

HAWKESBURY SHIRE COUNCIL

BUSINESS PAPER

SPECIAL MEETING - 23RD MARCH, 1982.

HAWKESBURY SHIRE COUNCIL

Council Chambers,

WINDSOR, N.S.W. 2756

March 18, 1982.

Mr.G.M.McCully,
Shire Planner,
Hawkesbury Shire Council,
Council Chambers,
WINDSOR, N.S.W. 2756

Dear Sir :

You are hereby requested to attend
a SPECIAL MEETING of the Council to be held in the Council Chambers,
Windsor, on TUESDAY, 23rd MARCH, 1982 at 9.30 a.m. for the transaction
of the following business :

1. INSPECTION OF ACCESS ROAD WEBBS CREEK -
LOWER PORTLAND.
2. SHIRE ENGINEER'S REPORT.

Yours faithfully,


R.L.Rawson.
Shire Clerk.

SHIRE ENGINEER'S REPORT

SPECIAL MEETING - 23RD MARCH, 1982

The Shire Clerk,
WINDSOR.

1. WEBBS CREEK - LEETSVALE - LOWER PORTLAND - ACCESS ROAD - SITE INSPECTION.

Item 1 of the Shire Engineer's Report to the Works Committee on 23rd February, 1982 - 1982 Roads Reconstruction Programme.

Early access to fertile river flats on the Hawkesbury River was by means of river transport. In the larger fertile areas such as those upstream from Lower Portland, that is Sackville, Ebenezer, Pitt Town, Windsor road systems were developed. Pressure for the provision of roads to the isolated areas has been exerted since approximately 1950. In regard to access on the northern side of the Hawkesbury River downstream from Lower Portland a narrow road formation was formed from the ferry crossing of the Colo River extending past Unavoce to Greens Swamp.

A large river holding at Leetsvale, a former grant to the Chaseling family was sub-divided and a road opened in this subdivision called Chaseling Road, being a blind road not connected to any public road. At some time Circa. 1964 Colo Shire Council undertook some roadworks in the nature of constructing a trail from Greens Swamp to Webbs Creek. This trail was constructed over vacant Crown land and private land and no action was implemented for any dedication of a reserve over this formation. The number of holdings at that time was relatively few and co-operation existed between the various land holders in gaining access over their respective properties. It is noted that in the construction of the trail the land holders made significant contributions to Council for this construction. In the late 1960's a concrete bridge was constructed over the Colo River at Lower Portland by the Department of Public Works eliminating the existing vehicular ferry crossing. Subsequently in the early 1970's a concrete bridge was constructed over Webbs Creek being a development work for which a subsidy of 50% was received.

The vehicular access to Leetsvale up to the construction of the concrete bridge over Webbs Creek was obtained over the track constructed from Lower Portland. Subsequent to the construction of the bridge over Webbs Creek vehicular access has been obtained to Leetsvale from that structure over the properties of Grono, McNamara, vacant Crown land and Nandi Pty. Limited. There appeared to be no problems with this access in the initial stages however in the last few years with the considerable increase in activities in the Leetsvale area and tourist traffic considerable more use is being made of the roads over private land and instances have been reported of garbage being dropped on the side of the track and trail bike riders having total disregard of private land and travelling on areas outside the formed track.

Investigation was commenced for the provision of a permanent road location between the constructed bridge crossings at Lower Portland and Webbs Creek, initially location was sought adjacent to the Hawkesbury River for the full distance however because of the sheer cliff bank downstream from Greens Swamp such a road is impossible. The investigations then led to utilisation of the existing ridges for the formation of a road from Lower Portland to Webbs Creek as roads generally constructed on the ridges are more economical and more permanent (the valley walls of the Hawkesbury River are prone to rock

