

Reports of the City Works Committee Meeting held at 7.30pm on Tuesday, 7 December 2010.

APOLOGIES

ACKNOWLEDGEMENT OF LAND

DECLARATIONS OF INTEREST

Pecuniary Interests

Non Pecuniary – Significant Interests

Non Pecuniary – Less than Significant Interests

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No reports this round

Minutes of the City Works Committee held on 7 December 2010

Present

- Councillor J Rowell (Chairperson)
- Councillor F Borg
- Councillor A Chanthivong
- Councillor S Dobson
- Councillor W Glynn
- Councillor A Rule
- Councillor M Thomas
- Director Community Services - Ms L Deitz
- Director City Works - Mr J Hely
- Manager Assets and Supply Services - Mr G Mitchell
- 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 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
- Executive Assistant - Mrs J Loomes

Apology Nil

Acknowledgement of Land

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

DECLARATIONS OF INTEREST

Declarations of Interest were made in respect of the following items:

Pecuniary Interests

Non Pecuniary – Significant Interests

Non Pecuniary – Less than Significant Interests

Councillor Chanthivong - Item 1.2 - Minutes of the Community Safety Sub Committee Meeting held 18 November 2010 - Councillor Chanthivong advised that he is an employee of the Roads and Traffic Authority and that he had no involvement with the issues raised.

1. TECHNICAL SERVICES

1.1 Traffic Committee

Reporting Officer

Acting Manager Technical Services

Attachments

1. Minutes of Local Traffic Committee Meeting held on 18 November 2010
2. Minutes of Campbelltown Traffic Committee Meeting held on 18 November 2010

Purpose

To seek Council's endorsement of the recommendations arising from the Local Traffic Committee and Campbelltown Traffic Committee Meeting held on 18 November 2010.

Report

RECOMMENDATIONS OF THE LOCAL TRAFFIC COMMITTEE

Reports Listed for Consideration

LTC 10/27 Kingfisher Street, Ingleburn – Review of traffic calming device

1. That Council further investigate the positioning of a kerb blister and central island at a common boundary of 1 Ibis Place and 2 Kite Place, Ingleburn (Option -1), or `T` intersection treatment at Kite Place intersection (Option -2).
2. That Council forwards concept plans to adjoining residents for their comments.
3. That Council write to residents advising that Option 1 is the preferred option.
4. That Council prepares a detailed design plan of the preferred option and present this along with the resident's comments to a future Traffic Committee meeting.

LTC 10/28 Somerset and Wiltshire Streets, Minto – Traffic Management at the frontage of Minto Railway Station

1. That Council adopts the concept plan for the provision of one-way movement in Somerset Street as presented in Attachment 1.
 2. Council advises ARTC of the proposed one way movement in Somerset Avenue adjacent to the Railway Station.
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3. Council advises the businesses within Somerset Street (south of Sussex Street), Lincoln Street and Wiltshire Street of the proposed one way movement, within parts of Somerset Street and Wiltshire Street and seek their comments.
 4. Following public consultation Council submit a Traffic Management Plan to the Roads and Traffic Authority.
 5. A detailed design be completed after the public consultation and this be presented to future Traffic Committee Meeting.
 6. That Council approves the ARTC proposed concept plan SN-880 to SN-882, Revision 02 with changes as indicated in the body of report.

LTC 10/29 Anthony Drive, Rosemeadow - `Kiss and Ride` Provision

1. That Council endorses plan 11124 sheet 1B showing the introduction of a 25 metre No Parking `Kiss and Ride` restriction (school zone hours) in Anthony Drive.
2. That Council issues instructions for the implementation of signs.

LTC 10/30 Ballantrae Drive, St Andrews – Provision of Combined Crossing

1. That Council Officers meet the residents of No. 98 and 100 Ballantrae Drive to discuss the proposed parking restriction changes associated with the revised pedestrian facility.
2. That a report be brought back to the Committee outlining the outcome of resident discussions with the view of recommending amendments on Plan 12209.

LTC 10/31 Briar Road, Airds – Airds High School Review of Parent Parking

1. That the sign posting plan for Briar Road, Plan 12147, be amended by the recommendations detailed in the body of the report and that instructions are prepared for sign installation.
2. That Council seek the support of Airds High School to publicise the sign posting changes to the School Community.
3. That `No Stopping` signs be installed across the central median island, adjacent to the pedestrian crossing.

RECOMMENDATIONS OF THE CAMPBELLTOWN TRAFFIC COMMITTEE

CTC 10/49 Turning right into lower carpark entry – Campbelltown Mall, Queen Street, Campbelltown.

That Council install `Keep clear` pavement delineation adjacent to the driveway entry to Campbelltown McDonald's and the southern driveway on Queen Street to Campbelltown Mall.

General Business

CTC 10/50 CBD Shared Zones

That the information be noted.

CTC 10/51 RailCorp track work from Glenfield Station to Granville Station

That the information be noted.

CTC 10/52 Minto Live 2011

That the information be noted.

Directors Note: That in regard to Item LTC 10/28 Somerset and Wiltshire Streets, Minto - Traffic Management at the frontage of Minto Railway Station the following proposal is highlighted:

The Local Traffic Committee has assessed the benefit of introducing a 'one-way' (south bound) traffic flow in Somerset Street adjacent to Minto Railway Station noting:

- Reduced conflict with pedestrians
- Improved bus management entering and leaving the station area
- Improved ingress and egress to commuter carparks in the vicinity of the station
- Increased capacity for 'taxi zone' and 'kiss and ride' facilities

The change to the traffic movement is recommended for Councils consideration noting that following endorsement of the concept, the proposal will be presented to nearby owners of industrial properties and the wider community for consultation and comment.

Following public consultation, Traffic management plans will be submitted to the Roads and Traffic Authority and detailed plans will be developed for review by the Traffic Committee and Council.

It is proposed that a site inspection of this area will be undertaken on the first briefing evening in 2011.

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 18 November 2010 be adopted.

Committee's Recommendation: (Borg/Glynn)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 14 December 2010 (Rowell/Rule)

That the Officer's Recommendation be adopted.

Addendum (Glynn/Rule)

2. That a report be presented outlining the possibility of using better wording on signage to explain the meaning and intention of shared zones.

Council Resolution Minute Number 244

That the Officer's Recommendation incorporating the above addendum be adopted.

ATTACHMENT 1



LOCAL TRAFFIC COMMITTEE MINUTES

18 November 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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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 18 November 2010

1. ATTENDANCE

Campbelltown City Council

Councillor G Greiss (Chairperson)
Acting Manager Technical Services – Mr K Lynch
Acting Coordinator Road Design – Mr D Gonzalez
Team Leader Traffic Investigation – Mr F Sirc
Senior Engineer Traffic – Mr M Arya
Administrative Assistant – Mrs L Radley

Police Representatives

Sergeant M Cotton

Bus Companies

Busways – Mr S Grady
Interline – Mr B East

2. APOLOGIES

Mr D Lance
Mr J Duncan

An Acknowledgement of Land was performed by the Chairperson.

3. CONFIRMATION OF MINUTES

The Minutes of the previous meeting held on 21 October 2010 were adopted by Council at its meeting on 16 November 2010.

4. BUSINESS ARISING FROM MINUTES

It was noted that Sergeant D Smith and Cathy Kinsey were present at the meeting held on the 21 October 2010.

5. REPORTS LISTED FOR CONSIDERATION

LTC.10/27 Kingfisher Street, Ingleburn - Review of traffic calming device

Previous Report: CTC 10/14, 09/22, 09/40; TC 75/04, 94/03

Electorate: Campbelltown

Author Location: Traffic and Road Design Unit

Attachments

1. Copy of report CTC 10/14
2. Copies of concept plans of Options 1 and 2 (Under separate cover)

Background (18/11/2010)

In 2005 Council constructed a traffic calming device in Kingfisher Street, Ingleburn adjacent to Kingfisher Reserve. This device was installed in an attempt to control speeding within the street and was designed to provide a pedestrian refuge in Kingfisher Street.

Due to the location of this device and the driveways to the adjoining property (No.1 Ibis Place) the owner of this property has been denied any on-street parking adjacent to the property. The owner for some time now has appealed to Council to consider removing the device and installing a different device at another location. Apart from the loss of parking the resident was also concerned with the noise resulting from vehicles colliding with the device.

A summary of Councils actions in response to speeding concerns raised by Kingfisher Street residents was presented to the Traffic Committee at its meeting of 8 April 2010, CTC 10/14, refer to Attachment 1. A combined facility, pedestrian refuge and traffic calming, was provided as a result of a traffic survey and community consultation.

Council officers recently met the resident to discuss his concerns and agreed to review the situation and examine alternative devices.

Casual observation of the site and review of wear paths would indicate that there is a low pedestrian movement at this location. Any design option that saw the removal of the pedestrian refuge would appear not to have a detrimental impact on pedestrian movement especially if a traffic calming device was located nearby to control the speed of vehicles. After consideration of the situation and suggestions from residents the following two options are presented for consideration by the Traffic Committee.

Option - 1 providing a kerb blister and a central island

The provision of a kerb blister and a median island in Kingfisher Street at the common property boundary of 1 Ibis Place and 2 Kite Place. The device is in close proximity to a street light pole which will provide good light at night. There will be no loss of on-street parking as the device will be located between two driveways.

This option will be similar to a gateway device provided at the start of school zones which are common within the LGA. This device will be effective in addressing speeding concerns in Kingfisher Street. These devices will not be a pedestrian crossing facility.

Option - 2 providing a 'T' intersection treatment at Kite Place intersection

This treatment requires the provision of a kerb blister and median islands on both approaches of the through street. The treatment will be more expensive and will require additional parking restrictions at the frontage of properties adjoining the intersection.

Council will forward draft proposals of Options 1 and 2 to adjoining residents for their comments. Based on their preference a detailed design investigation will be undertaken. The detailed design along with the residents comments will be provided to the Traffic Committee at a future meeting.

Discussion (18/11/2010)

Council Officers provided an overview of the proposed options. It was discussed that the pedestrian desire for a path to the existing facility, is not strong and therefore a pedestrian refuge style facility was not required. It was noted that the existing footpath in the reserve and associated kerb pram ramps will remain.

It was noted that the reason for moving the traffic calming device, was due to ongoing concerns of the property owner of 1 Ibis Place, Ingleburn. The current device creates a noise issue adjacent to his house and has removed the only on street parking area to the property.

Following a review of speed statistical data Option 1 was supported as the preferred option with the view that the same facility may be considered at other locations in Kingfisher Street subject to its success in slowing speeding traffic.

As Option 1 is the preferred option, it was suggested that Council write to the resident's to seek advice as to whether Options 1 is the better option for them.

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

Recommendation of Local Traffic Committee

1. That Council further investigates positioning a kerb blister and central island at a common boundary of 1 Ibis Place and 2 Kite Place, Ingleburn (Option -1), or 'T' intersection treatment at Kite Place intersection (Option -2).
 2. That Council forwards concept plans to adjoining residents for their comments.
 3. That Council write to residents advising that Option 1 is the preferred option.
 4. That Council prepares a detailed design plan of the preferred option and present this along with the resident's comments to a future Traffic Committee meeting.
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LTC.10/28 Somerset and Wiltshire Streets, Minto - Traffic Management at the frontage of Minto Railway Station

Previous Report: LTC 10/22, CTC 07/10
Electorate: Campbelltown
Author Location: Traffic and Road Design Unit

Attachments

1. Copy concept plan
2. Copies of ARTC submitted concept plans SN-880 to SN-882, Rev 2
3. Commuter access to commuter parking area
4. Locality Plan

Background (18/11/2010)

A report was presented to the Traffic Committee at its meeting on 21 October 2010 regarding changes to signposting and linemarking at the frontage of Minto Railway Station in Somerset Street, Minto.

The Australian Rail Track Corporation (ARTC) undertaking the construction of the South Sydney Freight Line has submitted proposed signposting and linemarking plans for Somerset and Wiltshire Streets, SN-880 to SN-882, Rev 2 for Council approval. The Traffic Committee recommended the following;

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.

