

Reports of the City Works Committee Meeting held at 7.30pm on Tuesday, 22 July 2014.

APOLOGIES

ACKNOWLEDGEMENT OF LAND

DECLARATIONS OF INTEREST

Pecuniary Interests

Non Pecuniary – Significant Interests

Non Pecuniary – Less than Significant Interests

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Minutes of the City Works Committee held on 22 July 2014

Present

His Worship the Mayor, Councillor C Mead
Councillor P Lake (Chairperson)
Councillor F Borg
Councillor S Dobson
Councillor W Glynn
Councillor P Hawker
Acting Director Business Services – Ms C Mears
Director Community Services - Mrs L Deitz
Acting Director City Works - Mr K Lynch
Acting Manager Assets and Supply Services - Mr W Miller
Acting Manager Business Assurance - Mr C Taylor
Acting Manager Compliance Services - Mr P Curley
Acting Manager Education and Care Services - Ms G Vickers
Manager Emergency and Facility Management - Mr R Blair
Manager Healthy Lifestyles - Mr M Berriman
Manager Human Resources - Mr B Clarence
Manager Library Services - Mr G White
Manager Operational Services - Mr A Davies
Manager Property Services - Mr J Milicic
Policy and Governance Coordinator - Ms J Warner
Coordinator Stormwater and Structural Design - Ms C Kinsey
Executive Assistant - Mrs K Peters

Apology (Glynn/Borg)

That the apology from Councillor Brticevic be received and accepted.

CARRIED

Note: Councillor A Chanthivong has been granted a leave of absence from Council, incorporating all formal Council and Committee meetings until Tuesday 12 August 2014.

Acknowledgement of Land

An Acknowledgement of Land was presented by the Chairperson Councillor Lake.

DECLARATIONS OF INTEREST

There were no Declarations of Interest at this meeting.

1. TECHNICAL SERVICES

1.1 Traffic Committee

Reporting Officer

Manager Technical Services

Attachments

Minutes of the Local Traffic Committee Meeting of 26 June 2014 (contained within this report)

Purpose

To seek Council's endorsement of the recommendations arising from the Local Traffic Committee meeting held on 26 June 2014.

Report

RECOMMENDATIONS OF THE LOCAL TRAFFIC COMMITTEE ON 26 JUNE 2014

Reports Listed for Consideration

LTC 14/25 Blomfield Road, Denham Court - No Stopping Restriction

1. That a CCTV camera be installed on the crest of the hill in Blomfield Road to monitor driver behaviour for a period of three weeks.
2. That Council considers parking restrictions around the driveways in Blomfield Road, Denham Court.
3. That a report be presented to the Traffic Committee following a review of the CCTV camera footage.

LTC 14/26 Airds Bradbury Urban Renewal: Signs and line marking Stages 1A and 1B

1. That Council approve in principle the signs and line marking details for the roads and intersections within the subdivision of Stage 1B Airds Bradbury Renewal.
 2. That the Project Manager for Stage 1 of Airds Bradbury Renewal resubmits signs and line marking plans back to Council's Local Traffic Committee taking into account roundabout amendments on Georges River Road as outlined in the body of the report.
 3. That Council Officers request the Developer of Airds Bradbury Renewal Project to review the design of the intersections in Stage 1A, in particular the cross intersection of Deans Road, Bellinger Road and Georges River Road, to cater for an appropriate design vehicle and submit plans back to the Local Traffic Committee.
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LTC 14/27 Glen Alpine Drive, Glen Alpine - traffic facilities in association with development DA 408/2012

1. That the Developer provides the central concrete median in Glen Alpine Drive, Glen Alpine as proposed in the body of the report.
2. That Council rescind the condition of this development DA 408/2012 pertaining to the parking requirements on the northern kerb of Glen Alpine Drive.
3. That the Developer organises the installation of the parking restrictions in Glen Alpine as per plan shown in Attachment 3.

LTC 14/28 Minto Renewal Stage 11A - Signs and Line Markings

1. That Council approve in principle the signs and line marking plans for Stage 11A Minto Renewal subject to amendments as contained in the body of the report.
2. That Council Officers approve the corrected plans upon their receipt.
3. That Urban Growth NSW be requested to review the intersection of McClintock Drive and Eagleview Road in regard to traffic facilities associated with the present location of the traffic calming devices in Eagleview Road.

LTC 14/29 Car Park Stage VI, Parkside Crescent, Campbelltown - Signs and line markings

That Council approves the signs and line marking plans (J12414) for Stage VI car park on Parkside Crescent as described in the body of this report.

General Business

LTC 14/30 900km Walk for a Cure - July 2014

That the information be noted.

Officer's Recommendation

That the recommendations of the Local Traffic Committee as detailed in the Minutes of the meeting held on 26 June 2014 be adopted.

Committee Note: Ms Painter and Mr Howie addressed the Committee regarding Item LTC 14/25 – Blomfield Road, Denham Court – No Stopping Restriction.

Committee's Recommendation: (Borg/Dobson)

1. That the recommendations of the Local Traffic Committee as detailed in the Minutes of the meeting held on 26 June 2014 be adopted with the exception of Item LTC 14/25 – Blomfield Road, Denham Court – No Stopping Restriction and Item 14/29 - Car Park Stage VI, Parkside Crescent, Campbelltown – Signs and Linemarking being amended to read:
2. That in regard to LTC 14/25 – Blomfield Road, Denham Court – No Stopping Restriction:
 - That a CCTV camera be installed on the crest of the hill in Blomfield Road, to monitor driver behaviour for a period of three weeks.
 - That the parking restrictions within Blomfield Road be incorporated into the report currently being prepared.
3. That in regard to LTC 14/29 - Car Park Stage VI, Parkside Crescent, Campbelltown – Signs and Linemarking
 - That Council approves the signs and the line marking plans (J12414) for stage VI carpark on Parkside Crescent as described in the body of this report.
 - That the 3P parking restrictions be removed on Parkside Crescent between Centennial Drive and Regent Street except for the stage VI carpark.

CARRIED

Council Meeting 29 July 2014 (Lake/Borg)

That the Committee's Recommendation be adopted.

Council Resolution Minute Number 130

That the Committee's Recommendation be adopted.

ATTACHMENT



LOCAL TRAFFIC COMMITTEE MINUTES

26 June 2014

LOCAL TRAFFIC COMMITTEE

Traffic matters related to the functions delegated to councils under the *Transport Administration Act 1988*.

Minutes Summary

ITEM TITLE

LOCAL TRAFFIC COMMITTEE MINUTES

- 1. ATTENDANCE**
- 2. APOLOGIES**
- 3. CONFIRMATION OF MINUTES**
- 4. BUSINESS ARISING FROM MINUTES**
- 5. REPORTS LISTED FOR CONSIDERATION**

LTC 14/25 Blomfield Road, Denham Court - No Stopping Restriction

LTC 14/26 Airds Bradbury Urban Renewal: Signs and line marking Stages 1A and 1B

LTC 14/27 Glen Alpine Drive, Glen Alpine - traffic facilities in association with development DA 408/2012

LTC 14/28 Minto Renewal Stage 11A - Signs and Line Markings

LTC 14/29 Car Park Stage VI, Parkside Crescent, Campbelltown - Signs and line markings

- 6. LATE ITEMS**

No reports this round

- 7. GENERAL BUSINESS**

LTC 14/30 900km Walk for a Cure - July 2014

- 8. DEFERRED ITEMS**

No reports this round

LOCAL TRAFFIC COMMITTEE MINUTES

Traffic matters related to the functions delegated to Councils under the *Transport Administration Act 1988*.

Minutes of the Local Traffic Committee held on 26 June 2014

1. ATTENDANCE

Campbelltown City Council

Councillor G Greiss (Chairperson)
Manager Technical Services - Mr K Lynch
Coordinator Traffic and Road Design - Mr A Arora
Team Leader Traffic Investigation - Mr F Sirc
Acting Manager Compliance Services - Mr P Curley
Acting Coordinator Compliance Services - Mr G Lussick
Administrative Assistant - Mrs S Lambert

Roads and Maritime Services

Mr J Suprain

Police Representatives

Senior Sergeant M Cotton
Senior Constable P Jenkins

Bus Companies

Interline – Mr B East

Representatives of Local Members of Parliament

Nil

Acknowledgement of Land

An Acknowledgement of Land was presented by the Chairperson Councillor Greiss.

2. APOLOGIES

Senior Constable M Davies
Representative of Local Member of Parliament - Mr R James

3. CONFIRMATION OF MINUTES

The Minutes of the previous meeting held on 29 May 2014 were recommended by the City Works Committee held on 24 June 2014 and adopted by Council at its meeting held on 1 July 2014.

