



general
purpose
committee

2
section

infrastructure

GENERAL PURPOSE COMMITTEE - INFRASTRUCTURE

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ITEM: 31 **Mr K Reeks - St Albans Road****FILE NUMBER:** P1929/265, 1929/R/ENG/INF26NBX.E02

REPORT:

In response to representations received in 1996 regarding a property on St Albans Road, approximately one kilometre from Webbs Creek ferry, that the fence line of the property had been changed with a new fence erected along the edge of the road, a report was prepared at that time for Council's consideration.

The property owner, Mr K Reeks advised that the temporary fencing was erected in order to allow cattle to strip graze between the property boundary and the road batter in order to provide additional feed in the time of drought, prevent serious fire hazard in the event of a bushfire and clean up weeds in the area. He stated that he is not only a farmer but also a landscape gardener and was very aware of the impact of the environment on anything that he does on the property. He requested that permission be given to graze cattle on the area of land in question in order to maintain the area. The request was considered reasonable and in accordance with Roads Act public consultation and notification of adjoining owners was undertaken and a lease of the area that was fenced at that time on the MacDonald River side of St Albans Road between the road batter and the boundary of lots 54 & 55 in DP829116, being the property owned by Mr Reeks, for a five year period from 1 March 1997 to 28 February 2002 at a nominal rental of \$1 per annum.

It was acknowledged by the leasee that the leased area of land is presently fenced, however, should any further works/improvements be desired Council's permission was required and at the end of the lease term should the agreement not be renewed all improvements on the leased area of land were to be removed.

As Council is aware representations have been received regarding works being carried out within the road reserve at this location. Investigation of the matter revealed that the existing fencing at the bottom of the road batter has now been replaced with new fencing on the top of the road batter on the St Albans side and similar fencing has been undertaken on the opposite side of the road.

Whilst the works that have been undertaken have not been approved by Council, it is noted that the new fence is located approximately 2.5 metres clear of the edge of seal which would allow a vehicle to pull off the road to stop and it is considered that the fencing does not constitute a danger to traffic. It is also noted that the continual grazing of this area provides a positive benefit in relation to keeping the area maintained. It is felt that the area currently fenced should be supported in terms of an ongoing lease and formalised in that regard.

RECOMMENDATION:

In accordance with the Roads Act, 1993, public consultation be undertaken with a view to leasing the fenced area of the road reserve between the road batter and the boundaries of lots 54 & 55 in DP829116 for a period of 5 (five) years, for a nominal rental of \$1 (one dollars) per annum.

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ATTACHMENTS:

AT-1 Site map

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Site map

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ITEM: 32 **Bligh Park South Windsor Road Link**

FILE NUMBER: GT230/011 PTS 5, 6 & 7, GC281/076 PT 1, 0850/R PT
1/ENG/INF26NBX.E01

REPORT:

At its meeting held on 29 May 2001, in relation to a proposed road link between Hobbs Street and Berger Road, Council resolved that:

- "1 *The residents of Bligh Park and South Windsor be consulted regarding the proposal; and,*
- 2 *The matter be further reported to the next General Purpose Committee."*

Three thousand letters outlining the background and proposal for a road link between Bligh Park and South Windsor from Hobbs Street to Berger Road, including a map indicating the surrounding area, and a response form were distributed to residents of Bligh Park and that area of South Windsor bounded by Macquarie Street, Ham Street and Fairey Road and to the South on Saturday 1 June 2001. Forms were also available on request. The property owners of Hobbs Street were advised in writing of the proposal and invited to attend the General Purpose Committee meeting.

The survey questions were:

Do you think that the construction of the additional link at this stage is (please circle Y or N):

- 1 Needed Y N
- 2 A priority over other construction projects Y N

Plus an area for other comments.

Five hundred and sixty eight forms were returned, a response rate of 18.63%, which is considered a high percentage for this type of survey.

A breakdown of the various permutations is shown in numbers in the table below.

Y + Y	Y + N	N + N	N + Y	Y(1)	N(1)	Y(2)	N(2)	Total
278	94	135	6	1	6	8	31	559

Y + Y = Yes link road is needed and Yes it is a priority over other construction projects

Y + N = Yes link road is needed and No it is not a priority over other construction projects

N + N = No link road is not needed and No it is not a priority over other construction projects

N + Y = No link road is not needed and Yes it is a priority over other construction projects

Y (1) = Only Yes circled in question 1

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N (1) = Only No circled in question 1

Y (2) = Only Yes circled in question 2

N (2) = Only No circled in question 2

Six photocopied response forms were received and there were three response forms where nil was circled, all of which have been excluded from the total.

