

Wyong Shire Council
ORDINARY MEETING

ENCLOSURES

**Wednesday,
8 September, 2010**



WYONG SHIRE COUNCIL
ENCLOSURES TO THE
ORDINARY MEETING
TO BE HELD IN THE COUNCIL CHAMBER,
WYONG CIVIC CENTRE, HELY STREET, WYONG
ON WEDNESDAY, 8 SEPTEMBER 2010,
COMMENCING AT 5:00:00 PM

INDEX

PLANNING REPORTS

- 2.1 DA 1505/2009 - Fitout and Occupation of an existing premises as a Liquor Store at Toukley**
Attachment 4: Site Plan (A3) 3

CONTRACT REPORTS

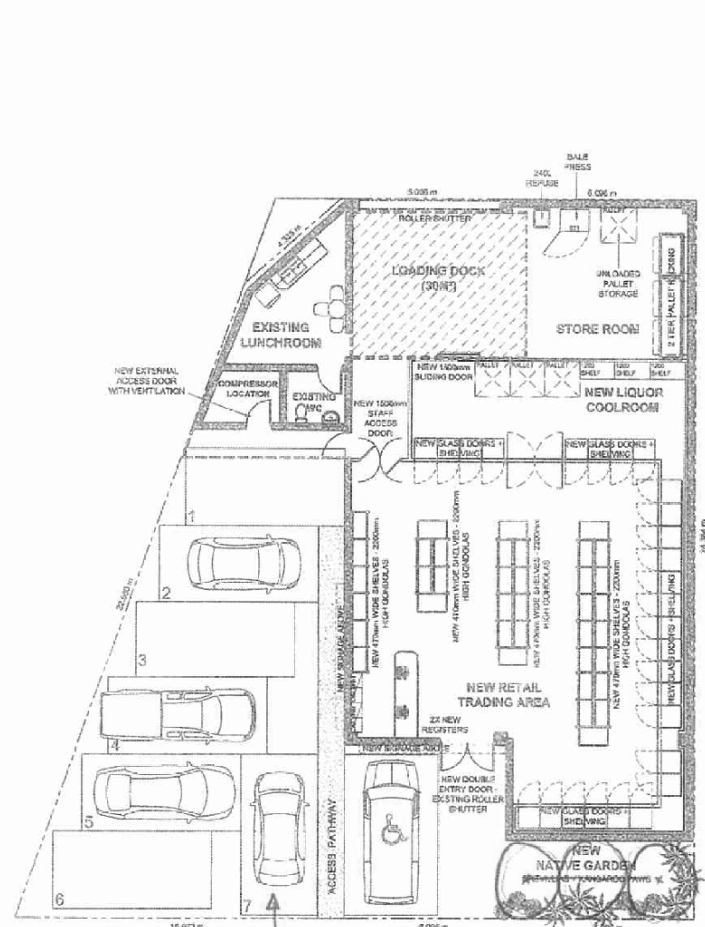
- 4.2 Contract CPA/180792 - Hire of Plant and Trucks for the Operation of Buttonderry Waste Management Facility**
Attachment 1: Confidential Assessment of Tenders (D02329593 - Distributed under separate cover)

INFORMATION REPORTS

- 6.2 Access from F3 Freeway to Hue Hue Road**
Attachment 1: Access from F3 Freeway to Hue Hue Road (14.7.2010) 4
Attachment 2: Emergency Access from Freeway to Hue Hue Road (14.4.2010) 8

PRELIMINARY DRAFT

THIS IS A PRELIMINARY DRAFT ONLY AND IS SUBJECT TO CHANGE AT ANY TIME. THIS PRELIMINARY DRAFT SHOULD NOT BE USED AS A BASIS FOR CONSTRUCTION.



