



Hawkesbury City Council

ordinary
meeting
business
paper
supplementary

date of meeting: 7 November 2000

location: Council Chambers

time: 7.30pm

ORDINARY MEETING

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ITEM: 318 Sewerage System**FILE NUMBER:** GS047/003 Pt12/GMA/ORK07LAX.G21

REPORT:

In 1994 an options study was undertaken for the provision of reticulated sewerage to the urban areas of Freemans Reach, Glossodia and Wilberforce. There were a number of options studied and analysed and at the time the most cost efficient and environmentally acceptable was the construction of a new treatment plant to service the three towns.

Pumping options to other sites including the McGraths Hill plant were investigated and these were found to be not cost effective/suitable for a number of reasons. With the impending augmentation of the South Windsor plant, the consultants recently appointed were requested to review the cost effectiveness and suitability of pumping the three towns sewerage to Windsor. The current result is that it is cost effective and would save between \$3-\$4 million on the three towns sewerage project. Apart from this capital saving there is the additional efficiencies to be achieved by not being required to operate a new sewage treatment plant. The matter has been discussed with staff from the Environment Protection Authority who concur with the proposal to augment the South Windsor plant to take the three towns sewage and not build an additional sewage treatment plant.

A new Environmental Impact Study will not be required for the three towns sewerage as the amended proposal provides and environmental benefit therefore a review of environmental factors (REF) will only be required to address the changes in the proposal. These changes would be provision of pumping stations at each of the three towns and then a rising main to South Windsor.

The consultants Gutteridge, Haskins and Davey have provided a proposal that amends their contract to undertake the additional works.

Work for the concept design of the three pumping stations required to pump the sewage to Windsor would include determination of suitable locations, flows and capacities for each pumping station, determination of size, shape and arrangement of wet wells and emergency storage, odour control, material and size of rising mains, selecting the route of the rising mains, conceptual design of bridge and creek crossings, preliminary water hammer analysis, power requirements, control philosophy and preliminary geotechnical investigations. The Review of Environmental Factors would include the evaluation of alternatives, description of planning issues, consultation with Statutory authorities, flora and fauna impacts, odour issues, Aboriginal and heritage issues, noise, traffic, visual and landscaping, hazards and risks, economics and an Environment Management Plan.

Their proposal to undertake these works involve a total cost of \$99,682 that includes the Goods & Services Tax of \$9,062. Therefore the total cost to the Council would be an additional \$90,620. The cost is considered reasonable for the work that has to be undertaken and it is recommended that it proceed at this time. This is essential as it would not be cost effective to attempt to augment the South Windsor plant in further stages. If this was to occur then some of the first stage works would need to be demolished while upgrading at significant additional cost. The estimated difference in the augmentation of the South Windsor plant to take the three towns sewerage is an additional \$2

million, work is currently in hand as to how this will be financed which will be reported to the Council for its consideration. Funding for the increased consultancy costs would come from the existing Windsor Sewer Reserve. If the three towns sewerage is provided via the Windsor Sewage Treatment System then the cost will be recovered from the three towns funding, if not then the additional capacity is put into the Windsor System which would be recovered from headworks charges on future development that could then occur in the Windsor Sewer area.

RECOMMENDATION:

That Gutteridge, Haskins & Davey's current consultancy contract be extended to provide for the concept design of pumping systems required to transfer the three towns sewerage to the Windsor Sewerage System and to provide a Review of Environmental Factors for that work. Estimated total cost is \$99,682 (ninety nine thousand six hundred and eighty two dollars) including the Goods & Services Tax of \$9,062 (nine thousand and sixty two dollars).

ATTACHMENTS:

There are no supporting documents for this report.

oooO END OF ITEM 318 Oooo

ITEM: 319 Closure of Racecourse Road Sludge Depot**FILE NUMBER:** P1820/115/EVD/ORK07LBX.V23**REPORT:**

Sludge extracted from domestic septic tank systems has, for a number of years, been deposited at a property under Council's care and control, which is licenced by the Environment Protection Authority (EPA) at Racecourse Road South Windsor and one which was previously used as the old "night soil depot"

The licence to operate the facility includes conditions to carry out ground water monitoring on a continuous basis, and such monitoring incurs a cost of approximately twelve thousand dollars (\$12,000.00) per year.

To rationalise and consolidate our waste disposal activities, the sludge, since 8 August 2000, is now being disposed of into the licenced Waste Management Facility, The Driftway, South Windsor, with the EPA's encouragement and approval.

To save the costs associated with keeping the Sludge Depot at Racecourse Road open, it is suggested that an application to surrender the licence for the operation of the subject depot be submitted to the EPA, and that the site be remediated in accordance with the EPA's post closure requirements.

RECOMMENDATION:

That:

1. The Septic Tank Sludge Depot on Racecourse Road, South Windsor be closed to the receipt of sludge wastes.
2. An application to surrender the existing licence be forwarded to the Environment Protection Authority for approval.
3. Remedial works be undertaken in accordance with the "post closure plan" if the application to surrender the licence is approved

ATTACHMENTS:

There are no supporting documents for this report.

