

Reports of the City Works Committee Meeting held at 7.30pm on Tuesday, 8 December 2015.

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 8 December 2015

Present

Councillor S Dobson (Chairperson)
Councillor F Borg
Councillor G Brticevic
Councillor P Lake
Councillor C Mead
Director Business Services - Mr M Sewell
Acting Director Community Services - Mrs J Uluibau
Director City Works - Mr W Rylands
Acting Manager Assets and Supply Services - Mr W Miller
Acting Manager Compliance Services - Mr G Lussick
Manager Emergency and Facility Management - Mr R Blair
Manager Executive Services - Mr N Smolonogov
Manager Financial Services - Mrs C Mears
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 Technical Services - Mr K Lynch
Executive Assistant - Mrs K Peters

Apology

(Lake/Brticevic)

That the apology from Councillor Chanthivong and Glynn be received and accepted.

CARRIED

Acknowledgement of Land

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

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 12 November 2015 (contained within this report).

Purpose

To seek Council's endorsement of the recommendations arising from the Local Traffic Committee meeting held on 12 November 2015.

Report

RECOMMENDATIONS OF THE LOCAL TRAFFIC COMMITTEE ON 12 NOVEMBER 2015

Reports Listed for Consideration

LTC 15/24 Goldsmith Avenue, Pegasus Street and Milton Way, Campbelltown - parking restrictions associated with development

That Council approve the signposting plan Drawing No. 01453_241 Rev. 01 by C&M Consulting Engineers with amendment notes as described in the body of the report.

LTC 15/25 Glenfield Release Area Multiple Subdivisions - signs and Line Marking Proposals

That Council approve the signs and line marking plans prepared by JMD Development Consultants, Plan 10211(S) E3 Rev.A, 10211(T) E3 Rev. and 104203(B) E2 Rev.A for the respective subdivisions in the Glenfield Release area DA 2200/2014, DA 2167/2014 and DA 2124/2014.

LTC 15/26 Kellicar Road, Campbelltown - Macarthur Square Stage 4 final

1. That Council approve the Lend Lease signs and line marking plans for Kellicar Road, Campbelltown, being Cardno Drawings C1-3035A and C1-3036A, subject to:
 - (i) That 'Give Way' control be replaced with a 'Stop Sign' control at the internal access road intersection with Kellicar Road.
 - (ii) That the 'No Left Turn' sign at the opposite side of the internal access road be installed separately to the No Stopping sign.
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- (iii) That a supplementary 'No Left Turn' sign be placed on the development side of the internal access road intersection.
 - (iv) That the existing 'No Stopping' sign be relocated east of the existing pram ramp reducing the unrestricted parking from 38m to 32m.
 - (v) That the existing parking lane on both sides of Kellicar Road be widened to 2.5m between the internal access road and Geary Street roundabout.
 - (vi) That the ends of the proposed double barrier line be enhanced with a painted chevron island approaching the existing median and roundabout splitter island.
 - (vii) That the existing advance kerbside painted median on the westbound approach to the roundabout be removed.
- 2. That Council require Lend Lease to dedicate the areas shown in Kellicar Road Proposed Road Dedication at Geary Street Roundabout, Council Plan No. 12782, as public road.
 - 3. That Lend Lease amend its 'Heavy Vehicle Management Plan' for Macarthur Square Stage 4 so that all delivery vehicles must use Geary Street to access the delivery docks.
 - 4. That Council seek the support of Lend Lease to consider the design and installation of sunlight diffusing gantries prior to the entry of the 'under-croft' area.
 - 5. That Council investigate bus zone operations in Kellicar Road, between the 'under-croft' area and Geary Street, with the view of rationalising facility support of these bus zones.

LTC 15/27 Potoroo Avenue, St Helens Park - Proposed Traffic Calming

- 1. That Council approve the concept plan (Job No. 12773) for the proposed traffic calming devices on Potoroo Avenue, St Helens Park and proceed to detailed design and installation.
- 2. That one extra set of rumble bars be installed opposite No. 61 Potoroo Avenue, St Helens Park.

Officer's Recommendation

That the recommendations of the Local Traffic Committee as detailed in the Minutes of the meeting held on 12 November 2015 be adopted.

Committee's Recommendation: (Borg/Brticevic)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 15 December 2015 (Hawker/Lake)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 233

That the Officer's Recommendation be adopted.

ATTACHMENT



LOCAL TRAFFIC COMMITTEE MINUTES

12 November 2015

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 15/24 Goldsmith Avenue, Pegasus Street and Milky Way, Campbelltown -
parking restrictions associated with development**

**LTC 15/25 Glenfield Release Area Multiple Subdivisions - Signs and Line
Marking Proposals**

LTC 15/26 Kellicar Road, Campbelltown - Macarthur Square Stage 4 final

LTC 15/27 Potoroo Avenue, St Helens Park - Proposed Traffic Calming

- 6. LATE ITEMS**

No reports this round

- 7. GENERAL BUSINESS**

No reports this round

- 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 12 November 2015

1. ATTENDANCE

Campbelltown City Council

Manager Technical Services - Mr Kevin Lynch (Chairperson)
Coordinator Traffic and Road Design - Mr Ajay Arora
Team Leader Traffic Investigation - Mr Frank Sirc
Administrative Assistant - Mrs Sue Lambert

Roads and Maritime Services

Ms Kaye Russell

Police Representatives

Senior Constable Maree Davies

Bus Companies

Interline – Mr Bill East

Representatives of Local Members of Parliament

Nil.

Acknowledgement of Land

An Acknowledgement of Land was presented by the Chairperson Mr Kevin Lynch.

2. APOLOGIES

Councillor Paul Lake
Police Representative - Sergeant Marcus Cotton
Representative of Local Member of Parliament - Mr Ray James

3. CONFIRMATION OF MINUTES

The Minutes of the previous meeting held on 15 October 2015 were recommended by the City Works Committee on 8 December 2015 and adopted by Council on 15 December 2015.

4. BUSINESS ARISING FROM MINUTES

No reports this round

5. REPORTS LISTED FOR CONSIDERATION

LTC 15/24 Goldsmith Avenue, Pegasus Street and Milky Way, Campbelltown - parking restrictions associated with development

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

Attachments

1. Locality Plan
2. Signposting plan Drawing No. 01453_241 Rev. 01 by C&M Consulting Engineers.
3. Turning movement plan, Drawing No. 01453_251: Rev 01 C&M Consulting Engineers
4. Urban Growth Additional Subdivision Developments on existing lots

Background (12/11/2015)

Council has approved a proposed development on Lot 1417 (refer Attachment 1), in the Western Sydney University precinct bounded by Goldsmith Avenue, Pegasus Street and Milky Way. The development involves the construction of 28 two storey terrace dwellings and 1 dedicated allotment for public laneway.

A line marking and sign posting plan (refer Attachment 2) prepared by C&M Consulting Engineers has been forwarded by the developer, Capital Developments for review and endorsement by Council. The plan shows a 6m wide service lane which will provide access for garbage collection between Pegasus Street and Milky Way. Parking restrictions are proposed in the service lane, Pegasus Street and Milky Way (refer to attachment 2) to accommodate the turning movements of an 8.8m service design vehicle (refer Attachment 3).

Council Officers have reviewed the submitted plans and recommend that the Line marking and Signposting Plan 01453_241 Rev 01 (Attachment 2) be approved subject to the following amendments;

1. That an additional 'No Stopping' sign, R5-400 arrow right, be provided on Pegasus Street on the approach to Goldsmith Avenue (marked as Note A on Attachment 2) to restrict parking on the kerb return and define a 12m unrestricted parking space prior to the intersection.
 2. That a 'No Stopping' sign, R5-400 arrow right, be positioned in Milky Way on the western kerb (marked as Note B Attachment 2) on the approach to the right angle bend.
 3. That pram ramps be provided on the footpath (marked Note C on Attachment 2)
 4. During the assessment of this plan further investigation revealed that there will be a series of developments along Goldsmith Avenue that will have service lanes at the
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rear of dwellings (refer Attachment 4). It is recommended that a 'Give Way' sign and holding line be provided on the south western end of the laneway with Pegasus Street as it will become a cross intersection (marked as Note D Attachment 2).

At this stage it is unknown to Council Officers if the future cross intersections will be either a 'Give Way' or a 'Stop Sign' control pending on the development, position of buildings and landscaping on the corner sites with the intersections. This consideration will be undertaken in the future.

It is also recommended that the subdivisions along Goldsmith Avenue that involves the provision of public laneways be assessed for traffic impacts.

Officer's Recommendation

1. That Council approve the signposting plan Drawing No. 01453_241 Rev. 01 by C&M Consulting Engineers with amendment notes as described in the body of the report.
2. That Council assess the traffic impacts of future laneways at the rear of developments along Goldsmith Avenue as described in the body of the report.

Discussion (12/11/2015)

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

Recommendation of Local Traffic Committee

That Council approve the signposting plan Drawing No. 01453_241 Rev. 01 by C&M Consulting Engineers with amendment notes as described in the body of the report.

LTC 15/25 Glenfield Release Area Multiple Subdivisions - Signs and Line Marking Proposals

Previous Report: Nil

Electorate: Macquarie Fields

Author Location: Traffic and Road Design Unit

Attachments

1. Locality Plan – Subdivision Sites
- 2a & b Signs and Line Marking Plan 10211(S) E3 Rev.A Subdivision 1, DA 2200/2014
3. Signs and Line Marking Plan 10211(T) E3 Rev.A Subdivision 2, DA 2167/2014
4. Signs and Line Marking Plan 104203(B) E2 Rev.A Subdivision 3, DA 3124/2014

Background (12/11/2015)

Council has received the following signs and line marking plans from JMD Development Consultants on behalf of Mirvac Homes and Borvac for three subdivisions in the Glenfield Release Area as shown on the attached Locality Plan (refer Attachment 1):

1. Mirvac Homes Site 3.01A, Lot 29, DA 2200/2014, Hebe Terrace, Glenfield for 3 residential lots and a residue lot for road and drainage.
2. Mirvac Homes Lot 34, DA 2167/2014, DP 1192946, Atlantic Boulevard for 16 residential lots and dwellings and associated roads and earthworks.
3. Borvac, Stages 1 and 2, DA 3124/2014 for 19 residential lots, 6 residue lots, public reserve and associated roads and drainage.

Subdivision 1, Mirvac Homes- DA 2200/2014 (Attachment 2A)

This subdivision consists of 3 residential lots, a 40m minor road extension of Hebe Terrace and a T-intersection with stub road No 143 (Attachment 2 B). Both these roads are 6.5m wide. This stub road will service only a couple of lots for the short term but will ultimately be extended to the local road network in the future stages. A 'Restriction to User' condition is being imposed by Council on the small number of lots off Road No. 143 to have their garbage bins serviced on Hebe Terrace.

The signs and line marking plan 10211(S) E3 Rev. A (refer Attachment 2A and 2B) for this subdivision has the following features;

1. Extension of the existing 'No Parking' restriction along the Riparian Environmental Corridor on the southern kerb of Hebe Terrace with the provision of a 'No Parking' R5-40 (L&R) sign.
2. Provision of C3 yellow 'No Stopping' edge lines on the kerb returns.

It is recommended that the signs and line marking plan 10211(S) E3 Rev. A be approved.

Subdivision 2, Mirvac Homes - DA 2167/2014 (Attachment 3)

This subdivision consists of 16 residential lots, the extension of Rolla Road and the provision of two 6.5m wide roads, Road 818 and 811.

The signs and line marking plan 10211 (T) E3 Rev. A (refer Attachment 3) for this subdivision has the following features;

1. Provision of yellow 'No Stopping' C3 edge lines at all T intersection kerb returns and the right angle elbow bend of Road 811.
2. Provision of 'No Parking' signs, R5-40, on the roads fronting the Riparian Environmental Corridor which is required to allow access to the Bush Fire Prone areas.
3. Provision of 'No Stopping' signs accompanying the yellow 'No Stopping' edge lines on the outside of the elbow bend of Road 811.
4. The temporary provision of reflectorized guide posts and a hazard marker sign at the end of Road 811. This treatment will be removed upon the construction of Subdivision 3 as below.

It is recommended that the signs and line marking plan 10211(T) E3 Rev. A be approved.

Subdivision 3, Borvac, DA 3124/2014 (Attachment 4)

This subdivision consists of 19 residential lots, the extension of Rolla Road and the provision of Road 817, both roads being 6.5m wide.

The signs and line marking plan 10211 (T) E3 (refer Attachment 3) for this subdivision and has the following features;

1. Provision of R5-40 (L&R) 'No Parking' sign on the northern kerb of Rolla Road, along the Riparian Environmental Corridor.
2. Provision of yellow 'No Stopping' C3 edge lines on the kerb returns of two intersections as shown on attachment 4.

It is recommended that the signs and line marking plan 104203(B) E2 Rev. A be approved.

Officer's Recommendation

That Council approve the signs and line marking plans prepared by JMD Development Consultants, Plan 10211(S) E3 Rev. A, 10211(T) E3 Rev.A and 104203(B) E2 Rev.A for the respective subdivisions in the Glenfield Release area DA 2200/2014, DA 2167/2014 and DA 3124/2014.

Discussion (12/11/2015)

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

Recommendation of Local Traffic Committee

That Council approve the signs and line marking plans prepared by JMD Development Consultants, Plan 10211(S) E3 Rev. A, 10211(T) E3 Rev.A and 104203(B) E2 Rev.A for the respective subdivisions in the Glenfield Release area DA 2200/2014, DA 2167/2014 and DA 3124/2014.

**LTC 15/26 Kellicar Road, Campbelltown - Macarthur Square
Stage 4 final**

Previous Report: CTC 07/27

Electorate: Campbelltown

Author Location: Traffic and Road Design Unit

Attachments

1. Locality sketch
2. Signs and line marking plan CI-3035A
- 3a & b Intersection Details on Kellicar Road Geary Street roundabout (Attachments 3a -
Signs and line marking plan CI-3036A, and 3b –Turning path plan CI-3081A)
4. Intersection Kellicar Road and Internal Access Turning path plans CI-3080A
5. Roundabout exit lane kerb return details plan CI-3041B
6. Kellicar Road Proposed Road Dedication at Geary Street Roundabout, Council
Plan No. 12782

Background (12/11/2015)

Lend Lease Property Management Australia Pty Ltd, owners of Macarthur Square Shopping Centre, has forwarded plans prepared by Cardno Limited, the consultant for the project, to Council for our consideration. The plans identify proposed changes to traffic control devices in Kellicar Road, Campbelltown, between Geary and Tailby Streets, associated with Stage 4 works for the Macarthur Square Shopping Centre.