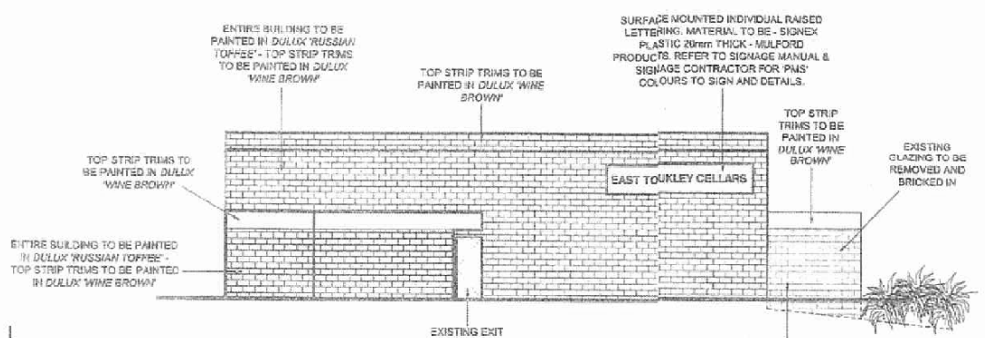
SITE + FLOOR PLAN
SCALE 1:100@A1

Linemark Space 7 as "staff only"

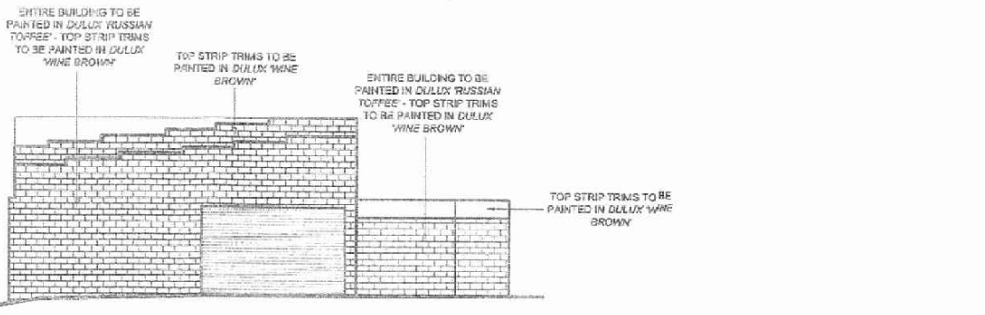
Delete Proposed Landscaping and Replace with 3x *Callistemon viminalis* (Bottlebrush)



WEST (FRONT) ELEVATION
SCALE 1:100@A1



NORTHERN ELEVATION
SCALE 1:100@A1



NORTHERN ELEVATION
SCALE 1:100@A1

NO.	AMENDMENTS	CHD	DATE
A.	REVISION		17.03.10
B.	PLAN ROOM, CAR PARK - DATE REVISION		18.03.10
C.	LANDSCAPE DETAILS - DATE OF REVISION		18.03.10
REVISION TO		DATE	
OWNER ALL R/S REVISION		17.03.10	
OWNER ALL R/S REVISION		24.03.10	
OWNER ALL R/S REVISION		25.03.10	

NOTE

- THIS PLAN IS INTENDED AS A GUIDE ONLY TO ENABLE OTHER CONSULTANTS TO PREPARE THE NECESSARY DOCUMENTATION TO ALL LOCAL AUTHORITY REGULATIONS.
- THE PLAN IS NOT INTENDED TO BE USED FOR CONSTRUCTION PURPOSES. THE RESPONSIBILITY OF THE CLIENT IS TO OBTAIN ALL NECESSARY APPROVALS AND TO ENSURE THAT THE PLAN IS COMPLIED WITH ALL LOCAL AUTHORITY REGULATIONS.
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GENERAL SPECIFICATION

- ALL WALLS SHALL BE OF APPROVED FULLY FINISHED MATERIALS, FINISHED IN ACCORDANCE WITH THE CLASS OF MATERIALS LISTED AS AT THE PROPOSED HIGH LEVEL SURFACE.
- FLOOR FINISH TO BE OF APPROVED IMPERVIOUS MATERIAL (EG. POLISHED CONCRETE) TO BE FINISHED TO A FINISH THAT IS FREE FROM CRACKS & DEFECTS. COATS TO WALLS TO BE FINISHED TO A FINISH THAT IS FREE FROM CRACKS & DEFECTS. FLOOR FINISH TO BE OF APPROVED IMPERVIOUS MATERIALS TO BE FINISHED TO A FINISH THAT IS FREE FROM CRACKS & DEFECTS.
- CEILING SHALL BE SHOWN, ROCK DOWN, RESISTANT TO CORROSION, IMPERVIOUS TO WATER, RESISTANT TO STAIN, RESISTANT TO DISCOLORATION & OTHER DEFECTS.
- ROOF & GUTTER SHALL BE FINISHED TO A FINISH THAT IS FREE FROM CRACKS & DEFECTS. ROOF SHALL BE FINISHED TO A FINISH THAT IS FREE FROM CRACKS & DEFECTS. GUTTER SHALL BE FINISHED TO A FINISH THAT IS FREE FROM CRACKS & DEFECTS.
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Retail Development Department

