



general
purpose
committee

2
section

infrastructure

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ITEM: 54 Adopt-A-Road Program**FILE NUMBER:** GR120/026 Pt2/ENG/INK26NBX.E05

REPORT:

Council had previously resolved that:

“Expressions of interest be called for groups wishing to be included in the Adopt-a-Road program.”

Brief details of this program were provided in recent advertisements placed in the local press calling for expressions of interest. Five (5) responses have been received (four from individual residents and one from a community service organisation) all expressing an interest in becoming involved in the program.

Generally most respondents were interested in maintaining a local rural road or street presumably in close proximity to their own place of residence. The community service organisation did not nominate any particular area of interest.

While the initial response to the proposed program was not that high it is noted that the experience in other councils who have the program up and running is that public interest increases once the full promotional benefits of the activity are understood.

Promotion of the program is essentially through visual advertising and in regard to this Council needs to be aware that its current DCP aims to limit signage in residential, rural and scenic protection zones.

To comply with the overall objectives of the DCP any Adopt-a-Road signage will need to be appropriately designed and located so as not to:

1. Impact on traffic safety; and,
2. Detract from the amenity of the area.

In relation to process it is proposed that two kilometres of nominated road (one kilometre for smaller groups) will be maintained with roadside litter being collected and stored for removal by others on a regular or as needs basis for an agreed minimum period of two (2) years.

Adopt-a-Road signs acknowledging the participating individual groups and/or organisations would be located at either end of the nominated sections of roadway.

All participants in the program would be provided with special kits to be used for personal protection during the term of the agreement.

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These kits would include the following items:

- gloves
- a safety vest
- sun screen
- tongs
- hat

It is intended that the basic essentials referred to above should satisfy all normal Occupational Health & Safety requirements.

While it is not possible to provide a definitive annual estimate of cost to run the Adopt-a-Road program it is possible to estimate a basic two year unit cost to Council for a small group (four people) to maintain one kilometre of nominated public road as shown below.

Item	Details	Estimated Cost
1	Personal Safety kit (4 @ \$60.00 each)	\$240.00
2	Safety Road Signs and Brackets x 2	\$320.00
3	Quantity of garbage bags	\$20.00
4	Adopt-a-Road fixed signage, supply and install (\$200 x 2)	\$400.00
5	Tip fees including collection costs 4m ³ (volume @ \$15/m ³)	\$60.00
	Total	\$1040.00

It should also be acknowledged that projects are currently being undertaken by the Department of Corrective Services Probation and Parole Service. These projects include Bells Line of Road between Richmond and Redbank Creek at North Richmond, the North Richmond Car Parks, the Sports Stadium Car Park and the western end of The Driftway.

RECOMMENDATION:

That:

1. A standard agreement be prepared for general use between Adopt-a-Road participants and Hawkesbury City Council;
2. All respondents who have expressed interest in the program be invited to:
 - (a) formally nominate the section of roadway that they wish to maintain for a minimum period of two years
 - (b) sign the adoption agreement

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3. Council present a certificate of commendation to participating organisations/groups/individuals at the completion of each committed two year period.
4. Funding for the project, estimated at between \$5,000-\$10,000 (five thousand to ten thousand dollars) be provided from Maintenance Budget and any necessary adjustments be reported to the Quarterly Review.

ATTACHMENTS:

There are no supporting documents for this report.

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ITEM: 55 **Greenspace Program - Funding for Rehabilitation of Swallow Rock/Argyle Bailey Reserve, Ebenezer**

FILE NUMBER: PK/050/ENG/INK26NBX.E07

REPORT:

Planning NSW's Greenspace program has awarded \$8,000 to Hawkesbury City Council for the rehabilitation of Swallow Rock/Argyle Bailey Reserve, Ebenezer. This funding matches Council's in-kind contribution to the project.

The total funds available for the rehabilitation of Swallow Rock Reserve in the 2002-03 financial follows:

Park Improvement Program	\$8,000
Greenspace Program	\$8,000
Department of Land and Water Conservation – Riverbank Management Program	\$10,000

The funding from the Greenspace project will fund rehabilitation works in the historic quarry and landing beach areas of the reserve. It will also fund bush regeneration works, track construction and signage.

