



general
purpose
committee

2
section

infrastructure

GENERAL PURPOSE COMMITTEE - INFRASTRUCTURE

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ITEM: 75 Stormwater Improvement Program**FILE NUMBER:** GD001/004C/ENG/INK28NAX.E05**REPORT:**

An allocation of \$250,000 per annum has been provided for the implementation of end of line stormwater improvement devices from and including the 1998/1999 financial year. These funds, including interest and some expenditure utilised in the formulation of the Stormwater Management Plans, now amount to a sum of \$811,127.

The funds have not been expended to date as it was expected that the Stormwater Management Plans would provide an implementation strategy for these devices. The management plans have focused on the treatment of “hot spots” to a certain extent, however, the majority of these strategies and actions proposed relate more to accountability for ecologically sustainable development, research, education, and enforcement in an effort to minimise the need for end of line improvement structures in the future.

With regard to the Stormwater Management Plans, two plans have been developed to date, one covering the Middle Nepean Hawkesbury Catchment between Mulgoa and Sackville and was developed by Penrith City Council and this Council, along with input from other agencies. The second plan was the South Creek Catchment Plan which included input from Blacktown, Camden, Liverpool, Penrith and this Council and also other agencies.

It is considered that a two-pronged approach should be taken to stormwater management within the Hawkesbury area. With regard to catchments which have input from a number of local government areas, it is considered that a joint approach with those Councils should be undertaken with the possibility of a special rate being levied by all Councils on their own areas to implement the strategies outlined in the Strategy Plan, including the implementation of end of line structures for stormwater treatment where necessary to provide a positive impact on those waterways. It is felt that there is little benefit to be gained from this Council being at the lower end of the catchment providing stormwater treatment to a waterway which is already in a degraded state from upstream runoff.

Secondly, it is felt appropriate that stormwater catchments lying wholly within this Council area, including those which discharge directly into the Hawkesbury River, should be addressed separately and end of line treatments to provide improvements to stormwater, particularly that emanating from commercial/residential/industrial areas, should be undertaken as a separate issue.

A number of areas have been identified which suit the criteria outlined and it is suggested that end of line devices be installed at these locations:

1. The Terrace, Windsor
 5 locations draining the majority of the CBD (\$50,000 each) \$250,000

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2.	North Richmond Adjacent to Charles Street north of Bells Line of Road draining the majority of the residential area of the older part of North Richmond	\$150,000
3.	North Richmond North of Bells Line of Road and west of Terrace Road draining the commercial area of North Richmond	\$150,000
4.	Richmond Bensons Lane draining the majority of the commercial area of Richmond	\$150,000
5.	McGraths Hill Colbee Park draining the majority of the residential area of McGraths Hill	<u>\$110,000</u>
TOTAL		<u>\$810,000</u>

It is worth noting that the device installed in Bligh Park has removed over 3 tonnes of silt/vegetation and rubbish in the first 10 months of its operation.

RECOMMENDATION:

That:

1. A joint approach be made to all the Councils within the South Creek catchment with the aim of implementing the South Creek Stormwater Management Plan including the provision of end of line devices in an effort to provide a significant improvement to the quality of water within South Creek.
2. A special rate for stormwater management be investigated to implement this action.
3. Tenders be called for the supply and installation of the end of line stormwater treatment devices on drainage lines at The Terrace, Windsor, adjacent to Charles Street, North Richmond, north of Bells Line of Road and west of Terrace Road, North Richmond, Bensons Lane, Richmond, and Colbee Park, McGraths Hill at an estimated cost of \$810,000 (eight hundred and ten thousand dollars).

ATTACHMENTS:

There are no supporting documents for this report.

oooO END OF ITEM 75 Oooo

ITEM: 76 **Proposed Erection of Permanent Banner Poles at Various Locations**

FILE NUMBER: GT070/020/ENG/INK28NBX.E01

PREVIOUS ITEM: 75, GPC Section 1 - Environment (02.05.2000)

REPORT:

A proposal to erect permanent banner poles at highly visible locations in McQuade Park, Windsor; Ham Common, Clarendon; Richmond Park; and on the north east corner of the intersection of Bells Line of Road and Terrace Road, North Richmond was reported to Council on 2 May 2000.

Both Richmond and McQuade Parks are significant historical locations in the local area and at its Ordinary meeting held on 9 May 2000 Council resolved that:

"This matter be referred to the Heritage Advisory Committee prior to Council considering it. Further, that the Heritage Advisory Committee advise Council in relation to possible alternatives or suitable locations for banner poles."

