capital Purchases	3,147	932	35	0	4,114	3,751	4,393	279	0	
Transfer to/ (from) Plant Reserve	(2,211)	(867)	(35)	0	(3,113)	(3,113)	(3,113)	0	0	
Sale of Plant Assets	(937)	(65)	0	0	(1,002)	(1,118)	(1,281)	(279)	0	
Net Capital Purchases	(0)	0	0	0	0	(479)	0	0	0	
CAPITAL WORKS										
New & Renewal	38,204	70,681	1,574	804	111,263	42,528	112,086	0	824	12-14
Land Acquisition	40,291	0	0	0	40,291	37,611	62,980	0	22,690	15
Project Development & Delivery	4,862	0	0	0	4,862	3,486	4,862	0	0	
Total Expenditure	83,357	70,681	1,574	804	156,416	83,625	179,929	0	23,513	
Grants and Contributions	(5,975)	(699)	(9)	(101)	(6,784)	0	(6,784)	0	0	
Transfer to/(from) Reserves	(22,646)	(10,450)	(1,013)	(75)	(34,184)	(34,184)	(35,008)	0	(824)	12-14
Transfer from Prior Years Section 94	(54,193)	(59,524)	(552)	(628)	(114,897)	0	(137,586)	0	(22,690)	15
Transfer from Prior Years Income	(543)	(8)	0	0	(551)	0	(551)	0	0	
Total Funding	(83,357)	(70,681)	(1,574)	(804)	(156,416)	(34,184)	(179,929)	0	(23,513)	
Net Capital Expenditure	0	0	0	0	0	49,440	0	0	0	
SECTION 94										
Opening Balance (Surplus)/Deficit	(134,146)	0	0	0	(134,146)	(134,146)	(134,146)	0	0	
Income	(51,873)	0	0	(15,534)	(67,407)	(54,095)	(67,407)	0	0	
Interest Received/(Paid)	(1,669)	0	0	(1,568)	(3,237)	(2,583)	(3,237)	0	0	
Expenditure	54,193	59,554	552	628	114,926	58,856	137,616	0	22,690	15
Movement for the year	651	59,554	552	(16,474)	44,282	2,177	66,972	0	22,690	
Section 94 Balance (Surplus)/Deficit	(133,495)	59,554	552	(16,474)	(89,864)	(131,969)	(67,174)	0	22,690	
Section 94 of the Environment Planning Assessments Act enables Councils to prepare Developer Contribution Plans to provide public amenities such as Open Space, Roads, Community Buildings etc. The Contributions are levied via Development Consents. There are currently 10 Contribution Plans. Contributions must be treated as revenue when received, but requires to be held as a Restricted Asset until expended. Estimated future expenditure amounts to \$1.5bn. If all planned expenditure and income materialises in this financial year, it is anticipated that Section 94 funds will amount to \$67.2m as at 30 June 2018.										
REAL ESTATE ASSETS										
Assets at Book Value 1 July 2017	78,302	0	0	0	78,302	78,302	78,302	0	0	
Development Costs	0	2,437	17,640	0	20,077	17,682	20,077	0	0	
Transfer from Reserves	0	(2,437)	(17,640)	0	(20,077)	(17,682)	(20,077)	0	0	
Sales	0	0	0	0	0	0	0	0	0	
Transfer to Reserves	0	0	0	0	0	0	0	0	0	

Notes

* Comments on above references are detailed in Business Paper Report to this attachment.

The Hills Shire Council

Monthly Budget Review 2017/2018

Statement of Income By Program

PAGE 7

Description	Original Budget 2017/18 \$'000	Approved Changes			Current Budget 2017/18 \$'000	YTD Actual Include Commitments \$'000	Projected Revised Budget \$'000	Recommended Changes For Council Resolution		Ref *
		Quarter 1 Review \$'000	Quarter 2 Review \$'000	Quarter 3 Review \$'000				Contra Var. \$'000	Other Var. \$'000	
REVENUE - RECURRENT										
10 - General Management	(67,503)	0	0	0	(67,503)	(67,262)	(67,503)	0	0	
12 - Internal Audit & Risk Management	0	0	(45)	(73)	(119)	(120)	(120)	(1)	0	
13 - Executive Services	(4)	0	0	0	(4)	(6)	(6)	(2)	0	
21 - Financial Operations	(12,009)	2,541	(4)	(500)	(9,972)	(7,677)	(10,205)	0	(233)	1
22 - Infrastructure & Transport Planning	(2,430)	114	(22)	0	(2,338)	(1,543)	(2,346)	0	(9)	2
24 - Workforce Strategy & Business Improvem	0	0	(10)	0	(10)	(10)	(10)	0	0	
25 - Forward Planning	(734)	0	(66)	0	(800)	(902)	(994)	16	(210)	3
26 - Community Planning & Special Infrastruct	(86)	(180)	(45)	(40)	(351)	(381)	(386)	0	(35)	4
31 - Legal Services	(58)	0	0	(8)	(66)	(78)	(66)	0	0	
32 - Property Development & Management	(4,912)	60	881	(5)	(3,977)	(3,407)	(4,317)	0	(340)	5
34 - Children's Services	(4,824)	0	0	(10)	(4,834)	(3,683)	(4,834)	0	0	
51 - Fire Control	(435)	(6)	0	0	(440)	(439)	(440)	0	0	
55 - Fleet Management	(442)	0	0	0	(442)	(284)	(442)	0	0	
58 - Facilities Operations	0	0	(14)	0	(14)	(14)	(14)	0	0	
59 - Place Management	(1,630)	15	(48)	0	(1,663)	(1,239)	(2,113)	0	(450)	6
71 - Development Assessment Services	(2,491)	0	(720)	(650)	(3,861)	(3,091)	(3,861)	0	0	
72 - Subdivision & Development Certification	(4,132)	0	(1,020)	(550)	(5,702)	(4,240)	(5,702)	0	0	
73 - Environmental Health Services	(497)	0	0	(145)	(642)	(615)	(642)	0	0	
74 - Resource Recovery	(27,045)	1,500	224	0	(25,321)	(25,112)	(25,321)	0	0	
75 - Regulatory Services	(1,470)	0	(200)	0	(1,670)	(1,388)	(1,841)	0	(171)	7,8
81 - Information Technology	0	0	0	0	0	(2)	(2)	(2)	0	
82 - Customer Relations	(1)	0	0	0	(1)	(0)	(1)	0	0	
84 - Community & Economic Development	(6,210)	74	(4)	311	(5,828)	(3,177)	(5,828)	0	0	
85 - Library Services	(605)	0	(4)	2	(606)	(520)	(606)	0	0	
35 - Hills Community Care	(6,186)	0	0	(54)	(6,241)	(4,810)	(6,241)	0	0	
Total Recurrent Revenue	(143,705)	4,117	(1,097)	(1,722)	(142,407)	(129,999)	(143,841)	12	(1,446)	
Externally/Internally Restricted Income	(57,848)	(699)	(9)	(15,635)	(74,191)	(59,644)	(74,191)	0	0	
Gain/Loss on Sales of Asset	(595)	0	0	0	(595)	(516)	(595)	0	0	
Revenue as Per Income Statement	(202,148)	3,418	(1,106)	(17,357)	(217,192)	(190,159)	(218,627)	12	(1,446)	

Notes

* Comments on above references are detailed in Business Paper Report to this attachment.

The Hills Shire Council

Monthly Budget Review 2017/2018

Statement of Expenditure By Program

PAGE 8

Description	Original	Approved Changes			Current	YTD Actual	Projected	Recommended Changes		Ref *
	Budget	Quarter 1	Quarter 2	Quarter 3	Budget	Include	Revised	For Council Resolution		
	2017/18 \$'000	Review \$'000	Review \$'000	Review \$'000	2017/18 \$'000	Commitments \$'000	Budget \$'000	Contra Var. \$'000	Other Var. \$'000	
EXPENDITURE - RECURRENT										
10 - General Management	4,294	597	26	(29)	4,888	3,007	4,888	0	0	
12 - Internal Audit & Risk Management	622	0	58	3	683	460	684	1	0	
13 - Executive Services	1,551	829	27	0	2,408	1,096	2,409	2	0	
20 - Strategic Planning Group Support	425	0	0	0	425	89	425	0	0	
21 - Financial Operations	7,894	0	(130)	0	7,764	4,940	7,759	(5)	0	
22 - Infrastructure & Transport Planning	6,703	8,316	232	0	15,251	12,511	15,251	0	0	
23 - Marketing & Communications	1,271	16	10	0	1,297	959	1,297	0	0	
24 - Workforce Strategy & Business Improvem	1,818	0	22	0	1,840	1,448	1,840	0	0	
25 - Forward Planning	4,459	340	39	6	4,844	3,204	4,859	15	0	
26 - Community Planning & Special Infrastruct	1,876	192	12	0	2,080	1,345	2,080	0	0	
31 - Legal Services	453	0	55	8	516	397	516	0	0	
32 - Property Development & Management	3,023	647	129	0	3,799	2,333	3,799	0	0	
34 - Children's Services	4,894	12	0	10	4,916	3,892	4,916	0	0	
51 - Fire Control	3,834	288	(32)	0	4,090	1,977	4,090	0	0	
53 - Infrastructure Projects	1,423	0	5	10	1,438	1,020	1,438	0	0	
55 - Fleet Management	4,236	0	0	0	4,236	3,171	4,236	0	0	
58 - Community Buildings	7,308	696	24	79	8,107	6,466	8,111	4	0	
59 - Place Management	28,524	(122)	18	0	28,420	21,283	28,766	(4)	350	9
70 - Environment & Planning Group Support	451	0	0	0	451	327	451	0	0	
71 - Development Assessment Services	5,930	180	(114)	80	6,077	3,926	6,049	(28)	0	
72 - Subdivision & Development Certification	3,615	84	39	23	3,761	2,591	3,769	8	0	
73 - Environmental Health Services	3,470	0	71	145	3,686	2,549	3,686	0	0	
74 - Resource Recovery	27,045	(1,268)	(224)	0	25,553	15,832	25,553	0	0	
75 - Regulatory Services	3,662	57	38	(15)	3,742	2,724	3,804	20	42	10
80 - Customer Services Group Support	406	0	0	0	406	284	406	0	0	
81 - Information Technology	6,294	245	(51)	0	6,488	4,807	6,489	2	0	
82 - Customer Relations	3,525	0	(27)	0	3,498	2,607	3,503	5	0	
84 - Community & Economic Development	12,403	0	0	(296)	12,107	8,738	12,107	0	0	
85 - Library Services	6,515	79	(25)	34	6,604	4,865	6,604	0	0	
35 - Hills Community Care	8,010	(151)	525	40	8,424	6,111	8,424	0	0	
Internal Recoveries	(47,931)	170	0	0	(47,761)	(35,285)	(47,761)	0	0	
Total Recurrent Expenditure	118,001	11,209	728	98	130,037	89,675	130,448	19	392	
ELE Adjustments	0	0	0	0	0	0	0	0	0	
Depreciation	15,122	0	0	0	15,122	11,028	15,122	0	0	
Expenditure as Per Income Statement	133,123	11,209	728	98	145,159	100,702	145,570	19	392	

Notes

* Comments on above references are detailed in Business Paper Report to this attachment.

The Hills Shire Council

Monthly Budget Review 2017/2018

Income Statement

PAGE 9

Description	Original Budget 2017/18 \$'000	Approved Changes			Current Budget 2017/18 \$'000	YTD Actual Include Commitments \$'000	Projected Revised Budget \$'000	Recommended Changes For Council Resolution		Ref *
		Quarter 1 Review \$'000	Quarter 2 Review \$'000	Quarter 3 Review \$'000				Contra Var. \$'000	Other Var. \$'000	
RECURRENT										
Revenue										
Rates & Annual Charges	(95,007)	2,679	(20)	0	(92,348)	(92,129)	(92,354)	0	(7)	2
User Charges & Fees	(20,230)	117	(1,806)	(860)	(22,779)	(15,954)	(22,812)	19	(52)	3,5,8
Investment Revenues - Operational	(6,452)	0	0	(504)	(6,956)	(5,459)	(6,956)	0	0	
Investment Revenues - Restricted/Capital	0	0	0	0	0	(2,583)	0	0	0	
Other Revenues - Operational	(6,897)	(242)	513	(147)	(6,774)	(5,690)	(7,486)	(7)	(705)	2,4,5,7
Other Revenues - Restricted/Capital	0	0	0	0	0	(75)	0	0	0	
Grants & Contributions - Operational	(15,119)	1,563	216	(211)	(13,550)	(10,767)	(14,233)	0	(683)	1,6
Grants & Contributions - Restricted/Capital	(57,848)	(699)	(9)	(15,635)	(74,191)	(56,986)	(74,191)	0	0	
Profit From Disposal of Assets	(595)	0	0	0	(595)	(516)	(595)	0	0	
Total Revenue	(202,148)	3,418	(1,106)	(17,357)	(217,192)	(190,159)	(218,627)	12	(1,446)	
Expenditure										
Employment Costs	55,265	125	(5)	(971)	54,414	38,744	54,382	(31)	0	
Materials, Contracts & Plant Running Exp	40,633	(364)	92	1,243	41,604	28,606	41,986	31	350	9
Depreciation and Amortisation	15,122	0	0	0	15,122	11,028	15,122	0	0	
Other Expenses	22,103	11,448	641	(174)	34,019	22,324	34,080	19	42	10
Total Expenditure	133,123	11,209	728	98	145,159	100,702	145,570	19	392	
Operating Result (Surplus)/Deficit	(69,025)	14,627	(377)	(17,259)	(72,034)	(89,457)	(73,057)	31	(1,054)	
Add										
Transfer to/(from) Reserves	25,694	(12,128)	1,316	1,624	16,506	16,506	17,560	0	1,054	11
Transfer from Prior Years Section 94	0	(30)	0	0	(30)	0	(30)	0	0	
Transfer from Prior Years Grants	(50)	(3,253)	(1,024)	0	(4,327)	(4,358)	(4,358)	(31)	0	
Less										
Depreciation & Amortisation	(15,122)	0	0	0	(15,122)	(11,028)	(15,122)	0	0	
Investment Revenues - Restricted/Capital	0	0	0	0	0	2,583	0	0	0	
Other Revenues - Restricted/Capital	0	0	0	0	0	75	0	0	0	
Grants & Contributions - Restricted/Capital	57,848	699	9	15,635	74,191	56,986	74,191	0	0	
Profit/Loss From Disposal of Assets	595	0	0	0	595	516	595	0	0	
Net Budget Result (Surplus)/Deficit	(60)	(84)	(76)	0	(221)	(28,177)	(221)	0	0	

Notes

* Comments on above references are detailed in Business Paper Report to this attachment.

The Hills Shire Council
Monthly Budget Review 2017/2018

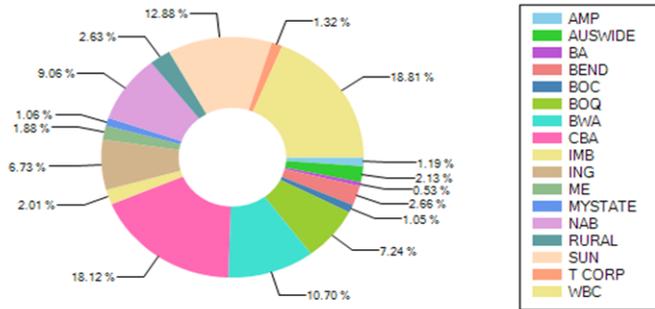
Description	Original Budget 2017/18 \$'000	Approved Changes			Current Budget 2017/18 \$'000	YTD Actual \$'000	Projected Revised Budget \$'000	Recommended Changes For Council Resolution		Ref *
		Quarter 1 Review \$'000	Quarter 2 Review \$'000	Quarter 3 Review \$'000				Contra Var. \$'000	Other Var. \$'000	
Externally Restricted										
Section 94	133,495	(59,554)	(552)	16,474	89,864	134,378	67,174	0	(22,690)	15
Grants & Contributions	6,518	(3,261)	(1,024)	0	2,234	5,632	2,203	(31)	0	
Domestic Waste	3,979	0	0	0	3,979	3,518	3,979	0	0	
Internally Restricted										
Reserves	252,487	(25,882)	(17,373)	1,549	210,782	193,965	211,012	0	230	11,12-14
Unrestricted										
Trust Fund	20,064	0	0	0	20,064	23,073	20,064	0	0	
Unrestricted Cash	6,877	84	76	(1,568)	5,469	41,090	5,469	0	0	
Total Cash & Investments	423,420	(88,612)	(18,872)	16,455	332,391	401,655	309,901	(31)	(22,459)	

Note :

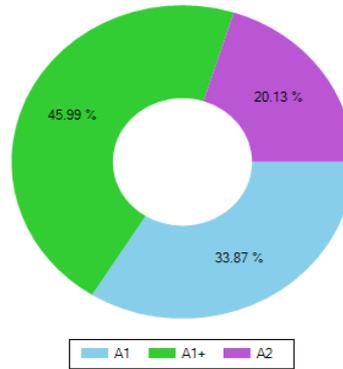
* Comments on above references are detailed in Business Paper Report to this attachment.

Amounts shown as Unrestricted Cash shown in YTD Actual column is based income received to date and does not have all planned expenditure expended as at this report. However the Revised Budget Unrestricted Cash column shown assumes that all budgeted income has been received and all budgeted expenditure has been expended.