RECOMMENDATION:

That Council accept the Greenspace Program Funding of \$8,000 (eight thousand dollars) for the rehabilitation of Swallow Rock/Argyle Bailey Reserve, Ebenezer.

ATTACHMENTS:

There are no supporting documents for this report.

oooO END OF ITEM 55 Oooo

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Item: **56****ITEM: 56****Car Parking Restrictions with Hawkesbury City Council****FILE NUMBER:**

GP001/001/ENG/INK26NBX.E08

REPORT:

Since the introduction of the Parking Patrol Officers to Council on 22 July 2002 patrolling of Council's carparks has been undertaken on a daily basis including some Saturdays.

The parking restrictions within the carparks did not change, however, the policing of the carparks increased to ensure an appropriate turnover of customer carparking spaces. The table below lists the available parking spaces as well as the allowable time frames for the car parks.

Carpark	Total	4 hour	2 hour	Unrestricted	Disabled	Loading Zone	Reserved	Baby zone
Woodhills, Richmond	213	111	NIL	94	3	5 ^{Timed}	NIL	NIL
Paulls, Richmond	291	NIL	251	21	11	3	NIL	5
Orange Grove Mall, Richmond	101	NIL	55	33	7	1	5	NIL
Kable & Macquarie Streets, Windsor	126	NIL	111	NIL	2	NIL	13	NIL
The Terrace & Kable Street, Windsor	96	NIL	69	25	2	NIL	NIL	NIL
Baker Street, Windsor	*30	NIL	28	NIL	2	NIL	*9 ^{Private}	NIL
Pitt Lane & Riverview Street, North Richmond	37	NIL	10	25	1	30m x 2.5m	NIL	NIL
North Richmond Shopping Centre	168	NIL	160	NIL	5	2+17m	NIL	NIL
Grose Vale Road & Riverview Street, North Richmond	* 77	NIL	NIL	75	2	NIL	*15 ^{private} 1 d/able private	NIL

* Additional Private car parking spaces

All carparks have a generous mix of restricted and unrestricted parking available. The car parks have large signs at their entry points to indicate the restricted time frames, ie. two (2) hours or four (4) hours. The restricted time frame applies within the parameters of 8.00am to 9.00pm Monday to Friday and 8.00am to 12noon Saturdays.

Representations have been received in relation to several carparks. The main request being to increase the available unrestricted parking spaces as well as increase the restricted time frames.

Richmond*Orange Grove Mall, Richmond*

Currently 33% of the available parking spaces are unrestricted. The stakeholders of the Mall would prefer to have all available parking either unrestricted or the time restriction increased from 2 hours to 4 hours.

It is proposed that the parking spaces abutting the shops on the northern side of the car park accessing off West Market Street be altered to 4 hour (11 spaces).

Paulls Carpark, Richmond

A petition has been received from the stakeholders in the vicinity of Magnolia Mall requesting 18 unrestricted parking spaces be provided facing the Mall.

The stakeholders from Richmond Mall have requested for the time restriction to be increased from 2 hours to 4 hours as well as providing more unrestricted parking spaces without being specific.

It is important to note that in Richmond, there are several streets in the vicinity of the carparks which provide on-street unrestricted parking. At best 50% of this is currently being utilised on a daily basis.

It is proposed that the 15 spaces on the southern side of the access from Bosworth Street be altered to unrestricted.

North Richmond

Several requests have been made to increase the restricted time from 2 hours to 4 hours for the North Richmond Shopping Centre carpark. There are three carparks within close proximity with a considerable high proportion of unrestricted parking available in this area. The commercial operators fronting Bells Line of Road car park have requested the 2 hour limit be reduced to 30 minutes and this request is supported.

Windsor

The main request has been to increase the restricted time in the Kable Street/Macquarie Street carpark from 2 hours to 4 hours.

