



general
purpose
committee

2
section

infrastructure

GENERAL PURPOSE COMMITTEE - INFRASTRUCTURE

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ITEM: 1 Bells Line of Road - Proposed Upgrading**FILE NUMBER:** 0243/R/GMA/INA30NAX.G05**PREVIOUS ITEM:** 239, Ordinary (08.08.2000)

REPORT:

In November 1998 the Council was advised of a resolution from the recent Local Government Association Conference that involved investigation of the upgrading of Bells Line of Road. The Conference resolution followed a submission by Blue Mountains City Council.

At the time, Blue Mountains had been successful in having the Great Western Highway declared a road of national importance and thus received funding from the Commonwealth for its continued upgrading; it had confirmed its opposition to a super highway as a third route across the mountains and sought to meet with the CENTROC group of councils to discuss options such as the upgrading of Bells Line of Road.

There have been a number of studies looking at the road transport routes between the Sydney Basin and Central Western New South Wales. The most recent of these was undertaken by consulting engineers Maunsell McIntyre and reported to the Council in August of last year. A copy of that report is attached.

The Council's resolution currently is:

- "1. *The Council's position in relation to Bells Line of Road and the Great Western Highway, given the Federal and State Government's commitment and the support of Blue Mountain City Council to having the Great Western Highway declared a road of national importance, is that it should be the primary route between Sydney and Central West. Bells Line of Road should see continual works to provide for traffic safety given its accident history. The rail system should be given priority, together with appropriate terminals to see maximum use for transport of produce and passengers. For environmental and economical reasons the Council does not favour a further dedicated motorway through the Blue Mountains.*
2. *The development of a B-Double route should only be after an evaluation including the net present value and benefit cost ratios of B-Doubles as opposed to rail".*

The Central West Regional Organisation of Councils (CENTROC) has now written regarding the Council's position and sought an opportunity for its representatives to address on the proposal that they have as they consider there may be some misunderstanding as to their intention.

They have been invited, and will attend the Committee for discussions immediately after the luncheon break.

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Item: **1**

RECOMMENDATION:

That the information be received

ATTACHMENTS:

AT-1 Report of the Ordinary Meeting dated 8 August 2000.

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ITEM: 2 Department of Sport and Recreation 2000/2001 Capital Assistance Program**FILE NUMBER:** GG021/172/ENG/INA30NBX.E04**REPORT:**

The Department of Sport and Recreation called invitations for assistance under the program with six applications being received.

All six applications met the criteria and were forwarded to Council for comment. Due to the time constraints presented by the Department of Sport and Recreation, the applications were considered by staff in conjunction with the Hawkesbury Sports Council and priorities assigned (see table below).

Of these applications, three have been supported by the Department with a total of \$31,791 funding being allocated to projects in Hawkesbury. The table provides a summary of the successful projects and the funding source for each.

In terms of the Council projects, funding for the Bligh Park Tennis Court surface has been included within the current Park Improvement Program and it is proposed to include matching funding for the half court basketball court at Wilberforce Park in the 2001/2002 Park Improvement Program.

Priority	Applicant Organisation	Purpose of Grant	Grant Applied For	Contribution From Organisation	Total Project Cost	
High	Hawkesbury City Council	To upgrade tennis court surfaces at the Bligh Park Community Centre in Sirius Road.	\$5,450	\$6,550	\$12,000	Grant Offered
High	Hawkesbury City Council	To build a half basketball court at Wilberforce Park.	\$10,000	\$12,000	\$22,000	Grant Offered
High	Hawkesbury City Council	To extend existing canoe storeroom at Macquarie Park, to provide a club meeting room and extra storage for equipment	\$10,778	\$14,034	\$24,812	
Medium	Hawkesbury City Council	To replace play equipment at Mileham Street	\$10,000	\$28,500	\$38,500	
Medium	NSW Sports Council for the Disabled	To purchase a ski boat to take disabled people skiing.	\$16,341	\$19,609	\$35,950	Grant Offered

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Priority	Applicant Organisation	Purpose of Grant	Grant Applied For	Contribution From Organisation	Total Project Cost	
Low	Hawkesbury City Junior Rugby League Club	To construct shade awnings at Turnbull oval	\$7,055	\$11,945	\$19,000	

RECOMMENDATION:

That the Department of Sport and Recreation 2000/2001 Capital Assistance Grants be accepted.