4. BUSINESS ARISING FROM MINUTES

No reports this round

5. REPORTS LISTED FOR CONSIDERATION

LTC 14/25 Blomfield Road, Denham Court - No Stopping Restriction

Previous Report: LTC 13/28
Electorate: Macquarie Fields
Author Location: Traffic and Road Design Unit

Attachments

1. Locality sketch showing existing parking restriction on Blomfield Road.
2. Plan showing initial requested parking restriction changes LTC 13/28.
3. Plan showing proposed parking restrictions which was presented to Traffic Committee on 5 September 2013.
4. Plan showing parking restrictions as suggested by the residents of No 2 and No 3.

Background (26/6/2014)

The Traffic Committee previously addressed a report at its meeting of 5 September 2013 reviewing the No Stopping restrictions in Blomfield Road outside the Childcare Centre in order to address the on-street parking issues.

The Committee had considered the provision of No Parking for the full frontage of No 2 up to the driveway of the lot No 4. This entailed the removal of the existing No Stopping outside No 2. It was resolved that Council consult with the residents of numbers 1, 2, 3, 4 and 5 Blomfield Road in regards to the proposed amendments to the parking restrictions.

Consultation with the residents was undertaken with comments received by 17 January 2014. Out of the five residents, number 2 and number 3 responded in support of the proposed amendments in principal but wanting Council to consider some amendments as follows:

That full time No Stopping restriction be imposed on both sides of Blomfield Road covering the full frontage of house numbers 1, 2, 3 and 4 to address sight distance and U turn issues on the crest of the hill.

Furthermore these residents requested to attend the Traffic Committee to express their concerns.

This matter is being presented to the Traffic Committee for discussion.

Officer's Recommendation

That the concerns raised by the residents of No 2 and No 3 Blomfield Road be discussed and parking restriction options be reviewed.

Discussion (26/6/2014)

The residents of Nos. 2 and 3 Blomfield Road requested to attend and were invited to the Traffic Committee meeting. The resident of No. 3 sent his apologies as he was unable to attend the meeting.

The residents of No. 2 (Ms L Painter and parents) attended the meeting and provided the Committee with photographs and documentation in support of the extended No Stopping restrictions on both sides of Blomfield Road. It was pointed out that cars park very close to and across driveways making it very difficult to get out of residents properties. Ms Painter advised that they had stopped using their driveway closest to Campbelltown Road for this reason.

Ms Painter also advised the Committee that with cars parked on both sides of the road and parents and children walking on the road, there was potential for drivers coming over the crest of the hill in Blomfield Road to run into these pedestrians.

Ms Painter referred to documentation from the Land and Environment Court stating that no vehicles were allowed to park on the green space, however the Acting Coordinator Compliance advised that the parking was confined to the designated parking spaces and the statement from the Land and Environment Court was misleading.

Ms Painter also referred to events held at the Child Care Centre and the number of cars parked on Blomfield Road, however the Committee were advised that there are only two events during the year at the Child Care Centre and this was not a daily or weekly occurrence. The Acting Coordinator Compliance advised that during these events Council Rangers provide assistance with parking and traffic control.

The Committee's concern was that should parking restrictions be installed around the Centre this would make accessing the centre difficult.

The Chairperson suggested that as the Council Rangers are dealing with complaints from residents who cannot access their driveways, should Council intervene this may set a precedent that Council is obstructing a business from trading.

The Interline Bus representative advised that if the extended restrictions are increased and moved further down Blomfield Road, this would not achieve a resolution.

The Manager Technical Services advised that RMS has released a submission report on the upgrade of Campbelltown Road and it is proposed that Blomfield Road will have a right turn slip lane to access the street.

The Acting Manager Compliance Services advised that there is legal action pending against the owner of the Child Care Centre which has been adjourned until 5 July 2014, to upgrade the intersection. Discussions have been held with the Child Care operator who has advised that they are looking at alternate strategies to hold the two centre functions off site but in the interim Council will continue to work with the centre on traffic management issues associated with these events.

The Manager Technical Services suggested that a CCTV camera be installed on the crest of the hill for a period of three weeks to again examine the day to day vehicle movements in the street, and once the footage has been viewed a report would be presented to the Committee in September 2014.

The RMS representative suggested that it may be possible to reduce the speed limit to 50kph however the Manager Technical Services advised that the issue is not speeding but traffic congestion.

Following further discussion it was recommended that a CCTV camera be installed on the crest of the hill to monitor driver behaviour within Blomfield Road for a period of three weeks after the school holidays and a further report be presented to the Committee in September 2014.

Recommendation of Local Traffic Committee

1. That a CCTV camera be installed on the crest of the hill in Blomfield Road to monitor driver behaviour for a period of three weeks.
 2. That Council considers parking restrictions around the driveways in Blomfield Road, Denham Court.
 3. That a report be presented to the Traffic Committee following a review of the CCTV camera footage.
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LTC 14/26 Airds Bradbury Urban Renewal: Signs and line marking Stages 1A and 1B

Previous Report: CTC 14/14
Electorate: Campbelltown
Author Location: Traffic and Road Design Unit

Attachments

1. Locality Site Plan (amended) showing Stage 1
2. Locality Aerial Plan Stage 1 in relation to existing roads
3. Signs and Line marking plans Stage 1B Plans LC50392/3/ST1B1/Marking-Rev.B (Sheets 3, 4 and 5)
4. Turning Path plans LC50392/3/ST1B1/Marking-Rev.B (Sheets 6, 7, 8 and 9)
5. Signs and Line marking plan Stage 1A Plan LC50392/3/ST1A-CCC

Background (26/6/2014)

Reference is made to the previous Campbelltown Traffic Committee report CTC 14/14 that outlined the NSW Land and Housing Corporation redevelopment of the Airds Bradbury Area with regards to a submission of a Construction Traffic Management Plan. The Committee supported the application for a temporary access off Georges River Road via Peppin Crescent, subject to the developer submitting detail plans for the formalisation of a temporary intersection with Georges River Road.

The Minister for Planning and Infrastructure has approved the Airds Bradbury Renewal Concept Plan. The traffic works included in the plan are as follows:

- Upgrade of Georges River Road/Junction Road intersection (roundabout) with an additional approach from Peppin Crescent
- Upgrade of Georges River Road/Bellinger Road intersection (give-way with an additional approach from Deans Road
- New single lane roundabout for Georges River Road/realigned Riverside Drive
- New single lane roundabout for St Johns Road/extension of Campbellfield Avenue

The Project Manager for Stage 1 Subdivision of the Airds Bradbury Renewal Project has forwarded signs and line marking plans for Council's approval prior to the issuing of a construction certificate.

Stage 1 will involve two accesses into the Airds area from Georges River Road (refer Attachment 1). This will involve the provision of a new roundabout approximately 140m west of the existing T intersection (Riverside Drive), which will be removed. The second access will be the extension of Deans Road across the existing Riverside Drive that meets Georges River Road as a cross intersection with Bellinger Road.

Stage 1B

Georges River Road

Stage 1B will involve a new roundabout (refer Attachment 2) immediately east of the existing College Road access. It is designed to cater for turning movement of buses, B-Doubles and prime movers so that Endeavour Energy Substation and Bus Depot can be accessed. The central island of the roundabout is to be mountable. At present, Georges River Road is not a designated B-Double Route and should these vehicles require access their Operators must seek approval from Council.

Plan Sheets 3 and 5, Attachment 3, provides signs and line marking details for the roundabout on Georges River Road. On the westbound approach to the roundabout an indented bus bay is proposed with supporting parking restrictions.

Attachment 4 shows turning movement paths for 12.5m and 26m vehicles on this roundabout and are considered acceptable.

A temporary painted central median is proposed (refer Attachment 3 Sheet 5) on the eastern side of the roundabout to provide a protection for a right turn bay to the existing Riverside Drive intersection.

The location of the temporary median will require the removal of an existing pedestrian refuge in Georges River Road. All pedestrian movements will be directed to the eastern splitter island of the roundabout. This crossing path also connects the bicycle route from the Airds Bradbury project site to the existing off-road shared bicycle path along Georges River Road. The roundabout refuge opening for the shared cycle path is designed to an absolute minimum requirement and should be increased to the preferred Roads and Maritime Services standard (NSW Bicycle Guidelines) as the path would be on a major cycle route.

It is recommended that the roundabout design be modified to cater a preferred width cyclist refuge on the eastern splitter island. The plans shall also include signs and markings pertaining for a shared off-road bicycle path.

Road No 1 (Realigned Riverside Drive – refer Attachment 3, Sheet 5)

Road No 1, which forms the southern leg of the Georges River Road roundabout, reduces in width to 7m at intersection narrow points. The road widens out between Road No 2 and 4, and 4 and 8 with a provision of 2.3m parking bays on each side of the road. The parking bays are outlined with E1 edge lines.

The signs and line marking plans indicates an off-road shared cycleway path along Road No 1, which links with the crossing refuge at the roundabout on Georges River Road. This path should be a minimum 2.5m wide and provided with appropriate signs (R8-2) and pavement logos (PS-3, PS-4) at strategic locations.