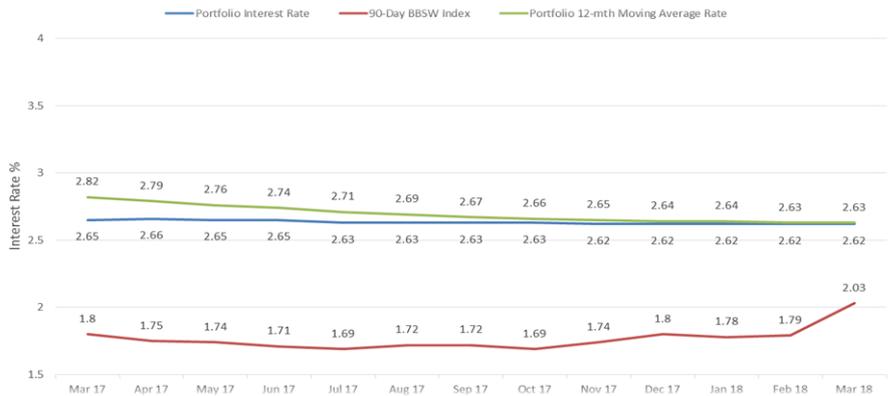
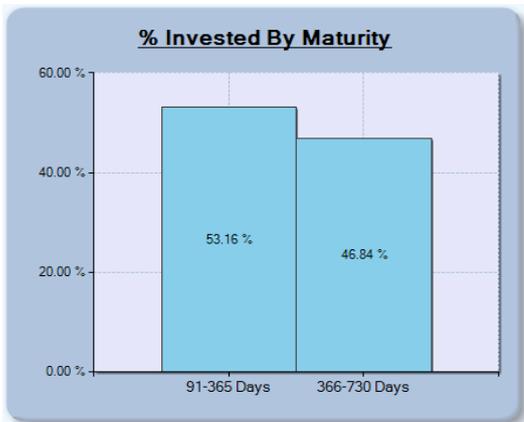
% Invested By Institution



% Invested Under S&P Credit Rating



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THE HILLS SHIRE COUNCIL

Monthly Budget Review 2017/2018

Works Program

Project Description Code	Est. Start Date	Act. Start Date	Est. Finish Date	Act. Finish Date	Original Budget	Current Budget Comp	% Comp	Revised Budget	Proposed Var	Var Ref
110011 Windsor Rd, Kellyville - Pedestrian bridge crossing	Aug-15	Aug-15	May-18		0	2,544,177	90	2,544,177	0	0
110013 Boundary Road, Box Hill - Bridge Design	Sep-16	Sep-16	Jun-18	Jan-18	0	132,674	100	132,674	0	0
110014 Oxlade St, Kellyville - Pedestrian Bridge Crossing over Smalls Creek	Nov-16	Nov-16	Apr-18		0	344,411	95	344,411	0	0
110016 Terry Road, Box Hill - Bridge over Killarney Chain of Ponds - Design	Sep-16	Sep-16	Jun-18	Jan-18	0	57,513	100	57,513	0	0
110018 Showground, Castle Hill - Pedestrian Bridge	Sep-16	Sep-16	Dec-17	Dec-17	0	273,642	100	273,642	0	0
110019 Cattai Creek Cycleway Bridge	Jan-17	Jan-17	Mar-18	Mar-18	0	200,000	100	200,000	0	0
110021 Pedestrian Bridge Crossing Design project at Samantha Riley Dr and Glenhaven Rd	May-17	Apr-17	Sep-17	Sep-17	0	26,424	100	26,424	0	0
110022 Bridge Crossing over Smalls Creek (between Edwards Rd & Ross Place)	Feb-17	Dec-16	Dec-17	Dec-17	109,261	136,576	100	136,576	0	0
110025 Barker St, Beaumont Hills - Pedestrian bridge over Strangers Creek	Apr-18		Jun-18		49,146	49,146	0	49,146	0	0
110026 Kirkton Pl to Clovelly Circuit, Beaumont Hills - Pedestrian bridge crossing	Jan-18	Jan-18	Jun-18	Jan-18	159,572	159,572	100	159,572	0	0
110027 Bridget Pl to Wenden Avenue, Beaumont Hills - Pedestrian bridge crossing	Apr-18		Jun-18		83,763	83,763	0	83,763	0	0
110028 O'Sullivan Place Reserve, Kellyville - Pedestrian bridge crossing	Apr-18		Jun-18		50,000	50,000	0	50,000	0	0
110029 Brodrick Boulevard Reserve to Raymond Cct, Kellyville - Pedestrian Bridge Design	Jan-18	Jan-17	Jun-18		21,672	216,723	60	216,723	0	0
150006 Annangrove Road (Murphy's Bridge) - Clean and remove debris from under bridge	Mar-17	Mar-17	Sep-17	Sep-17	0	195,160	100	195,160	0	0
150007 Cattai Ridge Road Bridge - Reinstate settlement on southern approach	Mar-17	Mar-17	Sep-17	Sep-17	0	59,327	100	59,327	0	0
150008 Peel Road Bridge - Remove rust in substructure, replace safety rail and remove debris	Apr-17	Mar-17	Sep-17	Sep-17	0	127,312	100	127,312	0	0

THE HILLS SHIRE COUNCIL

Monthly Budget Review 2017/2018

Works Program

Project Code	Project Description	Est. Start Date	Act. Start Date	Est. Finish Date	Act. Finish Date	Original Budget	Current Budget	% Comp	Revised Budget	Proposed Var	Var Ref
150010	Renown Road Bridge renewal works	Aug-17	Aug-17	Jun-18	Jun-18	90,000	90,000	15	90,000	0	0
150011	Seven Hills Road Bridge renewal works	Aug-17	Aug-17	Jun-18	Jun-18	35,000	35,000	15	35,000	0	0
150012	Brighton Drive Bridge renewal works	Aug-17	Aug-17	Jun-18	Jun-18	35,000	35,000	15	35,000	0	0
150013	Glenhaven Road Bridge renewal works	Aug-17	Aug-17	Jun-18	Jun-18	30,000	30,000	15	30,000	0	0
150014	Samantha Riley Dr Culvert No 1 renewal works	Aug-17	Aug-17	Jun-18	Jun-18	25,000	25,000	15	25,000	0	0
150015	Sanctuary Drive Bridge renewal works	Aug-17	Aug-17	Jun-18	Jun-18	50,000	50,000	15	50,000	0	0
150016	Withers Road Bridge renewal works	Aug-17	Aug-17	Jun-18	Jun-18	105,000	105,000	15	105,000	0	0
150017	Merindah Road Bridge vegetation clearing and structural assessment	Jul-17	Jul-17	Jan-18	Jan-18	5,000	4,200	100	4,200	0	0
150018	President Road Bridge vegetation clearing and structural assessment	Mar-18	Mar-18	Mar-18	Mar-18	5,000	5,000	100	5,000	0	0
150019	Samantha Riley Dr Culvert Number 2 vegetation clearing and structural assessment	Dec-17	Dec-17	Apr-18	Apr-18	5,000	5,000	10	5,000	0	0
150020	Samantha Riley Dr Culvert Number 3 vegetation clearing and structural assessment	Dec-17	Dec-17	Apr-18	Apr-18	5,000	5,000	10	5,000	0	0
150021	Commercial Road Bridge vegetation clearing and structural assessment	Mar-18	Mar-18	Apr-18	Apr-18	5,000	5,000	10	5,000	0	0
Total For Bridges						868,414	5,050,620		5,050,620	0	
210057	Kellyville Park - New Amenities, Lighting & Power, Access Road & Sewer	Jan-16	Feb-16	Jan-18	Jan-18	0	182,599	100	182,599	0	0
210070	Connie Lowe Reserve Accessible Toilet - New building	Jan-17	Jan-17	Dec-17	Dec-17	0	75,413	100	75,413	0	0
210082	Charles McLaughlin Reserve new accessible toilet	Jan-18	Nov-17	Mar-18	Mar-18	100,000	100,000	100	100,000	0	0
210083	CCTV installation at Councils five Childcare Centres including Balcombe Heights, Castle Glen, Ellerman, Eurambie Park and Excelsior Avenue	Jul-17	Aug-17	Jun-18	Jun-18	75,000	75,000	10	75,000	0	0

THE HILLS SHIRE COUNCIL

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Works Program

Project Description Code	Est. Start Date	Act. Start Date	Est. Finish Date	Act. Finish Date	Original Budget	Current Budget	% Comp	Revised Budget	Proposed Var	Var Ref
210084 Install Roof Anchors to various buildings	Jul-17	Jul-17	Nov-17	Oct-17	30,000	30,000	100	30,000	0	0
210085 Installation of Galaxy key system to various buildings	Jul-17	Aug-17	Jun-18		120,000	120,000	10	120,000	0	0
250350 Bella Vista Farm Park Homestead - Install roof anchors and renew verandah's/balconies	Jan-17	Jan-17	Jun-18		0	50,020	35	75,020	25,000	13B
Additional funds required to meet architectural requirements of the Office of Environment and Heritage for replacement of balustrade details at the homestead in Bella Vista Farm Park. It is proposed to be funded from Buildings Reserve.										
250351 Bella Vista Farm Park Implement Shed - Roof stabilisation and other minor renewal works	Apr-17	Apr-17	Apr-18		0	135,500	90	135,500	0	0
250352 Bella Vista Farm Park Packing Shed Fencing - Reinstate post and rails	Apr-17	Apr-17	Oct-17	Jul-17	0	25,000	100	25,000	0	0
250354 Castle Glen Child Care Centre - Refurbish playground	Apr-17	Apr-17	Jun-18		0	75,000	30	75,000	0	0
250362 Ellerman Child Care Centre - Playground renovations	Dec-17	Dec-17	Feb-18	Feb-18	0	44,500	100	44,500	0	0
250379 Installation of CCTV to various community building venues	Jul-17	Aug-17	Jun-18		200,000	200,000	10	200,000	0	0
250380 Col Sutton Reserve Amenities Building Upgrade to provide for DDA compliance	Sep-17	Sep-17	Jun-18		30,000	30,000	25	30,000	0	0
250381 Aberdoon House general refurbishment including roof, gutters, timber deck, painting and kitchen works	Oct-17	Sep-17	Dec-17	Dec-17	50,000	50,000	100	50,000	0	0
250382 Alfred Henry Whaling Reserve Equipment Shed design work for replacement	Oct-17	Oct-17	Jun-18		20,000	20,000	70	20,000	0	0
250384 Balcombe Heights Estate Buildings 7, 8, 9, 10, 11, 16, 17, 18, 31, 32 and 33 - Stormwater diversion	Jan-18	Sep-17	Mar-18	Mar-18	220,000	220,000	100	220,000	0	0
250385 Balcombe Heights Estate Building 11 - Structural rectification including asbestos removal	Oct-17	Oct-17	Mar-18	Dec-17	75,000	75,000	100	75,000	0	0
250386 Balcombe Heights Estate Building 15 - Major repairs to roof, floors, stormwater discharge and internal painting	Nov-17	Oct-17	Mar-18	Dec-17	75,000	75,000	100	75,000	0	0
250387 Balcombe Heights Estate Building 25 - Minor refurbishment and asbestos work	Sep-17	Aug-17	Dec-17	Dec-17	25,000	18,315	100	18,315	0	0
250388 Balcombe Heights Estate Building 4 - Review EDB and Ventilation	Aug-17	Aug-17	Oct-17	Oct-17	30,000	21,720	100	21,720	0	0

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250389	Balcombe Heights Estate Building 9 - Replace EDB Switchboard	Aug-17	Aug-17	Sep-17	Sep-17	10,000	9,899	100	9,899	0	0
250391	Baulkham Hills Swimming Pool (Waves) - Olympic Pool Perimeter fence section upgrade	Aug-17	Aug-17	Oct-17	Sep-17	30,000	15,858	100	15,858	0	0
250392	Bella Vista Farm Park Cow Shed - Reinstate structure, add roof and stabilise	Oct-17	Oct-17	Jun-18		235,000	235,000	35	235,000	0	0
250393	Bella Vista Farm Park Fitzgerald's Cottage - Reinstate structure, add roof and stabilise	Sep-17	Sep-17	Jun-18		140,000	140,000	15	140,000	0	0
250394	Bruce Purser Reserve Amenities Building - General Refurbishment	Jul-17	Jul-17	Oct-17	Oct-17	40,000	37,967	100	37,967	0	0
250395	Castle Glen Community Centre - Refurbish septic tank including levelling off, new lid, bollards and pumps	Aug-17	Aug-17	Jun-18		30,000	60,000	70	60,000	0	0
250396	Castle Grand Community Centre - Replace B1 lift glass swing doors with auto sliding	N/A	N/A	N/A	N/A	25,000	0	N/A	0	0	0
250398	Castle Hill Showground Harvey Lowe Pavilion - Seal roof with rubber based treatment	Aug-17	Aug-17	Sep-17	Sep-17	35,000	35,000	100	35,000	0	0
250399	Columbia Court Council Admin Building C - Replace waterproof membrane level 2 ramp carpark	Jul-17	Aug-17	Jun-18		50,000	50,000	5	50,000	0	0
250400	Columbia Court Council Admin Buildings A, B and C - Replace Fluoro low bay and exit lights to LED	Jun-18	Jan-18	Jun-18		120,000	120,000	30	120,000	0	0
250401	Cropley House - Stormwater diversion	Jan-18	Sep-17	Feb-18		60,000	60,000	100	60,000	0	0
250402	Dural Memorial Hall - General refurbishment floors and doors and fire safety	Oct-17	Aug-17	Mar-18		35,000	35,000	100	35,000	0	0
250403	Dural Memorial Hall Dural - Fire Safety Upgrade	Sep-17	Sep-17	Jun-18		60,000	60,000	5	60,000	0	0
250404	Crestwood Community Centre - General refurbishment work including carpet replacement	Jan-18	Aug-17	Apr-18		80,000	80,000	70	80,000	0	0
250405	Glenhaven Community Centre - Refurbishment including external painting, carpet replacement, floor treatment and AC	Jan-18	Jan-18	Jun-18		200,000	200,000	40	200,000	0	0
250406	West Pennant Hills Community Centre - Floor treatment, internal and external painting, carpet replacement and roof work	Jan-18	Jan-18	Jun-18		90,000	90,000	10	90,000	0	0
250407	Eurambie Child Care Centre - Refurbish roof and repaint external building	Aug-17	Aug-17	Feb-18		55,000	95,000	100	95,000	0	0

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250408	Fred Caterson Reserve - Amenities Building (Field 1 and 2) - Refurbish amenities and kitchen	Apr-18	Nov-17	Apr-18	Mar-18	60,000	60,000	100	60,000	0	0
250409	Fred Caterson Reserve Baseball Amenities - Fitout DDA toilet and extra signage	Sep-17	Sep-17	Jan-18	Jan-18	25,000	25,000	100	25,000	0	0
250410	Fred Caterson Reserve Baseball Dug Outs - Minor roof repairs and painting	Sep-17	Sep-17	Jan-18	Jan-18	15,000	15,000	100	15,000	0	0
250411	George Thornton Reserve Amenities Building - Painting internal and external, roof work and toilet upgrade	Jan-18	Sep-17	Apr-18	Nov-17	35,000	33,356	100	33,356	0	0
250412	Gooden Reserve - Club Rooms and Amenities Building - Replace roof above office area from tiles to metal, modify staircase, repair balcony floor tiles and stormwater diversion	Mar-18	Sep-17	Jun-18	Dec-17	80,000	80,000	100	80,000	0	0
250413	Kellyville Girl Guides - General Refurbishment including roof and ceiling	Mar-18	Jan-18	Jun-18	Jun-18	25,000	25,000	35	25,000	0	0
250414	Kellyville Park Amenities Building and Change Room - General Refurbishment	Sep-17	Sep-17	Jun-18	Oct-17	30,000	30,000	100	30,000	0	0
250415	Roughly House (The Pines) - External Refurbishment including timber deck, roof and gutter work, external repair and painting	Oct-17	Oct-17	Mar-18	Mar-18	50,000	50,000	100	50,000	0	0
250416	Rouse Hill Community Centre - Rain water diversion and drainage work	Sep-17	Sep-17	Nov-17	Nov-17	50,000	50,000	100	50,000	0	0
250417	Vinegar Hill Memorial Library - General internal refurbishment including installation of new window blinds	Oct-17	Sep-17	Feb-18	Feb-18	72,000	72,000	100	72,000	0	0
250418	Webb's Creek Ferry Amenities Building - General refurbishment including septic tank optical monitoring	Mar-18	Jul-17	Mar-19	Feb-18	40,000	40,000	100	40,000	0	0
250419	Wisemans Ferry Park Amenities Building - Internal painting, replace broken tiles, upgrade tapware and gutter guards	Jan-18	Aug-17	Mar-18	Nov-17	30,000	27,843	100	27,843	0	0
250420	Castle Grand Egress Passage Wall	Jul-17	Sep-17	Sep-17	Oct-17	0	53,870	100	53,870	0	0
250422	Cropley House Utilities Upgrade - relocation and water supply upgrade for the existing fire hydrant and power supply upgrade	Apr-18		Jun-18		0	0	0	350,000	350,000	12B
<p>Expenditure required for the upgrade of utilities for Cropley House and the SES HQ and upgrade of the electrical supply required to provide a separate electrical connection for the SES HQ as the current power supply is insufficient for the proposed demand created through the refurbishment of Cropley House by the new Lessee. It is proposed to fund these works from Buildings Reserve.</p>											
Total For Buildings						2,857,000	3,508,860		3,883,860	375,000	
PAIKS											
310104	Oxlade St Reserve - Pathway, landscaping, seating and benches	Jul-17	Jul-17	Dec-17	Oct-17	0	323,346	100	323,346	0	0

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310119 Bella Vista Farm Park - Upgrade water & electrical systems	Oct-16	Oct-16	Nov-17	Aug-17	0	109,693	100	109,693	0	0
310124 Kenthurst Park - Consolidation of playing fields - Stage 2	Jan-17	Jan-17	Jun-18		0	432,477	50	432,477	0	0
310128 Bernie Mullane Sports Complex - De-commissioning of dam, tennis hitting wall and seating	Jul-17	Jul-17	Jun-18		374,672	374,672	60	374,672	0	0
310129 Caddies Creek Conservation Area - District Park - embellishment and facilities	Mar-17	Mar-17	Jun-18		0	270,443	75	270,443	0	0
310131 Gorman Ave Reserve - Play areas, pathways and planting	Nov-16	Nov-16	May-18		0	462,331	85	462,331	0	0
310132 Half Penny Avenue Reserve, Kellyville - Play areas, pathways, planting	Jul-17	Aug-17	May-18		338,690	338,690	60	338,690	0	0
310134 Hezlett Road - Landscaping adjacent to NKSWB030	Dec-16	Sep-17	May-18		0	96,052	95	96,052	0	0
310140 White Gum Place Detention basin landscaping adjacent to NKSWB061	Dec-16	Dec-16	Nov-17	Dec-17	0	17,086	100	17,086	0	0
310141 Withers Road - Landscaping	Dec-16	Sep-17	Feb-18	Mar-18	0	38,019	100	38,019	0	0
310144 Bernie Mullane Sports Complex - Synthetic Playing Fields (Fields 1 & 2)	Nov-16	Jan-17	Apr-18		0	3,585,796	80	3,585,796	0	0
310145 Livvi` s Place Playground Development	Apr-17	Apr-17	Sep-17	Sep-17	0	539,809	100	539,809	0	0
310146 Withers Road Reserve - Embellishment	May-17	May-17	Mar-18	Feb-18	48,119	70,439	100	70,439	0	0
310147 Castle Glen Reserve - Installation of training floodlights	Sep-17	Sep-17	Nov-17	Oct-17	0	102,495	100	102,495	0	0
310148 Coolong Reserve, Centenary of ANZAC Reserve, Twickenham Reserve and Crestwood Reserve - Play facilities including learn to ride bike tracks with linemarking, roundabouts etc	Jul-17	Aug-17	Jun-18		360,000	360,000	35	360,000	0	0
310149 Castle Hill Heritage Park - Installation of a large undercover shelter near the existing amenities for picnics and educational purposes	Sep-17	Sep-17	May-18		150,000	150,000	20	150,000	0	0
310153 AH Whaling Reserve - Redevelopment - Concept Design	Sep-17	Sep-17	Jun-18		50,000	50,000	80	50,000	0	0
310154 Castle Hill Cemetery - Detailed Design for extension	Oct-17	Oct-17	Jun-18		300,000	300,000	70	300,000	0	0

