



general
purpose
committee

2
section

infrastructure

GENERAL PURPOSE COMMITTEE - INFRASTRUCTURE

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Item: **41****ITEM: 41 Capital Assistance Program****FILE NUMBER:** GG021/172/ENG/INI24NBX.E10**REPORT:**

Four applications were received for the 2002/2003 Capital Assistance Program (CAP).

All four applications received by Department of Sport and Recreation (DSR) met the criteria and were forwarded to Council for comment. Due to the time constraints presented by the DSR, the applications have been considered by the committee and the following priorities assigned and submitted to the Department.

Recommend Priority	Applicant Organisation	Purpose of Grant	Grant Applied For	Contribution From Organisation	Requested from Council	Requested from Sports Council	Total Project Cost
1. High	McMahon Park Committee	Stage 2 - installation of discus cages, cricket nets and perimeter fence.	\$8,454	\$9,625			\$18,079
2. High	Kurrajong Pony Club	To upgrade toilet facilities	\$5,000	\$8,970			\$13,970
3. Medium	The Sydney Showjumping Club Inc	To install amenities and caretakers block	\$30,000	\$47,500			\$77,500
4. Medium	Colo Heights Public School Parents & Citizens Ass	To construct playground equipment within the school grounds.	\$7,000	\$8,400			\$15,400

A question had been asked regarding the support of the Sydney Showjumping Club in relation to a grant application under the Regional Program and it was understood at the time that a similar prioritisation process occurred for the regional projects. Regional Projects, however, are not referred to Council for prioritisation and as such should Council wish to support the Sydney Showjumping Club it would be appropriate to forward a letter of support to the Department. The Sydney Showjumping Club has applied for a \$400,000.00 grant for the construction of a caretakers building including amenities, kiosk etc.

RECOMMENDATION:

That:

1. The applications, as listed in priority order, be endorsed.
2. A letter be forwarded to the Department of Sport and Recreation supporting the Sydney Showjumping Club Inc's application for funding for a regional facility.

ATTACHMENTS:

There are no supporting documents for this report.

oooO END OF ITEM 41 Oooo

ITEM: 42 **Cabbage Tree Road, Grose Vale - Renaming of Loop Section**

FILE NUMBER: GR120/003 Pt4/ENG/INI24NBX.E09

REPORT:

Application has been made for renaming of the loop section of Cabbage Tree Road, Grose Vale as “Ezzy Crescent”.

A locality sketch is attached.

This loop road resulted from a subdivision undertaken during the 1960s with the main carriageway of Cabbage Tree Road now extending in a continuous line.

Renaming of this section of road as “Ezzy Crescent” is sought in recognition of the Ezzy family having historical association with the area.

In addition to the historical aspect, renaming would remove street numbering/location anomalies.

RECOMMENDATION:

That public comment be sought regarding renaming of the loop section of Cabbage Tree Road, Grose Vale as “Ezzy Crescent”.

ATTACHMENTS:

AT-1 Locality sketch

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Locality sketch

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ITEM: 43**Bowen Creek Road****FILE NUMBER:** 1322/R Pt5/ENG/INI24NBX.E04

REPORT:

Representations have once again been received from the residents of Mt Wilson/Mt Irvine regarding the condition of Bowen Creek Road (also known as Mt Irvine Road) between Bilpin and Bowen Creek.

Bowen Creek Road is located just over two kilometres west from the township of Bilpin and runs in a north-westerly direction from Bells Line of Road for 6.5 kilometres to Council's boundary at Bowen Creek. It then continues within the Blue Mountains City Council area for another 6.6 kilometres to the Mt Wilson/Mt Irvine area. Within the Hawkesbury area the road provides access to properties for one kilometre, and then traverses the Blue Mountains National Park until it reaches the bridge at the Bowen Creek. The distance from Bilpin to Mt Irvine via Bells Line of Road is 43.5 kilometres compared to 16 kilometres via Bowen Creek Road. The distance to Mt Wilson via Bells Line of Road is 30.9 kilometres compared to 22.2 kilometres via Bowen Creek Road.

