



Hawkesbury City Council

ordinary meeting business paper supplementary

date of meeting: 8 May 2001

location: Council Chambers

time: 7.30pm

ORDINARY MEETING

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Hawkesbury History-Heritage Committee - Centenary of Federation Projects

Discussions have been held with the 2001 Hawkesbury History-Heritage Committee regarding Centenary of Federation projects. The Committee had been eager to pursue the erection of a Federation Arch on the old hospital site during 2001, but this is unlikely to occur.

An alternative has been suggested to the Committee. Council during 2001 has constructed a walkway/cycleway in Howe Park. In time this walkway/cycleway will be extended to Deerubbin Park. It is proposed that this walkway/cycleway be officially named the “Centenary of Federation Walkway/Cycleway” and that an appropriate placard be erected in Howe Park. The 2001 Committee has commissioned a ceramic plaque of Alex Hendrikson on a penny-farthing bicycle. Alex was a founding member of the Penny-Farthing Bicycle Club in Windsor and it is felt that this is an appropriate location for the plaque.

Both the 2001 Hawkesbury History-Heritage Committee and Council’s Bicycle Steering Committee have endorsed this proposal.

The estimated cost of erecting plaques is approximately one thousand dollars (\$1,000.00) which could be funded from the Parks budget.

It is recommended that the walkway/cycleway in Howe Park be named the “Centenary of Federation Walkway/Cycleway” and plaques procured by the 2001 Hawkesbury History-Heritage Committee be erected at an appropriate location within Howe Park.

Super Highway Corridor - Bell’s Line of Road

Correspondence has been received from Hawkesbury Against Road Corridor Chaos (HARCC) requesting that Council further strengthen the position in relation to the proposed Super Highway Corridor.

Council’s adopted position is:

- “1. *The Council’s position in relation to Bell’s Line of Road and the Great Western Highway, given the Federal and State Government’s commitment and the support of Blue Mountains 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. Bell’s 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.*

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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.”*

That resolution was adopted in August 2000. Following that, Council received further representations from the Central West Regional Organisation of Councils, including Cowra, Lithgow and Oberon. Those Councils, and their regional organisation, clearly see an upgrading of Bell’s Line of Road meeting an extension of the M2 motorway as a means of improving transport from Central West New South Wales to Sydney.

The Council was convinced that there was a justifiable need for an improved transport system between Central West New South Wales and Sydney and in that regard resolved:

- “ *That Hawkesbury City Council support the Central West Regional Organisation of Councils in their position that improved access is needed for their communities and their produce to Sydney and its facilities and in this regard, the State and Federal Governments should assist by providing funding, initially for a proper assessment of what access can be provided and at what cost and then for its construction.*”

This is not support for an upgrading of Bell’s Line of Road that has already been the basis of a State-funded study by consulting engineers Maunsell McIntyre indicating the cost to be very significant and, more probably, prohibitive in any foreseeable time span.

The Council’s position in relation to Bell’s Line of Road is that contained in its resolution of August 2000. It does, however, recognise the need and supports improved transport access from Central West New South Wales to Sydney, and sees that this should be the subject of a State and Federal Government study.

HARCC has requested that Council resolve:

- “1. *This Council opposes the concept of any Super Highway Corridor being designated through the Hawkesbury Council’s area (specifically Yarramundi, Grose Wold, Grose Vale, Bowen Mountain, Kurrajong, Kurrajong Hills, Kurrajong Heights and Bilpin and via a route that follows Bell’s Line of Road) as proposed by the Central Western Regional Organisation of Councils (CENTROC).*
2. *Although cognisant of the need for improved transport communication for Central Western needs the use of rail and the existing continuing improvements to the Great Western Highway are supported as the best means of this desired improvement.*
3. *This Council supports the State Government’s plan to retain the rural, agricultural tourist and recreational character of the Hawkesbury City Council area west of the river Hawkesbury.”*

This proposal is quite consistent with Council’s current resolutions and adopted policies and is therefore supported.

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It is recommended that Council resolve that:

- “1. *This Council opposes the concept of any Super Highway Corridor being designated through the Hawkesbury Council’s area (specifically Yarramundi, Grose Wold, Grose Vale, Bowen Mountain, Kurrajong, Kurrajong Hills, Kurrajong Heights and Bilpin and via a route that follows Bell’s Line of Road) as proposed by the Central Western Regional Organisation of Councils (CENTROC).*
2. *Although cognisant of the need for improved transport communication for Central Western needs the use of rail and the existing continuing improvements to the Great Western Highway are supported as the best means of this desired improvement.*
3. *This Council supports the State Government’s plan to retain the rural, agricultural tourist and recreational character of the Hawkesbury City Council area west of the river Hawkesbury.”*

oooO END OF MAYORAL MINUTES Oooo



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ITEM: 65 **Acquisition for Road Purposes and Road Closure and Transfer -
Settlers Road, St Albans**

FILE NUMBER: P2320/0845/CSV/ORE08LBX.C12

REPORT:

An approach has been made by Mr M Thompson, the owner of Portion 49, Settlers Road, St Albans to formalise the ownership of sections of road which encroach on his land. Accordingly, it is proposed to acquire the sections of encroachment from Mr Thompson and to close and transfer to him the section of unused road reserve which adjoins Portion 49. The area of closed road will be consolidated with his Portion 49.

The area to closed and transferred to Mr Thompson is 3856m² and the total area of land to be acquired from Mr Thompson is 3972m². Given the areas are of similar sizes each parcel of land will be transferred at a cost of \$1.00 (one dollar), with Council to be responsible for all legal and survey costs.

RECOMMENDATION:

That:

1. Application be made for the area of unused road reserve which adjoins Portion 49 in the Parish of St Albans to be closed and transferred to Mr Thompson for \$1.00 (one dollar).
2. The closed road area be consolidated with Portion 49 in the Parish of St Albans.
3. Action be commenced to acquire a total area of 3972m² from Mr Thompson for road purposes for \$1.00 (one dollar).
4. All legal and survey costs to be borne by Council.
5. All necessary documents be executed under the Common Seal of Council.

ATTACHMENTS:

AT-1 Location Plan

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LOCATION PLAN

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