



general
purpose
committee

2
section

infrastructure

GENERAL PURPOSE COMMITTEE - INFRASTRUCTURE

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ITEM: 49 **Bell's Line of Road/Grose Vale Road/Terrace Road Intersection****FILE NUMBER:** 0243/R Pt 10/GMA/INJ23NAX.G02

REPORT:

The Member for Londonderry, Mr Jim Anderson, has made further representations on the Council's behalf regarding the above intersection and has forwarded the following response from the Parliamentary Secretary for Roads.

"The Roads and Traffic Authority (RTA) is conscious of the traffic delays at the intersection in question, particularly during the AM and PM peak periods and acknowledges the need to alleviate the situation as early as possible.

"Following a favourable response from Council, there are further steps that need to be addressed by way of an Environmental Impact Assessment and a process of community consultation. These processes, when completed, will allow consideration of the project for funding subject to a successful determination of the environmental assessment.

"As you may appreciate, in assessing the many road projects worthy of support, the allocation of funds for the project in question needs to be based on an objective priority basis having regard to competing demands for similar intersection improvements at a number of other sites throughout the Sydney Region."

It is understood that the design is in an advanced position with draft plans being viewed some time ago, indicating that all the works can be retained within the road reserve with minimal, if any, disruption to utility services. In those circumstances only a review of environmental factors would be required and a short period of community consultation, given that the works will only improve the traffic conditions.

While the process may not take as long as could be considered in the correspondence, it is recommended that further representations be made in this matter.

RECOMMENDATION:

The member for Londonderry, Mr Jim Anderson, be thanked for his representations on Council's behalf and that he further be requested to assist in having this matter brought forward for construction as soon as possible, given the continual extending delays that occur during the AM and particularly PM peaks.

ATTACHMENTS:

There are no supporting documents for this report.

oooO END OF ITEM 49 Oooo

ITEM: 50 **Hollands Paddock Car Park****FILE NUMBER:** P1408.95/0 Pt2/GMA/INJ23NAX.G04

REPORT:

Hollands Paddock Car Park is owned by Pirasta Pty Limited who are proposing commercial development of the land, including a substantial car park.

A lease was signed by the Council and the then Metropolitan Water Sewerage and Drainage Board in 1969, whereby the land was made available for use as a car park on a yearly basis, or until such time as notice was given by the landowner for that to cease.

After Pirasta Pty Limited purchased the property it gave notice of its intention to terminate the lease.

There have been discussions with Mr Robert Dunnet, the Director of Pirasta Pty Limited, with a view to retaining the car park on a month to month basis until the development matter is resolved. This would see Council maintaining the necessary insurances and undertaking any necessary maintenance as required.

RECOMMENDATION:

That Pirasta Pty Limited be thanked for their offer for Council to lease the area known as the Hollands Paddock Car Park on a monthly basis for the sum of \$1.00 (one dollar) (if claimed), and in doing so that Council provide the applicable insurances and undertake any necessary maintenance, with the Seal of Council being placed on any necessary documents.

ATTACHMENTS:

There are no supporting documents for this report.

oooO END OF ITEM 50 Oooo

ITEM: 51**Glossodia Road Hierarchy - Mitchell & Boomerang Drives****FILE NUMBER:**

1316/R, 0210/R Pt3/ENG/INJ23NBX.E05

REPORT:

In 1993 Council adopted the Glossodia Road Hierarchy detailing future carriageway widths and road classifications for all streets in Glossodia. A plan will be displayed at the meeting.

On 10 February 1998 Council modified the plan in part when it resolved:

“That the Glossodia Road Hierarchy previously adopted by Council be amended to provide for the construction of an 8 metre carriageway width in Macquarie Place, between Mitchell and Boomerang Drives.”

This was due to substantial filling requirements and driveway reconstruction if constructed on the wider alignment

Both Boomerang and Mitchell Drives are scheduled for kerb and gutter construction as part of the current annual Works Program. Following detailed designs for these works it has become evident that the initial classification for both of these streets in the hierarchy (collector road 11 metre wide carriageway) cannot be achieved due to the existing terrain which would require the construction of extensive lengths of retaining walls to achieve the carriageway widths identified within the hierarchy.

There would also be major relocation of services and driveway modifications which would make the project cost prohibitive.

Whilst Mitchell Drive is a bus route with a total of 15 trips a day weekdays and three/five trips on weekends the relatively low traffic volume (AADT < 1000 vehicles per day) does not require an 11 metre wide alignment.

In regard to the buses that travel on the Glossodia routes Westbus has advised that with the exception of the morning and afternoon school peak the vehicles used through the day are now smaller mini buses.