The plans include the development of a new internal access off Kellicar Road, between Geary Street and Stowe Avenue, and modifications to the roundabout on Kellicar Road and Geary Street. A maintenance access is also proposed off Kellicar Road within the existing bus zone on the westbound approach to the Geary Street roundabout (refer Attachment 1).

The proposal includes the following:

1. Provision of a 'Give Way' intersection treatment at the internal access and Kellicar Road. The access will service a major loading dock for 19m articulated delivery vehicles and an at grade car park (refer note 1, Attachment 2).

Council comment: The internal access road has a link to Gilchrist Drive and will be treated with traffic calming devices. The internal access road will also provide a new opening across the footpath on Kellicar Road, which is anticipated to have increased pedestrian traffic in the future. It is recommended that this 'Give Way' control be replaced with a 'Stop Sign' control for traffic management purposes and to enhance the safety of pedestrians.

2. Provision of a R2-5A sign, 'No Left Turn', 'Vehicles Over 6m' restriction out of the internal access onto Kellicar Road. This provision discourages delivery vehicles travelling through the residential areas south/west of Macarthur Square via Stowe Avenue.
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Council comments: It is recommended that this sign be installed separately from a proposed 'No Stopping' sign placed opposite the intersection (northern kerb) and that a second 'No Left Turn' supplementary sign be placed on the development side (south west corner) of the intersection as vehicles leave the property (refer note 2 Attachment 2).

3. The removal of approximately 72m of on-street parking, which consists of 39m on the northern kerb and 33m on the southern kerb, with 'No Stopping' restriction at the intersection of the internal access road (refer note 3 Attachment 2). This restriction is required to cater for the turning path of 19m articulated delivery vehicles (refer note 3 Attachment 4).

Council comments: The 39m 'No Stopping' opposite the intersection will leave a residue of 28m of unrestricted parking on Kellicar Road between the intersection and the right angle bend with Stowe Avenue. On the southern side, it is recommended that the unrestricted parking be reduced from 38m to 32m by relocating the existing 'No Stopping' sign to the east of an existing pram ramp (refer note 3a Attachment 2).

4. The removal and replacement of 75m long, 1.5m wide central median with double barrier centre line on Kellicar Road between the roundabout of Geary Street and the new internal access road (refer note 4 Attachment 2). The removal of the median is to accommodate the right hand turn movement of 19m articulated delivery vehicles onto Kellicar Road and provide improved clearance between heavy vehicles and parked cars. The existing carriageway with the median is approximately 5.6m each way, accommodating a 3.5m lane and 2.1m parking area. The removal of the existing 1.5m wide central median will widen the through lane.

Council comments: With these changes, it is recommended that the parking lane be widened to 2.5m leaving a travel lane of 3.9m. It is also recommended that the end sections of the double barrier lines be marked with short sections of painted median to align the line marking with the alignment of the remaining section of median and also the splitter island at the roundabout with Geary Street.

5. Modifications to the roundabout at the entry into Macarthur Square. The geometry of the entry curve has been altered so that there are two lanes entering Macarthur Square. The developer has advised that the return radius has been increased from the existing 15m to 25m, with slight adjustments on the existing chevron painted median, pavement arrows and continuity lines (refer notes 5 and 5A Attachment 3a and 3b).

Council comments: Council Officers have anecdotally observed in past seasonal shopping periods that the parking demand is higher than normal with motorists queuing out of the entry onto Kellicar Road and the roundabout. Even with the introduction of new technology (refer Point 9 below) it is recommended that the existing advance kerb side painted median in Kellicar Road, on the approach to the roundabout and the departure side of the bus zone be removed with the view of improving access.

6. Provision of traffic calming speed cushions on the entry access off the roundabout into Macarthur Square (refer note 6 Attachment 3a). These devices are within the private property of the shopping centre and will be signposted with advance warning signs.
 7. Improved pedestrian crossing points at the entry into Macarthur Square at the splitter island of the roundabout. The existing 1m wide crossing point is being replaced with two 2m wide islands providing improved protection to pedestrians. Pedestrian
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pavement 'LOOK' stencils are proposed at these points. (refer note 7 Attachments 3a and 5).

8. Introduction of a service driveway within the existing bus zone (refer note 8 Attachment 3a). This will necessitate the relocation of one of two Council's Bus Shelters further west of the proposed driveway in Kellicar Road. The driveway is an access for maintenance of a grease arrestor and electrical substation and not for general deliveries and parking. Access is likely to be infrequent, potentially in the order of 3-5 week's interval.
9. Provision of Parking Management Technology will improve the level of service at peak shopping periods/seasons especially at the entry into Macarthur Square off the Kellicar Road and Geary Street roundabout. Number plates of cars will be recorded by plate recognition cameras so that the drivers do not have to stop to take a ticket. Automated boom gates will be used at the entrances when required to stop vehicles attempting to exit the car park through the entrance.

In regards to the sign and line marking plans presented, Council Officers are recommending that the submitted plans CI-3035A and CI-3036A be approved subject to amendments as described above.

It should be noted that traffic devices on Geary Street, adjacent to the roundabout on Kellicar Road are currently in Lend Lease's ownership. Council has had to undertake regular maintenance of these traffic devices. Staff also has concerns that the current property boundaries require pedestrians and vehicles to use the private land to traverse the public roadway (Kellicar Road). As such, to allow the public unfettered access to the road carriageway and footpaths on Kellicar Road, it is recommended that Council require Lend Lease to dedicate the areas shown in Council Plan No 12782 (Attachment 6) as public road.

A 'Heavy Vehicle Management Plan' has also been submitted by the developer for the expansion of Stage 4 which indicates the following:

- a) Delivery vehicles approaching from Menangle will use Menangle Road, Geary Street and Kellicar Road to enter the dock (refer Attachment 4).
- b) Delivery vehicles approaching from the Gilchrist Drive end will use Kellicar Road.

Council Officers have reviewed the delivery truck routes and have noted that Kellicar Road between Bolger Street and Geary Street is an existing 'No Truck' route which was approved by Council at its meeting of 26 June 2007. In regards to these restrictions, it is recommended that the delivery vehicles approaching from Gilchrist Drive, as per point (b) above, use Menangle Road rather than Kellicar Road by diverting via Bolger Street or Tindall Street before entering from Geary Street, similar to point (a) above.

The re-diversion of trucks via Geary Street will reduce the amount of heavy vehicle traffic through the Macarthur Square under-croft area, where a pedestrian crossing exists. This pedestrian crossing has been the subject of concerns with respect to the difficulty for motorists in sighting pedestrians within the shadow environment of the under croft area. At the insistence of Council, additional lighting was provided by the management of Macarthur Square but the issue of lighting differential still remains. Additional lighting at the portal entry is considered necessary to improve the lighting differential from the bright daylight experienced on Kellicar Road compared to the shadow in the under-croft. It is suggested that other options be investigated such as the installation of diffuser gantries on the approach to the under croft, particularly at Bolger Street. As such, it is recommended that Council seek the support of Lend Lease to consider the design and installation of sunlight diffusing gantries prior to the entry of the 'under-croft' area.

Since the development of the bus interchange at Macarthur Rail Station, bus standing areas have been provided on Menangle Road together with the pre-existing bus standing areas on Kellicar Road. There appears to be an oversupply of bus zones with many bus stand areas being underutilised. With the increasing development of Macarthur Square (Stage 4) and increasing traffic demand on Kellicar Road it is recommended that Council investigate the possibility of rationalising bus stops in this precinct.

Officer's Recommendation

1. That Council approve the Lend Lease signs and line marking plans for Kellicar Road, Campbelltown, being Cardno Drawings CI-3035A and CI-3036A, subject to:
 - (i) That 'Give Way' control be replaced with a 'Stop Sign' control at the internal access road intersection with Kellicar Road.
 - (ii) That the 'No Left Turn' sign at the opposite side of the internal access road be installed separately to the No Stopping sign.
 - (iii) That a supplementary 'No Left Turn' sign be placed on the development side of the internal access road intersection.
 - (iv) That the existing 'No Stopping' sign be relocated east of the existing pram ramp reducing the unrestricted parking from 38m to 32m.
 - (v) That the existing parking lane on both sides of Kellicar Road be widened to 2.5m between the internal access road and Geary Street roundabout.
 - (vi) That the ends of the proposed double barrier line be enhanced with a painted chevron island approaching the existing median and roundabout splitter island.
 - (vii) That the existing advance kerbside painted median on the westbound approach to the roundabout be removed.
 2. That Council require Lend Lease to dedicate the areas shown in Kellicar Road Proposed Road Dedication at Geary Street Roundabout, Council Plan No 12782, as public road.
 3. That Lend Lease amend its 'Heavy Vehicle Management Plan' for Macarthur Square Stage 4 so that all delivery vehicles must use Geary Street to access the delivery docks.
 4. That Council seek the support of Lend Lease to consider the design and installation of sunlight diffusing gantries prior to the entry of the 'under-croft' area.
 5. That Council investigate bus zone operations in Kellicar Road, between the 'under-croft' area and Geary Street, with the view of rationalising facility support of these bus zones.
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Discussion (12/11/2015)

The Manager Technical Services outlined the proposed changes to traffic control devices in various locations associated with Stage 4 works for the Macarthur Square Shopping Centre, including plans for a new internal access off Kellicar Road between Geary Street and Stowe Avenue and modifications to the roundabout on Kellicar Road and Geary Street.

The RMS representative asked if the new internal access road links to existing road in Gilchrist Road, and also will pedestrian access be incorporated into the upgrade.

The Manager Technical Services advised that the developer is still working on designs to provide improved access from the nearby senior living complex.

The RMS representative advised that the lighting in the undercroft needs to be upgraded and should be on twenty four hours a day seven days a week. The Manager Technical Services advised that Lend Lease are looking at options to improve the lighting in the undercroft.

The RMS representative also advised that in reference to point (i) that 'Give Way' control be replaced with a 'Stop Sign' this should meet the stop line warrant.

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

Recommendation of Local Traffic Committee

1. That Council approve the Lend Lease signs and line marking plans for Kellicar Road, Campbelltown, being Cardno Drawings CI-3035A and CI-3036A, subject to:
 - (i) That 'Give Way' control be replaced with a 'Stop Sign' control at the internal access road intersection with Kellicar Road.
 - (ii) That the 'No Left Turn' sign at the opposite side of the internal access road be installed separately to the No Stopping sign.
 - (iii) That a supplementary 'No Left Turn' sign be placed on the development side of the internal access road intersection.
 - (iv) That the existing 'No Stopping' sign be relocated east of the existing pram ramp reducing the unrestricted parking from 38m to 32m.
 - (v) That the existing parking lane on both sides of Kellicar Road be widened to 2.5m between the internal access road and Geary Street roundabout.
 - (vi) That the ends of the proposed double barrier line be enhanced with a painted chevron island approaching the existing median and roundabout splitter island.
 - (vii) That the existing advance kerbside painted median on the westbound approach to the roundabout be removed.
 2. That Council require Lend Lease to dedicate the areas shown in Kellicar Road Proposed Road Dedication at Geary Street Roundabout, Council Plan No 12782, as public road.
 3. That Lend Lease amend its 'Heavy Vehicle Management Plan' for Macarthur Square Stage 4 so that all delivery vehicles must use Geary Street to access the delivery docks.
 4. That Council seek the support of Lend Lease to consider the design and installation of sunlight diffusing gantries prior to the entry of the 'under-croft' area.
 5. That Council investigate bus zone operations in Kellicar Road, between the 'under-croft' area and Geary Street, with the view of rationalising facility support of these bus zones.
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LTC 15/27 Potoroo Avenue, St Helens Park - Proposed Traffic Calming

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

Attachments

1. Locality Plan (contained within the report)
2. Concept Plan - Job No. 12773 (contained within the report)

Background (12/11/2015)

Council has received numerous concerns from the local community regarding the speed of vehicles travelling through Potoroo Avenue, St Helens Park, creating a potential for 'loss of control' accidents.

Potoroo Avenue links Larapinta Crescent, Boongary Street and Kowari Street (refer to Attachment 1). Potoroo Avenue is a residential area and provides access to 75 houses.

Council Officers investigated the issues raised by installing a CCTV camera. The analysis of the captured footage indicate that motorists are cutting corners at the bends between Larapinta Crescent and Kowari Street. The locations which require traffic calming devices in order to reduce the speed and potential loss of control and to enhance the safety of the road users and the residents have been identified, following Council Officers investigation and analysis of the problems identified.

Council Officers have subsequently prepared a concept plan showing the location of the proposed traffic calming devices which include series of rumble bars and kerb side medians to reduce speed and prevent corner cutting (refer to Attachment 2) by motorists.

Community consultation was carried out and consultation letters were sent to 43 residents in the vicinity of the proposed devices together with a copy of the concept plan (Attachment 2) for their comments. The consultation resulted in two responses. One response supported the proposal requesting that these traffic calming devices be installed as soon as possible. The other response suggested installing a 'STOP' sign on Kowari Street, at Potoroo Avenue. This suggestion was investigated further. It was noted that there is no history of accidents in the last 5 years at this location and the sight distance is adequate. As such, a 'STOP' sign is not considered to be an appropriate solution.

It is recommended that in order to enhance the safety of the residents and road users, Council approve the concept plan for the installation of traffic calming devices on Potoroo Avenue, St Helens Park and prepare a design in accordance with Australian Standards and Roads and Maritime Services requirements.

Officer's Recommendation

That Council approve the concept plan (Job No. 12773) for the proposed traffic calming devices on Potoroo Avenue, St Helens Park and proceed to detailed design and installation.

Discussion (12/11/2015)

The Manager Technical Services advised that following a number of concerns raised by the community it is proposed to install traffic calming devices in Potoroo Avenue.

The RMS representative expressed concern that Council is creating an 'S' treatment for motorists which will make the area much worse. It was suggested that double centre lines be installed, although it was felt that drivers would not take note of the centre lines.

Following further discussion it was suggested one extra set of rumble bars be installed opposite No. 61 Potoroo Avenue.

Recommendation of Local Traffic Committee

1. That Council approve the concept plan (Job No. 12773) for the proposed traffic calming devices on Potoroo Avenue, St Helens Park and proceed to detailed design and installation.
2. That one extra set of rumble bars be installed opposite No. 61 Potoroo Avenue, St Helens Park.

6. LATE ITEMS

No reports this round

7. GENERAL BUSINESS

No reports this round

8. DEFERRED ITEMS

No reports this round

There being no further business the meeting closed at 9.50am.

Kevin Lynch
CHAIRPERSON

1.2 Community Information Signage - Electronic Signs

Reporting Officer

Manager Technical Services

Attachments

Nil

Purpose

To advise Council on the feasibility and cost of purchasing and erecting fixed permanent electronic signs in the Campbelltown Local Government Area along major transport corridors to promote Council community events.

