

Reports of the City Works Committee Meeting held at 7.30pm on Tuesday, 9 November 2010.

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 9 November 2010

Present His Worship the Mayor, Councillor P Lake
Councillor J Rowell (Chairperson)
Councillor F Borg
Councillor A Chanthivong
Councillor S Dobson
Councillor W Glynn
Councillor A Rule
Councillor M Thomas
Director Business Services - Mr M Sewell
Director Community Services - Ms L Deitz
Director City Works - Mr J Hely
Manager Business Assurance - Ms M McIlvenny
Manager Compliance Services - Mr A Spooner
Manager Customer Service - Mr I Hudson
Manager Emergency Services - Mr J Dodd
Manager Financial Services – Ms C Mears
Manager Healthy Lifestyles - Mr M Berriman
Manager Human Resources - Mr Brian Mortimer
Manager Information Management and Technology - Mr S McIlhatton
Manager Library Services - Mr G White
Acting Manager Operations - Mr A Davies
Manager Property Services - Mr J Milicic
Acting Manager Technical Services - Mr K Lynch
Procurement and Contracts Coordinator - Ms K Stares
Executive Assistant - Mrs K Peters

Apology Nil

Acknowledgement of Land

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

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

1. Minutes of Local Traffic Committee Meeting held on 21 October 2010
2. Minutes of Campbelltown Traffic Committee Meeting held on 21 October 2010

Purpose

To seek Council's endorsement of the recommendations arising from the Local Traffic Committee and Campbelltown Traffic Committee Meeting held on 21 October 2010.

Report

RECOMMENDATIONS OF THE LOCAL TRAFFIC COMMITTEE

Reports Listed for Consideration

LTC 10/22 Somerset Street, Minto - Amendments to Linemarking and Signposting

1. That Council advise the ARTC that a one way movement is now being considered for the section of Somerset Street adjacent to the railway entry.
2. That ARTC plan SN-880 to SN-882, Revision 02 not be approved.
3. That a report be presented to the next Traffic Committee on the possible one way movement within Somerset Street.

LTC 10/23 Plough Inn Road, Leumeah - Linemarking and Signposting for the parking area west of Leumeah Railway Station

1. That Council approves in principle the ARTC Plan SN-885 Revision 03 by incorporating suggestions as indicated in the body of the report.
 2. 'For Construction' plans be submitted to Council incorporating changes. Upon verification of the plan formal approval be issued.
 3. That Council advises the ARTC of Council's decision.
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LTC 10/24 Howe Street, Campbelltown - St Peter's Anglican Primary School Pedestrian Facility

1. That Council write to the Roads and Traffic Authority to seek advice as to whether the RTA would consider funding a crossing supervisor for the school crossing.
2. That Council staff hold further discussion with the school regarding traffic management associated with pick up and drop of students.
3. That a further report be presented to the Traffic Committee.

LTC 10/25 Roy Watts Road, Glenfield - Signs and Markings

That the signs and road markings for Roy Watts Road, subject to amendments indicated in the body of the report, as shown on Transport Construction Authority Plans SWRL-500-DD-0250-CI-0180 and CI-181 be approved.

LTC 10/26 Belmont Road, Glenfield - Bus Zone west of Hosking Crescent

1. That Council installs a Bus Zone at the frontage of 16 Belmont Road, Glenfield and extend 3P parking before and after the Bus Zone as indicated in the attached Plan No. 11507-1, Sheet 1B.
2. That all of the residents in Belmont Road, Glenfield be advised of Council's action.

RECOMMENDATIONS OF THE CAMPBELLTOWN TRAFFIC COMMITTEE

CTC 10/41 Glenfield West Area - Moratorium on Parking Review

That Council places a moratorium on all parking reviews throughout the Glenfield Area until parking patterns are re-established following the completion of all road and parking and development works associated with Glenfield Transport Interchange.

CTC 10/42 National Blackspot Funding Program - 2011/2012

1. That information in the body of report be noted.
 2. That Council lists for review the following intersections in the 2011 nominations for the 2012/2013 National Blackspot Funding Program.
 - a. Campbelltown Road and Raby Road intersections, St Andrews
 - b. Chester Road and Collins Promenade intersection, Ingleburn
 - c. Campbelltown Road and Williamson Road intersection, Ingleburn
 - d. Blaxland Road and Rose Street intersection, Campbelltown.
 3. That Council writes to the Roads and Traffic Authority to list the following intersections for the installation of safety cameras.
 - a. Blaxland Road and Badgally Road intersection, Campbelltown
 - b. Narellan Road, Blaxland Road and Gilchrist Drive intersection, Campbelltown
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4. That Council writes to the Roads and Traffic Authority for a report of their investigation at the Broughton Street and Moore-Oxley Bypass intersection, Campbelltown as indicated in the previous report, CTC 10/25.
 5. That Council writes to the Roads and Traffic Authority for upgrading Pembroke Road, Leumeah, in the section between Old Leumeah Road and O'Sullivan Road.
 6. That Council review accidents at the following intersections on completion of current activities.
 - a. Campbelltown Road, Queen Street and Moore-Oxley Bypass intersection, Campbelltown.
 - b. Kellicar Road and Bolger Street intersection, Campbelltown.

CTC 10/43 Queen Street and Allman Street, Campbelltown - Illegal U turns

That the information be noted.

CTC 10/44 Queen Street, Campbelltown - 2011 Anzac Day Parade - Special Event

1. That the application from the Campbelltown RSL Club for temporary closures in Queen Street and side roads on Monday 25 April 2012 for the annual Anzac Day Parade, as described in the body of the report be supported.
2. That Council prepare and forward a Special Event Transport Management Plan as a Class 2 event for the Roads and Traffic Authority endorsement.
3. That Council request the Campbelltown RSL Sub-Branch to advise public authorities, affected local businesses, transport authorities, taxi operators and emergency services regarding temporary road closures and available detour routes.
4. That Council provides assistance to the event as indicated in the body of the report.
5. That Council staff continue to liaise with the organisers in the detailed planning of the event.

General Business

CTC 10/45 Macarthur Tavern Pedestrian Fencing

That the information be noted.

CTC 10/46 Macarthur Square Pedestrian Crossing Fence

That the information be noted.

CTC 10/47 Emerald Drive, Eagle Vale - Speed Zone

That Council write to the Roads and Traffic Authority requesting a review of the installation of the 50k/ph speed zone signs in Emerald Drive, Eagle Vale.

CTC 10/48 School Zone Flashing Lights Initiative

That the information be noted.

Officer's Recommendation

That the recommendations of the Local Traffic Committee and Campbelltown Traffic Committee as detailed in the Minutes of the meeting held on 21 October 2010 be adopted.

Committee's Recommendation: (Chanthivong/Glynn)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 16 November 2010 (Rowell/Rule)

That the Officer's Recommendation be adopted.

Council Minute Resolution Number 223

That the Officer's Recommendation be adopted.

ATTACHMENT 1



LOCAL TRAFFIC COMMITTEE MINUTES

21 October 2010

LOCAL TRAFFIC COMMITTEE

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

Minutes Summary

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LATE ITEMS		
No reports this round		
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No reports this round		
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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 21 October 2010

1. ATTENDANCE

Campbelltown City Council

Councillor G Greiss (Chairperson)
Acting Manager Technical Services - Mr K Lynch
Manager Development Services - Mr J Baldwin
Acting Coordinator Road Design - Mr D Gonzalez
Team Leader Traffic Investigation - Mr F Sirc
Senior Engineer Traffic- Mr M Arya
Administrative Assistant - Mrs S Lambert

Roads and Traffic Authority

Mr D Lance

Police Representatives

Sergeant M Cotton

Bus Companies

Busways - Mr S Grady
Interline - Mr B East
Busabout - Mr R Watson

Representatives of State Member of Parliament

Representing Member for Campbelltown - Mr J Duncan

Others

St Peter's Anglican Primary School
Headmaster - Mr S Bomford
Property Manager - Mr J Ponsonby

2. APOLOGIES

Nil

An Acknowledgement of Land was performed by the Chairperson

3. CONFIRMATION OF MINUTES

The Minutes of the previous meeting held on 26 August 2010 were adopted by Council at its meeting on 21 September 2010.

4. BUSINESS ARISING FROM MINUTES

No reports this round

5. REPORTS LISTED FOR CONSIDERATION

LTC.10/22 **Somerset Street, Minto - Amendments to Linemarking and Signposting**

Previous Report: CTC 07/10

Electorate: Campbelltown

Author Location: Traffic and Road Design Unit

Attachments

1. Copies of Plan SN-880 to SN-882, Rev 2 (Under separate cover)
2. Copy of Council Standard Plan SD-R17 (Under separate cover)
3. Copy of Council Plan SD-98A (Under separate cover)

Background (21/10/2010)

Australian Rail Track Corporation is seeking Council's approval for the installation of signposting and linemarking at the site prior to commencement of rail upgrade works.

Council received Plan SN-880 to SN-882, Rev 2 (Attachment 1) from the Australian Rail Track Corporation (ARTC) to approve linemarking and signposting plans in Somerset and Wiltshire Streets and the proposed additional commuter parking area located on the southern side of Wiltshire Street, Minto.

The Traffic Committee at its meeting of 8 March 2007 was advised of the changes to road width in Somerset Street adjacent the proposed marked crossing (CTC 07/10). The road width proposed by the ARTC in Somerset Street at the marked crossing is 6m as indicated in the submitted plan SN-881, Rev 2. The Traffic Committee at its meeting of 8 March 2007 recommended that the road width be increased to 7.0m by adjusting the western kerb line outside the commuter parking area and this has not been considered in the submitted plan.

The following changes are also proposed and/or suggested in Somerset and Wiltshire Streets, Minto.

1. Zig-zag line markings to be provided on both approaches to the marked crossing in accordance with SD-R17 (Attachment 2)
 2. The pedestrian crossing is proposed on a raised threshold. It is suggested that the raised threshold is designed on the basis of Council's plan SD 98A (Attachment 3).
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1.1 Traffic Committee

3. Approximately 55m 'Bus Zone' be provided along the eastern kerb on southbound approach to the marked crossing.
4. Approximately 100m edge linemarking along eastern kerb is proposed to separate parked and through traffic in Somerset Street on the southbound approach to the marked crossing.
5. Bus Zone signs shall be provided in accordance with the RTA standard sign R5-20 (not R5-460 as shown on the plan).
6. Advance Warning signs (W6-2B) and Pedestrian Crossing Signs (R3-1B) should be on fluoro yellow green background.
7. Speed hump and advisory speed limit signs at the marked crossing for the northbound approaching vehicles are to be separated by approximately 20m to improve visibility of marked pedestrian crossing signs.
8. Guide signs 'No Stopping At Any Time' are proposed in the commuter parking area of Wiltshire Street, Minto.
9. 10 minute on-street parking is proposed at the Somerset and Wiltshire Streets intersection.
10. ARTC are proposing an additional 92 parking spaces which includes 2 disabled, commuter parking spaces in two off-street parking areas.

It is also suggested that ARTC provides copies of revised signposting and linemarking plans for Council's record.

Discussion (21/10/2010)

The Manager Technical Services advised of a number of proposed changes in Somerset Street and Wiltshire Street, Minto as outlined in the report.

Vehicles are experiencing difficulty in exiting the carpark in Somerset Street due to the reduced width of the road carriageway as a result of the station works. Buses exiting the proposed bus bays adjacent to the station will also experience difficulty staying within the lanes due to the tight movement.

Due to the station work and the reduction in the road width the Committee discussed the possibility of the section of Somerset Street adjacent to the station being made one way with the traffic flow southbound.

The one way movement may allow the Somerset Street carpark to have a separate entry and exit driveway which will again reduce the flow of traffic across the entry to the station. Modifications at the transition points from two way to one way will need to be considered.

Following further discussion it was agreed that Council develop a concept Traffic Management Plan and a report be presented to the next meeting of the Traffic Committee. Following this meeting community consultation will be undertaken.

The Committee discussed the matter and suggested the recommendations be amended as follows:

Recommendation of Local Traffic Committee

1. That Council advise the ARTA that a one way movement is now being considered for the section of Somerset Street adjacent to the railway entry.
2. That ARTA plan SN-880 to SN-882, Revision 02 not be approved.
3. That a report be presented to the next Traffic Committee on the possible one way movement within Somerset Street.

LTC.10/23 Plough Inn Road, Leumeah - Linemarking and Signposting for the parking area west of Leumeah Railway Station

Previous Report: CTC 07/10

Electorate: Campbelltown

Author Location: Traffic and Road Design Unit

Attachments

1. Copy of Plan SN-885, Rev 03 (Under separate cover)
2. Copy of Council Plan 11317, Sheet 7 (Under separate cover)
3. Copy of draft Council Plan 12003 (Under separate cover)

Background (21/10/2010)

Attachment 2 shows the signposting and linemarking at the site prior to commencement of rail upgrade works.

Council received a Plan SN-885, Rev 3 (Attachment 1) from the Australian Rail Track Corporation (ARTC) to approve linemarking and signposting plan in Plough Inn Road and the adjacent commuter parking area located on the western side of the Leumeah Railway Station, Leumeah.

The submitted plan does not identify existing signs and markings. The plan indicates resizing of the central median and westward movement of kerb in the 'Kiss and Ride Area'. These changes are necessary to accommodate an additional freight line within the existing railway corridor. With these changes seven existing 'Kiss and Ride' spaces will be reduced to six. The following changes are suggested to be incorporated in the signposting plan in the 'Kiss and Ride' area

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1. The kerb and gutter to the central median be reinstated.
 2. The Bus Zone in the central median as stated in Council Plan 11317, Sheet 7 (Attachment 2) is reinstated.
 3. Pavement within the Bus Zone shall be reinstated as indicated in plan, Attachment 2.
 4. 'Kiss and Ride Area' signs are non regulatory and are to be used in conjunction with 'No Parking' signs.

In the commuter parking area, south of Plough Inn Road, the Traffic Committee was advised at its meeting of 8 March 2007 that the Freight Line will affect five RailCorp staff parking spaces and 47 formal and 10-12 informal commuter parking spaces.

In the proposed plan ARTC is proposing three spaces marked with 'RailCorp Staff Only'. The Committee is advised that the proposed signs are non-regulatory and can not be enforced.

The Traffic Committee at its meeting of 8 March 2007 recommended that ARTC is advised to amend the car parking layout south of the Leumeah Railway Station entrance to match Council's draft Plan 12003. The submitted plan does not cover the entire parking area and can not be verified with the draft Plan 12003.

In the draft Plan Council proposed seven disabled parking spaces which have been reduced to six in the proposed plan. The Commuter parking area on the western side of the Leumeah Railway station is estimated as approximately 1016 (777 on the northern side and 239 on the southern side of Plough Inn Road). Total disabled parking spaces in the western parking area are approximately 0.6% of the total parking area. It is suggested that the disabled parking spaces are increased to approximately 1% of the total available parking on the western side of the Leumeah Railway Station.

The submitted plan does not include signposting required for the disabled parking spaces and restricted parking area signs at the entrance the parking area south of Plough Inn Road, Leumeah.

It is also suggested that ARTC provides copies of revised signposting and linemarking plans.

Discussion (21/10/2010)

The Committee discussed the matter and suggested the recommendations be amended as follows:

Recommendation of Local Traffic Committee

1. That Council approves in principle the ARTC Plan SN-885 Rev 03 by incorporating suggestions as indicated in the body of the report.
 2. 'For Construction' plans be submitted to Council incorporating changes. Upon verification of the plan formal approval be issued.
 3. That Council advises the ARTC of Council's decision.
-

LTC.10/24 **Howe Street, Campbelltown - St Peter's Anglican Primary School Pedestrian Facility**

Previous Report: TC. 28/01, 102/03, 125/03, 61/04, 115/04, LTC.25/05, CTC. 06/19

Electorate: Campbelltown

Author Location: Traffic and Road Design Unit

Attachments

1. Locality Plan: Aerial view of Howe Street
2. Pedestrian Facility Sketch Plans: Options 1 to 4

Background (21/10/2010)

Council is in receipt of requests from both St Peter's Anglican Primary School and its Parents and Friends Association seeking a pedestrian facility in Howe Street, Campbelltown.

Since the completion of the Broughton Street car park extension in March 2010, an expansion from 135 to 238 parking spaces, many parents of St Peters School have utilised this facility when dropping off and picking up children from the school. Consequently, there is a new pedestrian desire line located in Howe Street midway between Broughton Street and Browne Street. Recent pedestrian counts in June 2010 suggests that a flag children's crossing is the most suitable facility, however, there are conflict issues associated with the southbound dual lanes in Howe Street.

Council's Traffic Committee has addressed many reports over the last ten years examining traffic management issues in Howe and Browne Streets providing improvements to address parent queuing and street obstruction regarding the entrance into St Peter's School. The school has developed an on site turning circle that allows for drop off and pick up of children together with an access road that runs internally from the school to Cordeaux Street. The intersection of Browne and Howe Streets has a 'Keep Clear' facility that has assisted in the flow of traffic. A 40km/h school zone 'gate way' facility in Howe Street had been removed to cater for a kerb side clearway lane during school zone times for parents to queue in the street while waiting to enter the school grounds. It is common to find especially in the afternoon periods, vehicles queuing for the entire length of Howe Street for a short period of time.

The issue about placing a pedestrian facility in Howe Street is the multi lane nature of the street. It is current Roads and Traffic Authority practice not to install pedestrian facilities on multi lane roads especially on arterial roads. In 2006, following an announcement by the Minister for Roads, the RTA undertook an audit of crossings with the view of removing them on Classified Roads. Council has a handful of old established crossings that are on multi lane roads. These were identified in a previous report.

Reference is made to Australian Standard AS 1742.10 -2009, Manual of Uniform Traffic Control Devices, Pedestrian Control and Protection. A condition for the installation of a children's crossing is: 7.3 (a) that "no more than one lane of moving traffic in any direction shall be encountered by a pedestrian using the crossing, unless the crossing is operated by trained adult supervisors".

The Traffic Committee at its meeting of 1 March 2001 addressed a report examining traffic congestion at the school entrance. Due to the limited sight distance at the "bend" (intersection of Browne and Howe Streets) it was suggested by the Police representative that Council prepare a draft plan for a children's (flag) crossing at the right angle bend with the view of forwarding the plan to the RTA for their concurrence. The Plan was submitted to the RTA; however, it was not supported due to operational concerns with the four leg intersection.