Traffic Management due to one-way manoeuvre

In accordance with the Traffic Committee recommendations Council has reviewed the possible one-way movement in a section; generally adjacent to the Somerset Street and Wiltshire Street boundary of the Somerset commuter carpark.

Somerset Street to the north of the commuter car park would remain two way thus allowing the properties along this street to exit in a similar manner to how they do now. Approaching the properties is not seen to be inconvenienced, as most vehicles would come in from the south entering from Sussex Street. This movement would be the most common approach due to the fact that the only entry to this precinct is from Airds Road at the corner of Ben Lomond Road and Sussex Street comes directly off Airds Road.

Properties in Lincoln Street south of Sussex Street would not be affected as the most direct entry to the street would be directly off Sussex Street leaving the property and the precinct would not be affected as the proposed one way section is outside their required travel paths (see attached locality plan).

Accessing the commuter car parks near the station is not considered to be disadvantaged by the proposed one way movement as the most direct routes will be maintained. The traffic flows to and from the carparks will also produce a smoother directional flow of traffic in the surrounding streets and therefore may improve intersection functionality.

This proposal would require turning the existing driveway to Somerset Street carpark into an entry only and constructing a new exit driveway into Wiltshire Street. This will remove the vehicle movement issue for exiting vehicles created by the narrowing of Somerset Street due to the Railway works. As parking spaces can be gained by the narrowing of the existing driveway it is not envisaged the new exit driveway will result in any loss of parking.

The provision of one-way movement in the section of Somerset Street, Minto, at the frontage of Minto Railway Station is supported as;

1. The effects on motorists and businesses are limited
2. This promotes a safer environment to pedestrians with reduced vehicle movement at the pedestrian crossing
3. Additional pick-up and drop-off, and taxi zones are provided
4. Safety concerns for two way movement from the existing driveway of commuter parking area has been removed.

Should Council adopt the one way movement in principle the businesses in Somerset (south of Sussex Street), Lincoln and Wiltshire Streets will be advised, seeking their comments on the proposal. Based on these comments and those of the Traffic Committee and Council detailed plans will be developed and presented to the Traffic Committee.

Concept Plan

A concept plan has been prepared for the southward one-way movement in Somerset Street, Minto. The plan includes;

1. Road narrowing kerb side blisters are proposed in Wiltshire and Somerset Streets to enforce the one-way movement.
 2. Existing commuter parking area access driveway will be narrowed to providing additional parking spaces.
 3. A new exit driveway from the commuter parking area into Wiltshire Street will be provided.
 4. Approximately 25m 'No Parking' restrictions along west side kerb, south of access driveway of the commuter parking area will be provided for pick-up and drop-off zone.
 5. Approximately 20m 'Taxi Zone' is proposed immediately south of the marked pedestrian crossing and along western kerb.
 6. Provision of kerb blisters at the head of 'Bus Zone' and 'No Parking' area in Somerset Street, Minto.
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In addition, Council supports the following ARTC proposals;

1. 55m 'Bus Zone' on approach to marked pedestrian crossing in Somerset Street, Minto.
2. Approximately 100m edge linemarking on approach to the Bus Zone to separate parked and through traffic in Somerset Street.
3. Provision of additional 92, including two disabled, parking spaces in two off-street parking areas (either side of the link road between Wiltshire Street and Ben Lomond Road) in Wiltshire Street, Minto, to compensate loss of on-street parking spaces.
4. Provision of guide sign 'No Stopping At Any Time' in an off-street parking area in Wiltshire Street, Minto.

Council proposes the following changes to the ARTC proposals;

1. Pedestrian crossing on a raised threshold, Wombat crossing, is not supported. It is suggested that the pedestrian crossing is marked on the road pavement with a kerb blister at the head of 'No Parking' restrictions along the west side kerb.
2. 10 minute parking is changed to 1/4P parking as similar short-term parking restrictions exist at the Ingleburn and Campbelltown Railway Station frontages.
3. Provision of zig-zag linemarking on approach to pedestrian crossing is not supported.
4. All signs should be in accordance with the RTA's latest sign guide.
5. All signposting associated with the pedestrian crossing should be on fluoro yellow green background.

It is suggested that ARTC submits a for construction signposting and linemarking plan to the satisfaction of Council officers, following resolution of the one way movement proposal.

Discussion (18/11/2010)

The Committee examined the One Way concept plan for Somerset Street noting the benefits it would provide:

1. It will address the issues for exiting vehicles out of Somerset Street commuter car park, due to the narrowing of the road carriageway as a result of the station works.
2. It will address the tight manoeuvres that buses undertake when leaving the kerb side bus zone avoiding any conflict with oncoming traffic.
3. One way movement may also allow an increase to the 'Kiss and Ride' and Taxi Zones.

It was also suggested that the end of the Taxi Zone be provided with a kerb side blister island to discourage any future queuing overhang into the No Stopping zone of the pedestrian crossing.

The Committee noted that the Traffic Management Plan for the one way traffic flow requires Roads and Traffic Authority approval prior to the design being approved by the Traffic Committee.

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

Recommendation of Local Traffic Committee

1. That Council adopts the concept plan for the provision of one-way movement in Somerset Street as presented in Attachment 1.
2. Council advises ARTC of the proposed one way movement in Somerset Avenue adjacent to the Railway Station.
3. Council advises the businesses within Somerset Street (south of Sussex Street), Lincoln Street and Wiltshire Street of the proposed one way movement, within parts of Somerset Street and Wiltshire Street and seek their comments.
4. Following public consultation Council submit a Traffic Management Plan to the Roads and Traffic Authority.
5. A detailed design be completed after the public consultation and this be presented to future Traffic Committee Meeting
6. That Council approves the ARTC proposed concept plan SN-880 to SN-882, Revision 02 with changes as indicated in the body of report.

LTC.10/29 Anthony Drive, Rosemeadow - 'Kiss and Ride' Provision

Previous Report: Nil

Electorate: Wollondilly

Author Location: Traffic and Road Design Unit

Attachments

1. Council Plan 11124 Sheet 1B Anthony Drive, Rosemeadow Wombat Crossing
2. Extract Plan 11124 showing closer detail of signposting

Background (18/11/2010)

Council has received concerns from the Occupational Health and Safety Co-ordinator of Rosemeadow Public School regarding the safety of school children whilst being dropped off in the school car parks. Parents are using the school car parks to drop off and pickup their children due to the lack of a school drop off zone in close proximity to the school entrance.

The School's OH&S Committee has requested the provision of a 'Kiss and Ride' Zone.

The main pedestrian entrance to the school is located off Anthony Drive between two driveway accesses to off street car parks with a pedestrian crossing in the centre.

Apart from the No Stopping restriction associated with the crossing, there are no other restrictions. Kerb space is not available for parents to drop or pick up children as long term 'stayers' are taking up the parking. Parents therefore are seeking the narrow confines of school car parks to drop off children.

It is recommended that 25 metres of unrestricted area on the westbound departure of the crossing be converted to No Parking 'Kiss and Ride' (school zone hours) as shown on attached plan 11124. This restriction is located between the crossing and one of the driveway entrances to the school.

The School has been consulted on this proposal and have forwarded advice accepting the proposal.

Discussion (18/11/2010)

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

Recommendation of Local Traffic Committee

1. That Council endorses plan 11124 sheet 1B showing the introduction of a 25 metre No Parking 'Kiss and Ride' restriction (school zone hours) in Anthony Drive.
2. That Council issues instructions for the implementation of signs.

LTC.10/30 Ballantrae Drive, St Andrews - Provision of Combined Crossing

Previous Report: TC 42/94, 127/88
Electorate: Camden
Author Location: Traffic and Road Design Unit

Attachments

Copy of Plan 12209, Sheet 1A (Under separate cover)

Background (18/11/2010)

Council is in receipt of a request from St Andrews Public School regarding the upgrade of a marked pedestrian crossing in Ballantrae Drive, St Andrews, to combine a crossing incorporating a Flag Children Crossing. During the school peak periods this crossing is supervised by a Roads and Traffic Authority (RTA) pedestrian supervisor. A flag crossing also exists on the adjoining Stranraer Drive, St Andrews.

In 1983, Council installed a marked pedestrian crossing in Ballantrae Drive, St Andrews, at the St Andrews Public School frontage. In 1994, Council upgraded the pedestrian crossing with a raised threshold, Wombat Crossing.

Council has previously upgraded a few marked pedestrian crossings with RTA nominated pedestrian supervisors, at school frontages, in order to combine crossings as children's crossing to provide greater protection to pedestrians than the marked crossing.

According to NSW Road Rules, at pedestrian crossing motorists should give way to pedestrians who are on the pedestrian crossing. At the Children Crossing a motorists must stop if a hand held stop sign is displayed or a pedestrian is on or entering the crossing (Rule 81(2)). Motorists are only allowed to move if the hand held stop sign is no longer on display and there is no pedestrian on or entering the crossing (Rule 80(2) and (3)). For a pedestrian crossing to be children crossing;

1. Stop lines are marked on the pavement and
2. Red and white pole are installed on both sides of the street (marker poles) and
3. Children Crossing flags are on display.

All the above conditions are to be met for a crossing to be a Flag Children Crossing.

As a childrens crossing provides a greater protection to pedestrians it is suggested that a marked pedestrian crossing in Ballantrae Drive, St Andrews, at the frontage of St Andrews Public School be upgraded to a combined crossing.

A design Plan 12209, Sheet 1A has been prepared incorporating a Stop line on both approaches and the provision of flag and marker poles.

To provide the stop lines it will be necessary to increase the no parking restriction on the approach side of the crossing for the eastbound lane. This increased parking restriction will affect No. 98 Ballantrae Drive and will remove all street parking adjacent to the property. This will require the existing 16.5m 'No Stopping' restrictions on the eastbound approach to the marked crossing to be increased to 24m in accordance with the Roads and Traffic Authority guidelines.

In order to provide better access and traffic movement in this area the following changes are suggested:

1. Westbound 'No Stopping' restrictions on approach to marked crossing fronting the school is reduced from existing 35m to 24m.
2. Preceding 22m 'No Parking' restrictions to 'No Stopping' restrictions are maintained.
3. Unrestricted parking preceding the 'No Parking' restrictions is brought forward closer to the school's car parking area.
4. 'No Stopping' restrictions on the westbound departure side of pedestrian crossing is increased from 12m to 15m in accordance with the Roads and Traffic Authority guidelines.

The proposal has been forwarded to St Andrews Public School and the affected residences for comments and the Committee will be advised of their comments at the meeting.

Discussion (18/11/2010)

The Committee was advised that in order to install a stop holding line at a pedestrian facility it requires to be installed as a children's crossing meeting the requirements of NSW Road Rules 68 and 80. The RTA has guidelines on how stop lines, crossing flags and No Stopping zones are placed.

On the westbound approach to the crossing in Ballantrae Drive it was pointed out that the existing No Stopping parking restriction is in excess of what is required and hence it is being recommended to reduced from 35m to 24m. The existing 22m of No Parking on the approach to the No Stopping is being retained ahead of the No Stopping zone.

In regards to the proposed parking restrictions on the westbound departure of the crossing the bus company representatives raised their concerns on the recommendation that the bus zone was being reduced in length by 3m. It was pointed out that the existing 35m bus zone does not cater for the length of three buses that regularly arrives at the zone. Reducing the bus zone will require the last bus to park in the No Stopping zone. The Committee recommended that the length of the departing No Stopping zone from the crossing remain at 12 metres.

The Committee was advised that proposed changes to the parking restrictions on the eastbound approach to the crossing would result in the loss of one full parking spot. At present the residents have reduced street parking from the crossing.

It was recommended that the No Stopping on the eastbound approach to the crossing be amended with two sections one being part time, school zone hours and the other being full time across the pedestrian crossing. This would mean that the increase in parking restrictions required for the proposed crossing modifications would be implemented as no stopping for school zones times only thus maintaining the residents parking for the majority of the time.

The Committee recommended that Council Officers meet with the adjacent residents to discuss the proposal prior to being reported back to the Committee.