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310156 Fred Caterston Reserve - Seating and drainage works	Jan-18	Dec-17	Jun-18	Feb-18	57,102	57,102	100	57,102	0	0
310157 Phoenix Ave Reserve, Beaumont Hills - Seating adjacent to intersection with Gambier Ave	Jul-17	Jul-17	Nov-17	Nov-17	9,340	9,340	100	9,340	0	0
310158 Guardian Avenue Reserve, Kellyville - Playground and passive recreation	Sep-17	Sep-17	Jun-18		310,431	310,431	25	310,431	0	0
310159 Helmsley Grove Reserve, Castle Hill - Embellishment	Dec-17	Nov-17	Mar-18	Mar-18	65,000	65,000	100	65,000	0	0
310160 Stratheden Avenue Reserve, Beaumont Hills - Seating	Oct-17	Jul-17	Oct-17	Oct-17	17,069	16,267	100	16,267	0	0
310162 Lansdowne Road Reserve, Kellyville - Pathways and planting	Jul-17	Jul-17	Sep-17	Sep-17	46,329	46,329	100	46,329	0	0
310163 Barry Road Reserve, Kellyville - Playground and landscaping	Jul-17	Jul-17	Mar-18	Mar-18	196,050	196,050	100	196,050	0	0
310164 Bladensburg Road Reserve, Kellyville - Playground	Jul-17	Jul-17	Jun-18		203,662	203,662	35	203,662	0	0
310165 Kumbatine Road Reserve, Kellyville - Playground	Jul-17	Jul-17	Jun-18		35,117	35,117	50	35,117	0	0
310167 Twickenham Avenue Reserve, Kellyville - Playground, pathway and seating	Jul-17	Jul-17	Oct-17	Oct-17	144,770	144,770	100	144,770	0	0
310168 Lansdowne Road Reserve, Kellyville - Playground, grassed area and seating - Cnr of Lansdowne Rd and Foxall Rd	Jul-17	Jul-17	Jun-18	Sep-17	129,472	149,472	100	149,472	0	0
310169 Gum Nut Close Reserve Landscaping - Design	Oct-17	Oct-17	Jun-18		3,525	3,525	50	3,525	0	0
310170 Springbrook Blvd Reserve playground and landscaping - Design	Dec-17	Dec-17	Jun-18		21,594	21,594	50	21,594	0	0
310171 Playing Fields Park 1 - off Boundary Rd - Design	Jan-18	Jan-18	Jun-18		446,912	446,912	10	446,912	0	0
310172 Playing Fields Park 2 - off Boundary Rd - Design	Jan-18	Jan-18	Jun-18		439,289	439,289	10	439,289	0	0
310176 Wisemans Ferry Park Reserve - Electric BBQs and pathways	Jul-17	Aug-17	May-18		153,401	174,801	45	174,801	0	0
310177 Colbarra Place Reserve, West Pennant Hills - Off-leash area, pathways and seating - Design	Feb-18	Jan-18	Jun-18		50,000	50,000	15	50,000	0	0

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310178 Ted Horwood Reserve Netball Lighting	Nov-17	Oct-17	Apr-18		0	120,000	50	120,000	0	0
310179 Livvi's Playground - Shade sail over water play	Feb-18	Jan-18	Apr-18		0	50,000	90	50,000	0	0
350143 Various Reserves - Standardisation of Signage	Nov-16	Nov-16	Jun-18		0	34,500	35	34,500	0	0
350159 Heritage Park - Replace playground	Jan-17	Jan-17	May-18		0	182,953	65	182,953	0	0
350166 Kellyville Park extension - Play area, baseball field, amenities & embellishment	Mar-17	Feb-17	Jun-18		0	274,987	10	274,987	0	0
350167 Crestwood Reserve - Upgrade power	Nov-16	Nov-16	Jun-18		0	220,000	15	220,000	0	0
350173 Crestwood Reserve Field 3 - Cricket Wicket Replacement	Sep-17	Sep-17	Feb-18	Jan-18	0	21,000	100	21,000	0	0
350175 Torry Burn Reserve upgrade sportsfield lighting to 100 Lux	Oct-17	Oct-17	Jun-18		60,000	60,000	5	60,000	0	0
350176 Anson Place Reserve replace existing playground and softfall	Jul-17	Jul-17	Jan-18	Dec-17	65,000	65,000	100	65,000	0	0
350177 Barra Way Reserve landscaping improvements including the removal of vegetation close to pathways	Jul-17	Jul-17	Feb-18	Feb-18	60,000	60,000	100	60,000	0	0
350178 Clarke Reserve replace existing playground and softfall	Sep-17	Jul-17	Dec-17	Dec-17	65,000	65,000	100	65,000	0	0
350179 Connie Lowe Reserve replace fencing around Leash Free Area	Oct-17	Sep-17	Dec-17	Nov-17	60,000	60,000	100	60,000	0	0
350180 Connie Lowe Reserve replace existing parkland lighting with LED	Sep-17	Sep-17	May-18		78,000	78,000	20	78,000	0	0
350181 Coomalie Avenue Reserve replace existing playground and softfall	Feb-18	Dec-17	Jun-18		70,000	70,000	40	70,000	0	0
350182 Ellerman Park replace boundary fencing along Kenthurst Road	Jul-17	Feb-18	Mar-18	Mar-18	55,000	55,000	100	55,000	0	0
350183 Eric Mobbs Reserve replace existing sports field lighting field 1 to 100 lux & pathway lighting at northern end of sportsfield	Oct-17	Sep-17	Mar-18	Jan-18	125,000	125,000	100	125,000	0	0
350184 Francesco Avenue Reserve replace existing solar lighting along pathways with LED standard lighting	Aug-17	Aug-17	May-18		130,000	130,000	70	130,000	0	0

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350185	Fred Catterson Reserve renew radio control car viewing platform for DDA Accessibility	Sep-17	Sep-17	May-18		70,000	90,000	20	90,000	0	0
350186	Glenwood Way Reserve replace existing playground and softfall	Sep-17	Sep-17	Feb-18	Jan-18	65,000	64,570	100	64,570	0	0
350187	Annangrove Park tennis court refurbishment courts 1 and 2	Nov-17	Nov-17	Jun-18		210,000	210,000	25	210,000	0	0
350188	Kellyville Park drainage of baseball field and installation of re-use rainwater tank	Aug-17	Aug-17	Jun-18	Feb-18	140,000	140,000	100	140,000	0	0
350189	Les Shore Reserve replace existing playground and softfall	Feb-18	Dec-17	Jun-18		150,000	150,000	50	150,000	0	0
350190	Ted Horwood Reserve tennis court refurbishment courts 1 2 and 3	Aug-17	Aug-17	Jun-18		220,000	220,000	40	250,000	30,000	13D

Additional funds required for the tennis courts renewal works at Ted Horwood Reserve as tree roots have caused extensive damage to courts 1 and 2 with court 3 also showing signs of deformation. Installation of root barriers and reconstruction of damaged sections is required to ensure future root damage does not occur following renewal works. It is proposed to be funded from Capital Works Reserve.

350192	Fred Catterson Reserve BMX track resurfacing	Apr-18		Apr-18		0	0	0	35,000	35,000	12C
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Expenditure required to change the surface of the BMX track in Fred Catterson Reserve for the Championships occurring in June 2018. It is proposed to be funded from Capital Works Reserve.

Total For Parks Pathways		5,553,544	12,537,019	12,602,019	65,000						
410260	Samantha Riley Drive - Upgrade Intersection Samantha Riley with Cycleway	Jun-17	Jun-17	Jun-18		0	316,908	50	316,908	0	0
410266	Craigmore Drive Reserve at Elgin Way - Cycleway	Mar-18	Sep-17	Jun-18		0	299,999	30	299,999	0	0
410269	Rosebery Road to Chainmail Cres, Kellyville - Cycleway	Feb-17	Jan-17	Apr-18		0	266,183	50	266,183	0	0
410271	Rosebery Road to Woodstream Cres, Kellyville - Cycleway	Mar-17	Feb-17	Jun-18		0	98,366	10	98,366	0	0
410276	Buckingham Rd and Lukes Lane - Footpath construction full length	Aug-17	Aug-17	Aug-17	Aug-17	110,000	89,797	100	89,797	0	0
410277	First Farm Drive, Castle Hill - Footpath construction full length	Sep-17	Sep-17	Oct-17	Sep-17	180,000	138,589	100	138,589	0	0
410278	St Pauls Ave, Kellyville - Cycleway through trunk drainage land - Design	May-18		Jun-18		12,707	12,707	0	12,707	0	0

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410279	Diana Ave, Kellyville - Pathways	Sep-17	Sep-17	Oct-17	Sep-17	51,753	44,509	100	44,509	0	0
410280	Helmsley Grove Reserve, Castle Hill - Pathways and planting	Dec-17	Nov-17	Mar-18	Mar-18	10,153	10,153	100	10,153	0	0
410281	Acres Road Reserve - Paths and Planting	Nov-17	Oct-17	Feb-18	Jan-18	14,655	14,553	100	14,553	0	0
410282	Brighton Dr, Bella Vista to Wenden Ave, Kellyville - Cycleway along rail corridor - Design	May-18	May-18	May-18	May-18	129,131	129,131	0	129,131	0	0
410283	Severn Vale Dr, Arnold Ave and Raymond Cct, Kellyville from Fairway Dr to Windsor Rd - Cycleway Design	Oct-17	Aug-17	May-18	May-18	146,740	1,467,396	20	1,467,396	0	0
410284	Barry Road Reserve, Kellyville - Pathways and seating	Jul-17	Jul-17	Jun-18	Jun-18	42,219	42,219	50	42,219	0	0
410285	Blinkhorn Circuit Reserve, Kellyville Pathway Connection - Design	Oct-17	Oct-17	Jun-18	Jun-18	3,826	3,826	50	3,826	0	0
410286	Deepwater Circuit Reserve pathway connection - Design	Dec-17	Oct-17	Jun-18	Jun-18	3,655	3,655	50	3,655	0	0
410287	Deepwater Circuit Reserve pathway connection - Design	Jul-17	Jul-17	Jun-18	Jun-18	5,686	5,686	50	5,686	0	0
410288	Bladensburg Road Reserve pathway connection	Jul-17	Jul-17	Jun-18	Jun-18	69,787	69,787	35	69,787	0	0
410289	Kumbatine Crescent Reserve pathway connection - Design	Jul-17	Jul-17	Jun-18	Jun-18	6,759	6,759	50	6,759	0	0
410290	Old Northern Rd, Castle Hill - Cecil Ave to Windsor Rd - Cycleway Design	N/A	N/A	N/A	N/A	200,000	0	N/A	0	0	0
410291	Windsor Rd, Baulkham Hills - Seven Hills Rd to M2 - Cycleway Design	N/A	N/A	N/A	N/A	80,000	0	N/A	0	0	0
410292	Windsor Rd, Kellyville - Norwest Blvd to Kellyville Shops - Cycleway	Oct-17	Sep-17	Dec-17	Dec-17	1,500,000	1,500,000	100	1,500,000	0	0
410293	Gibbon Rd & Langdon Rd, Winston Hills - Cycleway	N/A	N/A	N/A	N/A	350,000	0	N/A	0	0	0
410294	Pedestrian Access & Mobility Plans - Castle Hill & Baulkham Hills	N/A	N/A	N/A	N/A	60,000	0	N/A	0	0	0
410295	Hammond Court New Pathways	Feb-18	Dec-17	Mar-18	Dec-17	0	20,873	100	20,873	0	0

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450002 Sophia Doyle Reserve Cycleway Renewal	Feb-18	Jan-18	Feb-18	Feb-18	0	375,000	100	375,000	0	0
450003 Hammond Court pathway Renewal	Feb-18	Dec-17	Mar-18	Dec-17	0	37,090	100	37,090	0	0
Total For Pathways					2,977,071	4,953,186		4,953,186	0	0
Roads										
Various AC Resheeting Projects	Jul-17	Jul-17	Jun-18		1,800,000	1,800,000	95	1,800,000	0	0
Various Road Patching Projects	Aug-17	Aug-17	Jun-18		1,000,000	1,000,000	87	1,000,000	0	0
Various Road Rejuvenation Projects	Sep-17	Sep-17	Jun-18		531,450	531,450	99	531,450	0	0
Various Road Reseal Projects	Sep-17	Sep-17	Jun-18		615,000	615,000	92	615,000	0	0
510018 Withers Rd, Kellyville - Four lane upgrade Design	Aug-17	Oct-15	Jun-18		0	395,300	40	395,300	0	0
510021 Burns Road - New road construction through zoned open space	Mar-18	Mar-18	Jun-18		0	598,155	10	598,155	0	0
510023 Nelson Road (South) - Road Upgrade Design	Mar-17	Mar-17	Jun-18	Jan-18	0	230,412	100	237,765	7,353	14

Additional funds required for T17/4 Design of Arterial Road and Bridge Upgrades project in and around Box Hill Precinct - Package H, Nelson Road due to additional survey, geotechnical and public utility investigations and an extra traffic signal design. It is proposed to be funded from Capital Works Reserve.

510024 Edwards Road to Ross Place - Road and Bridge Upgrade Design	Mar-17	Mar-17	Jun-18	Jan-18	0	443,044	100	443,044	0	0
510025 York Rd, Kellyville - Road Extension (adj to water tank) including connection to Alessandra Dr	May-18		Jun-18		74,848	74,848	0	74,848	0	0
510026 Green Hills Drive, Rouse Hill - Landscape Median and Kerb	May-18		Jun-18		41,566	41,566	0	41,566	0	0
510027 The Hills Centenary Park and Bruce Purser Reserve - Expansion of carpark	Aug-17	Aug-17	Apr-18		170,053	170,053	40	170,053	0	0
510028 Main St, Castle Hill - Streetscape and Furniture - Design	Sep-17	Sep-17	Jun-18		676,427	676,427	5	676,427	0	0
510030 Hezlett Road Bypass, Kellyville - New Road	May-18		Jun-18		50,000	50,000	0	50,000	0	0

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550002 Crack Sealing Program - Bulk Vote	Oct-17	Sep-17	Apr-18		100,000	100,000	70	100,000	0	0
550003 Line Marking Program - Bulk Vote	Jul-17	Jul-17	Jun-18		200,000	200,000	70	200,000	0	0
550410 Annangrove Road - Road Upgrade	Sep-16	Sep-16	Jun-18	Jan-18	0	236,360	100	236,360	0	0
550411 Boundary Road, Box Hill - Road Upgrade Design	Sep-16	Sep-16	Jun-18	Jan-18	0	130,593	100	130,593	0	0
550412 Commercial Road East - Existing Road and Bridge Upgrade - Design	Sep-16	Sep-16	Apr-18		0	187,703	95	187,703	0	0
550413 Mason Road, Box Hill - From Town Centre Rd to Mason Rd bypass - Road Upgrade Design	Sep-16	Sep-16	Jun-18		0	95,549	95	95,549	0	0
550414 Terry Road, Box Hill - From Town Centre Rd to Mason Rd - Road Upgrade Design	Sep-16	Sep-16	Jun-18	Jan-18	0	108,089	100	108,089	0	0
550415 The Water Lane, Box Hill - From Hynds Rd to Mason Rd - Main Road Design	Sep-16	Sep-16	Jun-18	Jan-18	0	29,580	100	29,580	0	0
550416 The Water Lane, Box Hill - From Hynds Rd to Nelson Rd - Road Upgrade Design	Sep-16	Sep-16	Jun-18	Jan-18	0	46,172	100	46,172	0	0
550417 Withers Road - Withers Road Upgrade	Jul-16	Jul-16	Jun-18	Jan-18	0	61,000	100	61,000	0	0
550554 Pavement Geotechnical Investigations	Jan-18	Jan-18	Jun-18		150,000	150,000	26	150,000	0	0
550629 Annangrove Rd - Various Sections	Jul-17	Jul-17	Mar-18	Mar-18	800,124	800,124	100	800,124	0	0
550630 Baulkham Hills Rd - Daniel Ave to Priory Ct	Nov-17	Nov-17	Mar-18	Mar-18	425,000	425,000	100	425,000	0	0
550631 Cattai Ridge Rd, Glenorie - Old Northern Rd to Gleness Pl	Nov-17	Nov-17	Feb-18	Feb-18	300,000	300,000	100	300,000	0	0
550632 Kenthurst Rd, Kenthurst - House No. 96 to Volunteer Rd	Oct-17	Oct-17	Jan-18	Oct-17	119,094	114,488	100	114,488	0	0
550633 Highs Rd, West Pennant Hills - Taylor St to Blacks Rd	Sep-17	Sep-17	Dec-17	Dec-17	382,349	382,349	100	382,349	0	0
550634 Junction Rd, Winston Hills - Ixion St to Romulus St - THSC side	Sep-17	Sep-17	Sep-17	Sep-17	150,000	94,334	100	94,334	0	0

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550635 Pitt Town Rd, Kenthurst - Boundary Rd to Kenthurst Rd - Various Sections	Jul-17	Sep-17	Nov-17	Sep-17	100,000	100,000	100	100,000	0	0
550636 Edgar St, Baulkham Hills - Rose St to Watkins Rd	Aug-17	Mar-18	Mar-18	Mar-18	95,000	95,000	100	95,000	0	0
550637 Rose St, Baulkham Hills - Arthur St to End (including parking bays)	Aug-17	Mar-18	Mar-18	Mar-18	80,000	80,000	100	80,000	0	0
550638 Salisbury Rd, Castle Hill - Victoria Ave to Anella Ave	Aug-17	Aug-17	Nov-17	Nov-17	188,000	184,676	100	184,676	0	0
550639 Seven Hills Rd, Baulkham Hills - Arthur St to Jasper Rd	Jul-17	Jul-17	Nov-17	Nov-17	675,000	675,000	100	675,000	0	0
550640 Toledo Pl, Almeria Ave to end	Jul-17	Aug-17	Aug-17	Aug-17	50,000	44,816	100	44,816	0	0
550641 Withers Rd - Mile End Rd to Commercial Rd	Feb-18	Oct-17	Jun-18		420,000	420,000	90	420,000	0	0
550642 Cooinda Pl-Marinda Pl to end	Jul-17	Aug-17	Aug-17	Aug-17	30,000	27,392	100	27,392	0	0
550644 Hynds Road, Box Hill - Stabilisation	Jul-17	Dec-17	Feb-18	Dec-17	400,000	356,055	100	356,055	0	0
550645 Old Pitt Town Road, Pitt Town (various sections)	Oct-17	Jan-18	Apr-18	Apr-18	300,000	300,000	70	300,000	0	0
550646 George Street, Box Hill - Old Pitt Town Road to development site	Jul-17	Sep-17	Sep-17	Sep-17	100,000	76,963	100	76,963	0	0
550647 Terry Road, Box Hill - Old Pitt Town Road to Windsor Road (various sections)	Aug-17	Aug-17	Jan-18	Jan-18	200,000	184,458	100	184,458	0	0
Total For Roads					10,223,911	12,631,956		12,639,309	7,353	
Traffic Facilities					150,000	150,000	60	150,000	0	0
610005 Bus Shelter Construction and Disability Action Plan Compliance	Sep-17	Sep-17	Jun-18							
610011 Minor Traffic Facilities & Traffic Committee Requests	Jul-17	Aug-17	Jun-18	Jun-18	150,000	150,000	70	150,000	0	0
610079 Withers Rd and Ironbark Ridge Rd, Rouse Hill - Traffic Signals	Mar-18	Jan-18	Jun-18	Jun-18	0	200,000	10	200,000	0	0
610088 18-20 Seven Hills Rd - Median Fronting	Jun-17	Jun-17	Jun-18	Jun-18	0	7,727	5	7,727	0	0

