



general
purpose
committee

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section

infrastructure

GENERAL PURPOSE COMMITTEE - INFRASTRUCTURE

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ITEM: 61 Bridge Lower Portland Naming Proposal**FILE NUMBER:** GB010/001 Pt4/ENG/INH29NBX.E04

REPORT:

Council at its Ordinary meeting held on 13 June 2000 resolved that the naming of the bridge over the Colo River at Lower Portland be placed on public exhibition for a period of 28 (twenty eight) days to allow community input. Further, that this be reported back to Council following the exhibition period.

Subsequently, the following public notice was placed in the Hawkesbury Gazette on 28 June 2000.

"Naming Proposal - Bridge to Nowhere, Lower Portland

Council is supporting a proposal to name the bridge spanning the Lower Colo River and linking Greens Road and West Portland Road, "The Bridge to Nowhere".

Any persons wishing to comment on this proposal may do so in writing within a period of 28 days from the date of this notice quoting reference GB010/001 Pt4."

Since that date 32 people have responded by way of correspondence or public petition.

At the date of this report 19 people have formally indicated that they are opposed to the proposed naming while 13 people have indicated their support. With the exception of one, all of the respondents represented in this latter group appeared on a petition.

Two local residents whose names appear on the petition have recently advised that they did not sign or place their names on this document and further that they do not support the proposal to name the bridge over the Colo River the Bridge to Nowhere.

Their comments are reflected in the numbers provided above.

It should also be noted that the Hawkesbury Historical Society was asked to consider this matter and it has subsequently advised that the society members support the name that has been submitted.

The majority of those respondents opposed did provide suggestions for a suitable name and while there were many suggestions the name "Lower Portland Bridge" was the one most favoured by this group.

There was a general view that any future name should:

- a) Be meaningful and definitive, not colloquial;
- b) Reflect its position geographically;

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- c) Provide a historical connection with the local area if possible;
- d) Provide a link within and between the local area to assist travel routes.

RECOMMENDATION:

That on the basis of local majority preference the bridge over the Colo River immediately upstream from its confluence with the Hawkesbury be officially name the Lower Portland Bridge.

ATTACHMENTS:

There are no supporting documents for this report.

Oooo END OF ITEM 61 Oooo

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Item: **62****ITEM: 62** **Full Depth Asphalt Pavement - Lukis Avenue, Richmond****FILE NUMBER:** GT020/386 Pt1/ENG/INH29NBX.E03**REPORT:**

Tenders for the construction of a full depth asphalt pavement in Lukis Avenue, Richmond closed at 2.00pm on Tuesday 1 August 2000.

Lukis Avenue is classified as an industrial road and was listed in the 1998/1999 operation program for rehabilitation, with \$160,000 being allocated. Rehabilitation of this road is required due to the original pavement being fatigued with pavement failure modes such as rutting, shoving and extensive cracking.

The work in the tender specified the construction of a full depth asphalt pavement to a compacted depth of 225mm over an area of 1,720 sqm. Given the tender rates received, this will enable the works being extended to include the culdesacs bringing the total area to 2,370 sqm.

A total of 10 (ten) tenders were received and are listed in order of price (all prices included GST) as follows:

Tenderer	Amount - Rate per Square metre
Pavement Salvage Operations Pty Ltd	66.72
Basecourse Management Pty Ltd	70.65
Pioneer Road Services	74.69
CSR Emoleum Road Services	77.20
Stabilised Pavements of Australia Pty Ltd	80.44
Borthwick & Pengilly Asphalts Pty Ltd	82.10
Bitupave Ltd T/as Boral Asphalt	92.11
J & E Excavations & Plant Hire Pty Ltd	92.90
Transfield Maintenance	99.82
North Shore Paving Co Pty Ltd	104.38

The lowest conforming tender in the amount of \$66.72 per square metre has been received from Pavement Salvage Operations Pty Ltd. This rate represents a total cost of \$158,126.40 for 2,370 sqm.

The tender stipulated that works be undertaken on a Saturday from 12 noon and Sunday all day for the base course with the wearing course being undertaken outside of the hours of 7.00am and 5.00pm Monday to Friday.

A survey of the properties along Lukis Avenue was carried out with a view to undertaking the works during the weekend of the 16 & 17 September 2000 and bringing forward the starting time on the Saturday to 7.00am. This matter was received favourably by those surveyed with a view to these businesses in general closing during the Olympic period. Furthermore, the consensus was in favour of compromising business activity to enable the road to be reconstructed.

Pavement Salvage Operations P/L has performed similar works for this Council in a satisfactory manner and is considered to have the capacity to perform the required works.

This matter is reported to this meeting to enable finalisation of contract documentation in time to facilitate construction within the narrow envelope of time available during the Olympics without compromising business activity in Lukis Avenue.

RECOMMENDATION:

That:

- 1 The Committee exercise its Delegation as Council.
- 2 The tender submitted by Pavement Salvage Operations Pty Ltd at the rate of \$66.72 (sixty six dollars and seventy two cents) per square metre for the construction of the full depth asphalt pavement in Lukis Avenue, Richmond be accepted and be executed under the Seal of Council.

ATTACHMENTS:

There are no supporting documents for this report.

