

# **PART ONE**

**Reports of the City Works Committee Meeting held at 7.30pm on Tuesday, 20 July 2010.**

---

**APOLOGIES**

**ACKNOWLEDGEMENT OF LAND**

**DECLARATIONS OF INTEREST**

**Pecuniary Interests**

**Non Pecuniary – Significant Interests**

**Non Pecuniary – Less than Significant Interests**

<b>ITEM</b>	<b>TITLE</b>	<b>PAGE</b>
-------------	--------------	-------------

## **PART ONE**

**1. TECHNICAL SERVICES**

**1.1 Traffic Committee**

**1.2 William Fowler Reserve, Eschol Park - Safety Audit**

**1.3 Cambridge Avenue, Glenfield - Provision of High Level Bridge**

**1.4 Campbelltown Liquor Accord**

**1.5 South West Rail Link - Glenfield South Substation**

## **PART TWO**

**2. OPERATIONAL SERVICES**

**2.1 Removal of Heritage Trees - St Peters Anglican Church**

**3. ASSETS AND SUPPLY SERVICES**

**3.1 T10/08 - Contract for the Provision of Legal Services**

**3.2 T10/07 Channel Mowing**

**4. EMERGENCY SERVICES**

**4.1 District Emergency Management Committee**

**4.2 Bushfire Mitigation Fund**

**4.3 Macarthur Rural Fire Service Liaison Committee**

**5. GENERAL BUSINESS**

**Nil.**

**19. CONFIDENTIAL ITEMS**

**No reports this round**

---

---

**Minutes of the City Works Committee held on 20 July 2010**

---

**Present** His Worship the Mayor, Councillor A Rule  
Councillor P Lake (Chairperson)  
Councillor F Borg  
Councillor A Chanthivong  
Councillor S Dobson  
Councillor W Glynn  
Councillor P Hawker  
Councillor M Thomas  
Director Business Services - Mr M Sewell  
Director Community Services - Ms L Deitz  
Director City Works - Mr J Hely  
Manager Assets and Supply Services - Mr G Mitchell  
Manager Compliance Services - Mr A Spooner  
Manager Corporate Support - Mr S Kelly  
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 and Technology - Mr S McIlhatton  
Manager Library Services - Mr G White  
Acting Manager Operational Services - Mr A Davies  
Manager Property Services - Mr J Milicic  
Acting Manager Technical Services - Mr K Lynch  
Executive Assistant - Mrs K Peters

**Apology** Nil

**Acknowledgement of Land**

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

**DECLARATIONS OF INTEREST**

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

**Non Pecuniary – Less than Significant Interests**

Councillor Rule - Item 3.1 - T10/08 - Contract for the Provision of Legal Services - Councillor Rule advised that a number of employees from Marsdens Law Group and Sparke Helmore Lawyers are known to him.

Councillor Chanthivong - Item 3.1 - T10/08 - Contract for the Provision of Legal Services - Councillor Chanthivong advised that a number of employees from Marsdens Law Group are known to him.

Councillor Hawker - Item 3.1 - T10/08 - Contract for the Provision of Legal Services - Councillor Hawker advised that a number of employees from Marsdens Law Group are known to him.

---

Councillor Thomas - Item 3.1 - T10/08 - Contract for the Provision of Legal Services - Councillor Thomas advised that a number of employees from Marsdens Law Group are known to her.

Councillor Lake - Item 3.1 - T10/08 - Contract for the Provision of Legal Services - Councillor Lake advised that a number of employees from Marsdens Law Group are known to him.

Councillor Borg - Item 3.1 - T10/08 - Contract for the Provision of Legal Services - Councillor Borg advised that a number of employees from Marsdens Law Group are known to him.

Councillor Dobson - Item 3.1 - T10/08 - Contract for the Provision of Legal Services - Councillor Dobson advised that a number of employees from Marsdens Law Group are known to her.