The road formation is narrow, varying between 3.5 to 6 metres in width and in places has rock walls on one side and a sheer drop on the other. The pavement varies from good in some sections to areas which require four-wheel drive or high clearance two-wheel drive vehicles to negotiate gullies which have been formed by stormwater erosion. Approximately half the length of the road requires some form of protection to prevent vehicles leaving the road and falling down very steep to vertical cliffs. In the past cyclone mesh fencing supported by timber posts has been used for this purpose, however, they have deteriorated over time due to the affects of bushfires and termite attack.

The section of road from Bowen Creek Bridge through to the Mt Wilson/Mt Irvine area is maintained by Blue Mountains City Council on what appears to be a regular basis and is suitable for general use by two-wheel drive vehicles. It should be pointed out that the road formation in this area is much wider than that on the Hawkesbury side making maintenance easier and it is noted that there is very little safety barrier provided on that section of road.

Council in consideration of the condition of this road had resolved in 1990 that the road be physically closed between the last property and the Bowen Creek Bridge for safety reasons and the closure was undertaken by the erection of gates. The road is, however, regularly used by four-wheel drive tourist vehicles and the gates were continually removed.

The Mt Irvine and Mt Wilson communities consider the road is of great importance including its heritage value, tourism use, emergency lifeline and daily transport. The community has requested that the road be maintained to meet those needs and the surface quality provide to a level that meets fire trail standards. A recent audit was undertaken of the road and the results of that inspection including observations where passing bays could be provided, additional culverts located and works such as safety fencing required is listed below:

Chainage

00 from Bells Line of Road
100 culvert
300 culvert
340 culvert
580 culvert
790 culvert
800 last driveway to private property
880 culvert
900 passing bay
1000 passing bay
1110 culvert
1150 turning circle
1200 gate
1300 culvert (blocked)
1300-1370 fill depression and scour
1400 passing bay
1410 culvert (blocked)
1450 deep depression
1500 redefine table drain
1550 culvert
1620-1640 fill/trim rough surface
1700 culvert
1750 passing bay
1800 culvert
1810 large pothole
1850 large depression muddy
1900 culvert (blocked inlet)

Chainage

1970 culvert (partly blocked inlet)

2100 culvert inlet blocked outlet clear

2250 passing bay

2300 passing bay

2306 culvert

2316 depression LHS

2320-2350 guard rail/guide posts

2450 large culvert, improve table drain LHS

2550 culvert rough 50m + approx 100m downhill

2650 culvert remove excess vegetation

2700 longitudinal scour 20m

2790 passing bay

2800 culvert

2800 start guard rail (RHS)

2900 culvert

3050 culvert (blocked) install 2 additional culverts and 1 extra table drain

3200 culvert

3250 small culvert and possible narrow passing bay

3290 construct culvert

3350 culvert

3440 possible narrow passing bay

3460 concrete causeway required

3540 construct causeway/culvert?

3630 culvert - possible passing bay

3715 construct culvert or causeway

3800 culvert

3900 culvert

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Chainage

3910	END guard rail (started at 2800)
3950 large turning area	
3950	START guard rail LHS
4000 culvert	
4010 start guide post	END guard rail
4050 construct new culvert	
4100 culvert	
4110	START guard rail
4190 culvert	
4240 culvert	
4290 need causeway/culvert	
4400 culvert	
4410 blind curve (RH curve)	
4500 large culvert - triple 450	
4570 existing passing bay	
4630 culvert	
4740 culvert	
4795 construct new culvert	
4850 culvert	
4890 culvert blocked	
4940 culvert needed	
4990 culvert	
5050 culvert needed	
5100 culvert	
5120	END Guard Rail LHS (from 4110)
5200 possible passing bay	
5230 passing bay on wide LH bend	

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Item: **43****Chainage**

5230 culvert

5230

START guard rail RHS

5310 culvert (blocked)

