



general
purpose
committee

2
section

infrastructure

GENERAL PURPOSE COMMITTEE - INFRASTRUCTURE

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ITEM: 42 **Department of Sport and Recreation - Funding Withdrawal**

FILE NUMBER: 79354/ENG/INK27NBX.E01

PREVIOUS ITEM: 45, Ordinary (11.09.2001)

REPORT:

In the 1999/2000 the Capital Assistance funding program (CA), run through the Department of Sport and Recreation, granted \$20,000 (twenty thousand dollars) to Council for the development of a skate park to be built at North Richmond and in 2000/2001 granted \$10,000 (ten thousand dollars) for a half basketball court to be built at Wilberforce Park.

Both grants were on the condition that Council matched the amount of funds and that the money was spent within 2 (two) years. Unfortunately, due to unforeseen circumstances, the projects have not progressed.

North Richmond Skate Park

In regards to the North Richmond skate park, there were numerous complaints about the initial proposed location at Hawkesbury Park. Following meetings and reports to Council it was eventually decided to move the location to Hanna Park.

On 11 September 2001, Council adopted the following motions (in relation to the construction of a proposed skate park in North Richmond):

- "1. *Council progress with a smaller skateboard facility at Lot 32 in DP841742 Hanna Park to the cost of approximately \$50,000.00 (fifty thousand dollars).*
2. *A management Committee be established, at an early stage, to have responsibility for planning and ongoing management, with this Committee to be made up of representatives of youth of the area, residents, Hawkesbury Chamber of Commerce, Hanna Match Group and a representative of Council".*

As part of the management committee, a design sub-committee was established to facilitate the input of young people into the design of the proposed skate park. The sub-committee met on 14 November 2001, 21 November 2001 and 21 January 2002 to finalise a proposed design for the skate park facility.

A Development Application was lodged in March 2002 and was determined by Council on 9 September 2003.

As it became obvious that the time frame would not be met, a 5 (five) month extension was sought from the Department and was approved. Due to ongoing delays including a desire to have the regional skatepark at Clarendon in operation prior to commencement of the North Richmond Project, the time frame has not been met. A request was forwarded to the Department of Sport and

Recreation, through Hon. Kevin Rozzoli, MP Member for Hawkesbury, requesting the transfer of the Capital Assistance funding to the regional skate park, however, this was not supported.

Council at its meeting of 11 September 2001 resolved in part that a smaller skateboard facility be constructed in Hannah Park to a cost of approximately \$50,000 (fifty thousand dollars).

Quotes for the development of the skate park identified that costs were in excess of what was envisaged with initial quotes being between \$75,000 (seventy five thousand dollars) and \$100,000 (one hundred thousand dollars).

Discussions with the Hawkesbury Sports Council, led to Councillor Les Sheather offering to co-ordinate a number of concreters to volunteer their time to build the skate park. While it is thought that the cost will be less than the \$50,000 (fifty thousand dollars), quotes are currently being sought to confirm this.

Section 94 funding has been provided for this project in the amount of \$45,881 (forty five thousand, eight hundred and eighty one dollars). As such further Capital Funding will be required for the skatepark to be constructed.

Wilberforce Basketball Court

A Development Application was submitted on 8 February 2002 for a half court basketball court in Wilberforce Park and while there was some community concern regarding the location of the court approval was granted on 25 August 2003.

As the development application was being assessed, Council resolved on 7 May 2002 that:

"The preparation of a Conservation Management Plan for the three Macquarie Town Parks within the City area, namely, Richmond Park, McQuade Park and Wilberforce Park be considered in the formulation of the 2002/2003 budget."

An allocation of \$20,000 (twenty thousand dollars) was included in the 2002/2003 budget for the Conservation Management Plan.

As such, it was felt that the development and construction of the basketball court should wait till the Conservation Management Plan was completed so as not to preempt the outcome of the Plan.

Colleen Morris, and her associates, who are undertaking the Conservation plans indicated that the basketball court is not appropriate for the park and will recommend that it be placed elsewhere within Wilberforce.

It would be appropriate to Utilise the matching funding for the project - \$10,000 (ten thousand dollars) towards works identified in the Conservation Management Plan.

RECOMMENDATION:

That:

1. The information recording the withdrawal of funding under the Capital Assistance Program for the North Richmond Skatepark and Wilberforce Park half court basketball court be received.
2. The matching funding for the Wilberforce Project of \$10,000 (ten thousand dollars) be considered for works identified within the Conservation Management Plan for Wilberforce Park.