ATTACHMENTS:

There are no supporting documents for this report.

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Item: **3****ITEM: 3 Richmond Park User Policy****FILE NUMBER:** PK/202 PT9/ENG/INA30NBX.E02**REPORT:**

Due to the popularity of Richmond Park for conducting events, usage has increased to the extent that a user Policy is warranted to facilitate use and protect the park from inappropriate use.

Following is a list of requests for bookings for Richmond Park during 2001:

Date	Name	Occasion	Status
17/2/01	Hawkesbury Care	Market Day	To be confirmed
17/3/01	Lions Club	Market Day	Confirmed
6-8/4/01	Fiddle Festival	Special Event	To be confirmed
21/4/01	Hawkesbury Care/Raw Youth Impact Day	Market Day	To be confirmed
22/4/01	Anzac Day Service		
12/5/01	Lions Club - Tom Mills	Market Day	Confirmed
16/6/01	Lions Club - Tom Mills	Market Day	Confirmed
14/7/01	Hawkesbury Care*	Market Day	To be confirmed
14/7/01	Lions Club*	Market Day	To be confirmed
15/7/01	Soccer Gala Day	Oval Only	
18/8/01	Lions Club	Market Day	Confirmed
15-16/9/01	Carnivale	Special Event	To be confirmed
22/9/01	Hawkesbury Care*	Market Day	To be confirmed
22/9/01	Lions Club*	Market Day	To be confirmed
13/10/01	Lions Club	Market Day	Confirmed
11/11/01	Remembrance Day Service		
17/11/01	Hawkesbury Care/Raw Youth Impact Day	Market Day	To be confirmed
8/12/01	Lions Club	Market Day	Confirmed

* This denotes requests for use by two organisations on a particular day. While the stallholders are virtually identical any profits/commissions would be received by different organisations (ie Hawkesbury Care or Lions).

The aim of the policy is to achieve three (3) outcomes:

- 1 To facilitate equitable use of Richmond Park by local community groups in their provision of events and activities;
- 2 To promote the use of Richmond Park by a wide range of groups in order to encourage a diverse selection of cultural, sporting and general community events; and,
- 3 To ensure that the demands placed on Richmond Park do not result in the gradual deterioration of the park environment as a consequence of excessive or inappropriate pedestrian and vehicular traffic.

General Policy for all Events

- All applications to use Richmond Park for any organised activity must be submitted in writing a minimum of four (4) weeks prior to the event.
- Animal stalls, exhibitions or activities of any kind are not permitted.
- Noise is to be kept to a reasonable level, with all amplified sound less than 5d(B)A above ambient level.
- The park is to be left clean and tidy with the applicant responsible for the collection and disposal of all rubbish.
- The applicant must submit a Public Liability Insurance Policy for no less than \$10 million with Council's interest noted on the policy.
- The applicant is required to lodge a bond of \$750. This is refundable less any deductions as a result of cost incurred by Council, administrative or otherwise to clean or restore the area.
- Any building, vehicle or stall that is preparing food for public consumption is to comply with Council's "Information for Food Stall Holders" brochure. This information and any related food/health information is available from Council's Environmental Health Officer.
- The applicant obtaining all necessary permits/approvals in relation to amusement devices/rides and liaising with Integral Energy regarding the supply of power and the proximity to the supply.
- Keys for gates and power can be supplied with prior notification.
- Where more than one application is received for use at the same time, prior use will be taken into account, however, does not guarantee approval. Each application is assessed individually, with dual use considered where appropriate.
- Banners and signs are not permitted to be hung from or attached to trees or park furniture at any time. Freestanding signs may be permitted and you must submit details of proposed signage in your application.
- Direction may be given regarding the exact location/position of the event/activities within the park.
- Fees may be applicable for the event depending on the type of event.
- Council retains the right to postpone an event where poor weather conditions leading up to an event are likely to result in damage to the park.
- Applications for park bookings cannot be made more than 18 months in advance of the proposed event.
- These are standard conditions only and each application is judged individually and may be subject to other conditions prior to permission being granted.