5450 culvert

5500 culvert

5590 culvert

5650 culvert - possible passing bay

5700 culvert

5740 culvert

5870 culvert (partially blocked)

6050 passing bay

6100 culvert

6160 culvert

6210 culvert partially blocked

6250 passing bay

END guard rail

6360 long scour

6370 needs culvert

6460 middle of bridge

It can be seen that the major items required include the provision of ten new culverts and/or causeways and 3,230 metres of guard rail. It is estimated that the minimum expenditure required to bring the road to a level of service which provides a single lane pavement with passing bays is:

1.	Provide guard rail 3,230 metres @ \$120 per metre	\$387,600.00
2.	Provide ten new culverts/causeways at \$7,500	\$75,000.00
3.	Reconstruct table drains and provide additional gravel surface as required	\$85,000.00
Total:		\$547,600.00

A conference was held in May 1991 with National Parks & Wildlife Service, Rural Fire Service and Blue Mountains City Council. The National Parks & Wildlife Service at that time did not see the road as a major point of access to the Blue Mountains National Park, but more as a track for maintenance access, fire fighting and a need to be available for this purpose. The Rural Fire Service saw the road as important for access and evacuation during a bushfire. It is considered that these organisations should once again be approached to determine whether their needs have changed since that time and attempt to formulate a strategy whereby funding can be pursued to bring the road to a standard which will fulfill the requirements of the stakeholders.

RECOMMENDATION:

That a meeting be convened with the National Parks & Wildlife Service, Rural Fire Service and Blue Mountains City Council to formulate a strategy for Bowen Creek Road which will meet the requirements of the stakeholders.

ATTACHMENTS:

There are no supporting documents for this report.

oooO END OF ITEM 43 Oooo

ITEM: 44 Hawkesbury Estuary Management Program**FILE NUMBER:** GR060/034/ENG/INI24NBX.E11

REPORT:

The Local Government Advisory Group has been invited to nominate projects linked to the Priority Actions in the Hawkesbury Lower Nepean Draft Catchment Blueprint, for interim funding until Natural Heritage Trust funding becomes available next July.

One of the projects proposed is the Hawkesbury Estuary Management Program - Stage 1, Scoping study. This project has a direct link with Management Action RH 17 in the Hawkesbury Lower Nepean Draft Catchment Blueprint. It is anticipated that the project would be undertaken by a consultant.

Prioritised management actions for River Health RH17 states:

“RH17 Prepare and implement an Estuary Management Plan (EMP) for the Hawkesbury Estuary incorporating key objectives and actions from: Brisbane Waters EMP, Pittwater EMP, Berowra Creek EMP and Brooklyn EMP (including auditing the extent and composition of key aquatic ecosystems over time).”

All projects must match Commonwealth funds with State, with additional in kind contributions from community, Non-Government Organisations or local government.

The Project

The Scoping Project will involve the preparation and implementation of an estuary management plan for the Hawkesbury Nepean estuary incorporating the plans for Brisbane Waters, Pittwater, Berowra Creek and Brooklyn.

Project Outcomes:

- Identification of key stakeholders, roles and responsibilities
- Consultation with key stakeholders and identification of issues (natural resource/ management/institutional etc)
- Identification of existing data and data gaps and development of an agreed framework and timetable for the preparation and implementation of the proposed Estuary Management Plan
- Calculation of the likely total cost, identification of possible funding sources and the relative contributions of key stakeholders
- Identification of any necessary refinements to the Catchment Blueprint to adequately address coastal/estuarine issues.
- Development of recommendations

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Partners:

Department of Land and Water Conservation
NSW Fisheries
Estuarine Councils

NHT Funding Requested	State Agency Contributions	Other Stakeholder Contributions
\$20,000	DLWC \$20,000	Local government
	Fisheries \$5,000	To be negotiated

Expected Stakeholder contributions

- Participation in steering committee meetings.
- Provision of existing data and information to the consultant.
- Assisting with the formulation of a framework for developing a management plan for the Hawkesbury Estuary.

