



general
purpose
committee

2
section

infrastructure

GENERAL PURPOSE COMMITTEE - INFRASTRUCTURE

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ITEM: 28 **Richmond Market Place - Parking Restrictions - Nos. 40, 42 & 44 East Market Street, Richmond**

FILE NUMBER: DA56/95 PT03/ENG/IND29NBX.E01

REPORT:

Council, at its Meeting held on 8 April 1997, resolved that the following report from the Local Traffic Committee Meeting held on 21 March 1997, be submitted to this Committee Meeting:-

“Consideration of proposed parking restrictions on March Street, Richmond, between East Market Street and Paget Street arising from construction of the Richmond Market Place.

In summary, the following restrictions are extracted from the traffic impact assessment lodged with the Development Application.

- a. *March Street, southern side:-*
 - 1. *“No Standing” or bus stop/taxi rank between shopping centre entrance and East Market Street; and*
 - 2. *“No Standing” for a distance of 20m, east of ingress driveway.*
- b. *March Street, northern side - extend existing “No Standing” from McDonalds to a point 20m east of the shopping centre ingress driveway.*
- c. *March Street/Bourke Street - extend existing “No Standing” restriction 7m to 25m.*

Issues to be Addressed

- 1. *Impact upon the Richmond Inn Hotel and several businesses on the northern side of March Street east of McDonalds.*
- 2. *East bound on March Street - traffic queuing to turn right into the shopping centre - availability of travelling lane for through traffic - NOTE: March Street comprises Richmond Town Centre by-pass.*

A site inspection was carried out on 21 March 1997, with Messrs J Kalamoitis, N Lennox, D Djuric and A Wheatley, proprietors of Lenlord Car Sales, Neil Lennox Automotive, Tyreteam and Norman Andrews Automotive Repairs, respectively, in attendance.”

The Sydney Regional Development Advisory Committee advised by correspondence dated 23 May 1995 that *“restrictions on kerbside parking on surrounding streets should be implemented as detailed in the Traffic Consultant’s report.”*

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RECOMMENDATION:

1. March Street, northern side:-
 - a. extend existing “No Standing” zone from McDonalds' Restaurant to the western edge of the drive entrance to Neil Lennox Automotive; and
2. March Street, southern side:-
 - a. instal the following parking zone/restrictions over the following chainages measured from East Market Street:-

i.	0	-	65	No Standing
ii.	65	-	113	Bus Zone and Taxi Rank
iii.	113	-	253	No Standing; and
 - b. provide kerbside travelling lane between Chainage 113 - 253, measured from East Market Street, to allow shopping centre patrons easier ingress, thereby freeing the median lane for through traffic.

ATTACHMENTS:

There are no supporting documents for this report.

oooO END OF ITEM 28 Oooo

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ITEM: 29 **South Windsor Waste Depot - Tenders for Environmental Monitoring**

FILE NUMBER: P2018/55 PT07/EVD/IND29NBX.V04

REPORT:

Environmental monitoring is undertaken in and around the waste depot site in accordance with the conditions set by the EPA Licence. This monitoring tests groundwater, dust deposition, noise generation, surface runoff and leachate production.

The current sampling program will expire in August 1997 and tenders need to be called for the provision of this service, to ensure future compliance with the EPA Approval and Licence.

The new program and consultant must commence in September 1997.

RECOMMENDATION:

That tenders be called for a suitably qualified environmental consultant to quote to provide this service.

ATTACHMENTS:

There are no supporting documents for this report.

oooO END OF ITEM 29 Oooo

ITEM: 30 **South Windsor Waste Depot - Alteration of Staging to Excavate Cells 5 and 6.**

FILE NUMBER: P2018.55Pt08/EVD/IND29NBX.V05

REPORT:

In the 1997/98 financial year, Council will need to excavate a further cell at the South Windsor Waste Depot.

The strategy envisaged by the consultants who prepared the master plan was that the excavations would occur from the rear of the site to the front of the site (the Driftway) in six stages.

At the time the master plan was prepared, consideration had not been given to acquiring the properties on the opposite side of the Driftway. As offers have now been issued for the purchase of these properties, it would be in Council's interest to bring forward the excavation of Cells 5 and 6 to finish a batter and undertake landscaping which would then enable later excavation and landfill to occur behind and below the completed work. This will minimise both noise and dust nuisance as well as bring forward rehabilitation of areas closest to the Driftway.

On the basis that the purchase of the properties on the Driftway proceeds, it is proposed that tenders be called for the excavation of an enlarged Cell 6 and that the cell excavation then proceed to Cell 5 and thereafter will move away from the Driftway.

RECOMMENDATION:

That pending finalisation of the acquisition of the Driftway properties, tenders be called for the excavation of an enlarged Cell 6 adjoining the Driftway.

ATTACHMENTS:

Plan of cells.

oooO END OF ITEM 30 Oooo