



general
purpose
committee

2
section

infrastructure

GENERAL PURPOSE COMMITTEE - INFRASTRUCTURE

Table of Contents

Meeting Date: 3 June 2003

Page 2

ITEM	SUBJECT	PAGE
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SECTION 2 - INFRASTRUCTURE.

14:	Un-named Laneway, Richmond - Proposed Naming 79338/ENG/INF03NBX.E01	3
15:	Flood Evacuation Route Naming/Windsor Road Renaming 79338/ENG/INF03NBX.E02	5
16:	Generic Plans of Management 79354/ENG/INF03NBX.E03	7
17:	North Street Drainage 79338/ENG/INF03NCX.E04	9
18:	50km/h speed limits 79338/ENG/INF03NCX.E05	12

oooO END OF TABLE OF CONTENTS Oooo

INFRASTRUCTURE

Meeting Date: 3 June, 2003

Item: 14

ITEM: 14 **Un-named Laneway, Richmond - Proposed Naming**

FILE NUMBER: 79338/ENG/INF03NBX.E01

REPORT:

Representations have been received seeking allocation of a road name to the laneway bounded by Faithfull, Bowman, Pitt and Hobart Streets Richmond, as indicated on the attached sketch plan.

This application stems from the resultant lot of subdivision of No 18 Faithfull Street having frontage to the laneway.

The applicant has not indicated any preferred name.

Hawkesbury Historical Society has suggested allocation of the name "Gavin" due to long association of that family with the Richmond area, in this regard some family members are included on the Hawkesbury Pioneer Register.

RECOMMENDATION:

That public comment be sought regarding naming of the presently un-named public road bounded by Faithfull, Bowman, Pitt and Hobart Streets, Richmond as "Gavin Lane".

ATTACHMENTS:

AT-1 Sketch Plan

INFRASTRUCTURE

Meeting Date: 3 June, 2003

Item: **14**

Attachment 1 - Sketch Plan

oooO END OF ITEM 14 Oooo

ITEM: 15 Flood Evacuation Route Naming/Windsor Road Renaming**FILE NUMBER:** 79338/ENG/INF03NBX.E02

REPORT:

The Flood Evacuation Route between Forbes Street, Windsor and Railway Road North, Mulgrave is planned to be completed during 2006. The project includes upgrading of Forbes Street from its intersection with Macquarie Street, a one kilometre long high-level bridge over South Creek with the remainder of the road generally being built on embankment until it meets Railway Road North and the project will terminate around the Groves Avenue intersection.

At the Ordinary meeting of 8 April 2003 following the death of Londonderry MP, Mr Jim Anderson, the Mayor indicated that it would be appropriate for the Roads and Traffic Authority (RTA) to consider naming the bridge over South Creek in honour of the work that Jim had done in having the project implemented. It is considered that Council should formalise this suggestion by resolution. Consideration of this matter also led to the question as to the naming of the rest of the flood evacuation route. Railway Road North historically has ended at Mulgrave Road, however, it will now continue over Mulgrave Road over the floodplain until it meets the extension of Forbes Street hence the road could be called Railway Road North, Forbes Street or a combination of Railway Road North to the Jim Anderson Bridge and then Forbes Street from the western end of the bridge. Alternatively it may be appropriate to name the whole section from Mulgrave Road to Day Street as a separate road and it could be suggested that Jim Anderson Drive may be appropriate. It is proposed to recommend that Council adopt this latter alternative as its submission to the RTA for naming of the flood evacuation route and bridge.

Windsor Road Renaming

At the Windsor Main Street Committee meeting held on 7 April 2003 John Miller put forward a motion that a letter be written to our Member for Parliament that "Hawkesbury Valley Way" be the name given to group of roads that extends from the end of the M2 to the flood free bypass at Windsor. He also recommended that the new bridge over South Creek be named the "Jim Anderson Bridge". Mr Miller has since asked the Mayor to seek Council's support in this proposal.

The following excerpts relating to the history of Windsor Road are taken from the *Windsor Road Significance Assessment Environmental Overview - Non-Indigenous Heritage*, produced by HLA - Envirosciences Pty Ltd.