Councillor Glynn - Item 3.1 - T10/08 - Contract for the Provision of Legal Services - Councillor Glynn advised that a number of employees from Marsdens Law Group are known to him.

---

---

## **1. TECHNICAL SERVICES**

### **1.1 Traffic Committee**

#### **Reporting Officer**

Acting Manager Technical Services

---

#### **Attachments**

1. Minutes of the Local Traffic Committee Meeting held on 1 July 2010
2. Minutes of the Campbelltown Traffic Committee Meeting held on 1 July 2010

#### **Purpose**

To seek Council's endorsement of the recommendations arising from the Local Traffic Committee and Campbelltown Traffic Committee meeting held on 1 July 2010.

#### **Report**

##### **RECOMMENDATIONS OF THE LOCAL TRAFFIC COMMITTEE 1 JULY 2010**

###### **Reports Listed for Consideration**

###### **LTC 10/12 Homann Avenue, Leumeah - Proposed Intersection Treatment**

That Council approve the proposed mountable island treatment for the intersection of Homann Avenue and Kingsclare Street, Leumeah, as shown on Council Plan 12250.

###### **LTC 10/13 Tyler Street, Campbelltown - Traffic Management re Development Lots 15-18**

1. That Council provide approval to amended parking restrictions in Tyler Street, Campbelltown being from 5.00am to 10.00am Tuesdays.
2. That Council forward the Traffic Management Plan for the proposed one way traffic flow to the Roads and Traffic Authority for their approval.
3. That Council approves a 20 metre Works Zone in Tyler Street on the frontage of the subject development following the submission of an appropriate application.

##### **RECOMMENDATIONS OF THE CAMPBELLTOWN TRAFFIC COMMITTEE 1 JULY 2010**

###### **Reports Listed for Consideration**

---

---

**CTC 10/24 The 2010 AquaFit Charity Bicycle Ride**

That Council supports the 2010 AquaFit Charity Bicycle Ride provided the following documents are provided before the event day:

- Confirmation from the NSW Police Force of their assistance within the LGA.
- An endorsement of the event by the Roads and Traffic Authority (RTA).
- A copy of Road Occupancy Licence from the Road and Traffic Authority's (RTA's) Transport Management Centre.

**General Business**

**CTC 10/25 Various Traffic Concerns**

That the Roads and Traffic Authority further investigate and report to the next meeting of the Traffic Committee.

**CTC 10/26 Signposting Issues**

That the information be noted.

**CTC 10/27 Darling Avenue, Ruse - Shipping Container**

That the information be noted.

**CTC 10/28 2010 Traffic Committee Meeting Dates**

That the information be noted.

**Officer's Recommendation**

That the recommendations of the Local Traffic Committee and Campbelltown Traffic Committee as detailed in the Minutes of the meeting held on 1 July 2010 be adopted.

**Committee's Recommendation: (Borg/Hawker)**

That the Officer's Recommendation be adopted.

**CARRIED**

**Council Meeting 27 July 2010 (Lake/Borg)**

That the Officer's Recommendation be adopted.

**Council Resolution Minute Number 136**

That the Officer's Recommendation be adopted.

---

## **ATTACHMENT 1**



# **LOCAL TRAFFIC COMMITTEE MINUTES**

**1 July 2010**

## **LOCAL TRAFFIC COMMITTEE**

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

---

---

## Minutes Summary

ITEM	TITLE	PAGE
<b>LOCAL TRAFFIC COMMITTEE MINUTES</b>		
1.	ATTENDANCE	
2.	APOLOGIES	
3.	CONFIRMATION OF MINUTES	
4.	BUSINESS ARISING FROM MINUTES	
5.	REPORTS LISTED FOR CONSIDERATION	
LTC.10/12	Homann Avenue, Leumeah - Proposed Intersection Treatment	
LTC.10/13	Tyler Street, Campbelltown - Traffic Management re Development Lots 15-18	
6.	LATE ITEMS	
No reports this round		
7.	GENERAL BUSINESS	
No reports this round		
8.	DEFERRED ITEMS	
No reports this round		