Recommendation of Local Traffic Committee

1. That Council Officers meet the residents of No. 98 and 100 Ballantrae Drive to discuss the proposed parking restriction changes associated with the revised pedestrian facility.
 2. That a report be brought back to the Committee outlining the outcome of resident discussions with the view of recommending amendments on Plan 12209.
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LTC.10/31 Briar Road, Airds - Airds High School Review of Parent Parking

Previous Report: TC. 73/03, TC. 147/01
Electorate: Campbelltown
Author Location: Traffic and Road Design Unit

Attachments

1. Plan 12147 (also to be Tabled) Briar Road, Airds Sign Posting Plan
2. Extract sketch plan showing proposed 2P parking restrictions
3. Extract sketch plan showing changes to No Parking

Background (18/11/2010)

Council in response to concerns raised by the Principal of Airds High School has recently amended parking restrictions under the Committee's Delegation of Authority in Briar Road at the bus indent turning circle at the frontage of the School. In consultation with Busways a 100m bus zone (school hours) was reduced to 46m with the remaining kerb area of 54m being converted to a No Parking 'Kiss and Ride' section.

In a further meeting with the School it was highlighted that there is no provision for parent parking close to the school. At present unrestricted parking on the High School side of the road begins 190m from the school entry gate. This requires people with disabilities, parents, children and other visitors to walk a considerable distance compared to what can be made available outside the school gate. The school is seeking support in rationalising parking for visitors.

It was suggested that the 10 bay unrestricted parking area in the vicinity of the school gate, which is presently being utilised by teachers, be restricted so as to allow parents with difficulties to park closer to the school gate.

In rationalising appropriate parking close to the school gate it is recommended that Council Plan 12147 be amended by the following:

1. That the 10 bay unrestricted angle parking area, which was constructed in 1999, be signposted with 2P parking 9:30AM-2:30PM School Days. These signs will generally be self enforceable with the school required to give advice to its local community. The change will allow unrestricted parking till 11:30AM and in the afternoon period from 12:30PM.
 2. That the eastbound 60m No Parking restriction in Briar Road on the approach to the school driveway (car park entrance) be removed. This area could be utilised by teachers who do not wish to park within the school grounds. This No Parking area may have been initially installed to address the lack of parent set down and pick up. During a recent site observation survey no parent was observed using this space for kiss and ride activity. Apart from on-street parking most parents entered the bus bay area for student pick up.
 3. That the 44m No Stopping zone encompassing the access into the school grounds car park, which leads to the existing 'kiss and ride' No Parking, be replaced with No Parking.
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4. That Public Notice signs be installed in the centre median/ nature strip advising motorists that it is an offence to park in this area.
 5. That a No Left Turn/ No Right Turn sign, back to back, be installed in Briar Road on the eastbound lane at the exit of the bus bay to reinforce the One Way flow of the bus bay.

At a recent site survey of 1 November 2010 during the peak afternoon period of 1455hr to 1510hr, 8 parents were observed using the Bus Zone (random arrivals) and 4 parents using the rear No Parking 'Kiss and Ride' area to pick up children. No parking queues were formed. It was noted that four parents had parked on-street 190 metres away from the school gate and 11 parents parking on the opposite side of the school.

It was also noted that two teachers had parked on the central median island together with the arrival of five parents who drove onto the median, in particular, adjacent to the pedestrian crossing, to pick up children. The practice of driving onto the island should be discouraged due to conflict manoeuvres around children.

Discussion (18/11/2010)

Council's Officer briefed the Committee on the proposed changes to parking restrictions in the bus lay-by area of the school.

The Busways representative described to the Committee about his anecdotal evidence on how some parents are carrying out kiss and ride activities in the vicinity of the bus lay-by. It was confirmed that there are conflict issues between motorists and school children when accessing the pedestrian crossing, between the crossing and the school access gate by parents mounting the median.

The Committee also agreed to change the No Parking 'Kiss and ride area' to No Stopping on the median side of the island on the departure side of the angle parking bay.

At this stage the Committee did not support the introduction of physical barriers to prevent teachers and parents mounting the median agreeing to monitor the success of Notice signs to be placed on the median.

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

Recommendation of Local Traffic Committee

1. That the sign posting plan for Briar Road, Plan 12147, be amended by the recommendations detailed in the body of the report and that instructions are prepared for sign installation.
 2. That Council seek the support of Airds High School to publicise the sign posting changes to the School Community.
 3. That 'No Stopping' signs be installed across the central median island, adjacent to the pedestrian crossing.
-

6. LATE ITEMS

No reports this round

7. GENERAL BUSINESS

No reports this round

8. DEFERRED ITEMS

No reports this round

There being no further business the meeting closed at 9.52am.

G Greiss
CHAIRPERSON

ATTACHMENT 2



CAMPBELLTOWN TRAFFIC COMMITTEE MINUTES

18 November 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		
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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.

1. ATTENDANCE

Campbelltown City Council
Councillor G Greiss (Chairperson)
Acting Manager Technical Services – Mr K Lynch
Acting Coordinator Road Design – Mr D Gonzalez
Team Leader Traffic Investigation – Mr F Sirc
Senior Engineer Traffic – Mr M Arya
Administrative Assistant – Mrs L Radley

Police Representatives

Sergeant M Cotton

Bus Companies

Busways – Mr S Grady
Interline – Mr B East

2. APOLOGIES

Mr D Lance
Mr J Duncan

An Acknowledgement of Land was performed by the Chairperson.

3. CONFIRMATION OF MINUTES

The Minutes of the previous meeting held on 21 October 2010 were adopted by Council at its meeting on 16 November 2010.

4. BUSINESS ARISING FROM MINUTES

It was noted that Sergeant D Smith and Cathy Kinsey were present at the meeting held on the 21 October 2010.

5. REPORTS LISTED FOR CONSIDERATION

CTC.10/49 Turning right into lower carpark entry - Campbelltown Mall, Queen Street, Campbelltown

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

Attachments

1. Aerial Map of location
2. Copy of Site Plan No. 12013, Sheet 1A

Background (18/10/2010)

A Question Without Notice was raised at the Council Meeting of 24 August 2010 regarding the safety of traffic manoeuvres involving the entrance to the lower level carpark at Campbelltown Mall, off Queen Street, Campbelltown (southern most driveway).

The subject site is located between Queen Street and Hurley Street, in a block which is bounded by Dumaresq Street and Camden Road. Vehicular access to the carparking area is provided via two separate entrances located in each of Hurley Street and Queen Street.

The first entrance to Campbelltown Mall via Queen Street is located north of Bradbury Avenue and provides access to the upper level carpark. The second entrance is located south of Bradbury Avenue and north of Camden Road which provides access to the lower level carpark.

There is no problem accessing the upper carpark as the entrance is located north of Bradbury Avenue, however there are concerns regarding the safety of traffic manoeuvres for vehicles turning right into the entrance to the lower carpark located south of Bradbury Avenue.

The section of Queen Street under consideration that provides access to the lower level of the carpark is a local road with a number of fast food outlets who also gain access from the same portion of road. The pavement widens to the south of Bradbury Avenue providing one through lane of traffic in both directions in conjunction with restricted kerbside (one hour) parallel parking along both kerb alignments.

Businesses in the area also have substantial off-street parking.

A site audit has been undertaken of street parking between Bradbury Avenue and Camden Road. The available on street parking is:

- 14 spaces on the eastern side of Queen Street
 - 17 spaces including 2 disabled spaces on the western side of Queen Street
-

A survey of the utilisation of the 10 parking bays adjacent to the southern driveway to the Mall including queuing lengths to the driveway of the Mall were undertaken. The surveys were undertaken on Wednesday 20 October 2010 11.00am-1.00pm, Thursday evening 21 October 2010 6.00pm-8.00pm and Saturday 23 October 2010 11.00am-1.00pm.

The results are tabled below

Parking Space and utilisation time (minutes) Day and time	1	2	3	4	5	6	7	8	9	10
Wednesday 20/10/10 11am-1pm	11.25-11.14 (49)	11.20-11.39 (18)	11.15-12.25 (18)	11.16-11.43 (27)		11.31-11.48 (17)	N/o	N/o		N/o
	12.17-12.56 (39)			11.45-11.50 (5)	11.45-11.50 (5)					N/o
Thursday 21/10/10 6pm-8pm	6.10-6.16 (6)	6.03-6.18 (15)	N/o	N/o	N/o	N/o	7.00-7.06 (6)	6.25-6.42 (17)	6.18-6.42 (24)	N/o
		7.08-7.14 (6)	N/o	N/o	N/o	N/o				N/o
	6.21-6.28 (7)	7.27-7.29 (2)	N/o	N/o	N/o	N/o		7.23-After 8pm		N/o
	6.44-6.48 (4)	7.39-7.47 (8)	N/o	N/o	N/o	N/o				N/o
Saturday 23/10/10 11am-1pm	11.22-11.49 (27)	11.17-After 1pm	12.43-After 1pm	11.38-After 1pm	11.02-11.04 After 1pm	12.39-After 1pm	12.52-12.59 (7)	12.44-After 1pm	12.40-After 1pm	N/o
	12.35-12.40 (5)									N/o
	12.40-After 1pm									N/o

* N/o - Not occupied

It was clear that at least 1 parking bay was occupied for the duration of the survey period which denied traffic the ability to bypass any vehicle turning right into the Mall, but from the survey queuing time did not exceed 15 seconds over the whole survey period. It would be envisaged that this could be worse during peak shopping periods i.e. Christmas. Therefore to facilitate the vehicle movement around a right turning vehicle wishing to enter the Mall, 5 on street parking spaces and a street tree would need to be removed. "Keep clear" pavement delineation should also be provided adjacent to the entry driveway. It is worth noting that under the current arrangement the road is self regulating in terms of traffic speed.

To assist vehicles travelling in a northbound direction wishing to turn right into McDonalds it would require 'keep clear' delineation to be placed on the road pavement.

Discussion (18/11/2010)

The committee discussed the turning issue within Queen Street and noted that due to the parking frequency along Queen Street 5 spaces and a tree would have to be removed to allow traffic to pass vehicles turning right into The Mall car park.

This would allow vehicles to pass freely around vehicles held up trying to turn right into The Mall. It was noted that the short delay to vehicles does act as a speed control mechanism that if not present would allow vehicles to proceed along the gutter lane causing possible risk to people crossing the road or accessing nearby driveways.

In order to reduce the occasion of cars queuing across driveways it was discussed that the installation of keep clear pavement markings adjacent to The Mall and McDonald's driveway be installed. This will decrease the occasions of the right turn movement holding up through traffic and by not removing the car parking spaces, we would maintain a slower environment for vehicles in the street.

Recommendation of Campbelltown Traffic Committee

That Council install "Keep clear" pavement delineation adjacent to the driveway entry to Campbelltown McDonald's and the southern driveway on Queen Street to Campbelltown Mall.

6. LATE ITEMS

No reports this round

7. GENERAL BUSINESS

CTC.10/50 CBD Shared Zones

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

Attachments

Nil

Background (18/11/2010)

Following recent QWN at the council meeting of 16 November 2010 regarding shared zones and how they had been implemented at Albury and Penrith Councils. The Council asked that shared zones be reviewed to determine if there was an option to have pedestrians give way to vehicles.

Both Councils have been contacted and it was determined that the facility that the Council referred to where actually raised threshold that pedestrians had come to believe gave them the right to cross the road as if it was a crossing. The Councils in order to alleviate this conflict erected signs that advised pedestrians to give way to vehicles. This sign was purely an information sign to pedestrians. The RTA raised concerns about such signage and does not support the usage of such signs.

Advice from Penrith Council was that the only threshold they had of this nature was removed 3 months ago. Albury Council has seven thresholds and it is intended to remove these over the next 12months, replacing at least two with a pedestrian crossing.

RTA guidelines do not allow a variation to the way a shared zone is implemented. The use of the term shared zone for the Penrith and Albury Council, examples would appear to be more a local way of describing the facility rather than a whole portion of road being set up as an area to be shared by pedestrians and vehicles, as is the case in Campbelltown.