ATTACHMENTS:

There are no supporting documents for this report.

oooO END OF ITEM 42 Oooo

ITEM: 43 **Governor Phillip Reserve, Windsor - Exclusive Use - Policy**

FILE NUMBER: 79338/ENG/INK27NBX.E05

PREVIOUS ITEM: 26, Ordinary (11.02.2003)

REPORT:

Council at its meeting held on 11 February 2003 resolved that the following policy be adopted in relation to use of Governor Phillip Reserve, Windsor.

1. *As a matter of policy, that exclusive use of Governor Phillip Reserve not be granted on consecutive days, nor during public holiday periods.*
2. *Exclusive use for the evenings leading up to an event (maximum of two nights) may be granted to organisers from 6pm till 7am the following morning.*
3. *The Police are informed of the exclusive use dates and times prior to an event by the organiser.*
4. *The policy be reviewed every two years.*
5. *No additional fee to be charged for the overnight exclusivity.*
6. *Other general conditions of consent are still to be adhered to.*
7. *Exception in relation to exclusive use for 6 and 7 September only.*
8. *Council retain the noise limits as set for those regular events held prior to 29 August 2000. The noise limits are to be reviewed every two years or following any changes to the noise limits by the Waterways Authority.*

This policy is currently recorded in the Policy Register.

Report

1. With regard Item 1 (one), in addition to those restrictions contained within the existing policy, prior policy precluded exclusive use on consecutive weekends, principally to afford relief to adjoining residents.

It is felt that this prior practice should continue.

2. Some complaint was received from the community regarding exclusive use on Fathers' Day 2003; the central issue of complaint devolving to families on outings were either denied access or charged admission fee to enter the reserve. The same issue would arise on Mothers' Day.

It is felt that as a matter of policy exclusive use should not be granted on either Fathers' Day or Mothers' Day.

3. With regard to Item 2 (two), this head of policy was adopted to assist applicants set up for large events requiring exclusive use - provide security of equipment. It is felt that this head should have the words "to assist in set-up, and provide security only" inserted after the word "morning".

This would remove any ambiguity regarding an applicant making the assumption that an event or activity, such as a water event, concert etc, could be conducted on those evenings.

Again, the local community would be afforded reasonable amenity.

4. With regard to Item 7 (seven), this head of policy related to the application by the Upper Hawkesbury Power Boat Club for exclusive use on 6 and 7 September, 2002 in conducting its Club Spectacular. The club conducts its Club Spectacular over a 2 (two) day weekend period around this time each year and the intent has been that the club be exempted from Item 1 (one) and this should be reflected in the policy.

RECOMMENDATION:

That the following policy in relation to exclusive use of Governor Phillip Reserve be adopted:

1. Exclusive use of Governor Phillip Reserve, Windsor not be granted on:
 - a) consecutive days of a weekend excepting the Upper Hawkesbury Power Boat Club Spectacular (usually held in September);
 - b) consecutive weekends;
 - c) public holiday periods; and
 - d) Fathers' Day/Mothers' Day of each year.
2. Exclusive use for the evenings leading up to an event (maximum of 2 (two) nights) may be granted to organisers from 6.00pm till 7.00am the following morning to assist in set up and provide security only.
3. The NSW Police Service be informed of the exclusive use dates and times by the applicant prior to an event.
4. No additional fee to be charged for the overnight exclusivity.
5. The policy be reviewed every two years.
6. Other general conditions of consent are to be adhered to.

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7. Council retain the noise limits as set out for those regular events held prior to 29 August 2002 - the noise limits are to be reviewed every 2 (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 43 Oooo

ITEM: 44 **Water Tanker Filling Station - Mill Road, Kurrajong**

FILE NUMBER: 79338/ENG/INK27NBX.E07

PREVIOUS ITEM: 54, Ordinary (10.12.2002)

REPORT:

Council at its meeting held on 10 December 2002 resolved, in part, that:

- “1. *Sydney Water be requested to provide additional hydrants at:*
- (a) *Bells Line of Road, northern side, east of Comleroy Road;*
- (b) *Greggs Road, Kurrajong;*
- (c) *Price Lane, Agnes Banks.*
2. *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).*

In regard to items a, b and c above Sydney Water has provided one additional filling point within the stockpile site off Bells Line of Road and will install one additional hydrant off Price Lane, Agnes Banks in the near future. The provision of a filling point off Greggs Road is not recommended by Sydney Water as this is a low pressure end main which can cause problems to the system and nearby residents if utilised by commercial carriers.