With appropriate site and elevation details provided, the Heritage Advisory Committee discussed this matter at its meeting on 12 October and whilst no concerns were raised in regard to the proposed North Richmond and Ham Common sites, the Committee did have unresolved reservations in relation to the use of the two historical locations.

Subsequently, the Committee resolved that:

"Due to historical sensitivity of Richmond and McQuade Parks, the Committee recommends that Council consider alternative sites eg areas in Ham Common and along Windsor Road, McGraths Hill and that the present proposals be referred to Council's Heritage Advisor, Ms Jyoti Somerville, for consideration".

Digitally enhanced photographs showing the impact of the proposed banner poles at the two historic sites are displayed at this meeting.

The following advice, in part, has since been received from the Heritage Advisor on this matter:

"My evaluation of the proposed banner poles in these two locations is essentially to agree with the Heritage Committee that their erection in Richmond and McQuade Parks is inappropriate to the visual character and heritage significance of both areas and alternative locations should be determined.

This evaluation is not simply a comment on the poles per say but rather the fact that these poles will be supporting one or more large banner(s) on a regular (if not almost permanent) basis and so essentially the whole assembly becomes an "advertising hording" - a structure quite different from the "informal banner strung between two trees a couple of times a year" which could be accepted as a very temporary piece of "visual clutter" in a public park.

As a more permanent advertising feature the poles and banners are clearly part of the civic life of the community and need to be in suitable, public areas - but not blocking important views into and through open, attractive landscapes.

I would therefore recommend that alternative locations be found for both these two sites via discussion between the relevant parties. Following initial discussions, the following options are given:

- i. In Richmond - On the opposite side of East Market Street from Richmond Park within the landscaped carpark area of McDonalds or within the shopping centre area to the south.*
- ii. In Windsor - Further east up George Street and approximately opposite the Library - behind the hedge and in front of the tennis courts/bowling greens or alternatively near the northwest corner of the Library."*

The proposed alternate locations above suggested for Richmond are not considered to be suitable. Both sites are privately owned and conflicting commerciality issues could restrict the use of the banner poles for certain advertising.

The proposed alternate sites at Windsor are not high visibility locations and for this reason they are not considered to be totally suitable.

Recently, two other locations have been suggested as sites that could be suitable for the erection of advertising banner poles. They are:

- i) On RTA land adjacent to the roundabout at the intersection of Richmond Road and George Street, South Windsor.
- ii) On Public Reserve land located on the southeast corner at the intersection of Windsor and Pitt Town Roads, McGraths Hill.

Undoubtedly, both of these sites are highly visible entry points that would qualify on that basis.

The major concern with the RTA site is traffic safety. Drivers would be attempting to read the banner whilst negotiating a busy roundabout and for this reason, the use of this site could not be supported.

The Public Reserve land on the south east corner of the intersection of Windsor Road and Pitt Town Road, McGraths Hill is recommended as a suitable site in lieu of the McQuade Park option.

The banner poles proposed are 8m high, 5m apart and would hold 3 banners approximately 1.2m high x 5m wide. The estimated cost to supply and erect 3 sets of painted banner poles is \$6,000.

It is expected that the banner poles will be popular within the community and as such, a policy on usage has been developed to ensure equitable access to the facility.

RECOMMENDATION:

That:

1. Banner poles not be erected at the originally proposed McQuade Park and Richmond Park sites.
2. The locations at Ham Common, Clarendon; Bells Line of Road/Terrace Road, North Richmond; and Pitt Town/Windsor Roads, McGraths Hill be selected as sites to erect permanent banner poles.
3. Funding for the supply and erection of the poles be provided from the 2000/2001 Community Donations Budget.
4. The Policy on banner pole usage be adopted.

ATTACHMENTS:

AT-1 Banner Policy

BANNER POLICY

BANNER POLES - USAGE

That the erection of banners be permitted on purpose built banner poles and other locations as determined by the Director of Asset Services and Recreation, subject to the following conditions:

1. Permission to erect banners to be obtained by written application and will be subject to a \$10 (ten dollar) fee commencing on 1 January 2001.
2. Bookings will be accepted no earlier than 6 (six) months prior to an event for (1) one banner only at 1 (one) location only, to allow maximum use of available space by the community.
3. Responsibility for erection and removal of the banner to remain with applicants.
4. Applicants must provide evidence of Public Liability Insurance for a minimum of \$10 million (ten million dollars).
5. Applicants must be advertising a broad based community event or a purpose approved by the Director of Asset Services & Recreation.
6. Organisations with existing bookings, within 6 (six) months following the adoption of this Policy, be advised that their bookings will remain as requested. After such time, bookings must comply with the new Policy.

oooO END OF ITEM 76 Oooo

ITEM: 77 **Glossodia Public School - Proposed Drainage****FILE NUMBER:** P708/1577 PT1/ENG/INK28NBX.E02**PREVIOUS ITEM:** 278, Ordinary (12.09.2000)

REPORT:

Council at its meeting held on 12 September 2000 considered a report on the proposal to extend a piped drainage system through a portion of the Glossodia Public School grounds and resolved:

“ That this matter be deferred and further reported to the next General Purpose Committee Meeting ”.