Road No 8 (refer Attachment 3, Sheet 4)

Road No 8 is the connection from the realigned Riverside Drive (Road No 1) to College Road and has Stop Sign intersection controls on all side roads. It is an 8m wide link road that caters for larger vehicles accessing College Road. The road has double barrier centre dividing line supported by No Stopping parking restrictions.

The T- intersection of Road No 1 and No 8 is controlled by a Stop sign. It has a kerb side painted median to allow for larger vehicles in lieu of a road narrowing point.

Other Features

The T- intersections of Road No 1 with Road No 2 and 4 (refer to Attachment 3, Sheets 3 & 5) are also controlled by Stop Sign treatments. Two other T- intersections are proposed as Give Way sign treatments. The majority of these intersections have accompanying 30m double barrier centre dividing lines.

Stage 1A (refer Attachment 5)

Council Officers have reviewed the sign and line marking plan for the intersection of Deans Road (Road No 51), Bellinger Road and Georges River Road (Attachment 5) and are recommending that this plan be referred back to the Committee at a later date in order for the geometric design of the intersection to be reappraised.

The plan shows the shared cycleway centre road refuge on Bellinger Road being removed. It is recommended that this refuge island be maintained and brought to current standards.

Officer's Recommendation

1. That Council approve in principle the signs and line marking details for the roads and intersections within the subdivision of Stage 1B Airds Bradbury Renewal.
2. That the Project Manager for Stage 1 of Airds Bradbury Renewal resubmits signs and line marking plans back to Council's Local Traffic Committee taking into account roundabout amendments on Georges River Road as outlined in the body of the report.
3. That Council Officers request the Developer of Airds Bradbury Renewal Project to review the design of the intersections in Stage 1A, in particular the cross intersection of Deans Road, Bellinger Road and Georges River Road, to cater for an appropriate design vehicle and submit plans back to the Local Traffic Committee.

Discussion (26/6/2014)

The Committee discussed the matter and supported the recommendations as presented.

Recommendation of Local Traffic Committee

1. That Council approve in principle the signs and line marking details for the roads and intersections within the subdivision of Stage 1B Airds Bradbury Renewal.
 2. That the Project Manager for Stage 1 of Airds Bradbury Renewal resubmits signs and line marking plans back to Council's Local Traffic Committee taking into account roundabout amendments on Georges River Road as outlined in the body of the report.
 3. That Council Officers request the Developer of Airds Bradbury Renewal Project to review the design of the intersections in Stage 1A, in particular the cross intersection of Deans Road, Bellinger Road and Georges River Road, to cater for an appropriate design vehicle and submit plans back to the Local Traffic Committee.
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LTC 14/27 Glen Alpine Drive, Glen Alpine - traffic facilities in association with development DA 408/2012

Previous Report: Nil
Electorate: Wollondilly
Author Location: Traffic and Road Design Unit

Attachments

1. Contractors plan showing traffic facility proposal
2. Contractors central median design
3. Proposed traffic facilities and locality plan

Background (26/6/2014)

Council has given approval for the alterations to an existing dwelling in Glen Alpine Drive, Glen Alpine in order for it to become a church meeting hall. The building will become a religious establishment for prayer and ancillary purposes with a maximum attendance of 80 persons on Sundays between the hours of 4:30pm to 6:30pm.

As part of the conditions of approval the applicant is required to:

1. Extend the existing concrete central median in Glen Alpine Drive that extends from the roundabout with Menangle Road to the boundary of No. 6 and 8, which is approximately 40metres.
2. Provide a No Parking restriction on the northern kerb of Glen Alpine Drive extending from the roundabout for the full length of the median, and in addition No Parking 6 metres either side of the exist driveway for the development.

The proposed 40 metre 450mm wide central concrete median will be an extension to the existing median and will restrict motorists from turning right into and out of the site. Church goers will be able to use the roundabouts at either end of Glen Alpine Drive to access the site. The contractor for the development has indicated that the inclined surfaces of the median will be marked with white edge line (E6 lines), which will increase its visibility.

Parking Review

Council's Traffic and Road Design Unit has revisited the requirements for the provision parking restrictions on the northern kerb (approximately 95metres) of Glen Alpine Drive (Point 2 above).

Should the Development generate parking to the full potential of congregation attendance, it is anticipated that (apart from the onsite parking of 10 spaces) approximately 15 to 25 cars will be parking on the street. The proposed No Parking restriction against the Open Space area will transfer the street parking to the front of the neighbouring residential properties.

It is recommended not to impose the No Parking restriction on the northern kerb of Glen Alpine Drive and only provide parking restrictions as shown on the locality plan of Attachment 3.

Officer's Recommendation

1. That the Developer provides the central concrete median in Glen Alpine Drive, Glen Alpine as proposed in the body of the report.
2. That Council rescind the condition on this development DA 408/2012 pertaining to the parking requirements on the northern kerb of Glen Alpine Drive.
3. That the Developer organises the installation of the parking restrictions in Glen Alpine as per plan shown in Attachment 3.

Discussion (26/6/2014)

The Committee discussed the matter and supported the recommendations as presented.

Recommendation of Local Traffic Committee

1. That the Developer provides the central concrete median in Glen Alpine Drive, Glen Alpine as proposed in the body of the report.
 2. That Council rescind the condition on this development DA 408/2012 pertaining to the parking requirements on the northern kerb of Glen Alpine Drive.
 3. That the Developer organises the installation of the parking restrictions in Glen Alpine as per plan shown in Attachment 3.
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LTC 14/28 Minto Renewal Stage 11A - Signs and Line Markings

Previous Report: LTC 13/9 LTC 14/14
Electorate: Campbelltown
Author Location: Traffic and Road Design Unit

Attachments

1. Locality sketch showing site of Stage 11A
2. Signs and Line Marking Plans: Smec Urban Dwg. No. 77419.11A.CC801 Rev. B (Sheet 1), 77419.11A.CC802 Rev. B (Sheet 2)
3. Roundabout turning sweep path Plan

Background (26/6/2014)

Council is in receipt of signs and line marking plans for Stage 11A Minto One Renewal project and are presented for the Committee's endorsement. Stage 11A is one of the final stages of the renewal project and includes the construction of 84 residential lots.

The plans cover an area south of Stage 13 bordered by Eagleview Road and Pendergast Avenue. The salient features of Stage 13 are:

1. Two connecting T intersections with Eagleview Road: Hotham Road and McClintock Drive
2. A roundabout at the intersection of Pendergast Avenue and Hotham Road
3. Two internal T intersections and a right angle bend
4. Indented parking bay along Kyngmount Reserve separated by tree kerb blisters
5. Half width road reconstruction in Eagleview Road

The signs and line marking plan, together with the attached roundabout turning path plan indicates that road intersections through the subdivision accommodates for an 8.8m design service vehicle.

Intersection Meharry Place (refer to attachment 1 of 2)

This intersection is opposite the proposed Tamborine Drive creating a cross intersection. The Give Way control of Meharry Place with Pendergast Place is supported but requires appropriate TB & TB1 holding lines to accommodate the sign control.

T Intersections of Hotham Road and McClintock Drive with Eagleview Road (refer to attachment 2 of 2)

The T Intersections of McClintock Drive and Eagleview Road are shown as a Give Way treatment located south of a sharp crest in Eagleview Road. The intersection is within a traffic calming treatment that covers two approaching raised thresholds and a centre median on Eagleview Road. The treatment was introduced in 1994 due to issues of speeding in Eagleview Road and the lack of sight distance for the adjoining property owners.

Plan attachment 2 of 2 shows a solid holding line at this intersection indicating a stop control. Accordingly, it is recommended that the Give Way sign be replaced with a R1-1 Stop sign. This control is appropriate due to the crest for both approaches.

It is recommended that the central island and threshold treatments remain in Eagleview Road making the T intersection a left in and left out treatment. A R2-14(L) All Traffic Left sign is required for McClintock Drive on the approach to Eagleview Road.

It is also recommended that the short section of median opening that was provided for the Kyngmount Reserve car park be closed with the reinstatement of a short section of centre median.

The centre median is also causing issues for a number of residential lots on the northbound departure of the crest due to the width of approximately 4.8m between kerb and median. At present the existing kerb has a No Stopping restriction, which is not indicated on the presented plan. The crest is likely to pose a sight distance for residents and it is recommended that a W2-206 Caution Driveways sign be installed on the approach to the crest.

The proposed second T intersection of Hotham Road and Eagleview Road is a tighter intersection for an 8.8m design vehicle and it is recommended that the Give Way sign also be replaced with a R1-1 Stop sign.

T Intersections Hotham Road/McClintock Drive and Werong Close/with Pendergast Avenue (refer to attachment 2 of 2)

Give Way Controls as shown for the T intersections of Hotham Road and McClintock Drive and Werong Close and Pendergast Avenue are acceptable.