It is proposed that the parking restriction around the centre island running parallel to Macquarie Street be altered to 4 hours.

Summary

The main reason for the requests for increasing the restricted time from 2 hours to 4 hours is to enable shoppers sufficient time to undertake their shopping, personal care, such as hairdressing, as well as general perusal of other shops. Increasing the restricted time frame within the carparks could have a negative impact in relation to turnover of shoppers.

RECOMMENDATION:

That:

1. An additional 15 unrestricted parking spaces be provided to Paulls car park on the northern side of the access from Bosworth Street, increasing the number of spaces from 21 to 36.
2. Changes to Orange Grove Mall by way of increasing the restricted time frame from 2 hours to 4 hours for 11 spaces which are located on the northern side of the car park accessing off West Market Street abutting the shops.
3. The parking spaces abutting the shops facing the Bells Line of Road car park be altered to 30 minutes.
4. The spaces surrounding the centre island running parallel to Macquarie Street within the Kable Street car park be altered to 4 hours.

ATTACHMENTS:

There are no supporting documents for this report.

oooO END OF ITEM 56 Oooo

ITEM: 57 **Water Tanker Filling Points - Kurrajong Road and Old Bells Line of Road, Kurrajong**

FILE NUMBER: GW020/008/ENG/INK26NBX.E09

REPORT:

Council at its meeting held on 10 September 2002 resolved that:

“Until the working committee, consisting of Bea Horacek, Howard Bucket, Michael Cumming, Christine Mead, Chris Hallam, Martin Moody, Eddie Becus, Matt Hawkins and Councillors Finch, Paine, Davies and Sheather, holds its first meeting, there be no time restrictions placed on water carters.”

The working committee held its first meeting on 26 September 2002 and discussed a number of options namely:

1. extension of the water main by approximately 280 metres down Mill Road to provide two hydrant filling points in the reserve near the scout hall.
2. provide an additional hydrant filling point on the northern side of Bells Line of Road opposite an existing hydrant site known as the gravel pit, just east of Comleroy Road.
3. the problems and issues being experienced by both water carriers and residents in the Kurrajong area.

A letter was sent to Sydney Water seeking approval/advice and possible funding for the implementation of items 1 and 2 above.

Correspondence dated 18 November 2002 has now been received from Sydney Water advising in part that:

1. the costs associated with the extension of the 100mm water main down Mill Road would be the responsibility of Council. The cost of this work is currently estimated at \$83,505.00 based on contract rates.
2. Sydney Water offers to pay for the design and construction of the additional main and filling points in Bells Line of Road.

In addition to the one hydrant in Bells Line of Road Sydney Water previously offered to install additional hydrants in Price Lane, Agnes Banks and Greggs Road, Kurrajong at no cost to Council to alleviate local problems between carriers and residents.

Having regard to the current drought situation it is considered essential to provide additional hydrants as soon as possible and the offer by Sydney Water to install additional hydrants in Bells Line of Road, Greggs Road and Price Lane should be accepted.

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Should Council wish to provide the additional filling points in Mill Road it would be necessary to allocate funding from current projects. It is suggested that the facility would be of great benefit to the wider community due to the water shortages being experienced. Funding could be allocated from:

1.	Capital Works Program	
	Charles Street, North Richmond between William Street and Elizabeth Street - rehabilitate section of failed pavement	\$31,000.00
	Annual maintenance expenditure needed to clean gross pollutant traps (funds subsequently provided from environmental levy program)	\$48,000.00
2.	Funding provided to seal road shoulders adjacent to hydrant filling points	\$4,505.00
	Total	\$83,505

RECOMMENDATION:

That:

- Sydney Water be requested to provide additional hydrants at:
 - Bells Line of Road, northern side, east of Comleroy Road;
 - Greggs Road, Kurrajong;
 - Price Lane, Agnes Banks.
- A 100mm diameter main be extended down Mill Road for approximately 280 metres and hydrants and parking area be provided at an estimated cost of \$83,505.00 (eighty three thousand five hundred and five dollars) with funding being from
 - Capital Works Program
 - Charles Street, North Richmond between William Street and Elizabeth Street - rehabilitate section of failed pavement
 - Annual maintenance expenditure needed to clean gross pollutant traps (funds subsequently provided from environmental levy program)
 - Funding provided to seal road shoulders adjacent to hydrant filling points

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ATTACHMENTS:

There are no supporting documents for this report.