The RTA representative was not present at the meeting to discuss the matter and further discussion will be held with the RTA over Campbelltown shared zones.

The public understanding and awareness of shared zones is an issue and a further report will be submitted to a future Traffic Committee meeting, presenting options of increasing the awareness of the shared zones.

Recommendation of Campbelltown Traffic Committee

That the information be noted.

CTC.10/51 Minto Live

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

Attachments

Nil

Background (18/11/2010)

The Acting Manager Technical Services advised the Committee of the Minto Live event to be held on the 20 January to 22 January from 6pm to 9pm.

The event will see a performance in the Minto Mall car park. The patrons to the event will walk through a number of streets immediately to the east of The Mall. These streets are Edward Edger Street, Blane Street, Norman Dunlop Crescent, Lind Street, Jenner Street, Harrison Place, and Lemon Tree Crescent which are on the way to the second performance in the amphitheatre in Guernsey Avenue. The street parade will require that minor road closures be in place between 7pm and 8pm on each of the nights. Council staff will draw up the appropriate traffic management plans and qualified Council staff will undertake the closures each night.

NSW Police representative ask to be invited to the pre event meeting in order to determine their involvement if any.

Recommendation of Campbelltown Traffic Committee

That the information be noted.

CTC.10/52 RailCorp track work from Glenfield Station to Granville Station

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

Attachments

Nil

Background (18/11/2010)

The Acting Manager Technical Services advised that Council has received advice from RailCorp of a number of track procession which will see trains not running on a number of lines to the north of Glenfield Station. It will mean buses replacing trains to cover these closures.

Due to the current station works, the normal bus zones are not possible and increased bus zones will be required on the east side of Railway Parade between Hosking Crescent and Trafalgar Street. The loss of parking in Railway Parade will be compensated by increased parking restrictions within the Magee Lane car park, which will promote the use of this car park for patrons of the shopping centre.

The track work will be carried out on the following days.

11 December 2010/ 12 December 2010
2 January 2011/ 16 January 2011
22 January 2011/ 23 January 2011

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 10.50am.

G Greiss
CHAIRPERSON

1.2 Minutes of the Community Safety Sub Committee Meeting held on 18 November 2010

Reporting Officer

Acting Manager Technical Services

Attachments

Minutes of the Community Safety Sub Committee meeting held on 18 November 2010.

Purpose

To seek Council's endorsement of the Minutes of the Community Safety Sub Committee meeting held on 18 November 2010.

Report

Detailed below are the recommendations of the Community Safety Sub Committee. Council officers have reviewed the recommendations and they are now presented for Councils consideration. There are no recommendations that require an individual resolution of Council.

Recommendations of the Community Safety Sub Committee

Reports listed for consideration

8.1 Summary of Crime Statistics for the LGA

1. That the information be noted.
2. That Council through its website and Compass publication encourage residents to engrave items and keep a record of serial numbers of home goods.
3. That Council investigate the feasibility of purchasing engraver kits that could be loaned to residents.

8.2 Operation Bounce Back

That the information be noted.

9.1 Residents Concerns Regarding Ingleburn Reserve

That the information be noted.

9.2 Concerns regarding Underage Drinking

That the information be noted.

9.3 Information from the RTA regarding Monkey Bikes

That the information be noted.

9.4 Thank You

That the information be noted.

Officer's Recommendation

That the Minutes be noted.

Committee's Recommendation: (Chanthivong/Borg)

That the Minutes be noted.

CARRIED

Council Meeting 14 December 2010 (Rowell/Rule)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 244

That the Officer's Recommendation be adopted.

ATTACHMENT 1

Minutes of the Community Safety Sub Committee

**Held Thursday 18 November 2010
in Committee Room 3**

Meeting Commenced: 12.32pm.

1. Acknowledgement of Land

An Acknowledgement of Land was presented by Gary Potts.

2. Attendance and Apologies

Attendance: Councillor Paul Hawker (Chairperson)
Councillor Mollie Thomas
Greg Rolph - Commander - Campbelltown Police
Mark Brett - Acting Commander - Macquarie Fields Police
Mick Ward - Police Citizen Youth Club (PCYC)
Sharynne Freeman - Community Representative
Jorge Montano - Community Representative
Gary Potts - Representative from Aboriginal Advisory Sub Committee
Debra Mitford - Housing NSW
Keith Kent - Community Representative

Also in Attendance Councillor George Greiss
John Hely - Director City Works - Campbelltown City Council
Lindy Deitz - Director Community Services - Campbelltown City Council
Bruce McCausland - Manager Community Resources and Development -
Campbelltown City Council
Kevin Lynch - Acting Manager Technical Services - Campbelltown City
Council
Peter Sullivan - NSW Police
Gordan Dojcinovic - NSW Police
Kristy Peters - Executive Support - Campbelltown City Council

Apologies: Pat McGowen - Campbelltown Chamber of Commerce and Industry
Members Maureen Fairless - Main Street Coordinator
Bob Timmis - Housing NSW
Ben Gilholme - Representative from Youth Advisory Sub Committee

Other Dr Andrew McDonald MP - Member for Macquarie Fields
Geoff Corrigan MP - Member for Camden
Amanda Fisher - Campbelltown City Council
Russell Matheson MP - Member for Macarthur

Sub Committee's Recommendation (Freeman/Thomas)

That the above apologies be accepted.

CARRIED

3. Declarations of Interest

There were no Declarations of Interest made at this meeting.

Welcome and Introduction

Councillor Hawker welcomed Peter Sullivan and Gordon Dojcinovic from NSW Police and all Sub Committee members to the Community Safety Sub Committee meeting. All Sub Committee members gave a brief introduction on their position on the Sub Committee.

4. Counter Terrorism Presentation - Gordon Dojcinovic

A presentation was made to the Sub Committee regarding Counter Terrorism with a focus on the Local Community. It was noted that Councils and the community play a key role in counter terrorism. Currently there are national campaigns in place regarding chemicals of concern, and it was noted that if a community member or council employee is noticing large quantities of chemical packaging being disposed of or purchased supplies, this matter should be immediately brought to the attention of Police. Community members should be encouraged to support the "If you suspect it, report it" Campaign.

There is a counter terrorism website in place: "Secure NSW", which is a multifunctional website that can readily provide information to the community. There is also a section where Councils can be provided direct information on counter terrorism. This website also provides information for communities at risk. It was noted that information posters are also available upon request.

5. Minutes of the Previous Meeting

Report

The Minutes of the Community Safety Sub Committee held on 16 September 2010 copies of which have been circulated to each Sub Committee member were adopted by Council at its meeting held on 19 October 2010.

Officer's Recommendation

That the information be noted.

Sub Committee's Recommendation (Freeman/Potts)

That the information be noted.

CARRIED

6. Business Arising from Previous Minutes

Safety Audit – Treelands Walk - 7.3

Councillor Hawker asked the Acting Manager Technical Services if the report has been completed regarding the Safety Audit - Treelands Walk.

Councils Acting Manager Technical Services advised that further details will be provided to the Committee once the report has been finalised.

Smoking at Outdoor Café's - 8.1

Councillor Hawker asked the Acting Manager Technical Services if investigations have been undertaken regarding legislation on Smoking at Outdoor Café's.

Councils Acting Manager Technical Services advised that further details will be provided to the Committee once the report has been finalised.

Community Safety Sub Committee Membership - 8.2

Councillor Hawker asked if he could be provided with an update in regards to the outcomes of the recent approaches made to Committee members regarding their non-attendance at Sub Committee meetings.

The Director City Works advised that contact has been made with a number of committee members and a number have indicated that they are still interested in attending. The Director City Works advised that further conversations are continuing and that he would report back to the next Sub Committee meeting.

Sub Committee's Recommendation (Hawker/Thomas)

That the information be noted.

CARRIED

7. Correspondence

Nil.

8. Reports

8.1 Summary of Crime Statistics for the LGA

Purpose

To provide the Community Safety Sub Committee with an update of crime trends or issues that may be of concern.

Report

Representatives from Campbelltown and Macquarie Fields Local Area Commands will present a summary of crime trends for the LGA.

Officer's Recommendation

That the information be noted.

Sub Committee Note: The Sub Committee was presented with a summary of crime statistic results for the Campbelltown and Macquarie Fields Local Area Commands.

The majority of key crime statistics show a decrease in reported incidents as compared to the same period for the previous year.

A discussion took place in regards to break and enter and the steps that residents can undertake in regards to protecting/identifying their belongings.

Local Area Command advised that recording serial numbers and engraving items greatly assist the Police in the recovery of stolen goods. A template to assist residents to record their belongings, will be provided to Council and details and links will be added to Council's website to assist in the promotion home safety.

Sub Committee's Recommendation (Hawker/Thomas)

1. That the information be noted.
2. That Council through its website and Compass publication encourage residents to engrave items and keep a record of serial numbers of home goods.
3. That Council investigate the feasibility of purchasing engraver kits that could be loaned to residents.

CARRIED

8.2 Operation Bounce Back

Purpose

To provide the Community Safety Sub Committee with an update on the Operation Bounce Back project.

Report

Council has experienced a slow Operation Bounce Back project compared to previous years. As a result, the National Motor Vehicle Theft Reduction Council has granted an extension period for the distribution of free engine immobiliser vouchers to residents who own older vehicles in the Campbelltown LGA.

Operation Bounce Back was promoted as part of the Community and Road Safety Trailers (CaRS) float for the Fisher's Ghost Street Parade on Saturday 6 November 2010. Promotion and giveaway of vouchers will continue during the Fisher's Ghost Street Fair on Saturday 13 November 2010.

Information about Operation Bounce Back is also available on Council's website or by contacting Council's Community Safety Officer.

Officer's Recommendation

That the information be noted.

Sub Committee's Recommendation (Freeman/Potts)

That the information be noted.

CARRIED

9. General Business

9.1 Residents concerns regarding Ingleburn Reserve

Concerns have been raised by community members regarding anti-social behaviour at Ingleburn Reserve. Councils Director City Works advised that contact has been made with Local Area Command regarding this matter and a letter has been forwarded to residents that have raised the issue advising them that the appropriate procedure is to report incidents to Macquarie Fields Police to assist the Police in tasking their resources.

It was noted that there has been no reports of property damage at the Reserve.

Sub Committee's Recommendation (Potts/Kent)

That the information be noted.

CARRIED

9.2 Concerns regarding Underage Drinking

Concerns have been raised regarding continued problem of underage drinking and the associated anti-social behaviour. Police advised that if they identify any underage drinkers they immediately confiscate and dispose of the alcohol and escort the offender home to their parents.

It was also noted that if underage drinking is undertaken in a private residence it is very difficult to control.

Sub Committee's Recommendation (Montano/Ward)

That the information be noted.

CARRIED

9.3 Information from the RTA regarding Motorised Assisted Pedal Cycles

Mr Jorge Montano confirmed that he had received the information provided by the Roads and Traffic Authority regarding motor assisted pedal cycles.

Sub Committee's Recommendation (Montano/Potts)

That the information be noted.

CARRIED

9.4 Thank You

Sub Committee members thanked Councils Community Safety Officer for her ongoing commitment to community safety. It was noted that Ms Fisher always provides prompt service and up to date information to Sub Committee members.

Sub Committee's Recommendation (Freeman/Potts)

That the information be noted.

CARRIED

Next meeting of the Community Safety Sub Committee

Council at its meeting held 16 November 2010 determined meeting dates for all of its Sub Committee's.

The meetings of the Community Safety Sub Committee for 2011 are as follows:

- 10 March
- 16 June
- 29 September
- 24 November

Meetings will commence at 12.30pm in Councils Administrative Building.

Councillor Paul Hawker

Chairperson

Meeting Concluded: 1.36pm

1.3 Solar Lighting Panels

Reporting Officer

Acting Manager Technical Services

Attachments

Nil.

Purpose

To provide Council with an update on thin film collector solar lighting trials.

History

Council at its meeting of 27 July 2010 requested a report on the results of the recent trial held at Randwick Council on solar wrap around panels on light poles (thin film collectors).