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610114 Annangrove Rd, Annangrove - Pedestrian Signals (adj to school)	Sep-16	Sep-16	Oct-17	Oct-17	0	172,757	100	172,757	0	0
610129 Fairway Drive & New Road, Kellyville - Roundabout	Feb-17	Feb-17	Jun-18		0	131,479	15	131,479	0	0
610130 George St and Old Pitt Town Rd - Roundabout Design	Sep-16	Sep-16	Jun-18	Jan-18	0	86,736	100	86,736	0	0
610135 Mt Carmel Rd and Mason Rd, Box Hill - Traffic Signals - Design	Sep-16	Sep-16	Jun-18	Jan-18	0	5,648	100	5,648	0	0
610137 Norwest Boulevard & Solent Circuit - Traffic Signals	Jul-16	Jul-16	Jun-18		0	240,068	5	240,068	0	0
610151 Glenhaven Rd (outside Glenhaven School) - Signalised Pedestrian Crossing Design	Feb-17	Feb-17	Jun-18		0	75,000	15	75,000	0	0
610153 Wager Rd & Stone Mason Dr, Kellyville - Roundabout Design	May-18		Jun-18		0	10,000	0	10,000	0	0
610154 Fairway Dr & Stone Mason Dr, Kellyville - Roundabout Design	Dec-16	Dec-16	Jun-18		0	10,000	50	10,000	0	0
610155 Kennedy Ave & Stone Mason Dr, Kellyville - Roundabout Design	Dec-16	Mar-17	Jun-18		0	10,000	25	10,000	0	0
610157 Arnold Ave, Broderick Blvd and Butler Ave, Kellyville - Roundabout Design	Mar-18	Mar-18	Jun-18		0	10,000	5	10,000	0	0
610158 Arnold Ave, Farmhouse Ave and Jack Peel Cct, Kellyville - Roundabout Design	Mar-18	Mar-18	Jun-18		0	10,000	5	10,000	0	0
610160 Free Settlers Dr & Hodges Rd, Kellyville - Roundabout Design	Jun-18	Jan-18	Jun-18		0	10,000	10	10,000	0	0
610161 Free Settlers Dr & Balmoral Rd, Kellyville - Roundabout Design	Jun-18		Jun-18		0	10,000	0	10,000	0	0
610162 Free Settlers Drive and Fairway Drive, Kellyville - Roundabout	Oct-17	Oct-17	Jun-18		121,479	121,479	15	121,479	0	0
610167 Maroota Public School - Kerb, gutter and footpath works	Jul-17	Aug-17	Oct-17	Oct-17	50,000	50,000	100	50,000	0	0
610169 Glenhaven Road - Road upgrade survey, design & public utility investigations	Jul-17	Jul-17	Jun-18		250,000	250,000	5	250,000	0	0
610170 Crane Rd, Castle Hill - Local area traffic management - Orange Grove, Crane Rd and Mercer St - Design	Sep-17	Sep-17	Jun-18		15,944	15,944	10	15,944	0	0

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610172 Arthur St and Yattenden Cres, Baulkham Hills - Roundabout	Oct-17	Oct-17	Jun-18	Jun-18	140,000	140,000	5	140,000	0	0
610173 Renown Rd & Park Rd - Roundabout	Nov-17	Nov-17	May-18	May-18	0	300,000	10	300,000	0	0
610174 Windsor Rd - Showground Rd to Fairway Dr - 2 pedestrian refuges	Dec-17	Dec-17	May-18	May-18	0	100,000	5	100,000	0	0
610175 Wandana Ave Median Island (at Merrindah Rd intersection)	Oct-17	Oct-17	May-18	May-18	0	40,000	10	40,000	0	0
610176 Brampton Drive kerb extension and Tallowood Grove median Island	Nov-17	Nov-17	May-18	May-18	0	55,000	5	55,000	0	0
Total For Traffic Facilities					877,423	2,361,839		2,361,839	0	0
Waterways										
710018 Craigmare Drive - Drainage Basin	Mar-18	Sep-17	Jun-18	Jun-18	0	636,089	30	636,089	0	0
710019 Smalls Creek - Basin 3	Dec-16	Sep-17	Feb-18	Feb-18	0	476,916	100	476,916	0	0
710020 Smalls Creek - Basin 4	Dec-16	Sep-17	Feb-18	Feb-18	0	266,744	100	266,744	0	0
710021 Smalls Creek - Basin 6	Mar-17	Mar-17	Dec-17	Dec-17	0	387,914	100	387,914	0	0
710022 Bladensburg Road Reserve stormwater basin	Jul-17	Jul-17	Jun-18	Jun-18	308,612	658,612	35	658,612	0	0
710023 Wiseman Road, Castle Hill Stormwater Upgrade - Detailed Design	Sep-17	Sep-17	Jun-18	Jun-18	40,000	40,000	5	40,000	0	0
710025 Lansdowne Road Reserve (East), Kellyville - Basin 1	Jul-17	Jul-17	Jun-18	Jun-18	328,571	328,571	50	328,571	0	0
710026 Off 2-4 Barry Rd, Kellyville - Basin 3 (Town Centre north side) - Design	Jun-18	Jun-18	Jun-18	Jun-18	45,126	45,126	0	45,126	0	0
710027 Barry Road Reserve/ Kellyville - Basin 4	Jul-17	Jul-17	Jun-18	Jun-18	442,433	442,433	50	442,433	0	0
710028 Gum Nut Close Reserve Stormwater Basin - Design	Oct-17	Oct-17	Jun-18	Jun-18	28,270	28,270	50	28,270	0	0
710029 Blinkhorn Circuit Reserve, Kellyville Stormwater Basin - Design	Oct-17	Oct-17	Jun-18	Jun-18	28,899	28,899	50	28,899	0	0

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710030 Springbrook Blvd Reserve stormwater basin - Design	Dec-17	Dec-17	Jun-18	Jun-18	44,307	44,307	50	44,307	0	0
710031 Deepwater Circuit Reserve stormwater basin 7 - Design	Jun-18	Jun-18	Jun-18	Jun-18	28,628	28,628	0	28,628	0	0
710032 Deepwater Circuit Reserve stormwater basin 8 - Design	Jul-17	Jul-17	Jun-18	Jun-18	31,280	31,280	50	31,280	0	0
710033 Kumbatine Crescent Reserve stormwater basin - Design	Jul-17	Jul-17	Jun-18	Jun-18	32,649	32,649	50	32,649	0	0
710034 Combined Basin, Raingardens and Drainage Structures off Terry Rd and Mason Rd, Box Hill - Design	Feb-18	Dec-17	Jun-18	Jun-18	120,365	120,365	3	120,365	0	0
710035 Combined Basin, Raingardens and Drainage Structures off Terry Rd, Box Hill - Design	Feb-18	Dec-17	Jun-18	Jun-18	100,058	100,058	3	100,058	0	0
710036 Culvert Road Crossing off 61 Terry Road - Design	Jul-17	Jul-17	Jun-18	Jan-18	81,700	81,700	100	81,700	0	0
710037 Culvert Road Crossing off 38 Terry Road - Design	Jul-17	Jul-17	Jun-18	Jan-18	49,020	49,020	100	49,020	0	0
710038 Culvert Road Crossing off Mason Road - Design	Feb-18	Dec-17	Jun-18	Jun-18	49,020	49,020	3	49,020	0	0
710039 Combined Basin, Raingardens and Drainage Structures off Hynds Rd, Box Hill - Design -C01	Jul-17	Jul-17	Jun-18	Jun-18	425,879	425,879	3	425,879	0	0
710040 Combined Basin, Raingardens and Drainage Structures off Hynds Rd, Box Hill - Design -C02	Jul-17	Jul-17	Jun-18	Jun-18	406,375	406,375	3	406,375	0	0
750101 Gooden Drive Reserve Flood Detention Basin Fuse Plug, Baukham Hills - Remediation Construction	Apr-17	Jul-16	Feb-18	Feb-18	0	120,000	100	120,000	0	0
750103 Turon Avenue Reserve, Baukham Hills - Headwall armouring, erosion control and waterway rehabilitation Upstream of Jasper Road to footbridge - Finalise Design and Construction	Dec-16	Dec-16	Apr-18	Apr-18	0	688,333	95	688,333	0	0
750104 Wiseman Ferry Park, Wisemans Ferry, Gabion Basket Replacement - Construct	Apr-17	Apr-17	Dec-17	Dec-17	0	248,991	100	248,991	0	0
750105 Fred Catterson Reserve - Creek Embankment Stabilisation at bridge crossing	Mar-17	Mar-17	Oct-17	Sep-17	0	53,748	100	53,748	0	0
750106 Beaumont Hills Cycleway Crossing & Channel Stabilisation Works	Apr-17	Apr-17	Feb-18	Dec-17	0	132,020	100	132,020	0	0
750107 7 Pamela Place - Tailout Channel Renewal (Design and Construction)	Jul-17	Jul-17	Jun-18	Jun-18	60,000	60,000	30	60,000	0	0

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750110 WSUD Asset Renewal	Sep-17	Sep-17	Jun-18	Jun-18	150,000	150,000	7	150,000	0	0
750111 Stormwater Network Asset Renewal/Upgrade - High Priority Constructed Stormwater Network - Investigation, Design, Approvals, Authorisations and Consultation - St Pauls Ave Catchment	Jul-17	Jul-17	Jun-18	Jun-18	130,000	134,376	20	134,376	0	0
Total For Waterways Land					2,931,192	6,296,323		6,296,323	0	0
Total For Land					40,290,589	40,290,589		62,980,251	22,689,662	15
Additional funds required for land acquisition projects approved by Council. It is proposed to fund these acquisitions from Section 94 CP15.										
Project Development & Delivery										
Project Development & Delivery	N/A	N/A	N/A	N/A	4,862,390	4,862,390	N/A	4,862,390	0	0
Total for Project Development & Delivery					4,862,390	4,862,390		4,862,390	0	0
Total - Proposed Completion by 30 June 2018					71,441,534	92,492,782		115,629,797	23,137,015	

Works Program - Unlikely Completion by 30 June 2018

110030 Memorial Ave, Kellyville between Thomas Boulton Ct and Pellizzer Blvd - Pedestrian Bridge	Jul-17	Jul-17	Jun-19	Jun-19	1,556,179	1,556,179	15	1,556,179	0	0
110031 Over Smalls Creek, Kellyville between Gum Nut Ct Reserve and Balfour Ave - Cycleway Crossing	Mar-18	Feb-18	Dec-18	Dec-18	446,344	446,344	5	446,344	0	0
110032 Pedestrian Bridge - Arnold Ave to Gorman Ave across Strangers Creek	Mar-18	Jan-17	Sep-18	Sep-18	0	216,723	50	216,723	0	0
150009 Withers Road, Kellyville - Road Bridge over Smalls Creek	Aug-17	Jul-16	Aug-18	Aug-18	0	379,558	15	379,558	0	0
210052 Castle Grand Pioneer Rooms - Multi purpose theatre space	Jul-15	Jul-15	Sep-18	Sep-18	0	2,301,436	35	2,301,436	0	0
210086 Baukham Hills Swimming Pool (Waves) - Feasibility Report and Concept Designs	Jul-17	Aug-17	Dec-18	Dec-18	500,000	500,000	15	500,000	0	0
210087 Dural District Pony Club - New additional Storage Shed and minor works to existing	Oct-17	Oct-17	Sep-18	Sep-18	50,000	59,090	20	59,090	0	0
250338 Annangrove Park Amenities Building - Replacement	Mar-17	Jan-17	Dec-18	Dec-18	0	268,412	5	268,412	0	0

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250383 Annangrove Park Amenities Building - Adaptive reuse of old existing building	Jun-18		Sep-18		60,000	60,000	0	60,000	0	0
250390 Balcombe Heights Estate Thompson Hall - Roof and Gutter restoration work	Apr-18		Jul-18		60,000	60,000	0	120,000	60,000	13A
Additional funds required for the roof work at Balcombe Heights Thompson Hall. The project was originally planned to renew the roof, however following further investigations it requires replacement. It is proposed to be funded from Buildings Reserve.										
250397 Castle Grand Library - Redesign of Library space	Oct-17	Oct-17	Nov-18		40,000	40,000	5	40,000	0	0
250421 Dural Recreation Centre - Renew Building Components	May-18		Oct-18		0	0	0	200,000	200,000	12A
Expenditure required for the refurbishment and upgrade of the Dural Recreation Centre as per Council resolution approved on 27 March 2018, funded from Buildings Reserve.										
310054 Arnold Ave - Playing fields, courts, amenities and embellishment	Apr-16	Aug-15	Dec-18		0	5,068,547	40	5,068,547	0	0
310073 Rutherford Ave Reserve - Embellishment	Sep-15	Sep-15	Sep-18		0	2,183,235	35	2,183,235	0	0
310089 Caddies Creek Reserve - District Park, Embellishment and facilities	Jul-15	Jul-15	Feb-19		0	7,222,859	75	7,222,859	0	0
310126 Balmoral Road Reserve - Playing fields, courts, amenities & embellishment	Feb-17	Jan-17	Feb-19		0	4,313,311	5	4,313,311	0	0
310135 Netball Courts Kellyville Complex Reserve - Embellishment	Aug-16	Aug-16	Dec-18		0	379,276	10	379,276	0	0
310139 Stringer Road Reserve - Northern Playing Fields	Feb-17	Jan-17	Apr-19		0	236,112	10	236,112	0	0
310150 Castle Hill Showground Redevelopment - Concept Design	Sep-17	Sep-17	Dec-18		1,000,000	1,000,000	5	1,000,000	0	0
310151 Castlewood Community Reserve Exercise Equipment including the replacement of existing bark softfall with synthetic grass	Mar-18	Jul-17	Apr-19		20,000	20,000	50	20,000	0	0
310152 Greenup Park expansion of existing playing surface area including the installation of drainage, irrigation and a reuse water tank	Jul-17	Jul-17	Dec-18		200,000	350,000	15	350,000	0	0
310155 Sackville Cemetary - Upgrade	Jul-17	Jul-17	Dec-18		550,000	550,000	10	550,000	0	0
310161 Lewis Jones Drive Reserve, Kellyville - Play areas, pathways, planting - Design and Construction	Sep-17	Sep-17	Aug-18		312,331	312,331	30	312,331	0	0

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310175 Conie Avenue Reserve, Baukham Hills - Embellishment	Apr-18	Mar-18	Dec-18	Dec-18	261,775	261,775	5	261,775	0	0
310166 Samantha Riley Drive Reserve, Kellyville - Southern Playing Fields near Glenhaven Rd - Design	Oct-18	Jan-18	Feb-19	Feb-19	464,740	464,740	5	464,740	0	0
310173 Playing Fields Park 3 - off Boundary Rd - Design	Mar-18	Feb-18	Oct-18	Oct-18	918,381	918,381	5	918,381	0	0
310174 Design of 3 local parks - Box Hill	Mar-18	Nov-17	Dec-18	Dec-18	218,880	218,880	60	218,880	0	0
350084 Ted Horwood Reserve - Electrical Works	Sep-14	Jul-14	Sep-18	Sep-18	0	144,145	15	144,145	0	0
350150 Crestwood Reserve new Sports Field	Jul-16	Jul-16	Dec-18	Dec-18	0	424,659	25	424,659	0	0
350191 Balcombe Heights Skate Park Renewal - Design and construction	Nov-17	Nov-17	Nov-18	Nov-18	0	360,000	15	360,000	0	0
350193 Replacement of Bore Pumps - South Maroota Community and Kenthurst Park Reserves	May-18		Jul-18	Jul-18	0	0	0	30,000	30,000	12D
Expenditure required for replacement of Bore Pumps at South Maroota Community and Kenthurst Park Reserves as per quotes received. They are at the end of their useful life and unable to be repaired. It is proposed to be funded from Capital Works Reserve.										
510013 Poole Rd - Existing Upgrade	Jul-14	Aug-14	Jun-19	Jun-19	0	12,362,450	35	12,362,450	0	0
510022 Hezlett Road Four Lane Upgrade - Design	Aug-16	Aug-16	Sep-18	Sep-18	0	1,243,493	10	1,243,493	0	0
510029 Free Settlers Drive, Kellyville new road through Balmoral Road Sports Complex	Jul-17	Jul-17	Jan-19	Jan-19	980,310	980,310	10	980,310	0	0
550550 River Rd, Lower Portland - Embankment Stabilisation (Natural Disater Claim)	Apr-17	Apr-17	Sep-18	Sep-18	520,000	498,260	20	498,260	0	0
610081 Showground Rd and Pennant St - Intersection upgrade	Jan-18	Jan-18	Dec-18	Dec-18	0	1,560,000	10	1,560,000	0	0
610083 Arthur St and Seven Hills Rd - Traffic Signals	Jul-15	Jul-15	Sep-18	Sep-18	0	3,049,683	35	3,049,683	0	0
610084 Glenhaven Rd and Old Northern Rd - Traffic Signals	Jul-15	Jul-15	Dec-18	Dec-18	2,543,280	6,092,923	30	6,092,923	0	0
610100 Victoria Rd and Carrington Rd, Castle Hill - Traffic signals	Jul-15	Jul-15	Mar-19	Mar-19	0	2,122,433	5	2,122,433	0	0

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610101 Victoria Rd and Salisbury Rd, Castle Hill - Traffic signals	Jul-15	Jul-15	Mar-19	Mar-19	0	1,787,300	5	1,787,300	0	0
610122 Arnold Avenue / Free Settlers Drive - Roundabout Costs Balmoral Road Release Area	Jan-18	Jan-18	Jun-19	Jun-19	0	250,000	10	250,000	0	0
610125 Burns Road & Arnold Ave - Traffic Signals	Mar-18	Jan-18	Sep-18	Sep-18	0	1,054,280	10	1,054,280	0	0
610133 Memorial Ave & Arnold Ave - Traffic Signals	Mar-18	Jan-18	Sep-18	Sep-18	0	1,083,615	10	1,083,615	0	0
610148 Wrights Road and Windsor Road, Kellyville - Traffic Signals - Design	May-18		Jun-19		400,000	400,000	0	400,000	0	0
610163 Balmoral Rd, Pelizzer Blvd, Kellyville - Roundabout Design / Construction	Apr-17	Apr-17	Mar-19	Mar-19	79,467	89,467	10	89,467	0	0
610171 Hezlett Road, Kellyville - Traffic Signals (Intersection with Gum Nut Cl) - Design	Mar-18	Mar-18	Jun-19	Jun-19	173,669	173,669	5	173,669	0	0
710017 Basin within Park No. 3 (south of Memorial Ave, Kellyville) - Design	Jul-16	Jul-16	Dec-18		0	298,709	15	298,709	0	0
710024 Samantha Riley Drive Reserve (North West), Kellyville - Basin 1 - Design	Feb-18	Jan-18	Feb-19		46,545	46,545	5	46,545	0	0
710041 Raingarden off Terry Rd, Box Hill - Design	Jun-18		Sep-18		78,625	78,625	0	78,625	0	0
710042 Raingarden off Boundary Rd, Box Hill - Design	Jun-18		Sep-18		83,050	83,050	0	83,050	0	0
750108 Crestwood Reserve - Waterway Stabilisation and Rehabilitation - Detailed Design	Jul-17	Jul-17	Sep-18		270,000	270,000	25	356,262	86,262	13C
Additional funds required for the waterway revitalisation work at Crestwood Reserve as per quotes received. It is proposed to be funded from Stormwater Levy Reserve.										
750109 Crane Road Reserve - Waterway Stabilisation and Rehabilitation - Detailed Design	Jul-17	Jul-17	Aug-18		82,000	82,000	25	82,000	0	0

Total - Unlikely Completion by 30 June 2018

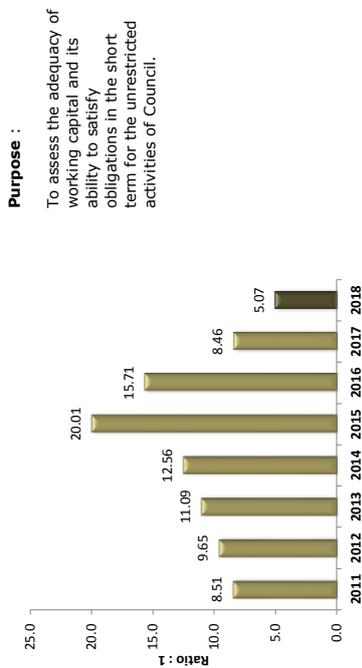
11,915,576 63,922,805 64,299,067 376,262