- Vehicular access can be approved with prior arrangement. Please note that approval will be dependent on the type of event, weather and ground conditions.

Market

- Richmond Park can be booked for markets once per calendar month or a maximum of 12 times per year.
- Markets cannot be held on consecutive days or consecutive weekends.
- No cars are allowed in the park (ie outside the car park) at any time and for any reason with the exception of emergency vehicles.
- Each user group is limited to a maximum of 6 market events per year.

Special Events

- Special events include once only events, for example, the celebration of a particular festival, or annual events such as carols by candlelight and Carnivale. Richmond Park can only be booked for special events a maximum of 10 times per year.
- Special events cannot be held on consecutive days, except where the one event itself spans more than one day. Special events cannot be held on consecutive weekends.

Cost

- See current fees and charges.

RECOMMENDATION:

That the Richmond Park User Policy be advertised and further reported for consideration.

ATTACHMENTS:

There are no supporting documents for this report.

Oooo END OF ITEM 3 Oooo

ITEM: 4 Argyle Reach Road - Proposed Road Closure**FILE NUMBER:** 0102/R PT2/ENG/INA30NBX.E06**REPORT:**

The original road reservation of Argyle Reach Road had a timber bridge crossing Buttsworth Creek and a steel and timber Bailey bridge crossing an adjacent tributary. A flood mitigation structure was constructed below the confluence of Buttsworth Creek and the tributary at this location during 1976/77 with flood flaps which afforded a certain amount of protection to farms within the Bushells Lagoon catchment during minor to moderate flooding in the Hawkesbury River.

As part of the flood mitigation works, Argyle Reach Road was deviated across this structure with the original road reserve then only giving access to the two properties which had frontage to this road reserve. The Bailey bridge was damaged in the floods of 1978 and was subsequently removed. The timber bridge still remains in place over Buttsworth Creek. The timber bridge requires ongoing maintenance work and will in the long term be a liability to Council in terms of its ultimate replacement.

As the timber bridge and the original road reservation only serve to give access to two properties in common ownership, discussions have been undertaken with the owner with a view to closing this section of road reserve and transferring that area of land to the adjoining properties. Mr Saliba has also indicated that he wishes to improve the view to his farms and has requested consideration be given to transferring lot 3 in DP785839 which is between the two road reserves to him to enable him to improve and maintain that area of land.

Lot 3 basically contains Buttsworth Creek and consists of steep banks and is currently overgrown with vegetation and Willow trees. It is considered that closure of that section of Argyle Reach Road and the incorporation of that land and lot 3 into the two properties owned by Mr Saliba would be fair compensation for taking on what would be an ongoing burden to Council in terms of maintenance and replacement of the timber bridge.

RECOMMENDATION:

That:

- 1 The original road reservation of Argyle Reach Road contained within pt lot 80 DP751665 be closed and amalgamated pt lot 80 DP751665.
- 2 The original road reservation of Argyle Reach Road fronting lot 79 DP751665 be closed and incorporated within lot 79 of DP751665.
- 3 Lot 3 of DP785839 be transferred to Mr C Saliba and consolidated into lot 79 DP751665.

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- 4 On the basis that the landowner takes responsibility for the timber bridge on the section of road that will be closed, the road closure and transfer of land be undertaken at no cost to the landowner with Council bearing the survey and legal costs.

ATTACHMENTS:

AT-1 A4 map showing area of proposed road closure.

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map

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**ITEM: 5 Road Closure - Link Road, Pt Fairey Road, South Windsor
Acquisition of Unreserved Crown Land - Lots 7 & 8 DP821396****FILE NUMBER:** GR080/056/ENG/INA30NBX.E03**REPORT:**

At its Ordinary Meeting held on 12 November 1996, Council adopted the following recommendation:

- "1 The southern end of Fairey Road from the intersection of 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.*
- 2 The area of the closed road adjacent to Lot 10 DP821396 be consolidated with that lot and the area of closed road through the Crown Land be consolidated with the Crown Land.*
- 3 Application be made to have area of Crown Land north of Rifle Range Road and adjacent to the treatment works site incorporated into that site.*
- 4 All necessary documents be completed under seal of Council."*

The attached plan 1833-19B shows the location of road and properties referred to.