The company promoting the trial is an American based company and is using a thin solar film as an alternative to the more traditional solid flat solar panels. The company in introducing their product sought to undertake a trial with Randwick Council. The light has been installed in two locations within the Randwick LGA.

Report

Council staff have inspected the poles and have contacted Randwick Council seeking information on the trial of the solar light. The results of the trial have not been made available.

The review by Council staff of the solar pole approach, noted the facility is less 'bulk' than a "standard solar light arrangement" presenting the poles in a more stream line appearance. The battery arrangement and light fitting does not vary significantly from other methods of solar light facilities. The size of the surface area of the panel required is larger than a "standard" panel as it has less panel area directly facing the sun at any particular time of the day. The additional panel area involves extending down the light pole a considerable distance and could be vulnerable to damage or vandalism.

This solar system was reported to require direct sun light charging only every nine days. This efficiency is enhanced by the use of LED lights which are far more energy efficient than conventional lighting. This type of light is being considered for the upgrade of the lights in Mawson Park. These lights can be run from mains power or batteries and provide a slight decrease in light intensity but use significantly less power requirement.

The efficiency of the wrap around solar panel collector will depend on the application and environment having regard to the shadowing from trees and potential vandalism. For example, in Mawson Park the tree canopy within the park, limits the solar penetration and as such, there are areas of the park which will not support the thin film collector or any form of solar panel. In an environment where there is a number of surrounding trees, the thin film collector is anticipated to be less successful than the "standard" solar panel, as the standard panel is higher and more effective and can be oriented to the correct angle to avoid tree interference, thereby providing a more effective result.

The technology supporting the light appears sound and with each opportunity when considering solar panels the methods of lighting for the location will vary. It is recommended that Council continue to monitor the development of this solar panel approach and following the results of the Randwick Council trial further consider the options for this method.

Officer's Recommendation

1. That Council monitor the results of the trials currently being undertaken at Randwick Council involving solar panels.
2. That Council be kept informed of the development of this technology.

Committee's Recommendation: (Thomas/Glynn)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 14 December 2010 (Rowell/Rule)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 244

That the Officer's Recommendation be adopted.

1.4 Queen Street, Campbelltown - Perway Rail Siding

Reporting Officer

Acting Manager Technical Services

Attachments

1. Locality sketch.
2. Various plans of the Perway Rail Siding (to be tabled).

Purpose

To provide Council with information on a proposed Perway Rail Siding to be constructed within the rail corridor near the corner of Queen Street and Moore Oxley Bypass.

History

As Council would be aware Australian Rail Track Corporation Ltd (ARTC) is currently constructing the Southern Sydney Freight line through the Local Government Area. Negotiations and discussions over the works have been ongoing for many years with works commencing some two years ago.

Council has received a number of briefings and reports regarding the impacts on the LGA and the various aspects of the project.

Report

On the 28 October 2010, Council received advice of the construction of a Perway Rail Siding within the Rail corridor north of Campbelltown Railway Station. The siding is to be located adjacent to Queen Street between Clinton Motors and Moore Oxley Bypass. The siding would run parallel to the existing boundary fence between the rail corridor and Queen Street (see attached sketch).

The siding would replace a siding located immediately to the west of this location which has to be relocated to allow the freight line to pass through. This siding was accessed from Kialba Street within the Campbelltown industrial area. The information being provided to Council is limited. At a recent meeting with the ARTC it was determined that a Perway Rail Siding is a location where track maintenance vehicles will be parked when working on this area of the rail network. The siding also provides a location where combination road/rail vehicles can enter and leave the tracks from the public road – Queen Street.

The Perway Rail Siding proposed will be 180m in length and be positioned approximately 5m off the existing boundary fence. The proposal is to have a 12m wide industrial driveway from the rail corridor onto Queen Street (see attached plan). In addition, two further 6m wide gateways are proposed with no driveways to the street. Associated with the siding works will be the construction of a building (referred to as a bungalow) to house the switching gear and a potential isolation transformer. The siding will not have overhead power wires for electrified trains.

The existing "chain link" boundary fence will be replaced with an enhanced urban fence with 3 runs of barb wire. Gateways to the corridor will be sliding gates of a similar style as the fence.

The siding will border the road reserve for the majority of its length except for the southern end, which borders a small triangular parcel of land owned by Council. This land at the moment contains a bus stop and is landscaped.

The ARTC proposes to acquire a significant proportion of the (part of the Queen Street road reserve) land to place rail infrastructure, labelled as a Bungalow. This facility is understood to house switching gear for the tracks with an isolation transformer adjacent to it. Through the remaining part of this land one of the two proposed 6m wide driveways would pass. These works will result in the existing landscaping and trees being removed from this parcel of land (see attached photo). The proposed land acquisition would extend to the formal road reserve and could be accessed from Queen Street. As there is insufficient room to accommodate any vehicle off street, the vehicles are anticipated to be parked on Queen Street. This gateway is within the intersection to the Brands on Sale store, resulting in service vehicles parking either just before the traffic signal lights or immediately after the lights which will cause significant impacts on traffic flow at this location.

This section of Queen Street is subject to substantial traffic volumes. Due to the bend at this point as well as the traffic signal lights this area, the risk to traffic flow and crash potential will be increased. The traffic in this location is expected to increase as it is the main northern entry to Queen Street and Campbelltown CBD.

The provision of the proposed 12m wide "industrial" type driveway would appear to be in preparation for heavy vehicle access from Queen Street to the site at this location. It is noted that the area within the rail corridor at this location provides minimal room for storage of materials or equipment, as a consequence it is possible that trucks would park within Queen Street waiting to be unloaded or to gain access to the tracks. If this was to occur unloading would be required from the road and would result in multiple crossings of the Queen Street footpath. Due to the close proximity of the siding to the fence the rail / road vehicles would be forced to use the footpath and adjacent road area of the driveway to manoeuvre the vehicles into position.

The footpath on the rail corridor side of Queen Street links directly to the path / cycleway underpass under Moore Oxley Bypass. Vehicle movement across the footpath would introduce increased inconvenience and risk to pedestrians.

It would be expected that Railcorp when using this sliding would have to request traffic control on Queen Street, to allow safe movement of vehicles and equipment onto the site. This traffic control would create significant interruption to traffic movement along Queen Street. As track work involves scheduling across the whole rail network, there would be limited flexibility as to when the site needs to be accessed, and as a consequence the impacts on the traffic may occur at critical periods for Queen Street vehicle traffic requirements. Discussions with ARTC representatives indicate this may be used on a monthly basis to varying levels of work scale.

Plans provided by the construction agency indicate that the siding will be lit and it is envisaged the facility would be operational during the night. Transportation of specialist rail maintenance vehicles and equipment is anticipated to also occur before and after the scheduled track work period involving access to the rail from Queen Street.

At a recent meeting with ARTC representatives Council staff enquired about the substantial area set aside for the stabling yards immediately south of Campbelltown Station and if this was a more appropriate location for the siding. The response from ARTC was that they considered there was no better location, but they would seek a response from Railcorp.

In reviewing recent aerial photos of the current location it is noted that the actual initial track switching has been installed ready for the siding. This work appeared to be carried out prior to July 2010.

Meeting with the Minister

The Mayor and General Manager recently met with the Minister for Transport John Robertson. Subsequent to this a meeting was held with senior representatives of Railcorp and the matter of the Perway Rail Siding was discussed. The representatives of Railcorp were not aware of this proposal and an undertaking was provided to review the project and to further liaise with Council.

Summary

The location of the Perway Rail Siding will have significant impacts on the traffic at this location and it is envisaged will cause unacceptable delays to Queen Street traffic flow. The land available within the corridor would suggest that Railcorp trucks will be unable to park within the rail corridor and may expect to park on Queen Street.

The presentation of the proposed facility at this significant entry location to the Campbelltown CBD is of concern and disappointing. The driveway access to the siding will result in an increased level of risk to pedestrian and vehicles and congestion resulting in frequent traffic controlled situations.

It should be noted that construction has commenced on this siding with no prior consultation with Council other than the initial contact some weeks ago which was associated with the driveway access from Queen Street. As has been reported to Council previously it is very difficult to deal with Government Agencies that do not consider local impacts of significant facilities such as this and Councils concern should be raised with the relevant Minister, Members of Parliament and the Agencies as a matter of urgency.

There are numerous examples of this lack of consideration and consultation with Council which have already been raised with relevant Ministers with obviously no success at this stage. While acknowledging the requirement for this type of development the complete lack of regard for local impacts is disappointing and should be highlighted.

Officer's Recommendation

1. That Council write to the Minister for Transport John Robertson outlining the concerns Council has with the Perway Rail Siding being developed by the Australian Rail Track Corporation.
2. That Council write to Australian Rail Track Corporation ARTC and Railcorp objecting to the proposed Perway Rail Siding.
3. That Council write to the Federal Member for Macarthur, Russell Matheson and the State Member for Campbelltown, Graham West seeking their support for Councils position in the matter.

Committee's Recommendation: (Borg/Dobson)

That the Officer's Recommendation be adopted.

CARRIED

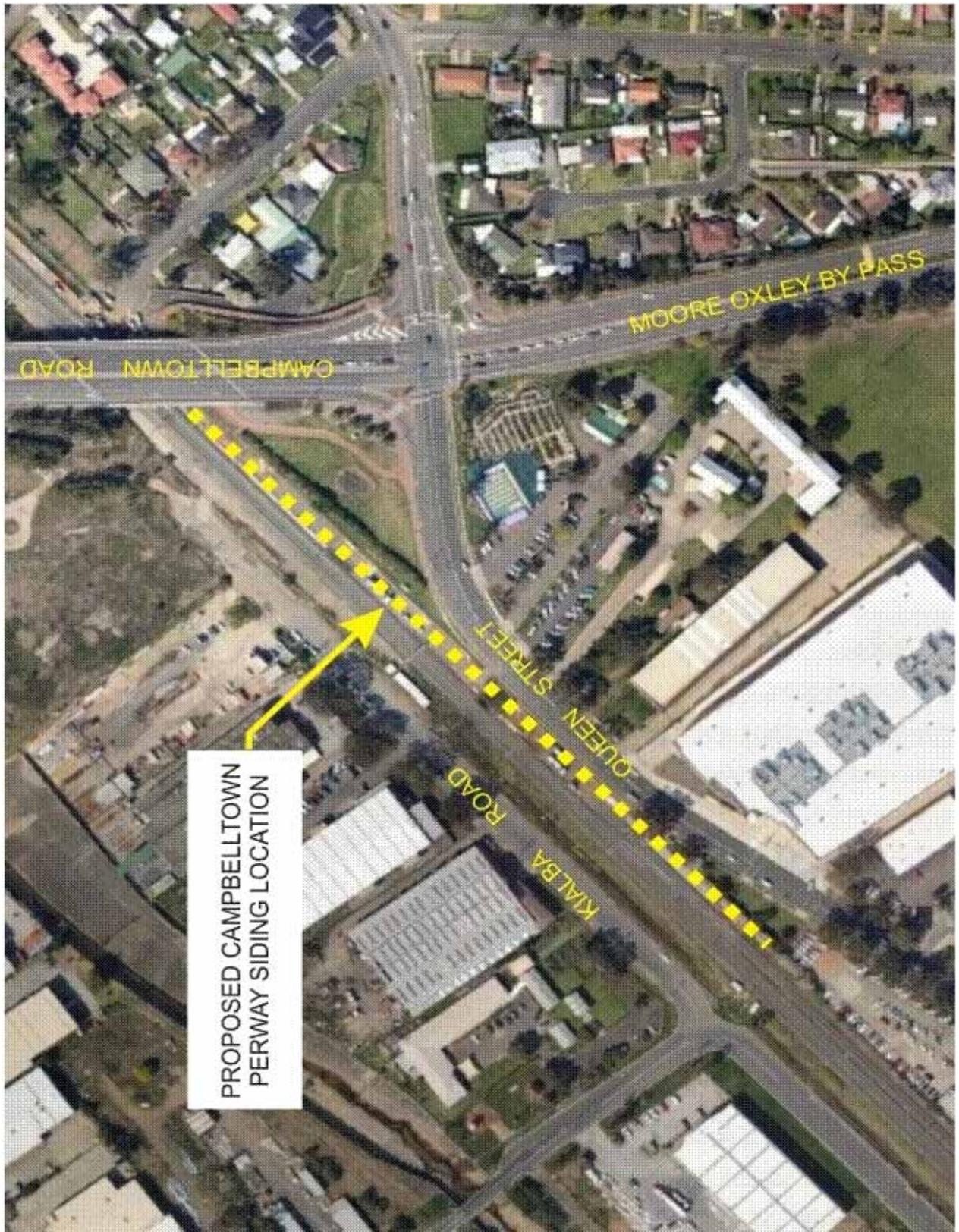
Council Meeting 14 December 2010 (Rowell/Rule)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 244

That the Officer's Recommendation be adopted.