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ITEM: 58 **Governor Phillip Reserve - Draft Management Plan and Noise Policy**

FILE NUMBER: PK/205 Pt7/ENG/INK26NBX.E11

PREVIOUS ITEM: 38, GPC Section 2 - Infrastructure (27.08.2002)

REPORT:

During 1999/2000, notification was received from the Waterways Authority confirming new noise limits. The noise levels adopted by the Waterways Authority are based on the recommendations of the Waterways Authority Noise Committee contained in the 1996 Report on the Control of Noise from Vessels on NSW waterways. The new noise levels include:

- For recreational vessels (including Personal Water Crafts), the maximum noise level for engines is 85dB(A) at 30 metres. Engines built on or after 1/1/2000 are required to meet a maximum noise level of 80dB(A).
- For racing vessels, the maximum noise level for engines is 95dB(A) at 30 metres, tested in accordance with Australian Standard 1949-1988. The Authority may make it a condition of an aquatic licence for a significant international or national event, for a particular race or meeting to exceed the maximum noise levels, but only if the relevant local council or councils have provided the race organiser with their written approval for this to occur.

The Waterways Authority has now been reducing the noise level permitted over a number of years to both reduce complaints and to regulate a standard New South Wales wide. Some boating groups, however, have up till now, been allowed to emit noise up to 115dB(A) for limited times at Council's discretion.

Council at its meeting on 29 August 2000 resolved that:

1. *The Status quo remain (relating to events prior to this date).*
2. *Council requests the users of the Governor Phillip Park to review their sport in relation to noise with the intent that by August 2002 they conform with the NSW Waterways Authority Guideline Limits.*
3. *The Governor Phillip Park Management Plan reflect Council's decision.*

It is the Governor Phillip Park Management Committee's concern that by reducing the noise limits to that required by the Waterway Authority, events like the Bridge to Bridge would lose the interstate and overseas competitors and thus the spectators. This would be a great loss to the Hawkesbury. The Committee feel that all current events should remain on the status quo as identified in the August 2000 report. The reasons for supporting this are:

- Whilst Waterways indicate that only significant international or national events can exceed the 95dB(A) limit with Council's consent, they do indicate that other events that are beneficial to the community can also be endorsed.
- The club self regulates all of its events. People racing that don't comply with the noise restrictions are taken off the course.
- Noise testing for these races occur on the day of the race. This reduces noise pollution at other times.
- There have been no complaints received regarding noise since the club has been self regulating. Self regulation has now been happening for over ten years.
- Besides self regulation at least one Waterways Authority staff are generally present at each race.
- Records are kept of the highest dB(A) reading reached in each race. These are available for inspection at any time.
- All efforts are being made to further reduce noise. The committee is a leader in this field with other clubs state wide following in their footsteps. Discussions are also underway with builders of these boats, most of whom are based locally, to try address these issues.
- There is concern that if noises are dropped to the 95dB(A) that a lot of races will move to other areas where limits are not enforced.
- Races have been amalgamated. This reduces the number of days noise would be an issue.
- The Governor Phillip Reserve is the finish venue for the race and boats do not go past Windsor Bridge. Once past the finish line - just south of South Creek the boats reduce their speed.

Currently the following limits apply to the groups associated with the Governor Phillip Park Management Committee:

Drag Boat Racers (currently running 2 races per year)

1. No competing vessel shall be permitted to emit noise in excess of:
 - (a) 115dB(A) - for more than 8 seconds measured at a distance of 30 metres during the race; or
 - (b) 105dB(A) - for more than 14 seconds measured at a distance of 30 metres during a race.
 - (c) 105dB(A) - for vessels running more than 14 seconds measured at a distance of 30 metres during the race.