"Windsor Road is among the earliest surviving road-lines in NSW, and its establishment relates directly to Sydney's early agricultural development. Although overland access to the Hawkesbury was difficult, Charles Grimes surveyed a track to connect Hawkesbury and Sydney in August 1794. Originally known as the Hawkesbury Road, this later became the Old Windsor Road. Lt Governor Major Grose described this early track as being "a very good road" noting that an officer

using it had taken less than eight hours to walk from Sydney to the Hawkesbury (cited in Casey Lowe 1993a). The branch of Windsor Road through Castle Hill (now known as Windsor Road to distinguish it from Old Windsor Road) was established at an early date being built around 1812. In 1815 a map produced by Grimes and Flinders depicts the route of both the “new” and “old” Windsor Roads, which are modern routes, still utilised today. Windsor Road begins at Parramatta and heads in a more northerly direction than Old Windsor Road. This allows a simple deviation off to the settlement at Castle Hill and links to the Great Northern Road. The main line continues to Windsor, meeting the line of Old Windsor Road near Caddies Creek and terminating on the north side of South Creek at Windsor. It appears that this newer branch was developed to avoid crossing the Government domain at Parramatta, thereby providing a more direct route from Sydney. It also marked a definite improvement in the road haulage capacity over the Windsor Road. This new road between Sydney and Parramatta was officially opened on 10 April 1811, and was virtually complete by November 1812.”

Windsor Road runs through the Local Government areas of Parramatta, Baulkham Hills, Blacktown and Hawkesbury. Considering the long history associated with Windsor Road and the Hawkesbury it is considered that renaming Windsor Road to Hawkesbury Valley Way is not appropriate. As a minimum requirement to progress this matter should Council wish to proceed with the name alteration adjoining Councils would need to be notified of the proposal and their comments sought.

RECOMMENDATION:

That:

1. The Flood Evacuation Route between the Forbes Street/Day Street intersection and the Railway Road North/Mulgrave Road intersection be recommended to the Roads & Traffic Authority to be named Jim Anderson Drive.
2. The proposal to rename Windsor Road to Hawkesbury Valley Way not be supported.

ATTACHMENTS:

There are no supporting documents for this report.

oooO END OF ITEM 15 Oooo

ITEM: 16 Generic Plans of Management**FILE NUMBER:** 79354/ENG/INF03NBX.E03

REPORT:

Council is required to prepare plans of management for all community land. Development of the plans of management must involve the community, clarify how Council will manage the land and indicate how the land may be used or developed.

A plan of management may apply to one or more areas of community land (a 'generic' plan) or to just one area (a 'specific' plan).

Four draft Generic Plans of Management have been developed for community land within the Hawkesbury Local Government Area. These four plans address the management strategies for land that fall into the following categories:

- Natural Areas - this includes land that features bushland, watercourses, wetlands and escarpments
- Parks - land that is used mainly for passive recreation
- Sportsgrounds - land used primarily for active recreation
- General Community Use - this category is applied where the land does not fit into any of the above categories

These generic plans of management will support any subsequent individual plans of management. Initially, individual plans of management that will be developed for all parks will include minimal requirements only. Information will include land parcel descriptions, site descriptions, a map, category and permitted leases and/or uses. Where the nature and use of community land is anticipated to change, or where large-scale development suggests a more detailed approach is necessary, more complex specific plans will be required.

The plans of management for crown land under Council's care and control are generally not required, however, the plans of management will guide the management of this land.

The development of the plans of management must include community consultation. The next step in the consultation process is to refer the draft plans to National Parks and Wildlife Service as some land is affected by threatened species legislation, and to hold a public consultation with an exhibition period of 28 days and submission period of 42 days. This is to be followed by a public hearing.

RECOMMENDATION:

That:

1. The draft Generic Plans of Management be adopted.
2. The draft plans be put on public exhibition and a public hearing be held as required by the Local Government Act 1993.

ATTACHMENTS:

- AT-1** Natural Areas Generic Plan of Management (distributed under separate cover)
AT-2 Parks Generic Plan of Management (distributed under separate cover)
AT-3 Sportsgrounds Generic Plan of Management (distributed under separate cover)
AT-4 General Community Use Areas Generic Plan of Management (distributed under separate cover)

oooO END OF ITEM 16 Oooo

ITEM: 17 **North Street Drainage****FILE NUMBER:** 79338/ENG/INF03NCX.E04

REPORT:

A report has been requested by Councillor Paine with regard to North Street drainage.