GRAND TOTAL

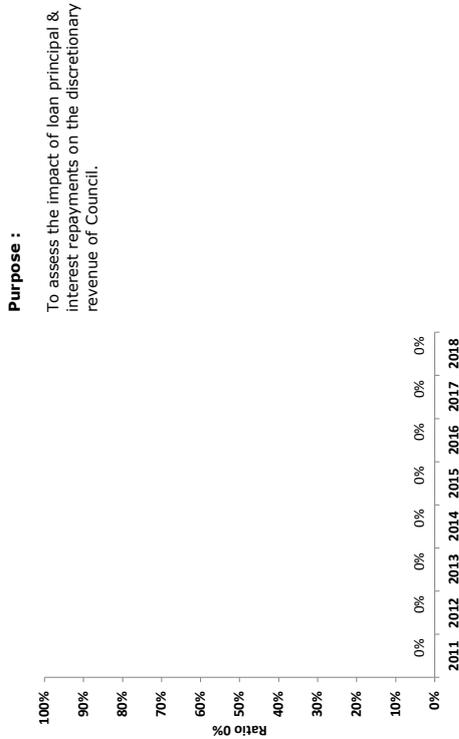
83,357,110 156,415,587 179,928,864 23,513,277

Key Performance Indicators

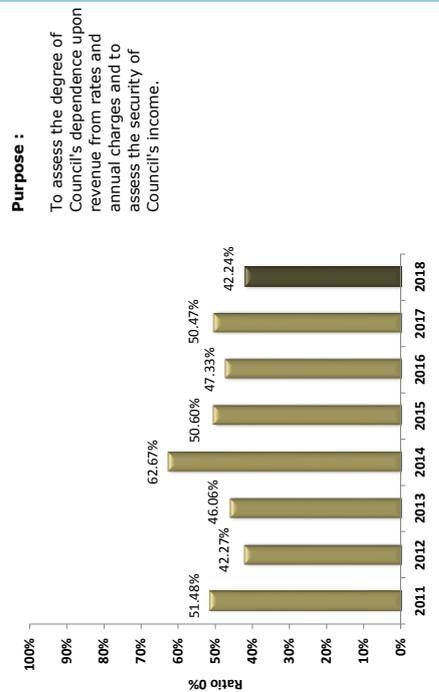
UNRESTRICTED CURRENT RATIO (Based on Actuals)



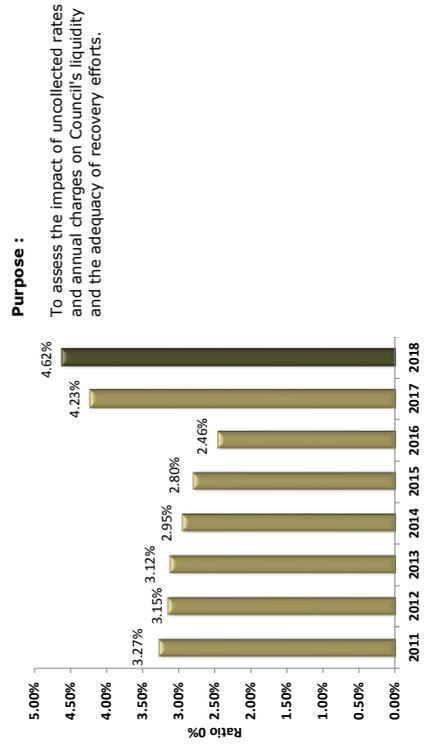
DEBT SERVICE RATIO



RATES & ANNUAL CHARGES COVERAGE RATIO (Based on Revised Budget)



RATES, ANNUAL CHARGES, INTEREST & EXTRA CHARGES OUTSTANDING RATIO



Monthly Budget Review 2017/2018

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Contractor / Supplier Name	Contract Narration	Amount (Excl. GST)	Commence Date	Duration of Contract	Budgeted Y/N
SMADA ELECTRICAL SERVICES	PQ18-20 Ted Horwood Tennis Court LED lighting	\$74,730.00	13/02/2018	12 months	Y
WESTBURY CONSTRUCTIONS PTY LTD	PQ18-26 building refurbishment work at Crestwood Community Centre	\$55,409.09	13/02/2018	12 months	Y
STATELINE ASPHALT PTY LTD	T18-11 Sophia Doyle Reserve - Concrete Project	\$249,238.00	19/02/2018	12 months	Y
SMADA ELECTRICAL SERVICES	PQ18-29 Columbia Ct Carprk lighting upgrade	\$117,000.00	26/02/2018	12 months	Y
GAUCI CIVIL CONTRACTING	T18-06 Variation Gormon Ave Reserve - Topdressing of main turf area etc.	\$56,212.50	02/03/2018	12 months	Y
COLLECTIVE CIVIL PTY LTD	T18-14 Bladensburg Road Reserve - Contract Sum	\$774,482.00	06/03/2018	12 months	Y
STATELINE ASPHALT PTY LTD	T18-11 Samantha Riley Dr 1 - Concrete Project	\$258,711.00	08/03/2018	12 months	Y
STATELINE ASPHALT PTY LTD	T18-11 Samantha Riley Dr 2 - Concrete Project	\$120,675.00	08/03/2018	12 months	Y
STATELINE ASPHALT PTY LTD	T18-11 Samantha Riley Dr 3 - Concrete Project	\$183,885.00	08/03/2018	12 months	Y
FORPARK AUSTRALIA	LGP 308-3 Hills Centenary Playground, Open Space and Rec & Associated Infrastructure	\$102,021.00	12/03/2018	12 months	Y
SMADA ELECTRICAL SERVICES	PQ18-27 Annangrove Park Tennis Court Lighting Design & Construct	\$54,065.00	12/03/2018	12 months	Y
GADSBY FAMILY TRUST T/AS PLAY PARKS	LGP Les Shore Reserve Playground Upgrade - Supply and install of playground equipment	\$53,676.00	16/03/2018	12 months	Y
GAUCI CIVIL CONTRACTING	LGP308-3 Coolong Reserve Bike Track Construction of a learn to ride bike track as per Landscape Documentation	\$62,465.00	20/03/2018	12 months	Y
VIVID INSTALLATIONS PTY LTD	LGP308-3 Centenary of ANZAC Bike track Construction of a learn to ride bike track as per Landscape Documentation	\$77,390.00	20/03/2018	12 months	Y
WETPOUR	LGP 308-2 Heritage Park Playground Upgrade - Install safety surfacing	\$51,270.00	23/03/2018	12 months	Y

Part B Consultancy & Legal Expenses

Expense	* Expenditure YTD \$	Budgeted Y/N
Legal Fees	\$ 365,002.78	Y
Consultancies	\$ 714,119.95	Y

* Excludes Commitments

IMPACTS

Financial

This matter has no direct financial impact upon Council's adopted budget or forward estimates.

The Hills Future - Community Strategic Plan

This report demonstrates transparency in Local Government and ensures Council is accountable to the community and meets legislative requirements.

RECOMMENDATION

Council note the tabling of the Returns.

ATTACHMENTS

Nil.

ITEM-19	EOI - OFFER OF LICENCE FOR BUILDING 31A & B AND BUILDING 32, BALCOMBE HEIGHTS ESTATE, BAULKHAM HILLS & VINEGAR HILL EXHIBITION SPACE (EOI 18/03)
THEME:	Vibrant Communities
OUTCOME:	1 Value our customers, engage with and inform our community and advocate on their behalf
STRATEGY:	2.2 Maintain a strong financial position that supports the delivery of services and strategies and ensures long term financial sustainability.
MEETING DATE:	10 APRIL 2018 COUNCIL MEETING
GROUP:	STRATEGIC PLANNING
AUTHOR:	PROPERTY OFFICER JULIE GRAY
RESPONSIBLE OFFICER:	MANAGER SPECIAL PROPERTY PROJECTS STEPHEN CULLEN

EXECUTIVE SUMMARY

Council sought Expressions of Interest for the use of Building 31A & B and Building 32 Balcombe Heights Estate, 90z-94z Seven Hills Road, Baulkham Hills, and the Exhibition Space within Vinegar Hill Memorial Library & Community Centre, Rouse Hill.

Council received two (2) conforming submissions from Summit Disability Network (ABN 66 609 513 733) for Building 31A & B and Positive Vibes Foundation (ACN 602 797 660) for Building 31B.

No submissions were received for Building 32 Balcombe Heights Estate, 90z-94z Seven Hills Road, Baulkham Hills.

Council received one (1) conforming submission from Sydwest Multicultural Services Limited (ACN 601 582 950) for the Vinegar Hill Exhibition Space.

This report recommends that:

1. Council enter into a five (5) year licence with Summit Disability Network Ltd (ABN 66 609 513 733) for the use of Building 31A & B Balcombe Heights Estate, 90z-94z Seven Hills Road, Baulkham Hills.
2. Council commence negotiations with Positive Vibes Foundation Ltd (ACN 602 797 660) for a licence and use of Building 32 Balcombe Heights Estate, 90z-94z Seven Hills Road, Baulkham Hills as this building provides a similar space to Building 31B

3. Council enter into a five (5) year licence with Sydwest Multicultural Services Limited (ACN 601 582 950) for the use of Vinegar Hill Library & Community Centre Exhibition Space, Rouse Hill.

REPORT

➤ **Building 31A & B Balcombe Heights Estate, Baulkham Hills**

Building 31A & B Balcombe Heights Estate, Baulkham Hills have been vacant for some time with the buildings previously leased for residential purposes. Building 31A & B Balcombe Heights Estate, Baulkham Hills comprises a detached building and two carports. The building has been divided into two separate spaces with separate entrances and includes the following:

- Building A comprises a kitchen, bathroom, three offices and storage.
- Building B comprises a kitchen, bathroom, external laundry, four offices and storage.

Refer **Attachment 5** for building plans.

Expressions of Interest (EOI 18-03) were sought for the use of Building 31A & B Balcombe Heights Estate, 90z- 94z Seven Hills Road, Baulkham Hills.

The Expressions of Interest was advertised on 23 January 2018 and submissions closed on 13 February 2018 with two (2) submissions received from Summit Disability Network (Summit Disability) and Positive Vibes Foundation (PVF).

Details of the EOI Specifications for Applicants is attached - Refer **Attachment 1**.

EOI Submissions

Submissions were received from the following companies/organisations:

1. Summit Disability Network (ABN 66 609 513 733); and
2. Positive Vibes Foundation (ACN 602 797 660)

The submissions were assessed by the Evaluation Panel on the following criteria:

- Conformity of tender submission;
- Reflect Council's Plan of Management;
- Demonstrated performance management including staff recruitment, induction, training and professional development policies;
- Actual financial capabilities; and
- Value of the Offer.

The Panel evaluation of the submissions has been provided under separate cover as a Confidential Memorandum- Refer **Attachment 4**.

The submission by Summit Disability was determined by the Panel as being a conforming submission. Summit Disability is a community based organisation run by ten (10) employees who work with disabled people and their families. Summit Disability provides services such as day activities, sporting competitions, specialised programs, social groups, family days and supported holidays. Summit Disability has approximately one hundred (100) members whom work in mainstream employment, supported employment or attend day programs. Summit Disability plan on utilising Building 31A &

B for office duties, meeting rooms and therapy rooms. The kitchen and laundry areas are ideal for Life Skills programs for their members. The division of the building is ideal for Summit Disability to have administration and meeting areas in one part of the building and programs in the other part of the building. Summit Disability also require car parking area to accommodate two (2) vans.

The proposed use by Summit Disability of Building 31A & B aligns with the principles outlined in the Balcombe Heights Estate Plan of Management. It is considered appropriate that Council accept the offer by Summit Disability on the basis that it provides for full use of Building 31A & B and was a superior offer.

A Licence is proposed on the following terms:

Licensor	The Hills Shire Council (ABN 25 034 494 656)
Licensee	Summit Disability Network Ltd (ABN 66 609 513 733)
Address	Building 31A & B, Balcombe Heights Estate, 90z- 94z Seven Hills Road, Baulkham Hills
Commencement Date	TBA
Term	Five (5) years
Rent per annum	\$18,000 incl GST
Rent Increase	3% Annually
Outgoings	100% Licensee
Legal Costs	100% Licensee
Public Liability Insurance	\$10 Million
Special conditions	Licensee will be required to utilise the building for a minimum of three (3) days per week

The submission by PVF was determined by the Panel to be a conforming submission.

PVF is a registered charitable organisation working towards removing the stigma of mental illness by currently running two (2) initiatives; Positive Steps Towards Mental Health & Wellbeing Expo and Masquerade Ball. PVF are wishing to start a third initiative - The Hills Women's Shed (THWS) which would be the first Women's Shed in the Hills area. THWS has a committee of ten (10) people and officially launched on 22 February 2018. THWS will provide opportunities for women to learn new skills and become independent as there are many women in the Hills area over forty five (45) years of age who feel disconnected from the community.

The proposed use by PVF of Building 31B aligns with the principles outlined in the Balcombe Heights Estate Plan of Management however the offer was inferior to that proposed by Summit Disability.

➤ **Building 32 Balcombe Heights Estate, Baulkham Hills**

Details of the EOI Specifications for Applicants is attached - Refer **Attachment 2**.

EOI Submissions

No submissions were received for the use of Building 32.

Building 32 comprises a kitchen, bathroom, three offices and storage.
Building B comprises a kitchen, bathroom, external laundry, four offices and storage.

Refer **Attachment 5** for building plans.

Given that PVF was were not favoured for the use of Building 31B, it is recommended that Council commence negotiations with PVF to offer a licence for the use of Building 32, Balcombe Heights Estate, 90z- 94z Seven Hills Road, Baulkham Hills as Building 32 is similar to Building 31B and may suit their needs due to location, size and layout.

➤ **Vinegar Hill Library Exhibition Space**

Vinegar Hill Library Exhibition Space has been vacant since November 2017. One (1) submission was received from the Sydwest Multicultural Services Limited (ACN 601 582 950) and the Panel found the submission to be complying.

Details of the EOI Specifications for Applicants is attached - Refer **Attachment 3**.

EOI Submissions

Submissions were received from the following companies/organisations:

1. Sydwest Multicultural Services Limited (ACN 601 582 950)

The submission was assessed by the Panel on the basis of the nominated evaluation criteria as follows:

- Conformity of tender submission;
- Reflect Council's Plan of Management;
- Demonstrated performance management including staff recruitment, induction, training and professional development policies;
- Actual financial capabilities; and
- Value of the Offer.

The Panel evaluation of the submission has been provided under separate cover as a Confidential Memorandum- Refer **Attachment 4**.

The submission by Sydwest Multicultural Services Limited (ACN 601 582 950) (Sydwest) was determined by the Panel to be a conforming submission.

Sydwest is a not-for-profit registered charitable organisation who currently sub-let a small office space on the second floor of the Vinegar Hill Library running programs and services to Seniors Social Groups, Women's Empowerment Groups, Parents Skills Development and Multicultural Mothers Support Groups.

Sydwest currently run services within Blacktown, Mt Druitt and Penrith. Sydwest have operated across western Sydney for more than thirty (30) years offering services to vulnerable members of the community such as youth and children, seniors, people with disabilities and refugees. The Sydwest proposal will see 2-3 staff manage the Rouse Hill service centre and envisage growing to 7 staff in the next few years. Sydwest would be an asset to the community as they contribute to the objectives of The Hills Shire Plan and Hills Future Community Strategic Plan 2016-2020.

It is considered appropriate that Council accept the offer by Sydwest Multicultural Services.

A Licence is proposed on the following terms:

Licensor	The Hills Shire Council (ABN 25 034 494 656)
Licensee	Sydwest Multicultural Services Limited (ACN 601 582 950)
Term	5 years
Option Period	Nil
Commencing Rent	\$22,000
Rent Increase	3% Annually
Outgoings	100% Licensee
Legal Costs	100% Licensee
Public Liability Insurance	\$10 Million
Special conditions	Licensee will be required to utilise the building for a minimum of four (4) days per week

IMPACTS

Financial

Funds have not been budgeted in the current 18/19 FY which will be reflected in a future budget review.

Strategic Plan - Hills Future

Council's assets are managed to meet the current and future needs of our community.

RECOMMENDATION

1. Pursuant to Section 178(1)(a) of the Local Government Regulations the proposal by Summit Disability Network Ltd (ABN 66 609 513 733) be accepted and the General Manager be authorised to enter into a licence for Building 31A & B, Balcombe Heights Estate, 90z- 94z Seven Hills Road, Baulkham Hills subject to the terms and conditions detailed in this report.
2. Council commence negotiations with Positive Vibes Foundation (ACN 602 797 660) to offer a licence for the use of Building 32, Balcombe Heights Estate, Baulkham Hills.
3. Pursuant to Section 178(1)(a) of the Local Government Regulations the proposal by Sydwest Multicultural Services Limited (ACN 601 582 950) be accepted and the General Manager be authorised to enter into a licence for Vinegar Hill Library & Community Centre Exhibition Space, Rouse Hill subject to the terms and conditions detailed in this report.

ATTACHMENTS

1. EOI Specifications for - Building 31A & B (4 pages)
2. EOI Specifications for - Building 32 (3 pages)
3. EOI Specifications for - Vinegar Hill Memorial Library Exhibition Space (3 pages)
4. Panel Evaluation (***under separate cover as a Confidential Memorandum***)
5. Floor Plans (3 pages)

ATTACHMENT 1**Specifications Building 31A & 31B**

The Hills Shire Council is seeking Expressions of Interest (EOI) from Not-for-Profit or community-based, Non-Government Organisations (NGO's)) to enter into a Licence Agreement for the use of Building 31A & 31B Balcombe Heights Estate, Baulkham Hills.

This building is currently vacant.

Interested parties must clearly state their proposed use, proposed rent to be paid and any capital improvements envisaged for the premises.

Interested parties must clearly state if their organisation currently occupies and/or utilises any Council buildings by Lease, Licence or on a hire basis.

The successful applicant(s) will be granted exclusive use of the premises and will be required to professionally manage and operate the premises at their own risk.

Proposals will also need to be in accordance with the terms and conditions of Council`s Generic Plans of Management. Council will periodically review the use of the premises to ensure compliance with the Plan of Management (attached).

An initial Licence term of three (3) years with a two (2) year option is envisaged. A longer term may also be considered.

Proponents can assume that the Licence will include the normal conditions found in a Commercial Lease, and if required, the Licence will comply with the requirements of the Retail Leases Act 1994 and Council will serve the appropriate Lessor's Disclosure Statement under the Act.

BACKGROUND INFORMATION

In a heritage context, Building 31A & 31B forms part of the Former William Thompson Masonic School comprised of thirty-seven (37) buildings now known as Balcombe Heights Estate, Baulkham Hills. These buildings are owned and controlled by The Hills Shire Council for a wide range of community, cultural, recreational and other entertainment purposes.

It is Council's desire to see that the buildings within this estate:

- Achieve a high rate of utilisation;
- Operate on a financially self-sufficient basis with an adequate return to Council for on-going maintenance;
- Provide facilities meeting the community's needs and enjoy wide community acceptance and support;
- Facilitate the long term usage of the site as a public space while defining acceptable levels of change within the Conservation Management Plan framework; and

- Contribute to the activation of the Balcombe Heights Estate Precinct and will need to operate a minimum of 4 days per week and be available to participate in special Balcombe Heights Open Days.