The Committee is now asked to review four pedestrian facility Options being presented.

Option 1

Provide a children's crossing midblock in Howe Street, lining up with a pram ramp within the Broughton Street car park, together with the supply of a pedestrian crossing supervisor. Due to the two southbound lanes and the likelihood of vehicles queuing through the intersection it is suggested that a supervisor would be necessary to control vehicles stopping inside the crossing area. It is an RTA function to supply pedestrian supervisors and it is usually the practice to make an assessment of an existing crossing to determine if a supervisor is warranted. In this Option it is suggested that a children's crossing would only be considered based on a pre approval of a supervisor. The provision of any pedestrian facility will require the removal of on-street parking and in this Option it will remove 11 on street parking spaces. Additionally, the queuing traffic may extend back into Broughton Street. It will be necessary to remove some parking spaces and allow queuing in a no stopping zone within Broughton Street.

Option 2

Provide a children's crossing on the northern end of Howe Street, closer to Broughton Street, with a kerb side painted blister island removing the kerb side lane and therefore, removing the prospect of two vehicles queuing side by side at the commencement of the crossing. This proposal will remove the capacity of six cars queuing in Howe Street leaving 8 cars to queue to turn left into the school.

Option 3

Provide a children's crossing in Browne Street, west of Howe Street. This proposal will remove 7 on-street parking spaces. The disadvantage of this Option is that the pedestrian path is remote from the desire line and it produces additional conflict points with children crossing the entrance of the Howe Street car park.

Option 4

Provide a pedestrian refuge in Howe Street at the same location as Option 1. The refuge island is to be located within the existing northbound lane requiring the removal of kerb side parking so as to divert traffic in an 'S' lane manoeuvre around the island. This option together with Option 3 allows for two lane movement in Howe Street.

A number of the Options will necessitate the relocation of the entry to the 40km/h School Zone signs and markings.

Discussion (21/10/2010)

The Manager Technical Services advised the Committee of a number of requests regarding a pedestrian facility in Howe Street, Campbelltown.

The Headmaster and Property Manager from St Peter's Anglican Primary School attended the meeting and advised of the ongoing concerns regarding the picking up of children in the afternoons and the need for a pedestrian facility.

The Committee were advised that the majority of the children attending the school lived out of the area and are dropped off by car. The Headmaster also advised that early in 2010 an incident had occurred which concerned a number of parents crossing Howe Street and this has created a problem for pedestrian safety.

The Roads and Traffic Authority representative advised that two lane traffic heading west in Howe Street would not be supported by the RTA and the Australian Standard is currently under review which will include a clause for restrictions of certain facilities.

The RTA will review and assess the site for a supervisor once the site is constructed, but will not commit a supervisor to the site until it is completed.

It was suggested that Council liaise with the school to see if anything can be done to ease traffic conditions within the school carpark and try to improve the current system.

As Option 1 is the preferred option it was suggested that Council write to the RTA to seek advice as to whether Option 1 is the better option.

Recommendation of Local Traffic Committee

1. That Council write to the Roads and Traffic Authority to seek advice as to whether the RTA would consider funding a crossing supervisor for the school crossing.
2. That Council staff hold further discussion with the school regarding traffic management associated with pick up and drop of students.
3. That a further report be presented to the Traffic Committee.

LTC.10/25

Roy Watts Road, Glenfield - Signs and Markings

Previous Report: Nil

Electorate: Macquarie Fields

Author Location: Traffic and Road Design Unit

Attachments

1. Roy Watts Road Line Marking and Signage Plan SWRL-500-DD-250-CI-0180 Rev. 3
2. Roy Watts Road Line Marking and Signage Plan SWRL-500-DD-250-CI-0181 Rev. 4

Background (21/10/2010)

Roy Watts Road, which has been the subject of State Government planning for several years, services Hurlstone Agricultural School, Department of Education land, other rural properties, previous commuter car parking and the recently constructed multi deck car park (730 vehicles), is presently being reconstructed by Rail Corporation.

The contractor for the Transport Construction Authority (TCA), St Hilliers Contracting, has forwarded plans of the reconstruction showing signs and linemarking details for Council's approval.

Upon completion of the road construction arrangements will be made to hand over its ownership to Council. RailCorp is likely to maintain ownership behind the eastern kerb of Roy Watts Road.

Roy Watts Road from the Glenfield Road roundabout boundary is approximately 350 metres long with an additional 130 metres to the end of the cul-de-sac. The entrance to the multi deck car park is approximately 200 metres from the roundabout.

The road lane width is minimum 3.5 metres each direction with additional road width for parking at various locations. For the length of road to the school entrance there are 56 angle parking spaces (90 degree) and 63 parallel parking spaces. Of the 27 parallel parking spaces on the approach to the proposed pedestrian crossing, 20 spaces are planned to be No Parking 6am – 9am, Monday to Friday, catering for kiss and ride activity. After the morning peak period, the 20 spaces will be available for all day parking.

The plans show a proposed Wombat crossing at the pedestrian entrance to the multi deck car park at Chainage 270m. The raised threshold is indicated to be 75mm high made out of bitumen material. The proposed Pedestrian and speed hump signs are shown on one post and should be separated onto individual posts with the pedestrian sign at the commencement of the pavement bars. The speed hump sign may be placed 5-10 metres in advance of the hump at the kerb radius where the two signs can be offset from one another.

There are proposed 'speed cushions' as traffic calming devices at a single location at approximate Chainage 138m.

In the cul de sac section of Roy Watts Road (RailCorp ownership) there are:

- 13 bays 4P 90 degree angle parking
 - 4 bays 4P parallel bays
 - 8 bays parking for people with disabilities at 3.45m widths
 - 30 metres of No Parking (for Kiss and Ride)
 - 12 metres of Taxi Zone (allowing for two vehicles)
 - 1 bay marked Emergency and Service Vehicles Only.
 - 5 bays secured fenced off area for RailCorp Staff
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The Emergency and Service Vehicles sign may need to be modified to No Parking with the appropriate exceptions included.

A sign posted Shared Cycleway follows the entire length of Roy Watts Road on the eastern verge. The plans indicate a future undercover walkway from the Station to the pedestrian crossing.

It is proposed to place a No Right Turn sign at the exit of the multi deck car park requiring all vehicles to turn left. It is suggested that parallel parking spaces on the eastern side of Roy Watts Road would be difficult to access for northbound motorists who were unable to find available parking space in the multi-storey car park. These motorists would need to make a U turn at the Glenfield Road roundabout.

Roy Watts Road is proposed to have an unbroken double barrier line for its entire length. A concern being raised is the restriction that motorists have in crossing the continuous dividing line to access the 90 degree angle parking. Under NSW Road Rules the exception for crossing double unbroken line is noted in Rule 134 (3-1) Without limiting subrule (2) or (3), a driver on a road with a dividing line (whether or not continuous) may drive to the right of the dividing line to enter or leave the road by the shortest practicable route. Note. This subrule is an additional NSW subrule. There is no corresponding subrule in rule 134 of the Australian Road Rules. Accordingly, it is recommended that the dividing line in Roy Watts Road be amended to have broken separation line at areas where it is required to cross the dividing line to park in the angle parking spaces.

Discussion (21/10/2010)

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

Recommendation of Local Traffic Committee

That the signs and road markings for Roy Watts Road, subject to amendments indicated in the body of the report, as shown on Transport Construction Authority Plans SWRL-500-DD-0250-CI-0180 and CI-181 be approved.

LTC.10/26 Belmont Road, Glenfield - Bus Zone west of Hosking Crescent

Previous Report: LTC 08/23

Electorate: Macquarie Fields

Author Location: Traffic and Road Design Unit

Attachments

1. Location of existing and proposed bus stop (Under separate cover)
 2. Copy of Plan 11507-1, Sheet 1B (Under separate cover)
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Background (21/10/2010)

Council has received a request from a local resident regarding the provision of an additional bus stop in Belmont Road, Glenfield. The proposed bus stop would be located on the north side of Belmont Road between Railway Parade and Hosking Crescent in front of No. 16. The resident claims that being an aged person it is too far to walk to the nearest bus stop.

In 2008, Council reviewed bus stop locations following the NSW Ministry of Transport (MoT) review of bus routes through the LGA. Interline, the local bus company suggested positioning a bus stop very close to the current suggested location. The industry practice to locate bus stops is within approximately 250m radial distance. Spacing between the bus stops near the residents request is approximately 380m.

The Traffic Committee at its meeting of 12 June 2008 (LTC 08/23) recommended that Council not support this bus stop, due to the comments it received from adjoining residents. The Committee also noted that the bus company, Interline, should further review the requirement for a bus stop at this location on commencement of the revised routes in August 2008.

Since commencement of the new bus routes in August 2008 Council has received one request for an additional bus stop in Belmont Road in the section between Hosking Crescent and Railway Parade.

Following the submission of this recent request, Council contacted adjoining residents seeking their comments on installing an additional Bus Zone at the frontage of No. 16 by rezoning the existing 3P restrictions. The proposal also includes providing 3P restrictions to unrestricted kerb parking spaces located on the approach and the departure side of the proposed Bus Zone. This is to preserve resident amenity of on-street parking in the near vicinity of their property. The proposal is indicated in the attached Plan 11507-1, Sheet 1B. The additional bus stop will reduce spacing between adjacent bus stops to 220m which is within the industry's norm.

Council has received no comments supporting or opposing the positioning a Bus Zone at the frontage of 16 Belmont Road. It is suggested that Council install a Bus Zone at the frontage of 16 Belmont Road, Glenfield by converting the existing 3P restrictions and provide 3P restrictions on the approach and departure side of the proposed Bus Zone which has support of the local bus company, Interline.

Discussion (21/10/2010)

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

Recommendation of Local Traffic Committee

1. That Council installs a Bus Zone at the frontage of 16 Belmont Road, Glenfield and extend 3P parking before and after the Bus Zone as indicated in the attached Plan No. 11507-1, Sheet 1B.
 2. That all of the residents in Belmont Road, Glenfield be advised of Council's action.
-

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 10.40am.

G Greiss
CHAIRPERSON

ATTACHMENT 2



CAMPBELLTOWN TRAFFIC COMMITTEE MINUTES

21 October 2010

CAMPBELLTOWN TRAFFIC COMMITTEE

Traffic related items to Council requiring technical advice and are outside of the Delegation functions issued to Councils by the Road and Traffic Authority.

Minutes Summary

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No reports this round		

CAMPBELLTOWN TRAFFIC COMMITTEE MINUTES

Traffic related items to Council requiring technical advice and are outside of the Delegation functions issued to Councils by the Road and Traffic Authority.

Minutes of the Campbelltown Traffic Committee held on 21 October 2010

1. ATTENDANCE

Campbelltown City Council

Councillor G Greiss (Chairperson)
Acting Manager Technical Services - Mr K Lynch
Manager Development Services - Mr J Baldwin
Acting Coordinator Road Design - Mr D Gonzalez
Team leader Traffic Investigation - Mr F Sirc
Senior Engineer Traffic - Mr M Arya
Administrative Assistant - Mrs S Lambert

Roads and Traffic Authority

Mr D Lance

Police Representatives

Sergeant M Cotton

Bus Companies

Busways - Mr S Grady
Interline - Mr B East
Busabout - Mr R Watson

Representatives of State Member of Parliament

Representing Member for Campbelltown - Mr J Duncan

2. APOLOGIES

Nil

3. CONFIRMATION OF MINUTES

The Minutes of the previous meeting held on 26 August 2010 were adopted by Council at its meeting on 21 September 2010.

4. BUSINESS ARISING FROM MINUTES

No reports this round

5. REPORTS LISTED FOR CONSIDERATION

CTC.10/41 Glenfield West Area - Moratorium on Parking Review

Previous Report: LTC. 06/48, 08/48, CTC. 10/9, 10/11

Electorate: Macquarie Fields

Author Location: Traffic and Road Design Unit

Attachments

Nil

Background (21/10/2010)

Council has committed to undertaking public consultation with residents in English Street to consider the provision of parking restrictions. Council is also trialling parking restrictions in Foreman Street and has requested the monitoring of 3P parking restrictions in a number of streets in the Glenfield area with the view of making changes.

Glenfield is presently undergoing major transport infrastructure changes that include:

- Construction of the Southern Sydney Freight Line in the railway corridor
- Construction of the Glenfield Transport Interchange and reconstruction of Glenfield Station
- Temporary position of City Rail ticketing booth
- Construction of Roy Watts Road Multideck commuter car park
- Removal of the Railway Parade commuter car park
- Reconstruction of Roy Watts Road
- Imminent construction of Railway Parade and the construction of traffic signals at its intersection with Hosking Crescent.

Removal of ninety five 90 degree angle parking spaces in Railway Parade has now taken place, making way for the Glenfield Station frontage to be reconstructed.

On Friday 3 September 2010, the multi deck car park on Roy Watts Road was opened. On a recent count, over 530 cars were using the car park; close to 75% capacity. The top floor, which has no roof covering, was vacant.

Since the car park has been opened, local street parking patterns on the eastern side of the railway have changed. Parking patterns are likely to change dynamically until all the works listed above are completed. It is recommended that all reviews of on street parking in the Glenfield Area be placed on hold until these works are completed.

Discussion (21/10/2010)

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

Recommendation of Campbelltown Traffic Committee

That Council places a moratorium on all parking reviews throughout the Glenfield Area until parking patterns are re-established following the completion of all road and parking and development works associated with Glenfield Transport Interchange.

CTC.10/42 National Blackspot Funding Program - 2011/2012

Previous Report: CTC 10/29, 09/64

Electorate: All Electorates

Author Location: Traffic and Road Design Unit

Attachments

Copy of Council's nomination to the 2011/2012 National Blackspot Funding Program

Background (26/08/2010)

The Traffic Committee at its meeting of 29 July 2010 was advised of a request from the Roads and Traffic Authority (RTA) for nominating blackspot sites for the 2011/2012 National Building Blackspot Program. The nominations closed on 20 August 2010.

In view of the nomination criteria Council submitted one location (site 13) of the 15 identified locations which qualified for consideration in the 2011/2012 National Building Blackspot Program.

Based on the accidents over the last five year period ending June 2009, Council identified the following 15 locations based on the severity index (SI) for possible nomination.

	Street	Cross Street	Intersection Control	SI 2010	SI 2009
1	Kellicar Road	Narellan Road	Traffic Signal	10.8	7.2
2	Gilchrist Drive	Kellicar Road	Traffic Signal	9.0	14.4
3	Narellan Road	Gilchrist Drive / Blaxland Road	Traffic Signal	9.0	3.6
4	Campbelltown Road	Raby Road	Roundabout	7.2	3.6
5	Collins Promenade	Eagleview Road	Proposed Roundabout	7.2	1.8
6	Campbelltown Road	Queen Street/ Moore-Oxley Bypass	Traffic Signal	7.2	5.4
7	Blaxland Road	Campbelltown Road	Traffic Signal	7.2	10.8
8	Rose Payten Drive	Pembroke Road	Traffic Signal	6.6	5.4
9	Chester Road	Collins Promenade	Roundabout	5.4	1.8
10	Kellicar Road	Bolger Street	Traffic Signal	5.4	5.4
11	Campbelltown Road	Williamson Road	Roundabout	5.4	1.8
12	Blaxland Road	Rose Street	Roundabout	5.4	1.8
13	Broughton Street	Lindesay Street	Roundabout	5.4	0.0
14	Badgally Road	Blaxland Road	Traffic Signal	5.4	3.6
15	Broughton Street	Moore-Oxley Bypass	Traffic Signal	5.4	3.6

The majority of the sites (Nos 1, 3, 4, 5, 6, 7, 8, 9, 11 and 15) are on State Roads having traffic signal control at the intersection.

Council or the RTA have recently undertaken upgrading works at site Nos 2, 3, and 7. The accidents considered in the site selections are either prior to recently completed upgrade works or having limited data following the works.

Construction works for upgrading the Narellan Road and Kellicar Road intersection (site 1) is in progress with the provision of dual right turn lanes from Kellicar Road into Narellan Road heading west.

The RTA has programmed the construction of a roundabout at the Collins Promenade and Eagleview Road intersection (site 5).

Sites (1 and 5) with works in progress or programmed for future upgrades were also not considered for nomination.

A summary of the investigation for the sites is presented in the following paragraphs.

Site No 1 - Kellicar and Narellan Roads intersection, Campbelltown

Works for the dual right turning lanes and a dedicated left turning lane from Kellicar Road into Narellan Road heading west is being undertaken by the RTA. The works are expected to be completed by December 2010.

In September 2010, two police officers were injured in a multiple vehicle accident at this intersection. The police officers were preparing to regulate traffic during a power blackout in the morning peak. The police officers required hospital treatment. In the accident a motorist lost control and collided with another vehicle which in turn collided with the police officers.

It is suggested that Council writes to the RTA for listing this intersection for installation of safety cameras.

Site No 2 - Gilchrist Drive and Kellicar Road intersection, Campbelltown

In 2009, Council upgraded the intersection with dual right turn lanes from Gilchrist Drive into Kellicar Road heading south. As accident data since the intersection upgrade is not available a further assessment on the effectiveness of the upgrade works is not available.

Site No 3 - Narellan Road, Blaxland Road and Gilchrist Drive intersection, Campbelltown

In 2009, the RTA upgraded the intersection with dual left turn from Gilchrist Drive into Narellan Road heading west and extension of the northbound left turn slip lane from Narellan Road into Blaxland Road. The effect of these intersection upgrade works could not be assessed due to non availability of accident data.

Since the intersection upgrade, it has been observed that in peak periods southbound vehicles in Blaxland Road are frequently turning right on the red light. According to the accident database this manoeuvre has resulted in two (total 40) casualty crashes at this intersection in the last five year period ending June 2009. With traffic growth, motorists are increasingly becoming frustrated due to long delays at this intersection.

Site No 4 - Campbelltown and Raby Roads intersection, St Andrews

The accident database indicates 10 casualty (injury) and 14 non-casualty (tow-away) crashes within 50m of the intersections in the five year period ending June 2009. The majority of the casualty accidents are:

1.	Rear-End collisions	6
2.	Loss-of-Control collisions	2
3.	Other collisions	2

These accidents are generally in the morning and the afternoon peak periods.

Traffic flow through this intersection will be altered significantly following the completion of the Raby Road ramps onto the Hume Highway and the proposed upgrade of Campbelltown Road and Campbelltown Road intersection. It is suggested that the status of this intersection is reviewed in the future on completion of the current proposed works.

