

GENERAL PURPOSE COMMITTEE

SECTION 2 INFRASTRUCTURE

GENERAL PURPOSE COMMITTEE - INFRASTRUCTURE**Table of Contents****Meeting Date:** 24 September 1996

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ITEM: 6 PITT LANE, NORTH RICHMOND - PROPOSED WEIGHT RESTRICTION

FILE NUMBER: 1605/R PT02/ENG

REPORT:

Council, at its meeting held on 11 June, 1996, resolved that a three (3) tonne weight restriction be imposed on Pitt Lane, North Richmond, due to damage caused within Pitt Lane by large trucks servicing the commercial centre.

Public comment was sought by advertisement as well as by correspondence, addressed to statutory bodies and industry organisations including North Richmond Chamber of Commerce.

No objections to the proposed weight restriction have been received.

RECOMMENDATION:

That a three (3) tonne weight restriction be imposed on Pitt Lane, North Richmond, between Bells Line of Road and Riverview Street.

ATTACHMENTS:

There are no supporting documents for this report.

FN:IN924NBX.E01

****** END OF ITEM 6 ******

ITEM: 7 **WILLIAM STREET, RICHMOND - PROPOSED CLOSURE****FILE NUMBER:** 2340/R PT02/ENG

REPORT:

Council, at its meeting held on 11th June, 1996, resolved that appropriate action be undertaken to institute closure of William Street, Richmond to through traffic in the vicinity of the eastern boundary of Lot B, DP164970, as depicted on the plan displayed at this meeting.

Closure was sought on the basis of high traffic volume on a narrow road pavement, speeding traffic, and confinement of traffic to the main road network instead of by-passing traffic signals at Bourke/Windsor Streets.

Traffic counts undertaken in February, 1996, revealed that an average of seventy seven vehicles traversed William Street daily, with a highest recorded speed of 74kph. Seven properties have actual, or potential, access to William Street.

Public comment was sought by way of advertisement, letter drop and correspondence addressed to statutory and industry organisations. Three submissions have been received in the following ratio:-

- . No objection to closure - 2 (NSW Police Service/Roads & Traffic Authority).
- . Object to closure - 1 (Mrs E. Blundell, 9 William Street)

Mrs Blundell's objections devolve to:-

1. Vehicles entering William Street in error having to reverse back onto either Bourke or Moray Streets with consequent risk of collision;
2. De-facto parking area to the detriment of access by Mrs Blundell and her visitors; and,
3. Increased volume of traffic on William Street upon construction of commuter car park, as well as dust/lighting/security concerns in respect of that facility.

Addressing each head of objection in turn, the following comments are made:-

1. The following signage will be erected upon closure:-
 - a) "No Thru Road" at both Bourke and Moray Streets intersection with William Street;
 - b) "No Access to Bourke Street" at the intersection of Windsor and Moray Streets; and,
 - c) "Changed Traffic Conditions Ahead" signage at both Bourke and Moray Streets intersections with William Street (for a period of three months only);

2. William Street has a road reserve of 8 metres, with a pavement width of 3.1 metres (average); such dimensions leave little manoeuvring room and it is felt that drivers would not be prepared to undertake reversing movements of 86 metres or 45 metres; in addition, that commuter parking is not occurring at the present time; and,
3. With closure at the proposed location, any commuter car park traffic would be directed away from 9, towards Bourke Street leading to improved amenity of Mrs Blundell; the car park will be sealed thereby eliminating dust; the issue of lighting will be addressed at the time of construction; unfortunately, security concerns would be no greater than at other car parks within the City area.

Due to lack of turning room, it is proposed that a lockable boom gate, with reflective chevrons, be erected to allow one-way full length access by the garbage service; erection will be in such manner to accommodate mail service motor cycle as well as pedestrian traffic.

Notwithstanding comments raised by Mrs Blundell, concern in relation to safety and traffic volume/flow remain valid.