The EOI should be completed by responding to the following questions:

1. The Hills Shire Council supports community groups, organisations and services that encourage community development, enhance social, cultural and environmental services and address community opportunities and needs. It also supports the building of relationships in the community; and facilitates institutional capacity of not-for -profits by providing in-kind support in the form of subsidised or discounted/rents. Illustrate why your organisation should be a recipient.
2. Recipients are organisations that provide services that meet the identified in The Hills Shire Plan and Hills Future Community Strategic Plan 2016-2020 and policies. What will your organisation contribute to the overall objectives of The Hills Shire Plan?

Include the following information in the EOI:

- The organisation's name and contact person;
- A profile of the organisation;
- The structure of the organisation;
- A description of the programs and activities of the organisation;
- Past and on-going projects in the relevant sector for which the organisation is expressing interest;
- Ideal size of space your operations requires and/or other facilities;
- Any letters of reference for the organisation from government, stakeholders, partners and donors; and
- If the organisation currently occupies and/or utilises any Council buildings by Lease, Licence or on a hire basis.

This proposal is targeting organisations that broadly work in the areas of children and families, social enterprise, learning, employment and training, community development and arts and community cultural development.

In order to ensure engagement and involvement of the organisation and other civil society organisations, proposing non-government organisations are encouraged to submit EOI which define partnerships with other local NGO's and community-based organisations. Information on such partner organisations should be included in this EOI.

Similarly, smaller or local NGO's that do not have operational budgets should consider partnering, collaborating or building alliances with other NGO's for the purpose of this EOI.

The Hills Shire Council recognises these contributions and services are important in creating a vibrant and sustainable community.

DESCRIPTION OF THE BUILDING

Building 31A & 31B may be utilised as either one or two separate premises.

The building is divided into the front and back section. The front of the building is comprised of three main rooms plus a kitchen, hallway, and large bathroom. The three main rooms are made up of the following:

Room 1 Approximately 3.4 x 3.4 with polished floor boards.

Room 2 Approximately 3.4 x 3.1 with polished floor boards.

Room 3 Approximately 3.4 x 2.9 with polished floor boards.

All rooms feature high ceilings and display much of the original plasterwork.

The back of the building is comprised of four main rooms plus a kitchen, hallway, and bathroom. The four main rooms are made up of the following:

Room 4 Approximately 3.4 x 2.9 with polished floor boards.

Room 5 Approximately 3.4 x 2.9 with polished floor boards.

Room 6 Approximately 3.4 x 2.9 with polished floor boards.

Room 7 Approximately 3.4 x 3.1 with polished floor boards.

All rooms feature high ceilings and display much of the original plasterwork.

SCOPE OF WORK

This will include:

- Optimum utilization
- Community acceptance and support
- Financial self-sufficiency
- Meeting community needs
- Resources, capacity and experience
- Financial capacity
- Management and operations
- Licence fee and terms
- A Bank Guarantee or Bond for payment of rent equivalent to three (3) months' rent

- Licensee will be responsible for all internal fit out costs which will include some plumbing works
- Payment to Council of separately metered electricity and gas as supplied to the premises. The Licensee will be required to arrange connection of services to ensure Licensee is responsible for payment of bills
- The Licensee will be required to pay legal costs and out of pocket expenses in relation to the Lease and its preparation
- The Licensee will be required to carry Public Liability Insurance of not less than \$10 million noting Council`s interest
- The promotion of services and facilities at the venue to the community

ATTACHMENT 2**Specifications Building 32**

The Hills Shire Council is seeking Expressions of Interest (EOI) from Not-for-Profit or community-based, Non-Government Organisations (NGO's) to enter into a Licence Agreement for the use of Building 32 Balcombe Heights Estate, Baulkham Hills.

This building is currently vacant.

Interested parties must clearly state their proposed use, proposed rent to be paid and any capital improvements envisaged for the premises.

Interested parties must clearly state if their organisation currently occupies and/or utilises any Council buildings by Lease, Licence or on a hire basis.

The successful applicant(s) will be granted exclusive use of the premises and will be required to professionally manage and operate the premises at their own risk.

Proposals will also need to be in accordance with the terms and conditions of Council's Generic Plans of Management. Council will periodically review the use of the premises to ensure compliance with the Plan of Management (attached).

An initial Licence term of three (3) years with a two (2) year option is envisaged. A longer term may also be considered.

Proponents can assume that the Licence will include the normal conditions found in a Commercial Lease, and if required, the Licence will comply with the requirements of the Retail Leases Act 1994 and Council will serve the appropriate Lessor's Disclosure Statement under the Act.

BACKGROUND INFORMATION

In a heritage context, Building 32 forms part of the Former William Thompson Masonic School comprised of thirty-seven (37) buildings now known as Balcombe Heights Estate at Baulkham Hills. These buildings are owned and controlled by The Hills Shire Council for a wide range of community, cultural, recreational and other entertainment purposes.

It is Council's desire to see that the buildings within this estate:

- Achieve a high rate of utilisation;
- Operate on a financially self-sufficient basis with an adequate return to Council for on-going maintenance;
- Provide facilities meeting the community's needs and enjoy wide community acceptance and support;
- Facilitate the long term usage of the site as a public space while defining acceptable levels of change within the Conservation Management Plan framework; and
- Contribute to the activation of the Balcombe Heights Estate Precinct and will need to operate a minimum of 4 days per week and be available to participate in special Balcombe Heights Open Days.

The EOI should be completed by responding to the following questions:

3. The Hills Shire Council supports community groups, organisations and services that encourage community development, enhance social, cultural and environmental services and address community opportunities and needs. It also supports the building of relationships in the community; and facilitates institutional capacity of not-for -profits by providing in-kind support in the form of subsidised or discounted/rents. Illustrate why your organisation should be a recipient.
4. Recipients are organisations that provide services that meet the identified in The Hills Shire Plan and Hills Future Community Strategic Plan 2016-2020 and policies. What will your organisation contribute to the overall objectives of The Hills Shire Plan?

Include the following information in the EOI:

- The organisation's name and contact person;
- A profile of the organisation;
- The structure of the organisation;
- A description of the programs and activities of the organisation;
- Past and on-going projects in the relevant sector for which the organisation is expressing interest;
- Ideal size of space your operations requires and/or other facilities; and
- Any letters of reference for the organisation from government, stakeholders, partners and donors.
- If the organisation currently occupies and/or utilises any Council buildings by Lease, Licence or on a hire basis.

This proposal is targeting organisations that broadly work in the areas of children and families, social enterprise, learning, employment and training, community development and arts and community cultural development.

In order to ensure engagement and involvement of the organisation and other civil society organisations, proposing non-government organisations are encouraged to submit EOI which define partnerships with other local NGO's and community-based organisations. Information on such partner organisations should be included in this EOI.

Similarly, smaller or local NGO's that do not have operational budgets should consider partnering, collaborating or building alliances with other NGO's for the purpose of this EOI.

The Hills Shire Council recognises these contributions and services are important in creating a vibrant and sustainable community.

DESCRIPTION OF THE BUILDING

Building 32 is comprised of four main rooms, kitchen, hallway, bathroom and external laundry. The four main rooms are made up of the following:

- Room 1 Approximately 4.6 x 3.7 with polished floor boards.
- Room 2 Approximately 3.7 x 3.7 with polished floor boards.
- Room 3 Approximately 3.7 x 3.7 with polished floor boards.
- Room 4 Approximately 3.7 x 3.7 with polished floor boards.

All rooms feature high ceilings and display much of the original plasterwork.

SCOPE OF WORK

This will include:

- Optimum utilization
- Community acceptance and support
- Financial self-sufficiency
- Meeting community needs
- Resources, capacity and experience
- Financial capacity
- Management and operations
- Licence fee and terms
- A Bank Guarantee or Bond for payment of rent equivalent to three (3) months rent
- Licensee will be responsible for all internal fit out costs which will include some plumbing works
- Payment to Council of separately metered electricity and gas as supplied to the premises. The Licensee will be required to arrange connection of services to ensure Licensee is responsible for payment of bills
- The Licensee will be required to pay legal costs and out of pocket expenses in relation to the Lease and its preparation
- The Licensee will be required to carry Public Liability Insurance of not less than \$10 million noting Council`s interest
- The promotion of services and facilities at the venue to the community

ATTACHMENT 3**Specifications Building Vinegar Hill Library Exhibition Space**

The Hills Shire Council is seeking Expressions of Interests (EOIs) from Not-for-Profit (NFP's) or community-based, Non-Government Organisations (NGO's) to enter into a Licence Agreement for the use of the Library Exhibition Space located within the Vinegar Hill Memorial Library and Community Centre, Rouse Hill.

This building is currently vacant.

Interested parties must clearly state their proposed use, proposed rent to be paid and any capital improvements envisaged for the premises.

Interested parties must clearly state if their organisation currently occupies and/or utilises any Council buildings by Lease, Licence or on a hire basis.

The successful applicant(s) will be granted exclusive use of the premises and will be required to professionally manage and operate the premises at their own risk.

Proposals will also need to be in accordance with the terms and conditions of Council's Generic Plans of Management. Council will periodically review the use of the premises to ensure compliance with the Plan of Management (attached).

An initial Licence term of three (3) years with a two (2) year option is envisaged. A longer term may also be considered.

Proponents can assume that the Licence will include the normal conditions found in a Commercial Lease, and if required, the Licence will comply with the requirements of the Retail Leases Act 1994 and Council will serve the appropriate Lessor's Disclosure Statement under the Act.

BACKGROUND INFORMATION

The current space was provided by Council to be utilised for the purpose of an exhibition space however, this has not been successful. The space had only been used occasionally for a variety of purposes from 2008. The space was then utilised by Hills Community Aid and Information Services Inc. from 2014 until 2017 providing services to the community.

This premises is owned and controlled by The Hills Shire Council for a range of community and cultural purposes.

It is Council's desire to see that the premises:

- Achieve a high rate of utilisation;
- Operate on a financially self-sufficient basis with an adequate return to Council for on-going maintenance;
- Provide facilities meeting the community's needs and enjoy wide community acceptance and support; and
- Operate a minimum of 4 days per week.

The EOI should be completed by responding to the following questions:

5. The Hills Shire Council supports community groups, organisations and services that encourage community development enhance social, cultural and environmental services and address community opportunities and needs. It also supports the building of relationships in the community; and facilitates institutional capacity of not-for -profits by providing in-kind support in the form of subsidised or discounted/rents. Illustrate why your organisation should be a recipient.
6. Recipients are organisations that provide services that meet the identified in The Hills Shire Plan and Hills Future Community Strategic Plan 2016-2020 and policies. What will your organisation contribute to the overall objectives of The Hills Shire Plan?

Include the following information in the EOI:

- The organisation's name and contact person;
- A profile of the organisation;
- The structure of the organisation;
- A description of the programs and activities of the organisation;
- Past and on-going projects in the relevant sector for which the organisation is expressing interest;
- Ideal size of space your operations requires and/or other facilities;
- Any letters of reference for the organisation from government, stakeholders, partners and donors; and
- If the organisation currently occupies and/or utilises any Council buildings by Lease, Licence or on a hire basis.

This proposal is targeting organisations that broadly work in the areas of children and families, social enterprise, learning, employment and training, community development and arts and community cultural development.

In order to ensure engagement and involvement of the organisation and other civil society organisations, proposing non-government organisations are encouraged to submit EOI's which define partnerships with other local NGO's and community-based organisations. Information on such partner organisations should be included in this EOI.

Similarly, smaller or local NGO's that do not have operational budgets should consider partnering, collaborating or building alliances with other NGO's for the purpose of this EOI.

The Hills Shire Council recognises these contributions and services are important in creating a vibrant and sustainable community.

DESCRIPTION OF THE BUILDING

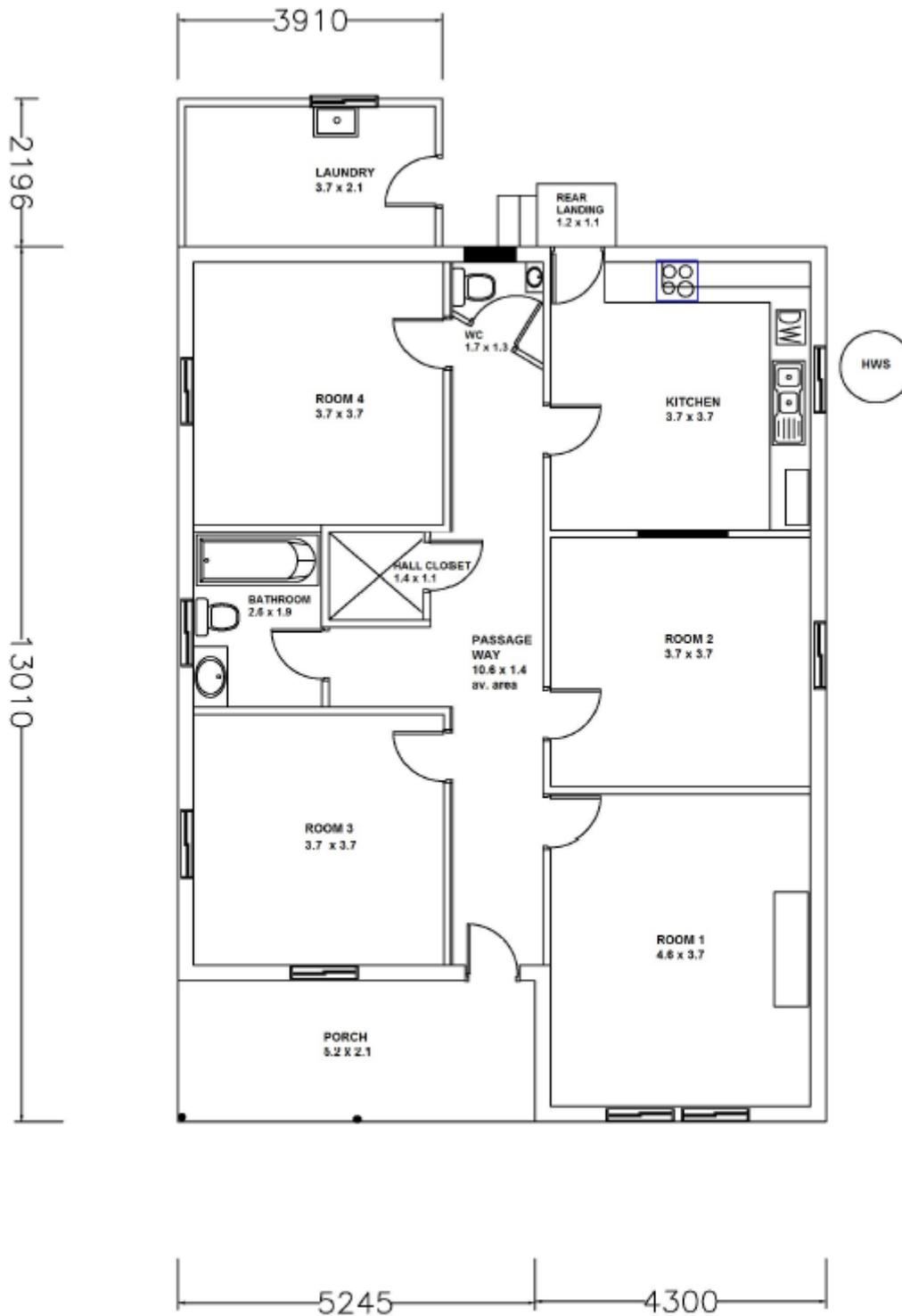
Vinegar Hill Library Exhibition Space is located at ground level entry foyer at Vinegar Hill Memorial Library and Community Centre, Rouse Hill Town Centre. The exhibition space is approximately 60 sqm and easily accessible and located in the heart of the Rouse Hill Town Centre.

SCOPE OF WORK

This will include:

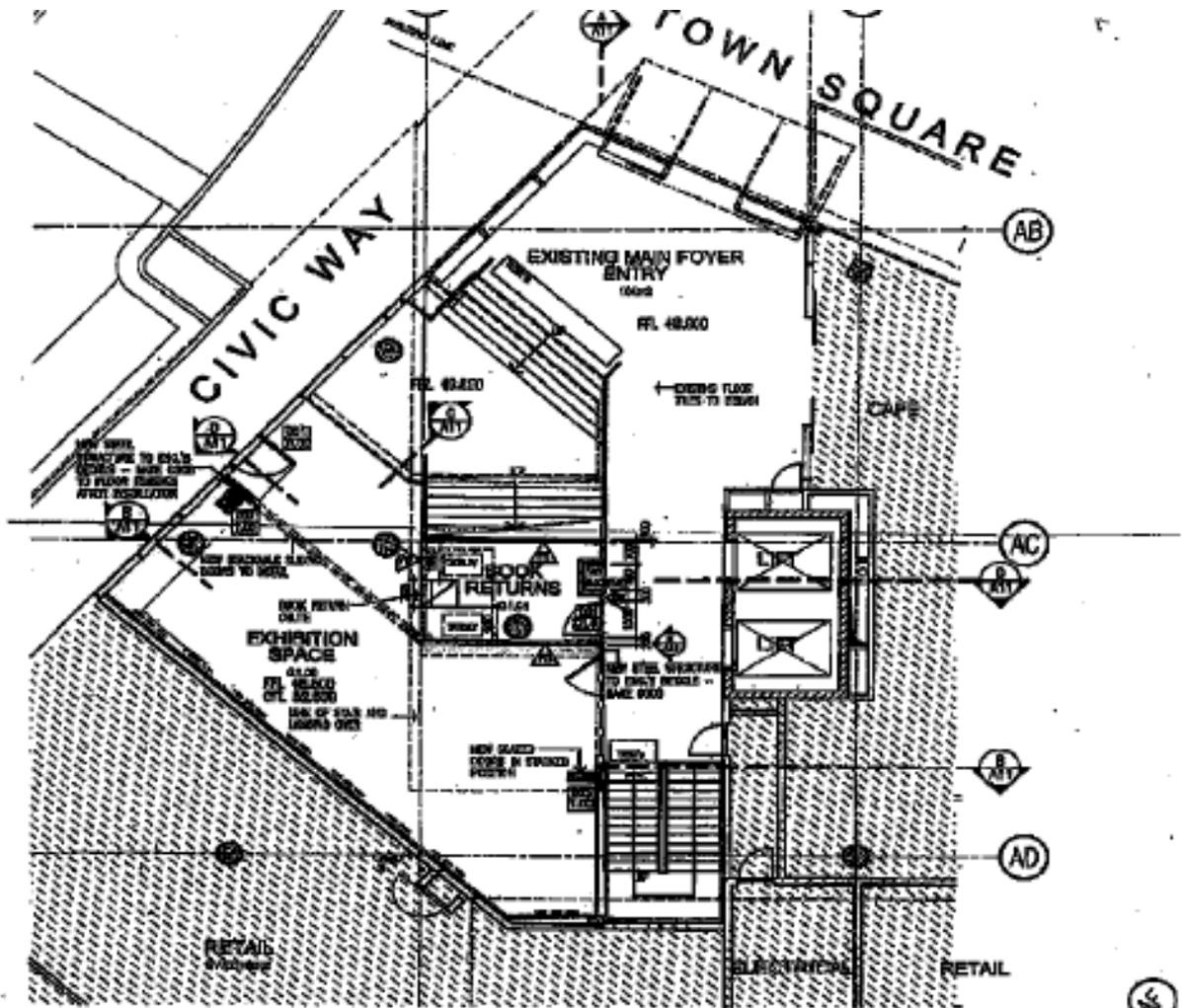
- Optimum utilization
- Community acceptance and support
- Financial self-sufficiency
- Meeting community needs
- Resources, capacity and experience
- Financial capacity
- Management and operations
- Licence fee and terms
- A Bank Guarantee or Bond for payment of rent equivalent to three (3) months' rent
- Licensee will be responsible for all internal fit out costs which will include some plumbing works
- The Licensee will be required to pay legal costs and out of pocket expenses in relation to the Lease and its preparation
- The Licensee will be required to carry Public Liability Insurance of not less than \$10 million noting Council's interest
- The promotion of services and facilities at the venue to the community

FLOOR PLAN - Building 32

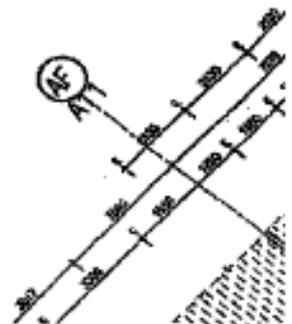


BALCOMBE HEIGHTS ESTATE - BUILDING 32 BL230064

FLOOR PLAN - Vinegar Hill Library Exhibition Space



GROUND FLOOR PLAN
LIBRARY 1:100



ITEM-20	EXPRESSION OF INTEREST FOR USE - BERNIE MULLANE SYNTHETIC FIELD
THEME:	Vibrant Communities & Modern Local Economy
OUTCOME:	5 A connected and supported community with access to a range of services and facilities that contribute to health and wellbeing. 5.1 Facilitate the provision of services across the community.
STRATEGY:	10.2 Support existing businesses and business networks to increase business capacity and capabilities to grow jobs.
MEETING DATE:	10 APRIL 2018 COUNCIL MEETING
GROUP:	CUSTOMER SERVICES
AUTHOR:	COMMUNITY DEVELOPMENT OFFICER- SPORTS AND CULTURE SCOTT ISBISTER
RESPONSIBLE OFFICER:	MANAGER- COMMUNITY, ECONOMIC DEVELOPMENT & VENUES LORI MODDE

REPORT

The purpose of the report is to accept the expression of interest from Kellyville Soccer Club Inc. (ABN 50 415 746 190) for the use of Bernie Mullane Synthetic fields on Sundays from the opening date (approx. May 2018) until and including the 24 February 2019.