ATTACHMENT 1



1.5 Moorebank Intermodal Terminal and Cambridge Avenue Causeway Bridge

Reporting Officer

Director City Works

Attachments

1. Letter to the Member for Werriwa, Laurie Ferguson MP dated 27 October 2010 (distributed under separate cover)
2. Copy of letter to the Honourable Anthony Albanese MP, Minister for Infrastructure and Transport from the Member for Werriwa, Laurie Ferguson MP, dated 11 November 2010 (distributed under separate cover).
3. Sydney Intermodal Terminal Alliance Information (to be tabled).

Purpose

To update Council on the Moorebank Intermodal Project.

History

On 4 August 2010 Council wrote to the Department of Transport and Regional Services (DOTARS) advising of its interest in being involved in the planning process for the transport infrastructure required for the Moorebank Intermodal Terminal Project including the provision of a high level bridge crossing the Georges River at Cambridge Avenue, Glenfield. As a result DOTARS contacted Council and an initial information meeting with a representative from the Moorebank Project Office was held.

Report

The Member for Werriwa, has provided Council with a copy of a letter forwarded to the Minister for Infrastructure and Transport, requesting that Campbelltown City Council be included in all aspects of the consultation processes for the Moorebank Intermodal Terminal.

Council has requested to be involved as the affect the terminal will have on Campbelltown residents is considered to be significant and the fact that the bridge required to support its construction is within the Campbelltown Local Government Area.

An initial meeting has been held with a representative of the Moorebank Project Office and a commitment was made to keep Council involved in the consultation and planning process for this project. Council staff have noted and continue to review the development of a web site for the "Sydney Intermodal Terminal Alliance" – www.simta.com.au which has been established for the planning for a new freight facility at Moorebank.

The development of the Moorebank Intermodal will have impacts on the northern area of Campbelltown City with regard to transport and related infrastructure. It is considered appropriate that a briefing be provided to Council as soon as possible to outline the current situation with the development proposal to date. It is intended that a representative of the Moorebank Project Office be invited to attend.

Officer's Recommendation

1. That the information be noted.
2. That Council be kept informed of further developments regarding this issue.

Committee's Recommendation: (Chanthivong/Dobson)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 14 December 2010 (Rowell/Rule)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 244

That the Officer's Recommendation be adopted.

1.6 Additional Graffiti Initiatives

Reporting Officer

Acting Manager Technical Services

Attachments

1. Locality Maps
2. Photos of the locations (to be tabled)

Purpose

To advise Council on a new graffiti initiative with the NSW Government Justice and Attorney General's Department and Grant Application.

Report

The Justice and Attorney General's Department is undertaking a new program aimed at Crime Preventative through Environmental Design (CPTED). The program titled Graffiti Hotspot Program 2010/2011 is aimed at identifying sites that through better design can decrease the potential for graffiti. The design improvement methods used are not limited and can involve landscaping, changed wall treatments, increased visibility or any number of other techniques.

The grant is structured so that a Council can apply for a \$100,000 program. The funding is flexible in that if a project is determined to have extra merit then additional funding could be made available.

Council proposed a number of different sites and these were reviewed by Council and Justice and Attorney General's staff. The list was refined to three potential sites. Council now has to submit a formal application to the Department.

The sites include:

- The shops at St Johns Road Bradbury
- The rear of the factories off Essex Street Minto
- Henderson Road rail overpass Ingleburn

Each of these sites will be provided with landscaping to screen the walls. For the Henderson Road location it is proposed to trial a 'rough surface' application to provide a surface that does not allow good presentation of graffiti and therefore discourage the use of the wall.

In addition to this grant further opportunity has now become available with Council receiving notification that its Crime Prevention Plan has been formally endorsed by the NSW Justice and Attorney General's Department as a Safer Community Compact. This now enables Council to apply funding for graffiti initiatives through their Safer Community Compact Grants Program which closes 3 December 2010.

NSW Crime Prevention Project Grants are provided by the Crime Prevention Department to support the implementation of strategies designed to reduce crime. The primary objective of the NSW Crime Prevention Grants Program is to achieve the crime reduction goals of the NSW State Plan, namely to reduce violent crime and property crime. This grant is for \$50,000 to fund actions from Councils Crime Prevention Plan.

The formal application is progressing and will be submitted to the NSW Government Justice and Attorney General's Department for funding for the three graffiti hotspot locations.

A submission for Safer Community Compact Grants as part of the strategy adopted in Council Crime Prevention Plan has been prepared.

Officer's Recommendation

1. That the information be noted.
2. That Council endorse the application for Grants for the implementation of graffiti reduction strategies.
3. That Council be kept informed of the grant application.

Committee's Recommendation: (Borg/Thomas)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 14 December 2010 (Rowell/Rule)

That the Officer's Recommendation be adopted.

Addendum (Kolkman/Rule)

4. That Council write to the Attorney General and the NSW State Government congratulating them for taking the initiative that they have in this matter.

Council Resolution Minute Number 244

That the Officer's Recommendation incorporating the above addendum be adopted.



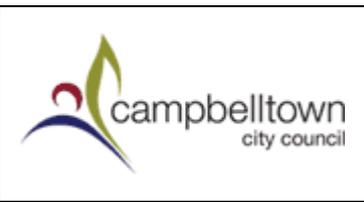
<p>N  1:3,762 16 December 2010</p>	<p>Additional Graffiti Initiatives <i>Essex Street Minto Rear of Factories</i> <small>DISCLAIMER: This map has been produced from Council records. If you intend to rely on the information shown you should contact Campbelltown City Council for verification. This map should not be reproduced without permission.</small></p>	
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 16 December 2010

Additional Graffiti Initiatives
 Henderson Road Ingleburn Rail Overpass
 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.



2. OPERATIONAL SERVICES

2.1 26 Starfighter Avenue, Raby - Tree Removal Request

Reporting Officer

Acting Manager Operational Services

Attachments

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

Purpose

To advise Council of a request by the resident/owner of 26 Starfighter Avenue, Raby to remove a 21 metre high Eucalyptus Nicholii (Peppermint gum) tree from the front nature strip of the property.

History

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 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

The owners of 26 Starfighter Avenue, Raby made an application to Council for the removal of a 21 metre Peppermint gum from the nature strip adjacent to the property.

Councils Arborist has inspected the tree on several occasions and has determined that the tree appears to be in a healthy condition with no defects.

The tree is located approximately ten metres from the dwelling with no overhanging branches of the residential building. The tree has an estimated life expectancy beyond 10 years.

The tree is planted adjacent to a stormwater pit. To date no damage has occurred to the stormwater pit. The root system is raised above ground level adjacent to the pit.

The residents have raised issue regarding falling branches, sticks, twigs and debris from the tree affecting the safety of children and family members in the front of their property.

Other issues raised in discussion with the resident included:

- Tree too large for its location
- Tree attracting birds and wildlife
- Tree located close to stormwater pit

In reviewing previous requests from the residents, Council staff have determined that the tree was in a healthy state with no horticultural grounds for removal.

It has been recommended by Council staff that some dead wood is evident in the tree at present requiring pruning, previous minor pruning and removal of dead wood was undertaken in 2009. It should be noted that at the time of inspection by staff there did not appear any trip hazards or other risk to the users of the footpath area.

The subject tree is one of only two large trees in the street which are a predominate feature of the streetscape.

Based on a visual inspection the tree appears very healthy and there is no indication that the tree is unstable at the time of the recent inspection by Council staff. It is noted that the subject tree is not dissimilar to many street trees in the LGA.

Due to the health of the tree and lack of visible damage it is considered that the tree should be retained, with pruning of existing dead wood to be undertaken.

Summary

Although some of the issues raised by the residents in their request to Council are identified in criteria being 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 application for the removal of the tree *Eucalyptus Nicholii* adjacent to 26 Starfighter Avenue, Raby not be supported.
2. That Council undertake pruning of existing dead wood.
3. That the resident be advised of Council's decision.

Committee Note: Mr and Mrs Mottershead addressed the Committee in support of the removal of the tree.

Committee's Recommendation: (Chanthivong/Dobson)

That the Officer's Recommendation be adopted.

CARRIED

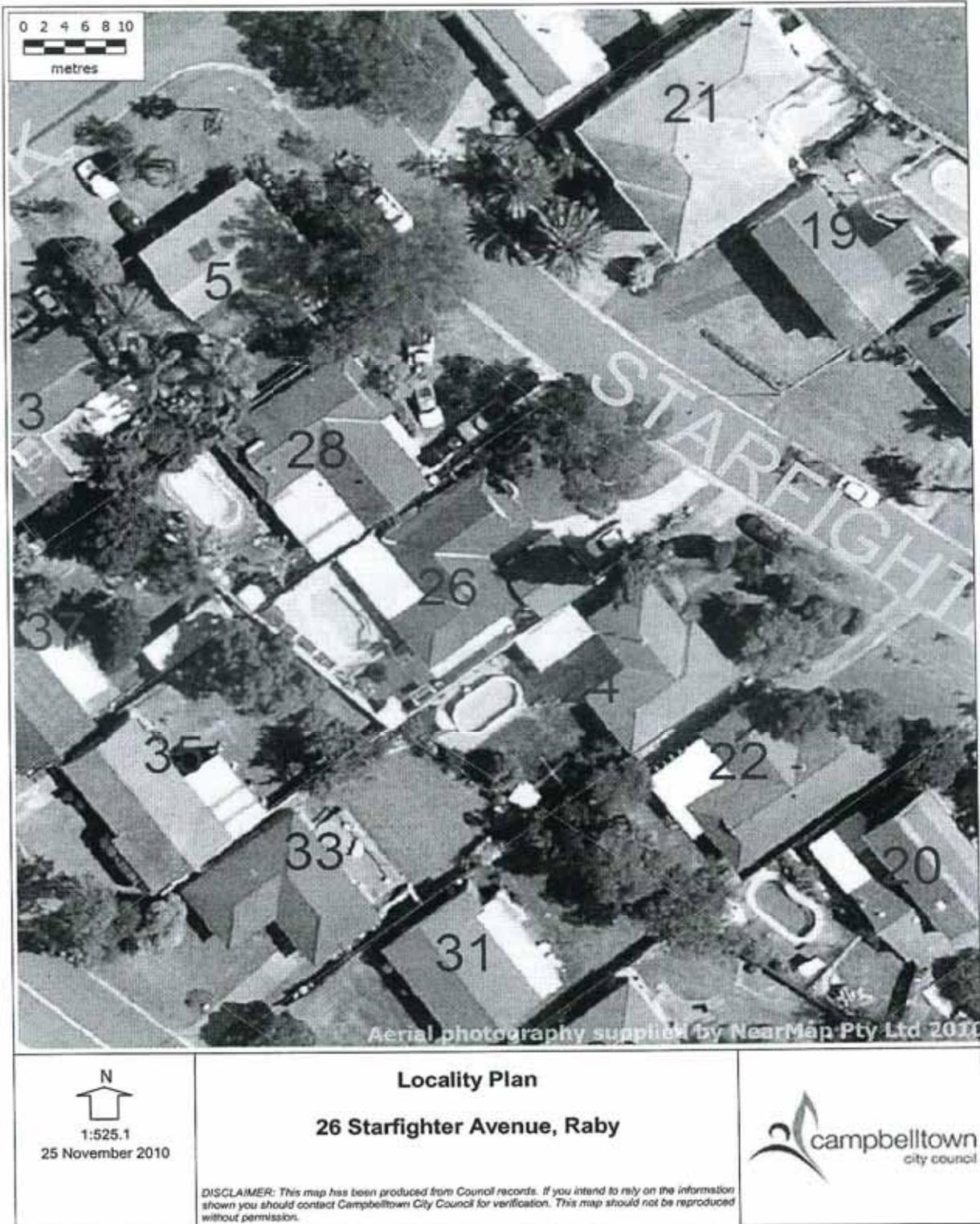
Council Meeting 14 December 2010 (Rowell/Rule)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 244

That the Officer's Recommendation be adopted.

