



general
purpose
committee

2
section

infrastructure

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ITEM: 11 Laneway off Sirius Road**FILE NUMBER:** 1954/R Pt2/ENG/INC27NBX.E07

REPORT:

Representations have been made to Councillor Sheather regarding a laneway existing between numbers 18 and 20 Sirius Road, Bligh Park which gives access between Sirius Road and the public reserve on the eastern side of George Street at Bligh Park.

According to the adjoining owner the laneway is utilised by young people accessing the South Windsor Leagues Club and there is constant vandalism occurring to the properties, and to vehicles which park adjacent to the laneway and abuse to the residents of those properties. Police have been called to this area on occasion.

The laneway is 3 metres wide with a 1.2 metre wide concrete footpath and a 600mm pipe drains stormwater from Sirius Road into a drainage channel within the reserve. Alternate access to the reserve is available from Golden Grove (adjacent to the South Windsor Leagues Club) and also the shopping area/community centre off Sirius Road. There are no plans at this stage for further development of the reserve and there are threatened species within the area which would be a constraint on further development.

The adjoining property owner has requested that the lane be closed to alleviate the problems being encountered. It would appear that this is a reasonable suggestion, however, an easement to drain water for the entire width of the footpath would be required for future access to the drainage line for maintenance purposes. There are no utilities within the footpath area. Should the proposal to close the lane be supported it is suggested that the laneway be offered to either of the adjoining owners for purchase.

RECOMMENDATION:

That the laneway between Lots 81 and 82 DP709025 house numbers 18 and 20 Sirius Road, Bligh Park be closed, an easement for drainage purposes 3 metres wide be created over that area and it be offered to either neighbouring owner for purchase.

ATTACHMENTS:

There are no supporting documents for this report.

Oooo END OF ITEM 11 Oooo

ITEM: 12 **Changes to Parking at Peppercorn Place, Windsor****FILE NUMBER:** GC305/104 PT06/ENG/INC27NBX.E01

REPORT:

A request has been received from Peppercorn Place Tenants Committee at the corner of George and Christie Streets, Windsor for:

- 1 Two disabled parking spaces in the existing parking area to be reduced to one as the majority of disabled persons arriving at the site are conveyed by Hawkesbury Community Transport. This would allow the staff the use of the additional parking space.
- 2 The traffic flow through the site be designated one way from Christie Street to George Street to allow vehicles to pass a vehicle setting down passengers under the porte cochere.
- 3 That “No-Parking” be designated within the access roads and also under the porte cochere.
- 4 The existing parking area be designated “Authorised Parking Only”.
- 5 That Hawkesbury Community Transport vehicles be permitted to park on the left hand side of the access road as you enter from Christie Street.

The Committee has requested that on street parking either side of the exit in George Street be moved back to improve the site distance to vehicles exiting the site. This has been referred to the Local Traffic Committee and is not supported.

Persons not using the centre are parking in the carpark, under the porte cochere and along the access roads disrupting the operations of the building. Vehicle have been left under the porte cochere for periods of up to a day.

RECOMMENDATION:

That parking within Peppercorn Place located on the corner of George and Christie Streets, Windsor be altered as follows:

- 1 Two disabled parking spaces in the existing parking area to be reduced to one as the majority of disabled persons arriving at the site are conveyed by Hawkesbury Community Transport. This would allow the staff the use of the additional parking space.
- 2 The traffic flow through the site be designated one way from Christie Street to George Street to allow vehicles to pass a vehicle setting down passengers under the porte cochere.
- 3 That “No-Parking” be designated within the access roads and also under the porte cochere.

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- 4 The existing parking area be designated “Authorised Parking Only”.
- 5 That Hawkesbury Community Transport vehicles be permitted to park on the left hand side of the access road as you enter from Christie Street.

ATTACHMENTS:

There are no supporting documents for this report.

oooO END OF ITEM 12 Oooo

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ITEM: 13

Governor Phillip Reserve, Windsor - Upper Hawkesbury Power Boat Club, Sunday 20 May 2001

FILE NUMBER:

PK/205 PT7/ENG/INC27NBX.E03

REPORT:

An application has been received from the Upper Hawkesbury Power Boat Club requesting permission to run an additional club day on 20 May 2001. This additional club day is only required if the Bridge to Bridge is run on 6 May 2001 as scheduled.

This application does not comply with Council's Noise Policy regarding use of the reserve, namely, there was no application for this event during 1998 and exceeds 95dB(A).

The Upper Hawkesbury Power Boat Club has evidently been under the assumption that when approval has been granted for an alternate Bridge to Bridge date this then entitles them to run a club day.

RECOMMENDATION:

That approval not be granted to the Upper Hawkesbury Power Boat Club for an additional club day on 20 May 2001.

ATTACHMENTS:

There are no supporting documents for this report.