2. The licensee shall ensure that noise levels from vessels of 105dB(A) and up to 115dB(A) shall not be exceeded for more than 2 minutes per hour.
3. The above noise criteria is not to be used more than four times a year at any one venue, and is only extended to specialised drag boat clubs affiliated with the Australian Power Boat Association.

The Upper Hawkesbury Power Boat Club

3. No Competing vessel shall be permitted to emit noise in excess of:
 - (a) Club Days - 105dB(A) for more than 40 minutes per day.
 - (b) NSW State Titles - 105dB(A).
 - (c) Bridge to Bridge Boat Race - 105dB(A).
 - (d) Unlimited Boat Race (Blown Boats) - 115dB(A). This event is held directly after the Bridge to Bridge Boat Race.
 - (e) Noise Test - (Prior to the Two Day Spectacular) - 115dB(A) for more than 15 minutes in total through the day.
 - (f) Two Day Spectacular - 115dB(A) for more than 10 minutes in total per day.

The Hawkesbury Aquatic Festivals

1. No Competing vessel shall be permitted to emit noise in excess of:
 - (a) 115dB(A) - Straight Line Drags, at Windsor Marine Stadium, between South Creek and Windsor Bridge, for more than 10 seconds measured at a distance of 30 metres. They will be staggered at least one hour apart with five passes per day, not before 10.00am.
 - (b) 100-105dB(A) - Circuit Races, at Windsor Marine Stadium between South Creek and Windsor Bridge, each race maximum duration 10 minutes, maximum time per day 3 hours.
 - (c) 100-105dB(A) - Top End Sprint from Sackville to Windsor with up to sixty competitors with the full race duration taking no more than one hour. It should be noted that these vessels are decelerating by the time they are entering the Stadium area within Governor Phillip Reserve.
 - (d) 100-105dB(A) - Sackville one up Ski Race from Windsor and return to Windsor with up to one hundred vessels with the full race taking no longer than 4 hours. It should be noted that these vessels are decelerating by the time they are entering the Stadium area within Governor Phillip Reserve.

- (e) 95dB(A) - Nippers, Wake boarders and personal Watercraft all operate at or under the 95dB(A) level.

The NSW Water Ski Association

The Association has been operating within the following limit of 100dB(A) with a tolerance of 3dB(A). This event has been running for the past 40 years and attracts around 260 boats from across Australia. Around 80 boats (320 crew members) travel from interstate, particularly from Queensland and Victoria.

The noise limits that have been outlined above are the maximum levels allowed. Generally 80% of the vessels participating within each event are well below these levels.

RECOMMENDATION:

That:

1. Council retain the noise limits set for these races prior to 29 August 2000.
2. The noise limits are to be reviewed every two years or following any changes to the noise limits by the Waterways Authority.

ATTACHMENTS:

There are no supporting documents for this report.

oooO END OF ITEM 58 Oooo

ITEM: 59 **Windsor Mall Traffic Issues' Paper - Comments from Owners/Proprietors**

FILE NUMBER: GR120/016 Pt5, GT070/023 Pt1/ENG/INK26NBX.E02

REPORT:

A report was requested regarding the increasing traffic within Windsor Mall, the damage to the pavers and the possible installation of lock-down bollards.

An Issues' Paper was prepared to garner opinions from the owners and occupiers of Windsor Mall properties. Options were listed to resolve conflicting pedestrian and vehicle use. Approximately 110 papers were distributed. Comments were received until Monday 11 November 2002. Ten (10) replies were received including comments from the NSW Police Service, Windsor Mainstreet Committee and Australia Post.

Council at its meeting of 11 June 2002 resolved to undertake a Traffic Study for the township of Windsor. It was resolved at the Ordinary meeting of 31 October 2002 that:

1. *The quotation of \$33,957.00 (thirty three thousand nine hundred and fifty seven dollars) from Christopher Stapleton Consulting be accepted.*
2. *The additional options of WITNESS modelling taken up after review of the Study by the Director of Assets Services and Recreation.*

An eight week time frame for the Windsor Traffic Study was accepted. It is anticipated that the results of the study will be finalised before the end of 2002.