The Mill Road project comprising two hydrants, concrete parking bays and associated facilities was completed several months ago. Despite some initial water pressure problems the site has now gained popular acceptance by the water carriers due to the substantial increase in flow rates. The Kurrajong Road site has a 7 (seven) litre/sec higher flow rate than the Mill Road site and represents a 3.5 minute faster filling time for two large water tankers. Both the water carriers and residents consider this minor time differential insignificant.

The Working Committee held its third meeting at 5:30 pm on 5 November 2003 to discuss the issues and consider options for the future. The representative for the residents welcomed the successful establishment of the Mill Road site and called for the total closure of the filling station off Kurrajong Road for the following reasons:

- dust
- noise
- traffic hazards
- pollution (erosion/sedimentation due to unsealed surface)

The residents acknowledge that since the establishment of the Mill Road site there has been a reduction in dust and noise caused by commercial carriers. However, the non-commercial usage

i.e. plastic drums on trailers and utes etc, has increased, with proportional increases in dust and noise, particularly from empty trailers. The increased number of vehicles queuing in and around Kurrajong Road has the potential to create traffic hazards due to congestion and loss of adequate site distance. It is also alleged that some vehicles not associated with water procurement use the hydrant site as a speed short cut when turning right from Kurrajong Road into Old Bells Line of Road. This is considered extremely dangerous and could result in a very serious accident.

A final matter relates to a request by some of the residents for Sydney Water to investigate the possibility of upgrading the pump system and extending the water main along Grose Vale Road towards Bowen Mountain. Sydney Water indicated that an estimate will be prepared, however, no commitment was given to implement any proposal.

The Water Carriers endorsed the new facility in Mill Road and argued that the 2 (two) hydrants off Kurrajong Road should remain open as it provides a convenient and reliable facility when servicing the area of Bowen Mountain. It was stated the level of usage and associated noise/dust has dropped significantly since the opening of the Mill Road site. Water Carriers also indicated that when servicing Bowen Mountain it was potentially hazardous to cross Bells Line of Road to access the Mill Road hydrants.

The representative from Sydney Water advised that one of the existing hydrants off Kurrajong Road will need to be closed due to legal proceedings associated with the earlier upgrading works. Following initial debate from all sides the inevitable closure was accepted.

In summary the Working Committee agreed to the following options:

1. That the facility for non-commercial usage off Kurrajong Road be relocated to a suitable area within Matheson Park adjacent to Roxana Road, Kurrajong at an estimated cost of \$5,500 (five thousand and five hundred dollars).
2. That Truck access to the remaining hydrant site be restricted to Old Bells Line of Road only.
3. That the present access off Kurrajong Road be closed to vehicular traffic by extending a suitable landscaped mound for the full frontage of the site at an estimated cost of \$3,500 (three thousand and five hundred dollars).
4. That the access, parking and turning areas off Old Bells Line of Road be sealed at an estimated cost of \$18,500 (eighteen thousand and five hundred dollars).

Funding for the above works is not available at this stage and if the above recommendation is adopted by Council, it will be necessary for Council to consider allocating funding in the 2004/2005 Works Program. It may be possible to complete most of item 3 (three) within the current year at minimal cost if suitable material becomes available from nearby works.

RECOMMENDATION:

That the following projects be listed for Councils consideration when determining projects for inclusion in the 2004/2005 Works Program:

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1. That the facility for non-commercial usage off Kurrajong Road be relocated to a suitable area within Matherson Park adjacent to Roxana Road, Kurrajong at an estimated cost of \$5,500 (five thousand and five hundred dollars).
2. That Truck access to the remaining hydrant site be restricted to Old Bells Line of Road only.
3. That the present access off Kurrajong Road be closed to vehicular traffic by extending a suitable landscaped mound for the full frontage of the site at an estimated cost of \$3,500 (three thousand and five hundred dollars).
4. That the access, parking and turning areas off Old Bells Line of Road be sealed at an estimated cost of \$18,500 (eighteen thousand and five hundred dollars).
5. Item 3 (three) above can proceed at any time subject to the availability of suitable material from nearby projects.