100 SOUTH WALKER DRIVE
27 DECEMBER STREET, BLACKTOWN NSW 2148
T (02) 9822-0997 F (02) 9822-4838

THIS DRAWING IS FOR DESIGN/QUANTIFICATION PURPOSES ONLY. IT IS NOT TO BE USED FOR CONSTRUCTION. THE CLIENT IS RESPONSIBLE FOR OBTAINING ALL NECESSARY APPROVALS AND TO ENSURE THAT THE PLAN IS COMPLIED WITH ALL LOCAL AUTHORITY REGULATIONS.

SITE:
PROPOSED BOTTLE SHOP

17-21 RAY STREET
TOUKLEY NSW 2263

DRAWING TITLE:
SITE + FLOOR PLAN & ELEVATIONS

CLIENT:
PAUL LEVENSPIEL

DATE	SCALE	DRAWING NO.
17.03.10	1:100@A1	001
DRAWN	CHECKED	PROJECT NO.
GKH	KB	
REVISION:	CAD FILE	
C	TOUKLEY	

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14 July 2010
To the Ordinary Meeting

Director's Report
Shire Planning Department

5.8 Access from F3 Freeway to Hue Hue Road

TRIM REFERENCE: F2007/00245 - D02271039

AUTHOR: RB; SMcD

SUMMARY

Following Council's resolution of 14 April 2010, a report has been prepared on possible construction methods and costs involved in converting the emergency access from the F3 Freeway to Hue Hue Road as a permanent left in/left out facility. The cost to provide permanent northbound exit and entry ramps for the Freeway at Hue Hue Road, with associated works, is estimated to cost in the order of \$45 million.

RECOMMENDATION

- 1 That Council receive the report on Access from F3 Freeway to Hue Hue Road.
- 2 That taking into account the cost of constructing an interchange at this location and that it is highly unlikely that the RTA would give its concurrence, Council take no further action to pursue the proposal.

ORDINARY MEETING HELD ON 14 JULY 2010

Councillor Wynn left the chamber at 6.26 pm and returned to the chamber at 6.27 pm during consideration of this item.

RESOLVED on the motion of Councillor EATON and seconded by Councillor GRAHAM:

- 1 That Council receive the report on Access from F3 Freeway to Hue Hue Road.
- 2 That Council consider a report identifying the benefits of such an interchange.

FOR: COUNCILLORS BEST, EATON, GRAHAM, MCNAMARA, SYMINGTON AND WEBSTER
AGAINST: COUNCILLORS MATTHEWS, MCBRIDE, VINCENT AND WYNN

BACKGROUND

At the Ordinary Meeting held on 24 February 2010 Council resolved as follows:

"RESOLVED unanimously on the motion of Councillor Eaton and seconded by Councillor McNamara:

That staff report on the feasibility of converting the new emergency access from the Hue Hue Road, Alison to the Freeway to permanent left in left out access.

FOR: COUNCILLORS BEST, EATON, GRAHAM, MATTHEWS, MCBRIDE, MCNAMARA, SYMINGTON, VINCENT AND WEBSTER

AGAINST: NIL”

In accordance with the above resolution, a report was submitted to Council on 14 April 2010. At this meeting Council resolved as follows:

“RESOLVED unanimously on the motion of Councillor EATON and seconded by Councillor Best:

- 1 That Council note the report on the feasibility of converting the new emergency access from Hue Hue Road, Alison to the Freeway to permanent left in left out access.
- 2 That Council’s engineers submit a further report on possible construction methods and costs involved in converting this access to permanent left in/left out.