It would seem beneficial that further consideration be given to the Mall issues when results of the Windsor Traffic Study are known as the recommendations may have some impact on traffic through the area.

RECOMMENDATION:

That further consideration of the Windsor Mall Traffic Issues' Paper be given when the results of the Windsor Traffic Study are presented.

ATTACHMENTS:

There are no supporting documents for this report.

oooO END OF ITEM 59 Oooo

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Item: **60****ITEM: 60****Governor Phillip Reserve, Windsor - Upper Hawkesbury Power Boat Club, 2003 Racing Calender****FILE NUMBER:**

PK/205 Pt 7/ENG/INK26NBX.E01

REPORT:

The Upper Hawkesbury Power Boat Club (UHPBC) has advised of the following 2003 Racing Calender at Governor Phillip Reserve:

Sunday	12 January 2003	Club Day
Saturday	8 February 2003	Australian and NSW Junior Titles
Sunday	9 February 2003	Club Day
Sunday	2 March 2003	Club Day
Sunday	6 April 2003	Club Day
Sunday	4 May 2003	Bridge to Bridge (exclusive use required)
Sunday	1 June 2003	Alternate date - Bridge to Bridge or Club Day
Sunday	13 July 2003	Club Day
Sunday	10 August 2003	Club Day
Friday - Sunday	5 - 7 September 2003	Club Spectacular (exclusive use required)
Sunday	19 October 2003	Club Day
Sunday	9 November 2003	Club Day
Sunday	7 December 2003	Club Day

The applications for exclusive use on 4 May 2003 and 1 June 2003 comply with Council policy. Should the latter date not be required as an alternate date to 4 May 2003, exclusive use will not be required, however, the event will revert to a Club Day.

With regard to 5 - 7 September 2003, the application does not comply with Council policy regarding use of the reserve, namely exclusive use not be granted on consecutive days of a weekend nor consecutive weekends.

Local residents will be advised of the calendar.

RECOMMENDATION:

That approval be granted to the Upper Hawkesbury Power Boat Club 2003 Calender, excluding the exclusive use dates from 5 - 7 September 2003 to run the spectacular, and that approval only be granted for one exclusive use day either 5, 6 or 7 September 2003 (Club to determine), subject to the following standard conditions:

1. The Reserve being left clean and tidy with the applicant being responsible for collection and disposal of all waste. For days of exclusive use the club is to lodge with Council a damage bond of \$750.00 (seven hundred and fifty dollars) which is refundable less any costs incurred by Council, administrative or otherwise, to clean or restore the area.
2. 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/public health information can be obtained by contacting Council's Environmental Health Officer on direct line (02) 4560 4553.
3. If required, the applicant obtaining all necessary permits/approvals in relation to amusement devices/rides and liaising with Integral Energy regarding the supply of power and their proximity to power supply lines.
4. If required, the applicant to obtain appropriate licence from the Licensing Branch of the NSW Police Service for the sale of alcoholic beverages at the proposed events.
5. The applicant obtaining appropriate licences from the Waterways Authority regarding the conduct of the 2003 Calender.
6. The applicant paying to Council such fee as may be applicable at the time for exclusive use of the Reserve.
7. A copy of a Public Liability Policy for \$10,000,000.00 (ten million dollars) and indemnifying Hawkesbury City Council is to be submitted 1 (one) week prior to each event.
8. The event to comply with Council's current policy in regard to noise levels.

ATTACHMENTS:

There are no supporting documents for this report.

oooO END OF ITEM 60 Oooo

ITEM: 61 Management of RTA Vehicular Ferry Contracts**FILE NUMBER:** GT240/017/ENG/INK26NBX.E03**REPORT:**

The vehicular ferries at Wisemans Ferry, Webbs Creek and Sackville are owned and maintained by the Roads & Traffic Authority. Council administers the contracts and undertakes minor maintenance on behalf of the RTA for these ferries. The contracts are tendered for a three year period. The contract period expires on 27 March 2003 for all three ferries.