RECOMMENDATION:

That action proceed to close William Street, Richmond under the Roads Act, 1993, in accordance with Council's resolution of 11 June, 1996, by placement of a lockable boom gate.

ATTACHMENTS:

AT-1 Plan

FN:IN924NBX.E02

****** END OF ITEM 7 ******

ITEM: 8 CHURCH STREET, SOUTH WINDSOR - PROPOSED CLOSURE**FILE NUMBER:** 353/R PT02/ENG

REPORT:

Council at its meeting held on 11 June 1996 resolved that appropriate action be undertaken to close Church Street, South Windsor at its northern intersection with Ham Street. Closure is sought on the following bases:

1. The majority of Church Street between Drummond and Ham Streets is existing closed road incorporated within infrastructure associated with the Oasis Swimming Centre, with the only public road being a fifty-six (56) metre section immediately north of Ham Street, and
2. Enhance pedestrian safety within the carpark to the swimming centre particularly at the entrance, by eliminating through traffic.

Public comment was sought by advertisement and letter-drop in Church Street south of Ham Street as well as Ham Street itself. Comment was also sought from various statutory authorities and industry groups.

Twenty-nine (29) submissions were received in the following ratio:

Object to closure - 26

No objection to closure - 3

Twenty-two (22) of the above objections are made on the same standard letter which is reproduced verbatim:

"I/We the undersigned, wish to lodge our objection against the closure of Church Street for the following reasons:

- *It is an existing road used constantly*
- *Closure will mean using an already busy George Street*
- *It is a direct route to the local schools*
- *It is an easy and safe access road to the shopping centre*

We see no reason why the residents of the area should be held responsible for Council's inadequacy in the design and construction of the Hawkesbury Oasis. This road is an existing thoroughfare and should not be closed.

*We say **NO** to the road closure.*

Yours faithfully,"

Other grounds of objection cited are:

1. Redirection of traffic to existing quiet residential streets with consequent loss of amenity and traffic congestion on George Street; and
2. Church Street provides alternate flood-free access when Cox Street is flooded.

A recurring theme within objections is the belief that the full length of Church Street between Ham and Drummond Streets is public road, with this current closure proposal resulting from alleged design faults in relation to the Oasis Swimming Centre and car park. Temporary closure during construction of the Centre has compounded this confusion.

The subject section of Church Street is approximately 232 metres in length, of which 176 metres (approximately) was closed as public road by notice published in the Government Gazette dated 24 September 1965. The remaining section of Church Street for a distance of 56 metres (approximately) immediately north of Ham Street is public road.

In essence, through traffic between Ham and Drummond Streets has been traversing the carpark to either the former Windsor Swimming Pool or the current Oasis Swimming Centre since September 1965.

Landcom is the owner of Lot 1 DP 212074 which abuts the southern boundary of the Centre; Landcom on-sells vacant land leaving development to a subsequent purchaser. Written comment has not been received from that authority as at 16 September 1996, however during discussions the authority has expressed concern that the proposed closure compromises sale of that property.

In addressing Landcom's concerns, three (3) avenues present, namely:

1. Close Church Street at Ham Street and allow the occupant of Lot 1 access through the carpark;
2. Fence across Church Street at the southern extremity of existing closed road; and
3. Close Church Street at Ham Street and impose a restriction on any development proposal in respect of Lot 1 that access be from the rear lane.

Item 1 neither addresses safety concerns at the entrance to the Centre nor the possibility of blocked access at times of heavy patronage at the centre. Item 2 again raises the prospect of blocked access to Lot 1 due to overflow parking at times of heavy patronage, as well as inconvenience to motorists generally should they turn into Church Street in error. Item 3 provides the most practical solution.

It should be noted that the part of the villa development on the corner of George and Ham Streets has use of that lane for access.

The only other private property affected by the proposed closure is located at the north-eastern corner of Church and Ham Streets, has established access to, and fronts, Ham Street and is owned by the Department of Housing. Comment has not been received from that Authority.