A Acquisition of Crown Land Lots 7 & 8 (DP821396)

The inclusion of lots 7 and 8 as part of the Windsor Downs Nature Reserve under the control of the NSW National Parks & Wildlife Service was not supported by Council at the time.

There were concerns that if the land became part of the Nature Reserve it would be effectively sterilised against future use for waste water treatment purposes.

The South Windsor Sewage Treatment Plant (SWSTP) is located on lot 10, a property with an area of 11.08 ha. The plant including the internal road and maturation pond infrastructure conservatively occupies about 60% of this available area with the residue of the land remaining as non-fragmented remnant forest.

Consultants currently engaged to complete the design for a proposed major augmentation of the SWSTP have recently advised that new infrastructure associated with the upgrade will fit within the current plant layout.

The significance of this is that the remaining bushland referred to above will not be affected by the new works scheduled to be completed in approximately three (3) years and there are now no technical reason to support the recommendation to incorporate the adjacent Crown Land with lot 10.

Indications are that the Department of Land and Water Conservation (DLWC) would agree to Council's proposed acquisition of the vacant unreserved Crown Land referred to, however, it has also advised that compensation (as assessed by the State Valuation Office) for the land will be claimed by the Crown pursuant to the Land Acquisition (Just Terms Compensation) Act, 1991.

A simpler, cost effective option would be for lots 7 & 8 to be acquired by the NSW National Parks & Wildlife Service as an addition to the Windsor Downs Nature Reserve. This Service has had a long-standing interest in the parcels of land, which it claims, has a high conservation value.

The acquisition and consolidation of the land with the Windsor Downs Nature Reserve is identified in the NSW Government's Greening of Sydney Policy and the Service has verbally advised that the Minister for the Environment would support this action.

B Closure Pt Fairey Road, South Windsor

A plan of the proposed road enclosure (previous recommendation 1) and accompanying 88B instrument has recently been completed and lodged for registration. This matter, however, has not proceeded because of technicalities connected with the acquisition of lots 7 & 8, ie lot 7 having no effective road frontage.

The DLWC being unsure of Council's intention, has advised that matters would be streamlined if the land acquisition and the proposed closure of Pt Fairey Road could be gazetted using the same plan.

If, however, lots 7 & 8 are annexed to the Nature Reserve then the proposed road closure (Fairey Road) will be able to proceed without the need for any further documentation.

C Road Closure Link Road

Correspondence was forwarded to Telstra, AGL Gas Networks and Sydney Water in May 2000 regarding the proposed closure. All three service authorities have formally responded setting out their own specific requirements for the future physical and legal protection of their respective service link where it is affected by the proposed closure.

Further proceedings to close the road, however, have been temporarily held over following advice that the Crown would be objecting on the basis that lot 7 (DP821396) will become landlocked if it remains as unreserved Crown Land after both the link road and the short section of Fairey Road are closed.

The Crown has indicated, however, that the addition of lots 7 & 8 to the Windsor Downs Nature Reserve would be acceptable and the course of action would remove all grounds for future objection in relation to the subject closures.

RECOMMENDATION:

That:

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1. The incorporation of Lot 7 DP821396 into the treatment works site not be pursued.
2. Advice be forwarded to the NSW National Parks and Wildlife Service indicating that Council would be prepared to support the addition of lots 7 & 8 (DP821396) to the Windsor Downs Nature Reserve.
3. The proposed closure of the link road connecting Rifle Range Road, Bligh Park to Sanctuary Drive Windsor Downs be formalised and an easement for services be created over what was previously the road reserve.

ATTACHMENTS:

AT-1 Plan No 1833-19B.