Elbow bend in McClintock Drive (refer to attachment 2 of 2)

A 30m double barrier (BB) line is proposed for the right angle bend in McClintock Drive. It is recommended that this be removed as 8.8m service vehicles would have difficulties in maintaining lane discipline while turning. It is recommended that the BB line be replaced with C3 yellow No Stopping edge line on the inside curve of the bend being 18m and 10m from the kerb prolongation, north and east respectively. The kerbside line marking proposal is unobtrusive without signs. Should parking be an issue at this bend, Council will look at placing No Stopping signs in the future.

Pendergast Avenue and Hotham Road Roundabout

Although the roundabout is designed for an 8.8m design service vehicle, the turning path of a 12.5m truck is also found to be acceptable as it tracks over the outer 1.8m mountable annulus. The concrete annulus is designed to be flush at the pavement edge.

In regard to double barrier lines (BB) leading up the splitter islands, the BB lines on the eastern side of the roundabout be extended to the kerb prolongation of McClintock Drive and for the kerb narrowing sections on Pendergast Avenue, BB lines be extended to the end of the narrowing. Plan attachment 1 should also show chevron line marking around the splitter islands as proposed on the turning sweep path plan.

Officer's Recommendation

1. That Council approve in principle the signs and line marking plans for Stage 11A Minto Renewal subject to amendments as contained in the body of the report.
2. That Council Officers approve the corrected plans upon their receipt.
3. That Urban Growth NSW be requested to review the intersection of McClintock Drive and Eagleview Road in regard to traffic facilities associated with the present location of the traffic calming devices in Eagleview Road.

Discussion (26/6/2014)

The Committee discussed the matter and supported the recommendations as presented.

Recommendation of Local Traffic Committee

1. That Council approve in principle the signs and line marking plans for Stage 11A Minto Renewal subject to amendments as contained in the body of the report.
 2. That Council Officers approve the corrected plans upon their receipt.
 3. That Urban Growth NSW be requested to review the intersection of McClintock Drive and Eagleview Road in regard to traffic facilities associated with the present location of the traffic calming devices in Eagleview Road.
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**LTC 14/29 Car Park Stage VI, Parkside Crescent, Campbelltown -
Signs and line markings**

Previous Report: LTC 13/27, 13/29

Electorate: Wollondilly

Author Location: Traffic and Road Design Unit

Attachments

1. Locality Plan showing proposed additional public parking
2. Signs and line marking plan J12414 Stage VI

Background (26/6/2014)

The Committee at its meeting on 5 September 2013 was briefed about the proposed traffic and pedestrian management in Parkside Crescent that included the addition of 6 proposed car parks.

The Committee is now presented with the detailed design of Stage VI, comprising of car park 4 along with signs and line markings for its concurrence.

1. Car park VI comprises of 26 off-street car parking bays located off Parkside Crescent between Parc Guell Drive and Rizal Street.
2. This car park is proposed to be rear to kerb with 2.6m wide 90° perpendicular parking bays along with a 3P period area parking signs.
3. This car park also incorporates a 1.2m wide footpath along the length of the car park (see attachment 2) to provide continuity to the existing north-western footpath. This footpath also connects to the existing cycle path in the park.

Officer's Recommendation

That Council approves the signs and line marking plans (J12414) for Stage VI car park on Parkside Crescent as described in the body of this report.

Discussion (26/6/2014)

The Committee discussed the matter and supported the recommendation as presented.

Recommendation of Local Traffic Committee

That Council approves the signs and line marking plans (J12414) for Stage VI car park on Parkside Crescent as described in the body of this report.

6. LATE ITEMS

No reports this round

7. GENERAL BUSINESS

LTC 14/30 900km Walk for a Cure - July 2014

Previous Report: Nil
Electorate: Campbelltown
Author Location: Traffic and Road Design Unit

Attachments

Nil

Discussion (26/6/2014)

The NSW Police representative advised of information received regarding a "900km Walk for a Cure" event sponsored by Toyota and Melanoma Institute Australia which is to start in Sydney on Friday 11 July 2014 and conclude in Melbourne on 26 July 2014.

The walk is to raise awareness of melanoma and to fundraise for a cure for melanoma and will involve approximately 60kms a day and two walkers will walk alternatively 30kms per day and will include Stephanie Rice.

The walkers will be walking part of the way on the M31 and going through Queen Street, Campbelltown, stopping at Gordon Fetterplace Aquatic Centre on Friday 11 July 2014. Concerns were expressed by the RMS representative as pedestrian access on the M31 is not permitted.

The RMS representative advised that this information should be submitted to each Council area that the event is going through and that he was not aware of this event and requested information be forwarded to him.

The NSW Police representative also advised that Council has been informed of the event through the Communications and Marketing Section. Should the Committee have any issues with the event they should be addressed with the organiser and NSW Police would like to be involved. NSW Police have already made some changes to the route.

The Manager Technical Services advised that the information that had arrived this morning had no firm time for the walk along the M31, Campbelltown Road and Blaxland Road. The NSW Police representative advised that they would source more detailed information.

The NSW Police representative also stated that they could suspend the walk at any time and have the walkers transported by car should there be any safety/traffic concerns.

Officer's Recommendation

That the information be noted.

8. DEFERRED ITEMS

No reports this round

There being no further business the meeting closed at 10.40am.

G Greiss
CHAIRPERSON

1.2 Suburb Entry Signage

Reporting Officer

Manager Technical Services

Attachments

1. Pillar style signs as used at the City Entrances (contained within this report)
2. Typical suburb entry sign (contained within this report)

Purpose

To provide Council with an update on the status of suburb entry signs throughout the Local Government Area (LGA).

History

Council at the meeting of 13 August 2013, Planning and Environment item 5.1, resolved that a report be provided regarding the location and condition of suburb signage and investigate the potential of extending the program to other suburbs not included in the initial program.

Over recent years Council has considered a number of city and suburb entry signage programs with community information signs of varying designs. This has resulted in an array of signs with differing styles, age and condition. Many of these signs contain community information such as anti-littering campaigns.

Report

Throughout the LGA there are approximately 25 locations being identified with varying suburb entry signs. These are traditionally located on collector roads into main suburbs and not on the local roads as they may span across a number of suburbs.

Types of Current Entry Signs

The current types of suburb entry signs that are used within the LGA are:

- Masonry wall signage have been used at the newer suburbs in the LGA and were built by the developer when the suburbs were first established. These walls tended to be constructed at the entry points off arterial roads with the collector road entry points not being signposted
 - Metal framed signs have been used in older suburbs and collector road entry points to the newer suburbs which Council has installed. Traditionally these signs were a single bladed sign and more recently Council has installed larger metal entry signs that display the suburb name as well as having an information panel below. Some of these information panels contain a short history to the suburb and some have been used to provide community messages (refer attachment 2)
-

- Council has adopted a pillar style city entry sign as located on Narellan Road just east of the M31 (refer attachment 1). Similar style signs are also used to identify Council facilities such as the signs at the entry to Council's Civic Centre building off Broughton Street. The city entry signs are typically 5m high whereas the facility signs are 3m and 1.5m high.

Audit

An audit has been undertaken to identify additional suitable suburb entry locations on collector roads that currently do not have signage. Fifteen locations have been identified with some of these locations actually having signage that only identifies one of the suburbs rather than both suburbs. It is proposed, as part of next financial year's Minor Works Program, that consideration be given to provide additional entry signs and where existing signage only identifies one suburb that these be upgraded to identify both.

Cost of Signage

To provide a similar style sign to the one shown in attachment 1 the cost for supply and installation will be approximately \$3,500.

Through the roll out of this program redundant signs will be removed and older signs will be refreshed as required.

Service Club Signage

It is proposed to install a 3 metre high pillar style sign (as per attachment 1) adjacent to the Leumeah skate park. This sign will identify the name of the skate park as well as supporting the crests of the Service Clubs within the area.

Officer's Recommendation

That the installation of further suburb entry signs and renewal of existing signs be considered as part of the 2014-2015 Minor Works Program.

Committee's Recommendation: (Hawker/Borg)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 29 July 2014 (Lake/Borg)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 130

That the Officer's Recommendation be adopted.

ATTACHMENT 1



ATTACHMENT 2



1.3 Blackburn Road, Wedderburn and Wedderburn Road Bridge Update

Reporting Officer

Manager Technical Services

Attachments

Locality Plan (contained within this report)

Purpose

To update Council on Blackburn Road Wedderburn and Wedderburn Road Bridge.

History

Council at the meeting of 24 July 2007 resolved:

- ‘1. That Council rescind the previous decision to proceed with the second access road to Wedderburn by the extension of Blackburn Road to Appin Road.
2. That Council request the Roads and Traffic Authority to transfer the funding allocation of up to \$800,000 to improve the existing Wedderburn Road access to Wedderburn.
3. That Council in partnership with the Rural Fire Services progress the development of the Community Response Planning Kit.
4. That Council program the design and environmental studies for the Wedderburn Road improved crossing of the Georges River.’