Various comments were received ranging from "a high school is needed at Bligh Park"; "provide extra seating in Richmond Park" and "all this was a waste of money". Listed below are the comments that had ten or more similar responses:

- the Hobbs Street extension would provide reduced traffic at the intersection of Mileham and Drummond Streets (16)
- connect the two sections of Woods Road (15)
- the link would create too much traffic in the area (21)
- a link should be provided between Bligh Park and Windsor Downs and/or Richmond Road (44)
- the Hobbs Street extension was a good idea and thanked Council for the opportunity to comment (27)
- the extension was urgent and/or about time it was completed (19)
- sport at Berger Road Reserve and Netball created traffic problems which may be alleviated with the Hobbs Street extension (10)

As well a petition was tabled at the General Purpose Committee meeting on 29 May 2001 requesting a "direct road link between Bligh Park and the eastern portion of South Windsor". It cannot be determined if these same people responded to the survey as well. Listed below is a breakdown of the totals for the suburbs:

Bligh Park:	88
South Windsor:	27
North Richmond:	1
Berkshire Park:	2
Windsor Downs:	3
Richmond:	1
Londonderry:	1
Llandilo:	1
Windsor:	2
Shanes Park:	1

Advice was tendered at the Ordinary meeting, that the owners of lot 12 DP27136 between the end of Colonial Drive and Woods Road would be willing to negotiate the sale of an appropriate strip of land for the extension of Colonial Drive to Woods Road. The owners of the land have been contacted and whilst they have exchanged contracts for the sale of this land they indicated that the new owners would also be willing to consider this option. The current owners also indicated that they would expect to receive in the vicinity of \$420,000 per hectare for the sale of the land. This

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would equate to an approximate purchase price for a 20 metre wide strip of \$340,000. The estimated cost of construction to connect the end of Colonial Drive to Woods Road is \$155,000, which would make the total cost of the project including purchase of the land \$495,000.

In conclusion, should Council wish to proceed with a link between Bligh Park and South Windsor, whilst the Hobbs Street-Berger Road connection may not be in the ideal location, it is certainly the most economically feasible option which has been identified to date. Notwithstanding, it is still considered that a link between South Windsor and Bligh Park, on a traffic needs basis is not necessary at this stage.

Funding for this project would necessarily require the reallocation of funds from projects proposed in the 2001/2002 Capital Works Program and this matter could be further reported to the Ordinary meeting should the project be likely to proceed.

RECOMMENDATION:

That the provision of a link between Bligh Park and South Windsor not proceed until the rezoning of North Bligh Park proceeds or changes in traffic needs warrants such action.

ATTACHMENTS:

There are no supporting documents for this report.

Oooo END OF ITEM 32 Oooo

ITEM: 33 **Lower Portland Ferry - Contract****FILE NUMBER:** GT020/407/ENG/INF26NCX.E03

REPORT:

Council at its Ordinary meeting of 12 June 2001 in relation to the contract operation of the Lower Portland ferry resolved that:

- "1 *Council request the contractor to extend the Lower Portland ferry contract for a period to allow the recalling of tenders and their evaluation.*
- 2 *Council recall tenders for the operation of the Lower Portland ferry and include an option for day labour operation."*

The current contractors Macca's Ferry Services Pty Ltd were advised of Council's decision and were requested to extend the current contract to allow the recalling of tenders. The contractor has advised that they are willing to extend the current contract for Lower Portland ferry for a further two months, one month at the current tender rate and one month at the rate tendered to the Ordinary meeting. The nett result would be an extra \$10,000 on top of the current contract payment for the second month.

The contractor has also advised they wish to discuss the viability of savings to Council on the new tender. It is understood that this discussion will involve the reduction of the current 19 hours to 16 hours, that is two 8 hour shifts which would negate the need for the contractor to pay staff penalty rates.

RECOMMENDATION:

That the information be received.

ATTACHMENTS:

There are no supporting documents for this report.

Oooo END OF ITEM 33 Oooo