---

---

## **LOCAL TRAFFIC COMMITTEE MINUTES**

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

### **Minutes of the Local Traffic Committee held 1 July 2010**

---

#### **1. ATTENDANCE**

##### **Campbelltown City Council**

Councillor P Lake (Chairperson)  
Acting Manager Technical Services - Mr K Lynch  
Acting Coordinator Road Design - Mr I Taylor  
Team Leader Traffic Investigations - Mr F Sirc  
Senior Engineer Traffic- Mr M Arya  
Administrative Assistant - Mrs S Lambert

##### **Roads and Traffic Authority**

Mr D Lance  
Mr R Parbery

##### **Police Representatives**

Sergeant M Madgwick  
Senior Constable K Toby  
Constable M Butcher  
Sergeant M Cotton

##### **Bus Companies**

Busways - Mr S Grady  
Interline - Mr B East

##### **Representatives of State Member of Parliament**

Representing Member for Campbelltown - Mr J Duncan

#### **2. APOLOGIES**

Nil at time of print.

#### **3. CONFIRMATION OF MINUTES**

The Minutes of the previous meeting held on 3 June 2010 were adopted by Council at its meeting on 29 June 2010.

#### **4. BUSINESS ARISING FROM MINUTES**

No reports this round

---



---

## 5. REPORTS LISTED FOR CONSIDERATION

### **LTC.10/12                      Homann Avenue, Leumeah - Proposed Intersection Treatment**

Previous Report:            LTC 30/95, 253/93  
Electorate:                Campbelltown  
Author Location:         Traffic and Road Design Unit

---

### **Attachments**

1. Locality Plan using extract of Plan 11064 Kingsclare Street, Leumeah
2. Plan 11064 showing proposed intersection treatment Homann Avenue.

### **Background (01/07/10)**

Council is in receipt of a request from a resident in Homann Avenue, Leumeah, requesting a traffic calming device at the intersection of Homann Avenue and Kingsclare Street following a number of incidents of undesirable driving in the area including corner cutting and spin outs. The complainant has also highlighted a loss of control accident that had occurred through his property fence.

The intersection of Homann Avenue and Kingsclare Street is located on the periphery of streets treated with traffic management devices. The Local Traffic Management Area of Kingsclare and Nicholson Streets were an adjunct to the East Campbelltown LATM Study. Traffic control devices of speed humps and 'Berlin Plates' were installed in 1996 following complaints made of undesirable driving in the area.

The Kingsclare Street LATM area is bounded by major collector and regional roads of Lindesay Street, O'Sullivan Road and Rudd Road. The outer local roads within the area and the connection between Kingsclare Street and Lindesay Street, via Homann Avenue, Turimetta and Craig Avenues are not treated by traffic devices.

In reviewing the RTA's road accident database for the five year period ending 2008 there has been one accident in the vicinity of the subject intersection, resulting in a 17 year old driver losing control after entering Homann Avenue, 30 metres south of Kingsclare Avenue. The accident occurred at 8:10PM 16 September 2008, with no reported injuries.

Due to the importance of Homann Avenue as a link road between the LATM precinct and Lindesay Street it is recommended that a low mountable median island be constructed in Homann Avenue at its intersection with Kingsclare Street to reinforce lane discipline. The proposed island treatment is consistent with other treatments in the area such as the intersection of Kingsclare Street and O'Sullivan Road.

### **Discussion (01/07/2010)**

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

---

---

## Recommendation of Local Traffic Committee

That Council approve the proposed mountable island treatment for the intersection of Homann Avenue and Kingsclare Street, Leumeah, as shown on Council Plan 12250.