ATTACHMENTS:

There are no supporting documents for this report.

oooO END OF ITEM 44 Oooo

ITEM: 45 **Management of RTA Vehicular Ferry Contracts - Extension of Contracts**

FILE NUMBER: 74282/ENG/INK27NBX.E02

PREVIOUS ITEM: 61, GPC Section 2 - Infrastructure, GPC Section 2 - Infrastructure
(26.11.2002)

PREVIOUS ITEM: 101, Ordinary, Determination, Ordinary (10.06.2003)

REPORT:

The RTA has advised that it has commenced its statewide program of directly inviting tenders for the operation of its vehicular ferries. Each ferry contract is to go through a 6 (six) month process of inviting Expressions of Interest (EOI), short listing for final tenders, and allowing contractors sufficient time to recruit and train staff.

The Mortlake ferry is currently in the EOI phase. The next ferry to commence the tender process will be Berowra Waters ferry, followed by the Hawkesbury River ferries. It is currently programmed that the new contract for the Hawkesbury River ferries will commence operation in mid-August 2004.

The RTA has requested Council confirm:

1. That Council is prepared to extend the existing Caretaking and Operation contract for a further 6 (six) months, i.e, so that it would now end on 30 June 2004;
2. That Council will be prepared to manage the existing contract for the duration of this extended period; and,
3. That O'Connor Ferry Service is 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 RTA also advise that the allocation for the year 2003/04 for the caretaking and operation of Hawkesbury River ferries for the full year would be \$1,236,000.00 (one million, two hundred and thirty six thousand dollars). The Authority has also advised it appreciates Council's patience and co-operation during the extended tendering process.

RECOMMENDATION:

That:

1. Council extend the existing Caretaking and Operation contract of the Hawkesbury River ferries, ie Sackville, Webbs Creek and Wisemans Ferry, for a further six months, i.e. so that it would now end on 30 June 2004;

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2. Council manage the existing contract for the duration of this extended period; and
3. O'Connor Ferry Service is 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.

ATTACHMENTS:

There are no supporting documents for this report.

oooO END OF ITEM 45 Oooo

ITEM: 46**Governor Phillip Reserve, Windsor - Upper Hawkesbury Power Boat Club 2004 Racing Calendar****FILE NUMBER:** 73829/ENG/INK27NBX.E04**REPORT:**

The Upper Hawkesbury Power Boat Club (UHPBC) has advised of the following 2004 Racing Calendar at Governor Phillip Reserve:

Sunday	11 January 2004	Club Day
Sunday	8 February 2004	Club Day
Sunday	7 March 2004	Club Day
Sunday	4 April 2004	Australian Yamato & 550cc Championships
Sunday	2 May 2004	Bridge to Bridge (exclusive use required)
Sunday	23 May 2004	Alternate date - Bridge to Bridge (exclusive)
Sunday	11 July 2004	Australian Displacement Titles
Sunday	8 August 2004	Club Day
Saturday-Sunday	11-12 September 2004	Club Spectacular (exclusive use required)
Sunday	17 October 2004	Club Day
Sunday	14 November 2004	Club Day
Sunday	5 December 2004	Club Day

Report

Application for exclusive use on 2 May 2004 and 23 May 2004 (alternate date to 2 May 2004) comply with Council policy.

With regard to 11-12 September 2004, the application does not currently comply with Council policy regarding use of the reserve, namely exclusive use not be granted on consecutive days of a weekend. Council, at its meeting held on 11 February 2003 resolved to exempt the applicant from that policy in relation to its Club Spectacular held on 6-7 September 2002. It is felt that a similar exemption might be granted this year. It should be noted that it is proposed to formalise this as policy in an accompanying report to this meeting.