Council has undertaken concept designs, costings and environmental assessment of the higher level crossing at Wedderburn. The cost to undertake these works was estimated at \$2.5M for the bridge structure with a possible further \$0.5M required for adjustments to the existing road. This proposal does not provide an alternate access if the Wedderburn Road is closed due to fire or other incidences.

During the recent community SRV consultation Council received a number of representations about the access to Wedderburn. Following an inspection to view where the Blackburn Road extension would connect to Appin Road, Council staff were asked to further investigate the Blackburn Road option.

Report

Blackburn Road

The topography of the area around Georges River at the end of the Blackburn Road Reserve is very steep and has a highly variable width and height. Council staff have undertaken an initial alignment review for the Blackburn Road bridge over the Georges River in order to determine a number of possible locations for the future bridge. These locations are being included in an expression of interest (EOI) that is currently being developed for the concept design of the bridge. Part of this design brief also requires the consultant to take into consideration the impact of the mining operations that are currently underway in the Wedderburn area.

Once the alignment has been determined an environmental impact assessment will be prepared for the proposed road corridor. This review will also be undertaken by an external consultant and will incorporate previous work undertaken in this area.

The Blackburn Road reserve currently stops at the Georges River and does not continue through to Appin Road. The parcel of land on the western side of the river, adjacent to Blackburn Road, connects to Appin Road and is owned by the State Government. This parcel of land near Appin Road is of a width consistent with a road corridor and does align with the prolongation of Blackburn Road. Discussions are being initiated with the Department of Planning and Environment regarding the extension of the Blackburn Road corridor through to Appin Road.

Wedderburn Road

Expressions of interest are currently being assessed for a company to undertake assessment of the section of Wedderburn Road where recent pavement settlement has occurred. This assessment will guide future maintenance works that are to be undertaken as part of the SRV works in the Wedderburn area.

Officer's Recommendation

1. That Council undertake concept design and cost estimates to extend Blackburn Road through to Appin Road.
2. That further update reports be provided to Council.

Committee's Recommendation: (Hawker/Dobson)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 29 July 2014 (Lake/Borg)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 130

That the Officer's Recommendation be adopted.

ATTACHMENT 1



1.4 Campbelltown Flood Studies and Floodplain Risk Management Strategy

Reporting Officer

Manager Technical Services

Attachments

1. Bow Bowing Bunbury Curran Creek Sub-catchment plan (contained within this report)
2. Floodplain Risk Management Process (contained within this report)

Purpose

The purpose of the report is two-fold.

To seek Council's endorsement of the final draft of the Campbelltown Flood Studies for the Bow Bowing Bunbury Curran Creek Catchment for Public Consultation.

To outline the next steps required for the preparation of Council's Floodplain Risk Management Studies and Plans.

History

Over the last thirty years Council has acquired flood information on the Bow Bowing Bunbury Curran Creek Channel and its tributaries which has enabled Council to develop limited flood study advice. Previous studies were fragmented in that they were only reflecting some large lengths of the channel and/or only a few lots.

With regard to these studies most of them were provided using single dimensional modelling techniques which enabled a quick simple but limited assessment of the flood risk. In recent times, two dimensional (2D) modelling has become available however it requires substantial computing power if modelling across the entire catchments.

In 2005, the NSW Government introduced new Guidelines for their Flood Plain Development Manual which provides guidance to Councils in developing a detailed flood model of the whole of the Bow Bowing Bunbury Curran Creek Channel.

Funding

In the past four years, Council has secured \$360,000 funding from the Natural Disaster Resilience Program and contributed a further \$180,000 to a total of \$540,000 for the Bow Bowing Bunbury Curran Creek Flood Studies. The funds have been used to undertake a review of the catchment Hydrology. The hydrology review considers a full range of storm events, durations, catchment sensitivity, catchment parameters and a range of climate change scenarios.

1.4 Campbelltown Flood Studies And Floodplain Risk Management Strategy

Future grant funding of \$100,000 has been secured for the next stage of the work and a grant application for \$200,000 has been submitted as part of this year's grant applications. The grant funding has to be expended within two years of it being awarded.

Flood Studies

Final Draft Flood Studies were completed for twelve sub-catchments areas for the Bow Bowing Bunbury Curran Creek catchment. The area covered by these studies is shown in Attachment 1. The Campbelltown Flood Studies consider mainstream and overland flow across the whole of the Bow Bowing Bunbury Curran Creek catchment. This catchment covers an area of 90 square kilometres and includes 534 kilometres of pipe network, 19,000 drainage pits and over 80 wet and dry detention basins.

Floodplain Risk Management

The floodplain risk management process in New South Wales is guided by the Floodplain Development Manual, 2005 (FDM). This document guides Councils in the development of flood studies and the preparation of floodplain risk management studies and plans. The FDM is not prescriptive, but sets out the general requirements for preparing flood studies and floodplain risk management studies and plans, while allowing flexibility to accommodate local conditions.

By following the methodology in the FDM, the adoption of sound engineering principles, Council will be indemnified from information that is provided from these studies that has been provided in good faith. This indemnity is provided under section 733 of the Local Government Act.

Report

The Floodplain Risk Management Process

The Floodplain Development Manual provides a framework for the preparation of a number of documents including Flood Studies and Floodplain Risk Management Studies and Plans. It also recommends other groups who should be invited to participate in the process.

Attachment 2 shows the Floodplain Risk Management Process. The major steps in the process include Data Collection, Flood Study preparation, undertaking a Floodplain Risk Management Study and preparation of a Floodplain Risk Management Plan. For the Bow Bowing Bunbury Curran Creek catchment, the Data Collection and preparation of Draft Final Flood Studies have been completed. Consultation now needs to take place with the community and other stakeholders to present the results from these Flood Studies. This will allow all interested parties to consider the results and provide feedback on the findings.

To allow the public exhibition of the Bow Bowing Bunbury Curran Creek catchment Final Draft Flood Studies, Council needs to adopt these studies for the purpose of community consultation.

Floodplain Risk Management Committee

A Floodplain Risk Management Committee is required to ensure the community can participate in the Floodplain Risk Management Process. The recommended structure of the Floodplain Risk Management Committee (FRMC) is set out in the FDM.

1.4 Campbelltown Flood Studies And Floodplain Risk Management Strategy

Due to the size of the Bow Bowing Bunbury Curran Creek catchment and the different issues that arise across this area, it is proposed to have three Regional Floodplain Risk Management Committees (RFRMC) to cover three geographical regions within the catchment. In addition there will be a Floodplain Risk Management Steering Committee (FRMSC) to oversee the process and ensure that a consistent approach across the whole catchment is adopted.

The three RFRMC are proposed to cover the northern, central and southern sections of the Bow Bowing Bunbury Curran Creek catchment. As identified in Attachment 1, the sub-catchments included in each area are shown in the table below.

Regional Floodplain Risk Management Committee	Sub-catchments covered
Northern	<ul style="list-style-type: none"> • Ingleburn • Macquarie Fields / Glenfield
Central	<ul style="list-style-type: none"> • Minto • McBarron Creek • Claymore Main Drain • Thompsons Creek • Bunbury Curran Creek
Southern	<ul style="list-style-type: none"> • Campbelltown • Birunji Creek • Blairmount • Smiths Creek • Upper Bow Bowing Creek

As identified in the FDM, the composition of each of these RFRMCs will vary from region to region but will typically include:

- Elected members of Council
- Council staff
- Representatives of the local community
- Representatives of relevant industry bodies
- Officers from the Office of Environment and Heritage, and
- Representatives from the State Emergency Service.

The Floodplain Risk Management Steering Committee (FRMSC) will have a similar composition to the regional committees, with representatives from each of the RFRMC's included. This group will have the responsibility of ensuring a consistent approach to assessment and evaluation of options is taken, and will be the group making the final recommendations to Council regarding these matters.

The Role of the Floodplain Risk Management Committee, as set out in the FDM, is to provide a link between the community and Council. The Committee will consider and discuss the social, technical, environmental, economic and cultural issues and other options and make recommendations to Council for consideration.

Bow Bowling Bunbury Curran Creek Flood Studies

The stormwater system (study area) was divided into twelve sub-catchments. Each of these catchments was the subject of a separate study, all of which were integrated to provide one study system. The study covers approximately 85% of the urban area in the Campbelltown Local Government Area. These studies model the Bow Bowling Bunbury Curran Creek catchment in its entirety.

The results can be interrogated and allow assessment of storm events of different durations and recurrence intervals, showing the extent, depth and velocity of water. It allows the floodplain to be divided into different hydraulic categories and assists in the definition of flood hazard. To assist in this process a number of computer models have been utilised by Council in the preparation of the flood studies and the presentation of the flood study results: TUFLOW and WaterRide.