### **LTC.10/13                    Tyler Street, Campbelltown - Traffic Management re Development Lots 15-18**

Previous Report:            LTC. 07/55

Electorate:                Campbelltown

Author Location:        Traffic and Road Design Unit

---

## Attachments

1. Local Traffic Committee Report LTC. 07/55 18 October 2007
2. Locality Plan Tyler Street, Campbelltown – Proposed Development
3. Consultant's Traffic and Parking Management Plan (Under separate cover)
4. Community Consultation Letter to Tyler Street Residents.
5. Consultant's Proposed On Street 90° Angle Parking Plan
6. Consultant's Proposed Traffic Control Plan for Works Zone.

## Background (03/06/2010)

The Traffic Engineering and Design Consultants, Hemanote Consultants, on behalf of the Developer Banala Pty Ltd, has submitted a Traffic and Parking Management Plan for the introduction of a one way traffic flow in the cul-des-sac section of Tyler Street, provision of on-street parking bays and parking restrictions associated with the approved residential apartments.

Council has given consent to the demolition of four existing residential dwellings and the construction of a six storey residential building containing 72 units and 98 basement car parking spaces.

The Local Traffic Committee at its meeting of 18 October 2007 supported the need for a one way traffic system around the loop road at the head of the cul-de-sac and recommended that one way traffic movement at the head of Tyler Street be provided subject to the submission of a Traffic Management Plan and public consultation by the developer. A Traffic Engineer for Hemanote Consultants has advised Council staff that the submitted Traffic and Parking Management Plan covering the proposed one-way traffic shall be read in conjunction with the original development study 'A Report on Traffic and Parking Impacts of a Proposed Residential Development at No. 24 to 27 Tyler Street, Campbelltown' prepared by TEF Consulting.

Under Delegation from the Roads and Traffic Authority Council is not able to determine the matter of the one way traffic flow until the Traffic Management Plan, which assesses the impact of changing a two way street into a one-way street, is approved by the Authority.

---

---

As part of the Public consultation process the Consultants forwarded a community consultation letter to all residents of Tyler Street seeking comments. At the end of the survey period Hemanote Consultants did not receive any submissions.

In submitting the Traffic Management Plan to the RTA Council will forward a copy of the Development Application's report on Traffic and Parking Impacts by TEF Consulting and a copy of the Statement of Environmental Effects report by Lean & Hayward.

The Consultants have proposed 22 metres No Parking restriction, 12:00AM-10:00AM, Tuesdays, at the frontage of the development to restrict vehicle parking during garbage and recycling collection times each week. This parking restriction is shown on the attached Parking Plan together with parking signs associated with the provision of six parking bays within the island of the loop road, opposite the development.

In respect to the proposed hours of parking restriction for garbage collection days Council's Traffic Officers have discussed the matter with Waste Management and it has been suggested that the hours of restriction be amended to 5.00am - 10.00am Tuesdays. A maximum of 28 bins (garbage and recycling) will be wheeled out on collection days.

As part of the Traffic Management Plan the Developer has requested a 20 metre Works Zone on the frontage of the development. It is recommended that Council approves the Works Zone as part of a separate application to Council. It is suggested that the submitted TCP be amended showing appropriate R5-25 Works Zone signs for the hours 7AM to 6PM Monday to Friday, and 8AM to 1PM Saturday.

### **Discussion (01/07/2010)**

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

### **Recommendation of Local Traffic Committee**

1. That Council provide approval to amended parking restrictions in Tyler Street, Campbelltown being from 5.00am to 10.00am Tuesdays.
  2. That Council forward the Traffic Management Plan for the proposed one way traffic flow to the Roads and Traffic Authority for their approval.
  3. That Council approves a 20 metre Works Zone in Tyler Street on the frontage of the subject development following the submission of an appropriate application.
-