RECOMMENDATION:

That approval be granted to the Upper Hawkesbury Power Boat Club 2004 Racing Calendar, including exclusive use on 2 May 2004 (with an alternate date of 23 May 2004) and 11-12 September 2004, subject to the following conditions:

1. Prior to dates of exclusive use a letter drop be undertaken by the applicant to all affected residents in proximity to the event with that letter advising full details of the function;
2. The reserve is to be left clean and tidy with the organisation being responsible for collection and disposal of all waste; the applicant is to lodge with Council a damage bond of \$750.00 (seven hundred and fifty dollars) in relation to each date of exclusive use, which is refundable less any costs incurred by Council, administrative or otherwise, to clean or restore the area;
3. 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.
4. If required, the applicant obtaining all necessary permit/approvals in relation to amusement devices/rides and liaising with Integral Energy regarding the supply of power and their proximity to power supply lines.
5. 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 event.
6. The applicant obtaining appropriate licences from the Waterways Authority regarding the conduct of the 2004 Calendar.
7. The applicant paying to Council such fees as may be applicable at the time for exclusive use of the reserve being \$1.20 (one dollar and twenty cents) per person or \$1,206.60 (one thousand, two hundred and six dollars and sixty cents) per day (whichever is the greater).
8. A fee of \$50.00 (fifty dollars) is payable for the cleaning of the toilets prior to the event.
9. A copy of a Public Liability Policy for \$10,000,000 (ten million dollars) and indemnifying Hawkesbury City Council is to be submitted prior to 31 December 2003; in the event of renewal of that policy occurring at some time during the course of the 2004 Racing Calendar a Certificate of Currency is to be submitted within 1 (one) week of renewal - this Public Liability Policy is to cover all events conducted as part of the applicant's 2004 Racing Calendar.
10. The event manager/applicant must undertake a Risk Assessment of the event to be conducted including pre-event preparations. This assessment must identify potential hazards and the procedures that need to be implemented to eliminate or control those hazards. The event manager/applicant is responsible for ensuring that procedures are

followed and that they comply with the requirements of the Occupational Health and Safety Regulations 2001.

11. 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 46 Oooo

ITEM: 47 **Half Pipe Skate Ramp at North Richmond Community Centre**

FILE NUMBER: 79354/ENG/INK27NBX.E06

PREVIOUS ITEM: 34, Ordinary (14.10.2003)

REPORT:

Following a recommendation to Council that:

1. The half pipe skate ramp be removed from the North Richmond Community Centre and taken to the depot for assessment.
2. Funds be set aside in the next financial years budget to turn this ramp into a portable ramp, should the ramp be in good enough condition to so.
3. Council pay for the repairs to the adjoining colour bond boundary fence,

Council resolved, on 14 October 2003, "that this matter be deferred until further consultation with staff from North Richmond Neighbourhood Centre". A meeting was held on Monday, 17 November 2003.

Staff from the North Richmond Neighbourhood Centre indicated that young people use the ramp every day and that they would like to keep the ramp at this location on a permanent basis. The staff indicated that discussions with a group of young people, seen throwing stones at the fence, indicated they were unhappy/frustrated that the skate ramp was to be moved.

As indicated in the previous report, it is felt that the half pipe skate ramp has outlived its current position for a number of reasons. Firstly, the ramp is situated too close to houses and is very noisy as it is constructed from steel. If the portable ramp was to be placed in a similar location it would only be for an event, not be left there for long periods of time. Secondly, other options for this type of recreation are now available to young people such as at the regional skate park at Clarendon and the proposed skate park at Hanna Park, North Richmond.

Due to the interest of the young people in building a skate park in North Richmond, it may be prudent to keep the ramp in its current location, until the other facility is completed.

Tenants of 37 William Street indicated that the vandalism of the fence and their buildings started when the skate ramp was constructed in its current location. Whilst they feel that vandalism had reduced over the years it still occurred on a regular basis. As they have had put up with the vandalism, they felt that the replacement of the fence was a priority.

Replacing the fence using colorbond, may mean that the damage/vandalism occurs again over a short period of time. An alternative to replace the fence with a wire fence, which would give good surveillance of the area and give the vandals no place to hide was suggested. The owner, who could not make the meeting, indicated that he would prefer a colour bond fence as he felt that a wire fence would not be in keeping with other fences in the area and that it would detract from his property.

RECOMMENDATION:

That:

1. The half pipe skate ramp be removed from the North Richmond Community Centre, once the North Richmond Skate Park is completed, and taken to the depot for assessment.
2. Consideration be given in the next financial year's budget to turn this ramp into a portable ramp, should the ramp be in good enough condition.
3. Council pay for the repairs to the adjoining colorbond boundary fence. This work to be done once the ramp has been removed. Funding for for the works be provided from the Community Buildings Maintenance Budget.

ATTACHMENTS:

There are no supporting documents for this report.

oooO END OF ITEM 47 Oooo