Site No 5 - Collins Promenade and Eagleview Road intersection, Ingleburn

The site has been listed for the construction of a roundabout. The RTA will be undertaking the works in the current 2010-2011 financial year. Therefore, this intersection is not being considered for the blackspot funding nomination.

Site No 6 - Campbelltown Road/Queen Street/Moore-Oxley Bypass intersection, Campbelltown

The accident database indicates 15 casualty and 13 non-casualty accidents within 50m of the intersections in the five year period. The majority of the casualty accidents are:

1.	Right Through collisions	8
2.	Rear End collisions	5
3.	Other collisions	2

Four of the eight right-through collisions, two of the five rear-end collision, and two other collisions are related to right turning manoeuvres from Campbelltown Road into Queen Street.

The intersection has been identified for future dual right turning lanes from Campbelltown Road into Queen Street. It is suggested that accidents at this intersection are reviewed on completion of dual right turn lanes from Campbelltown Road into Queen Street.

Site No 7 - Campbelltown and Blaxland Roads intersection, Campbelltown

In 2009, the RTA upgraded this intersection with dual right turn lanes from Campbelltown Road into Blaxland Road. Accident details are not available following the upgrade works. Accidents at this intersection will be analysed on receipt of details from the RTA in the future.

Site No 8 - Rose Payten Drive and Pembroke Road intersection, Leumeah

The accident database indicates 45 accidents in the latest five year period and only 18 accidents resulted in casualties. Casualty accidents are mainly:

1.	Right Through collisions	14
2.	Rear End collisions	2
3.	Other collisions	2

Eight of the 14 right through collisions involved eastbound vehicles in Rose Payten Drive with two accidents at each of the other remaining three intersection limbs. In 2008, one right through accident involving an eastbound vehicle in Rose Payten Drive resulted in fatality.

During a site inspection it is observed that in the afternoon peak period southbound traffic in Pembroke Road, between Rose Payten Drive and Old Leumeah Road and beyond to O'Sullivan Road, is moving slowly and motorists regularly experience long delays. The southbound right turning motorists from Rose Payten Drive in the afternoon peak period try to force their way into slow moving traffic and on occasions get involved in a crash with an on-coming vehicle.

As Pembroke Road is a State Road, it is recommended that Council write to the RTA requesting upgrading Pembroke Road in the section between Old Leumeah Road and O'Sullivan Road which is currently single lane to dual lane.

Site No. 9 - Chester Road and Collins Promenade intersection, Ingleburn

In the latest five year period ending June 2009, five of 11 accidents were casualty crashes. Four of the five casualty accidents have occurred in the last 18 months. Most of the accidents (three of five) were straight through (RUM 10) accidents. One casualty accident, north of the intersection, involved a pedestrian.

In 2008, Council reviewed pedestrian safety at this intersection (CTC 08/32). As the intersection is on a State Road, in 2008, the RTA upgraded pedestrian warning signs on both approaches from Collins Promenade and Council on the side street, Chester Road.

It is suggested that Council review accidents at this location in future submissions.

Site No. 10 - Kellicar Road and Bolger Street intersection, Campbelltown

Nine of 16 collisions at this location were casualty accidents. Five of the nine casualty accidents were Right Through (RUM 21) crashes. Right Through accidents generally involved southbound vehicles in Kellicar Road.

Traffic at this intersection is expected to change significantly following the completion of the Macarthur Railway Station upgrade and Menangle Road extension (bus only link) to Camden Road. It is suggested that Council monitor this intersection after the above works are completed.

Site No. 11 - Campbelltown Road and Williamson Road intersection, Ingleburn

Ten of the 20 crashes in the latest five year period are casualty crashes. The majority of the casualty accidents are:

- | | | |
|----|--------------------------|---|
| 1. | Rear End collisions | 4 |
| 2. | Cross Traffic collisions | 2 |
| 3. | Other collisions | 4 |

There are insufficient accidents indicating collision patterns at this intersection. It is suggested Council monitor the intersection and consider for nomination at a future blackspot program if an accident pattern emerges.

Site No. 12 - Blaxland Road and Rose Street intersection, Campbelltown

The accident database of the latest five year period ending June 2009 indicates:

1. 11 of 17 accidents are casualty crashes
2. Five of the 11 casualty accidents are rear-end collisions
3. Four of the five rear-end collisions involved northbound vehicles on the roundabout approach.
4. The remaining six casualty crashes cover varying manoeuvres

Most of the rear-end collisions have occurred in the earlier part of the five year period. Reduction in accidents in the later part of the five year period may be due to the reduction in heavy vehicles using Blaxland Road following the opening of the southbound F5 Freeway ramps at Ingleburn. It is suggested that Council monitor the intersection and review accidents in 2011 for the 2012/2013 Nation Building Blackspot Funding Program if necessary.

Site No. 13 - Broughton Street and Lindesay Street intersection, Campbelltown

The accident database indicates 14 casualty accidents and 16 non-casualty accidents at this intersection in the latest five year period ending June 2009. The majority of the casualty accidents are:

- | | | |
|----|--------------------------|---|
| 1. | Right Through collisions | 4 |
| 2. | Right Far collisions | 2 |
| 3. | Rear End collisions | 5 |
| 4. | Other collisions | 3 |

Accidents at this intersection indicate that westbound vehicles travelling downhill in Broughton Street on approach to the intersection are involved in the majority of the crashes. There is scope to improve deflection to westbound vehicles at the roundabout. The accident history and cost of the treatment to upgrade this intersection is sufficient to qualify for nomination for the 2011/2012 Nation Building Blackspot Funding Program. A copy of Council submission is attached to the Attachment.

Site No. 14 - Blaxland Road and Badgally Road intersection, Campbelltown

According to the accident database, the last five year period indicates 20 casualty accidents and 8 non-casualty accidents at this intersection. Majority of the casualty accidents are;

1.	Rear End collisions	13
2.	Involving pedestrians	3
3.	Other manoeuvre	4

Most of rear-end collisions are in Blaxland Road on the northbound departure side of the intersection. These accidents may relate to motorists speeding through the intersection and colliding with turning or slow moving vehicles ahead. Traffic at this intersection is expected to grow significantly with the extension of Badgally Road to serve the Gregory Hills development. It is therefore suggested that Council writes to the RTA to consider the installation of a safety camera (red light and speed camera) at this intersection.

Site No. 15 - Broughton Street and Moore-Oxley Bypass intersection, Campbelltown

According to the accident database, 22 casualty and 19 non-casualty accidents have occurred at this intersection in the last five year period ending June 2009. In 2010 the RTA installed safety cameras in Moore-Oxley Bypass on both approaches.

In July 2010, at the Traffic Committee meeting (CTC 10/25) the NSW Police Force representative raised concerns regarding traffic signal phasing at this intersection. The Traffic Committee resolved that the RTA further investigate the concerns raised by the NSW Police Force representatives and report back to the Committee at a future meeting.

As the RTA is investigating issues raised at a previous Traffic Committee meeting and there are no accident statistics available since the installation of safety cameras at this intersection, this intersection did not form part of the 2011/2012 nominations for the Nation Building Blackspot Funding Program.

Discussion (21/10/2010)

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

Recommendation of Campbelltown Traffic Committee

1. That information in the body of report be noted.
 2. That Council lists for review the following intersection in the 2011 nominations for the 2012-2013 National Blackspot Funding Program.
 - a. Campbelltown Road and Raby Road intersections, St Andrews
 - b. Chester Road and Collins Promenade intersection, Ingleburn
 - c. Campbelltown Road and Williamson Road intersection, Ingleburn
 - d. Blaxland Road and Rose Street intersection, Campbelltown.
 3. That Council writes to the Roads and Traffic Authority to list the following intersection for the installation of safety cameras.
 - a. Blaxland Road and Badgally Road intersection, Campbelltown
 - b. Narellan Road, Blaxland Road and Gilchrist Drive intersection, Campbelltown.
 4. That Council writes to the Roads and Traffic Authority for a report of their investigation at the Broughton Street and Moore-Oxley Bypass intersection, Campbelltown, as indicated in the previous report, CTC 10/25.
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-
5. That Council writes to the Roads and Traffic Authority for upgrading Pembroke Road, Leumeah, in the section between Old Leumeah Road and O'Sullivan Road.
 6. That Council review accidents at following intersections on completion of current activities.
 - a. Campbelltown Road, Queen Street and Moore-Oxley Bypass intersection, Campbelltown.
 - b. Kellicar Road and Bolger Street intersection, Campbelltown.

CTC.10/43 Queen Street and Allman Street, Campbelltown - Illegal U turns

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

Attachments

Aerial location map (Under separate cover)

Background (21/10/2010)

A Question Without Notice was raised at Council's meeting on 9 February 2010 regarding taxi cabs undertaking illegal U turns at the corner of Queen and Allman Streets, Campbelltown.

Taxis undertake these illegal U-turns in order to get back to Bradbury Avenue as it provides easy and speedy access to Moore Oxley Bypass in either direction, or across to the eastern side of the Bypass. Using Allman Street, taxis are restricted to turning left into the Moore-Oxley Bypass.

The section of Queen Street between Dumaresq Street and Allman Street is a local road located between two sections of two way 10km/h Shared Zone treatments (north of Dumaresq Street and South of Allman Street. It provides one through lane in each direction in conjunction with formalised time limited parallel parking along both alignments. Small retail and commercial land-uses adjoin this section of Queen Street.

The section of Queen Street south of Allman Street provides vehicular access to Bradbury Avenue which is governed by a 10km/hr Shared Zone Local Road traffic management arrangement. The traffic flow in this section is accommodated on a feature brick pavement. One lane of through traffic is provided in each direction with bollards restricting on-street parking/ vehicle stopping with the exception of an indented bay for taxis. This section of Queen Street passes through a historical building precinct with medical centres and Campbelltown Mall adjacent to it.

Traffic movements to and from Allman Street to the northern leg of Queen Street have the right of way over the southern leg of Queen Street, and this is controlled by 'Give Way' signage at the southern leg of Queen Street and associated double barrier line marking, which in turn prohibits vehicles exiting the southern leg of Queen Street from making illegal U- turns in Allman Street.

Treatment Alternatives

Based on Council's resolution at the 9 February 2010 meeting, Council's Traffic section investigated this site, and accordingly considered options as listed below, in an attempt to restrict illegal U-turns at the said intersection of Queen and Allman Streets.

Option 1

Physical Barriers - The installation of physical barriers such as concrete islands at the intersection. Even though this option would terminate illegal U-turns, it would at the same time severely restrict vehicular movements to and from the southern leg of Queen Street.

Option 2

Signage - To provide a No U-Turn sign at the said intersection.

Option 3

Education - Contact the taxi company requesting compliance with the Australian Road Rules.

Recommended action taken

Taking into consideration the geometry, physical location of the intersection and space available for possible physical modification, options 2 and 3 were considered to be more practical as suitable remedies to the situation.

Hence, and as of 24 August 2010 a No U-Turn sign has been installed at the intersection to alert all drivers that the execution of U-turns at this location is not allowed. Furthermore, a letter has been sent to Premier Cabs requesting that this issue be raised with their drivers to ensure that this illegal activity is ceased.

Council is confident that the above measures undertaken will alert all drivers that the execution of U-Turns is illegal, which in turn will improve driver behaviour at the intersection.

Discussion (21/10/2010)

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

Recommendation of Campbelltown Traffic Committee

That the information be noted.

**CTC.10/44 Queen Street, Campbelltown - 2011 Anzac Day Parade -
Special Event**

Previous Report: CTC 09/84
Electorate: Campbelltown
Author Location: Traffic and Road Design Unit

Attachments

Traffic Management Plan (Under separate cover)

Background (21/10/2010)

An application has been received from the Campbelltown RSL Club for temporary road closures in Queen Street, Campbelltown, for the annual Anzac Day Parade on Monday 25 April 2011. The proposed road closures will be undertaken at different times and details are provided below.

8.00am to 9.00am

The following road closures are proposed for the Parade formation between 8.00am and 9.00am.

Queen Street - between the Town Hall Theatre and the southern alignment of Cordeaux Street.

Allman Street - between Queen Street and the Allman Street Car Park (known as Carberry Lane)

Vehicles carrying elderly and disabled participants will be positioned within the road closure section north of Dumaresq Street. These vehicles will be parked in the angle parking spaces to join the Parade.

Dumaresq Street will remain open for through traffic (except when participants are crossing the intersection).

The Parade will start at 8.40am from the southern alignment of Dumaresq Street and travel north along Queen Street in the reverse direction of the existing one-way movement between Dumaresq Street and Cordeaux Street.

Southbound traffic in Queen Street (north of closure area) will be redirected down Railway Street and Cordeaux Streets until 8.45am.

8.45am to 9.15am

Queen Street closed between Cordeaux Street and Broughton Street.

Westbound traffic in Cordeaux Street will be turned around at the Carberry Lane roundabout or redirected south down Carberry Lane.

Road closures are proposed at the following intersections:

Cordeaux Street	-	west of Carberry Lane
Railway Street	-	east of Short Street
Queen Street	-	south of Broughton Street
Howe Street	-	south of Broughton Street

In accordance with the Roads and Traffic Authority's (RTA) event matrix this event can be classified as **Class 2** requiring RTA endorsement of the Traffic Management Plan. The road closures are to be carried out, as in previous years, in accordance with the attached Traffic Management Plan.

Council will undertake traffic management and deploy certified traffic controllers at the affected intersections.

Council will barricade angle parking spaces on the eastern side of Queen Street, between Cordeaux Street and Dumaresq Street commencing at 4.00am (prior to the Dawn Service) to discourage motorists from parking at this location and affecting the Parade commencement at 8.40am.

The New South Wales Police will be requested to provide support at the Dumaresq Street and Broughton Street intersections to control traffic movements.

Parking in the angle parking area will be barricaded early in the morning. Motorists parking in the area will be unable to remove their vehicles until normal traffic is restored.

It will be necessary for the Campbelltown RSL Sub-Branch, as event organisers, to undertake the following actions:

1. Notify shop proprietors who may be affected (particularly shops that open early - including bakeries, newsagencies and other businesses).
2. Notify taxi operators regarding the temporary road closure with a request to use alternative ranks and routes.
3. Notify emergency services, public authorities and transport organisations of road closures with a request to use alternative routes.

Council will undertake the following actions:

1. Place advertisements in local newspapers, on behalf of the event organisers, regarding temporary road closures.
 2. Provide and install warning signs for expected delays.
 3. Barricade angle parking prior to 4.00am in Queen Street between Cordeaux Street and Dumaresq Street.
 4. Install signage at the bus zone in Queen Street adjacent to the Court House to redirect passengers to the Bus/Rail Interchange
-

-
5. Submit a Special Event Traffic Management Plan to the Roads and Traffic Authority for endorsement.
 6. Seek New South Wales Police assistance in managing traffic movements at the intersection indicated above.

The RSL Club has provided Public Liability Insurance for the event to the sum of ten million dollars.

Discussion (21/10/2010)

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

Recommendation of Campbelltown Traffic Committee

1. That the application from the Campbelltown RSL Club for temporary closures in Queen Street and side roads on Monday 25 April 2011 for the annual Anzac Day Parade, as described in the body of the report, be supported.
2. That Council prepare and forward a Special Event Transport Management Plan as a Class 2 event for the Roads and Traffic Authority endorsement.
3. That Council request the Campbelltown RSL Sub-Branch to advise public authorities, affected local businesses, transport authorities, taxi operators and emergency services regarding temporary road closures and available detour routes.
4. That Council provides assistance to the event as indicated in the body of the report.
5. That Council staff continue to liaise with the organisers in the detailed planning of the event.

6. LATE ITEMS

No reports this round

7. GENERAL BUSINESS

CTC.10/45 Macarthur Tavern Pedestrian Fencing

Previous Report: Nil

Electorate: Campbelltown

Author Location: Development Services Unit

Attachments

Nil

Discussion (21/10/2010)

The Manager Development Serviced advised that the owner of the Macarthur Tavern has been approached by Council and the New South Wales Police Force with regard to the need for a pedestrian safety fence to be located directly outside of the front entry to the Macarthur Tavern.

The proximity of the front door of the Tavern to Kellicar Road has been identified as being a potential pedestrian safety risk in that patrons leaving the site may inadvertently step off onto Kellicar Road and into oncoming traffic. It has been raised that any crowding at the front of the Tavern without any pedestrian safety fencing may also result in pedestrian/vehicle conflict.

It is proposed that the safety fence be constructed along the rear of the kerb and gutter along Kellicar Road (road side of the footpath) with the possibility of extending the fence from a point approximately 30m west of the intersection of Kellicar Road and Gilchrist Drive (along Kellicar Road) to a point approximately 30m north of the same intersection (along Gilchrist Drive).

The proposal has been referred to the Roads and Traffic Authority for their comment. In this regard the RTA has no objection to the proposal on the basis that the fence to be erected is as per the RTA's Type 1 pedestrian safety fence standard.

The owner of the Macarthur Tavern will be making a separate application to Council for a Road Occupancy approval for the term of the works program.

Recommendation of Campbelltown Traffic Committee

That the information be noted.

CTC.10/46 Macarthur Square Pedestrian Crossing Fence

Previous Report: Nil
Electorate: Campbelltown
Author Location: Development Services Unit

Attachments

Nil

Discussion (21/10/2010)

The Manager Development Services advised that a representative of Macarthur Square has approached Council seeking approval to construct additional pedestrian safety fencing within the median island at the pedestrian crossing in Kellicar Road (under the pedestrian overpass) at Macarthur Square. Pedestrian fencing currently exists along the length of the Kellicar Road median island to prevent pedestrians from crossing Kellicar Road at random locations. The existing fencing successfully directs pedestrians to the subject pedestrian crossing.

However, despite the existing fencing, the owners of Macarthur Square have identified a need for additional fencing at the pedestrian crossing. This has arisen due to a number of sight specific issues including the affect on driver sight distance due to the lighting contract when drivers move quickly between a day lit area and the artificially lit area under the pedestrian overpass, and the fact that pedestrians and cyclists often run or ride at speed across the pedestrian crossing, which with the lighting contract affect, perceivably increases the risk of pedestrian/driver collision at the pedestrian crossing due unsighted pedestrians.