FOR: COUNCILLORS BEST, EATON, GRAHAM, MCBRIDE, MCNAMARA, SYMINGTON, VINCENT, WEBSTER AND WYNN

AGAINST: NIL”

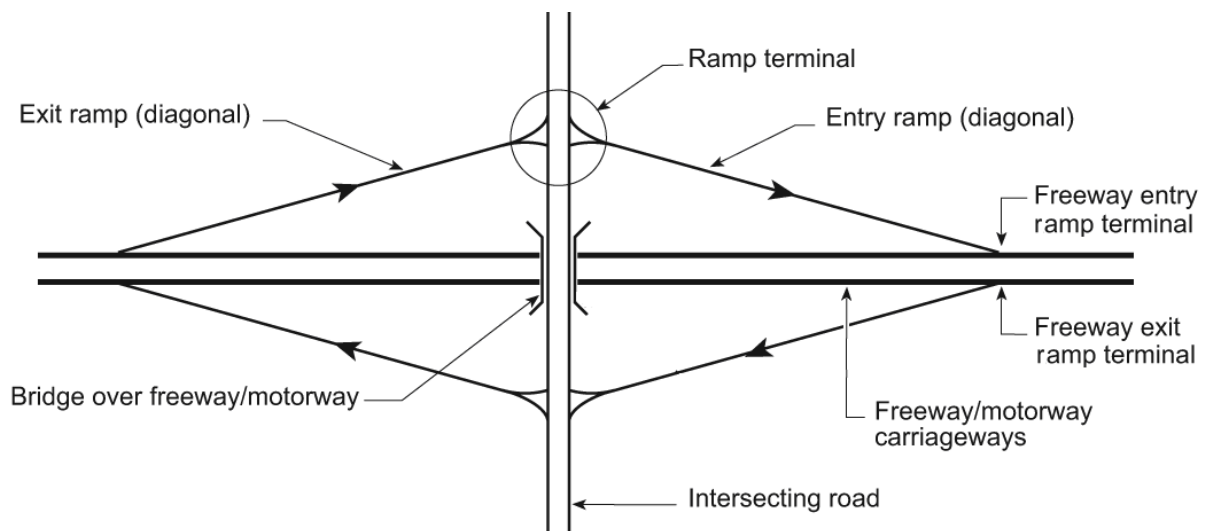
This report addresses Resolution No 2 above.

CONSTRUCTION OF INTERCHANGE FOR NORTHBOUND FREEWAY ENTRY AND EXIT

The provision of permanent northbound access to and from the F3 Freeway at this location would require the construction of a half “Diamond” interchange (similar to the interchange at Tuggerah but on the western side of the Freeway only), with deceleration and acceleration lanes, exit and entry ramps and a signalised intersection with Hue Hue Road.

Freeway interchanges are designed in accordance with Austroads “Guide to Road Design Part 4C: Interchanges”.

The diagram below shows a typical layout for a full Diamond Interchange:



(a) Example of a diamond interchange with diagonal ramps

At the location of the existing emergency access north of Alison Road, Hue Hue Road is parallel with the Freeway and approximately 20 metres to its west. In order to construct the Ramp Terminal as indicated on the above diagram, Hue Hue Road would need to be diverted approximately 80 metres west to allow for the required tapers of the exit and entry ramps. A signalised intersection at the intersection of the ramp terminal and Hue Hue Road would be required. In order to relocate Hue Hue Road a distance of 80 metres away from the freeway, based on the existing 90km/h speed limit, approximately 1km of new road construction would be required.

Freeway exit and entry ramps provide for changes in speed limits (110km/h to 60km/h for exit ramps and 60km/h to 110km/h for entry ramps). These speed limit changes cannot be accommodated on the Freeway deceleration or acceleration lanes, as the relevant signage would be visible to freeway traffic and hence enforceable. Exit ramps also allow for storage of stationary vehicles at the ramp terminal which, if permitted in the deceleration lane, would have significant safety implications.