The construction of a carriageway to 11 metres would change the streetscape significantly and in some locations it would not be possible to provide a suitable verge for pedestrian traffic.

The construction of a carriageway of 9 metres width in Mitchell Drive would keep the streetscape to its current shape and it will allow for construction of a nature strip for pedestrian movements. It would make the street a safer place in that it would discourage vehicles from speeding.

In the case of Boomerang Drive a kerb alignment width of 10 metres is proposed based on a similar philosophy to that outlined with regard to Mitchell Drive.

RECOMMENDATION:

That the Glossodia Road Hierarchy previously adopted by Council be amended to provide for:

1. The construction of a 9 (nine) metre carriageway in Mitchell Drive between Macquarie Place and Ian Street.
2. The construction of a 10 (ten) metre carriageway in Boomerang Drive between Spinks Road and Ian Street.

ATTACHMENTS:

There are no supporting documents for this report.

Oooo END OF ITEM 51 Oooo

ITEM: 52 **Canon - Ham Common and Memorial Park, Windsor****FILE NUMBER:** GM020/003, PK/254 Pt2/ENG/INJ23NBX.E06

REPORT:

There are a number of items of post World War I and World War II artillery which at the end of those periods were donated by the Department of Defence to Local Government Areas and placed adjacent to war memorials and within parks.

“Rest-A-While” - Ham Common

There was one post World War II 25 pound military piece and two Japanese Ack-Ack guns at this location. Due to deterioration of the Ack-Ack guns, they were removed and stored at the Wilberforce Depot some time ago. More recently the 25 pound military piece has become unsafe due to deterioration and it too was removed to the Works Depot for storage.

Memorial Park, Windsor

There are two artillery pieces located adjacent to the War Memorial at Memorial Park, those being a 25 pound World War I vintage artillery piece and a mortar of similar age.

The Windsor R&SL Sub-Branch has recently made representations to have the World War I vintage 25 pound unit (located in Memorial Park) and the World War II 25 pound unit previously located at Ham Common restored at the cost of the R&SL Sub-Branch and placed in Memorial Park, Windsor, with the unit from Ham Common replacing the mortar which currently is located in Memorial Park. Council's contribution to this exercise would be the transport of the artillery pieces to and from the location where they will be restored and also the securing of these items within Memorial Park when they have been completed. It is felt that this request is reasonable and should be supported.

A further request has been received from the North Fort Artillery Museum for the donation of any artillery pieces that maybe surplus to Council's needs. The Royal Australian Artillery Historical Company and the Army History Unit runs the Royal Australian Artillery National Museum located at North Fort, North Head, Sydney. The museum is open to the public on a regular basis and for tour groups as required.

It is proposed that the two Japanese Ack-Ack guns which were removed from Ham Common and also the World War II mortar from Memorial Park all of which are considered to be excess to needs, be donated to the North Fort Artillery Museum.

RECOMMENDATION:

That:

1. The Windsor R&SL Sub-Branch proposal to restore the World War I 25 pound military piece located in Memorial Park, Windsor and the restoration of the World War II 25 pound military piece previously located in Ham Common to be relocated to Memorial Park, Windsor be supported and assistance be given in transporting those items throughout the restoration process.
2. The two Japanese Ack-Ack guns formerly located in Ham Common and now stored at the Works Depot, along with the World War II mortar currently located in Memorial Park, Windsor be offered to the North Fort Artillery Museum.

ATTACHMENTS:

There are no supporting documents for this report.

Oooo END OF ITEM 52 Oooo

ITEM: 53 **Proposed Acquisition of Land for Public Road Purposes part Lot 10 in DP856819, 233 Greens Road, Lower Portland**

FILE NUMBER: 717/R, P717/127/ENG/INJ23NBX.E07

REPORT:

It has recently been determined that a part of the Greens Road carriageway encroaches onto the above property at various locations along the full 0.2 kilometre length of its eastern alignment.

This encroachment is causing traffic safety concerns in that the existing narrow road formation cannot be practically relocated and the current landowners Mr D J & Mrs L J Hunt are concerned that normal road maintenance activity is likely to impact on their land.

It has been determined that approximately 650sqm (subject to survey) of private property is affected and it is considered that the most appropriate course of action will be to acquire the land for public road purposes subject to the Land Acquisition (Just Terms Compensation) Act 1991.

A primary aim of the Land Acquisition (Just Terms Compensation) Act is to encourage the acquisition of land by agreement rather than by compulsory process and it is proposed that this course of action be formally commenced with the landowners.