Aside from the misconception as to the status of Church Street, those other issues contained in the form letter objecting to closure essentially devolve to convenience considerations which must be balanced against safety concerns at the Oasis Swimming Centre.

RECOMMENDATION:

That action be taken under the Roads Act 1993 to close Church Street, South Windsor at its northern intersection with Ham Street by placement of physical barrier, and access to any future development of Lot 1 DP212074 be restricted to the laneway to the rear of that property.

ATTACHMENTS:

AT-1 Plan

FN:IN924NBX.E03

****** END OF ITEM 8 ******

ITEM: 9 RICHMOND ROAD/MACQUARIE STREET, WINDSOR
INTERSECTION - ROADS & TRAFFIC AUTHORITY

FILE NUMBER: GT230/011 PT03/ENG

REPORT:

The Roads & Traffic Authority has investigated Council's preferred option of a roundabout at the intersection of Richmond Road and Macquarie Street and they have estimated the cost of providing that facility to be in the order of \$350,000, not including necessary property acquisition on the south east corner of the intersection. As such, the provision of a roundabout is considered by the Authority to be economically unviable and are keen to pursue alternatives such as signalisation of the intersection. This could easily be adapted to the existing site geometry and is estimated to cost \$150,000.

This intersection has the worst accident history in the City, having twenty accidents in the 1994/95 period, eight of those injury accidents, and its state wide ranking has increased from 187 in 1993/94 to 76 in 1994/95 (a ranking of 1 being worst). It is noted that accidents occur at this intersection on a regular basis, the latest being a serious injury accident on the afternoon of Saturday, 14th September, 1996.

A concept has been prepared for the signalisation of the intersection and includes the closure of Forbes Street at its intersection with Macquarie Street. Whilst signals could be provided to include Forbes Street it would mean additional phasing would be required at the intersection, and as such, reduce the level of service of the intersection overall. It is noted that there is adequate alternative access to Forbes Street via Mileham and Day Streets, particularly with the upgrading of the Day Street/Macquarie Street intersection which includes a right turn facility from Macquarie Street into Day Street.

The Authority has requested Council's comments be forwarded at the earliest opportunity to allow the matter to be progressed and it is considered that this matter should be determined at this meeting to allow the road closure procedures to be commenced and the Authority to proceed with the intersection design. It should be appreciated that even with the utmost urgency it may take some months for the authority to complete the design and tender the work prior to installation.

RECOMMENDATION:

That the Roads & Traffic Authority's proposal to provide signalisation at the intersection of Richmond Road/Macquarie Street be supported, including the closure of Forbes Street at its intersection with Macquarie Street and the road closure procedures commence as soon as possible following this General Purpose Committee Meeting.

ATTACHMENTS:

AT-1 Table of Intersection Accidents

FN:IN924NBX.E09

****** END OF ITEM 9 ******

ITEM: 10 WINDSOR ROAD/GROVES AVENUE INTERSECTION**FILE NUMBER:** 2342/R PT04, 0745/R PT02/ENG**REPORT:**

A development contribution plan for the intersection of Groves Avenue and Park Road with Windsor Road, was adopted by Council in 1988, for improvements to both those intersections including traffic lights which would facilitate access to the McGraths Hill Industrial Area.

Development to date has been relatively slow and this could be partly attributed to the difficulty traffic has, particularly trucks, of gaining access to Windsor Road. The estimated cost of improvements to each intersection was \$200,000, however, there have been some roadworks undertaken since originally estimated. The total contributions collected to date are \$130,000. It is considered that as a first stage, the intersection of Groves Avenue and Windsor Road should be targeted for improvement in an effort to further encourage development within that area, with subsequent development contributions then being able to improve the intersection of Park Road and Windsor Road at a later date. An initial estimate to upgrade the intersection of Groves Avenue and Windsor Road, including the provision of traffic lights is \$185,000. It is proposed that \$55,000 be provided from the Kerb and Gutter Reserve, these funds to be fully repaid into that Reserve from developer contributions prior to Stage 2, ie; the improvement of Park Road and Windsor Road intersection proceeding.