TUFLOW is the 2D model used for assessing various storm events. In addition it allows assessment of flood hazard and categorisation. It is a theoretical model which must be made to represent the real life situation as closely as possible. To achieve this, Council has placed within the model considerations of a range of storm events, the existing stormwater network, blockages to stormwater pits, buildings and fences and the topography of the land. The program results (depth of flow, quantity of water and velocity) give a good idea of how the system will perform. This program models the storm for the whole storm duration but does not allow staff to visualise what is happening.

WaterRide (hydrology software) allows visualisation of the flood information from the TUFLOW modelling. The program allows the data to be interrogated to determine extent, flow depths and velocities at any point in time during a storm. It also allows animations of flood events to be viewed. This assists with determining where flood waters may be coming from and allows flood management and preparedness options to be considered.

This information allows Council to understand how the catchment will perform during various storms but in order to allow safe minimum risk development in the LGA, Council needs to determine development controls on properties. These control are designed to allow the area to develop whilst providing a degree of certainty that storm events will not impact on the development. To determine these controls Council uses what is known as a flood planning event which is a certain size storm that guides the planning controls.

Flood Planning Control Strategy**Flood Planning Event**

The Flood Planning Event is used to establish areas where development is permissible and to set any development controls that are required. Campbelltown uses the 1% Annual Exceedance Probability (AEP) Flood. This is the generally accepted event used by a majority of Councils across Australia. Campbelltown has been using this standard for many decades. 1 % AEP means that this event has a 1% chance of happening in any one year.

Flood Control Lots

A Flood Control Lot is defined in State Environmental Planning Policy (Exempt and Complying Development Codes) 2008 - Reg. 1.5 as “a lot to which flood related development controls apply in respect of development for the purposes of industrial buildings, commercial premises, dwelling houses, dual occupancies, multi dwelling housing or residential flat buildings (other than development for the purposes of group homes or seniors housing)”.

In order to determine the appropriate development controls it is necessary to take the Flood Planning Event and apply different considerations, as described below, within the flood model which will identify parcels of land that are affected by a planning event. These lots are known as Flood Control Lots. It is necessary to establish a procedure which ensures the appropriate development controls can be applied to these lots to protect public safety and minimise flood risk to both life and property.

The raw flood study results show all flood water in the system. This means even 1mm of water is visible. To make sure that only properties where flood risk needs to be managed are identified, the following factors have been applied to the model to determine the Flood Control Lots.

1. Freeboard
2. Blockages
3. Hydraulic Categories
4. Flood Hazard
5. Flood Planning Event
6. Probable Maximum Flood.

Flood Control Lots once identified need to be incorporation into the Campbelltown Local Environmental Plan (CLEP), to ensure development works are carried out in a manner that minimises the risk of being affected by flooding. Development controls for Flood Control Lots do not necessarily prohibit development.

Freeboard

Freeboard takes into account factors such as modelling uncertainty, diversion of flow by parked cars, turbulence and wave action. It is a factor of safety for things that cannot be defined within in the flood model. Campbelltown has used a variable freeboard for many years and it is set out in the Sustainable City Development Control Plan Volume 3. Where 1% Annual Exceedance Probability (AEP) flood depths are less than 300mm, freeboard of 300mm is applied. Where 1% AEP flood depths are greater than 300mm, freeboard of 500mm is applied.

Blockages

Blockages in stormwater systems are unavoidable. They may vary though depending on a number of factors including seasonal leaf drop, presence of litter and length of time since last rainfall. Variable factors are assigned to pits to account for industry accepted values for blockage. Additional model runs have also been carried out for scenarios that have greater blockage and scenarios that have no blockage so that the sensitivity of the system can be reviewed.

Hydraulic Categories

Hydraulic Categories are used to categorise the areas of the floodplain. Three categories have been derived from the NSW Floodplain Development Manual: Floodway, Flood storage and Flood fringe.

The Floodway is the part of the creek, channel or road that conveys the majority of the flow. If these areas are even partially blocked, a significant increase in flood levels would be experienced.

The Flood Storage areas temporarily store water during a flood. Loss of flood storage can lead to an increase in the severity of flood impacts by reducing natural flood attenuation.

The Flood Fringe is the remaining area of the land affected by the 1% AEP flood extent (after defining the floodway and flood storage areas). It is generally accepted that fill in Flood Fringe areas will not cause flood levels to rise.

The Flood Planning Control Strategy considers those areas identified as Floodway and Flood Storage.

Flood Hazard

The definition of Flood Hazard is set out in the NSW Floodplain Development Manual. High Hazard areas are characterised by possible danger to personal safety, evacuation by trucks being difficult, able-bodied adults would have difficulty wading to safety and there is potential for significant structural damage to buildings.

Low Hazard areas are identified as areas where, should it be necessary, trucks could evacuate people and their possessions and able bodied adults would have little difficulty in wading to safety.

The Flood Planning Control Strategy considers those areas identified as High Hazard.

Flood Controls

Once the above factors have been applied to the model and the Flood Control Lots have been identified, controls need to be applied to ensure the effects of flooding are minimised. The types of building and property controls that are applied to Flood Control Lots to minimise the impact of storm events include:

- Fill requirements on the property (depth and location)
 - Floor levels for new buildings and additions
 - Protection of overland flow paths
 - In some cases buildings may be required to be built on piers and scour protection applied to the ground where overland flow will occur.
 - In exceptional cases only, in order to protect the community safety, prohibit development.
-

Next steps

With the flood studies completed a public consultation process needs to be put in place, once Council has endorsed studies as draft, in order that the view of the community can be incorporated into the discussions of the floodplain risk management committees. To provide the community with the best possible understanding of how the 1% AEP will affect their property the Flood Planning Control Strategy as discussed in the body of the report needs to be applied to the entire model and used to determine the Flood Control Lots within the whole catchment.

Officer's Recommendation

1. That Council adopts the Flood Planning Control strategy.
2. That Council adopts the draft final flood studies for the Bow Bowing Bunbury Curran Creek catchment the purpose of community consultation.
3. That Council establish three Regional Floodplain Risk Management Committees and a Floodplain Risk Management Steering Committee noting that elected representatives are required for each of these Committees.
4. That Council undertake preparation of Risk Management Study and Plans for each of the catchments.

Committee's Recommendation: (Glynn/Borg)

That the Officer's Recommendation be adopted.

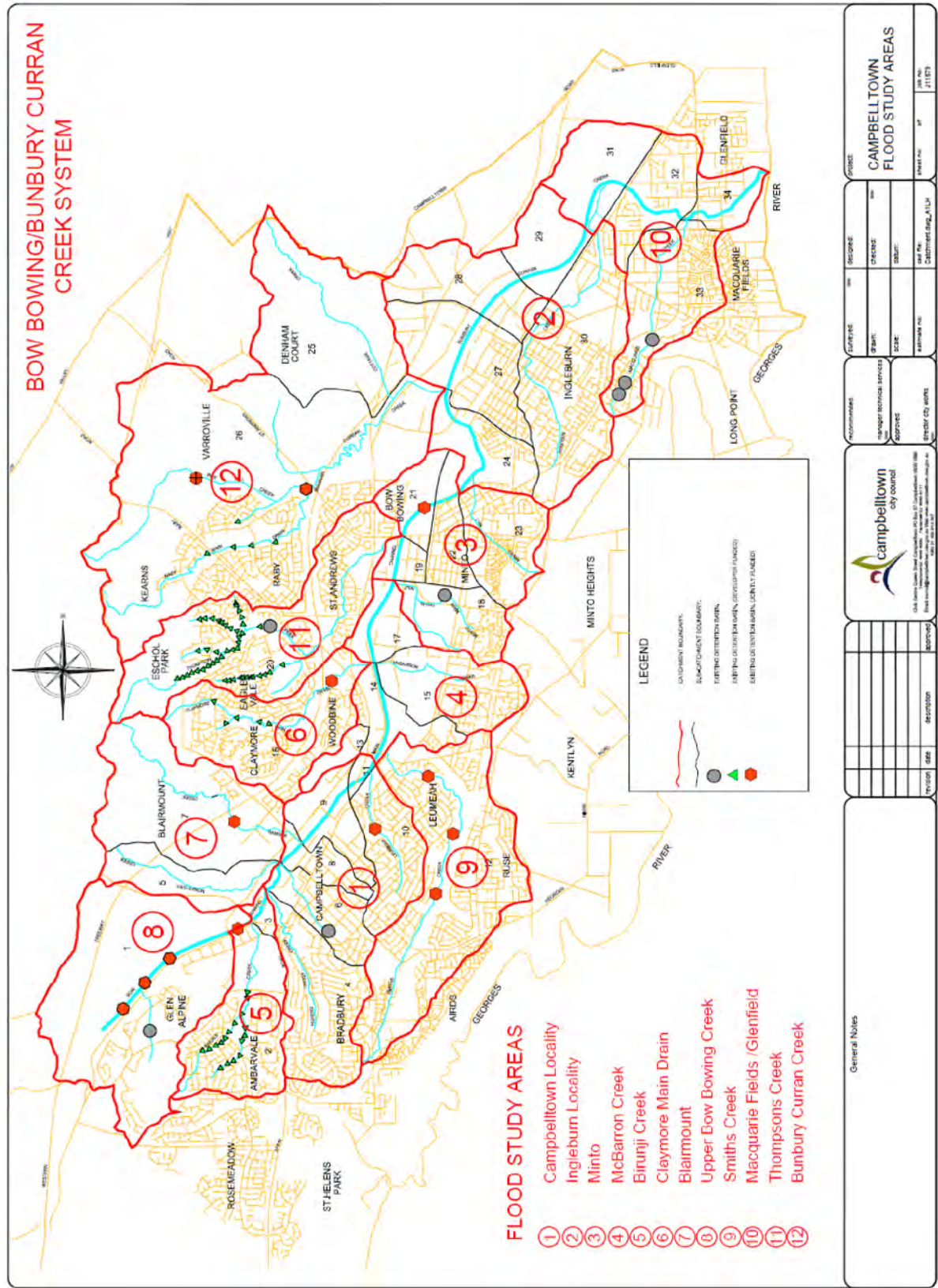
CARRIED**Council Meeting 29 July 2014 (Lake/Borg)**

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 130

That the Officer's Recommendation be adopted.