The RTA has advised that they are prepared to manage the Caretaking and Operation contracts for the three ferries from 1 July 2003. The RTA intends to also manage the contracts for the ferry crossings at Berowra Waters and Mortlake. Management will be undertaken by the RTA's Sydney Bridge Services which currently manages the Mortlake contract.

The reasons outlined for rationalising the contracts include:

- Mechanical services (scheduled services and emergency breakdowns) to be provided by the RTA's Fleet Services under co-ordination of Sydney Bridge Services. Mechanical workshops are located at Yennora, Rockdale and Windsor (the former RTA Windsor Works Office) and are staffed by a number of plant mechanics under a Workshop Supervisor. Co-ordination across all workshops is managed by a Workshop Area Manager. The RTA's slipway at Mortlake, which is used for all major overhauls, is also managed by Fleet Services.
- A specialist ferry maintenance unit has been established within Fleet Services to manage all mechanical work on the RTA's ferries. The unit operates between all of the RTA's mechanical workshops and consists of a Ferry & Bitumen Engineer, a Ferry Maintenance Supervisor (shipwright), Team Leader (shipwright), carpenter, boilermaker, painter, rigger, bridge worker and apprentice boilermaker.
- The role of the specialist maintenance unit is to carry out weekly ferry inspections, weekly and monthly ferry servicing, unscheduled ferry servicing (breakdowns etc), boilermaking and rigging repairs, changeover of ferries during flooding and major overhauls.
- All mechanical servicing of the Hawkesbury River ferries will be undertaken at the Windsor workshop and is to be staffed by a Workshop Supervisor, four plant mechanics, and two plant mechanic apprentices. There will be three fitter's trucks attached to the workshop for mobile and emergency callout work. As well the workshop has an aluminium workboat and a hydraulic power operated spool for cable recoiling.

The transfer of the contracts to the RTA was tentatively scheduled for 31 March 2003, however, the RTA advises that it requires an extra three months. The extra time is to be utilised employing a consultant to improve the current ferry caretaking and operation model contract documentation, and to incorporate into the contract a number of measures to ensure that operational risks to the ferry

contractor, ferry service personnel and the general public, are minimised. The consultant will also be preparing a ferry operation guidelines manual and training material which will be used by the RTA to train ferry operational personnel in an effort to increase their operational skills and awareness of risk management as well as issuing a level of accreditation to them which will, with the concurrence of the Waterways Authority, be an appropriate qualification to supplement the MED3 licence to operate vehicular ferries in NSW.

The RTA has given assurances that with ferry caretaking and operation contracts and ferry mechanical servicing being directly managed by the RTA, the level of service to the general public will not in any way be less than that provided by Council to date.

The RTA requires Council to confirm:

1. That Council is prepared to extend the existing Caretaking and Operations contracts for a further three months, ie. so that each would now end on 30 June 2003;
2. That Council will be prepared to manage the existing contracts for the duration of this extended period; and,
3. That O'Connor Ferry Services are prepared to have the existing contract extended for this same period, and to continue with their services over the extended period in accordance with the rates and conditions prescribed in the contract.

The Lower Portland Ferry is funded jointly by Baulkham Hills Shire Council and Hawkesbury City Council and is managed by Hawkesbury City Council. It would seem appropriate at this time to seek the RTA's consideration to including the Lower Portland Ferry caretaking and operation in its rationalisation of ferry services. The operation of this small ferry would benefit from the RTA's expertise and it would appear an economical advantage to have four ferries under the purview of the RTA which could maintain, service and administer this ferry service along with the ferries at Wisemans Ferry, Webbs Creek and Sackville.