History

Council at its meeting held 6 May 2014 requested that a report be presented outlining the feasibility and cost of purchasing electronic signs in the Campbelltown Local Government Area.

Council is currently using a number of methods to advise the community of events and activities. These include:

- website
- Facebook
- banners
- variable message boards
- community and road safety trailers (CARs)
- fixed message boards
- bus shelter posters.

Council erects banners at various locations to inform the community about upcoming events. These banners are erected at temporary sites in predominant locations within the city. These events are also advertised on 13 Council community bus shelter locations. In the lead up to events, Council also uses both variable message boards and the CaRS trailers.

This report will compare various physical signage methods that could be considered.

Report

In order for Council to achieve the most effective strategy to publicise community information the two main transport corridors (being rail and road) were considered. Each of the transport corridors have significant differences in the method in which messages can be displayed and the amount of content that can be displayed.

Location Types

Road corridors

Within the road corridor, the messages can generally be displayed along the carriageway or at intersections. When displayed along the carriageway, the message has to be very concise as the amount of content that can be absorbed by a person within the vehicle is dependent on the travel speed. Obviously the faster the speed, the simpler the content of the message and the larger size font used. In placing messages along a road corridor, Council has to be extremely mindful not to distract the driver as it may result in road accidents.

Placing messages at intersections must also not be a distraction to the driver and again the design of the sign is very important. At these locations, the amount of content may be slightly increased, but it is only effective for the vehicle stopping at the intersection. The location of these signs should restrict the reading of the message while driving through the intersection.

Bus shelter displays are also common throughout most local government areas and convey messages to both walking and driving public. These displays can consist of large text providing the main message to the vehicle occupants, while smaller text can convey more detail to people on foot or bicycle.

Rail corridor

Messages positioned for the attention of rail commuters can generally be located at two types of locations:

1. outside the train stations, for the benefit of people walking to/from
2. along the rail corridor, for commuters travelling on the train.

Messages aimed at the rail public have a distinct advantage in that they can capture a more concentrated audience of people, while those people travelling on roads are far more dispersed.

In both cases, it would be easier if these messages were located on Council owned land rather than on State Rail or RMS land. To negotiate a deal to place this infrastructure on State owned land can be quite complicated, and may take considerable time to finalise an arrangement. The ongoing access to this infrastructure would also require special training and access permissions.

Messages aimed at the commuter while travelling on the train would be limited in terms of the amount of content provided, and would generally have to be quite large to allow the messages to be read. Messages aimed at people walking to and from the station would be able to have more content and be smaller in font size as commuters would be able to stop and read the content.

Non-electronic forms for signage are primarily used by Council, along with one electronic sign and a number of variable message boards (these are mainly used on road works).

Display types

Electronic signage

Electronic signage can be generally classified into types. The first type is a text only display similar to that used in variable message boards. These can be either full or single colour. The other more popular type is the full graphical display (which allows text and graphics).

A full graphic sign would need to have strict guidelines around the graphic art displayed if used along main road corridors to ensure that the message does not become a distraction to drivers. The guidelines may not need to be as strict for signs erected near the rail corridor.

The cost of providing graphic displays varies significantly depending on the size and distance from which the display is to be read. The closer the reader is to the display, the lesser the spacing between the LED on the panel and therefore the greater the number of LEDs required.

The standard bus shelter size sign is 1800mm high by 1100mm wide. A sign of this size, double sided and being able to be read from a distance not less than 5m, would cost in the order of \$35,000 (supply only). The installation and provision of power would be an additional cost of approximately \$2,000 and this would be dependent on power availability in the near vicinity. It should be noted that this style of sign cannot be currently run on solar power due to the high amount of energy required.

For a display to be legible closer than 5m, the cost of the display would rise to approximately \$45,000. When catering for transport that is travelling at speed (on road or rail), the size of the sign would need to be at least doubled and the cost is estimated at \$60,000 (double sided sign).

Generally, the information is uploaded to these electronic displays by the cellular network and the cost would be approximately \$400 per year per device. The information can be uploaded through a wireless connection on site, but would require a person to visit each display individually to upload the information, which would not be the preferred approach.

A distinct advantage of this type of display is that multiple messages can be displayed and the message changeover costs are more economical than the poster style displays.

Poster signage

This is similar to Council's current bus shelter signage. The shelters are generally double sided displays with the posters manually installed. The display can be either powered by solar or off the street lighting circuit. This type of display is by far the least expensive in terms of capital outlay, as well as ongoing maintenance. This type of display can be graphical or text only.

The cost to purchase and install one display would be in the order of \$4,000 with the lighting of the display being an additional charge. This type of display can either be mounted in a bus shelter or be a free standing unit (FSU). There is the opportunity to offset both the capital and operating costs of providing additional FSUs to areas such as train stations by negotiating a contract with an external provider such as Adshel. Such a deal would require some of these units to be used for advertising and it would need to be confirmed if it is permissible under our planning regulations.

Currently, the design, printing and installation of the posters for Council's 13 bus shelters is managed entirely in house. The cost to produce and install one full set of posters is approximately \$1,600.

Poster signage can also be provided on rotating displays which allows for two different messages to be displayed. These displays are more expensive than the static poster displays and Council would need to outsource the printing and installation of the posters. The advantage of this type of signage would be that more than one message could be displayed at the one time.

Summary

To provide information to people travelling along main transport corridors where vehicles are moving at speeds greater than 50kph is difficult, in terms of the size of the display and the amount of information that can be disseminated. This applies to both main road and rail transport corridors.

As mentioned in the report, displays provided within the road corridor would have to consider the impact on drivers. This consideration affects both the location of the sign and the content of the display. This would also apply to displays at intersections. Displays at intersections designed to capture the stationary driver are also limited by the number of people that actually get to view the sign as it is possible that the front vehicles would be the only vehicles that can see the display.

In order to ensure Council delivers the message to as many people as possible, it is suggested that these display would have to be erected in a number of locations along the road and rail network. The cost of each electronic display would make the cost of a purely electronic solution very expensive and cost prohibitive for Council. The use of any display targeting a fast moving audience (in a vehicle or train) will have to be greater in size than for pedestrians or stationary audience, and finding the correct available space may prove difficult.

When considering the cost, readability and safety issues, a strategy Council may consider is to provide a static poster display in each rail station precinct, with the view of capturing as many commuters on foot as possible. This strategy will allow more information to be disseminated on any one display, as well as allowing people to more accurately note the information. This may be in the form of taking a photo of the sign, scanning a QR code or simply jotting down some points.

The second part of the strategy would be to extend the poster scheme to more Council managed bus shelter sites throughout the city. Alternately, more FSUs could be provided at busy pedestrian locations - i.e outside shopping centres, leisure facilities, etc. These sites will allow both slow moving vehicles as well as people on foot to view the information.

It is recommended that a trial take place in the Campbelltown CBD. As part of the trial, City Works will liaise with Communications and Marketing to ascertain the effectiveness of this type of signage in delivering key Council messages. In addition to the trial work undertaken, if the cost of this type of display becomes more economically viable, they would be considered for other locations in the CBD or other town centres such as Ingleburn or Macarthur.

It is suggested that the use of event banners, variable message boards and CaRS trailers continue to be used for specific events. In regard to banner sites, it is suggested that in order to provide a more professional appearance, permanent support structures be installed at the major sites used by Council to promote events.

Officer's Recommendation

1. That Council explore the opportunities to install Free Standing Units on designated bus routes and within rail station precincts that can be used for Council information and advertising messages.
2. That one electronic signage unit be installed within the Campbelltown CBD to trial its cost effectiveness in delivering Council messages, and staff report back to Council within twelve months of installation on the results of the trial.

Committee's Recommendation: (Lake/Mead)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 15 December 2015 (Hawker/Lake)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 233

That the Officer's Recommendation be adopted.

1.3 Queen Street Public Domain Master Plan

Reporting Officer

Director City Works

Attachments

Department of Planning and Environment "Campbelltown Precinct Land Use and Infrastructure Analysis Report" (contained within the report)

Purpose

To provide an update to Council regarding the reconstruction of the footpath in the Queen Street CBD.

Report

Council at its meeting of 12 November 2013 requested a further report on the findings of the Expressions of Interest for footpath reconstruction in Queen Street, Campbelltown. The report recommended the replacement of the various pavement treatments with a coloured stamped or 'saw-cut' patterned concrete. A budget of \$2.15m was estimated by the City Works Division as adequate to undertake the footpath reconstruction of Queen Street in one of these pavement treatments.

Funds were provided (approximately \$200,000) in the City Works Divisional 2014-2015 budget to further the design and investigative work in response to Council's request for the footpath reconstruction of Queen Street. However, prior to commencing this work, the Department of Planning & Environment released their 'Glenfield to Macarthur Urban Renewal Corridor Strategy'.

This strategy included a significant amount of work regarding the public domain in the Campbelltown CBD, including Queen Street. Page 24 of the Campbelltown Precinct Land Use and Infrastructure Analysis Report that was prepared by the Department of Planning & Environment, and provided as attachment 1, details a "Queen Street Public Domain Vision" and provides six design principles that would need to inform any public domain upgrade.

In considering the Department's vision for the Campbelltown CBD, it is recommended that Council prepare a Public Domain Master Plan for the Campbelltown CBD, that includes Queen Street. This Plan would need to consider the broad range of factors identified in the State's 'Land Use & Infrastructure Analysis' undertaken for the Campbelltown precinct as well as planning work that Council is currently undertaking for the CBD relating to traffic, parking and land use. A Public Domain Master Plan would assist Council in determining the most appropriate way to upgrade the footpaths and interface to the adjacent spaces and buildings.

It should be noted that Council is already being approached by a number of developers/land owners with preliminary proposals for redeveloping properties that either front onto Queen Street or the adjacent areas. At this point of time, Council does not have an overall strategy to provide these parties with information relating to the type/character of public domain it wants to see in Queen Street or the adjoining public and private spaces within the Campbelltown CBD that will be created with any redevelopment.

As such, and in light of impending redevelopment of properties on or near to Queen Street and prior to Council undertaking any major reconstruction of the footpaths in Queen Street, it is recommended that in the first instance, Council develop a Public Domain Master Plan for the Campbelltown CBD that includes the Queen Street precinct. It is believed that the Master Plan should align with the design principles that relate to the Department of Planning's 'Queen Street Public Domain Vision' (p24 of attachment 1), and include consideration of any amendments that may result from the outcomes of the public exhibition, and the finalised Land Use and Infrastructure Analysis. The Public Domain Master Plan will also help to inform Council on any major upgrade work that should occur on, and adjacent to, Queen Street.

As such, it is considered more important and appropriate to utilise some of the funds that have been set aside for the footpath reconstruction in Queen Street, for the development of a Public Domain Master Plan for the Campbelltown CBD, including Queen Street.

Aside from the need to develop a public domain master plan before any major upgrade is undertaken, it was realised that the look of Queen Street could be improved in the interim through a series of 'simple' enhancements. As such, the City Works Division is in the process of undertaking a program of minor works to improve the appearance of Queen Street in the short-term. This work includes:

1. repair of the paved areas where service authorities had undertaken work, but not lodged the paperwork with Council to initiate the repairs
 2. engagement of an appropriate company to provide a professional steam clean of all of the pavers and concrete seats, to help improve their look
 3. repair of all of the tactile tiles along Queen Street to better assist pedestrians who are blind or visually impaired
 4. replacement of the torn shade structure cloth over Queen Street, and adjacent to the Lithgow Street mall
 5. removal of the trees in Queen Street that are causing damage to the pavers and kerb and gutter, and repair of the affected pavers and kerb and gutter
 6. installation of bollards in locations where vehicles had been driving onto the footpath and causing damage to the pavers.
-

Officer's Recommendation

1. That Council note the report, particularly with respect to the release of the Department of Planning's "Campbelltown Precinct - Land Use & Infrastructure Strategy" and its' impact on any upgrade proposed for Queen Street.
2. That Council complete the interim work on improving the current public domain in Queen Street.
3. That Council revoke some of the funds originally set aside in the 2015-2016 budget for the reconstruction of Queen Street, towards development of a Public Domain Master Plan for the Campbelltown CBD, including Queen Street.
4. That as a matter of urgency, staff arrange for quotations to be sought from suitably qualified consultancies to develop a Public Domain Master Plan for Queen Street.

Committee's Recommendation: (Lake/Brticevic)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 15 December 2015 (Hawker/Lake)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 233

That the Officer's Recommendation be adopted.

ATTACHMENT 1




Campbelltown Precinct

LAND USE AND INFRASTRUCTURE ANALYSIS












JULY 2015





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Introduction

Purpose of the Land Use and Infrastructure Analysis

This Analysis forms part of the Glenfield to Macarthur Land Use and Infrastructure Strategy and describes the methodology and evidence base that informed the vision and projected growth for the Campbelltown precinct. Applying the principles of ecologically sustainable development has been intrinsic to this process.

The Analysis has incorporated a review of the character, demographics and economy of Campbelltown.

A comprehensive audit of the precinct's environmental and built form characteristics identified areas to be protected and unconstrained land suitable for development.

The vision and growth projections for the precinct have been informed by economic feasibility and market demand analysis and reflect the long term housing and employment needs for the area.

Recommended improvements to the transport network aim to encourage more people to walk, cycle and use public transport for local and regional trips.

Improved connections to ecological corridors and open spaces have been identified and recommendations made to improve the quality of open spaces and the public domain.

A summary of the infrastructure requirements to support the precinct's growth is also provided to guide more detailed service and infrastructure delivery investigations.