ATTACHMENT 1 Bow Bowling Bunbury Curran Creek Sub-catchment Plan



ATTACHMENT 2

Floodplain Risk Management Process

(NSW Floodplain Development Manual, 2005)



1.5 Proposed Future Dog Leash Free Areas

Reporting Officer

Manager Technical Services

Attachments

Locality plan (contained within this report)

Purpose

To update Council on the proposed future dog leash free areas.

History

A previous report was presented to Council on 24 June 2014 regarding an update on a proposed dog leash free area at Milton Park.

Report

Currently Council has four dog leash free areas with a range of equipment, (see Attachment 1). The current cost of providing this type of facility with an area of approximately 3800sqm is \$160,000.

Recently Council has received various comments from the community that dog leash free areas should be simple open space areas that allow dogs to be let off the leash to run free. Council has also received an increasing number of requests for enclosures that can accommodate dogs of various sizes which will reduce the chance of larger dogs attacking smaller dogs.

A review of the Local Government Area has been undertaken to identify possible suitable locations for future dog leash free areas of the type discussed above (see Attachment 1). As can be seen from the plan, there is a balanced spread of each type of facility.

To identify suitable locations, community input should be obtained to determine the type of leash free areas that may be required in the future as well as proposed locations. If it is considered that other locations are required the basic facility could be provided as budget funding becomes available.

It is also recommended that the multiple enclosure facility have two separate enclosures coming off a secure central entry area. These facilities will have access to water, seating and trees for shade.

In order to identify the most suitable type of facility based on community feedback it is proposed to include a facility at Milton Park as part of this year's budget as community consultation has already been undertaken for this area. In general, the community does not object to the location at Milton Park but would like further facilities in the central part of the Local Government Area.

It is proposed that community opinion be monitored in the provision and location of future facilities if required.

Officer's Recommendation

1. That Council proceeds with a trial of a multiple enclosure dog leash free area at Milton Park as part of the 2014-2015 budget.
2. That Council undertake community consultation regarding future locations as highlighted in the report as well as the demand for this type of facility.

Committee's Recommendation: (Hawker/Borg)

That the Officer's Recommendation be adopted.

CARRIED

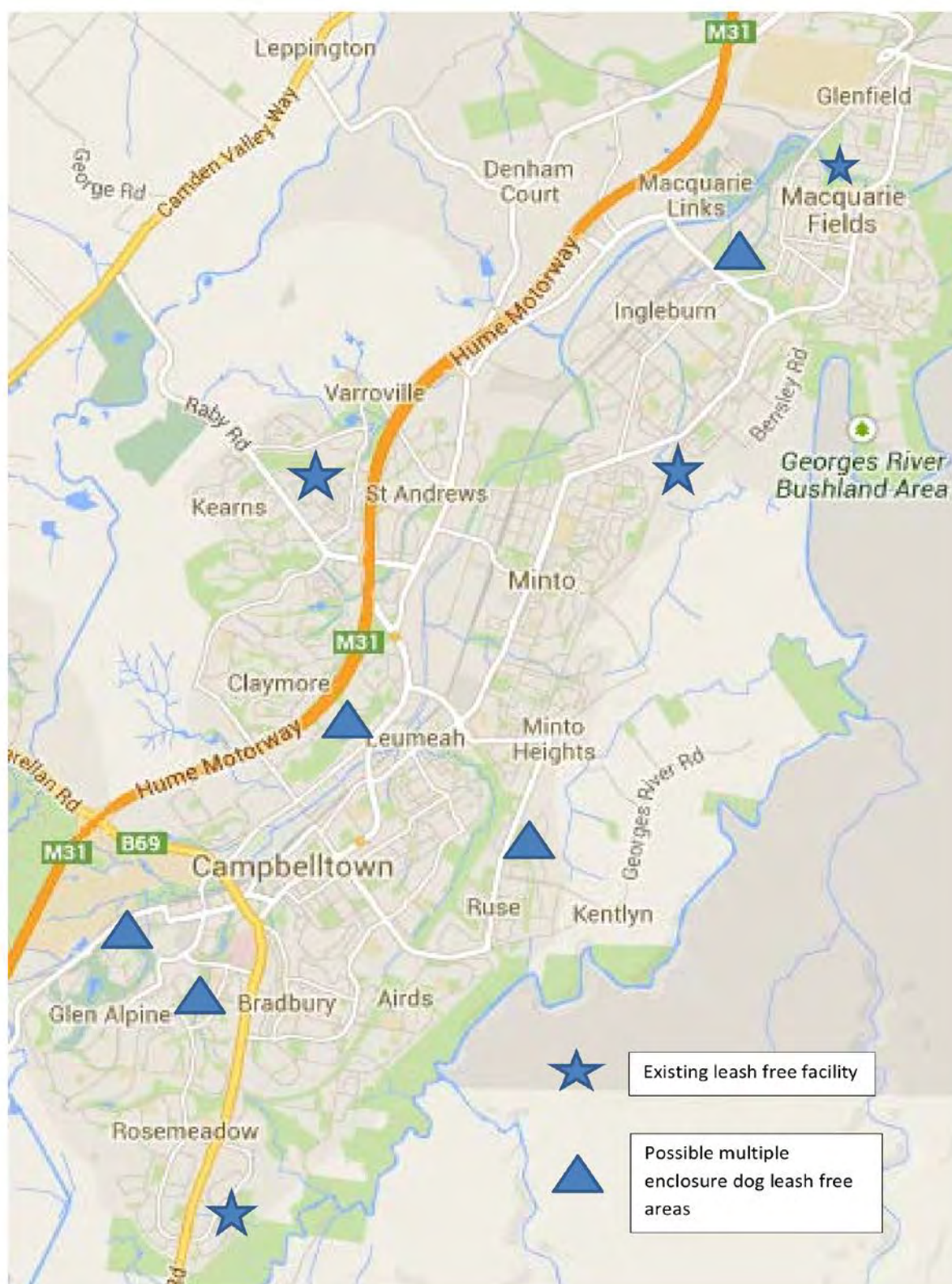
Council Meeting 29 July 2014 (Lake/Borg)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 130

That the Officer's Recommendation be adopted.

ATTACHMENT 1



2. OPERATIONAL SERVICES

No reports this round

3. ASSETS AND SUPPLY SERVICES

3.1 T13/22 Management of the Animal Care Facility

Reporting Officer

Acting Manager Assets and Supply Services and Acting Manager Compliance Services

Attachments

The following confidential attachment has been distributed to Councillors under separate cover as numerous tenderers have indicated that the contents of their tender are commercial-in-confidence:

Evaluation and Pricing Matrix

Purpose

To advise Council of the tenders received for the management of Council's Animal Care Facility and recommend that Council decline to accept any of the tenders.

History

Cliff Haynes, Consultant, was engaged by Council to undertake a review of the Animal Care Facility. As a result of Cliff Haynes' findings and recommendations, Council resolved to invite tenders for the management of the Animal Care Facility on 18 June 2013 (excluding compliance and regulatory functions).

Report

Legislation

This tender process was conducted in accordance with the *Local Government Act 1993*, the *Local Government (General) Regulation 2005* and Council's Procurement Policy and Procedures.

Contract Expenditure

The operational costs of the management of the Animal Care Facility are currently allocated in Council's budget.

Contract

Council's external legal advisors drafted the proposed Management Agreement and Scope of Services which was distributed with the Request for Tender. The term of the contract was for three years with two, three year options for extension at Council's absolute discretion. The proposed contract provided that the successful organisation would provide and manage, at its expense, all Animal Care Facility services for animals received at the ACF including the care, control, identification, administration and disposal.