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ITEM: 320 **Proposed Two Lot Subdivision - Lot 15 DP788232 30 O’Dea Place,
North Richmond**

FILE NUMBER: MA1150/00/EVD/ORK07LCX.V20

REPORT:

This report refers to Item 167 in the Environment Section of this business paper.

Should Council adopt the recommendation of the General Purpose Committee, the following reasons for refusal are submitted for consideration:

1. The proposed development is inconsistent with the established character of the locality.
2. The proposed development is likely to have negative impacts on the adjacent bushland corridor.
3. Approval of the development would not be in the public interest.

RECOMMENDATION:

The information be received.

ATTACHMENTS:

There are no supporting documents for this report.

oooO END OF ITEM 320 Oooo

ITEM: 321 McQuade Park Oval Proposed Picket Fence - Rotary Club of Windsor**FILE NUMBER:** PK/203 PT14/ENG/ORK07LCX.E22

REPORT:

A report was considered by Council at its March 2000 Ordinary meeting regarding a proposal by the Rotary Club of Windsor to replace the existing timber rail fence around the McQuade Park Oval with a picket fence.

The proposal by the Rotary Club was to provide 50% of the cost of the fence by utilising the timber from the existing fence to make replica pickets for sale to the public. The additional money collected after the project is funded is proposed to be given to six major charities:

- Starlight Children's Foundation
- Children's Medical Research Institute
- Prince of Wales Medical Research Institute
- Royal Flying Doctor Service of Australia
- Hawkesbury District Rural Fire Service
- Windsor Rotary Youth Foundation Trust (benefitting youth of the Hawkesbury in any field of endeavour)

The estimated cost of providing the picket fence at that time based on the Richmond Oval replacement was \$45,000. The Rotary Club proposed to construct a more substantial fence (in terms of size of components) around McQuade Park and the price to supply and install this fence is \$67,970 plus GST. It would also be necessary to construct a concrete mowing strip under the fence to minimise future maintenance and it is estimated that this will cost around \$10,000 making a total project cost of \$77,970. Funds are currently available for Council's proportion of the works.

It was previously resolved that:

"The Rotary Club of Windsor be supported in the proposal to provide a picket fence for McQuade Park Oval."

RECOMMENDATION:

That the information be received.

ATTACHMENTS:

There are no supporting documents for this report.

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ORDINARY MEETING

Reports of Committees

Local Traffic Committee - 20 October 2000

Present: Councillor P Davies (Chairman)
The Hon K Rozzoli, MP
Sen Constable L Gearside, NSW Police Service
Mr D Lamont, Roads & Traffic Authority

Apologies: Mr J Anderson, MP
Mr R Elson, Department of Transport

Also Present: Mr C Daley, Director Asset Services & Recreation
Mr T Shepherd, Administrative Officer Asset Services & Recreation

1 Minutes

1.1 Minutes of the meeting held on 25 August, 2000 were confirmed.

2 General Business

2.1 General discussion ensued regarding conduct of the Paralympic Torch Relay through the Hawkesbury Local Government area on 13 October, 2000. Upon being moved by the Chairman, the Committee resolved that appreciation be expressed to members of the Committee and administrative staff associated with the conduct of that event.

3 Correspondence

3.1 *Moray Street, Richmond - Parking Restriction - Parent Group, Richmond Public School. 1358/R Pt 02*

Seeking introduction of rear to kerb parking on the frontage of Richmond Public School to Moray Street, Richmond.

A site inspection was carried out on this date in company with Mesdames Wheelan and Woods representing Richmond Public School.

Recommendation

Subject to consultation with the residents of Moray Street and Francis Street between Paget and Bourke Streets, that investigation be undertaken to impose one-way northbound traffic flow on Moray Street between Windsor Street and Francis Street, with 60 degree rear to kerb parking.

3.2 *Reedy Road, Maraylya - Barrier Line - Mrs C McInnes 1825/R Pt 02*

Seeking installation of barrier line on Reedy Road at the intersection of St Johns Road due to numerous incidents of vehicles on the wrong side of the road.

Report

This section of road is on a curve with chevron signage, and barrier line is felt to be warranted.

Recommendation

That barrier line be installed on Reedy Road, Maraylya over the following chainages measured from St Johns Road:

- (a) Ninety (90) metres south of St Johns Road; and
- (b) Seventy (70) metres north of St Johns Road.

4 Reports**4.1 *The Driftway, Richmond - Traffic Dome - Hawkesbury City Council***

Requesting installation of a traffic dome on The Driftway, Richmond at its intersection with Blacktown - Richmond Road.

Report

Vehicles undertaking the east turn manoeuvre from The Driftway onto Blacktown - Richmond Road are allegedly tending to cut the corner. This practice results in a reduced turning circle for vehicles, particularly larger trucks, undertaking the east-south turning manoeuvre from Blacktown - Richmond Road onto The Driftway.