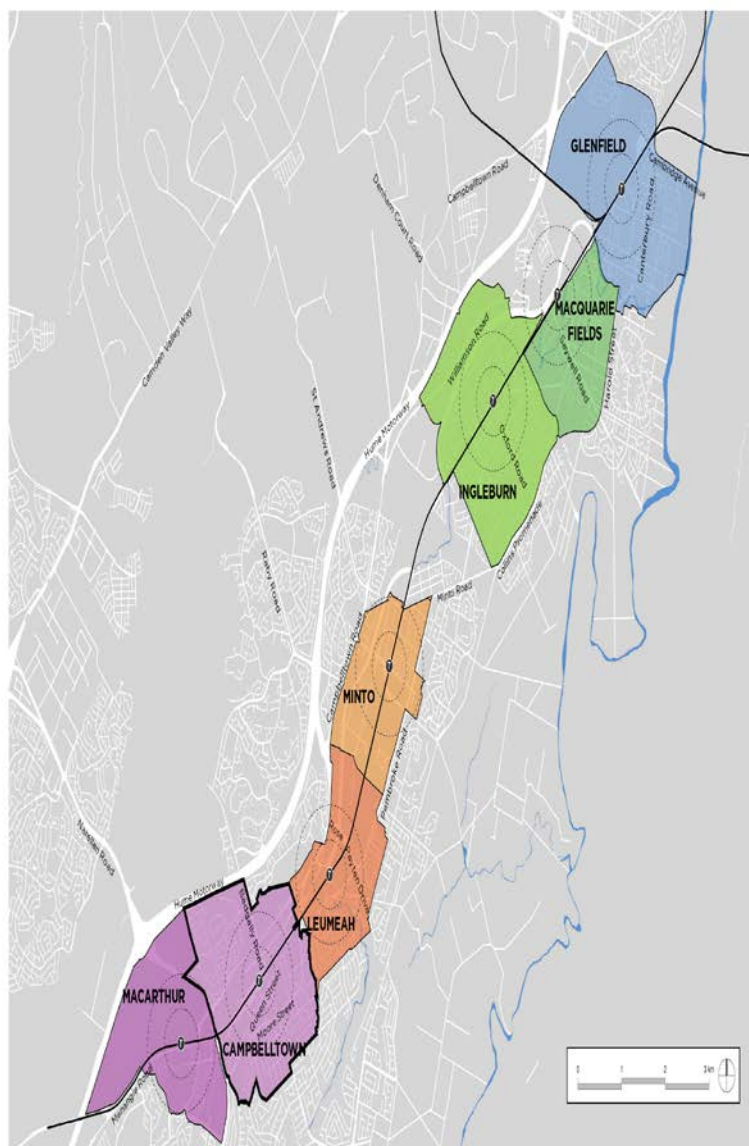


Figure 1 Glenfield to Macarthur Urban Renewal Corridor

Precinct Character

Precinct Character

Campbelltown is located approximately 44kms south west of the Sydney, located between Leumeah and Macarthur Stations on the Cumberland, Airport, Inner West and South Line. The precinct is a 50 minute commute from Sydney CBD and also has direct train services to Kingsford Smith Airport. The Southern Highlands Line also commences at Campbelltown Station. Campbelltown is the largest train station in the corridor and receives a high level of commuter traffic.

The study area is bound by the Hume Highway to the north, including the suburb of Blair Athol, Narellan Road to the west, George Street to the south and a significant drainage corridor to the east. The boundary of the precinct is based on a radius of 800m - 15km from Campbelltown Station, which represents a 10-20 minute walking trip.

The precinct is the major business and cultural centre for the region, with a mix of commercial, cultural, retail, civic and residential land uses. Queen Street is the focus of retail and commercial development in the precinct, with mixed-use and commercial development varying greatly between single storey shop fronts to multi-storey buildings with a range of retail and commercial uses.

The precinct is characterised by a major split between the eastern and western sides of the railway station. The eastern side is a mix of retail, commercial, civic and residential uses, while light industrial and bulky goods uses are predominant on the western side of the station along Blaxland Road.

Residential development on the eastern side of the station is characterised by 3-4 storey medium rise housing and low rise housing further from the station. There are areas of medium rise development located close to the station and a number of high rise developments currently under construction.

Large areas of land surrounding the station contain at-grade car parking, particularly to the north-west of the station, with the station being a key Park & Ride location.

The vast majority of residential development within the precinct is focused towards the south and east of the precinct; however Blair Athol in the north west of the precinct adjoining the Hume Motorway also features significant low density residential development.

Campbelltown station plays a vital role in connecting the precinct to Sydney and to other major centres to the north, most notably Liverpool. Many major roads also run adjacent to the precinct, including the Moore-Oxley bypass to the south, Hume Motorway to the North and Narellan Road to the west.

An aerial image of the precinct is provided in Figure 3. A series of photos that illustrate the existing built form and character of the precinct are provided on page 7.



| Legend | Key Landmarks | | | |
|--|---------------------------------|-----------------------------------|-------------------------------|----------------------------|
| --- Precinct Boundary | 1 Campbelltown Council Chambers | 5 Queen Street Historic Buildings | 9 H J Daley Library | 13 Bradbury Park |
| Station | 2 Campbelltown Court House | 6 Campbelltown Mall | 10 Campbelltown Arts Centre | 14 Hurley Park |
| Train Line | 3 Mason Park | 7 Fisher's Ghost Creek | 11 Campbelltown Catholic Club | 15 Campbelltown Showground |
| | 4 Glenalvon House, Lithgow St | 8 Koshgaya Park | 12 Rydges Campbelltown | 16 Kanbyugal Reserve |

Figure 3: Campbelltown precinct, with key landmarks identified

Demographics and Economy

Demographics

At the last census in 2011, the precinct had a population of 7,526 people, making up close to 20% of the population of the corridor. Key characteristics of the precinct population include:

- ▶ The median age is 33.3 years, the youngest of all precincts along the corridor
- ▶ A larger proportion of young children, teenagers and people in their 20's and 30's compared to Sydney
- ▶ The precinct has more residents born overseas compared with Campbelltown LGA, but slightly lower than the Corridor and Sydney. The Philippines, England and India were the most common countries of birth other than Australia
- ▶ A substantially smaller proportion of houses were detached dwellings compared to Campbelltown LGA
- ▶ A significantly greater proportion of flats, units or apartments than the corridor and Campbelltown LGA, but significantly lower than Sydney as a whole
- ▶ Families consisting of parents with children made up close to one third of all households - a lower proportion than Campbelltown LGA and Sydney
- ▶ Over a quarter of households were lone person households - a significantly higher proportion than Campbelltown LGA and Sydney
- ▶ The average household size of the precinct is smaller than Campbelltown LGA and Sydney, with 2.47 persons per household
- ▶ A smaller proportion of dwellings are owned outright or with a mortgage than for households in Campbelltown LGA and Sydney
- ▶ A higher proportion of residents walked to work than across the corridor, but significantly fewer residents travelled to work by train than in Campbelltown LGA and Sydney

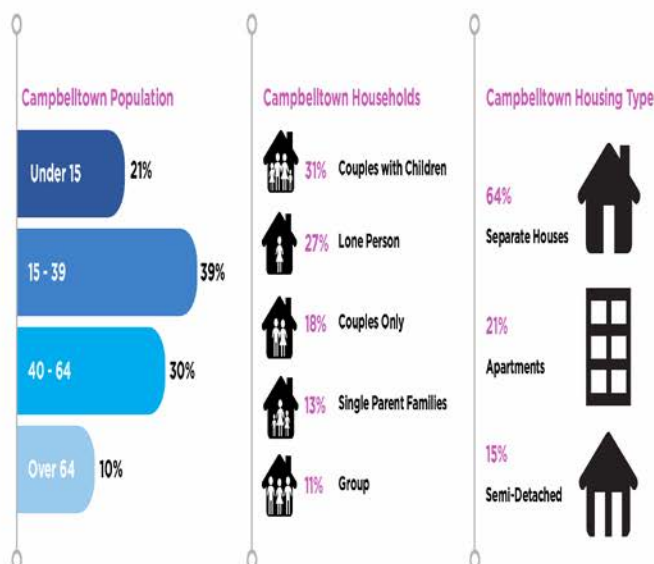


Figure 4 Key demographic facts for the Campbelltown precinct

Economy

In 2011 there were 11,717 jobs in the precinct. The precinct has a diverse mix of employment including large healthcare, education, retail, industrial and business sectors and has a high business concentration in the centre.

Campbelltown is a major employment centre for the Macarthur Region and generates a notable proportion of the region's business, administration, health and retail jobs.

Health and education make up the largest proportion of jobs, followed by retail and business jobs. There is a smaller proportion of industrial jobs in the precinct than neighbouring precincts to the north.

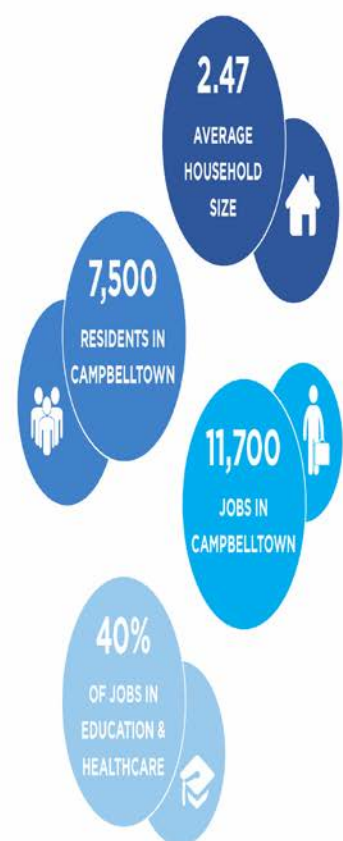


Figure 5 Key demographic facts for the Campbelltown precinct

Site Context

Constraints Analysis

This section is an assessment of the constraints within the precinct. The physical characteristics of the precinct have been mapped and analysed to identify constrained and unconstrained sites for renewal. These characteristics include: transport and movement; open space; topography; flooding; vegetation; bushfire risk; heritage; recent residential development; land ownership; and social infrastructure.

The combination of these elements reveal the overall level of development constraint within the precinct. However, not all constraints that are identified are necessarily barriers to change, often they are opportunities for renewal in the future.



Figure 6 Images demonstrating the existing character and built form of the Campbelltown precinct



Site Context

Transport and Movement

Blaxland Road and Campbelltown Road/Moore Street serve as the primary north-south access ways in the precinct, while the Hume Motorway provides the main regional route for through traffic in the area. The main access points include Badgally Road and Broughton Street.

The southern half of the precinct from Moore Street contains a well connected local road network, largely due to the many north-south streets that provide access to Moore and Queen Streets. Traffic signalisation provides safe and convenient connections along Moore Street, Queen Street, Hurely Street and Oxley Street for pedestrians and cyclists.

There are a lack of east-west connections over the rail corridor providing limited regional connections to the city centre. Access is constrained by the rail corridor and limited to two road crossings. The precinct also has high demand for retail, commercial, industrial and commuter carparking.



Figure 7 Access and movement within the Campbelltown precinct

Walking Catchment

Figure 8 below demonstrates the 5, 10 and 20 minute walking catchments from Campbelltown station. Pedestrian and cycling accessibility in the north of the precinct is greatly restricted by a number of factors, including the rail corridor, limited north-south connections, and the lack of dedicated and signalised crossings along Blaxland Road.

There are also a number of local streets with limited street lighting and pedestrian footpaths that further restrict active modes of transport.

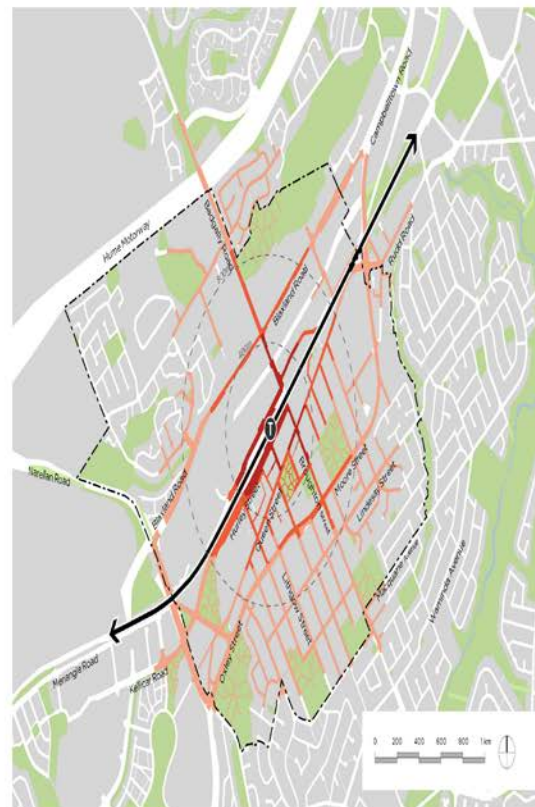
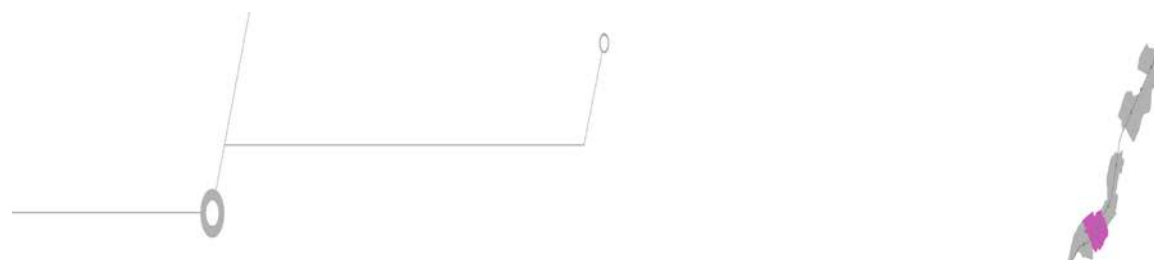


Figure 8 5, 10 and 20 minute walking catchment within the Campbelltown precinct



Open space network

Campbelltown has a good supply of passive and recreational open space in the precinct. There are a number of local community parks, as well as large tracts of natural vegetation and surrounding bushland.

Local parks in the precinct include Harvey Brown Reserve, Kia Reserve, Karbyugal Reserve, Koshigaya Park, Bradbury Park, Hurley Park, Centenary Park, Mawson Park and Campbelltown Showground.

Figure 9i identifies the passive and recreational open space found in the precinct.



Figure 9(i): Existing open space network in the Campbelltown precinct, Campbelltown Showground.