In order to remove this risk, the representative of Macarthur Square has submitted a design proposal for the erection of a 'switch back' fencing component within the median island located between the two separate sections of the pedestrian crossing. It is envisaged that this will have three specifications as follows:

1. The prevention of people running and cyclists riding across the pedestrian crossing at speed.
2. Will allow pedestrians to be sighted more easily as they will be held for a longer period of time within the median island.
3. Will cause the pedestrian crossing to be read as two separate pedestrian crossings which provides a further safety benefit in that a driver only has to concentrate on the section of pedestrian crossing that crosses the road directly in front of the car.

Where required the owners of Macarthur Square will be making a separate application to Council for a Road Occupancy approval for the term of the works program.

Recommendation of Campbelltown Traffic Committee

That the information be noted.

CTC.10/47 Emerald Drive, Eagle Vale - Speed Zone

Previous Report: Nil

Electorate: Campbelltown

Author Location: Traffic and Road Design Unit

Attachments

Nil

Discussion (21/10/2010)

The New South Wales Police Force representative expressed concern at the lack of 50k/ph speed zone signs from either entry into Emerald Drive, Eagle Vale.

He advised that due to the lack of signage, at a recent court appearance an offender was pardoned who was exceeding the 50k/ph speed limit.

Following discussion it was suggested that Council write to the Roads and Traffic Authority requesting a review of the installation of the 50k/ph speed zone signs.

Recommendation of Campbelltown Traffic Committee

That Council write to the Roads and Traffic Authority requesting a review of the installation of the 50k/ph speed zone signs in Emerald Drive, Eagle Vale.

CTC.10/48 School Zone Flashing Lights Initiative

Previous Report: CTC 09/41
Electorate: Campbelltown
Author Location: Traffic and Road Design Unit

Attachments

Nil

Discussion (21/10/2010)

The Roads and Traffic Authority have advised Council that the following school zones are scheduled to receive school zone flashing lights before the start of the 2012 school term:

- Fitzgibbon Lane at Ambarvale High School
 - Copperfield Drive at Ambarvale Public School
 - Badgally Road at Blairmount Public School
 - Oxford Road at Holy Family Catholic Primary School and Ingleburn High School
 - Cumberland Road at Ingleburn Public School
 - Spitfire Drive at Mount Carmel High School
 - Thunderbolt Drive at Robert Townson High School
-

Recommendation of Campbelltown Traffic Committee

That the information be noted.

8. DEFERRED ITEMS

No reports this round

There being no further business the meeting closed at 11.20am.

G Greiss
CHAIRPERSON

1.2 South West Rail Link - Glenfield South Substation

Reporting Officer

Acting Manager Technical Services

Attachments

1. Letter from Transport Construction Authority dated 1 October 2010
2. Landscape Plan.

Purpose

To advise Council of information recently received from the Transport Construction Authority (TCA) regarding the Glenfield South Substation. In response to issues raised by Council.

History

A briefing regarding this issue was provided to Council on 13 April 2010. A report on the substation was also presented to Council at its meeting of 27 July 2010 where the following recommendations were resolved:

1. That Council reaffirm with the Transport Infrastructure Development Corporation that the Substation is located in an inappropriate position and is considered to be a short term solution which will require possible relocation and significant Government capital expense in the future as the town centre continues to develop as a major transport hub.
2. That Council write to the Minister for Transport expressing concern and opposition to the location of the Substation as currently proposed and request an urgent meeting to discuss this matter.
3. That all Local Members be informed of Council's position.

Report

Following receipt of the correspondence forwarded by Council the Transport Construction Authority (TCA) contacted Council staff and a meeting was held on 14 September 2010 to discuss Council's concerns in further detail. Correspondence has recently been received from TCA regarding the issues highlighted by Council staff and outlined in writing advising the following:

Section of land adjacent to Bunbury Curran Creek

The TCA advise that it is not feasible to relocate the substation further away from new rail infrastructure at the Southern Flyover due to electrical distribution from the substation which must be fed evenly into the rail network. If the planned location for the substation was changed it would create problems with the switchgear operation and not provide adequate safety.

The TCA also indicate that if the operation substation is located at a considerable distance (100-200m) from the track feed there can be a problem with voltage drop at the point where it enters the overhead wires and this will affect the electrical grid for the rail network. The TCA advises that other locations were considered but proved inefficient due to the assessed voltage drop.

Possible alternate sites for the sub station

Regarding alternative sites, the TCA advise that it is not feasible from an engineering point of view to relocate the substation to the James Meehan Estate (between the new rail line and the existing corridor) as the cost to raise the level of the Southern Flyover to accommodate an all weather maintenance road to overcome the existing flood zone is prohibitively expensive for the project.

Proximity of substation to Railway Parade

The TCA have confirmed that early concept plans for the substation were of a smaller scale and were based on similar existing substations however these would be too small to provide sufficient power to the new rail configuration at the Southern Flyover. The substation planned for this location is the correct size for the power output required.

The planned location and its proximity to Railway Parade was derived as a result of the RailCorp Systems Requirement Specification for the South West Rail Link (SWRL) which dictates that as the number and frequency of trains increase in the area quadruplication of the track will be required. To meet these needs the additional separation from the down Main South line is required.

Details are provided by TCA on the current and future needs of the area between the proposed substation and the rail line indicating that the substation cannot be moved further away from Railway Parade.

Visual impact

The TCA notes Council's concerns regarding the alignment of the substation and the visual impact to motorists on Railway Parade. The TCA has advised they will plant seven eucalyptus trees approximately 2 metres in height on the northern side of the substation to create a visual barrier for motorists travelling south along Railway Parade. A landscape plan is attached.

Security fencing and crash barrier

The TCA advise they have considered Council's concerns and have provided the two following alternative options:

1. Construct a minimum 1.0m high engineered Jersey Kerb crash barrier and place the security fence on top of it. To avoid compromising RailCorp's security standards, the security fence would need to be 4.0m high. A 4.0m high fence with an inbuilt concrete wall would immediately save space but make the substation highly conspicuous to local residents and create a greater surface for graffiti.
2. Maintain the proposed safety barrier in its current location. In the future, should Council require the crash barrier location for road widening, it is expected that suitable protection could be provided in the road design through a kerb or similar protection. In the meantime, RailCorp/TCA will maintain the crash barrier in its current planned location which the TCA believes meets both safety and urban design requirements.

The TCA are currently liaising with RailCorp and the substation engineer to undertake further detailed engineering assessment to determine if the safety barrier can be removed whilst maintaining the safety integrity of the substation.

Council will continue to liaise with the TCA regarding the substation and the South West Rail Link project.

Summary

The TCA has outlined to Council an extended explanation and some detail to justify why the size and location of the electrical substation is considered appropriate to meet RailCorp and TCA requirements for current and future requirements.

Correspondence has been forwarded to the Minister for Transport on this and other infrastructure projects that will have significant impact on the Campbelltown community.

Officer's Recommendation

1. That Council notes the reasons outlined by the Transport Construction Authority for the current location proposed for the electrical substation.
2. That Council notes the very limited positive response by the Transport Construction Authority to address issues raised by Council.
3. That Council be kept informed of the outcomes following the latest correspondence to the Government.

Committee's Recommendation: (Rule/Chanthivong)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 16 November 2010 (Rowell/Rule)

That the Officer's Recommendation be adopted.

Council Minute Resolution Number 223

That the Officer's Recommendation be adopted.

ATTACHMENT 1



1 October 2010

Reference: 1141337_1.DOC

Paul Tosi
General Manager
Campbelltown City Council
PO Box 57
Campbelltown NSW 2560

Dear Mr Tosi

Re: South West Rail Link Glenfield South Substation

I refer to Council's consideration of the planned Glenfield South Substation on 27 July 2010 and your letter dated 25 August 2010. I also refer to the meeting TCA recently had with Council staff on 14 September 2010. This was invaluable for TCA developing a better understanding of Council's concerns.

We note all of Council's concerns and provide this letter as a source of further information about the substation and to clarify TCA's design to deliver the substation at the planned location for the South West Rail Link. TCA and Campbelltown City Council have developed a strong and productive relationship through the delivery of the Glenfield Transport Interchange component of the South West Rail Link and we have endeavoured to explore all workable options to ensure that strong relationship continues throughout the delivery of the South West Rail Link.

Planned location south of Bunbury Curran Creek

With regard to Council's request for documented evidence of the need to construct the substation in its proposed location south of Bunbury Curran Creek I can confirm the proposed location for the substation is in the most functionally effective position. It is not feasible from an electrical point of view to relocate the substation further away from the new rail infrastructure at the Southern Flyover. This issue has two implications as outlined in (1) and (2) below.

(1) The electrical distribution from the substation must be fed evenly into the rail network. If the planned location for the substation was changed it would create live sections of different lengths (e.g. 1.5km and 800m long). This difference would over load certain equipment, effecting the switchgear protection levels and settings. In the event of a fault (e.g. something touching the live wires) the switchgear may not open and fail to provide an adequate safety function.

(2) If a substation distribution is located at a considerable distance (100-200m) from the track feed, there is a proportional voltage drop at the point it enters the overhead wires. This is undesirable and would leave uncertainties as to the power requirements on the electrical grid for the rail network.

Other possible locations were considered but proved inefficient due to the assessed voltage drop. TCA is responsible for making the appropriate decision regarding about electrical changes imposed on the rail network, based on calculations and network modelling undertaken during the design.

Equally, it is not feasible from an engineering point of view to relocate the substation in the James Meehan Estate in between the new rail line and the existing corridor. Raising the level of the Southern Flyover to accommodate an all-weather maintenance road in order to overcome the existing flood zone is prohibitively expensive for the project.

Proximity to Railway Parade

Level 5, Tower A, Zenith Centre, 821 Pacific Highway, Chatswood NSW 2067

Post: Locked Bag 6501, St Leonards NSW 2065

Tel: +61 2 9200 0200 Fax: +61 2 9200 0290 Email: mail@tca.nsw.gov.au Web: tca.nsw.gov.au



Further to your comment regarding the substation appearing smaller and further away from Railway Parade in previous correspondence, early concept plans were based on similar existing substations that TCA can now confirm would be too small to provide sufficient power to the new rail configuration at the Southern Flyover. The substation that is planned for this location is the correct size for the power output as required for the project requirements.

The planned location of the substation and its proximity to Railway Parade is derived as a result of the RailCorp Systems Requirement Specification for the South West Rail Link (SWRL) (relevant page enclosed) which dictates that as the population and frequency of trains increase in the area quadruplication of the track will be needed. To meet the needs of quadruplication the additional separation from the down Main South line is required as shown in attached drawing;

At present there is 16-18m within which to build a new line with associated requisite infrastructure and RailCorp maintenance access. As per the below table there is a total minimum width of 17.7m is required to house the future line for South West Rail Link. If TCA were to redesign the substation away from Railway Parade and further into the area required for rail corridor we would be trying to fit the absolute minimum 17.7 lineal metres required into only 13-15 lineal metres of available land.

Description	Distance
1. Clearance between the eastern foundations of the future overhead wires (OHV) structure and the current down main south line.	9.2 m
2. Allowance for RailCorp maintenance track.	5.9 m
3. Width of HV pits for signals, 33,000V AC and 11,000V AC electricity from the substation to RailCorp network.	2.6 m
Total minimum width required for future SWRL.	17.7 m

In addition to these requirements, the design of any quadruplication is likely to require installation of a second 2600mm HV pit which would take the required distance needed for the substation to just over 20 metres. Further requirements would include future signals and communications conduits required for an expanded rail corridor or a redesigned drainage swale.

TCA understands Council's concerns in regard to alignment of the substation and its visibility to passing motorists on Railway Parade. To mitigate this concern we will provide seven Eucalyptus Leucoxylon Dwarf trees approximately 2m in height. The seven Eucalyptus trees will be planted on the northern side of the substation creating a visual barrier for motorists travelling south along Railway Parade. Please see enclosed architectural drawing number SWRL-355-DD-AR-0090.

Security fence line and crash barrier

In relation to the crash barrier required for the substation, TCA considers the current arrangement as still the most effective way to protect the power supply to the South West Rail Link (SWRL).

We have considered Council's concerns in relation to the fence and crash barrier and in response present two possible alternatives for Council's consideration.

(1) Construct a minimum 1.0m high engineered Jersey Kerb crash barrier and place the security fence on top of it. To avoid compromising RailCorp's security standards, the security fence would need to be 4.0m high. A 4.0m high fence with an inbuilt concrete wall would immediately save space but may make the substation highly conspicuous to local residents and create a greater surface for graffiti.

(2) Maintain the proposed safety barrier in its current location. If in the future Council needs the crash barrier location for future road widening, it is expected that suitable protection could be provided in the road design through a kerb or similar protection. In the meantime RailCorp / TCA will maintain the crash barrier in its current planned location which we believe best meets both safety and urban design requirements.



Please be advised that in relation to the safety barrier TCA are currently working with RailCorp and the substation designer to undertake further detailed engineering assessment to identify if the safety barrier can be removed whilst maintaining the safety integrity of the substation.

I trust this information has clarified for Council the location of the substation infrastructure designed to meet the long term requirements of the South West Rail Link and accommodate the future expansion of the rail network. It is not anticipated that the substation would require relocation in the future, conversely TCA considers this to be the most appropriate solution for the long term. Taking into account the measures outlined above regarding the proposed location of the safety barriers, TCA does not consider that the location of the planned substation need prevent Council from undertaking road expansion on Railway Parade as may be required in the future.

Thank you for the opportunity to address Council's concerns. TCA will continue to keep Council informed of final design and the construction program following selection of a construction contractor in the coming months.

If you need any more information about the detail contained in this letter please contact Public Affairs Manager, Adrian Leopardi, on 02 9422 5407.

Yours sincerely

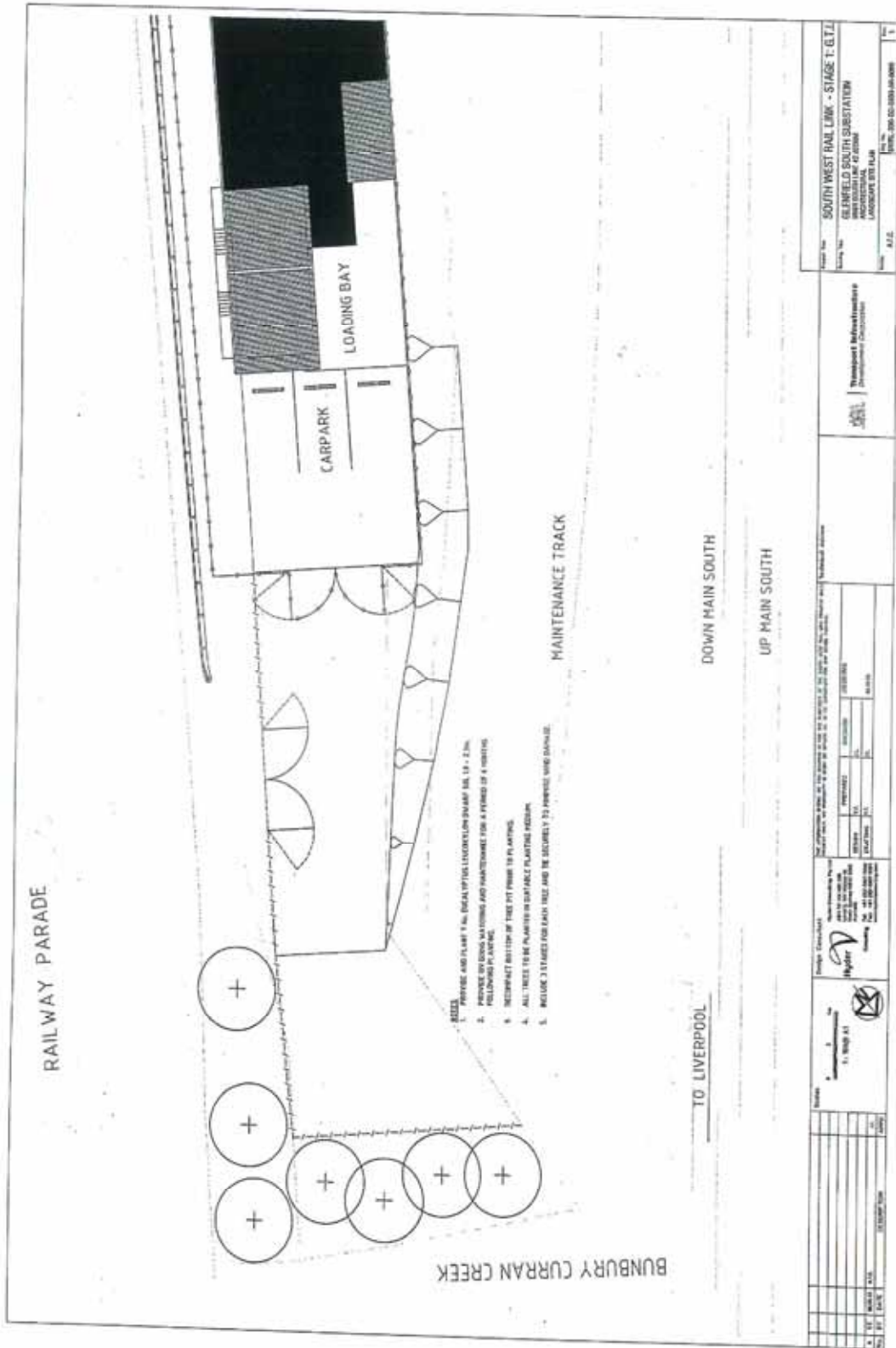
A handwritten signature in blue ink, appearing to read 'Darren Hayward'.

Darren Hayward
A/Executive Program Director

Copied To: Mr John Hely - CCC
Mr Darren Hayward - TCA
Michael King - TCA
Adrian Leopardi - TCA

Encl: RailCorp SRS v3.0
SWRL-355-DD-AR-0090
Hand marked Satellite Photograph of the location of Glenfield South Substation

ATTACHMENT 2



2. OPERATIONAL SERVICES

2.1 6 Dewrang Avenue, Bradbury - Tree Removal Request

Reporting Officer

Acting Manager Operational Services

Attachments

1. Locality Plan.
2. Photographs.
3. Visual Tree Assessment (to be tabled).
4. Other factors for consideration

Purpose

To advise Council of a request received for the removal of an 18 metre tree (*Eucalyptus microcorys*) located in the footpath adjacent to 6 Dewrang Avenue, Bradbury.

History

The resident has made a number of requests since 2001 regarding damage to the kerb and gutter, blocked stormwater pipes and damage to a retaining wall as a result of a large gum tree located in the footpath adjacent to the resident's property at 6 Dewrang Avenue, Bradbury.