Council sought expressions of interest between Tuesday 13 March and Friday 23 March 2018 for Sunday use of two newly-constructed synthetic fields including a centre cricket wicket located at Bernie Mullane Sports Complex Kellyville. The objective of the expression of interest process was to generate revenue to invest into the ongoing costs of these fields as synthetic fields require full refurbishment every seven to 10 years at an approximate cost of \$600,000 per field.

The two synthetic fields and one cricket wicket are allocated to local sports clubs for the summer and winter seasons for all days other than Sundays and maintenance periods.

Expression of Interest 18-06 (EOI) (as per Attachment 1) was open to both not-for-profit and commercial organisations to facilitate sport activity on Sundays for up to 10 months (with the start date bring the opening month up to and including 24 Feb 2019).

Council received two conforming submissions from the Kellyville Soccer Club Inc. (ABN 50 415 746 190) and Super 6 Soccer Pty Ltd (ABN 12 137 395 281). Based on the Expression of Interest criteria, this report recommends Council enter into an agreement with Kellyville Soccer Club Inc. (known as the Kellyville Kolts) as outlined in the

recommendation for Sundays from the field opening date up to and including 24 February 2019.

The following criteria were assessed on each application received:

- A. Financial contribution to Council for use over the contract period
- B. Evidence of organisational sustainability
- C. Demographics of proposed users of facilities (information only)
- D. Proposed sports/activity resembles the current needs of market demand

The panel evaluation of the submissions against the criteria has been circulated under separate cover.

CONCLUSION

Following the assessment, it is recommended that Council enter into an agreement with the Kellyville Soccer Club Inc. to use the Bernie Mullane Sports Complex synthetic fields on Sundays for a maximum of \$33,110 (incl GST) for 10 months or part thereof based on the actual opening date (\$3,311 per month). The use of the fields will be primarily for community football club use and gala days between 8am and 9:30pm, with all participants off the site by 10pm. In addition, Kellyville Soccer Club Inc. will be able to make available unused time slots to commercial organisations.

IMPACTS

Financial

Revenue will be up to a maximum of \$33,110 (based on the actual opening date). This revenue has been budgeted in Account Number 842.1000.3020. Any variations to the budget due to this report will be reflected in a future Budget Review.

RECOMMENDATION

The General Manager be authorised to enter into an agreement with the Kellyville Soccer Club Inc. (ABN 50 415 746 190) to use the Bernie Mullane Sports Complex synthetic fields on Sundays from the opening date up to and including 24 February 2019 between 8am and 9:30pm, with all participants off the site by 10pm, at a rate of \$3,311 (incl GST) per month.

ATTACHMENTS

1. EOI18-06 Specification V2 Expression of Interest Bernie Mullane Synthetic Field (2 pages)
2. **Panel Evaluation (under separate cover as a Confidential Memorandum)**



Bernie Mullane Synthetic Field Expression of Interest for use

EXECUTIVE SUMMARY

The Hills Shire Council is seeking Expressions of Interest by parties for the use of two newly constructed Synthetic Fields including a centre cricket wicket located at Bernie Mullane Sports Complex Kellyville. The Expression of Interest is open to both not-for-profit sporting clubs/associations and commercial operators for use on Sundays for up to 10 months (May 2018 - Feb 2019).

The successful candidate will provide an opportunity for the community to engage in organised sport on Sundays and provide a return to Council to invest in the further maintenance and development of Bernie Mullane Reserve.

PROJECT INFORMATION

Purpose

The Hills Shire Council aims to provide the Bernie Mullane's synthetic fields, located at Kellyville, to a suitable sport for every Sunday from May to February 2019. Suitable sporting activities that can use synthetic surfaces will be eligible to apply through an Expression of Interest process that is open to registered organisations.

Background

The Bernie Mullane Sports Complex Draft Master Plan was initially exhibited on 01 July 2016 for a period of five weeks.

The area of interest consists of two synthetic sports fields & one cricket wicket in the centre of the two fields; the fields are equivalent to two senior sized soccer fields. These fields are positioned east to west.

There are three grass fields located to the east of the complex which are allocated to local sports clubs during the whole year.

Also located on the premises is an Indoor Sports complex with two courts for sports including, badminton, futsal (indoor soccer), basketball, indoor netball and other small sided sports. The sports complex is home to a gym and café where group fitness classes are held and hosted by Belgravia Leisure, the current license holder. Included outdoors with the complex are 5 concrete netball courts available for hire through Belgravia Leisure. In addition there are six fully lit public tennis courts & four cricket nets.

A new feature to Bernie Mullane Sports Complex is the newly opened Livvi's Place with favourable features such as a water play park, swings, musical play walk, picnic areas and loads of seating and shade shelters.

Inclusions

The Expression of Interest is to offer Sunday use of the Synthetic fields from the estimated opening date (May 2018) through to 24 February 2019.

Permitted times of use for both fields are from 8am – 9:30pm, with all participants off the site by 10pm in accordance with Council's Sportsgrounds Plan of Management.

These synthetic sports fields are lit by four 200 lux LED light towers meeting the criteria for night time competition of most state sporting bodies.

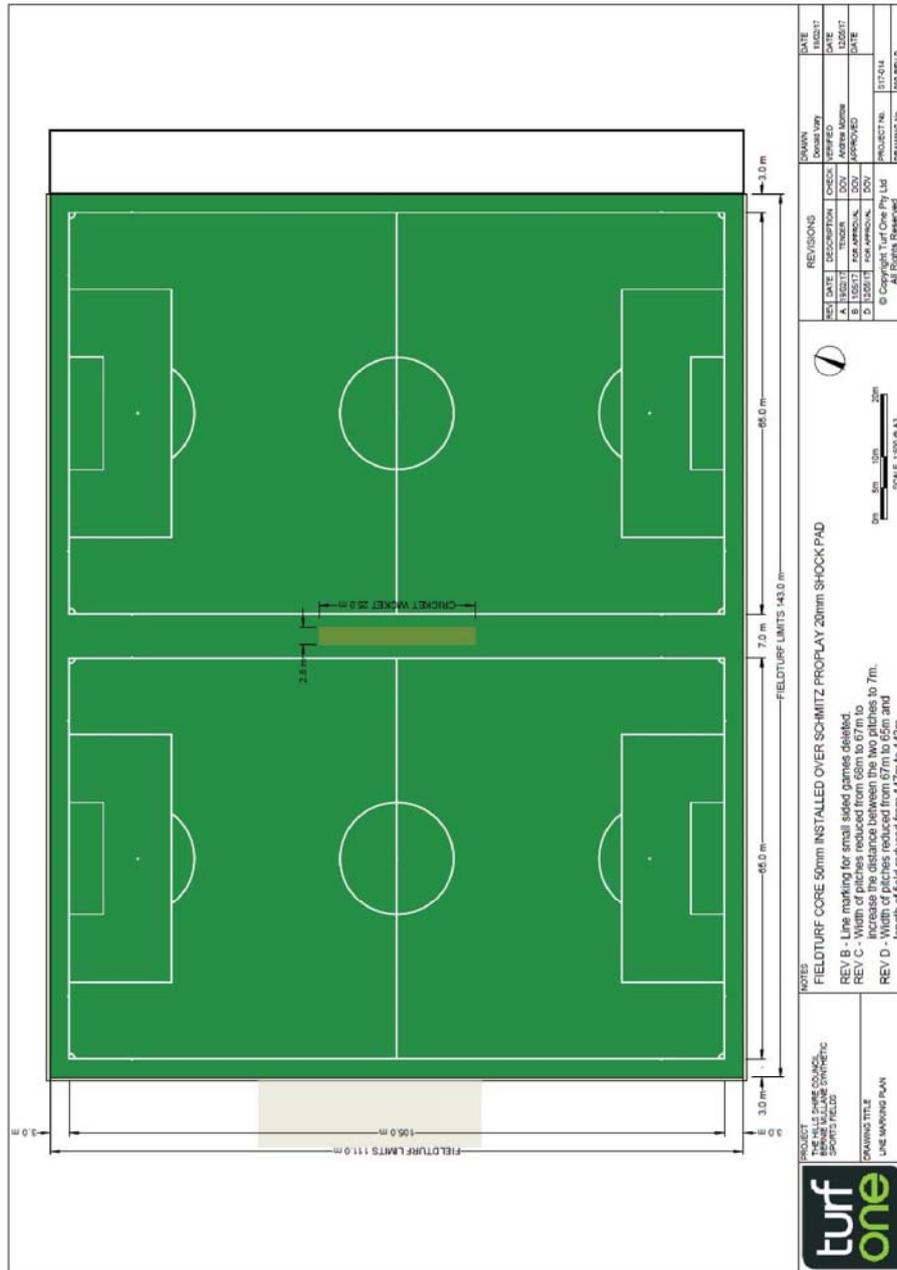
The north and south facing sidelines are secured by 1.2m boundary fencing while the east and west goal lines are secured with 5m boundary fencing.

To be considered in this Expression of Interest, please ensure you provide a copy of the following documents in your submission as well as a completed copy of the returnable schedules.

- Proof of registration of organisation in the form of an ASIC extract or ACNC documentation
- Accreditation documents (if applicable—affiliation documentation)
- Audited statement of organisations Annual Financials (16/17)
- Annual Report and relevant Business Plan
- List of Board of Directors including biographies
- Proposal for consideration including how your organisation can activate the space and meet Hills Shire Plan Objectives

To register to submit an EOI go to:
<https://www.tenderlink.com/thehills>
select 'Registration' and follow the prompts.

FIELD LAYOUT



ITEM-21	PIONEER THEATRE – OPENING SEASON AND OPERATION
THEME:	Vibrant Communities
OUTCOME:	5 A connected and supported community with access to a range of services and facilities that contribute to health and wellbeing.
STRATEGY:	5.2 Recognise and value our community's local heritage and culture.
MEETING DATE:	10 APRIL 2018 COUNCIL MEETING
GROUP:	CUSTOMER SERVICES
AUTHOR:	MANAGER- COMMUNITY, ECONOMIC DEVELOPMENT & VENUES LORI MODDE
RESPONSIBLE OFFICER:	GROUP MANAGER- CUSTOMER SERVICES JOHN DEAN

REPORT

The purpose of this report is to recommend that Council launch the Pioneer Theatre with an opening event in October 2018 followed by an opening season of theatrical performances.

Opening a new theatre requires a period of time to test the various elements of the performance space in a 'real' situation, including acceptance testing and commissioning audio visual and other technological equipment, lighting, seating and box office functions.

The Pioneer Theatre is due for completion in September 2018, and should be available shortly after for performances. The intention is to provide a number of users access at no hire cost from October to December 2018 to test various components of the theatre to ensure it performs to technical specifications.

Two theatre companies were approached about the possibility of conducting an opening season and theatrical item for an opening event. While feedback was that most theatre companies would already have their annual seasons booked for 2018, Blackout Theatre Company have indicated they would be prepared to produce a two-week performance of a musical to open the Pioneer Theatre in October. In order for this to occur, arrangements would need to be finalised by April 2018.

A range of other performances are being planned in November/December 2018, including potential children's shows, acoustic acts and Christmas performances that would increase awareness of the theatre within the community while also further testing the facility across a range of genres.

These events will need to be committed by mid-year to ensure logistics and marketing can be finalised. Hosting a short opening season in this manner would also showcase the venue to potential future hirers, with a view to them considering the Pioneer Theatre for their next annual season.

A launch event for the venue in early October 2018 is being considered and could include a selection of songs by Blackout Theatre from their proposed musical. This is an opportunity to showcase the capability of the venue to dignitaries, potential hirers including theatre and musical companies.

FUTURE USE OF THE THEATRE

Council has created the Pioneer Theatre to provide opportunities for residents to enjoy performances of a high standard in a local venue. The venue can still be used as a function centre, performance space or for community celebrations as casual hirers amongst the theatre seasons. Bookings will be managed on a yield basis and ideally strive for 30% theatre use in the first few years.

In the Annual Hills Shire Plan, Council will consider the proposed fees and charges for 2018 / 2019 for the theatre uses. All other uses are covered by the normal fees and charges. Do to the nature of the venue, only theatre seasons and casual hirers will be provided access to the Pioneer Theatre.

CONCLUSION

To activate the Pioneer Theatre on opening and to test the new theatre elements, Council is requested to endorse an opening season to grant access to performance groups between September and December 2018 at no charge for venue hire. It is recommended that Council approve Blackout Theatre for an opening season in October 2018 and other organisations be invited to submit EOI proposals for the remainder of October- December 2018.

Fees and charges for 2019 will be provided to Council for consideration under the Annual Hills Shire Plan proposed Fees and Charges.

IMPACTS

Financial

There are currently no bookings in Castle Grand and is not intended to allow users to book the venue prior to the 1 January 2019. Cleaning and staffing costs will equate to \$450+GST per use and are budgeted for in the 2018/2019 Annual Plan.

Strategic Plan - Hills Future

This proposal complies with the Hills 2026 vision of managing our assets effectively to achieve higher levels of service for residents. The Pioneer Theatre will meet Council's objectives under its adopted Cultural Plan and provide flexibility in the asset network to provide opportunities for theatre production and contribute to community use.

RESOLUTION

1. Council waive hire fees for the Pioneer Theatre for musical and theatre organisations between 1 October and 31 December 2018 to allow acceptance testing on Council's behalf of the various elements of the performance space in a 'real' situation. This includes testing of audio visual and other technological equipment, lighting, and seating and box office functions.

2. Council approve Blackout Theatre for an opening season in October 2018 and other organisations be invited to submit EOI proposals for the remainder of October - December 2018.

ATTACHMENTS

Nil.

**ITEM-22 THE CENTENARY OF ARMISTICE/WW1 FINALE
EVENT 11 NOVEMBER 2018**

THEME:	Vibrant Communities
OUTCOME:	5 A connected and supported community with access to a range of services and facilities that contribute to health and wellbeing.
STRATEGY:	5.2 Recognise and value our community's local heritage and culture.
MEETING DATE:	10 APRIL 2018 COUNCIL MEETING
GROUP:	CUSTOMER SERVICES MANAGER, COMMUNITY, ECONOMIC DEVELOPMENT & VENUES
AUTHOR:	LORI MODDE
RESPONSIBLE OFFICER:	GROUP MANAGER, CUSTOMER SERVICES JOHN DEAN

EXECUTIVE SUMMARY

The purpose of this report is to recommend Council financially support the Armistice Day 2018 event proposed by the Castle Hill RSL Sub Branch at Bella Vista Farm on 11th November 2018. This is the Centenary of Armistice/WW1 Finale and will conclude the Centenary of ANZAC celebrations that began in 2014. Council has received a financial request for \$15,000 from the Castle Hill RSL Sub Branch together with the in kind use of Bella Vista Farm.

BACKGROUND

In 2014, Council provided \$70,000 for a series of events and activities that commemorated the Centenary of Anzac that was coordinated by the Castle Hill RSL Sub Branch. The Governor General, Hills Shire Mayor and dignitaries launched the commemoration at Bella Vista Farm together with a range of associated events marking this significant event in our countries history.

REPORT

The proposed event marks the end of the Centenary of WW1 and the Castle Hill RSL Sub Branch will manage the proposed event from 6pm until 9pm on the 11th November 2018 at Bella Vista Farm. It will include a Mayoral Reception with invitations extended to the Governor General, Ministers, Local Members and Councillors.

The event will contain performances from the 1st/15th Royal NSW Lancers Band and Castle Hill RSL Pipe band, the 16 Youth Ambassadors, the Lone Piper, the Prime Minister's speech that marked the end of WW1, the Last Post and Ode and the Castle Hill RSL Youth Orchestra with the 1812 Overture.

In addition to the Finale event, the Castle Hill sub-branch have been successful in obtaining further funding from the Federal Government to coordinate and honour the

centenary with a full honour roll listing the Boer War, WW1 & WW2 participants for display at Council. A secondary honour roll will be presented to Castle Hill Public School containing the students that attended World War 1. In addition to the Memorial enhancements at Balcombe Heights Estate, memorial plinths and plaques at Castlebrook Memorial Park and plaques for the Centenary of Anzac War Memorial will also be produced. The amount of these items is approximately \$80,000.

As indicated above the Castle Hill Sub Branch is contributing \$15,000 towards the Finale event and request \$15,000 from Council.

The \$15,000 would cover the costs of lighting and sound production for the event, portable toilets and marquees as well as general event requirements.

After discussions with the state government, there is pending grants that may be available for this project to assist in Council partnering with the state to deliver the \$15,000. On this basis Council proposed a commitment of \$7,500 to the project, with the further \$7,500 to be investigated through the grant program to be announced in early next quarter.

IMPACTS

Financial

This report recommends that Council support the initiative to the value of \$7,500 ex GST and the use of Bella Vista farm. Funds of \$207,263 ex GST have been provided for the Community Grants and Donations Program in the 2017/18 financial year. To date \$34,730 ex GST has been expended. There are sufficient funds available to accommodate this recommendation.

Strategic Plan - Hills Future

This event supports Council's strategy of recognising and valuing our community's local heritage and culture.