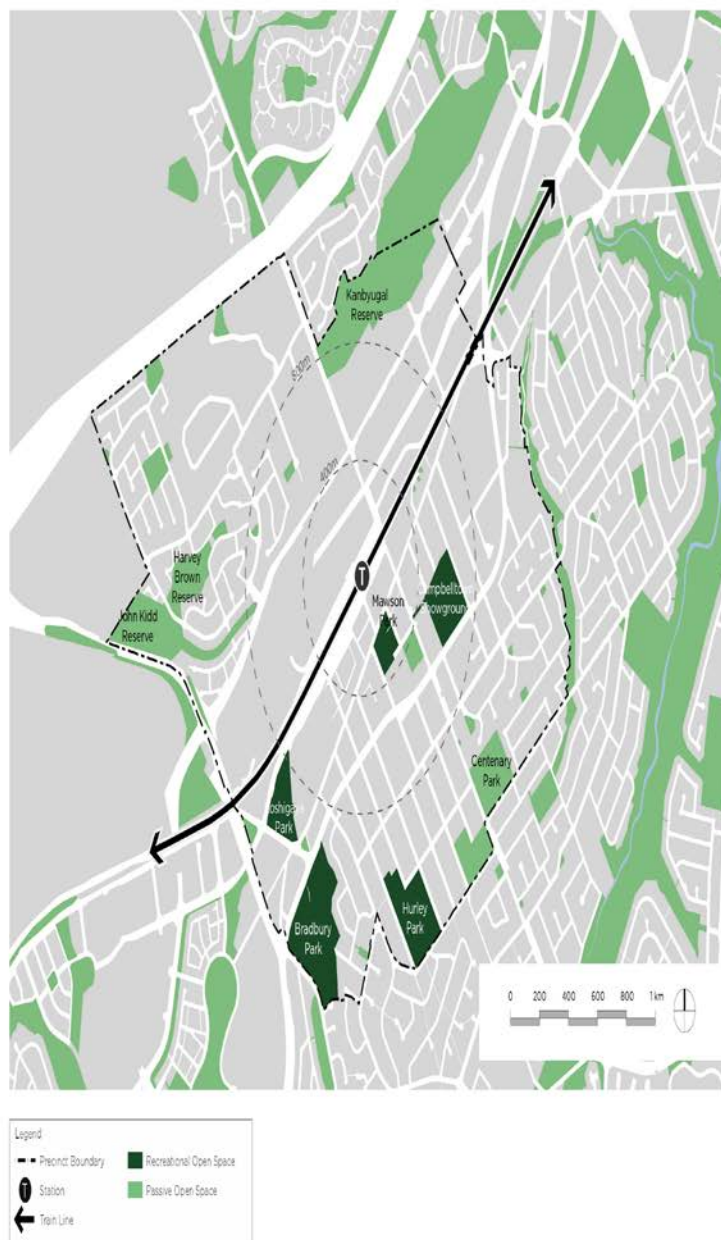


Figure 9(o): Open space network in the Campbelltown precinct.

Site Context

Topography

The topography within the precinct is undulating with a ridgeline that runs along the north-western edge of the precinct to the University of Western Sydney site, affording dwellings and the industrial area to the west views of Campbelltown.

The eastern half of the precinct has an undulating ridge to the south-east, that rises and then slopes down to the Smiths Creek Reserve to the east.



Figure 10: Topography within the Campbelltown precinct

Flooding and Drainage

Figure 11 shows the location of waterways and associated riparian corridors in the precinct.

Campbelltown City Council is currently preparing a Floodplain Management Plan to identify areas subject to flooding. Once finalised, this Plan will be used to manage flood risk and inform future planning for the precinct.

Any development of land within the precinct will need to consider whether the land is flood prone and address any relevant flooding controls.

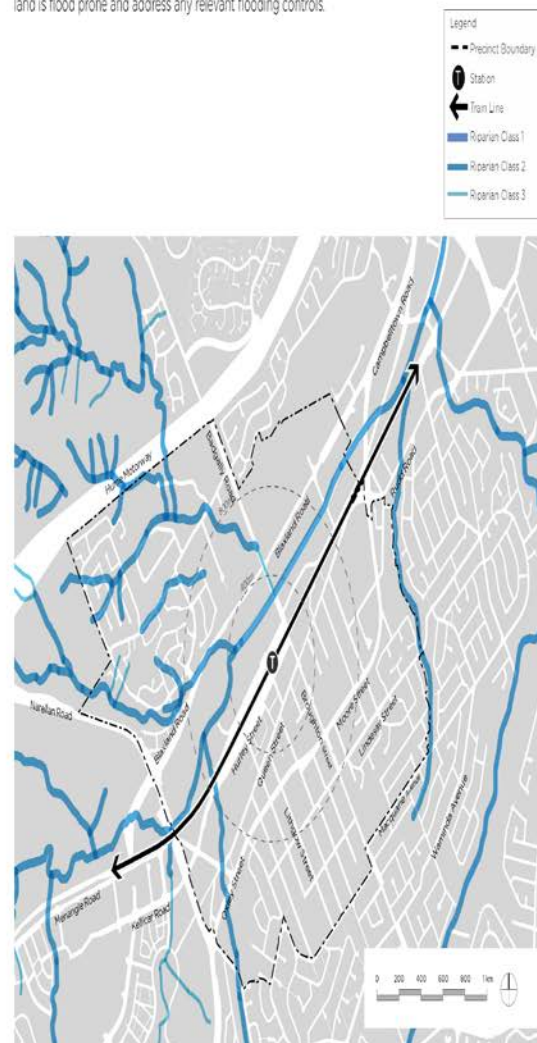
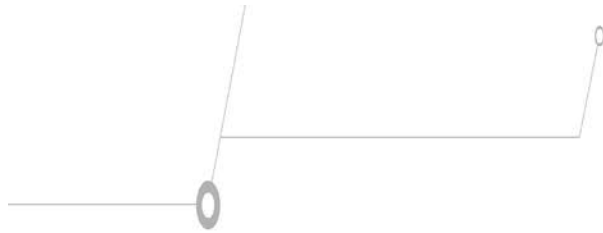


Figure 11: Riparian corridors and waterways within the Campbelltown precinct



Vegetation and Ecology

The precinct contains some dispersed areas of vegetation that are classified as Endangered Ecological Communities under the *Threatened Species Conservation Act 1995*. These include areas of Cumberland Plain Woodland and River Flat Eucalypt Forest on Coastal Floodplains.

The larger spanning areas of vegetation are found along the western half of the precinct, throughout the industrial and low density residential area to the west, and also along the largest eastern riparian corridor bordering the precinct.

Riparian corridors are identified in Figure 12 below, and these are largely co-located with significant areas of natural vegetation.

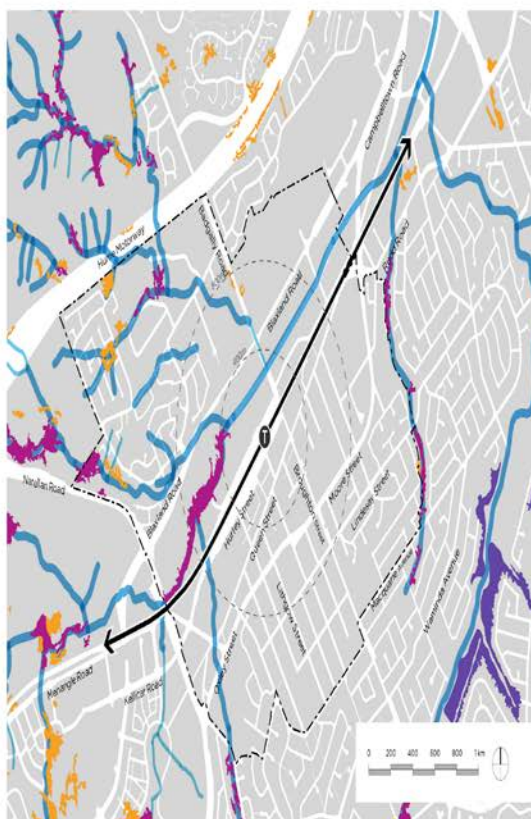


Figure 12: Vegetation and ecology within the Campbelltown precinct.

Bushfire Risk

Due to the small amount of existing vegetation in the precinct, there is relatively little land that is subject to bushfire risk. Much of the land in the north of the precinct is open and undeveloped vegetation and may pose potential bushfire risk.

Any redevelopment of land within these bushfire prone areas will need to provide the required asset protection zones in accordance with relevant bushfire protection guidelines.

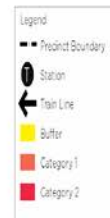


Figure 13: Areas of bushfire risk within the Campbelltown precinct.

Site Context

Heritage

The precinct contains many heritage items, both of local and state heritage significance, with most concentrated around the Campbelltown CBD. Some of these items include: the Queen Street Building Group, the Former Commercial Bank of Sydney building, Glenalvon building, St Peter's Anglican, Campbelltown Court House, St David's Presbyterian Church, Warby's Stables and Barn, and St John's Church.



Figure 14 Heritage items within the Campbelltown precinct

Recent Residential Development

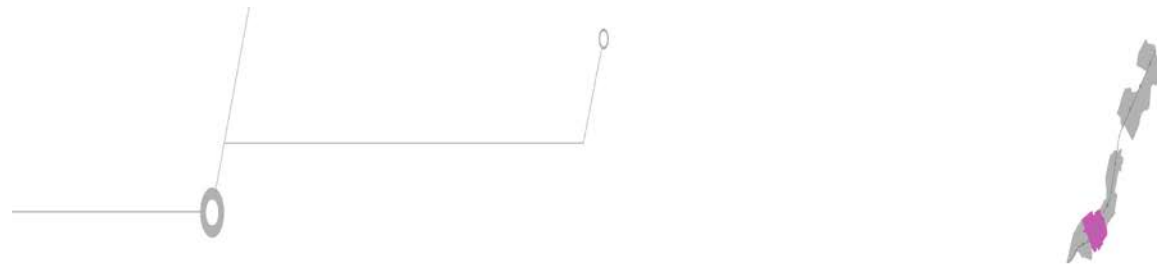
Recent development is considered a short to medium term constraint to development as the average life cycle of a building is generally 30 to 40 years.

Analysis of recent residential development over the last 15 years indicated that incremental low rise development has occurred throughout the precinct. There has also been increasing apartment development in recent years at the northern end of Queen Street in the eastern part of the precinct. Figure 15 below illustrates where this development has occurred.

Much of the recent development has occurred in the west of the precinct, generally in large residential developments. This provides limited opportunities for renewal over the next 20 years.



Figure 15 Recent residential development within the Campbelltown precinct



Land Ownership

The following figure illustrates the different land ownership patterns in the precinct. Large tracts of land are owned by Campbelltown City Council including Kanbyugal Reserve, Campbelltown Showground, Bradbury Park, and Koshigaya Park, as well as a large area of vacant land to the north of the rail line in the west of the precinct. Campbelltown City Council also owns a number of significant sites in the CBD which provide opportunities for renewal and revitalisation.

The NSW Government also owns many sites in the precinct, including Campbelltown North Public School, Campbelltown Performing Arts Centre, Centenary Park and Hurely Park.

There is some strata titled land throughout the precinct, predominantly in the south.

Overhead transmission wires and corresponding easements traverse the boundary of the precinct in the north-west. This significant utility service and easement corridor represent a constraint to certain types of development within its vicinity.



Figure 16(a) Land ownership within the Campbelltown precinct, Campbelltown Information Centre



Figure 16(b) Land ownership within the Campbelltown precinct

Site Context

Social Infrastructure

The precinct is well served by a range of community facilities and infrastructure as indicated in Figure 17. There are over six local open spaces, four schools, as well as many religious centres, childcare and early learning facilities, and various community services.

Many of these community facilities are located in the eastern half of the precinct within an 800m radius of the station. A large majority of Campbelltown's residents live in this eastern half of the precinct.

Local Government Social Infrastructure

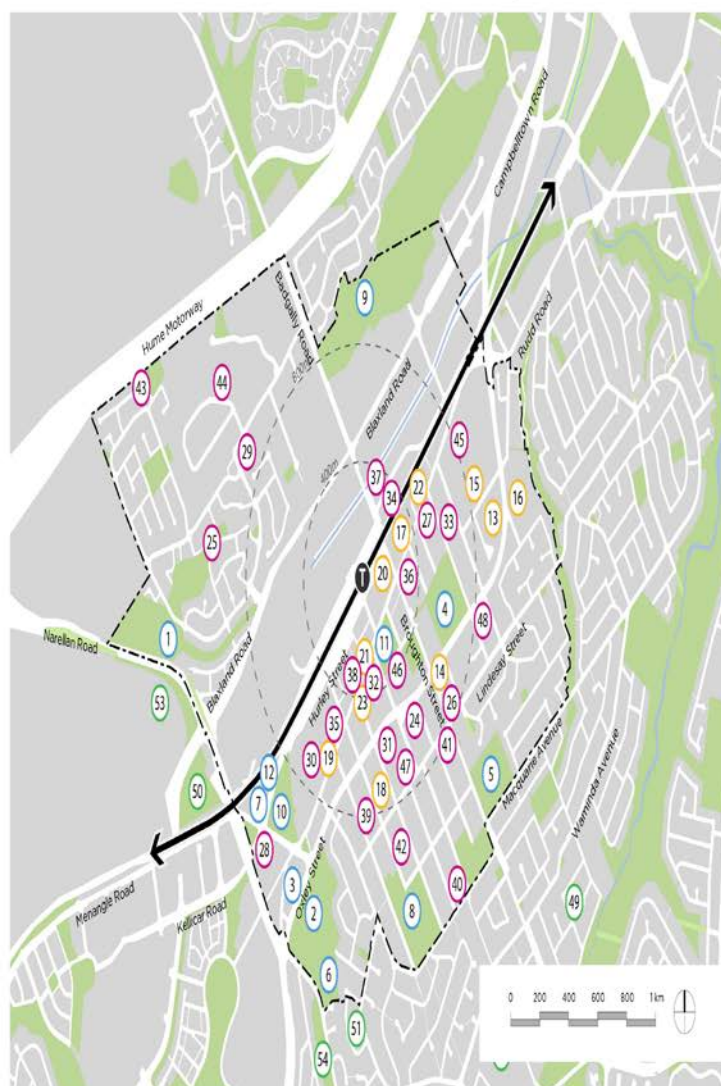
1. Blair Athol Community Hall and John Kidd Reserve
2. Bradbury Oval
3. Campbelltown Art Centre/Japanese Tea House and Gallery
4. Campbelltown Showground, Campbelltown Community Preschool and Harlequin Rugby Club (private)
5. Centenary Park
6. Gordon Fetterplace Aquatic Centre
7. HJ Daley Library
8. Hurley Park and Scout Hall
9. Karbyagal Reserve
10. Koshyyaga Park
11. Mawson Park
12. Namut Early Learning Centre

State Government Social Infrastructure

13. Beverly Park Special School and Lomandra School
14. Campbelltown Fire Station
15. Campbelltown High School
16. Campbelltown North Public School
17. Campbelltown Police Station and Campbelltown Community Services
18. Campbelltown Public School
19. Campbelltown Sexual Health Clinic
20. Macarthur Community Options and Campbelltown Civic Hall (Local Government)
21. Macarthur Infant, Child and Adolescent Mental Health Service
22. Transide Youth Health Service
23. Family and Community Services

Private and Non-government Infrastructure

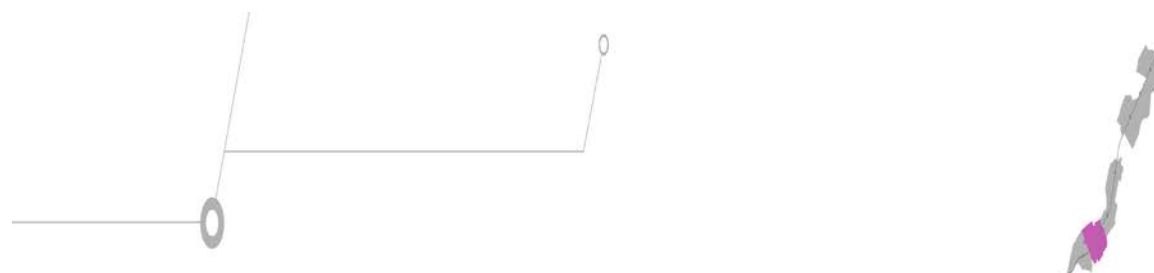
24. Anglicare
25. Blair Athol Child Care Centre
26. Broughton Street Child Care
27. Burnside Family Centre and St Vincent de Paul
28. Campbelltown Catholic Club
29. Campbelltown Church of the Latter-day Saints
30. Campbelltown Mall and Campbelltown Mall Medical Centre
31. Campbelltown Presbyterian Church and Community Child Care
32. Campbelltown RSL and
33. Chamberlain Street Medical Practice
34. Church of God
35. Complete Medical Centre
36. Evocca College Campbelltown
37. Hillsong Church
38. iFamily Medical Centre
39. Kidz Ink Long Day Care
40. Land of Oz Kindergarten
41. Little Einsteins Child Care
42. Northside Macarthur Mental Health Clinic
43. Partners in Care Early Childhood Care
44. Pied Piper Kindergarten
45. Queen Street General Practice
46. St Peter's Anglican Church and Primary School
47. St John the Evangelist Primary



| | |
|---|---|
| School and Sherpa's OOSH Care | 51. St Patrick's College |
| 46. Widgets Child Care | 52. St Thomas More Catholic Primary School |
| Nearby facilities servicing the precinct | |
| 49. Campbelltown East Public School | 53. TAFE NSW South Western Sydney Institute |
| 50. Glchrest Oval | 54. Fishers Ghost Reserve |

| | |
|-----------------------|---|
| Legend | |
| --- Precinct Boundary | Local Government Social Infrastructure |
| Station | State Government Social Infrastructure |
| ← Train Line | Private and Non-Government Sector Social Infrastructure |
| | Nearby Facilities |

Figure 17: Social Infrastructure within the Campbelltown precinct



Combined Constraints

The combined constraints mapping indicates that a number of sites contain some level of constraint for development.