Councillors have received two (2) briefings concerning issues relating to the existing controls relating to the removal of trees in the Campbelltown Local Government Area (LGA).

As demonstrated in the briefing sessions to Councillors, it is clear that there are a number of inconsistencies that exist between the current statutory planning controls as they apply to various geographical locations across the LGA. In addition, the existing controls are outdated and should be reviewed to give consideration to the wide range of issues that have recently emerged for both Council and the community.

Several of the key elements that were presented to Council include:

- objectives for tree and vegetation management in Campbelltown City;
 - important definitions to enable clear interpretation of the provisions;
 - the circumstances where an approval from Council is required to be obtained for the removal or interference with a tree and other nominated vegetation
 - danger or risk to the safety of personal or rural property
 - declared exemptions from the need to obtain approval from Council to remove or interfere with trees and other nominated vegetation;
 - heads of consideration to be taken into account by Council in determining an application for the removal of or interference with, a tree or other nominated vegetation;
-

- a replacement planting policy to offset tree and vegetation loss brought about by the removal of trees and other nominated vegetation; and
- information for applicants concerning appeals against Council decisions over applications for the removal or interference with other nomination vegetation.

A report on the vegetation management as part of the preparation of Stage 4 of the Campbelltown Sustainable City Development Control Plan 2010 is planned to be presented to Council in the near future for endorsement and approval for public exhibition.

Report

In August 2010 the resident again contacted Council requesting the removal of the gum tree. The reasons given for removal are:

- tree too large for its position
- overhanging branches a danger to the resident's home
- excessive leaf litter blocking resident's gutters
- tree roots lifting resident's pavers which have been relaid twice
- damage to resident's water inlet pipe
- tree roots in footpath causing trip hazard
- tree causing damage to the kerb and gutter

An inspection of the tree was undertaken by Council's Tree Inspector which noted that the tree is currently in good health and only required minor deadwooding. Council's Tree Inspector indicated that the three limbs overhanging the resident's property could be pruned. Whilst carrying out the inspection it was also noted that the kerb and gutter is marked for replacement and it is considered that these works could compromise the tree roots.

The tree is a prominent feature of the streetscape and its retention value is considered to be high. The tree has reached its full height and is healthy with no horticultural reasons for removal. The limbs of the tree overhanging the resident's home could be pruned.

Correspondence has been forwarded to the resident advising of the results of the Visual Tree Inspection and indicating that the matter will be reported to Council for its consideration as there are no horticultural reasons for removal of the tree.

Summary

In consideration of the non-horticultural issues raised by the resident, noting that the majority of issues highlighted are identified in the criteria being considered in the development of the tree management process Council could consider supporting the resident's request.

Officer's Recommendation

1. That the Eucalyptus Microcorys adjacent to 6 Dewrang Avenue, Bradbury be removed in support of the applicant's appeal.
 2. That the resident be advised of Council's decision.
-

Committee's Recommendation: (Borg/Lake)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 16 November 2010 (Rowell/Rule)

That the Officer's Recommendation be adopted.

Council Minute Resolution Number 223

That the Officer's Recommendation be adopted.

ATTACHMENT 1



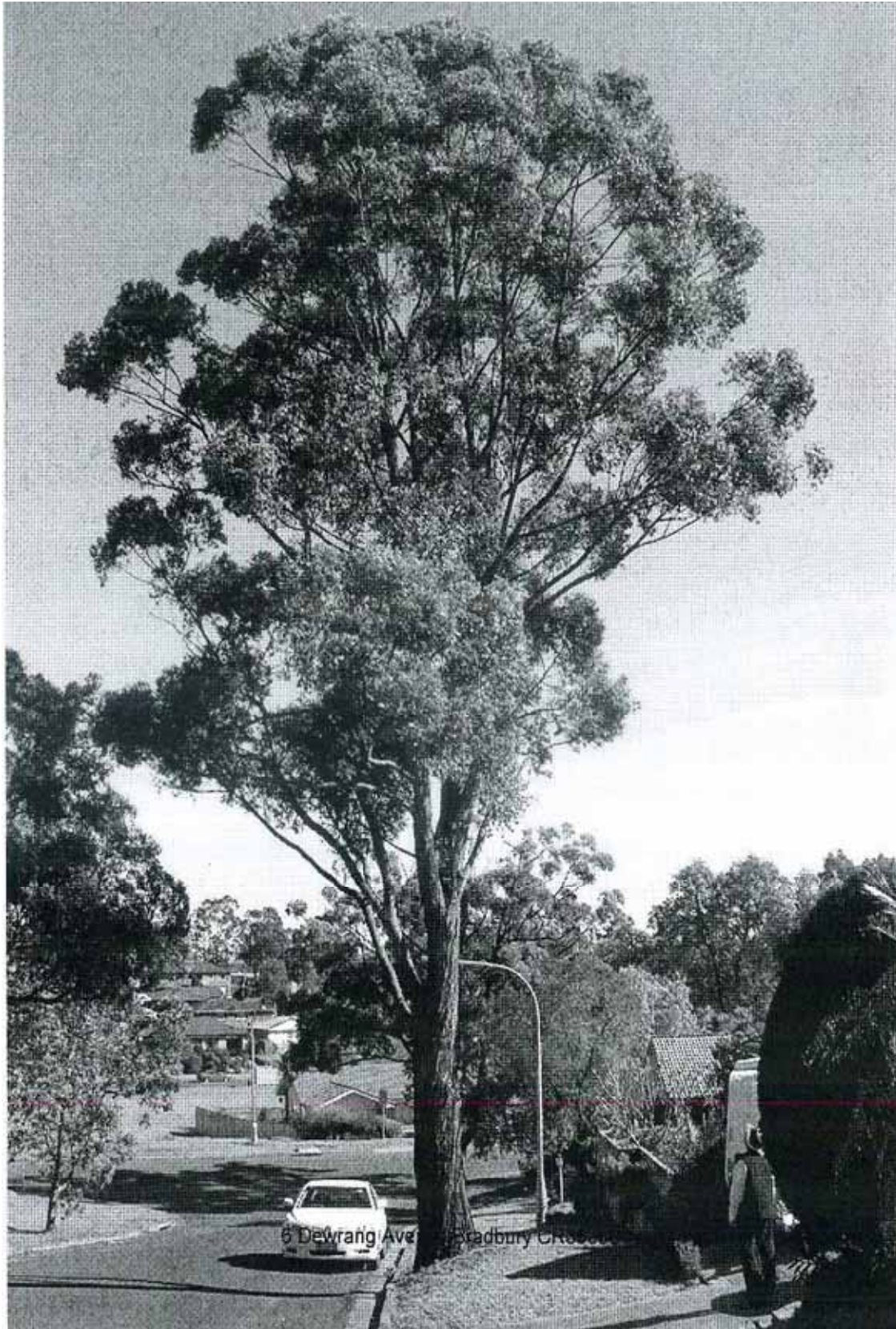
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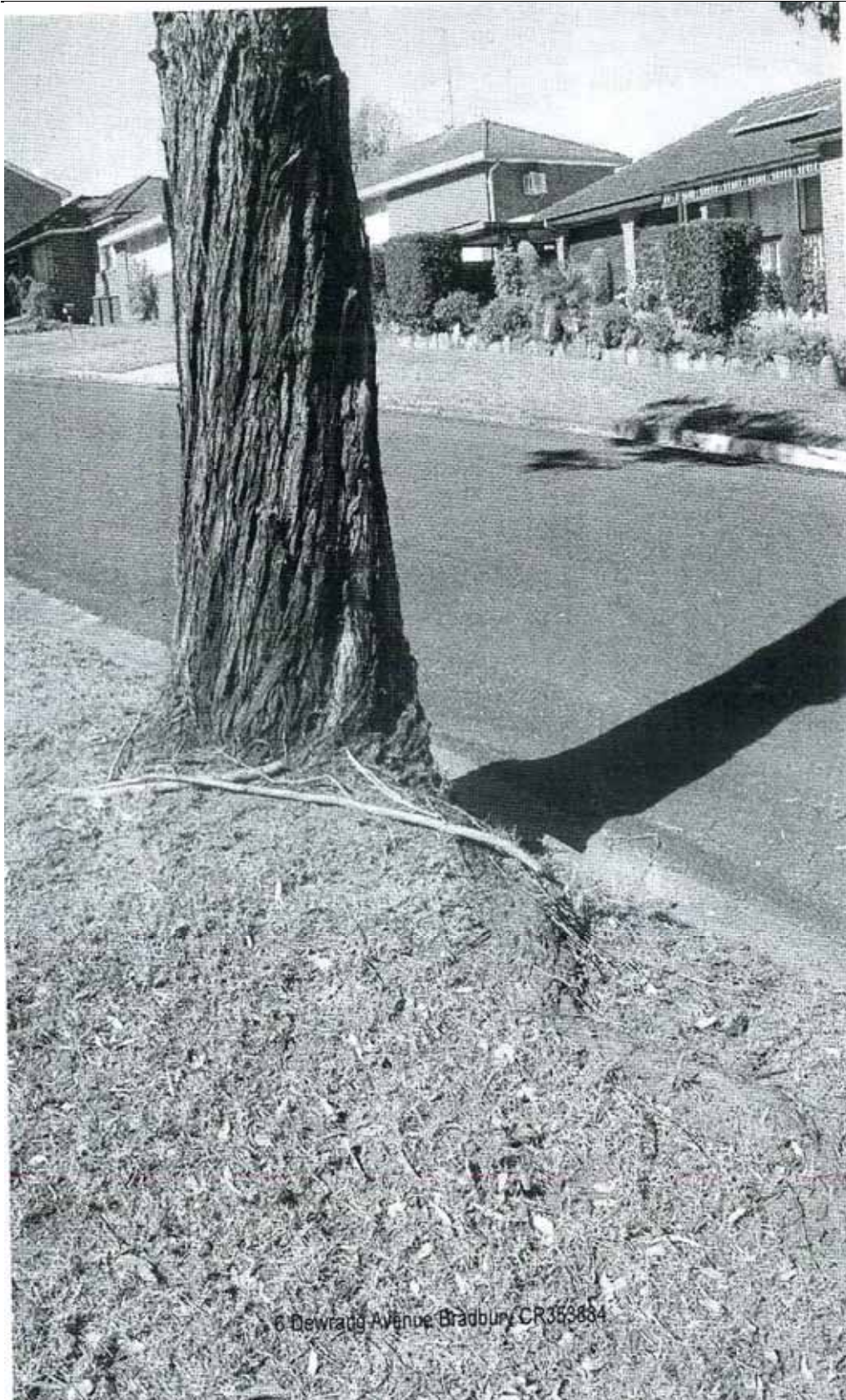
Tree Removal Request
6 Dewrang Avenue, Bradbury

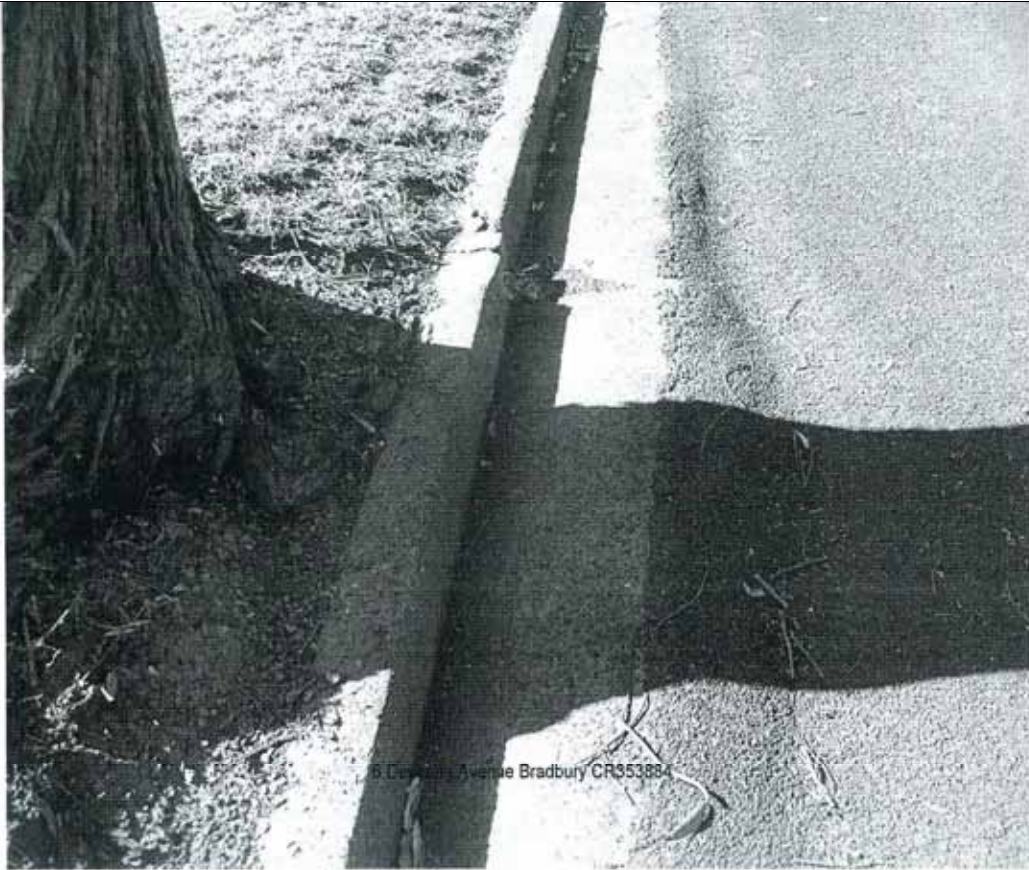


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ATTACHMENT 2







ATTACHMENT 4

Matters being considered in the development of the draft vegetation management process of applications are likely to include:

Impact:

The potential impact on the amenity of the surrounding built and natural environments by considering if the tree/s are:

- within close proximity of a lawfully approved structure;
- dead;
- structurally sound;
- a danger to life or property;
- causing structural damage to a structure or sewerage system;
- causing health and/or physiological condition to the owner(s) applicant(s),
- stressed or diseased or suffering insect damage which cannot be rectified;
- too large for the location;
- an endangered or rare species;
- registered on Council's Register of Significant Trees;
- within a curtilage of a heritage item that is listed under Campbelltown LEPs.

Amenity:

The amenity of the occupants of a property including but not limited to matters such as:

- solar access and excessive overshadowing: and
- poor health, such as allergies, where specific evidence is provided by an expert in the relevant

Existing Driveway:

Existing (or potential for) vehicular or pedestrian traffic hazard in proximity to a roadway, intersection or driveway, where pruning would be in an insufficient remedy.

As part of the development of the draft vegetation management process there will likely be a number of reasons that would not be considered in the assessment of an application as reasons to remove a tree, these could include:

- the shedding of leaves, bark, sticks, fruit or exudate into gutters, downpipes, pools, onto roofs, vehicles, lawns, or gardens etc;
 - bird, bats or animal droppings on cars;
 - minor termite damage which can be successfully treated by other means;
 - to improve street lighting of private property;
 - to enhance private views
 - to reduce minor shading;
 - minor lifting of driveways and paths by tree roots;
 - to erect a fence;
 - bushfire hazard control which has not been approved by Rural or NSW Fire Brigades;
 - potential damage to sewer mains unless supported by written expert advice and only where reasonable alternatives are not feasible (e.g. relocation or encasement of main);
 - potential wind damage to property. (Note: Trees absorb wind energy as a group during storms and help reduce the impact on houses and other trees and structures. The more trees are removed the more wind damage is likely to expose buildings and trees in isolation); and
 - unsubstantiated fears of large trees.
-

2.2 Tree Removal Request - 12 Dewrang Avenue, Bradbury

Reporting Officer

Director City Works

Attachments

1. Locality Plan.
2. Photographs.
3. Visual Tree Assessment (to be tabled).
4. Other factors for consideration

Purpose

To advise Council of a request received for the removal of a 12 metre high tree (*Eucalyptus microcorys*) located in the footpath adjacent to 12 Dewrang Avenue, Bradbury

History

The resident has made a number of requests since 2001 regarding damage to the kerb and gutter, blocked stormwater pipes and damage to a retaining wall as a result of a large gum tree located in the footpath adjacent to the resident's property at 12 Dewrang Avenue, Bradbury.

Councillors have received two (2) briefings concerning issues relating to the existing controls relating to the removal of trees in the Campbelltown Local Government Area (LGA).

As demonstrated in the briefing sessions to Councillors, it is clear that there are a number of inconsistencies that exist between the current statutory planning controls as they apply to various geographical locations across the LGA. In addition, the existing controls are outdated and should be reviewed to give consideration to the wide range of issues that have recently emerged for both Council and the community.

Several of the key elements that were presented to Council include:

- objectives for tree and vegetation management in Campbelltown City;
 - important definitions to enable clear interpretation of the provisions;
 - the circumstances where an approval from Council is required to be obtained for the removal or interference with a tree and other nominated vegetation
 - danger or risk to the safety of personal or rural property
 - declared exemptions from the need to obtain approval from Council to remove or interfere with trees and other nominated vegetation;
 - heads of consideration to be taken into account by Council in determining an application for the removal of or interference with, a tree or other nominated vegetation;
 - a replacement planting policy to offset tree and vegetation loss brought about by the removal of trees and other nominated vegetation; and
-

-
- information for applicants concerning appeals against Council decisions over applications for the removal or interference with other nomination vegetation.

A report on the vegetation management as part of the preparation of Stage 4 of the Campbelltown Sustainable City Development Control Plan 2010 is planned to be presented to Council in the near future for endorsement and approval for public exhibition.

Report

In July 2010 the resident again contacted Council requesting the removal of the gum tree. The reasons given for removal are:

- tree too large for its location
- causing damage to resident's retaining wall
- causing damage to resident's stormwater pipes
- lifting of footpath causing trip hazard
- excessive leaf litter

An inspection of the tree was undertaken by Council's Tree Inspector who noted that the tree is currently in good health and forms a prominent feature of the streetscape. There is a matching tree on the opposite side of the road which further compliments this tree and the streetscape. The kerb and gutter had previously been damaged by the tree and was recently replaced and the alignment altered to accommodate the tree's root system.

The tree is a prominent feature of the streetscape and its retention value is considered to be high. The tree has reached its full height and is healthy with no horticultural reasons for removal. The kerb and gutter has recently been realigned to accommodate the tree's root system.