Oooo END OF ITEM 13 Oooo

ITEM: 14 **Mahons Creek Road****FILE NUMBER:** 1335/R PT2/ENG/INC27NBX.E04

REPORT:

A question without notice was raised at the Ordinary meeting of 13 February requesting a report on Mahons Creek Road to enable a site inspection to be carried out.

Mahons Creek Road is a gravel road approximately 1.5 kilometres in length and part of the total length of 312 kilometres of gravel roads situated throughout the city. The road is maintained on a similar basis to all the unsealed roads, ie on an as needs basis, (on) request and/or assessment by staff. A traffic survey undertaken in mid November 2000 indicated on average of 87 vehicles per day utilised the road.

Following the prolonged period of inundation recently experienced Mahons Creek Road was in need of attention and maintenance grading was undertaken around 20 February 2001.

RECOMMENDATION:

That the information be received.

ATTACHMENTS:

There are no supporting documents for this report.

Oooo END OF ITEM 14 Oooo

ITEM: 15 Tenders - Plant and Equipment**FILE NUMBER:** GT020/399/ENG/INC27NBX.E02

REPORT:

This matter was reported to the General Purpose Committee on 27 February 2001, however, since that date a number of anomalies have been identified which require rectification. The items are being reported in the same format as the original report to avoid confusion.

Item 1 Tipping Truck Dual Cab 2.5-3 tonne capacity

No change.

Item 2 Tipping Truck- 3 tonne capacity

No change.

Item 3 Dual Cab Table Top Trucks - 4 tonne capacity (3 units)

Whilst there is no change regarding the recommended purchase of the three new units, the offer by Gamer's Auction to purchase one of the trades SVN 488 at \$8,000 was higher than that recommended ie Bastian Truck Sales for the purchase of that unit for \$7,270.

Items 4, 5 & 6 Tipping Trucks - 4 tonne capacity

The format for these three units from one tenderer was set out in a manner which was confusing. The tender price had included the cost to provide the body on each unit, however, due to the format of the tender it appeared that the cost of the body was not included and was hence added in twice when being assessed. With this anomaly rectified the tender for each of these units by David Best Trucks provided the best price for the purchase of units complying with this specification.

There is no change to the offer to purchase the units being traded.

Item 7 Tipping Truck - 8 tonne capacity (3 units)

It has been noted that the units offered originally recommended from the Truck Centre being the Mitsubishi FN658HV had engine power rating less than that required in the specification and as a result it is recommended that the offer by City Hino for the supply of three Hino FG Ranger 9 Medium units be accepted.

Item 8 Dual Control Road Suction Sweeper

No change.

Item 9 Backhoe/Loader

No change.

Item 10 Tractors 2 WD (2 units)

No change.

Item 11 Forklift - 2-2.5 tonne capacity

No change.

Supplementary Report**Item 1 Out Front Mowers (3 units)**

No change.

Item 2 Table Top Trucks with crane - 4.5 tonne capacity (2 units)

The recommended supplier, Overs Port Botany has advised that they had neglected to include GST in their tender price. As such the lowest complying tender is that of Dwyers City Isuzu for the supply of two Isuzu FRR500 Cab Chasis with body by Unique and cranes by Tadano model NT-ZZR304 (H) at a total cost of \$224,833.00.

RECOMMENDATION:

That the tenders previously adopted by Council at its meeting of 27 February 2001 be amended as outlined below:

- 1 a No change.**
b No change.
- 2 a No change.**
b No change.
- 3 a No change.**
b Bastian Truck Sales purchase Toyota 3 tonne dual cab table top SUC 993 for \$12,270 (twelve thousand two hundred and seventy dollars).
c No change.

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- d** Gamer's Auctions purchase Toyota Dyna 400 4 tonne tipper SVN 488 for \$8,000 (eight thousand dollars).
- 4 a** David Best Truck Centre - supply Hino Dutro 5 Long with body by Westrans at a price of \$58,243.68 (fifty eight thousand two hundred and forty three dollars and sixty eight cents).
- b** No change.
- 5 a** David Best Truck Centre - supply Hino Dutro 5 Long with body by Westrans at a price of \$57,253.68 (fifty seven thousand two hundred and fifty three dollars and sixty eight cents).
- b** No change.
- 6 a** David Best Truck Centre - supply Hino Dutro 5 Long with body by Westrans at a price of \$57,803.68 (fifty seven thousand eight hundred and three dollars and sixty eight cents).
- b** No change.
- 7 a** City Hino - supply three Hino FG Ranger 9 Medium units with bodies by Sinclair Components at a price of \$280,349.76 (two hundred and eighty thousand three hundred and forty nine dollars and seventy six cents).
- b** Kenyon Truck Sales - purchase Isuzu 7 tonne tipper UGV 726 for \$8,155.00 (eight thousand one hundred and fifty five dollars).
- c** Auto Group Commercial - purchase Isuzu 8 tonne tipper UGV 727 for \$17,500 (seventeen thousand five hundred dollars) and Hino Raven 8 tonne tipper SVK 690 for \$35,000 (thirty five thousand dollars).
- 8** No change.
- 9** No change.
- 10** No change.
- 11** No change.