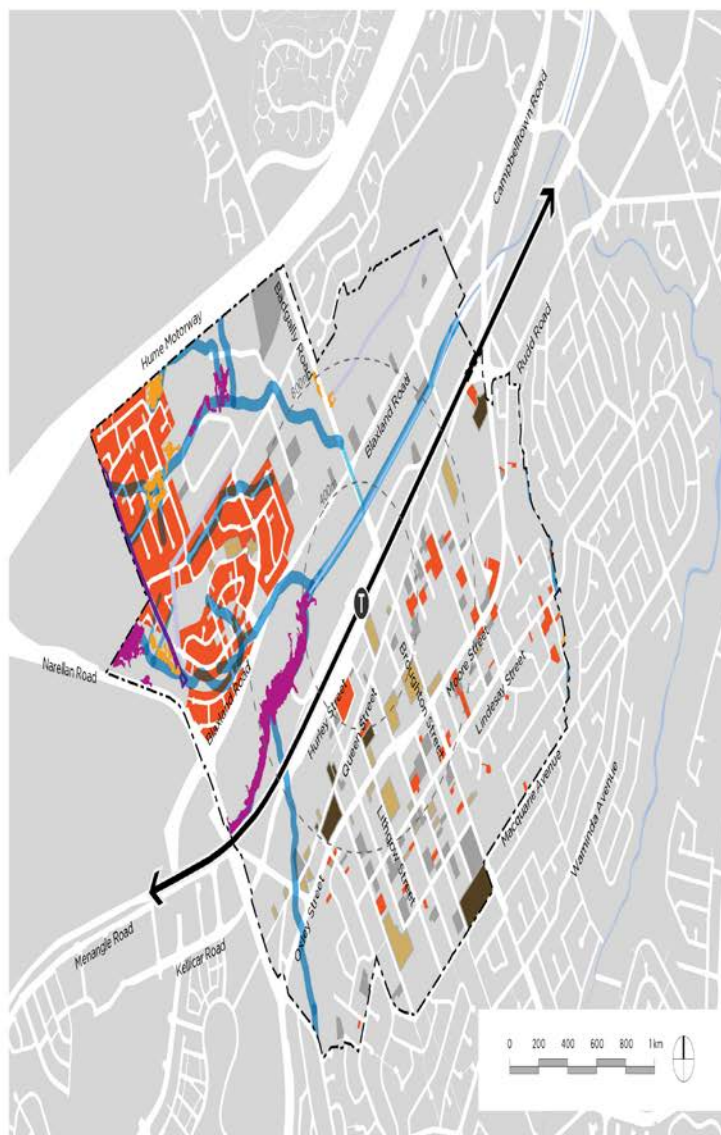
A considerable amount of the northern half of the precinct is constrained by recent development, riparian corridors and significant vegetation.

The land to the south of the rail corridor has a considerable amount of heritage items, of both local and state significance, as well as some small pockets of recent residential development.

Some parts of the CBD contain flooding constraints. The extent of flooding impacts would be informed by Council's Floodplain Management Plan, and may require further flood analysis at the development application stage.

Unconstrained Land

Unconstrained land provides the most potential for renewal over the next 20 years, subject to further investigations.



| | | | | |
|-------------------|--------------------------------|---------------------|---------------------------|----------------------------|
| Legend | | | | |
| Precinct Boundary | State Title Land | State Heritage Item | Easement | River Flat Eucalypt Forest |
| Station | Recent Residential Development | Riparian Class 2 | Transmission Line | |
| Train Line | Local Heritage Item | Riparian Class 3 | Cumberland Plain Woodland | |

Figure 18 Combined constraints within the Campbelltown precinct

Campbelltown Vision

Jobs



- A revitalised and activated Queen Street will deliver a significant amount of retail and commercial jobs with high levels of amenity and access to public transport
- A new prestige campus-style office park with access to the station, Hume Highway, TAFE and University of Western Sydney will facilitate business clustering and expansion of Campbelltown's knowledge economy in the medicine/health, education and administration sectors



Figure 26 Existing streetscape of the town centre precinct, Queen Street Mall

Movement Network



- Promote cycling and walking by providing new shared pathways, separated cycleways, footpaths, pedestrian refuges, bicycle storage facilities and lighting
- Introduce new regional and local cycle routes and walking connections to improve links with Campbelltown station and the surrounding area
- Improve linkages to and through the City Centre through a high quality public domain connecting the revitalised commercial and retail core, Queen Street, Campbelltown Mall and Council chambers
- Improve east-west connections by investigating a potential future pedestrian, cycle and public transport link between Badgally Road and Broughton Road

Housing



- Provide a variety of housing types within walking distance of the station to cater for all members of the community

Open Space and Public Domain



- Enhance the activity around Campbelltown station and Queen Street with pedestrian friendly streets, outdoor dining, street tree planting, inviting public gathering spaces and attractive street furniture
- Establish a quality open space and public domain network that provides better linkages to and upgrades of existing open spaces
- Promote connections to ecological corridors within the precinct and broader area, including through Bradbury Park and Fishers Ghost Reserve
- Investigate opportunities to review underutilised open space to contribute towards recreational outcomes
- Strengthen community and cultural facilities, including a new district level multi-purpose community facility and expanded central library servicing Campbelltown and Macarthur
- Longer term provision of a new primary school servicing the area



Figure 27 Existing streetscape of the town centre precinct, Queen Street Mall

Built Form



- Provide a range of building heights, with buildings between 7 and 12 storeys close to the station to maximise pedestrian activity and access to rail and bus services and increase trade for local businesses
- Retain the existing character of areas east of Lindsay Street, with a mixture of detached dwellings, townhouses and terraces
- Large floor plate, campus style office park west of the station



Land Use and Infrastructure Plan

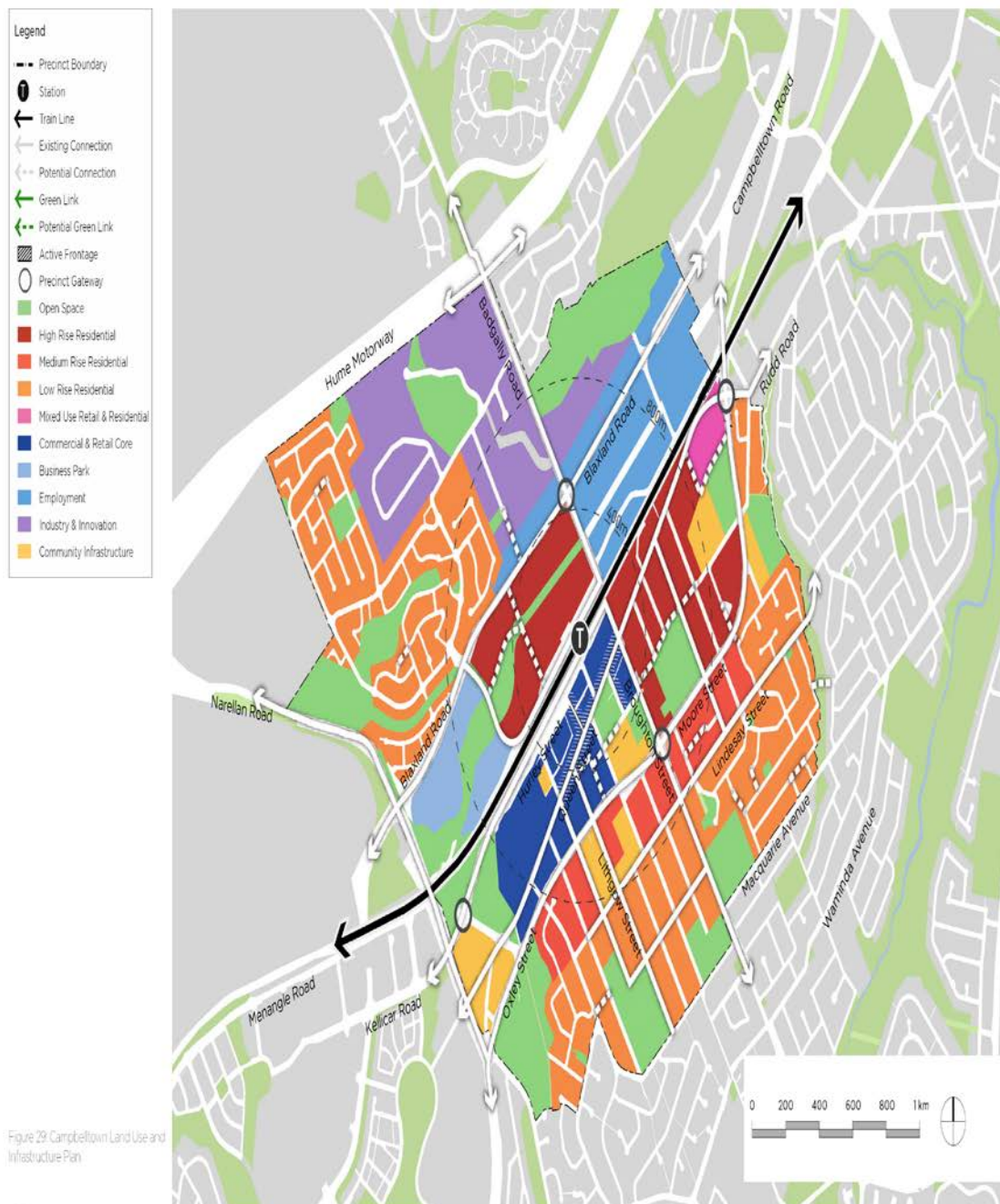
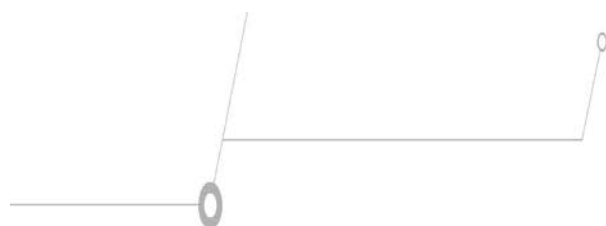


Figure 29 Campbelltown Land Use and Infrastructure Plan



Future Precinct Character

The following diagrams and images demonstrate the desired future character for each area in Campbelltown precinct.

Low Rise Residential

This area will largely retain its existing character and dwelling mix. Single-detached dwellings will remain the dominant housing type, however over time there is potential for renewal of building stock to provide a mixture of duplexes, townhouses and terraces.

Medium Rise Residential

This area could accommodate apartment housing to deliver a high level of amenity for existing and future residents. This could comprise 3-6 storey apartment buildings, with potential for communal open spaces and shared facilities. The new dwellings should be carefully designed to integrate with the existing streetscape.

High Rise Residential

This area could accommodate apartment housing to deliver a high level of amenity for the existing and future residents. This could comprise 7-12 storey apartment buildings, with potential for communal open spaces and shared facilities. The new dwellings should be carefully designed to integrate with the existing streetscape.

Mixed Use Retail & Residential

This area could accommodate a mix of retail and residential uses that would complement the character of the local area. Buildings would have ground floor retail that would provide local services for residents and commuters, with apartments above ranging from 7-12 storeys in height. These would be set back from the street to ensure the scale and feel of Queen Street is maintained.



Figure 30 Proposed location of low rise residential and desired character and built form.



Figure 31 Proposed location of medium rise residential and desired character and built form.



Figure 32 Proposed location of high rise residential and desired character and built form.



Figure 33 Proposed location of mixed use retail & residential and desired character and built form.

Land Use and Infrastructure Plan

Commercial & Retail Core

This area could accommodate commercial offices on sites that are carefully designed to integrate into the surrounds. This area will accommodate intensification of employment and offices and more consolidated employment activities will occur, with premium office accommodation over time. Buildings should be setback from Queen Street to provide improved amenity and public domain outcomes.



Figure 34 Proposed location of commercial & retail core, and desired character and built form

Business Park

This area could accommodate a large floorplate, campus style office park to facilitate business clustering.



Figure 35 Proposed location of business park, and desired character and built form

Employment

This area could accommodate a mix of commercial uses that would complement the character and function of Macarthur Square Shopping Centre. New public spaces will enhance the landscape character of the area. This area will provide for bulky goods retail and commercial development, but will not include retail uses.



Figure 36 Proposed location of employment, and desired character and built form

Industry & Innovation

This area could accommodate large floorplate industrial offices and workshops on sites that are carefully designed to integrate with the existing streetscape.



Figure 37 Proposed location of industry & innovation, and desired character and built form



Figure 38 Desired future character for the Campbelltown precinct

Land Use and Infrastructure Plan

Transport and Movement

The proposed transport network aims to:

- ▶ Improve walking and cycling connections to Campbelltown Station and within Campbelltown CBD;
- ▶ Increase direct bus routes and improve suburban bus route travel times to centres; and
- ▶ Improve road and street legibility and permeability throughout the precinct.