RECOMMENDATION:

That improvements to the intersection of Groves Avenue and Windsor Road, including the provision of traffic lights be undertaken with additional funding required in excess of that provided by developer contributions being provided from the Kerb and Gutter Reserve, that Reserve to be fully repaid prior to further consideration being given to the upgrading of the Park Road, Windsor Road intersection.

ATTACHMENTS:

There are no supporting documents for this report.

FN:IN924NBX.E10

****** END OF ITEM 10 ******

ITEM: 11 STANNIX PARK ROAD, WILBERFORCE - BOWDENS**FILE NUMBER:** 1911/R PT02/ENG

REPORT:

A request has been received from Mr. Alan Currall of Bowdens, on behalf of his clients who own property in Stannix Park Road, to have the section of Stannix Park Road between the end of the seal at Putty Road and Currency Creek constructed and sealed. In his submission, he identified that a developer contribution of \$25,400 for half road construction as part of a subdivision approval in 1987, is being held by Council and he has requested that this amount be increased at the CPI to current value, he has also noted that \$18,500 has been provided in the current Works Program for minor road re-alignment on sections of Stannix Park Road and also that the bridge crossing at Currency Creek is being upgraded. Mr. Currall has further advised that his clients would be prepared to contribute the remainder of the cost to provide a sealed surface on this section of road.

The length of road being considered is 1.96 kilometres long and it is estimated that the cost to reconstruct and seal this length of road is \$298,900. Whilst Council's current policy is not to extend the sealed road network unless there is a need identified on the basis of traffic volumes or development, it would appear that with the majority of the capital contribution required for the initial provision of this asset being provided by others, the proposal would be economically advantageous to Council.

Based on a design life of 20 years which includes the provision of a bituminous reseal after approximately 10 years normal periodic maintenance and rehabilitation after the 20 year period, the life costing of a sealed road is higher than that of an unsealed road. In reality however, depending on local conditions including traffic volumes, far greater life expectancies can be achieved thus reducing the overall life cost of a sealed road.

If normal maintenance grading and periodic gravel resheeting costs of an unsealed road are compared to maintenance and reseal costs of a sealed road, the difference in cost is relatively small in favour of the unsealed road.

If however the capital cost of the sealed road is provided by others and environmental considerations such as dust and runoff are factored into the equation, then it would be seen as advantageous to provide a sealed surface on what is currently an unsealed road.

The capital contribution required by Council in addition to that already funded, ie; the Consumer Price Index applied to the developer contribution of \$25,400 is \$9,872. These funds could be provided from unallocated funding in the Road Construction Program.

RECOMMENDATION:

That the offer by Bowdens to construct and seal Stannix Park Road from the end of the existing seal at Putty Road through to Currency Creek be accepted with Council's contribution being that provided in current Works Program for Stannix Park Road plus \$9,872 (nine thousand eight hundred seventy two) provided from the Roads Construction Program.

ATTACHMENTS:

There are no supporting documents for this report.

FN:IN924NBX.E12

****** END OF ITEM 11 ******

ITEM: 12 **FAIREY ROAD CLOSURE****FILE NUMBER:** 0606/R PT02/ENG

REPORT:

The southern end of Fairey Road, from the access into the South Windsor Wastewater Treatment Plant to a point just past its intersection with Rifle Range Road/Sanctuary Drive, is an unformed public road. The road reserve is adjacent to the eastern boundary of the Treatment Plant and traverses through a section of Crown Land as shown on the plan displayed at the meeting.