Recommendation

That a traffic dome be installed on The Driftway, Richmond at its intersection with Blacktown - Richmond Road and that thirty (30) metres of barrier line be installed on The Driftway at this location if required.

4.2 *Windsor Road, McGraths Hill - Traffic Conditions - Yarak Petroleum Pty Ltd/Hawkesbury City Council 2342/R Pt 07*

In response to representations by the NSW Police Service regarding dangerous turning movements undertaken by motorists when exiting the Yarak Petroleum Service Station, Windsor Road, McGraths Hill onto either Pitt Town Road or east-bound onto Windsor Road from the western driveway, the Committee at its meeting held on 19 November, 1999 resolved that correspondence be forwarded to the operators of the service station requesting that the western and eastern driveways be dedicated "left turn only" and "no right turn" respectively.

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In the course of negotiations, Mr J Yarak indicated that whilst he had no objection to the western driveway being designated "left turn only", objected to the eastern driveway being dedicated "no right turn" claiming that it would have an adverse impact on his business.

In addressing issues associated with this issue the Committee, at its meeting held on 16 June, 2000 resolved that this matter be referred to the Roads & Traffic Authority for its consideration.

Correspondence has been received from the Roads & Traffic Authority advising:

"..... investigation into the accident history at the subject intersection reveals a total of 19 reported accidents, for the most recent 5-year period ending September 1999.

Summary of the accidents relating to the service station only: Five accidents Four accidents involved vehicles entering or leaving the service station. One accident involved an eastbound vehicle turning right into the service station with a westbound vehicle. Three accidents involved vehicles exiting the western driveway (two going straight ahead and one turning right) . One accident involved a vehicle exiting the eastern driveway.

Whilst the Authority acknowledges the difficulties of the site, taking into consideration Mr Yarak's agreement to a dedicated "Left Turn Only" from the western driveway and the RTA does not consider any further action is warranted at this time."

Recommendation

In accordance with the recommendations of the Roads & Traffic Authority the operators of the Yarak Petroleum Service Station be requested to dedicate the western driveway to the service station as "left turn only" and that no further action be taken regarding the eastern driveway.

4.3 Lot 6, DP 503942, 40 East Market Street, Richmond - Petrol Plus DA193/96

A Section 96 application has been received to modify development consent DA193/96 which granted approval for a petrol station at 40 East Market Street, Richmond. The modification sought is to delete Condition 2 of the consent which reads:

"2. The proposed vehicular crossing in East Market Street being modified by constructing a raised median similar to that on the internal drive between the face of the kerb and line of the path paving. The raised median to include an inverted U-shaped barrier with reflector tape to warn pedestrians and motorists of raised area."

Condition 2 was a requirement imposed by the Local Traffic Committee at its meeting of the 18 October 1996.

The reason for the modification is that the raised median was not constructed as part of the development, this was an oversight. The applicant considers *"that the provision of a raised median in this location of the type specified would not increase the safety of pedestrians.....it could serve as a barrier to efficient pedestrian movement and could act as an obstacle."*

Recommendation

That the application be supported subject to the applicant undertaking and maintaining the following works at its expense:

- (1) "Exit Only" pavement marking be installed on the drive slab between the petrol station and the East Market Street frontage to the development;
- (2) existing "No Entry" signage governing traffic on the East Market Street frontage of the development be upgraded; and,
- (3) that a 300mm solid line be marked in thermoplastic in lieu of the median island.

4.4 Lot 2, DP 833495,16 Beaumont Avenue, North Richmond M1371/00

Development application providing for construction of 125 dwellings for aged persons or persons with a disability.

The dwellings are a combination of detached and attached dwellings of both single and two storey configuration as well as a three storey building containing 47 apartments.

Recommendation

To defer consideration of this matter to the next meeting pending receipt of comment from the Roads & Traffic Authority and the applicant be advised that pedestrian access onto Bells Line of Road is not supported due to lack of safe crossing facilities.

5 General Business**5.1 Blacktown-Richmond Road, South Windsor - Sea Gull Treatment - Roads & Traffic Authority/The Hon K Rozzoli 248/R Pt 03**

In response to representations regarding difficulty undertaking the right turn manoeuvre from the Northern Road onto Blacktown-Richmond Road due to lack of an east-bound merge lane, and subsequent advice received from the Roads & Traffic Authority that significant road widening would be required to accommodate this facility and did not have any current proposals to improve the intersection, the Committee, at its meeting held on 19 May, 2000 resolved to note the Authority's advice and that a site inspection be undertaken at an appropriate time.

A site inspection was undertaken on this date.

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Recommendation

That the Roads & Traffic Authority be requested to investigate widening of the sealed road shoulder on the northern side of Blacktown-Richmond Road to accommodate the proposed sea gull treatment and maintain the existing lane configuration.

6 Next Meeting

The next meeting of the Local Traffic Committee will be held at 10.00 am, 17 November, 2000.

Meeting terminated at Noon.

oooO END OF REPORT Oooo



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