Key network improvements are identified on Figure 39 and include:

Public Transport

- ▶ Investigate opportunities to improve direct connections and reduce travel times for the suburban bus network suburban bus network to create a more connected system that provides direct routes to, from and through the corridor
- ▶ Potential extension of Badgally Road as a pedestrian, cycle and public transport link to improve east-west connections and access to the Campbelltown CBD

Walking and Cycling

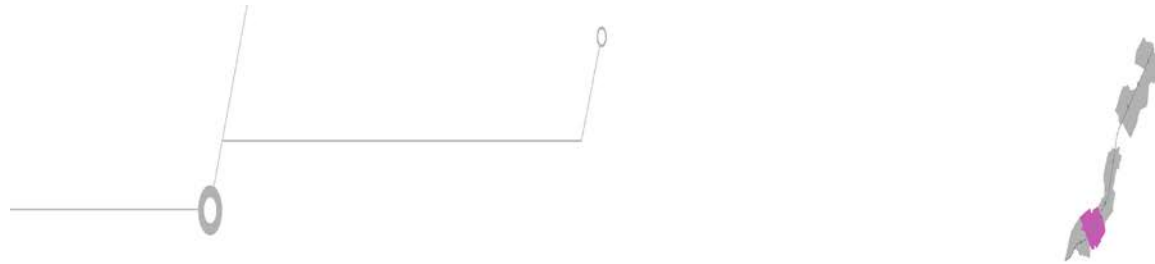
- ▶ New regional cycle route parallel and perpendicular to the railway line to provide better connections to the station and surrounding area
- ▶ Series of local cycle network improvements, including:
 - Heading east through Mawson Park, connecting to Condamine Street
 - Towards Blaxland Road to the west
- ▶ Streetscape works, such as shared pathways, footpath improvements, pedestrian crossings and refuges to improve station connections and pedestrian environments

Parking

- ▶ Undertake a parking study for the precinct to identify parking demand, develop appropriate parking management strategies and identify opportunities for improved mode share to increase walking, cycling and public transport use.



Figure 39 Proposed transport infrastructure improvements in Campbelltown



Environment and Open Space

The precinct contains a number of parks that perform both active and passive district level recreation functions. Enhancing existing open space and improving pedestrian and cycle links is a key priority for the precinct.

Bradbury Park and Sportsground, Hurley Park, Gordon Fetterplace Aquatic Centre and Campbelltown Showground provide a range of recreational functions, while Koshinyaga Park and Mawson Park support a range of civic functions.

Further embellishing existing open space and improving active transport connections would encourage more intensive use. Key recommendations for the precinct are proposed to:

- ▶ Enhance Bradbury Park as a major district recreation facility with improved links to surrounding ecological corridors
- ▶ Enhance Mawson Park and Koshigaya Parks to support more intensive use
- ▶ Enhance and improve connectivity to ecological corridors and green links, including to Fishers Ghost Reserve
- ▶ Improve regional and local cycle and walking connections within the precinct
- ▶ Increase indigenous tree planting.

Community Facilities

Campbelltown precinct contains a number of community facilities that provide regional functions, including Campbelltown Arts Centre, Campbelltown Civic Hall and HJ Daley Library. However, there is currently no multi-purpose space within the precinct and community meeting and activity space is limited.

As Campbelltown and the adjoining Macarthur precinct develop as a regional city centre, a new district level multi-purpose community centre should be established. Council's existing HJ Daley Library should also be expanded to meet the combined needs of the regional city, which could be co-located with the new multi purpose community facility.

Education

There will be strong demand for additional classrooms and associated infrastructure in schools in the precinct. Advice from the NSW Department of Education indicates that a new primary school is likely to be required by 2036 to jointly serve the Macarthur and Campbelltown Precincts. Existing high school sites serving the precinct have large sites that may be able to accommodate requirements and no new schools are likely to be required by 2036.



Figure 40: Proposed open space, environment and community facility improvements in Campbelltown

Public Domain Options

Queen Street Public Domain Vision

Queen Street and Campbelltown Mall are proposed to be upgraded to become an inclusive, safe and attractive urban place with active ground floor retail and outdoor dining. The area's development would be informed by the following design principles:

Design Principle 1

Create a locally-responsive public space with active retail edges that facilitates the 'everyday experience' - places to sit, lawn, trees, existing shade structures and outdoor dining areas - and also functions as a canvas for community gatherings, events and civic meetings.

Design Principle 2

Provide streets and a space with a high quality pedestrian amenity, including comfortable microclimate conditions, wide and accessible footpaths, street trees, good lighting and safer road crossings.

Design Principle 3

Reveal the precinct's unique natural and cultural qualities through interpretation materials selection and artwork.

Design Principle 4

Establish a consistent materials palette that is attractive and robust and responds to local precinct character and the practical demands of everyday use.

Design Principle 5

Create safe, vibrant pedestrian friendly streets by narrowing Queen Street and introducing a shareway at the Anzac Lane interface. Use cobbles and other pedestrian pavements within the shareway and Queen Street.

Design Principle 6

Implement best practice environmental and social sustainability by first creating a quality design with longevity and physical robustness, through appropriate materials selection and maximising tree planting including local species.

Public Domain Character

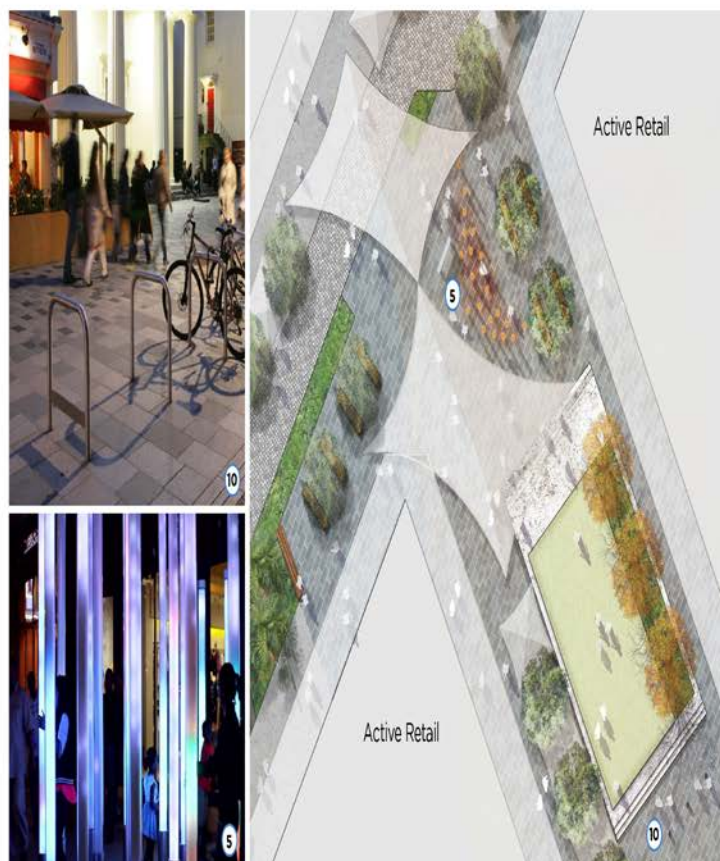
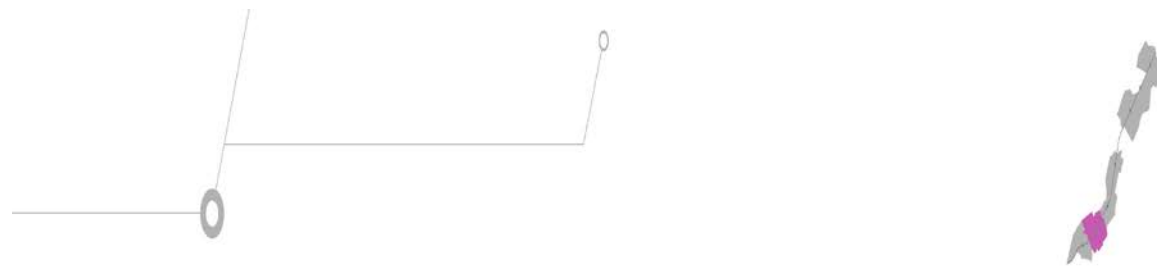


Figure 41: Desired public domain outcomes for the precinct

Materiality



Figure 42: Desired material finishes for the precinct



Queen Street and Mall Concept Plan



Figure 43 Proposed Queen Street and Mall Concept

Projected Growth

Projected Growth

Campbelltown precinct's projected growth is a calculation of the amount of residential and employment development that is expected to take place by 2036. The outcome of these projected growth calculations is provided below.

Residential

The Department applied the Urban Feasibility Model (UFM) to determine the precinct's development potential under existing market conditions. The analysis indicated the potential for 4,900 dwellings to be feasibly developed in the current market.

Additional market demand analysis indicated that around 4,000 additional dwellings could be delivered in the precinct by 2036. This equates to around 160 dwellings per year, which has been used to assess future infrastructure requirements in the precinct. While this growth projection is lower than the precinct's feasible development potential, it reflects the likely growth in the precinct to 2036, having regard to the broader projected growth throughout the Glenfield to Macarthur corridor and surrounding areas.

Over time, there is likely to be increasing demand for a greater diversity of housing, including medium and high rise residential housing, close to the station, which will facilitate more retail investment and employment opportunities. This is consistent with broader market trends. Further from the station, low rise housing will remain the predominant housing type.

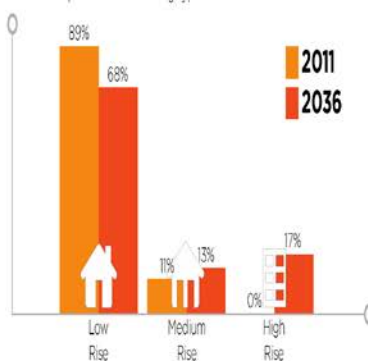


Figure 44 Existing and projected dwelling growth by typology in Campbelltown

| Dwelling Type | 2021 | 2031 | 2036 |
|------------------------|--------------|--------------|--------------|
| Low Rise | 1,000 | 1,700 | 2,100 |
| Medium Rise | 100 | 400 | 700 |
| High Rise | 400 | 900 | 1,200 |
| Total Dwellings | 1,500 | 3,000 | 4,000 |

Figure 45 Cumulative projected dwelling growth in Campbelltown

Employment

An employment lands analysis projected demand for an additional 385,000m² of employment lands within the precinct to 2036. This will deliver around 6,800 additional jobs, predominately in education and healthcare (252,000m²) and retail (82,000m²).

The Land Use and Infrastructure Strategy provides appropriate employment floorspace to ensure there is capacity to accommodate this employment growth.

The Land Use and Infrastructure Strategy identifies significant areas of land on both the eastern and western side of the railway line allocated to education, health, business and industrial uses to ensure there is adequate capacity for future jobs employment growth.

There is considerable capacity within existing commercial and retail areas, particularly along Queen Street to provide additional retail floorspace to meet demand.

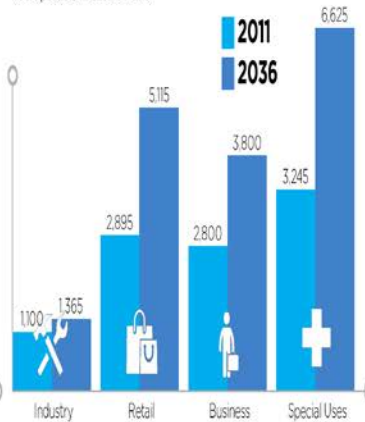


Figure 46 Existing and projected jobs growth by typology in Campbelltown

| Job Type | 2021 | 2031 | 2036 |
|-------------------|--------------|--------------|--------------|
| Industry | 100 | 200 | 250 |
| Retail | 1,000 | 1,700 | 2,150 |
| Business | 500 | 800 | 1,000 |
| Special Uses | 1,250 | 2,650 | 3,450 |
| Total Jobs | 2,850 | 5,350 | 6,850 |

Figure 47 Cumulative projected jobs growth in Campbelltown

Calculating Growth Potential

Campbelltown precinct's projected growth is a calculation of the amount of residential and employment development that is expected to take place by 2036. The projected growth calculations take into consideration the following factors:

► **Development on unconstrained sites.** Development is projected to occur on the unconstrained sites identified on page 15 of this report.

► **The Proposed Future Character and Built Form.** The Land Use and Infrastructure Strategy on page 18 identifies the desired future character and built form throughout the precinct. These building types have been applied to the precinct's unconstrained sites.

► **Assumptions.** A series of assumptions have been applied to calculate the land areas required for each development type, and the number of dwellings and jobs that could be provided. These assumptions are documented in Figure 5 of the Glenfield to Macarthur Urban Renewal Corridor Strategy.

► **Economic Feasibility.** An analysis of the housing potential and development feasibility of the precinct's unconstrained sites was undertaken using the Department's Urban Feasibility Model (UFM). The UFM is a strategic planning tool used to determine the likelihood of the current market to deliver various types of dwellings.

► **Market Demand.** A high level demand analysis has been undertaken to determine the demand for different dwelling types on unconstrained sites within the precinct. The analysis:

- Assessed the desired future character, built form and housing types proposed under the Land Use and Infrastructure Plan, against market conditions and demand; and
- Identified take-up/realisation rates for each land use within the precinct, which informed the calculation of the projected growth.

► The 'take-up' or 'realisation' rates were informed by several factors, including broader population growth, property sub-markets, historic dwelling activity, the development pipeline, the precinct's dwelling capacity and current market feasibility.



Infrastructure Analysis

Figure 48 provides a summary of the infrastructure items required to support the projected growth in the precinct. This includes public transport, walking and cycling upgrades, roads and community infrastructure. Services utilities such as water, sewage, electricity and gas will also be upgraded as the growth occurs.