The proposed contract envisaged the service would extend to the following:

- maintaining the health and wellbeing of animals by providing food, water, exercise, vet care/treatment
- daily maintenance and disease control measures of the cages and pens
- maintenance of yard areas
- provision of veterinary services
- practice and observe minimal euthanasia and responsible rehoming of animals
- office administration
- micro-chipping and registration of companion animals
- managing volunteer and animal rescue programs
- operation and daily maintenance of an independent and publicly accessible website that actively promotes the ACF, its services, animals for sale or release and responsible pet ownership
- premise security, including monitoring costs
- extended operating hours
- de-sexing of all companion animals sold
- payment of utility costs.

In exchange for these services, Council intended paying a management fee to the successful organisation in monthly instalments. The successful organisation would have retained all sale fees for animals sold.

Advertising of Tenders

Tenders were advertised in The Sydney Morning Herald, The Macarthur Advertiser and The Macarthur Chronicle in the weeks commencing 13 and 21 January 2014. Tenders were also advertised on Tenderlink and Council's website. The Ingleburn and Campbelltown Chambers of Commerce and Industry were notified.

Tenders Received

Tenders were open for an extended period of six weeks, closing on Tuesday 25 February 2014. Two on-time responses were received from the following organisations:

- Gosford Dog Paws Pty Ltd (conforming and non-conforming offers)
 - Sydney Dogs and Cats Home Incorporated.
-

Tender Document

Organisations were requested to submit the following information with their tender response:

- experience, particularly as it relates to the management of an animal impounding facility
- nominated personnel including organisational structure identifying staff currently employed and proposed recruitment together with qualifications and training records of all key personnel
- details of how the veterinary services are intended to be provided
- proposed management plan
- proposed communication and marketing plan
- implementation plan
- proposed annual management fee
- nomination of commercial in confidence provisions
- insurances
- Work Health and Safety documentation
- environmental policy and related documentation
- conflicts of interest declaration
- additional information, if required
- additional terms and conditions of contract, if proposed.

Evaluation Process

The Evaluation Panel, consisting of officers from Compliance Services and Education and Care Services, together with Cliff Haynes, Consultant, evaluated the tenders against the following weighted assessment criteria:

- experience of the company
- response time
- financial stability
- scenario response
- suitability of quoted prices/scenarios
- suitability of standard pricing
- work health and safety
- environmental commitment.

The Evaluation Panel used Council's standard 0-10 scoring system for all non-pricing criteria with 10 being the highest score.

The Work Health and Safety and Environmental Practices criteria were assessed on the basis of unsatisfactory, satisfactory or exceptional.

The scoring of tendered prices was determined on the proposed annual management fee.

Recommendation of the Evaluation Panel

Although each organisation demonstrated a capability of providing the required services, upon evaluation of the tenders it was determined that both organisations submitted a greater than acceptable price.

The Evaluation Panel therefore considered it appropriate that Council decline to accept the tenders in accordance with Clause 178(1)(b) *Local Government (General) Regulation 2005* and cancel the proposal for the contract in accordance with section 178(3)(a).

Further Options

The Acting Manager Compliance Services will investigate further options for provision of the services in order to meet the objectives outlined in the report previously presented.

Officer's Recommendation

1. That Council decline to accept all tenders for the management of the Animal Care Facility.
2. That the Tenderers be notified of the results of the tender process.
3. That a report be presented following the outcome of investigations of further options for provision of the services provided by the Animal Care Facility.

Committee's Recommendation: (Dobson/Glynn)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 29 July 2014 (Lake/Borg)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 130

That the Officer's Recommendation be adopted.

4. EMERGENCY SERVICES

4.1 SES Quarterly Report April to June 2014

Reporting Officer

Manager Emergency Management and Facility Services

Attachments

Nil

Purpose

To inform Council of the activities of the Campbelltown State Emergency Service for the quarter ending June 2014.

Report

Emergency Requests

A total of 42 Requests for Assistance were received from the public this quarter with the Unit operating at full capacity on three separate occasions. Tasks involved tarping of roofs, making trees safe and general assistance to residential and commercial premises due to heavy rain, wind and local flooding.

624 volunteer hours were completed.

Community Events

The NSW State Emergency Service – Campbelltown Unit Volunteers participated in the following events:

- Anzac Day Ceremony & Parade in Campbelltown
- Anzac Day parade in Sydney
- Educational workshops to various multicultural groups on how to stay “Storm Safe”
- Scout Troop visit to the Local Headquarters.

277 volunteer hours were completed.

Other Events Attended

- Wellington Wombats
- An exercise developed and hosted by the Wellington SES Unit involving multiple SES activities and various training events.
- Operation Orange
- An exercise developed and hosted by the Waverley-Woollahra SES Unit involving numerous SES units across the Sydney Southern Region.

163 volunteer hours were completed.

Conference and Meetings Attendance

A number of volunteers attended and participated in meetings for planning purposes including the following:

- Team Leader
- Flood Rescue
- Training Coordinator
- Council
- LEMC.

Meetings held at the Sydney Southern Region were also attended by the volunteers.

67 volunteer hours were completed.

Training

The Unit has been very busy with conducting current and competency based training in the following fields this quarter:

- Map Reading
- Land Search
- Level 2 and Level 3 Flood Boat Workshops
- Four Wheel Drive
- Driver Training for Operational Vehicles (upgrading licences)
- Flood Rescue
- Skills Trainer
- Swift Water Awareness
- Cadet Training
- Driver of Operational Vehicles (for Response Vehicles)
- Participating in a Rescue Operation (PIARO)
- Aviation Workshop
- Incident Management Control
- Communications
- First Aid
- Training and Assessment.

4,665 volunteer hours were completed.

Certificates attained for Training Qualifications

48 certificates were attained by members in this quarter.

Training and Assessing at other SES Units

On various occasions, members who are qualified in training and assessment volunteered their time to surrounding SES Units (Liverpool & Sydney Southern Region) in the following courses:

- First Aid
- Land Search
- Four Wheel Driving.

146 volunteer hours were completed.

Out of Area Assistance

The recent wind storms caused hundreds of Requests for Assistance from the public. The amount of calls received prompted the region to call for Out of Area Assistance (OOAA) from all Sydney Southern Region Units. Campbelltown Unit were able to muster 18 volunteers to assist in operations in Bargo, Yanderra and the Illawarra.

111 volunteer hours were completed.

Police – Request for Assistance in Operations

Volunteers were involved in Police operations on two separate occasions. These both involved searching for missing persons in Thirlmere and Stanwell Tops.

76 volunteer hours were completed.

Administration and Maintenance

Administration and maintenance hours logged at the Local Headquarters outside of the normal SES training night.

195 volunteer hours were completed.

Local Controller, Deputy Controllers, Catering, Operations and Administration Hours Outside of the Activity Log Book

These are hours spent by these officers conducting SES business but not accounted for in the Activity Log Book located in the Headquarters.

560 volunteer hours were completed.

Total Volunteer Hours for the quarterly report period April to June 2014: 6,884

Officer's Recommendation

That the information be noted.

Committee's Recommendation: (Glynn/Hawker)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 29 July 2014 (Lake/Borg)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 130

That the Officer's Recommendation be adopted.

5. GENERAL BUSINESS

5.1 Leumeah Sporting Precinct

Committee's Recommendation: (Lake/Borg)

That a detailed report be prepared on the Leumeah Sporting Precinct by the Strategic Planner for a new 40,000 seat sporting/entertainment complex with parking facilities to include both the Eastern and Western side of the rail line.

CARRIED

Council Meeting 29 July 2014 (Lake/Borg)

That the Committee's Recommendation be adopted.

Council Resolution Minute Number 130

That the Committee's Recommendation be adopted.

5.2 Campbelltown Sports Stadium

Committee's Recommendation: (Lake/Borg)

That the General Manager write to the Minister for Sport to seek a meeting to discuss the potential of Campbelltown Stadium being selected as the third major stadium for the Sydney Region.

CARRIED

Council Meeting 29 July 2014 (Lake/Borg)

That the Committee's Recommendation be adopted.

Council Resolution Minute Number 130

That the Committee's Recommendation be adopted.

Confidentiality Motion: (Borg/Glynn)

That the Committee in accordance with Section 10 of the *Local Government Act 1993*, move to exclude the public from the meeting during discussions on the items in the Confidential Agenda, due to the confidential nature of the business and the Committee's opinion that the public proceedings of the Committee would be prejudicial to the public interest.

CARRIED

19. CONFIDENTIAL ITEMS

19.1 Confidential Report Directors of Companies - City Works

Reason for Confidentiality

This report is **CONFIDENTIAL** in accordance with Section 10A(2)(c) of the *Local Government Act 1993*, which permits the meeting to be closed to the public for business relating to the following: -

- (c) information that would, if disclosed, confer a commercial advantage on a person with whom the Council is conducting (or proposes to conduct) business

There being no further business the meeting closed at 8.04pm.

P Lake
CHAIRPERSON
