

HAWKESBURY SHIRE COUNCIL

BUSINESS PAPER

GENERAL PURPOSE COMMITTEE MEETING - 19TH FEBRUARY, 1987.



HAWKESBURY SHIRE COUNCIL

Council Chambers, George Street, Windsor N.S.W. 2756

All communications to be addressed to The Shire Clerk
Office Hours: Monday-Friday 8.00 am to 4.30 pm
February 12, 1987.

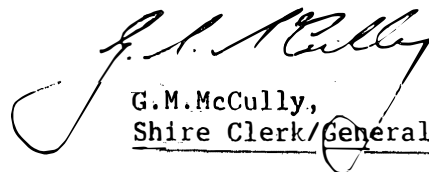
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A meeting of the GENERAL PURPOSE COMMITTEE will be held in the Council Chambers, Windsor on THURSDAY, 19TH FEBRUARY, 1987 commencing at 9.00 a.m. for the purpose of carrying out the following inspections :

1. GROSE RIVER BRIDGE
2. D.A.ITEM 9 - DEVELOPMENT SECTION - ORDINARY MEETING
10/2/87 - D.SEYMOUR, LOT 10, DP595346, KURMOND ROAD
FREEMANS REACH - EXTENSION OF DOG KENNELS & CATTERY.
DA 557/86 (Pages 14/17.)

Your attendance would be appreciated.

Yours faithfully,


G.M. McCully,
Shire Clerk/General Manager.

Note : Would Councillors please bring with them their Ordinary Meeting Business Paper for 10th February, 1987 which contains details of the development application in respect of (2) above.

SHIRE CLERK/GENERAL MANAGER'S REPORT

GENERAL PURPOSE COMMITTEE MEETING - 19TH FEBRUARY, 1987

ENGINEERING

REPORTS

1. GROSE RIVER BRIDGE ROADLINK, ASHTONS ROAD - GROSE VALE ROAD. B24/6

Over many years in consideration to improved access across the river in flood times and, in particular, alternatives to the existing crossing at Yarramundi, representations have been made for construction of a high level crossing with a deck level above maximum predicted flood height.

Discussions have been held with the Department of Main Roads resulting in the selection of a site for a bridge over the Grose River to provide a connection between the Springwood Road and North Richmond.

Possible routes were determined to provide for a new road to by-pass North Richmond. On 25th March, 1980, a designated route (red route on plan MR 570-14) was selected for further design investigation and photogrammetric survey to be undertaken.

Discussion and investigation continued. and on 8th November, 1983, written advice was received by the Department of Main Roads regarding funding of a bridge and further inspection to select a crossing site for detailed consideration.

On 10th July, 1984, Council took action to further its representation for a flood-free access over both the Grose and Nepean Rivers on advice of representations made by K Rozzoli, MP, to the Minister, for flood-free access to North Richmond.

On 9th October, 1984, a further letter was received from the Department of Main Roads regarding funding arrangements for a bridge across the Grose River with on 8th October, 1985, authorisation given to the undertaking of the detailed site investigation.

On 12th November, 1985, authorisation to proceed with the preparation of final plans was received based on the preliminary design report prepared for Council by Maunsell and Partners.

Preparation of final plans has been completed and submitted to the Department of Main Roads for approval. The plans provide for a concrete bridge founded on driven piles 11.4 metres wide with an 8 metre wide road pavement at a deck level of 20.32 metres at each abutment.

The plans provide for connection to Grose River Road just to the north of the Ashton Road intersection and MR No. 570 Springwood Road involving acquisition of land on both approaches.

On 12th August, 1986, plans for the acquisition of land for the Grose River Bridge approaches were lodged at the Land Titles Office to allow for negotiation to proceed with the affected landowners.

In respect to the selection of an appropriate route for access to the bridge and a by-pass for North Richmond, the original plan selected three routes (red, blue and yellow), a proposal for improvement to Grose Vale Road and also the need for land acquisition on Grose River Road to provide for upgrading. This was used as the basis in dedication of land for road widening in conjunction with the subdivision of the adjacent property, "The Steading".

The bridge site is that indicated on the "red" route.

In conjunction with the expansion of the residential area of North Richmond, discussion and negotiations took place with two of the owners concerned. As a result, on 11th March, 1986, the route of the proposed road reservation was adopted between Grose Vale Road and Bells Line of Road, the yellow line shown on plan MR570-14, subject to further investigation of the route between Ashtons Road and Grose Vale Road and the integration with the local road infrastructure.

As a result, a report was presented to Council at the meeting of 9th December, 1986, as follows:

"Investigations have now been carried out and are displayed to Council on Plan 570-14B. The location of the road has been determined by the following parameters:

1. Least impact on existing development.
2. 80kph design speed, with maximum gradient of 8%.
3. Combination of desirable aesthetics in the vertical and horizontal alignment geometry.
4. Integration of existing road traffic patterns.

The proposed route affects six (6) properties, two of which are bisected by the proposed road. The residue parcels, given Council's consent, would allow for individual development.

The design allows for on-grade intersections at Ashtons Road and Grose Wold Road, with some minor property adjustments required at these intersections.

The intersection at Grose Vale Road is designed as a grade separated intersection with no access for Grose Vale Road to the proposed road. Investigation has also been carried out for the first stage connection of the proposed bridge onto the existing road system. This stage development requires the upgrading of the Grose Vale Road/Grose River Road intersection.

The design of this intersection provides for Grose River Road to be the "through" road and Grose Vale Road the intersecting road."

It was recommended that:

1. The proposed road location as shown on Plan MR 570-14B be adopted for development control purposes.

2. The proposed location of the intersection of Grose Vale Road and Grose River Road, be adopted for development control purposes.

This proposal generally follows the yellow and then red route as shown in the early investigation. Improvements were made in respect to the topography and land requirements at the Grose Wold Road intersection.

Representations in respect to the proposal have been received by the following:

W.G.Staples, Grose Vale
 G L Mitchell, Grose Wold
 L Roshammer, Kurrajong
 M E E Bacic, "Valley View Park", Grose Vale
 11 other letters in support of the activities of "Valley View Park"

generally in opposition to the proposal on the basis of reduced valuation, severance of property, increased traffic and noise, destruction of the bush haven of Grose Wold.

Council, in defining the route, is undertaking long-term planning in respect to the future road communication in respect to our main road network on the basis of a town by-pass and flood-free access across the Hawkesbury River. No commitment has been made by the Department of Main Roads to date to the proposal in view of the long-term time lag before funding would appear a reality in terms of current priorities.

If consideration is given to the Grose River Bridge in isolation, the future of the Yarramundi Bridge, the deviation of main road traffic up to the traffic lights at North Richmond, the improvement in communication during flood are pertinent to both the stage development and ultimate proposal.

The action as recommended to Council is again presented as the proposal ultimately providing a major alteration to the road communication conflict at North Richmond.

Recommendation

1. The proposed road location as shown on Plan MR 570-14B be adopted for development control purposes.
2. The proposed location of the intersection of Grose Vale Road and Grose River Road, be adopted for development control purposes.