The infrastructure items would be funded and delivered by a range of sources as identified in Figure 48, and would be subject to more detailed investigations to inform the delivery time frames, design and costings.

| Item | Measure | Planning Responsibility | Timing | Funding Mechanism |
|---|--|---|--|--|
| Public Transport | | | | |
| 1 | Increased rail services to meet the needs of the precinct's growth | TNSW | Train service levels are reviewed continually by TNSW. The stopping patterns and level of service will be matched to the growth of the precinct. | TNSW delivery responsibility |
| 2 | Investigate opportunities to improve direct connections and reduce travel times for the suburban bus network | TNSW | Bus service levels are reviewed continually by TNSW and RMS. Detailed planning for a new suburban bus route to be investigated based on development in the area. | TNSW delivery responsibility |
| 3 | Additional 450 commuter car parking spaces near Campbelltown Station interchange | TNSW | To be determined as precinct develops | TNSW funding responsibility |
| Walking & Cycling | | | | |
| 4 | New regional cycle routes parallel and perpendicular to the railway line to provide better connections to the station and surrounding area | TNSW | To be determined as precinct develops | TNSW funding responsibility |
| 5 | Series of local cycle network improvements, including: • Heading east through Mawson Park, connecting to Condamine Street • Heading west towards Blaxland Road | Council | To be determined as precinct develops | Delivery as part of Council's Section 94 Plan/VPA |
| 6 | Streetscape works such as footpath improvements, pedestrian crossings and refuges, street tree planting, bicycle storage facilities and lighting. | Council | To be determined as precinct develops | Delivery as part of Council's Section 94 Plan/VPA |
| 7 | Potential pedestrian, cycle and public transport extension of Badgally Road across the rail corridor to improve connectivity | TNSW/Council | Further transport investigations to be undertaken as the precinct develops | Subject to further funding and delivery mechanisms |
| Education & Community Infrastructure | | | | |
| 8 | Potential longer term need for a new primary school to service the Campbelltown and Macarthur precincts | Department of Education and Communities | To be determined as precinct develops | Delivered as part of DEC's School Cluster Asset Plan |
| 9 | Potential development of a multipurpose community centre and expanded central library servicing the Campbelltown and Macarthur precincts. | Council/ developer | To be determined as precinct develops | Delivery as part of Council's Section 94 Plan/VPA |

Figure 48: Infrastructure servicing required in the Campbelltown precinct

2. OPERATIONAL SERVICES

No reports this round

3. ASSETS AND SUPPLY SERVICES

3.1 T15/24 Extension of Minto Indoor Sports Centre

Reporting Officer

Manager Healthy Life Styles and Acting Manager Assets and Supply Services

Attachments

Nil

Purpose

To advise Council of the tenders received for the extension of Minto Indoor Sports Centre and recommend that Council decline to accept any of the tenders received and enter into negotiations with all tenderers.

History

Council has received a grant for the extension of Minto Indoor Sports Centre. As the anticipated expenditure of the extension was to exceed the legislative threshold, Council invited tenders in September 2015.

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.

Advertising of Tenders

Tenders were advertised in The Sydney Morning Herald, The Macarthur Advertiser and The Macarthur Chronicle in the weeks commencing 27 July and 3 August 2015. Tenders were also advertised on Tenderlink and Council's website. The Ingleburn and Campbelltown Chambers of Commerce and Industry were notified.

Tender Document

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

- company details
- references
- company experience, particularly as they relate to these services
- details of any subcontractors and their experience, particularly as they relate to the Services
- resources, including plant and equipment to be used
- pricing
- program of works
- insurances
- environmental practices
- Work Health and Safety management systems
- conflict of interest declaration
- collusive submission declaration
- additional terms of contract, if proposed.

Tenders Received

Tenders closed on Tuesday 15 September 2015. Nine on-time responses were received from the following organisations:

- Arnost Bohuslav Trejbal
- Axis Constructions Pty Ltd
- Builtform Constructions Pty Ltd
- Castlereagh Construction Group Pty Ltd
- Deltabuild Contractors Pty Ltd
- Imperium Projects Pty Ltd
- Lifese Pty Ltd
- Momentum Built Pty Ltd
- Progroup Management Pty Ltd

Evaluation Process

The Evaluation Panel, consisting of officers from Healthy Life Styles, Assets and Supply Services and Development Services evaluated the tenders against the following weighted assessment criteria:

- experience of the company and subcontractors
- resources
- program of works
- pricing
- Work Health and Safety documentation
- 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 total lump sum price.

The Evaluation Panel determined each organisation demonstrated their capability to provide the required services. As part of the Development Approval, notification is required to be sent to Sydney Trains and also Crown Lands. In obtaining the required consents, this has delayed the finalisation of the Development Approval. The Evaluation Panel considered it appropriate that Council decline to accept the tenders in accordance with Clause 178(1)(b) *Local Government (General) Regulation 2005*. As Council will continue to require the extension of Minto Indoor Sports Centre, the Evaluation Panel recommend entering into negotiations with all organisations that submitted a tender with a view to entering into a contract in relation to the subject matter of the tender in accordance with Clause 178(3)(e) *Local Government (General) Regulation 2005*, once the reasons for delay have resolved.

Assurance of the Process Undertaken

In accordance with Council's Procurement Procedures, a Tender Review Panel, consisting of members of Council's Executive reviewed the Tender to assure the process was undertaken in a manner that was fair, transparent and resulted in the best value outcome to Council.

Officer's Recommendation

1. That Council decline to accept any of the tenders.
2. That Council enter into negotiations with all organisations that submitted a tender with a view to entering into a contract in relation to the extension of Minto Indoor Sports Centre. As Council has recently invited tenders for the works, the Evaluation Panel deemed there to be no benefit in inviting fresh tenders. All tenders were evaluated as providing satisfactory capability of providing the required services.
3. That the Tenderers be notified of the results of tender process.

Committee's Recommendation: (Borg/Brticevic)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 15 December 2015 (Hawker/Lake)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 233

That the Officer's Recommendation be adopted.

3.2 T15/21 Supply and Deliver Crane Truck

Reporting Officer

Manager Assets and Supply Services and Manager Operational Services

Attachments

Nil.

Purpose

To advise Council of the tenders received for the supply and delivery of a crane truck and recommend that Council not accept the tender.

History

Council has received a grant from the Environmental Protection Agency to engage a company to supply and deliver one Crane Truck to collect illegally dumped waste. As the anticipated expenditure of the purchase was to exceed the legislative threshold, Council invited tenders for the crane truck.

Report

One on-time response was received from the following organisation:

- SWF Hoists and Industrial Equipment Pty Ltd

Upon review of the submission, it was determined that the price may be above market value, and as there was only one tenderer there is no comparison.

The Evaluation Panel considered it appropriate that Council decline to accept the tender in accordance with Clause 178(1)(b) Local Government (General) Regulation 2005 and enter into negotiations with any organisation that has purchased Council's Request for Tender for similar works in the past 12 months.

Officer's Recommendation

1. That Council decline to accept the tender received for the provision of the supply and deliver crane truck.
 2. That Council advise the Tenderer that there will be no action taken on this tender.
 3. That the Tenderer is refunded the tender fee.
 4. That Council enter into negotiations with any organisations that has previously purchased Council's Request for Tender for similar works in the past 12 months as Council has called for tenders twice in the past 12 months with no suitable tenders submitted.
-

Committee's Recommendation: (Lake/Mead)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 15 December 2015 (Hawker/Lake)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 233

That the Officer's Recommendation be adopted.

3.3 T15/18 Street Lighting on Eagle Vale Drive

Reporting Officer

Manager Assets and Supply Services and Manager Technical 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 supply and installation of street lighting on Eagle Vale Drive and recommend that Council accept the tender submitted by Picton Power Lines Pty Ltd.

History

Due to rapid growth of residential and commercial developments in the South West Growth Area, traffic on Eagle Vale Drive will significantly increase following the connection of Gregory Hills to Badgally Road. To address the anticipated volume of traffic in the coming years it is necessary to widen Eagle Vale Drive between Raby Road and Badgally Road from the existing two lane rural road to four lanes. Road widening would provide a safer road link with improved capacity in response to anticipated traffic increase.

A partial upgrade of Eagle Vale Drive has been completed over the past two years.

The works under this contract include the supply and installation of street lighting at the following locations on Eagle Vale Drive, Eagle Vale:

- Near the intersection of Epping Forest Drive (street lighting network)
- Section between Badgally Road and Wynn Street (private network)

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

Council has received a \$17.5 million grant from the Federal Government to complete the entire upgrade of Eagle Vale Drive.

Contract Term

The term for this contract will be from the date of acceptance until completion of the works including any defects liability and/or warranty period.

Advertising of Tenders

Tenders were advertised in The Sydney Morning Herald, The Macarthur Advertiser and The Macarthur Chronicle in the weeks commencing 5 and 12 October 2015. Tenders were also advertised on Tenderlink and Council's website. The Ingleburn and Campbelltown Chambers of Commerce and Industry were notified.

Tender Document

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

- company details
- references
- company experience, particularly as they relate to these services
- details of any subcontractors and their experience, particularly as they relate to the Services
- details of their proposal including delivery and works program and products to be utilised
- warranty periods applicable
- pricing
- insurances
- environmental practices
- Work Health and Safe Management Systems
- Conflict of interest declaration
- Collusive submission declaration
- Additional terms of contract, if proposed.

Tenders Received

Tenders closed on Tuesday 27 October 2015. Three on-time responses were received from the following organisations:

- ARA Electrical High Voltage Services Pty Ltd t/as Transelect
- Elect Energy Pty Ltd
- Picton Power Lines Pty Ltd

Evaluation Process

The Evaluation Panel, consisting of officers from Technical Services, Operational Services and Information Management and Technology evaluated the tenders against the following weighted assessment criteria:

- experience of the company
- proposal
- financial stability
- 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 based on a lump sum price.

Recommendation of the Evaluation Panel

Picton Power Lines Pty Ltd provided the best response to Council and is recommended for the provision of street lighting on Eagle Vale Drive as they:

- provided satisfactory details of their company experience, particularly as they relate to the Services
- provided a detailed program of works
- tendered a competitive price to Council
- provided satisfactory work, health, safety and environmental documentation

Tenders Not Recommended

ARA Electrical High Voltage Services Pty Ltd t/as Transelect is not recommended as their scope of work did not reflect the specifications and drawings provided in the Request for Tender, therefore could not be evaluated appropriately.

Elect Energy Pty Ltd is not recommended as they:

- did not provide a satisfactory program of works
- tendered a more expensive price than the recommended tenderer

Assurance of the Process Undertaken

In accordance with Council's Procurement Procedures, a Tender Review Panel, consisting of members of Council's Executive reviewed the Tender to assure the process was undertaken in a manner that was fair, transparent and resulted in the best value outcome to Council.

Management of Proposed Contract

The Contractor will be subject to contract management and safety reviews throughout the duration of the contract in accordance with Council's contract management requirements.

Officer's Recommendation

1. That Council accept the offer of Picton Power Lines Pty Ltd for the provision of supply and install street lighting on Eagle Vale Drive.
2. That the Contract documents be executed under the Common Seal of Council.
3. That the unsuccessful Tenderers be notified of the results of tender process.

Committee's Recommendation: (Borg/Brticevic)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 15 December 2015 (Hawker/Lake)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 233

That the Officer's Recommendation be adopted.

3.4 T15/14 Catering at Campbelltown Sports Stadium

Reporting Officer

Manager Assets and Supply Services and Manager Healthy Lifestyles

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 catering at Campbelltown Sports Stadium and recommend that Council accept the tender submitted by Total Event and Management Services Pty Ltd.

History

Council currently has in place a contract for the catering at Campbelltown Sports Stadium (including the Responsible Service of Alcohol) which is due to expire on 29 February 2016. As Council continues to utilise the contract, a new contract will need to be in place prior to the expiration of the current contract.

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 Term

The term for this contract will be for a period of two years from 1 March 2016 with three options for extension of 12 months each.

Advertising of Tenders

Tenders were advertised in The Sydney Morning Herald, The Macarthur Advertiser and The Macarthur Chronicle in the weeks commencing 12 and 19 October 2015. Tenders were also advertised on Tenderlink and Council's website. The Ingleburn and Campbelltown Chambers of Commerce and Industry were notified.

Tender Document

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

- company details
- references
- company experience, particularly as they relate to these services
- details of any subcontractors and their experience, particularly as they relate to the services
- details of their proposal for the kiosk areas and corporate facilities, including listing of products and packages
- details of their quality assurance program
- confirming their ability of meet a response time to attend to an unforeseeable event
- liquor licencing information
- proposed access fee
- insurances
- environmental practices
- Work Health and Safety management systems
- conflict of interest declaration
- collusive submission declaration
- additional terms of contract, if proposed.

Tenders Received

Tenders closed on Tuesday 3 November 2015. Two on-time responses were received from the following organisations:

- Stadium Australia Operations Pty Ltd t/as Stadium Australia Group Catering Services
- Total Event and Management Services Pty Ltd

Evaluation Process

The Evaluation Panel, consisting of officers from Healthy Lifestyles and Emergency Management & Facility Services evaluated the tenders against the following weighted assessment criteria:

- experience of the company
- kiosk areas and corporate facilities proposal
- quality assurance program
- liquor licence
- access fee
- 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 the access fee was determined using mock events incorporating:

1. the average catering sales of the last four NRL matches; and
2. the last financial year's average monthly catering sales for special events.

Recommendation of the Evaluation Panel

Total Event and Management Services Pty Ltd provided the best response to Council and is recommended for the catering at Campbelltown Sports Stadium as they:

- provided satisfactory details of their company experience, particularly as they relate to the Services
- provided satisfactory details of their kiosk areas and corporate facilities proposal
- provided a detailed quality assurance program
- proposed a higher percentage of remuneration to Council for the income received from the sale of all food and non-alcoholic beverages
- provided satisfactory work, health, safety and environmental documentation
- have provided a satisfactory service to Council in the past.

Tenders Not Recommended

Stadium Australia Operations Pty Ltd t/as Stadium Australia Group Catering Services is not recommended as the nominated access fee percentage was not as competitive as the recommended tenderer.

Assurance of the Process Undertaken

In accordance with Council's Procurement Procedures, a Tender Review Panel, consisting of members of Council's Executive reviewed the Tender to assure the process was undertaken in a manner that was fair, transparent and resulted in the best value outcome to Council.

Management of Proposed Contract

The Contractor will be subject to contract management and safety reviews throughout the duration of the contract in accordance with Council's contract management requirements.

Officer's Recommendation

1. That Council accept the offer of Total Event and Management Services Pty Ltd for the provision of catering at Campbelltown Sports Stadium for a period of two years with three options for extension of 12 months each.
2. That the Contract documents be executed under the Common Seal of Council.
3. That the unsuccessful Tenderers be notified of the results of tender process.

Committee's Recommendation: (Lake/Mead)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 15 December 2015 (Hawker/Lake)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 233

That the Officer's Recommendation be adopted.

4. EMERGENCY SERVICES

No reports this round

5. GENERAL BUSINESS

Nil.

Confidentiality Motion: (Lake/Mead)

That the Committee in accordance with Section 10A 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

21. CONFIDENTIAL ITEMS

21.1 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

Motion: (Brticevic/Borg)

That the Committee in accordance with Section 10 of the *Local Government Act 1993*, move to re-open the meeting to the public.

CARRIED

There being no further business the meeting closed at 8.01pm.

S Dobson
CHAIRPERSON