RECOMMENDATION

1. Council provide \$7,500 from the 2017/18 Community Grants and Donations Program to financially support The Centenary of Armistice/WW1 Finale event managed by the Castle Hill RSL Sub Branch at Bella Vista Farm on the 11th November 2018.
2. Council also waive the fees and charges for the use of Bella Vista Farm for The Centenary of Armistice/WW1 Finale event.

ATTACHMENTS

1. Letter of request from Castle Hill & District RSL Sub-Branch (1 page)
2. Outline Program Annexe A (1 page)



CASTLE HILL & DISTRICT RSL SUB-BRANCH
THE RETURNED & SERVICES LEAGUE OF AUSTRALIA
(NEW SOUTH WALES BRANCH)

ATTACHMENT 1

All Communications to be addressed to:
THE SECRETARY
PO BOX 2 CASTLE HILL
1765

Phone (02) 8858 4809
Email: Secretary@chrslsubbranch.org.au
OR President@chrslsubbranch.org.au

01 March 2018

Mrs Lori Modde
Manager
Community, Economic Development & Venues
The Hills Shire Council

Dear Lori

The Castle Hill RSL sub-Branch requests support from The Hills Shire Council for its Centenary of Armistice/WW1 Finale that is proposed to be conducted at the Bella Vista Farm Park on the evening of 11 November 2018. This activity will conclude the large program of events for the Centenary of ANZAC and Armistice that have been held in The Hill Shire since April 2015 to 11 November 2018.

The Finale is expected to attract a large audience with the Governor in attendance. The Mayor will play a prominent role and the outline program is attached at Annex A.

The sub-Branch is providing \$15,000 and \$15,000 is requested from Council to assist with the cost of putting on this event. This support would be very much appreciated.

Yours sincerely,

LTCOL Alain Dunand
Hon. Secretary
Castle Hill & District RSL sub-Branch

ATTACHMENT 2

Annex A

**CENTENARY OF ARMISTICE/WW1 FINALE
BELLA VISTA FARM PARK
11 NOVEMBER 2018
6.30 TO 8.30 PM**

OUTLINE PROGRAM

- MC (Gareth McCray) outlines program to audience.
- Mayoral Reception (sub-Branch President - MC).
- Local and Federal Members acknowledged (Mayor - MC).
- Governor's Reception (Mayor and sub-Branch President - MC).
 - 1st /15th RNSWL Guard of 1 and 25 with lancers.
 - 1st/15th RNSWL Band.
- National Anthem sung by David Sanders (MC).
 - 1st /15th RNSWL Guard of 1 and 25 with lancers.
 - 1st/15th RNSWL Band.
- Addresses by Mayor and sub-Branch President (Coordinated - MC).
- 1st/15 RNSWL Gig (Singer included) (MC).
- Massed Pipe Bands of 50 (Castle Hill, Parramatta and other RSL Pipe Bands as required) – Off stage (MC).
- 16 Youth Ambassadors each speaking for 30secs/45 secs on a NSW WW1 VC winner.
 - Governor introduced to Ambassadors,
 - Ambassadors' VC Citations' Scroll presented to Governor, and
 - Governor presents Plaques to Ambassadors.
- Lone Piper illuminated on raised platform playing "Scotland the Brave"– Off stage (MC).
 - Piper, Castle Hill RSL Pipe Band.
- Australian PM's End of WW1 Speech (By Gareth McCray - MC).
- Last Post/Ode/Reveille (Ode by sub-Branch President).
 - Bugler, 1st/15th RNSWL.
- Castle Hill RSL Youth Orchestra - On stage (Orchestra Conductor, James Brice).
 - Various ANZAC Marches,
 - Sanctuary of the ANZAC,
 - Army of the Nile – Alford, and
 - Colonel Bogey – Alford.
- Castle Hill RSL Youth Orchestra - 1812 Overture accompanied by guns (105mm) firing blanks.
- Governor departs (Mayor and sub-Branch President - MC).
 - 1st /15th RNSWL Guard of 1 and 25 with lancers.
 - 1st/15th RNSWL Band.
- Mayor departs (sub-Branch President - MC).

ITEM-23	NSW FIRE & RESCUE INSPECTION & REPORT - 40 APPELGUM CRESCENT, KELLYVILLE
THEME:	Protected Environment
OUTCOME:	8 Our unique natural environment is valued, maintained and enhanced.
STRATEGY:	8.1 Demonstrate leadership in sustainable environmental performance and manage environmental risks and impacts responsibly and provide education and regulatory actions.
MEETING DATE:	10 APRIL 2018 COUNCIL MEETING
GROUP:	ENVIRONMENT AND PLANNING
AUTHOR:	FIRE SAFETY OFFICER PAUL CURRAN
RESPONSIBLE OFFICER:	MANAGER – REGULATORY SERVICES CRAIG WOODS

EXECUTIVE SUMMARY

This report is prepared in accordance with Schedule 5, Part 8, Section 17 of the Environmental Planning and Assessment Act 1979 (EP&A Act) following an inspection by Fire & Rescue NSW (FRNSW) of the building situated at 40 Applegum Crescent, Kellyville.

BACKGROUND

Owner:	The Owners Strata Plan No. 96425
Zoning:	Zone R4 High Density Residential
Area:	8767 m ²
Existing Development:	Residential Flat Building Complex consisting of two (2) x five (5) storey buildings containing seventy two (72) units with associated basement carparking for one hundred and sixty four (164) vehicles.

HISTORY

05/03/2015	Development consent 137/2015/JP issued for Residential Flat Building Complex consisting of two (2) x five (5) storey buildings containing seventy two (72) units with associated basement carparking for one hundred and sixty four (164) vehicles.
29/06/2016	Construction Certificate No.1 issued by Steven Saad from Certified Building Specialists Pty Ltd.
16/12/2016	Construction Certificate No.2 issued by Steven Saad from Certified Building Specialists Pty Ltd.

- 09/06/2017** Construction Certificate issued No. 4 by Steven Saad from Certified Building Specialists Pty Ltd.
- 08/12/2017** Interim Occupation Certificate for the building issued by Steven Saad from Certified Building Specialists Pty Ltd.
- 06/03/2018** FRNSW inspection report received raising concerns with the level of fire safety provided in the building.
- 21/03/2018** On site meeting between Council staff and the building manager. Significant fire safety issues were identified by Council staff.
- 05/04/2018** A Notice of Intention to Give a Fire Safety Order was issued to the Owners Strata Plan No. 96425, requiring a fire safety audit be undertaken.

REASONS FOR REFERRAL TO COUNCIL

Council has received an inspection report from FRNSW pursuant to Section 9.32 of the EP&A Act. The matter is referred to Council for its determination of appropriate action in accordance with Schedule 5, Part 8, Section 17 of the EP&A Act.

REPORT

1. Statutory Consideration

Schedule 5, Part 8, Section 17 of the Environmental Planning & Assessment Act 1979 states the following:

- (1) If the Commissioner of Fire and Rescue NSW carries out an inspection of a building under section 9.32 (Fire brigades inspection powers), the Commissioner must furnish to the council of the area in which the building is located:*
- (a) a report of the inspection, and*
 - (b) if of the opinion that adequate provision for fire safety has not been made concerning the building, such recommendations as to the carrying out of work or the provision of fire safety and fire-fighting equipment as the Commissioner considers appropriate.*
- (2) A council must:*
- (a) table any report and recommendations it receives under this clause at the next meeting of the council, and*
 - (b) at any meeting of the council held within 28 days after receiving the report and recommendations or at the next meeting of the council held after the tabling of the report and recommendations, whichever is the later, determine whether it will exercise its powers to give a fire safety order.*
- (3) A reference in subclause (2) to a meeting of a council does not include a reference to a special meeting of the council unless the special meeting is called for the purpose of tabling any report and recommendations or making any determination referred to in that subclause.*

(4) *A council must give notice of a determination under this clause to the Commissioner of Fire and Rescue NSW.*

Development Control Orders that may be given by a Consent Authority or by Minister

An Order Number 1 as referred to Subsection 2 of Schedule 5, Part 8, Section 17 is detailed below:

To do what?	In what circumstances?	To whom?
<p>Order Number 1</p> <p>To do or stop doing things for the purposes of ensuring or promoting adequate fire safety or fire safety awareness</p>	<p>When provision for fire safety or fire safety awareness is inadequate to:</p> <ul style="list-style-type: none"> • prevent fire, or • suppress fire, or • prevent the spread of fire. <p>To ensure or promote the safety of persons in the event of fire.</p> <p>When lack of maintenance of the premises or the use of the premises constitutes a significant fire hazard.in the event of fire.</p>	<p>The Owner of the premises or, in the case of a place of shared accommodation, the owner or manager.</p>

Council must consider the inspection report from FRNSW and determine whether it is appropriate to serve an Order Number 1 pursuant to Schedule 5, Part 2 of the EP&A Act. Furthermore, Council must notify FRNSW of its determination of the matter.

2. Fire safety issues and recommendations specified in Fire & Rescue NSW inspection report

The inspection report issued by FRNSW dated 6 March 2018 was as a result of a complaint received in relation to the fire brigade booster assemblies not being provided with appropriate signage and block plans. The subsequent inspection report from FRNSW was limited to a conceptual overview of the building (without a copy of development consents or floor plans). The inspection on 22 January 2018 detailed a number of fire safety deficiencies in the building with respect to the automatic fire detection & alarm system, issues with the fire hydrant and sprinkler booster assemblies, unprotected penetrations through the fire isolated stairway and inadequate arrangements for egress discharge/fire fighting operations.

FRNSW Recommendation:

FRNSW recommends that Council:

- a. *Inspect and address any other deficiencies identified on 'the premises', and require item No. 1 through to item No. 6 of this report to be addressed appropriately.*

This matter is referred to Council as the appropriate regulatory authority. FRNSW therefore awaits Council's advice regarding its determination in accordance with Schedule 5, Part 8, Section 17 of the EP&A Act

3. Inspection by Council's Fire Safety Officers

On 21 March 2018, Council officers inspected the premises and identified a number of fire safety issues within the building, including incorrect signage to hydrant booster & sprinkler assemblies, obstructions in front of the booster assembly, smoke detectors covered with plastic dust covers, incorrectly installed hydrant landing valves in fire isolated stairways, hose reels installed in incorrect locations, inadequate sprinkler coverage in the carpark, numerous unprotected penetrations through fire resisting construction, fire doorsets not self-closing correctly, excessive gaps under fire rated doorsets, non-compliant balustrades in fire isolated stairways, unsatisfactory arrangements for discharge from fire isolated stairways, insufficient egress widths in fire isolated passageways, unauthorised service penetrations in fire isolated exits, external walls containing combustible parts and numerous other non-compliances.

As a result of the fire safety non-compliances observed by both FRNSW and Council staff, it was deemed appropriate that the Owners of Strata Plan be issued with a Notice of Intention to Give an Order (Order No. 1), requiring a fire safety audit of the premises be undertaken by an independent appropriately accredited C10 Fire Safety Engineer or unrestricted A1 Accredited Certifier.

Once the audit has been completed and the report is submitted and reviewed by Council staff, the Manager - Regulatory Services will determine what works are required to be undertaken and whether an Order should be issued to rectify any issues and to ensure the building is provided with an appropriate level of fire safety. FRNSW will be advised of any Orders issued.

It should be noted that the subject property identified in the inspection report from FRNSW has not been identified by The Department of Finance, Service and Innovation or Council as being fitted with external cladding. The inspection confirmed that the buildings external wall cladding is not made of Aluminium Composite Panels; however, the audit of the building identified parts of the building with a combustible external polymer (Dincol wall system) which will be reviewed with the other fire safety non-compliances identified in the building.

4. Conduct of certifier

On 1 February 2018 Mr Saad was reprimanded by the BPB for unsatisfactory professional conduct & fined \$15,000.

On 23 March 2018, Council staff wrote to Mr Saad & advised him of the FRNSW inspection report and Council staff inspection. Mr Saad has been requested to advise how he was satisfied that the building was suitable for occupation prior to issuing the Occupation Certificate.

Pending receipt and review of Mr Saad's response, Council staff will determine if it is appropriate to refer the matter to the Building Professionals Board to investigate the professional conduct of Mr Saad.

IMPACTS**Financial**

The matter has no direct financial impact upon Council's adopted budget or forward estimates.

The investigation and rectification of the fire safety issues associated with this development will have a considerable impact on Council resources.

The Hills Future - Community Strategic Plan

The social and environmental impacts have been identified and addressed in the report. The proposal offers a reasonable design that does not comprise the character of the locality and the Shire as a whole.

RECOMMENDATION

1. The Commissioner of FRNSW be advised that Council staff have inspected the site and have issued a Notice of Intention to Give an Order No. 1 (fire safety order) to the Owners of the property. The Notice requires a fire safety audit of the premises be undertaken by an independent appropriately accredited C10 Fire Safety Engineer or unrestricted A1 Accredited Certifier. Upon receipt of the audit report, the deficiencies identified and their rectification will be subject to an Order.
2. The Commissioner of FRNSW be further advised if a fire safety order is issued.

ATTACHMENTS

1. Locality Plan (1 page)
2. Fire Inspection Report (3 pages)

ATTACHMENT 1 – LOCALITY PLAN



SUBJECT SITE



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ATTACHMENT 2 – FIRE INSPECTION REPORT



Unclassified

File Ref. No: BFS18/101 (2476)
TRIM Ref. No: D18/8332
Contact: Station Officer Paul Scott

6 March 2018

General Manager
The Hills Shire Council
PO Box 7064
Baulkham Hills BC NSW 2153

Email: council@thehills.nsw.gov.au

Attention: Manager Compliance/Fire Safety

Dear Sir Madam,

**Re: INSPECTION REPORT
40 APPLÉGUM CRESCENT, KELLYVILLE ("the premises")**

Fire & Rescue NSW (FRNSW) received correspondence on 11 January 2018, in relation to the adequacy of the provision for fire safety in connection with 'the premises'.

The correspondence stated that:

- *Fire brigade booster assemblies not adequately signposted and block plans not installed.*

Pursuant to the provisions of Section 9.32 (1) of the *Environmental Planning and Assessment Act 1979* (EP&A Act), an inspection of 'the premises' on 22 January 2018 was conducted by Authorised Fire Officers from the Fire Safety Compliance Unit of FRNSW.

The inspection was limited to the following:

- A conceptual overview of the building, where an inspection had been conducted without copies of the development consent or copies of the approved floor plans.

On behalf of the Commissioner of FRNSW, the following comments are provided for your information in accordance with Section 9.32 (4) and Schedule 5, Part 8, Section 17(1) of the EP&A Act. Please be advised that Schedule 5, Part 8, Section 17(2) requires any report or recommendation from the Commissioner of FRNSW to be tabled at a Council meeting.

Fire & Rescue NSW

Community Safety Directorate
Fire Safety Compliance Unitfiresafety@fire.nsw.gov.au

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ABN 12 593 473 110

Locked Bag 12
Greenacre NSW 2190

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F (02) 9742 7483

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COMMENTS

The following items were identified as concerns during the inspection:

1. The Automatic Smoke Detection and Alarm System did not appear to be capable of operating to the standard of performance from when it was first designed and installed. In this regard, multiple smoke detectors throughout 'the premises' were covered with plastic dust caps. It is noted that the dust caps were removed from the smoke detectors prior to FRNSW departure from 'the premises'.
2. Fire Brigade Booster Assembly - It appears that the signage at the fire brigade booster assemblies have been installed incorrectly and do not correspond to the system/installation it serves.

In this regard, the signage identifying the 'sprinkler booster connection', the 'hydrant booster connection' and the "attach fire hydrant" appear incorrect and inconsistent with the hydrant block plan.

3. Both the fire sprinkler and fire hydrant booster assemblies have been installed at the rear of a 500mm plinth concrete slab and other services are installed directly in front of the booster assemblies causing an obstruction, contrary to the intent of Clause 7.3(g) of AS2419.1-2005. In this regard, the two (2) domestic water supplies create a trip hazard in front of all fire hose connections and the support brackets create a potential impalement hazard for firefighters and maintenance workers and may also damage firefighting hose during firefighting operations.
4. Both the fire sprinkler and fire hydrant booster assemblies do not appear to be adequately supported to prevent movement during firefighting operations as a result of pressure reactions, contrary to the requirements of Clause 8.7.1 of AS2419.1-2005.
5. The final exit from Tower B discharges the occupants in the water retention basin on the northern side of the building. A trafficable pathway has not been installed. FRNSW are of the opinion that the area is not suitable for the purpose of reaching the roadway.

Furthermore, the fire hydrant block plan identifies the exit door as an access door to commence firefighting operations in the basement of the tower. FRNSW do not consider this area suitable to the operational requirements of the brigade.

6. Fire hydrant pipework passes from the B2 car park into the south-east fire isolated stairwell and has not been sealed to prevent smoke from entering the stairwell, contrary to the requirements of Clause C2.8 of the NCC.



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FRNSW is therefore of the opinion that there are inadequate provisions for fire safety within the building.

RECOMMENDATIONS

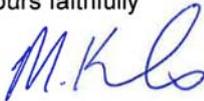
FRNSW recommends that Council:

- a. Inspect and address any other deficiencies identified on 'the premises', and require item no. 1 through to item no. 6 of this report be addressed appropriately.

This matter is referred to Council as the appropriate regulatory authority. FRNSW therefore awaits Council's advice regarding its determination in accordance with Schedule 5, Part 8, Section 17 (4) of the EP&A Act.

Should you have any enquiries regarding any of the above matters, please do not hesitate to contact Station Officer Paul Scott of FRNSW's Fire Safety Compliance Unit on (02) 9742 7434. Please ensure that you refer to file reference BFS18/101 (2476) for any future correspondence in relation to this matter.

Yours faithfully



Mark Knowles
Building Surveyor
Fire Safety Compliance Unit

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Fire & Rescue NSW

ABN 12 593 473 110

www.fire.nsw.gov.au

Community Safety Directorate
Fire Safety Compliance Unit

Locked Bag 12
Greenacre NSW 2190

T (02) 9742 7434
F (02) 9742 7483

firesafety@fire.nsw.gov.au

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MINUTES of the duly convened Ordinary Meeting of The Hills Shire Council held in the Council Chambers on 10 April 2018

4. Draft amendments to The Hills Development Control Plan 2012 Part B Section 7 – Industrial, provided as Attachment 2 (ECM Doc.#16769425), be publicly exhibited concurrent with the planning proposal.

Being a planning matter, the Mayor called for a division to record the votes on this matter

VOTING FOR THE MOTION

Mayor Dr M R Byrne
Clr R A Preston
Clr Dr P J Gangemi
Clr R Jethi
Clr M G Thomas
Clr E M Russo
Clr A J Hay OAM
Clr R M Tracey
Clr A N Haselden
Clr S P Uno

VOTING AGAINST THE MOTION

None

ABSENT

Clr F P De Masi
Clr B L Collins OAM
Clr R K Harty OAM

CALL OF THE AGENDA

A MOTION WAS MOVED BY COUNCILLOR UNO AND SECONDED BY COUNCILLOR JETHI THAT Items 4, 5, 6, 10, 13, 15, 16, 18, 20 and 23 be moved by exception and the recommendations contained in the reports be adopted.

THE MOTION WAS PUT AND CARRIED

150 RESOLUTION

Items 4, 5, 6, 10, 13, 15, 16, 18, 20 and 23 be moved by exception and the recommendations contained in the reports be adopted.