The approximate value of this contribution would be \$750-\$1000.

RECOMMENDATION:

That Council support the Estuary Management Program and provide in kind contributions in the form of attending steering committee meetings and provision of existing data.

ATTACHMENTS:

There are no supporting documents for this report.

oooO END OF ITEM 44 Oooo

ITEM: 45 **Peel Park - Official Naming**

FILE NUMBER: PK/251 Pt2, GR120/003/ENG/INI24NBX.E06

PREVIOUS ITEM: 7, GPC Section 2 - Infrastructure (26.03.2002)

REPORT:

As resolved at Council's Ordinary Meeting on 9 April 2002 an application was submitted to the Geographical Names Board supporting the area at 92(a) Pecks Road, North Richmond, being named "Peel Park" with the oval within the park being named "John Wellington Oval".

The Geographical Names Board (GNB) advised that the park can only be officially allocated one name. The ovals can be named "John Wellington Oval" at Council's discretion, however, this will not be recorded on their system.

The GNB has since registered the name "Peel Park" for this land, and it was noted in the NSW Government Gazette on 23 August 2002.

RECOMMENDATION:

That a sign/s be erected identifying the park as "Peel Park" and the oval as "John Wellington Oval".

ATTACHMENTS:

There are no supporting documents for this report.

oooO END OF ITEM 45 Oooo

ITEM: 46 **Un-named Public Road, Berambing - Naming Proposal**

FILE NUMBER: GR120/003 Pt4/ENG/INI24NBX.E08

REPORT:

Representations have been received seeking naming of the public road extending in a generally north-easterly direction from Berambing Crest, Berambing for an approximate distance of 940.6 metres, as “Bulgamatta Road”.

A locality sketch is attached.

This application results from subdivision of No 32C, Lot 167 DP1010953 at the end of the existing public road.

RECOMMENDATION:

That public comment be sought regarding naming of the public road extending in a generally north-easterly direction from Berambing Crest, Berambing for a distance of approximately 940 metres, as Bulgamatta Road.

ATTACHMENTS:

AT-1 Locality sketch

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Locality sketch

oooO END OF ITEM 46 Oooo

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ITEM: 47 **Ferry Interruption Report - August 2002**

FILE NUMBER: GT240/017/ENG/INI24NCX.E03

REPORT:

Date	Ferry Location
Saturday 3 August 2002	Webbs Creek Ferry - 3.30pm-5.00pm - cable off end guide
Monday 5 August 2002	Webbs Creek Ferry - 1.00am-2.30am - cable off end guide

RECOMMENDATION:

That the information be received.

ATTACHMENTS:

There are no supporting documents for this report.

oooO END OF ITEM 47 Oooo

ITEM: 48 **RTA funding for “Lead by Example - Evaluation” project**

FILE NUMBER: GG025/003 Pt1/ENG/INI24NCX.E05

REPORT:

Advice has been received from the Roads & Traffic Authority that funding has been approved in the amount of \$12,000 for the joint project with Blacktown, Penrith and Blue Mountains Councils, *Lead by Example - Evaluation*.

Lead By Example is a child pedestrian program aimed at encouraging parents and carers to role model safe behaviours in the road environment. Role modelling includes such things as: holding hands, using a pedestrian crossing, observing speed zones and not parking illegally (particularly outside schools).

The program uses a number of strategies for which resources have been developed which can be used from pre-school/day care level through to year 6 primary school. For this reason the program reaches parents and carers of children aged 0-12 years.

The program has been developed in consultation with a wide range of stakeholders including DET, Police, RTA, Kidsafe and Kids and Traffic. This ensured that messages were consistent with school programs that are delivered as part of the curriculum.

The program has now reached the stage where it is being evaluated before a decision is made as to which direction it should go in the future.

RECOMMENDATION:

That the information be received.

ATTACHMENTS:

There are no supporting documents for this report.

oooO END OF ITEM 48 Oooo