In order to reduce the impact on the existing cut batter north of Alison Road, the 800 metre northbound deceleration lane could be contained within the existing western travel lane and a new through lane constructed within the central median.

However, the roadwork required to realign the freeway would be in the order of 2 kms. Significant works would also be required to protect the Alison Road bridge pylon as the distance between the inner travel lane and the pylon would be reduced to approximately 4 metres.

A plan showing the works required is attached.

Creating the deceleration and acceleration lanes by realigning the through lanes into the central median will not achieve the RTA's mandatory distance of 2 kilometres between the end of the acceleration lane and the start of the deceleration lane to the service centre.

The most appropriate access to the freeway for northbound traffic generated from the Wyong Township and Dooralong and Yarramalong Valley's is via Alison Road and Hue Hue Road, entering the freeway at Sparks Road. The interchange for Sparks Road and the freeway is a full diamond interchange allowing all turning movements to and from the freeway.

Council has recently completed improvements to Hue Hue Road, including pavement rehabilitation and re-linemarking.

PROPERTY ACQUISITION

Property acquisition to accommodate the realignment of Hue Hue Road and freeway interchange is estimated to be in the order of 60,000 m² or 6 Hectares. This estimate is based on the area of the existing road reservation west of the freeway at the Tuggerah Interchange. It is anticipated that given there is a significant amount of land required from several of the affected properties, voluntary acquisition would be unlikely.

ESTIMATED COST

The estimated cost to construct a half Diamond Interchange including the realignment of Hue Hue Road, construction of traffic signals at the intersection of the entry/exit ramps and Hue Hue Road and realignment of northbound through lanes on the freeway is in the order of \$40 million.

The construction of a half Diamond Interchange at the suggested location will re-distribute a significant volume of traffic to Alison Road and Anzac Avenue and through the Wyong Township. It is anticipated that the intersection of Alison Road and Hue Hue Road would immediately require upgrading to accommodate the increased turning movements. This will include widening of the existing freeway overpass. Further works may be required on the local road network based on the additional traffic generated and existing levels of safety.

The estimated cost to upgrade the Alison Road / Hue Hue Road intersection is in the order of \$2 million. The strategic estimate of cost to widen the existing freeway overpass to accommodate the additional traffic queuing at the new intersection is in the order of \$3 million.

CONCLUSION

Access to the F3 Freeway at the recently upgraded emergency access north of Alison Road was designed for use during major traffic incidents only and would operate under a 40km/h speed limit. This incident management system was developed to allow northbound traffic to be diverted off the freeway onto Hue Hue and southbound traffic to travel contra-flow along the freeway at low speed around an incident site.

The estimated cost to construct a suitable permanent northbound interchange at this location, in accordance with current design standards, is in the order of \$40 million.

The construction of a permanent northbound interchange at this location will necessitate immediate upgrading of the Alison Road / Hue Hue Road intersection estimated to cost in the order of \$2 million and widening of the existing freeway overpass on Alison Road estimated to cost in the order of \$3 million. Therefore the total cost for the project is estimated to be in the order of \$45 million.

The distance between the acceleration lane from the Hue Hue Road / Freeway access and the deceleration lane to the service centre does not meet the RTA's mandatory requirement of a minimum of 2 kms between the end of an acceleration lane and the commencement of a deceleration lane on Freeways.

On the basis that the cost of constructing an interchange at this location would be significant ie; in the order of \$45m and it is highly unlikely that the RTA would give it's concurrence for the construction of the intersection, it is recommended that Council take no further action to pursue the proposal.

ATTACHMENTS

- 1 Plan showing works required for Hue Hue Rd_Freeway connection July 2010 D02271688

14 April 2010
To the Ordinary Meeting

Director's Report
Shire Planning Department

6.6 Emergency Access from Freeway to Hue Hue Road

TRIM REFERENCE: F2008/00039 - D02188242

AUTHOR: RB

SUMMARY

Reporting on the feasibility of converting the new emergency access from the Hue Hue Road, Alison to the Freeway to permanent left in/left out access.

RECOMMENDATION

That Council receive the report on the feasibility of converting the new emergency access from Hue Hue Road, Alison to the Freeway to permanent left in left out access.