In keeping with Council's decision not to construct the extension of Rifle Range Road to Sanctuary Drive, it is considered that a link from Windsor Downs to South Windsor via Fairey Road would also be strongly resisted by Windsor Downs residents and as such, is felt to be undesirable. It is therefore proposed that the section of Fairey Road as shown, be formally closed.

There have been representations by the property owner of Lot 2, DP860387, Mrs S.L. Hayden, to gain access to Sanctuary Drive via the unformed section of Fairey Road. Mrs Hayden originally had access to Sanctuary Drive prior to the property being subdivided, leaving Lot 1 with access to Sanctuary Drive and Lot 2 with access to Fairey Road. Mr. & Mrs Hayden are fencing contractors and have advised that the majority of work they are undertaking is in the Windsor Downs/Berkshire Park area and have made this request to enable easier access to these areas. They have also offered to undertake any fencing and provision of a suitable track to accommodate their needs, at their cost.

As part of the road closure, it is proposed that the land adjacent to the Treatment Plant be consolidated with the Treatment Plant land and the road through the Crown Land be consolidated with the Crown Land also, subject to the provision of a five metre wide right of way from the Hayden's property (Lot 2, DP860387) to the intersection of Rifle Range Road and Sanctuary Drive. It is also proposed that while the road closure is being undertaken, that access be granted to the Haydens through this section of road, subject to all fencing works and the provision of an appropriate track being undertaken at their cost with gates being provided at each end to stop use of this section of road by the general public.

It is also proposed to make representations to have the area of Crown Land, north of Rifle Range Road and adjacent to the Treatment Works site, incorporated into that site.

Following deferral of this matter from the Ordinary Meeting of 3rd September, 1996, further discussions have been undertaken with Mrs Hayden.

It appears that Mrs Hayden's concerns are twofold. Firstly, she was under the impression that the Right of Way would follow the existing winding track and as such, machinery would be unable to negotiate the bends within a three metre wide Right of Way. This is not the intention - a suitable line for the track would be chosen with the Right of Way then being formalised based on this line. No objection is seen to the Right of Way being five metres wide.

Secondly, Mrs Hayden would prefer the Right of Way being granted on a permanent basis, not extinguished upon the sale of the property. This would obviously make the Hayden's property more marketable, having access to both Fairey Road and Sanctuary Drive, however, it could have been accomplished by a Right of Way through Lot 1 of their property at the time of subdivision prior to sale, should it have been desired.

It is also felt that it would be unfair to adjoining properties in Fairey Road to allow a permanent Right of Way to Lot 2 without extending the benefit further and if it is desired to extend the benefit then perhaps the road should be opened for use by the general public. It is felt in the circumstances that the road closure and limited life Right of Way is the most beneficial path to follow.

RECOMMENDATION:

1. The southern end of Fairey Road from the intersection of the north eastern and south eastern boundaries of Lot 10, DP821396 to its southern most end, just south of the Rifle Range Road/Sanctuary Drive intersection, be closed, subject to the provision of a 5 (five) metre wide right of way giving access to Lot 2, DP60378 to the intersection of Rifle Range Road/Sanctuary Drive.
2. The creation of the easement is subject to Mrs S.L. Hayden's agreement that it shall be extinguished upon the sale of Lot 2, DP860387.
3. All works involved with fencing and the provision of a track suitable to their needs are to be undertaken at the cost of Mr. & Mrs Hayden. That part of the closed road adjacent to Lot 10, DP821396 be consolidated with that lot and that part of the closed road through the Crown Land be consolidated with the Crown Land.
4. Mr. & Mrs Hayden be granted access through the currently unformed section of road from Lot 2, DP860387 to the intersection of Rifle Range Road and Sanctuary Drive, subject to the provision of gates to stop use by the general public, and all works necessary for them to gain access to be undertaken at their cost.
5. All necessary documents be completed under Seal of Council

ATTACHMENTS:

There are no supporting documents for this report.

FN:IN924NBX.E13

****** END OF ITEM 12 ******