Correspondence has been forwarded to the resident advising of the results of the Visual Tree Inspection and indicating that the matter will be reported to Council for its consideration as there are no horticultural reasons for removal of the tree.

Summary

In consideration of the non-horticultural issues raised by the resident, noting that the majority of issues highlighted are identified in the criteria being considered in the development of the tree management process Council could consider supporting the residents request.

Officer's Recommendation

1. That the *Eucalyptus microcorys* adjacent to 12 Dewrang Avenue, Bradbury be removed in support of the applicant's appeal.
2. That the resident be advised of Council's decision.

Committee's Recommendation: (Borg/Dobson)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 16 November 2010 (Rowell/Rule)

That the Officer's Recommendation be adopted.

Council Minute Resolution Number 223

That the Officer's Recommendation be adopted.

ATTACHMENT 1



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28 October 2010

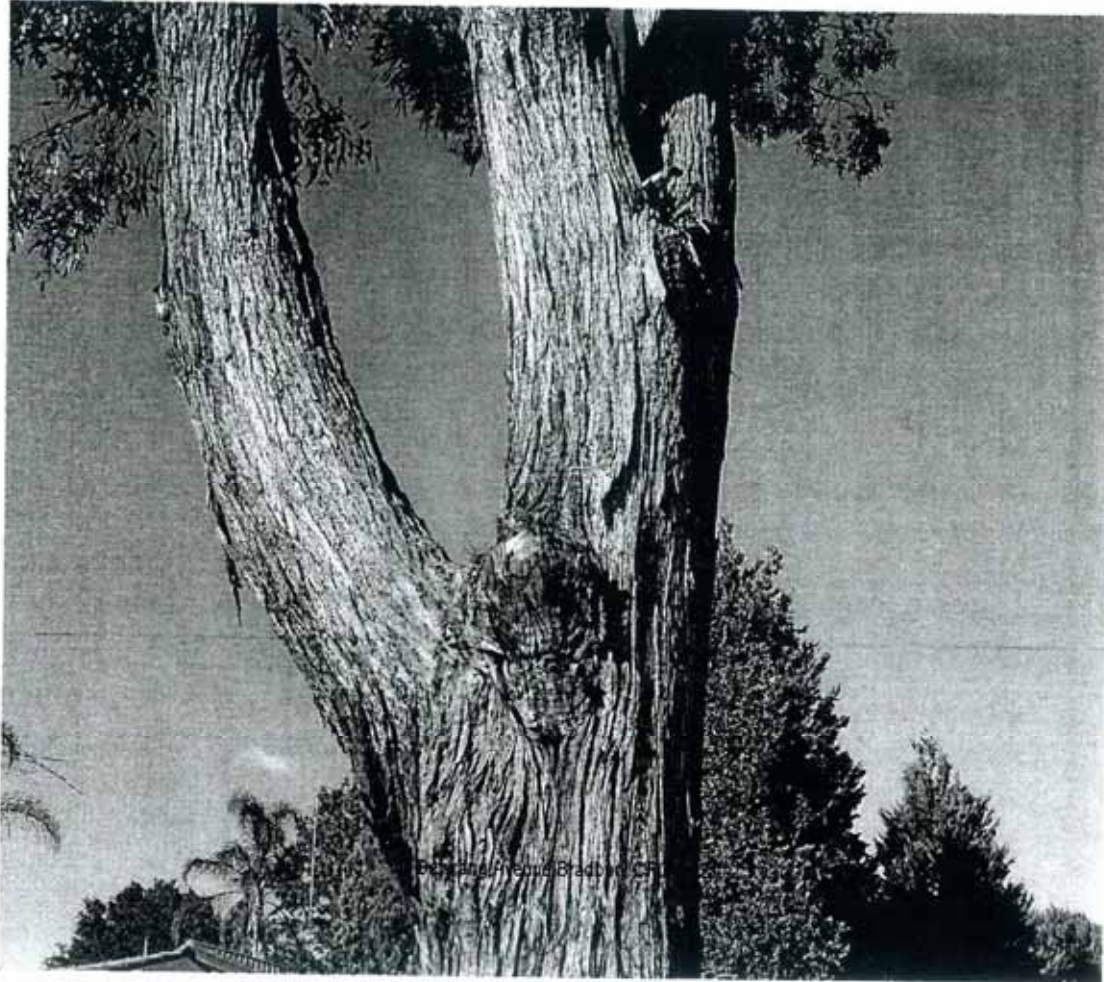
Tree Removal Request
12 Dewrang Avenue, Bradbury



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ATTACHMENT 2





ATTACHMENT 4

Matters being considered in the development of the draft vegetation management process of applications are likely to include:

Impact:

The potential impact on the amenity of the surrounding built and natural environments by considering if the tree/s are:

- within close proximity of a lawfully approved structure;
- dead;
- structurally sound;
- a danger to life or property;
- causing structural damage to a structure or sewerage system;
- causing health and/or physiological condition to the owner(s) applicant(s),
- stressed or diseased or suffering insect damage which cannot be rectified;
- too large for the location;
- an endangered or rare species;
- registered on Council's Register of Significant Trees;
- within a curtilage of a heritage item that is listed under Campbelltown LEPs.

Amenity:

The amenity of the occupants of a property including but not limited to matters such as:

- solar access and excessive overshadowing: and
- poor health, such as allergies, where specific evidence is provided by an expert in the relevant

Existing Driveway:

Existing (or potential for) vehicular or pedestrian traffic hazard in proximity to a roadway, intersection or driveway, where pruning would be in an insufficient remedy.

As part of the development of the draft vegetation management process there will likely be a number of reasons that would not be considered in the assessment of an application as reasons to remove a tree, these could include:

- the shedding of leaves, bark, sticks, fruit or exudate into gutters, downpipes, pools, onto roofs, vehicles, lawns, or gardens etc;
 - bird, bats or animal droppings on cars;
 - minor termite damage which can be successfully treated by other means;
 - to improve street lighting of private property;
 - to enhance private views
 - to reduce minor shading;
 - minor lifting of driveways and paths by tree roots;
 - to erect a fence;
 - bushfire hazard control which has not been approved by Rural or NSW Fire Brigades;
 - potential damage to sewer mains unless supported by written expert advice and only where reasonable alternatives are not feasible (e.g. relocation or encasement of main);
 - potential wind damage to property. (Note: Trees absorb wind energy as a group during storms and help reduce the impact on houses and other trees and structures. The more trees are removed the more wind damage is likely to expose buildings and trees in isolation); and
 - unsubstantiated fears of large trees.
-

2.3 Mackellar Place, Campbelltown - Tree Removal Request

Reporting Officer

Acting Manager Operational Services

Attachments

1. Locality Plan.
2. Photographs.
3. Visual Tree Assessment (to be tabled)
4. Other factors for consideration

Purpose

To advise Council of a request received from two residents for the removal of two *Eucalyptus sideroxylon* var *rosea* (Ironbarks) located in the footpath in Mackellar Place, Campbelltown being the front boundary of 13 Paterson Street, Campbelltown.

History

The resident requested removal of the two ironbarks located in the footpath adjacent to the resident's property in 2005 and 2006. This request was due to the damage being caused to the resident's brick retaining and boundary walls, roof tiles, sun shade and excessive leaf litter.

Councillors have received two (2) briefings concerning issues relating to the existing controls relating to the removal of trees in the Campbelltown Local Government Area (LGA).

As demonstrated in the briefing sessions to Councillors, it is clear that there are a number of inconsistencies that exist between the current statutory planning controls as they apply to various geographical locations across the LGA. In addition, the existing controls are outdated and should be reviewed to give consideration to the wide range of issues that have recently emerged for both Council and the community.

Several of the key elements that were presented to Council include:

- objectives for tree and vegetation management in Campbelltown City;
 - important definitions to enable clear interpretation of the provisions;
 - the circumstances where an approval from Council is required to be obtained for the removal or interference with a tree and other nominated vegetation
 - danger or risk to the safety of personal or rural property
 - declared exemptions from the need to obtain approval from Council to remove or interfere with trees and other nominated vegetation;
 - heads of consideration to be taken into account by Council in determining an application for the removal of or interference with, a tree or other nominated vegetation;
 - a replacement planting policy to offset tree and vegetation loss brought about by the removal of trees and other nominated vegetation; and
-

-
- information for applicants concerning appeals against Council decisions over applications for the removal or interference with other nomination vegetation.

A report on the vegetation management as part of the preparation of Stage 4 of the Campbelltown Sustainable City Development Control Plan 2010 is planned to be presented to Council in the near future for endorsement and approval for public exhibition.

Report

In June 2010 the resident again wrote to Council requesting the removal of the two ironbark trees. The reasons given for the removal are:

- damage to brick retaining and boundary walls by root system
- damage to drainage pipes
- damage to roof tiles and sunshade by falling branches
- habitat for bats resulting in bat excreta which is difficult to remove
- excessive leaf litter which is also entering roof space and causing fire hazard
- damage to kerb and gutter

An inspection of the trees was undertaken by Council's Tree Inspector who noted that the trees are currently in good health requiring only minor dead wooding and fertilisation. One tree is infested with parasitic mistletoe and it is recommended that the mistletoe be removed.

Correspondence has been forwarded to the resident advising of the results of the Visual Tree Inspection and indicating that the matter will be reported to Council for its consideration as there are no horticultural reasons for removal of the trees.

The trees are prominent features of the streetscape and retention value is strong. The trees have reached full height and are healthy with no horticultural reasons for removal. The trees require minor dead wooding and fertilisation. One tree also requires removal of parasitic mistletoe.

Summary

Although several of the issues raised by the residents in their appeal to Council are identified in criteria being in considered in the development of the tree management process, measures proposed by Council staff are considered appropriate. It is noted that on a number of previous instances when reviewing tree removal application reports Councillors have undertaken an inspection of the site to familiarise themselves with the issues being considered.

Officer's Recommendation

1. That the two Eucalyptus Ironbarks in Mackellar Place, Campbelltown be retained and the applicants' appeal not be supported.
 2. That Council undertake dead wooding and fertilisation of the trees and remove the parasitic mistletoe.
 3. That Council further monitor these trees in twelve months.
 4. That the residents be advised of Council's decision.
-

Committee Note:

Mr Reynolds and Mr McManus addressed the Committee in support of the application for the removal of the tree at Mackellar Place, Campbelltown.

Committee's Recommendation: (Borg/Glynn)

That a decision in this matter be deferred and the property be listed for an inspection.

CARRIED

Council Meeting 16 November 2010 (Rowell/Rule)

That the Committee's Recommendation be adopted.

Council Minute Resolution Number 223

That the Committee's Recommendation be adopted.

ATTACHMENT 1



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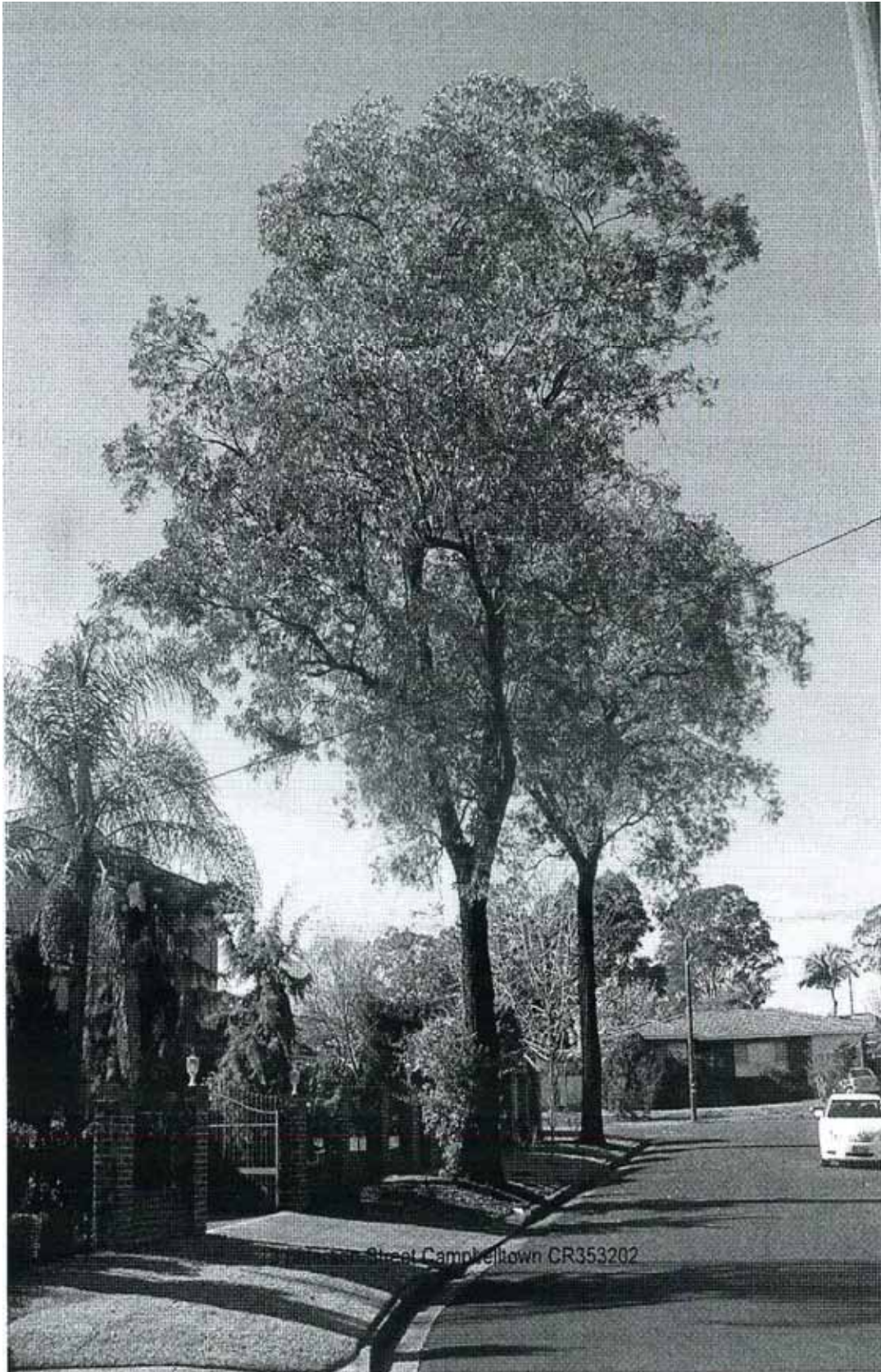
1:1,011
19 October 2010

Tree Removal Request
13 Paterson Street, Campbelltown

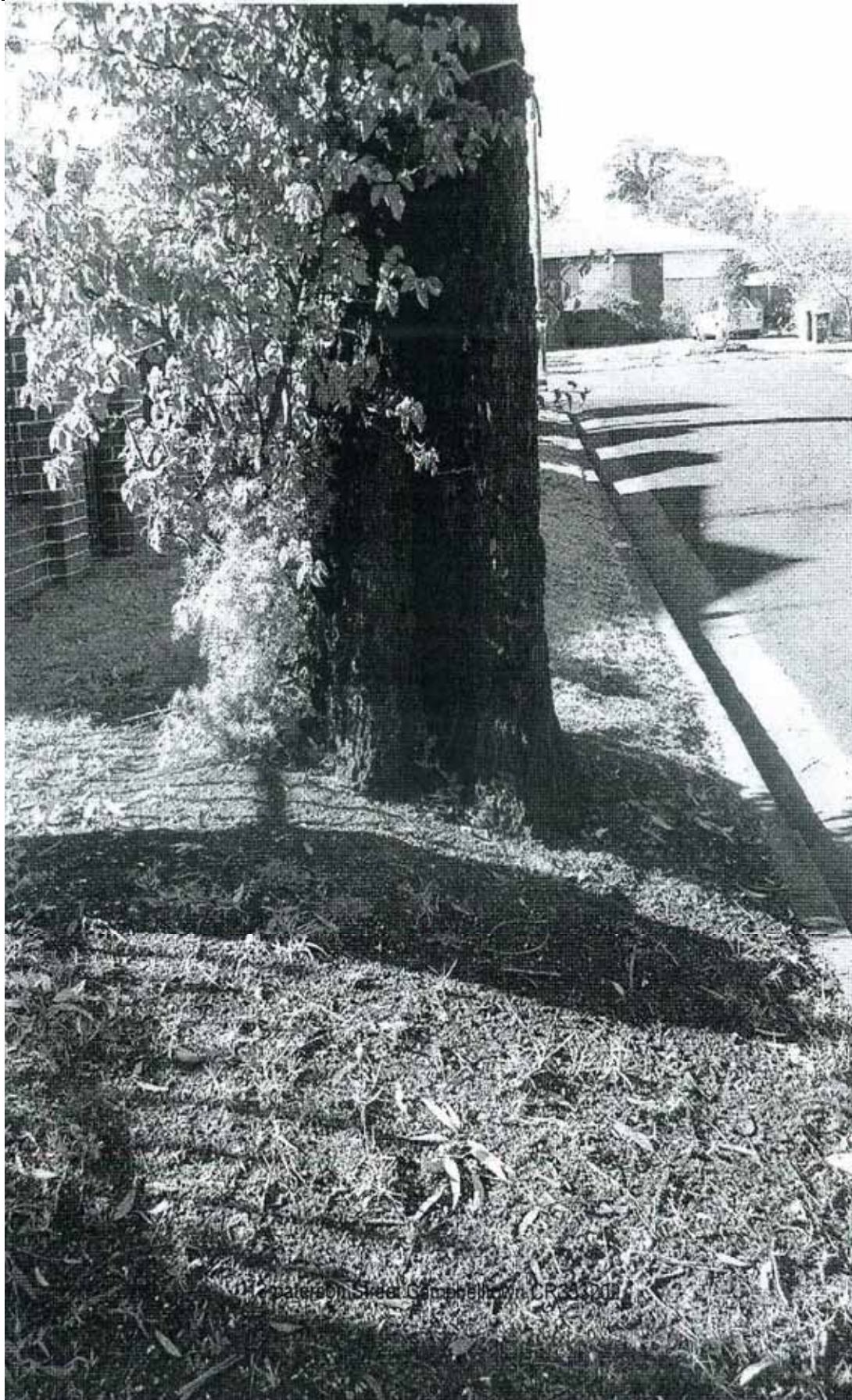


DISCLAIMER: This map has been produced from Council records. If you intend to rely on the information shown you should contact Campbelltown City Council for verification. This map should not be reproduced without permission.