RECOMMENDATION:

That Council commence normal proceedings to acquire part of Lot 10, DP856819 shown on sketch plan 'A' attached for public road purposes, subject to the Land Acquisition (Just Terms Compensation) Act 1991.

ATTACHMENTS:

AT-1 Sketch Plan 'A'

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Sketch Plan 'A'

Oooo END OF ITEM 53 Oooo

ITEM: 54 **Tender for Contract for Caretaking & Operation - Lower Portland Ferry**

FILE NUMBER: GT020/412 Pt1/ENG/INJ23NBX.E01

PREVIOUS ITEM: 69, Ordinary (12.06.2001)

PREVIOUS ITEM: 44, GPC - Section 2 Infrastructure (28.08.2001)

REPORT:

As reported at the Ordinary meeting on 12 June 2001 tenders for the three year operation of the Lower Portland Ferry service closed on 15 May 2001. Two tenders were received; the lowest from Macca's Ferry Services Pty Ltd in the amount of \$699,380.00 (GST inclusive). It was resolved at that meeting that:

- “1. *That Council request the contractor to extend the Lower Portland Ferry contract for a period to allow for 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.”*

Macca's Ferry Services Pty Ltd agreed to continue the service pending finalisation of the tender evaluation process. Tenders were re-advertised and closed on 10 July 2001. One tender was received from Macca's Ferry Services Pty Ltd in the amount of \$699,380.00, identical to the previous tender submitted by this company. As well alternative prices based on reduced hours of operation were provided.

This information was forwarded to Baulkham Hills Shire Council for their consideration, along with figures for the option of using day labour to operate the service, as the cost is shared between Baulkham Hills and Hawkesbury. In consideration of a report submitted to Baulkham Hills Shire Council on 14 August 2001 they resolved:

- “1. *Hawkesbury City Council be advised that the operating hours of the Lower Portland Ferry Services should be reduced to:*

 6.00am-8.00pm Monday to Friday (14 hours)
 8.00am-7.00pm Saturday and Sunday (11 hours)
2. *Hawkesbury City Council be requested to seek a variation to the tender price from Macca's Ferry Services on the basis of the reduced operating hours.*
3. *The allocation of additional recurrent funds for the operation of the ferry service be considered at a future budget review following receipt of further advice from Hawkesbury City Council.”*

At its meeting of 28 August 2001 Council considered a report which outlined the six options provided by Macca's Ferry Services Pty Ltd, the option of day labour and the recommendation to reduce the hours of operation of the Lower Portland Ferry Service to 16 hours per day from 6am to 10pm Monday to Sunday at the rate of \$613,869.00 for a three year period. It was resolved at the Ordinary meeting on 11 September 2001 that:

"This matter be deferred to allow consultation, as soon as practical, to be undertaken with the residents of Lower Portland."

A public meeting was held on Wednesday 3 October 2001 at the Lower Portland School of Arts to consider the reduction of hours in which the Lower Portland Ferry would operate. Approximately 40 people attended. The main concerns raised by attendees were:

- There be no further reduction in the service of 19 hours - would prefer 24 hours
- The ferry capacity of three cars is too small
- The impact of reduced hours on tourism
- The impact on employees at Souths Juniors Holiday Resort
- Access for emergency services
- Its essential community link for Lower Portland
- Its heritage value
- That no toll be placed on the ferry service
- It being the only "visible service" provided to the Lower Portland community
- The feasibility of a bridge

It is considered that the preferred option for operating the ferry service at Lower Portland is to concur with the resolution of Baulkham Hills Shire Council on 14 August 2001. This was based on the times when less than 4 cars utilised the service in an hour. The total cost based on this proposal is \$590,416 (GST inclusive) over three years with the hours reduced to 6.00am-8.00pm Monday to Friday and 8.00am-7.00pm Saturday and Sunday.

RECOMMENDATION:

That:

1. The operating hours of the Lower Portland Ferry Service be reduced to:

6.00am-8.00pm Monday to Friday (14 hours)
8.00am-7.00pm Saturday & Sunday (11 hours)
2. That the revised tender from Macca's Ferry Services Pty Ltd, based on the reduced hours of 14 hours Monday to Friday and 11 hours on Saturday and Sunday, of \$590,416.00 (five hundred and ninety thousand four hundred and sixteen dollars - GST inclusive) be accepted subject to the concurrence of Baulkham Hills Shire Council.
3. That the Seal of Council be affixed to all associated documents.

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ATTACHMENTS:

There are no supporting documents for this report.

Oooo END OF ITEM 54 Oooo