Further discussions with the School Principal indicated that the previously reported amount of \$4,700 exceeded the amount set aside by the Schools P & C Association and it was not possible to report this matter to the GPC held on 3 October 2000 as the Principal required additional time to refer any new proposals to the next meeting of the Parents & Citizens Association.

A detailed design and quotation was prepared and forwarded to the principal for consideration by the P & C Association. The quoted price of \$ 4,933 for the material only component {pipes, sand and pits} provides for an extension of the existing 450mm diameter pipe by approximately 74 metres.

A letter dated 9 November 2000 has been received from the Principal of Glossodia Public School advising that the Schools P & C Association accepts the quotation in the amount of \$4,933 and requests that the project be completed as expeditiously as possible.

The total cost of this project is estimated at \$11,755 and as previously reported, Council's proportion could be funded by the reallocation of residue funding resulting from a recently completed drainage project in Brinsley Park.

RECOMMENDATION:

That:

1. Construction of the pipeline through the Glossodia Public School grounds proceed at an estimated cost of \$11,755 (eleven thousand seven hundred and fifty five dollars).
2. The offer by Glossodia Public School to contribute \$4,933 (four thousand nine hundred and thirty three dollars) towards the material's cost of the proposed drainage system within the school grounds be accepted.
3. Funding for the remaining costs be reallocated from savings in the Brinsley Park Drainage Project.

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ATTACHMENTS:

AT-1 Proposed Drainage Line

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Proposed Drainage Line.

oooO END OF ITEM 77 Oooo

ITEM: 78 **Mulgrave Road - Pedestrian Access**

FILE NUMBER: 1362/R PT02/ENG/INK28NBX.E06

REPORT:

Representations have been received from the Windsor High School Parents & Citizens Association in relation to pedestrian access to the High School from Mulgrave Railway Station. The Association's comments are outlined below:

"1. *Mulgrave Road from the School to Mulgrave Railway Station*

This road is used by students from Windsor High School (WHS) daily on their way to and from school, to and from TAFE and on organised excursions. There is no footpath and the verges are not maintained regularly so that the grass is long and there are hidden potholes. This means the children walk on the bitumen road or the gravel shoulder adjacent to the roadway. The P&C considers the conditions hazardous to both pedestrians and vehicles."

2. *Recent Inclusion of IS Unit at WHS*

This year, students with severe intellectual and physical disabilities have been provided with an education unit to incorporate their special needs into the public school system. These children, some in wheelchairs, also attend school excursions and, therefore, have been pushed along the road to the station on occasion."

Works have been previously undertaken on Mulgrave Road to provide widening on both sides of the road to cater for both pedestrians and cyclists in accordance with the adopted Cycleway Plan. The widening of 1.5m on each side, whilst not ideal, was considered satisfactory at that time to cater for pedestrian and cyclist needs. Due to a later requirement to provide centre line and edge line marking on the road, the available width of the cycle/pedestrian lanes has now been reduced to 1.2m. Whilst this width is adequate for cyclists, it is considered too narrow for the joint use by cyclists and pedestrians and it was proposed that additional widening be undertaken within the current Works Program funded through the RTA Cycleway Funding and Council funds on a 50/50 basis. The Cycle Committee has recommended that this project be put on hold at this stage whilst they are determining what they consider to be priorities for cyclists in the area and it appears that this will not be one of the high priority projects for the Committee.

The provision of a footpath in this area to cater for the needs of the school had been previously identified as a priority and is to be listed for consideration in the Capital Works Projects for the 2001/2002 Works Program. The project would include approximately 800m of concrete footpaving and the extension of two culverts in drainage areas to enable the construction to be undertaken. The estimated cost of the works is \$40,500.

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RECOMMENDATION:

That the provision of a concrete footpath between Windsor High School and Mulgrave Station be included for consideration in the 2001/2001 Capital Works Program.