ATTACHMENT 2







Paterson Street, Campbelltown, CR 33210

ATTACHMENT 4

Matters being considered in the development of the draft vegetation management process of applications are likely to include:

Impact:

The potential impact on the amenity of the surrounding built and natural environments by considering if the tree/s are:

- within close proximity of a lawfully approved structure;
- dead;
- structurally sound;
- a danger to life or property;
- causing structural damage to a structure or sewerage system;
- causing health and/or physiological condition to the owner(s) applicant(s),
- stressed or diseased or suffering insect damage which cannot be rectified;
- too large for the location;
- an endangered or rare species;
- registered on Council's Register of Significant Trees;
- within a curtilage of a heritage item that is listed under Campbelltown LEPs.

Amenity:

The amenity of the occupants of a property including but not limited to matters such as:

- solar access and excessive overshadowing: and
- poor health, such as allergies, where specific evidence is provided by an expert in the relevant

Existing Driveway:

Existing (or potential for) vehicular or pedestrian traffic hazard in proximity to a roadway, intersection or driveway, where pruning would be in an insufficient remedy.

As part of the development of the draft vegetation management process there will likely be a number of reasons that would not be considered in the assessment of an application as reasons to remove a tree, these could include:

- the shedding of leaves, bark, sticks, fruit or exudate into gutters, downpipes, pools, onto roofs, vehicles, lawns, or gardens etc;
 - bird, bats or animal droppings on cars;
 - minor termite damage which can be successfully treated by other means;
 - to improve street lighting of private property;
 - to enhance private views
 - to reduce minor shading;
 - minor lifting of driveways and paths by tree roots;
 - to erect a fence;
 - bushfire hazard control which has not been approved by Rural or NSW Fire Brigades;
 - potential damage to sewer mains unless supported by written expert advice and only where reasonable alternatives are not feasible (e.g. relocation or encasement of main);
 - potential wind damage to property. (Note: Trees absorb wind energy as a group during storms and help reduce the impact on houses and other trees and structures. The more trees are removed the more wind damage is likely to expose buildings and trees in isolation); and
 - unsubstantiated fears of large trees.
-

3. ASSETS AND SUPPLY SERVICES

3.1 T10/14 Stadium Catering

Reporting Officer

Manager Assets and Supply Services

Attachments

The following confidential attachments have 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 Catering at the Campbelltown Sports Stadium.

Report

This report provides details of the tenders received for the provision of catering at the Campbelltown Sports Stadium (T10/14) and recommends that Council accept the tender submitted by Total Event and Management Services Pty Ltd.

History

Council currently has in place a contract for Stadium Catering (including the Responsible Service of Alcohol) which is due to expire on 14 December 2010.

Legislation

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

Contract Term

The term for this contract will be for a period of 3 years from 14 December 2010 until 14 December 2013 with an option for extension of 12 months until 14 December 2014 and a further option for extension of 12 months until 14 December 2015. The options for extension of the Contract may be exercised at Council's absolute discretion.

Advertising of Tenders

Tenders were advertised in The Sydney Morning Herald, The Macarthur Advertiser and The Macarthur Chronicle in the weeks commencing 6 and 13 September 2010. Tenders were also advertised on Council's website. The Ingleburn and Campbelltown Chambers of Commerce and Industry were notified.

Tenders Received

Tenders closed on Tuesday 28 September 2010. Two on-time responses were received from the following organisations:

- Hanley Hospitality Pty Ltd t/as Amory Catering
- Total Event and Management Services Pty Ltd

Tender Document

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

- Company details
- Referee details
- Company experience in a similar service
- Kiosk area and corporate facilities proposal
- Quality assurance program
- Response times
- Remuneration
- Insurance certificates of currency
- Environmental practices
- Occupational Health and Safety Management Systems
- Liquor licensing information
- Details of any subcontractors

Evaluation Process

The Evaluation Panel, consisting of officers from Healthy Lifestyles and Business Assurance evaluated the tenders against the following weighted assessment criteria:

- Occupational Health and Safety
- Environmental Commitment
- Experience of the Company
- Kiosk area proposal
- Corporate facilities proposal
- Quality assurance program
- Whether the tenderer is likely to be approved by the NSW Casino, Gaming and Liquor Control Authority to hold the Liquor Licence
- Suitability of remuneration – proposed access fee

The Evaluation Panel used Council's standard 0-5 scoring system for all non-pricing criteria with 5 being the highest score.

The scoring of tendered access fee was determined using two mock events:

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

$$\frac{\text{highest mock revenue}}{\text{tendered mock revenue}} \times 5 \text{ (max score)}$$

Recommendation of Evaluation Panel

Total Event and Management Services Pty Ltd (Total Event) are recommended for the provision of catering services at Campbelltown Stadium for the following reasons:

- Total Event demonstrated experience in similar services and attendance numbers
- Total Event proposed a wide range of products including a range of healthy options
- Total Event proposed a suitable corporate food and beverage proposal
- Total Event submitted satisfactory Occupational Health and Safety and Environmental Management System information
- Total Event provided satisfactory information on their quality assurance program
- Total Event proposed a higher percentage of remuneration to Council for the income received from the sale of all food and non-alcoholic beverages to patrons of the Stadium and all alcoholic beverages including Corporate Facilities
- Total Event have provided a satisfactory service to Council in the past

Hanley Hospitality Pty Ltd t/as Amory Catering (Hanley) is not recommended for the provision of catering services at Campbelltown Stadium for the following reasons:

- Hanley did not demonstrate suitable experience in the provision of similar services and attendance numbers
- Hanley did not provide satisfactory information on corporate facilities proposal
- Hanley proposed a lower percentage of remuneration to Council than the recommended tenderer for the income received from the sale of all food and non-alcoholic beverages to patrons of the Stadium and all alcoholic beverages including Corporate Facilities

Management of Proposed Contract

In order to satisfy Council's contract management requirements and due to the OHS exposure of the works required in this contract, the Council Officer assigned to managing the contract will work with Total Event and Management Services Pty Ltd to ensure their occupational health and safety documentation is satisfactory and in accordance with Council's contract management requirements prior to the commencement of the works.

Total Event and Management Services Pty Ltd will be subject to contract management and safety reviews throughout the duration of the Contract.

Officer's Recommendation

1. That Council accept the offer of Total Event and Management Services Pty Ltd for the provision of catering services at Campbelltown Stadium for a period of three years with the option of two twelve month extensions.
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: (Glynn/Chanthivong)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 16 November 2010 (Rowell/Rule)

That the Officer's Recommendation be adopted.

Council Minute Resolution Number 223

That the Officer's Recommendation be adopted.

3.2 T10/15 Pit Lid and Footpath Reconstruction Program

Reporting Officer

Manager Assets and Supply Services

Attachments

The following confidential attachments have 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 pit lid and footpath reconstruction program.

Report

This report provides details of the tenders received for the provision of pit lid and footpath reconstruction program (T10/15) and recommends that Council accept the tenders submitted by NJD Civil Pty Ltd and Platinum Civil Pty Ltd under a panel contract arrangement.

History

Council require the services of a suitably qualified organisation(s) to undertake concrete reconstruction in accordance with Council's annual program works including:

- Footpath reconstruction
- Stormwater pits lids and frames

Tenderers were able to tender for one or more of the above requirements. The program is required to be completed by June 2011.

Legislation

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

Contract Expenditure

Funds for these works are allocated in Council's budget. The program costs (as tendered by the recommended tenderers) are less than that anticipated. This will allow additional works in the footpath and pit-lid program to be escalated.

Contract Term

The term for this contract will be from the date of acceptance until completion of the program.

Advertising of Tenders

Tenders were advertised in The Sydney Morning Herald, The Macarthur Advertiser and The Macarthur Chronicle in the weeks commencing 6 and 13 September 2010. Tenders were also advertised on Council's website. The Ingleburn and Campbelltown Chambers of Commerce and Industry were notified.

Tenders Received

Tenders closed on Tuesday 28 September 2010. Eight on-time responses were received from the following organisations:

- CW Concrete Pty Ltd
- IW Contracting Pty Ltd
- KK Consultants Pty Ltd t/as KK Civil Engineering
- Kodi Civil Pty Ltd
- J Smith & L.G Smith t/as JAK Concreting & Excavations
- NJD Civil Pty Ltd
- Platinum Civil Pty Ltd
- Wise Group FM Pty Ltd

Tender Document

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

- Company details
- Referee details
- Company experience
- Response time for repair works
- Confirmation they can complete the works in the required timeframe
- Price
- Warranty
- Insurance certificates of currency
- Environmental practices
- Occupational Health and Safety management systems
- Sub contracting details

Evaluation Process

The Evaluation Panel, consisting of officers from Assets and Supply and Business Assurance evaluated the tenders against the following weighted assessment criteria:

- Occupational Health and Safety
 - Environmental commitment
 - Experience of the company
 - Response time for repair of works undertaken
 - Suitability of pricing
-

The Evaluation Panel used Council's standard 0-5 scoring system for all non-pricing criteria with 5 being the highest score.

The scoring of tendered prices was determined using the 'normalised price score' methodology (lowest Tendered Price/ Tendered Price x 5 (maximum score)) based on the total price to complete the program.

Tenderers Not Recommended

The following tenderers are not recommended for the provision of concrete reconstruction of Council's stormwater pits lids and frames as they submitted a more expensive price for the program than the recommended tenderer:

- CW Concrete Pty Ltd
- IW Contracting Pty Ltd
- Kodi Civil Pty Ltd
- J Smith & L.G Smith t/as JAK Concreting & Excavations
- Wise Group FM Pty Ltd

The following tenderers are not recommended for the provision of concrete reconstruction of Council's footpaths as they did not demonstrate substantial experience in the provision of similar services and they submitted a more expensive price for the program than the recommended tenderer:

- CW Concrete Pty Ltd
- IW Contracting Pty Ltd
- KK Consultants Pty Ltd t/as KK Civil Engineering
- Kodi Civil Pty Ltd
- J Smith & L.G Smith t/as JAK Concreting & Excavations
- NJD Civil Pty Ltd
- Wise Group FM Pty Ltd

Recommendation of Evaluation Panel

NJD Civil Pty Ltd (NJD) is recommended for the provision of concrete reconstruction of Council's stormwater pits lids and frames for the following reasons:

- NJD demonstrated experience in the provision of similar works
- NJD provided satisfactory Occupational Health and Safety and Environmental Management System information
- NJD tendered the lowest price for the provision of the works
- Reference checks undertaken for NJD were satisfactory

Platinum Civil Pty Ltd (Platinum) is recommended for the provision of of concrete reconstruction of Council's footpaths for the following reasons:

- Platinum demonstrated suitable experience in the provision of similar works to other Councils
 - Platinum tendered the lowest price for the provision of the works
 - Platinum provided satisfactory Occupational Health and Safety and Environmental Management System information
 - Reference checks undertaken for Platinum were satisfactory
-

Management of Proposed Contract

In order to satisfy Council's contract management requirements and due to the OHS exposure of the works required in this contract, the Council Officer assigned to managing the contract will work with NJD Civil Pty Ltd and Platinum Civil Pty Ltd to ensure their occupational health and safety documentation is satisfactory and in accordance with Council's contract management requirements prior to the commencement of the works.

NJD Civil Pty Ltd and Platinum Civil Pty Ltd will be subject to contract management and safety reviews throughout the duration of the Contract.

Officer's Recommendation

1. That Council accept the offer of NJD Civil Pty Ltd for the provision of the concrete reconstruction program for Council's stormwater pits lids and frames.
2. That Council accept the offer of Platinum Civil Pty Ltd for the provision of the concrete reconstruction program for Council's footpaths.
3. That the Contract documents be executed under the Common Seal of Council.
4. That the unsuccessful Tenderers be notified of the results of tender process.

Committee's Recommendation: (Chanthivong/Dobson)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 16 November 2010 (Rowell/Rule)

That the Officer's Recommendation be adopted.

Council Minute Resolution Number 223

That the Officer's Recommendation be adopted.

3.3 T10/17 Road Pavement Maintenance Program

Reporting Officer

Manager Assets and Supply Services

Attachments

The following confidential attachments have 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 T10/17 Road Pavement and Maintenance Program.

Report

This report provides details of the tenders received for the provision of T10/17 Road Pavement and Maintenance Program and recommends that Council accept the tender submitted by State Asphalt Services Pty Ltd.

Scope of Required Works

The Road Pavement Maintenance Program includes:

- Mill and Fill and Supply and Lay of Asphaltic Concrete
- Supply and Spray Bitumen

There is approximately 99,000m² of road to be repaired under this program.

Legislation

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

Contract Expenditure

Funds for these works are allocated in Council's budget.

Contract Term

The term for this contract will be for from the date of acceptance until completion of the program, including any defects liability and/or warranty periods. It is estimated that the Contract will be let in November 2010 and works completed by May 2011.

Advertising of Tenders

Tenders were advertised in the Sydney Morning Herald, The Macarthur Advertiser and The Macarthur Chronicle in the weeks commencing 14 September and 21 September 2010. Tenders were also advertised on Council's website. The Ingleburn and Campbelltown Chambers of Commerce and Industry were notified.

Tenders Received

Tenders closed on Tuesday 5 October 2010. Six on-time responses were received from the following organisations:

- Futlon Hogan Industries Pty Ltd
- Ozpave Australia Pty Ltd
- Clearwater Assets Services Pty Ltd
- Downer EDI Works Pty Ltd
- AviJohn Contracting Pty Ltd
- State Asphalt Services Pty Ltd

Tender Document

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

- Company details
- Financial Viability
- References
- Program Allowance
- Response Time for Repair Works
- Price
- Warranty
- Commercial in Confidence
- Insurances
- Environmental Practices
- OHS Management System
- Sub Contracting
- Conflicts of Interest
- Additional Information to be Supplied by Tenderers
- Additional Terms of Contract

Evaluation Process

The Evaluation Panel, consisting of officers from Assets and Supply Services and Operational Services evaluated the tenders against the following weighted criteria:

- Experience
 - Response time for repairs of works undertaken should Council deem it necessary
 - Price
 - Environmental policy
 - Degree of commitment to NSW Occupational Health and Safety Legislation and Council's Occupational Health and Safety policies and procedures
-

The Evaluation Panel used Council's standard 0-5 scoring system for all non-pricing criteria with 5 being the highest score.

The scoring of tendered prices was determined using the 'normalised price score' methodology (lowest Tendered Price/ Tendered Price x 5 (maximum score)) based on cumulative totals of the scenario pricing and item prices received.

Recommendation of Evaluation Panel

State Asphalt Services Pty Ltd (State) is recommended to undertake the road pavement maintenance program for the following reasons:

- State provided the best overall response to Council
- State have considerable experience in the provision of similar works
- State have provided satisfactory services to Council in similar projects in the past
- State provided the lowest tendered price to Council

Clearwater Asset Services Pty Ltd (Clearwater), Ozpave Australia Pty Ltd (Ozpave) and Fulton Hogan Industries Pty Ltd (Fulton Hogan) are not recommended as they did not detail as much experience as in similar projects as the recommended tender and tendered a more expensive price.

Fulton Hogan also submitted a non-conforming tender, offering an alternative locally sourced product. The Evaluation Panel considered the non-conforming tender as Fulton Hogan had also submitted a conforming tender (as required by the Request for Tender). The non-conforming price was still more expensive than the recommended tenderer.

AviJohn Contracting Pty Ltd (AviJohn) is not recommended for the following reasons:

- AviJohn did not detail as much experience in similar projects as the recommended tenderer.
- AviJohn's response time was longer than the recommended tenderer.
- AviJohn's tendered price was more than the recommended tenderer.

Downer EDI Works Pty Ltd (Downer) is not recommended for the following reasons:

- Downer did not provide sufficient details of their experience
- Downer's response time was substantially more than the recommended tenderer
- Downer's price was more than the recommended tender

Downer also submitted a non-conforming tender, offering an alternative product. The Evaluation Panel considered the non-conforming tender as Downer had also submitted a conforming tender (as required by the Request for Tender). However, the alternative product did not conform with the RTA specifications (as required by the Request for Tender) and was therefore not considered further.

Management of Proposed Contract

In order to satisfy Council's contract management requirements and due to the occupational health and safety exposure of the works required in this contract, State Asphalt Services Pty Ltd will be subject to stringent contract management and safety reviews throughout the provision of the works under the contract.

Officer's Recommendation

1. That Council accept the offer of State Asphalt Services Pty Ltd for the provision of the road pavement maintenance program from acceptance of the contract until completion of the program, including any defects liability and/or warranty periods.
2. That Council documents be executed under the Common Seal of Council.
3. That the unsuccessful Tenderers are notified of the results of the tender process.

Committee's Recommendation: (Chanthivong/Borg)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 16 November 2010 (Rowell/Rule)

That the Officer's Recommendation be adopted.

Council Minute Resolution Number 223

That the Officer's Recommendation be adopted.

4. EMERGENCY SERVICES

4.1 State Emergency Services Quarterly Report July to September 2010

Reporting Officer

Manager Emergency Management

Attachments

State Emergency Services Report (to be tabled).

Purpose

To inform Council of the activities of the Campbelltown State Emergency Service for the quarter ending September 2010.

History

The Campbelltown State Emergency Service has the responsibility to protect people and property arising from floods, storms and tsunamis. The unit has served the people of Campbelltown for over 50 years and currently has 90 volunteers working for the Campbelltown community.

Report

Emergency Requests

A total of 45 requests for assistance requiring 262 volunteer hours were completed during this quarter with the unit being fully operational on one occasion. Tasks involved tarping of roofs, making trees safe and general assistance to residents and commercial premises due to heavy rain, wind and local flooding.

Out of Area Assistance

The unit was deployed out of the area on two occasions which included:

- Members were deployed to Sutherland for two days due to strong wind and rain damage.
 - 40 Volunteers were deployed to the Illawarra and South Coast from the 5 to 14 September due to heavy rain and wind damage. The volunteers were involved in tree work, tarping, logistics and communications for the nine days.
-

Public Relations Events

The State Emergency Services volunteers assisted and participated in the following events. Assistance was generally in the form of pedestrian and traffic management.

- Reserve Forces Day
- City to Surf
- Rosehill Club Awareness day

Community Education

Community Education Officers attended the Regional Meeting for briefing and a provided storm awareness talk to St Andrews Scout and Campbelltown Ventures.