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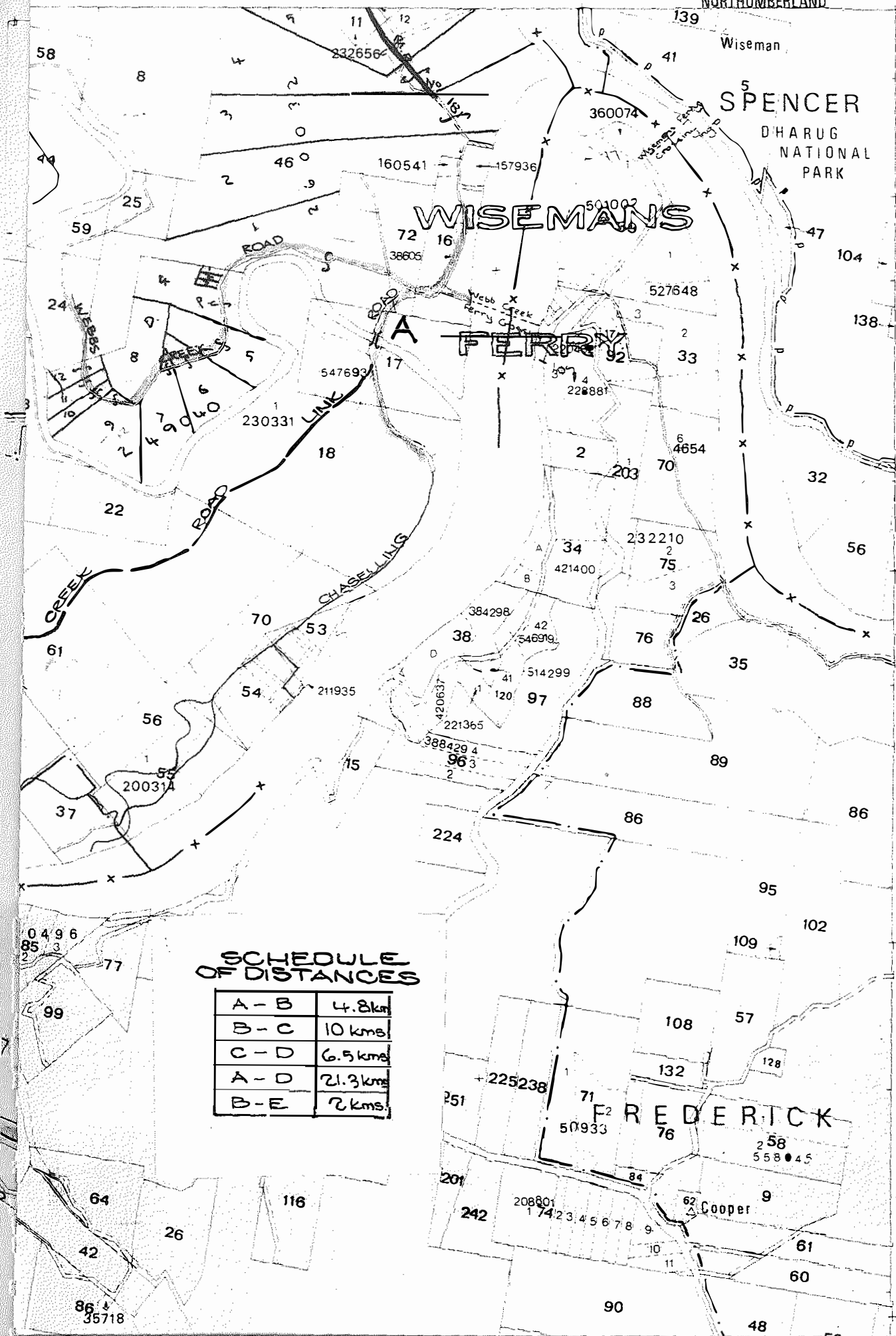
falls and in the original construction of the access track an employee was killed by such rock fall). The investigation revealed that the Wheelbarrow Ridge did extend to Webbs Creek and the feasibility of utilising this ridge was investigated indicating distinct possibilities allowing development of a link road along this ridge. An alignment of a proposed road location was presented to Colo Shire Council in 1972 where it was resolved that an approach be made to the Minister for Public Works for funds to enable a survey of the proposed route. No grant for the survey was received.

As a preliminary to further investigations an archeological study was made of the area in 1977 to establish whether any aboriginal sites/artifacts would impose constraints on any road location. Whilst sites have been discovered these are not likely to cause any impediment to any proposed road locations in this locality. Further action relating to the survey of the link road was stimulated by the State Electricity Commission in respect of gaining access into this unserviced area for the construction of the Eraring-Kemps Creek transmission line. An alignment was provided to the Commission for access from Wheelbarrow Ridge Road to the high ridge above Leetsvale. This access has subsequently been constructed. The plan arising from this investigation was submitted to Colo Shire Council in May, 1980 and the details on Plan No. 717.17 were adopted by that Council. Further at its meeting on 8th December, 1981 this Council adopted the road layout on Plan 717-17. Authority was given to proceed with the acquisition of the necessary road reserve. Appended to this report is a plan of the area between Lower Portland and Webbs Creek indicating the road layouts in the Leetsvale area and property ownership.

Council at the meeting on 9th March resolved that this matter be inspected and arrangements have been made for the landholders and a representative of the Leetsvale community to meet Council on site at 11.00 a.m. on this day.

IT IS RECOMMENDED THAT the connection to Leetsvale from Webbs Creek, commencement of project, acquisition of land be included in the submission of works for the 1982/83 Rural Local Roads programme in an amount of \$114,000.

R.F. Cranston,
Shire Engineer.



SCHEDULE OF DISTANCES

A-B	4.8km
B-C	10 kms
C-D	6.5 kms
A-D	21.3 kms
B-E	2 kms.

IAWKESBURY

BARROW RIDGE ROAD-
AD LINK.

FILE No.

No. OF
SHEETS

COUNCIL PLAN No.

717-20

SHEET
No.

1