Supplementary Report

- 1** No change.
- 2 a** Dwyers City Isuzu - supply two Isuzu FSR 700 cab chassis with bodies by Unique and cranes by Tadano model TM - ZZR304 (H) units at a price of \$224,833.00 (two hundred and twenty four thousand eight hundred and thirty three dollars).

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b No change.

c No change.

ATTACHMENTS:

There are no supporting documents for this report.

Oooo END OF ITEM 15 Oooo

ITEM: 16 **Lower Portland Ferry****FILE NUMBER:** GT240/010/ENG/INC27NCX.E06

REPORT:

Councillor Gilling has requested that a report be brought forward regarding the Waterways Authority requirement for commercial vessels (including ferries) "survey".

Commercial vessels are defined as vessels that are used for any type of business, trade or commerce. They can include fishing vessels, tourist/charter boats, work boats, ferries, water taxis, dive boats, hire and drive etc. All commercial vessels are assessed in accordance with the Uniform Shipping Laws (USL) Code or equivalent standards.

Initial survey is the process of surveyor inspection, plan approval and stability approval for vessels entering NSW survey. At the completion of the initial survey a vessel permit is issued, and the vessel enters periodic survey.

The requirement for wire drawn ferries to be brought under survey was originally brought to notice by the marine surveyor contracted to carry out a survey of the Lower Portland Ferry following its removal from the river for repair in late August 1999. Inspections by the marine surveyor had been undertaken previously to fulfill the requirements of Council's insurer as the seaworthiness of the vessel.

The application to bring the ferry under survey was forwarded to Waterways on 20 October 1999 with a cheque for \$686.70, being the fee required for that purpose. Correspondence was received from Waterways on 2 November 1999 advising that the Waterways Authority folio number assigned to the vessel is 99243 and a vessel certificate of survey would be issued on completion of the initial survey process. Further contact was made with Waterways in November 2000 regarding the survey and the initial survey was undertaken on 8 December 2000. Advice at that time was that the certificate of survey would be issued along with any requirement for works which may have been observed during the survey process.

As the certificate of survey has still not been received contact was made with Waterways, however, it appears that the marine surveyor who undertook the survey has retired and the matter is now being followed up by other Waterways personnel. There have only been a relatively small number of wire drawn ferries brought into survey to date.

RECOMMENDATION:

That the information be received.

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ATTACHMENTS:

There are no supporting documents for this report.

Oooo END OF ITEM 16 Oooo

ITEM: 17 **Skeleton Rocks Reserve****FILE NUMBER:** P717/470 PT2/ENG/INC27NCX.E05

REPORT:

Councillor Gilling has requested a report on the upgrading of the "boat launching ramp" at the Skeleton Rocks Reserve and also the provision of improved signage indicating the presence of that facility.

The existence of the "boat launching ramp" has only emerged in a de facto manner following the construction of the bridge over the Colo River at this location. The "ramp" was in actual fact the northern approach ramp to the ferry which operated across the Colo at this location prior to the existence of the bridge. As such, the "ramp" has not been constructed for the purpose of launching boats. The "ramp": consists of an area of concrete 5 metres wide below high water level, with approximately 17 metres of gravel to the top of the bank. Fifteen metres of the gravel section has a grade of approximately 20% which is far steeper than the maximum recommended by the Department of Land and Water Conservation's *Boat Launch Ramp Guidelines* of 15% (desirable 11%-13%). It is too steep to be readily utilised by normal 2 WD vehicles launching boats of any greater size than those currently utilising the facility. The boats currently being launched from this ramp are generally of a small fishing boat size of light weight.

Grading of the gravel portion of the ramp and access road is undertaken as required and it has been indicated by local residents utilising this facility that the needs of the fishing/canoeing community are being adequately catered for. Should Council require the formalisation of a boat launching facility at this location major works would be required to bring it to a standard which would be satisfactory for general use by the boating fraternity including the regrading and widening of the ramp, providing a sealed manoeuvring area including reconstruction and sealing of the access road to the facility.

In relation to general boating activities, upgrading the facility would lead to increased usage by larger boats and water skiers and it is felt that the encouragement of this type of activity at the confluence of the Colo and Hawkesbury and in close proximity to the Lower Portland Ferry is not desirable. It is also considered that the provision of additional signage indicating the presence of a boat launching facility would indicate to the general boating population that there is a facility available at that location suitable for general use. This is not the case as has been outlined previously. It is suggested that a low-key approach to the utilisation of this reserve would be environmentally sustainable.

RECOMMENDATION:

That the information be received.

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ATTACHMENTS:

There are no supporting documents for this report.

Oooo END OF ITEM 17 Oooo