ATTACHMENTS:

There are no supporting documents for this report.

oooO END OF ITEM 78 Oooo

ITEM: 79 Carparking Reserves**FILE NUMBER:** GT070/001 PT03/ENG/INK28NBX.E04**REPORT:**

There are two sources of funding available for the provision of carparking and/or works in existing carpark.

The Carparking Reserve provided under Section 94 is funded by developers and can only be utilised for the provision of additional carparking spaces within the area from which development has occurred. This is generally the commercial areas. Funds currently available in that reserve total \$284,426.

The other source of funding is that which is provided by Council within the Capital Works Program each year and the current funding and programs are listed hereunder.

Suffix Description	Total
Hollands Car Park	40,377
Nevitono Investments (Macquarie Arms)	17,748
Cnr Kable Street/The Terrace	1,300
Richmond Car Park adjacent Coles	12,910
Fitzgerald & Kable Streets	27,172
Post Office Arcade carpark P/T	10,281
Post Office Arcade carpark Pergola	9,836
Richmond Park Carpark	6,321
Ham Common Carpark	72,627
McQuade Park adjacent grandstand	55,252
Total	253,824

The status of the individual project is outlined below:

Hollands Paddock Carpark

This project was to rehabilitate and provide an asphaltic concrete surface on the existing carpark, however, this has not been undertaken due to Sydney Water selling the property. As such, these funds are available for re-allocation.

Nevitono Investments (Macquarie Arms)

This funding is required for compensation payable due to the compulsory acquisition of the carpark in Baker Street adjacent to the Macquarie Arms Hotel.

Corner of Kable Street/The Terrace

This project was to rehabilitate failed sections of the carpark at the intersection of Kable Street and The Terrace and has been completed. The funds of \$1,300 are available for re-allocation.

Richmond Carpark Adjacent to Coles

Prior to the redevelopment of Coles, the carpark had a number of islands separating the carparking bays, the centre of these islands consisting of soil. It was proposed to infill these islands with pavers as a beautification measure and to reduce ongoing maintenance of this area, however, with the Coles redevelopment, the islands were removed and as a result the \$12,910 is available for reallocation.

Fitzgerald and Kable Street

This project will provide 90 degree angle parking on the eastern side of The Terrace between Kable Street and Fitzgerald Street, thus doubling the amount of parking available in this block. The design has been completed and works are about to commence on the project. Although the project is funded from the Capital Works Program, as it is providing additional carparking spaces in the commercial area, it is considered appropriate that the project be funded from the Section 94 Carparking Reserve, this leaving the \$27,172 available for reallocation.

Post Office Arcade Carpark - Pedestrian Threshold

This project is to provide a pedestrian threshold/crossing at the entrance to the Post Office Arcade to link the arcade to the carpark. It will provide traffic calming in this area and assist pedestrians accessing the arcade from the carpark.

Post Office Arcade Carpark - Pergola

It was originally proposed that a pergola be provided in the triangular shaped island within the carpark with some seating, however, the proposal was not generally favoured by the public and as such, Council resolved to reallocate these funds to the landscaping works which will be carried out early in 2001 in front of the Coles Shopping Centre.

Richmond Park Carpark

The improvement works in this area have been completed leaving a surplus of \$6,321 which is available for reallocation.

Ham Common Carpark

This project will construct, seal and linemark the existing gravel carpark between the Rest-A-While and the tennis courts.

McQuade Park Adjacent to the Grandstand

This project will formalise, seal and complete with linemarking the existing gravel carpark adjacent to McQuade Park Grandstand off Tebbutt Street.

In summary, there is currently \$88,080 available for reallocation from funding which had been provided for carparking purposes within the Capital Works Programs.

With the ongoing success of the Oasis Aquatic Centre, there has been considerable pressure to provide additional carparking for patrons utilising that facility. The proposed carpark shown on the adopted Plan of Management for the area is estimated to cost around \$200,000 and it is suggested that the funds referred to previously be utilised for that purpose along with the \$150,000 which will be proposed in the 2001/2002 Capital Works Program for carparking purpose.

RECOMMENDATION:

That:

1. The carparking project on the eastern side of The Terrace between Fitzgerald and Kable Streets be funded from the Section 94 Carparking Reserve.
2. The funds of \$80,080 available for reallocation from the Capital Works Program for carparking purposes be utilised as Stage I of the construction of the proposed carpark adjacent to the Oasis Swimming Centre at South Windsor.
3. The proposed carpark adjacent to the Oasis Aquatic Centre at South Windsor be given a high priority when determining the 2001/2002 Capital Works Program.

ATTACHMENTS:

There are no supporting documents for this report.

oooO END OF ITEM 79 Oooo