RECOMMENDATION:

That the Roads & Traffic Authority be advised that Council endorses the RTA's proposal to manage the Caretaking and Operations contracts for the vehicular ferries at Wisemans Ferry, Webbs Creek and Sackville from 1 July 2003. In this regard confirm that:

1. Council is prepared to extend the existing Caretaking and Operations contracts for a further three months, ie. so that each would now end on 30 June 2003;
2. Council will be prepared to manage the existing contracts for the duration of this extended period; and,
3. O'Connor Ferry Services are prepared to have the existing contract extended for this same period, and to continue with their services over the extended period in accordance with the rates and conditions prescribed in the contract; and,

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4. The RTA be requested to consider including the administration of the jointly owned Baulkham Hills Shire Council and Hawkesbury City Council ferry at Lower Portland at the same time as the other Hawkesbury River vehicular ferries, namely Wisemans Ferry, Webbs Creek and Sackville.

ATTACHMENTS:

There are no supporting documents for this report.

oooO END OF ITEM 61 Oooo

ITEM: 62 **Richmond Park - Lion's market dates****FILE NUMBER:** PK/202/ENG/INK26NBX.E04

REPORT:

Three letters have been received by the Richmond Lions Club in regards to holding markets, within Richmond Park, for the year 2003. Due to the adoption of the Richmond User Policy it is paramount to look at market dates, from all organisations for the year, before dates being allocated to each group. If this did not occur one group's bookings could dominate the calendar. This was outlined to Richmond Lions Club last year.

The delay in response to the Richmond Lions Club was caused by the lack of response by other potential market groups and a number of other factors. Phone calls were made to groups, who have held markets in the past as follow up, but still no response was received. Due to the lack of response from other groups, Richmond Lions has since been given permission to run their markets on their preferred dates. The Lion Clubs time line for advertising is not known, however, the approval forwarded to them allowed a minimum of five months to advertise their first event.

The Lions Club further indicated that the Richmond User Policy had shown its hand with less than half the markets, allowed per year, being held. They further add that a request to hold an additional market day was denied hinting that the cause they were working towards was not important. The work that the Lions Club undertakes in regards to fundraising is supported wholeheartedly. The reason for the development of the Richmond Park User Policy, was to ensure that the park could be preserved and thus continue and improve on its current usage. Should the Lions Club wish to hold markets outside the policy guidelines, the use of other parks can be discussed.

A review of the Richmond Park User Policy was also requested by the Lions Club.

RECOMMENDATION:

That:

1. Organisations requesting to hold markets within Richmond Park need to communicate their preferred market dates by 1 April every year. A decision can then be made for each groups allocation. Should a group not respond by April, any markets that they would like to hold in the next year would have to fit around those groups that did reply in time.
2. The Richmond Park User Policy, as per Council resolution 14 August 2001, be reviewed bi-ennially. The next review will be July 2003.

INFRASTRUCTURE

Meeting Date: 26 November, 2002

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ATTACHMENTS:

There are no supporting documents for this report.

oooO END OF ITEM 62 Oooo

ITEM: 63 **Additions to Blue Mountains National Park****FILE NUMBER:** GP010/010/ENG/INK26NCX.E06

REPORT:

Council has previously been advised of the proposal by National Parks and Wildlife Service to have additional land gazetted to Blue Mountains National Park surrounding the Bowen Mountain area.

Advice has now been received that these lands have been gazetted as part of the Blue Mountains National Park under section 33 (3) of the National Parks and Wildlife Act 1974 as shown on the attached plan.

The initial proposal was for the park to directly border the village of Bowen Mountain. However due to Bowen Mountain being regarded as one of the most significant fire risk areas in the Hawkesbury, the concerns that wilderness areas require a different land management practice in terms of fire mitigation, and following community consultation it was requested that a buffer zone be provided between the village and the national park. The gazettal has taken this into consideration allowing for an intensive fire management zone to the east and west of the village.

The buffer zone is Crown Land under Council's care and control and has the potential to have a significant impact on resources in terms of "Intensive Fire Management".

RECOMMENDATION:

That the information be received.

ATTACHMENTS:

AT-1 Map of gazetted land.

INFRASTRUCTURE

Meeting Date: 26 November, 2002

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Map of gazetted land

oooO END OF ITEM 63 Oooo