ORDINARY MEETING HELD ON 14 APRIL 2010

RESOLVED unanimously on the motion of Councillor EATON and seconded by Councillor BEST:

- 1 That Council note the report on the feasibility of converting the new emergency access from Hue Hue Road, Alison to the Freeway to permanent left in left out access.***
- 2 That Council's engineers submit a further report on possible construction methods and costs involved in converting this access to permanent left-in/left-out.***

FOR: COUNCILLORS BEST, EATON, GRAHAM, MCBRIDE, MCNAMARA, SYMINGTON, VINCENT, WEBSTER AND WYNN

AGAINST: NIL

BACKGROUND

At the Ordinary Meeting held on 24 February 2010 Council resolved as follows:

"RESOLVED unanimously on the motion of Councillor Eaton and seconded by Councillor McNamara:

That staff report on the feasibility of converting the new emergency access from the Hue Hue Road, Alison to the Freeway to permanent left in left out access.

FOR: COUNCILLORS BEST, EATON, GRAHAM, MATTHEWS, MCBRIDE, MCNAMARA, SYMINGTON, VINCENT AND WEBSTER

AGAINST: NIL"

REPORT

As a result of the above resolution, staff made enquiries with the Roads and Traffic Authority (RTA). The RTA has verbally advised that it will not support the new emergency access from the Freeway to Hue Hue Road being used as a full time permanent left in left out access. The RTA has a mandatory requirement to have a minimum of 2 kms between the end of an acceleration lane and the commencement of a deceleration lane on Freeways. With the provision of an acceleration lane from the emergency access, the distance between the end of the acceleration lane and the commencement of the deceleration lane to the Highway Service Centre would only be approximately 300 metres. The RTA's mandatory requirement cannot therefore be satisfied.

The existing connection to Hue Hue Road, with no deceleration or acceleration lanes on the Freeway, are only suitable for use during emergency situations whilst a 40 kmph speed limit is operating on the Freeway.

Notwithstanding the RTA's mandatory requirements, the following are other major issues that would need to be addressed in changing the emergency access into a permanent left in left out access.

- Significant roadworks.

The RTA indicated that approximately 2 kms of roadworks would be required. Based on the existing ramps at the Wyong Road and Sparks Road interchanges and taking into account the grade on the Freeway, a northbound deceleration lane, well in excess of 800 metres would be required. An acceleration lane in the order of 1km long would also be required. As stated earlier this would leave a distance of approximately 300 metres between the end of the acceleration lane and the commencement of the deceleration lane to the service centre. The RTA requires a minimum distance of 2 kms.

- Extension of Alison Road Bridge over the Freeway

The deceleration lane would impact on the Alison Road Bridge, requiring an additional span across the Freeway.

- "Cut" batter between the Alison Road Bridge and the Hue Hue connection.

The deceleration lane would impact on the western "cut" batter immediately north of Alison Road. This batter was unstable during the initial construction of the Freeway and would require significant treatment to maintain its stability. Changes to the batter are also likely to affect the stability of Hue Hue Road. Hue Hue Road may require realignment, impacting on adjoining private properties.

- Connection between the Freeway and Hue Hue Road

Significant roadworks would be required between the Freeway exit/entry points and Hue Hue Road to avoid cars queuing on the Freeway deceleration lane. A major intersection would be required on Hue Hue Road. To avoid queuing on the Freeway deceleration lane, the intersection would need to be moved further to the west resulting in a requirement for property acquisition etc.

The plan attached identifies the works that would be required. It is difficult to estimate the cost of the works. Substantial geotechnical investigations and concept designs would be required to determine any "order of cost".

CONCLUSION

The RTA has advised that it will not support the new emergency access from the Freeway to Hue Hue Road being used as a full time permanent left in left out access. The distance between the end of the acceleration lane and the commencement of the deceleration lane to the service centre would not comply with the RTA's current requirements.

There are other major implications in providing a full time permanent left in left out access from the Freeway to Hue Hue Road as identified in the above report.

ATTACHMENTS

- 1 Plan - Hue Hue Rd_ Freeway connection D02192470