ATTACHMENT 1



ATTACHMENT 2







ATTACHMENT4

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 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 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

A report was discussed at City Works Committee Meeting of 9 November 2010 (Item 2.3). It was resolved at the meeting that the matter would be deferred for inspection. Accordingly, an inspection was undertaken on 23 November 2010.

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 by Council.

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 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.

At the inspection by Councillors on 23 November 2010 it was noted that the issues raised by the resident were more significant for the tree adjacent to the resident's driveway.

Officer's Recommendation

1. That one Eucalyptus Ironbark in Mackellar Place, Campbelltown, adjacent to the resident's driveway, be removed.
2. That Council undertake dead wooding and fertilisation of the remaining tree and remove the parasitic mistletoe.
3. That Council inspect the remaining tree in twelve months.
4. That the residents be advised of Council's decision.

Committee's Recommendation: (Borg/Chanthivong)

That the Officer's Recommendation be adopted.

CARRIED

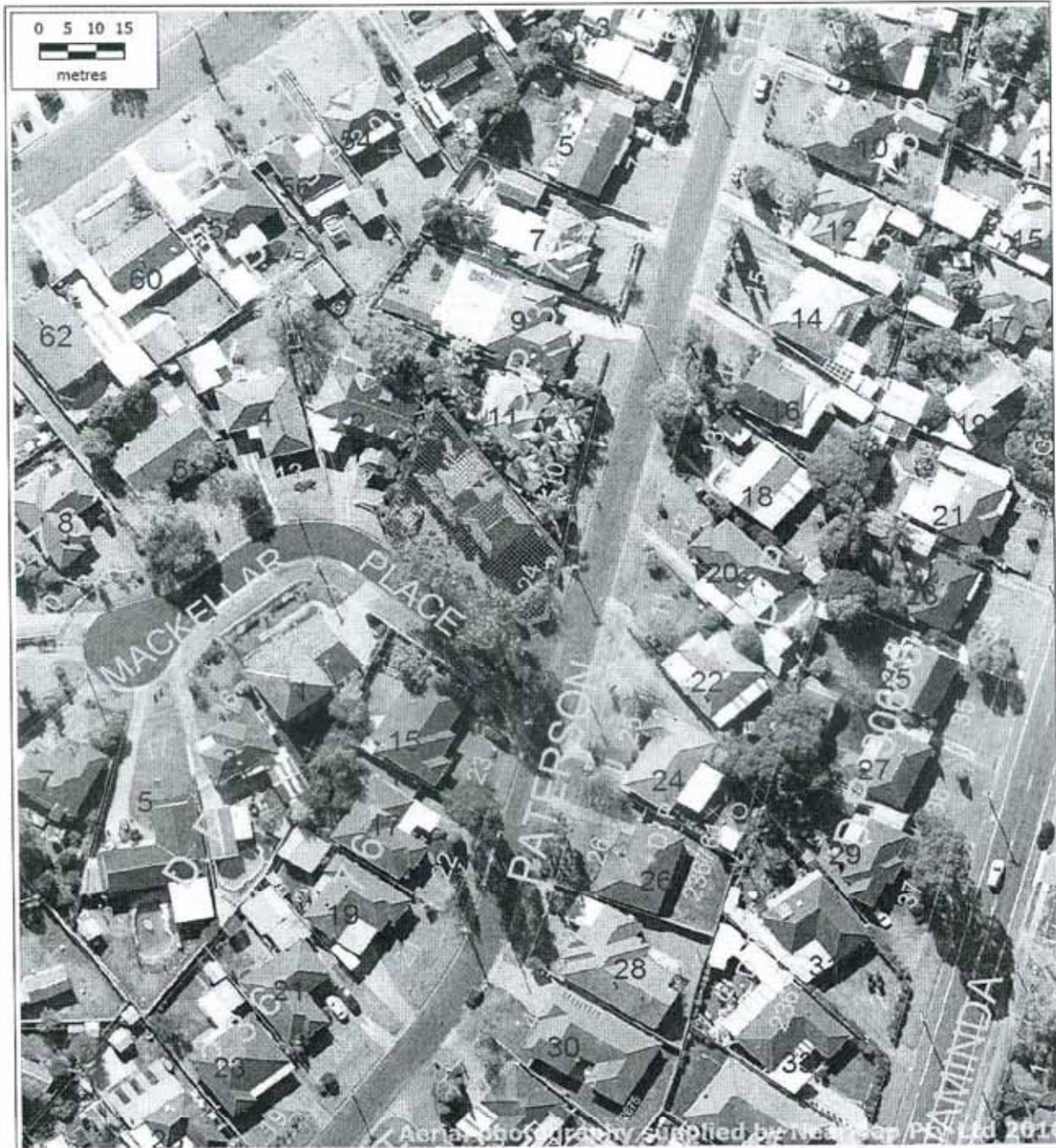
Council Meeting 14 December 2010 (Rowell/Rule)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 244

That the Officer's Recommendation be adopted.

ATTACHMENT 1



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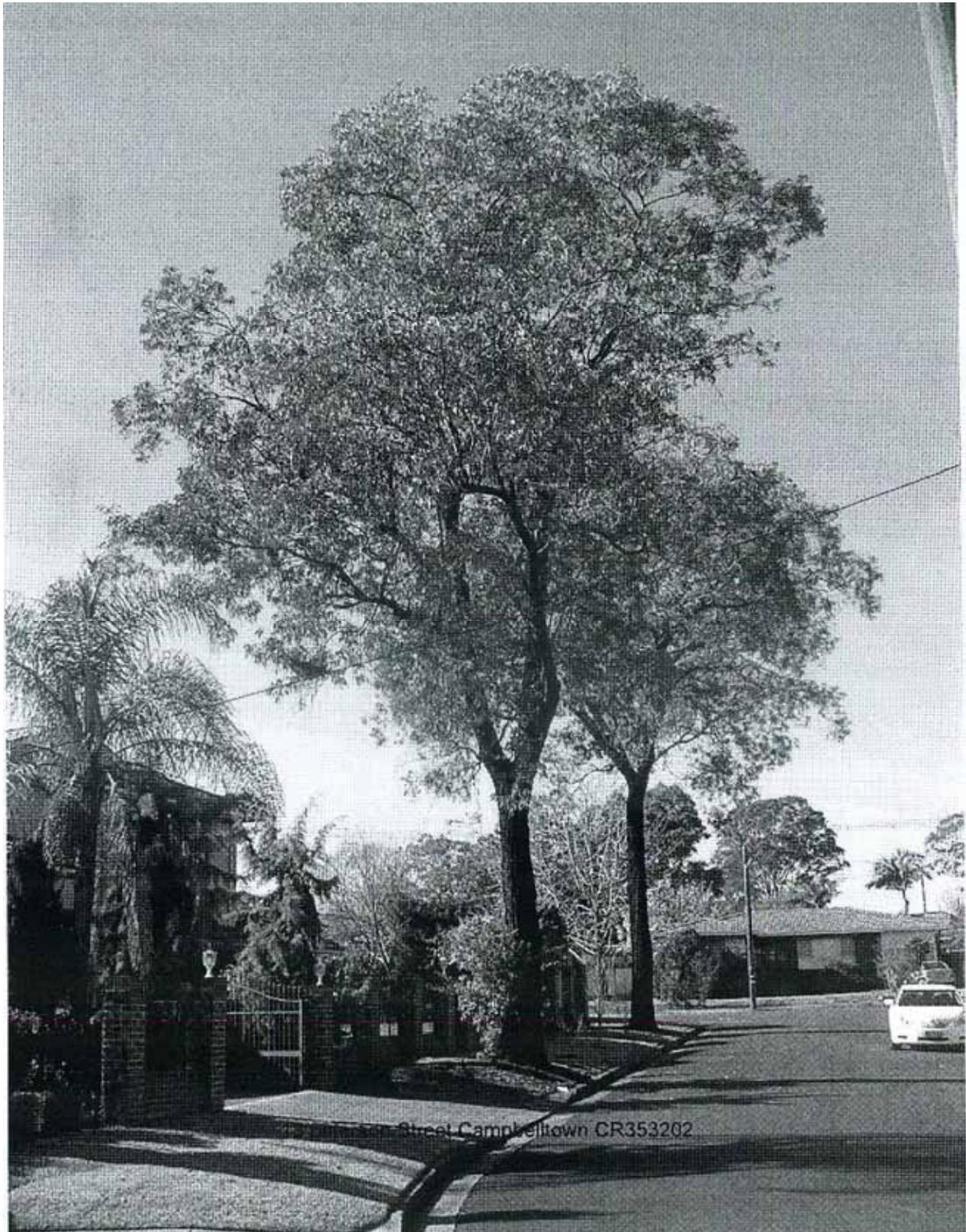
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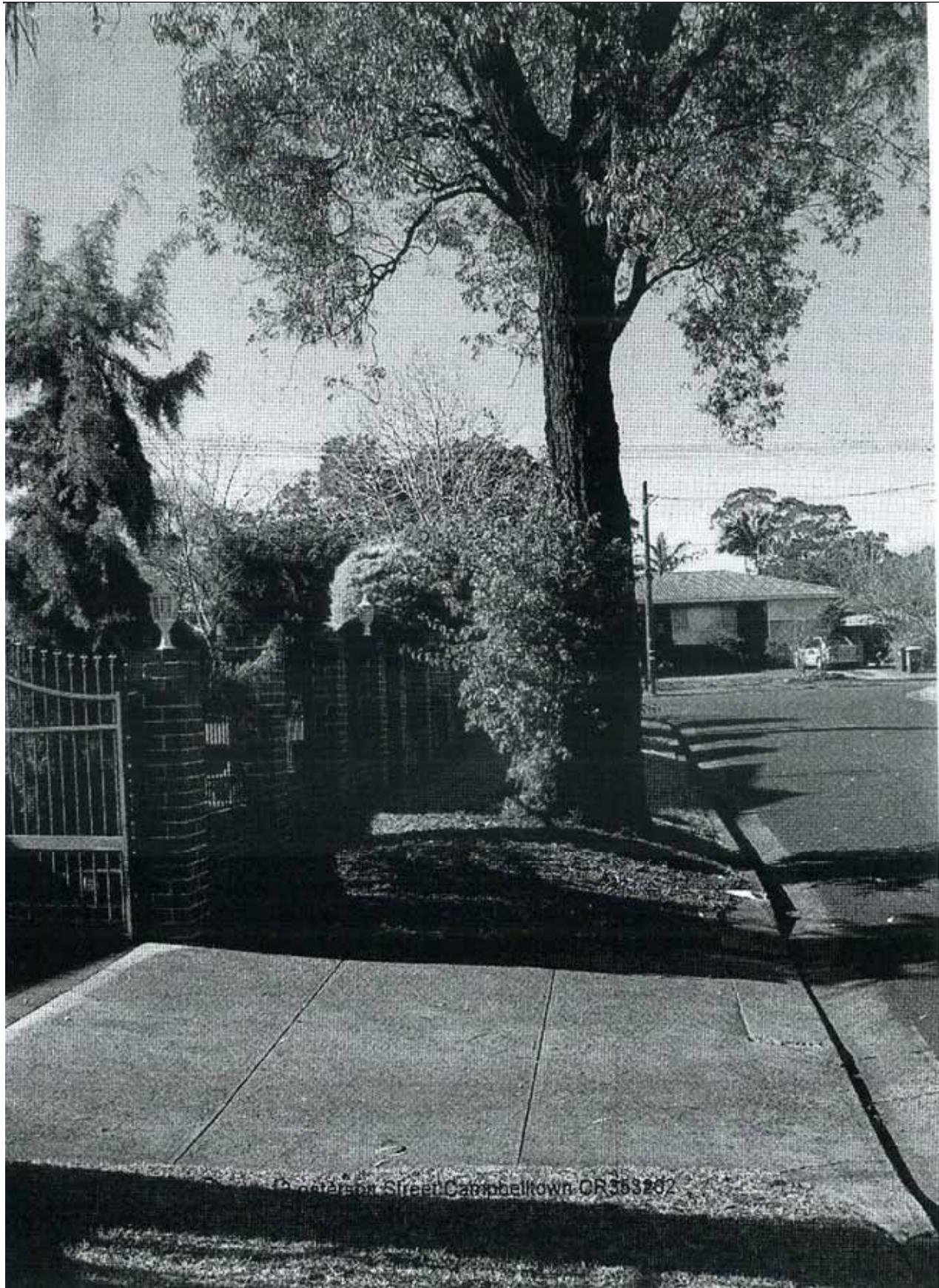
Tree Removal Request
13 Paterson Street, Campbelltown