Conference and Meeting Attendance

A number of volunteers participated in planning meetings including the following:

Local Emergency Management Committee
Community Education Working Group LEMC
Illawarra South Coast Controllers Conference
Regional, Media, Section Heads and Team Leaders Meetings were also attended.

Training

Training and preparation of volunteers is a vital part of the SES operation to enable a response to a wide range of emergency situations as the prime agency or as in many instances a support role.

Training during the period focused on;

- storm and water damage,
- chain saw,
- 4 wheel drive,
- map reading,
- safe driving and
- general rescue

For this quarter volunteer members devoted a total of 3853 hours to training. A total of 88 certificates of competencies were awarded during this period.

Officer's Recommendation

That the information be noted.

Committee's Recommendation: (Lake/Dobson)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 16 November 2010 (Rowell/Rule)

That the Officer's Recommendation be adopted.

Council Minute Resolution Number 223

That the Officer's Recommendation be adopted.

4.2 Local Emergency Management Committee

Reporting Officer

Manager Emergency Management

Attachments

Minutes of the Local Emergency Management Committee held on the 23 September 2010 (distributed under separate cover)

Purpose

To advise Council of the outcome of the Campbelltown Local Emergency Management Committee meeting held on the 23 September 2010.

History

The Local Emergency Management Committee is established under the State Emergency and Rescue Management Act 1989 for the preparation of plans in relation to the prevention of, preparation for, response to and recovery from emergencies in the Campbelltown local government area.

Report

This meeting of the Campbelltown Local Emergency Management Committee (LEMC) was attended by representatives from the NSW Police, State Emergency Service, Rural Fire Service, Council and DOCS.

The key issues that were discussed included:

- Review of Emergency Management arrangements in NSW which are currently being reviewed by the State government.
 - Bush Fire Season briefing identifying the weather and fire outlook for the coming season.
 - Emergency Operations Centre for Campbelltown is located at the Emergency Services Centre and its role and resources in supporting the agencies was discussed
 - Natural Disaster Resilience Grant application for the community education project has been successful
 - Community Education Working Group activities were discussed including the adoption of the Community Education Strategy
 - Exercise Firestorm 2 debrief was discussed and the lessons learnt and
 - An update was provided on the Emergency Risk Management Study.
-

Officer's Recommendation

That the information be noted.

Committee's Recommendation: (Borg/Thomas)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 16 November 2010 (Rowell/Rule)

That the Officer's Recommendation be adopted.

Council Minute Resolution Number 223

That the Officer's Recommendation be adopted.

4.3 District Emergency Management Committee

Reporting Officer

Manager Emergency Management

Attachments

1. Minutes of the District Emergency Management Committee (DEMC) of the 6 August 2010 (distributed under separate cover).
2. Report of the Campbelltown Local Emergency Management Committee (distributed under separate cover)

Purpose

To advise Council of the outcome of the District Emergency Management Committee meeting held on the 6 August 2010.

History

The District Emergency Management Committee is established under the provision of the State Emergency and Rescue Management Act 1989 and is responsible for preparing plans in relation to the prevention of, preparation for, response to and recovery from emergencies in the district. The DEMC consists of senior representatives of local government areas, emergency services organisation and functional areas.

Report

The meeting of the District Emergency Management Committee (DEMC) includes the LGAs of Campbelltown, Camden, Fairfield, Wollondilly and Liverpool Councils.

Representatives attended the meeting from Councils as well as the NSW Ambulance Service, NSW Police, NSW Fire Brigade, NSW State Emergency Service, NSW Rural Fire Service, Department of Primary Industries, Department of Health, DOCS and the transport functional area.

The key issues that were discussed included:

The Operational Activity Report for local councils for the past 3 months as well as emergency services and functional area reports.

Each Local Emergency Management Committee provided reports on their activities.

An update on the current Emergency Management Review' being undertaken by the State Emergency Management Committee Working Group was provided. The Working Group is considering issues including membership, number of District Committees and the increase in responsibilities of the Local Emergency Management Committees (LEMCs).

Briefings were also provided on the new State recovery arrangements and the emergency telephone warning system.

Other issues discussed included:

- the combining of LEMCs,
- emergency sign posting on the Hume Highway,
- Neighbourhood Safer Places
- and emergency plans.

Officer's Recommendation

That the information be noted

Committee's Recommendation: (Thomas/Dobson)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 16 November 2010 (Rowell/Rule)

That the Officer's Recommendation be adopted.

Council Minute Resolution Number 223

That the Officer's Recommendation be adopted.

4.4 Macarthur Rural Fire Service Zone Liaison Committee

Reporting Officer

Manager Emergency Management

Attachments

Minutes of the Macarthur Rural Fire Service Zone Liaison Committee held on the 2 September 2010 (distributed under separate cover)

Purpose

To advise Council of the outcome of the Macarthur Liaison Committee meeting held on the 2 September 2010

History

In 2008 the Councils of Camden, Campbelltown and Liverpool entered into an agreement titled the Rural Fire District Service Level Agreement - Macarthur Zone which provided for the delivery of rural fire services to the three local government areas as a single entity. The agreement provides for the obligations of both the Councils and the Rural Fire Service (RFS) to be reviewed by the Macarthur Liaison Committee.

Report

This meeting of the Macarthur Liaison Committee was attended by representatives from Camden, Campbelltown and Liverpool Councils, representatives of the Rural Fire Service volunteers and staff of the Rural Fire Service Zone Office.

The key issues that were discussed included:

Strategic Planning

An update on the strategic planning process outlined the consultative mechanisms being used to develop the plan and how to provide financial forecasting for major capital program until 2019.

Zone Agreement

The draft revised Zone Agreement was tabled and the changes discussed. Appendix 5 identifies the apportioning of cost across the three Councils based on a 33.3% share. The draft agreement will be submitted to each Council for consideration.

Reporting Arrangements

Reports on estimates, finances and service level reporting were all discussed.

Occupational Health and Safety

An accident was reported involving a volunteer when attending an incident. An investigation has been completed into the accident.

Officer's Recommendation

That the information be noted.

Committee's Recommendation: (Thomas/Borg)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 16 November 2010 (Rowell/Rule)

That the Officer's Recommendation be adopted.

Council Minute Resolution Number 223

That the Officer's Recommendation be adopted.

4.5 Seasonal Bush Fire Outlook 2010-2011

Reporting Officer

Manager Emergency Management

Attachments

The Seasonal Bushfire Outlook 2010 - 2011 issued by the Bushfire Co-operative Research Centre (CRC).

Purpose

To outline the seasonal outlook for this years bush fire season. The seasonal outlook is coordinated by the CRC with fire and land managers from across Australia to provide an assessment to assist fire agencies and government to make strategic decisions for planned fire management.

Report

A strengthening La Nina has brought above average rainfall to much of eastern Australia from January to August which means much of eastern New South Wales can expect average fire potential this coming bush fire season.

The fire potential depends on multiple factors including the pre bush fire season rainfall, estimates of fuel and growth rates and the time for curing of the fuel. The La Nina event has resulted in above average rain from January to August and overall for the southeast of Australia it was the wettest first eight months of the year since 1995.

For the period October to December the outlook favours warmer than average day and night time temperatures in the southeast of Australia with wetter than average rainfall.

For New South Wales above average rainfall over the last 12 months resulted in above average soil moisture, mainly in the west of NSW. Near the Victorian border in the southeast of NSW, shorter term near average to below average rainfalls have not negated the underlying long term dryness. Neutral to somewhat above-average spring rains expected as a result of the developing La Nina, mean unusually abundant grass fuels in the west of the state are expected to cure slowly and delay the onset of the fire season or suppress it significantly.

Officer's Recommendation

That the information be noted.

Committee's Recommendation: (Dobson/Borg)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 16 November 2010 (Rowell/Rule)

That the Officer's Recommendation be adopted.

Council Minute Resolution Number 223

That the Officer's Recommendation be adopted.

ATTACHMENT 1

Seasonal Bushfire Outlook 2010-11

Bushfire Co-operative Research Centre

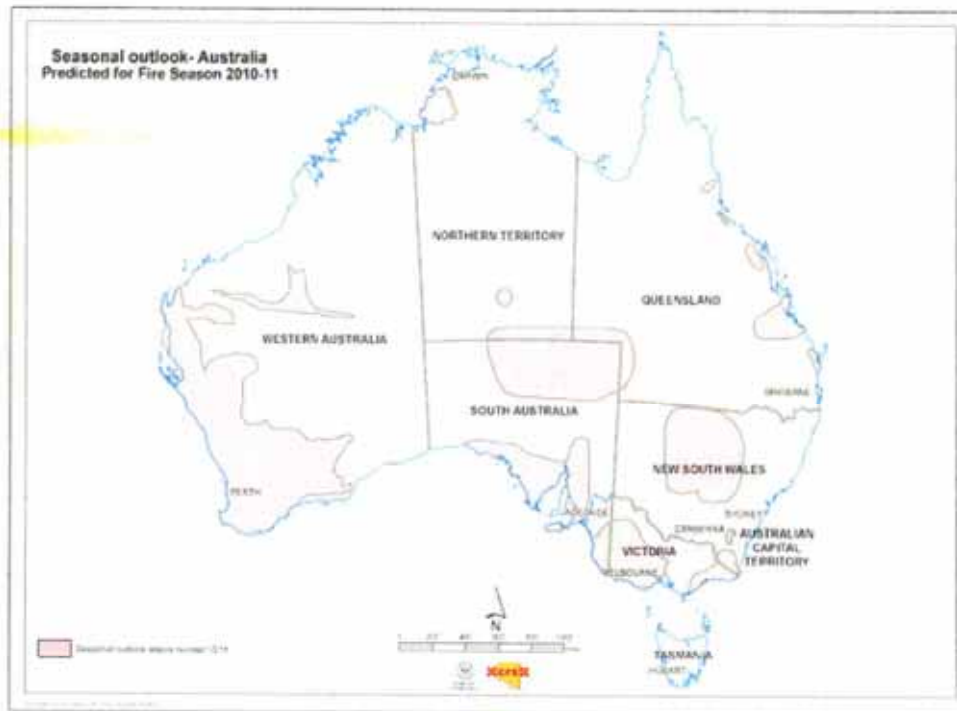
Overview

Across southern Australia, above-normal fire potential is expected over the remaining drought affected parts of the southeast, including much of Victoria, and west coast areas of South Australia. Much of the Southwest Land Division of Western Australia still has above normal potential as does an area of central Australia and smaller areas in Queensland. Conditions in Tasmania and New South Wales indicate normal fire potential.

These expectations summarise the views of the attendees at the Southern Seasonal Bushfire Assessment Workshop, held on 23 and 24 August 2010 in Melbourne. This workshop, supported by the Bushfire CRC, brought fire managers, severe weather meteorologists and climatologists together to evaluate the fire potential for the upcoming season for the southern part of Australia.

Fire potential depends on multiple factors. The stage is set by the antecedent rainfall. This is important for estimating the fuel amounts and growth, as well as determining the timing of the drying or curing of the fuel. The climate outlook for the next few months is a crucial factor. Of particular interest are the future tendencies of Pacific sea surface temperature associated with the El Niño-Southern Oscillation, a major climate driver over Australia. Other, less quantifiable factors, such as the distribution and readiness of fire-fighting resources, are also considered.

The fire potential of northern Australia was evaluated at a similar workshop held in July 2010 in Darwin as in previous years. This *Fire Note* presents a brief summary of the workshops with a consensus outlook reached by the participants.



ANTECEDENT CONDITIONS

Largely as a result of a strengthening La Niña event, rainfall over eastern Australia was above average for the period from January through to August. The months of February and March were wetter than average in the south east, priming this area for the onset of the southern wet season, which saw above average falls during August and September. For northern and inland Australia, April, May, July, August and September also brought above average falls. In contrast, June was dry over virtually the entire continent.

For Victoria, the winter provided clear relief from the longer term big dry, however went only a small way towards truly catching up on the longer term deficits. The winter was also very wet in the Northern Territory.

Overall, for southeast Australia it was the wettest first eight months of the year since 1995, and ranks 30th wettest since 1900. Conversely, southwest Western Australia recorded its second driest January to August, driest April to August, and driest

winter, on record, while Hobart only avoided having its driest January to August on record by 4mm.

Overall, winter 2010 was one of generally warmer than average conditions in the north and for Tasmania, and cooler than average in the south and central regions.

By early September, virtually the entire continent was showing very much above average to record high upper soil moisture profiles, the exceptions being seaward of the divide in eastern Victoria and New South Wales, and much of southern Tasmania, where values remained average to below average. In southwest Western Australia, the persistent and record dry meant not only were streamflows at record low levels, but so was the upper soil moisture.

At the lower layer, record low soil moisture remains in parts of central and east Gippsland, southeast Tasmania, in isolated pockets east of the Divide in New South Wales, and for a vast swathe of southwest Western Australia.

EXPECTED CLIMATE OUTLOOK

For the period October to December, the Seasonal Climate Outlook favours warmer than average daytime and night-time temperatures in the tropical north and southeast of the continent, with cooler daytime temperatures favoured over southern Queensland and northern NSW.

The Australian rainfall outlook from October to December favours wetter than average conditions over large parts of Australia, with more neutral odds for above median rainfall over Victoria and Tasmania. The strongest probabilities are across the north of the country, while southern states the odds are generally between 55 per cent and 65 per cent for greater than average rainfall. This outlook is the result of warm conditions in the Indian Ocean and cool conditions in the equatorial Pacific Ocean, both of which are associated with the current La Niña event.

The Bureau of Meteorology's Predictive Ocean Atmosphere Model for Australia (POAMA) outlook suggests above average rainfall totals across virtually all of eastern

Australia, with the exception of Tasmania. Likewise, cooler than average daytime conditions are forecast for inland Australia, with the exception of regions near the coast, Tasmania and the western half of Western Australia. There are several other models showing similar expectations. The models also suggest that the current La Niña condition will persist into at least early 2011.

REGIONAL SUMMARIES

Western Australia

Above normal fire potential is anticipated through most parts of the Southwest Land Division due to the increased scrub and perennial grasses associated with the forest, woodland and mulga vegetation overstorey types. The remainder of the state is likely to be normal bush fire potential as are the areas where there is a predominant grass or pasture fuel load. The Kimberley and Pilbara are fire-prone landscapes and it is normal for bushfires to occur each year.

Kimberley, WA: After an initial early cessation to the wet, significant rainfall occurred in mid-April, mid-May and July across the entire Kimberley with the highest falls in the northwest. The far eastern Kimberley received average but consistent falls through to July. Areas subjected to early prescribed burning now have significant regrowth. Overall there is an average bushfire potential.

Pilbara, WA: Below-average rainfall totals were observed in the western and south western portions, a result of very little tropical activity. The absence of rains led to the immediate availability of fuel associated with perennial vegetation, while there was a corresponding reduction in annual grasses. The exception was late season rainfall around Exmouth. Rainfall was mainly average in the eastern parts of the region. Bushfire potential is rated at mostly normal with several areas rated above-normal.

South Australia

Above average fire potential is indicated in the southern and northeast parts of the state. In the eastern part of the west coast, eastern Eyre Peninsula, northeast pastoral, Flinders, mid north and Kangaroo Island the rainfall received to date and along with favourable growing conditions should produce abundant fuel. In the lower Eyre Peninsula, Mt Lofty Ranges and lower southeast, the potential is due to the ongoing long-term rainfall deficit to date. Normal levels of activity are expected elsewhere.

Tasmania

Long term antecedent rainfall deficits continue in western and particularly southeast Tasmania. However, recent rain has reduced the immediate threat and the La Nina conditions are likely to maintain a reduced threat level. Tasmania is therefore expected to experience an average fire potential until the end of November.

Victoria

Despite recent heavy rain, an above-normal fire season is still expected across much of Victoria as many forests are still very dry underneath from long-term record rainfall deficiency and could rapidly return to a very flammable condition with the onset of warmer, drier weather. There is some possibility that good rainfall associated with La Nina may delay or shorten this. An active grass fire season is expected due to grass-promoting rains occurring at the start of the growing season.

New South Wales and the Australian Capital Territory

Above average rainfall over the last 12 months resulted in above average soil moisture, mainly in the west of NSW. Near the Victorian border in the southeast of NSW, shorter term near average to below average rainfalls have not negated the underlying long term dryness. Neutral to somewhat above-average spring rains expected as a result of the developing La Nina, mean unusually abundant grass fuels

in the west of the state are expected to cure slowly and delay the onset of the fire season or suppress it significantly.

Queensland

Above to well above record rainfall has fallen over the State during August and September reducing the Fire season potential to normal throughout most of Queensland. Only isolated areas are now expected to have above normal activity this year as a result of the La Niña conditions. These are broadly near Hervey Bay, Rockhampton, from Mackay to Bowen, Charters Towers and Mareeba. These areas are being closely monitored.

Northern Territory & Central Australia

Significant pasture growth has occurred throughout central Australia due to widespread above-average rainfalls. The scheduled programs of active fire management were restricted by low curing rates which were maintained by irregular rainfall during the May to September period. There is a high expectation of many fire ignitions when the curing rate increases. An area of above-average fire potential in the vicinity of Alice Springs is associated with a high density of buffel grass and fire ignition potential. The potential for extensive fires will be dependent on a second season of above-average rainfall. In the northwest Top End, an area of high fire potential is associated with areas of increased fuel loads associated with gamba grass and restricted programs of active fire management in the early dry season.

PARTICIPATING AGENCIES

ACT Fire Brigades, ACT Parks Service, ACT Rural Fire Service, Country Fire Authority (Vic), Country Fire Service (SA), Bureau of Meteorology, Bushfire Cooperative Research Centre, Bushfires NT, Department of Environment and Conservation (WA), Department of Sustainability and Environment (Vic), Fire and Emergency Services Authority (WA), NSW Fire Brigades, NSW Rural Fire Service, Queensland Fire and Rescue Service, Tasmania Fire Service.

5. GENERAL BUSINESS

Nil.

Confidentiality Motion: (Chanthivong/Glynn)

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, the Committee in accordance with Section 10 of the Local Government Act 1993 resolves to exclude the public from the meeting during discussions on this item.

CARRIED

19. CONFIDENTIAL ITEMS

19.1 Confidential Information Relating to Items 3.1, 3.2 and 3.3 of City Works Agenda

Reason for Confidentiality

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

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

There being no further business the meeting closed at 7.58pm.

J Rowell
CHAIRPERSON