This project has a long and involved history and a chronological sequence of events is listed hereunder:

- April 1988 - Council resolved to investigate the removal of the pipe from numbers 17-23 North Street and investigate the possibility of filling in minor depressions in property number 25.
- July 1988 - various options were reported relating to piping through the properties and around the properties via Arndell Street and North Street. The option chosen was to remove the pipeline across numbers 17-23 and provide an open drain with dish crossings at the driveways, acquire easements over those same properties, upgrade the pipe system at the Palmer/North Street intersection with 600mm x 225mm box culverts and provide top soil to house numbers 25 to eliminate small hollows.
- October 1988 - a proposal was considered to construct a new pipeline from house numbers 25 and 23 North Street towards the intersection of Palmer and North Streets. There was concern relating to unauthorised filling and the existing pipes within numbers 17-23 causing the problem and liability matters were to be investigated.
- November 1988 - an option was reported to take the drainage from Arndell Street via the North Street properties to Palmer Street. Acquisition of easements over the properties was to be commenced and funding provided through the drainage loan program.
- February 1990 - the owner of number 23 North Street objected to the open drain through his property due to a horse being on the property.
- April 1990 - report to Council staging the works, stage I to be a pipeline extending from the boundary from numbers 25 and 23 diagonally across number 23 and then along North Street. The pipeline from numbers 17-23 to be retained.
- 1991 - Construction of Stage I - drainage of number 23 to Palmer Street completed:
 - valuations undertaken in relation to the easement over the properties
 - acquisition of easements commenced

- February 1992 - report to Council outlining problems of obtaining easements:
 - objection from the owner of number 39 in relation to the valuation
 - problems in relation to easements from house numbers 17, 19, 25 and 39
 - letter to number 39 advising that original offer of \$2,000 in relation to purchase of easement stands
- March 1992 - reminder letter to owner of number 25 requesting a formal reply to Council's offer
- April 1992 - owner of number 39 objects to valuation
- August 1995 - letter sent to property owners seeking permit to enter lands and these are returned during the period August to December 1995
- June 1996 - report to Council recommending compulsory acquisition of the drainage easement through number 25 North Street.
- August 1998 - Council resolved to pay \$9,500 (originally \$6,500) for the purchase of the drainage easement through number 25 North Street.
- June 2001 - project listed in the 2001/2002 Management Plan.
- March 2002 - letter to owners notifying of survey work (pegging easement).
- July 2002 - letter to Heritage Office regarding intended works.
- November 2002 - meeting with representative of Heritage Office in relation to works.
- February 2003 - response from Heritage Office advising archaeological investigation to be undertaken prior to works.
- 13 May 2003 - letter to archaeologist requesting that the required archaeological assessment be undertaken.

It can be seen that the process has taken many years to progress with part of that being attributable to the owners of the properties and partly due to other projects taking precedence.

Once the archaeological assessment has been completed a better understanding in relation to the works which may be required and the time frame to progress the project will be gained.

RECOMMENDATION:

That the information be received.

INFRASTRUCTURE

Meeting Date: 3 June, 2003

Item: 17

ATTACHMENTS:

AT-1 Plan of proposed drainage work North Street, Windsor

INFRASTRUCTURE

Meeting Date: 3 June, 2003

Item: **17**

Plan of proposed drainage work North Street, Windsor

oooO END OF ITEM 17 Oooo

ITEM: 18 **50km/h speed limits****FILE NUMBER:** 79338/ENG/INF03NCX.E05

REPORT:

On 7 May 2003 it was announced that the State Government will be lowering the urban speed limit to 50 kilometres per hour. The new 50 kph speed limit will replace the current 60 kph default limit for built up areas that has been in place for many years in NSW. The RTA has been given until 1 November 2003 to ensure that streets that are currently designated and signposted as 60 kph will retain this limit but be given significantly enhanced signage.

The RTA as part of the 50 kph general urban speed limit roll-out will revise information in the road user handbook and drivers' knowledge test, related brochures and information currently available on the RTA's website. A broad campaign using newspaper, radio and television will be used to alert road users of the revised road rules and highlight the road safety benefits inherent in a reduced network speed hierarchy.

The RTA has requested that any currently unsignposted roads within urban areas that are to remain as 60 kph roads be identified and staff are currently undertaking this work.

RECOMMENDATION:

That the information be received.

ATTACHMENTS:

There are no supporting documents for this report.

oooO END OF ITEM 18 Oooo