Oooo END OF ITEM 62 Oooo

ITEM: 63 Old Stock Route Road - Flood Evacuation Route**FILE NUMBER:** GR110/006 Pt2/ENG/INH29NBX.E05

REPORT:

The evacuation route which has been adopted for Pitt Town in times of major flooding commences at Bathurst Street and proceeds along Bootles Lane, Redfern Place, Mitchell Road, Pitt Town Dural Road and Old Stock Route Road to Old Pitt Town Road.

The following works are to be undertaken as part of the upgrading to provide the evacuation route:

Bootles Lane

Provide an additional 375mm diameter pipe, reconstruct and seal the unsealed section of the road including the sealing of a widened road shoulder and table drain and installation of inlet and outlet headwalls to existing pipes. The total length of the job is 734 metres and is estimated to cost \$207,000.

Redfern Place

Installation of an additional 2400 x 1200mm box culvert estimated to cost \$49,370.

Pitt Town Dural Road

Installation of a 900mm diameter pipe, raising the road a maximum of 900mm over a distance of 350 metres with appropriate adjustments to Air Strip Road at the intersection and access to properties on the northern side of Pitt Town Dural Road estimated to cost \$209,753.

Old Stock Route Road

This work involves the construction and sealing of the entire length of Old Stock Route Road between Pitt Town Dural Road and Old Pitt Town Road along with necessary transverse drainage lines, over a distance of 1,300 metres estimated to cost \$394,000.

All these works are being fully funded by the State Government as part of the implementation of the Hawkesbury-Nepean Floodplain Management Strategy.

As part of the initial assessment of Old Stock Road being undertaken, a preliminary flora and fauna assessment was conducted and the presence of three threatened flora species, one threatened ecological community and one threatened fauna species within the subject area, was identified. The preliminary assessment determined that a significant impact is likely to be imparted on one of the threatened species and as such a species impact statement was required to enable further assessment of the proposal. Scheyville National Park is immediately adjacent to the east of this section of Old Stock Route Road for approximately two thirds of its length.

The Species Impact Statement has determined that the proposal will remove approximately 6.3% of the local population of the threatened species *Pultenaea parvifolia* within the Scheyville local area and 1% of the known population within areas of conservation/ecological management throughout the region.

Amelioration measures have been proposed to reduce the impact of the proposal and include:

- The translocation of all adult specimens from the path of the proposed flood access road to suitable adjacent environs.
- The propagation of the species via the use of cutting and seed stock for the re-introduction into adjacent environs.
- The transfer of that part of the Council's road reserve, not required for the proposed road construction to the NSW National Parks & Wildlife Service.
- The separation of the remaining population from the proposed road access by constructing an exclusion fence between the flood access road and Scheyville National Park, thereby limiting the incidence of rubbish dumping and public vehicle access.
- The revegetation of disturbed surfaces, such as those found along the unsurfaced trail, using locally occurring species including the threatened species *Pultenaea parviflora*, *Dillwynia tenuifolia* and *Acacia pubescens*.
- The section of road abutting the Scheyville National Park, ie between Pitt Town Dural Road and the Pitt Town Cemetery be closed to general vehicular traffic except in times of flooding, by the installation of gates at both extremities.

On the basis of the measures outlined above it has been determined that no significant impact would be imparted on the threatened species/communities identified within the subject site and the local area as a result of implementing the proposal and amelioration/monitoring program. Without these measures in place it is most likely that the National Parks & Wildlife Service will object to the proposal proceeding.

The width of the road reserve on Old Stock Route is 40 metres, while the width required to provide the evacuation route whilst minimising the effect on the Scheyville National Park is 10 metres wide. As such it is proposed that the 30 metre width of road reserve between the proposed evacuation route and the Scheyville National Park be closed as public road and transferred to the Scheyville National Park.

As part of the Pitt Town Flood Relief Works Community Consultation process, plans of the proposed works were displayed in a number of locations including the Pitt Town shopping centre, with seven submissions being received from individuals regarding the works. Five of those submissions supported the Flood Relief Works and also suggested that Old Stock Route Road should be made available to traffic at all times, one submission was opposed to the Relief Works altogether and a further submission related to areas of road which were outside of the adopted evacuation route.

With regard to the request for leaving the evacuation route open to general traffic it is considered that the local road network in this area is adequate for day-to-day traffic with Airstrip Road being relatively close and parallel to Old Stock Route Road. Additional traffic at the intersection of Old Pitt Town Road and Old Stock Route Road would increase the risk of accidents at this location and possibly require an upgrading of the intersection. As stated earlier, through traffic on this section of Old Stock Route Road would be likely to compromise the support which is currently expected from the National Parks & Wildlife Service in relation to the proposal.

RECOMMENDATION:

That:

- 1 The 30 metre wide section of road reserve between the proposed flood evacuation route and the Scheyville National Park be closed and transferred to the Scheyville National Park between Pitt Town Dural Road and the northern boundary of the Pitt Town Cemetery.
- 2 Old Stock Route Road between Pitt Town Dural Road and the northern boundary of the Pitt Town Cemetery be physically closed to vehicular traffic except when needed as an evacuation route.

ATTACHMENTS:

There are no supporting documents for this report.

Oooo END OF ITEM 63 Oooo