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map

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Item: **6****ITEM: 6 Bicycle Network Variation 2000/2001 Cycleway Construction Program****FILE NUMBER:** GR030/007/EVD/INA30NBX.V01**REPORT:**

The 2000/2001 Cycleway Construction Program, totalling \$100,000 (\$50,000 from Council and \$50,000 from the Roads and Traffic Authority [RTA]), was submitted to the RTA for approval on 19 April 2000.

This original proposed program shown below generally concentrated on shoulder improvement works (82% of budget) with the remaining funds being directed towards two hot spot locations located within the existing network.

Item	Details	Estimated Costs
1	George Street/Colonial Drive Roundabout. Construct separate cycleway on western side to eliminate squeeze point.	\$5,000.00
2	McGraths Hill Flats. Extend concrete cycleway past service station and around the corner into Mulgrave Road.	\$13,000.00
3	Cox Street. Widen shoulder opposite the pool at South Windsor.	\$18,500.00
4	Lowlands Bicycle Route. Repair shoulders etc including signage.	\$34,700.00
5	Bligh Park at Blacktown Road. Build up shoulder.	\$1,800.00
6	Mulgrave Road. Widen sections.	\$27,000.00
TOTAL		\$100,000.00

The above program and various matters associated with the included items were discussed at the inaugural meeting of the newly formed Bicycle Steering Committee on 23 August 2000.

With its immediate objective to provide a practical and safe network of bicycle routes and facilities, the Committee resolved, with RTA agreement, to submit a revised program with an emphasis on the elimination of hot spots in the local network so as to encourage more safe cycling in the community.

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The proposed 2000/2001 program shown below has been prepared at short notice as the works have to be completed by 30 June this year.

It is intended that the 2001/2002 program will form part of a prioritised 5 year plan with staged indexed development costs that will be submitted for Council's consideration via the Bicycle Steering Committee.

Item	Details	Estimated Costs
1	George Street/Colonial Drive Roundabout. Construct separate cycleway on western side to eliminate squeeze point. This proposal will enable cyclists, school children and other pedestrians to pass the roundabout without venturing onto the road.	\$5,000.00
2	McGraths Hill Flats. Extend concrete cycleway past service station and around the corner into Mulgrave Road. The proposed shared cycleway/footway will enable users to bypass the existing on road squeeze point adjacent to the Pitt Town/Windsor Road intersection.	\$13,000.00
3	Extend George Capper Cycleway to Richmond tennis centre link. This proposed link provides a continuous formal off road facility for cyclists entering Richmond from Windsor.	\$3,300.00
4	George Street/Blacktown Road. Construct separate cycleway on northern side to eliminate squeeze point. This proposal will enable cyclists travelling from Richmond to Windsor via Blacktown Road/George Street to be isolated from the single left turn lane at the existing roundabout.	\$12,000.00
5	Fitzroy Bridge, South Creek. Provide barrier rail separation between shared footway and adjacent road traffic. This proposal will provide a separation barrier isolating pedestrians/cyclists from the immediately adjacent bridge deck.	\$24,000.00

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Item	Details	Estimated Costs
6	Richmond Bridge, Kurrajong Road. Construct shared path to connect Kurrajong Road to existing bridge footway. Provide line marking. This proposal will allow cyclists to bypass a high volume (state road) traffic route. The works will enable users to move safely from the regional to the local bicycle network at a mid-block location.	\$8,200.00
7	Windsor Bridge. Extend cycleway/pedestrian pathway from northern end of bridge to a crossing point near Freemans Reach Road intersection. This proposal will provide a safe extension of the regional bicycle network. It will eliminate a blind crossing off the northern end of the Windsor Bridge for cyclists and pedestrians.	\$10,800.00
8	Pitt Town Road. Windsor Road to Wollesley Road; seal shoulder on north side and provide signage. This proposal will provide a barrier for cyclists from the adjacent traffic flow. It will extend the regional network towards Pitt Town.	\$23,700.00
TOTAL		\$100,000.00

RECOMMENDATION:

That the revised 2000/2001 Cycleway Construction Program be adopted.

ATTACHMENTS:

There are no supporting documents for this report.

oooO END OF ITEM 6 Oooo