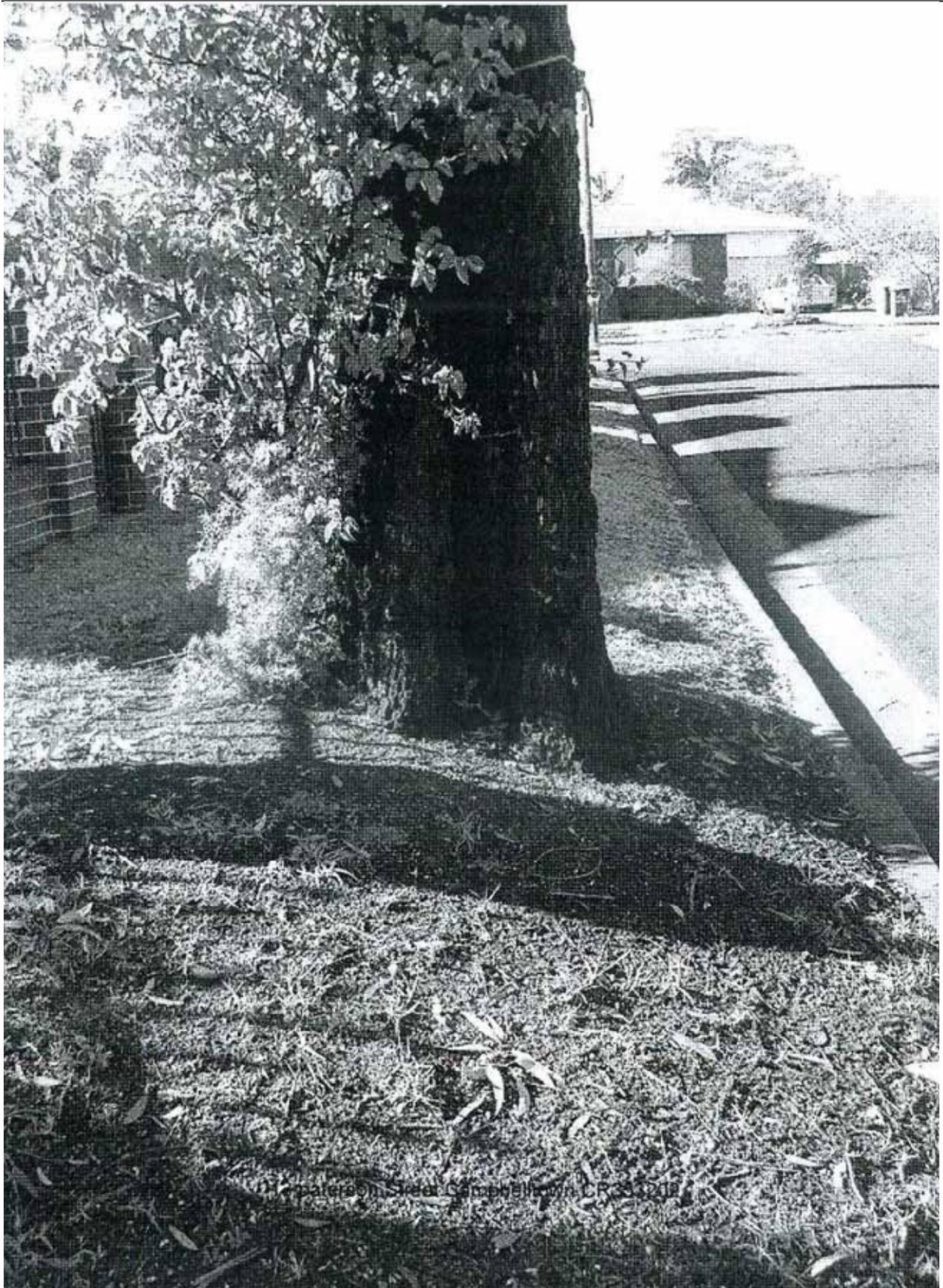
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ATTACHMENT 2







11 Paterson Street Campbelltown, SA 5173

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 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 Filtered Water Filling Station - Koshigaya Park, Campbelltown

Reporting Officer

Manager Assets and Supply Services

Attachments

Nil.

Purpose

To advise Council of the outcome of the water Filling station installed at Koshigaya Park, Campbelltown.

History

At the Council meeting held on 1 June 2010, Council made the following recommendations:

That a trial be promoted on Council's website, Compass, Circulars and at the Ingleburn Centre requesting public feedback.

That a further report be provided to Council evaluating the trial.

Report

In October 2010 a Filtered Water Refill Station was installed for period trial period of 90 days in Koshigaya Park, Campbelltown.

The 90 day trial period of the water filling station located at Koshigaya Park is nearing its expiration date and Council is obliged to advise the manufacturer of Council's intention to either retain or return the facility. The water filling station has been very successful. It has been extensively used by children, activity groups and the general public with no vandalism reported. Council's outdoor staff have received commendable comments with respect to the availability of the water filling station particularly with the advent of warmer weather.

Due to the success of the trial, it is recommended that Council purchase the current unit. It is further recommended that additional units be considered for Council's other high profile Council parks like Mawson Park, Central Park and Hallinan Park.

3.1 Filtered Water Filling Station - Koshigaya Park, Campbelltown

However as the overall costs for the unit is \$4,905 (\$3,405 for the unit and \$1,500 for concrete platform and connection to services) Council staff will undertake a quotation process in the anticipation that a better cost will be obtained.

Officer's Recommendation

1. That Council purchase the unit at a cost of \$3,405 plus GST and it remain at its current location within Koshigaya Park.
2. That Council investigate further appropriate locations for the installation of the Water Filling Stations for consideration in the 2011/2012 Budget process.

Committee's Recommendation: (Glynn/Chanthivong)

1. That Council purchase the unit at a cost of \$3,405 plus GST and it remain at its current location within Koshigaya Park.
2. That Council investigate further appropriate locations including the triathlete track at Macquarie Fields, for the installation of the Water filling stations for consideration in 2011-12 Budget process.

CARRIED

Council Meeting 14 December 2010 (Rowell/Rule)

That the Committee's Recommendation be adopted.

Council Resolution Minute Number 244

That the Committee's Recommendation be adopted.

4. EMERGENCY SERVICES

4.1 Local Emergency Management Committee

Reporting Officer

Manager Emergency Management

Attachments

1. Minutes of the Local Emergency Management Committee meeting held on the 18 November 2010 (distributed under separate cover).
2. Summary of Emergency Risk Management Plan.

Purpose

To advise Council of the outcome of the Campbelltown Local Emergency Management Committee meeting held on the 18 November 2010 to review the progress of the two emergency management projects.

Report

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

The key issues that were discussed were the progress of the two projects Emergency Risk Management Study and Community Education.

The LEMC agreed that the Emergency Risk Management Study will proceed to community consultation early 2011 and that the final report will be completed by 31 December 2011 and the project will be managed by the LEMC. The study has identified the natural hazards of extreme weather on bushfires as the most likely risk.

The Community Education Project received the endorsement of the LEMC and the working group will finalise content and distribution of the kits. The Red Cross has also agreed to participate in the project. The LEMC anticipates that distribution of the kits will commence in February 2011.

Officer's Recommendation

That the information be noted.

Committee's Recommendation: (Rule/Chanthivong)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 14 December 2010 (Rowell/Rule)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 244

That the Officer's Recommendation be adopted.

ATTACHMENT 2

SUMMARY OF EMERGENCY RISK MANAGEMENT PROJECT PLAN

Within NSW the aim of the emergency risk management process is:

“To identify, analyse and evaluate risks with potential to require a significant and coordinated multi agency response.”

It is derived from the NSW State Emergency and Rescue Management Act (SERM Act) and has direct relationship to the definition of emergency. Refer to Appendix A1 for the flow chart for the Emergency Risk Management (ERM) process, which demonstrates the linkage of the main elements of this Emergency Risk Management Report.

ERM, as described in this report, parallels both risk management as outlined in Australian/New Zealand Risk Management Standard 4360:1999 and normal management practice.

The objectives of this ERM process are to -

- gain a whole-of-community commitment to the ERM Project
- conduct an assessment of major risks in the Campbelltown LGA
- allocate risk treatment strategies to appropriate organisations
- promote risk management as a process of community development and organisational management and
- monitor implementation of the risk treatment strategies.

The main benefits in undertaking this Project are considered to be

- understanding risks from the community's perspective
 - opportunity to reduce the levels of risk to the Campbelltown community
 - identification of potential emergency planning requirements
 - use of a best practice standard for risk management
 - opportunity to focus on prevention rather than response
 - opportunity to reduce the cost to communities from the impact of natural and technological disaster
 - opportunity for enhanced community consultation
 - development of and agreed list of risks in the Campbelltown LGA that are unacceptable to the community
 - improved community understanding of risks and the benefits of risk reduction activities and
 - improved knowledge of the risk assessment process across key Emergency and other State Agencies and Campbelltown Council.
-

4.2 District Emergency Management Committee

Reporting Officer

Manager Emergency Management

Attachments

Nil

Purpose

To advise Council of the outcome of the District Emergency Management Committee meeting held on the 12 November 2010.

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.

Council is represented by the Director City Works and Manager Emergency Management.

The key issues that were discussed included:

- The Operational Activity Report for the past three months as well as Emergency Services and functional area reports.
 - Changes to District Emergency Management Committee boundaries and to the Health Networks.
 - The need for an Emergency Operation Centre for each LEMC is also being reviewed to consider a more regional approach.
 - The upgraded version of the Spatial Information Management System (SIMS) for Emergency Services is currently being finalised and will be available in February 2011.
 - The DEMC agreed to rationalise the number of meetings each year from four to three and the dates for next year will be the 25 March, 22 July and 25 November 2011.
 - Emergency sign posting options were discussed and a working group of the RTA and Emergency Services will review options.
-

Officer's Recommendation

That the information be noted.

Committee's Recommendation: (Dobson/Glynn)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 14 December 2010 (Rowell/Rule)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 244

That the Officer's Recommendation be adopted.

5. GENERAL BUSINESS

5.1 Triathlete Track - Macquarie Fields

Committee's Recommendation: (Glynn/Chanthivong)

That a report be presented identifying possible locations for the establishment of a triathlete and walking track at the southern end of the City.

CARRIED

Council Meeting 14 December 2010 (Rowell/Rule)

That the Committee's Recommendation be adopted.

Council Resolution Minute Number 244

That the Committee's Recommendation be adopted.

19. CONFIDENTIAL ITEMS

No reports this round

There being no further business the meeting closed at 7:59pm.

J Rowell
CHAIRPERSON