**6. LATE ITEMS**

**No reports this round**

**7. GENERAL BUSINESS**

**No reports this round**

**8. DEFERRED ITEMS**

**No reports this round**

P Lake  
**CHAIRPERSON**

---

## **ATTACHMENT 2**



# **CAMPBELLTOWN TRAFFIC COMMITTEE MINUTES**

**1 July 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

ITEM	TITLE	PAGE
<b>CAMPBELLTOWN TRAFFIC COMMITTEE MINUTES</b>		
1.	ATTENDANCE	
2.	APOLOGIES	
3.	CONFIRMATION OF MINUTES	
4.	BUSINESS ARISING FROM MINUTES	
5.	REPORTS LISTED FOR CONSIDERATION	
CTC.10/24	The 2010 AquaFit Charity Bicycle Ride	
6.	LATE ITEMS	
No reports this round		
7.	GENERAL BUSINESS	
CTC.10/25	Various Traffic Concerns	
CTC.10/26	Signposting Issues	
CTC.10/27	Darling Avenue, Ruse - Shipping Container	
CTC.10/28	2010 Traffic Committee Meeting Dates	
8.	DEFERRED ITEMS	
No reports this round		

---

---

## **CAMPBELLTOWN TRAFFIC COMMITTEE MINUTES**

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

### **Minutes of the Campbelltown Traffic Committee held on 1 July 2010**

---

#### **1. ATTENDANCE**

##### **Campbelltown City Council**

Councillor P Lake (Chairperson)  
Acting Manager Technical Services - Mr K Lynch  
Acting Coordinator Road Design - Mr I Taylor  
Team Leader Traffic Investigations - Mr F Sirc  
Senior Engineer Traffic - Mr M Arya  
Administrative Assistant - Mrs S Lambert

##### **Roads and Traffic Authority**

Mr D Lance  
Mr R Parbery

##### **Police Representatives**

Sergeant M Madgwick  
Senior Constable K Toby  
Constable M Butcher  
Sergeant M Cotton

##### **Bus Companies**

Busways - Mr S Grady  
Interline - Mr B East

##### **Representatives of State Member of Parliament**

Representing Member for Campbelltown - Mr J Duncan

#### **2. APOLOGIES**

Nil at time of print.

#### **3. CONFIRMATION OF MINUTES**

The Minutes of the previous meeting held on 3 June 2010 were adopted by Council at its meeting on 29 June 2010.

#### **4. BUSINESS ARISING FROM MINUTES**

No reports this round

---

---

## 5. REPORTS LISTED FOR CONSIDERATION

### **CTC.10/24                    The 2010 AquaFit Charity Bicycle Ride**

Previous Report:            CTC 09/37

Electorate:                Camden, Campbelltown and Wollondilly

Author Location:        Traffic and Road Design Unit

---

### **Attachments**

Copy of the submitted Traffic Management Plan

### **Background (01/07/2010)**

Council is in receipt of an application from the Campbelltown Catholic Club submitting a Traffic Management Plan for holding of a community special event called the 2010 Aquafit Charity Ride. The event is planned for Sunday, 12 September 2010. This year's event will be raising funds for the Youth Solutions.

Campbelltown Catholic Club is organising two cycle rides, 41km and 14km in length, starting from the AquaFit Centre. The event will finish at Hill and Argyle Streets intersection, Camden. These rides will form part of the Pengana Goulburn to Citi Corporate Challenge Charity Ride and Goulburn to Citi Cycle Classic (Race), which will be happening on the same day, 12 September 2010.

The 41 km race will start at 8.15am and includes participants 16 years and above. The 14km ride starts at 9.30am and includes participants 12 years and above. Riders from both rides are expected to reach their destination between 10.30 and 10.45am.

The 2010 route is similar to the previous event of 2009. Riders of both the events will exit from the Aquafit parking area into Art Gallery Road, turn left into Camden Road via Old Menangle Road, left into Kellicar Road, right into Narellan Road, they will proceed along Narellan Road before turning left onto the Camden Bypass.

The Campbelltown Catholic Club is seeking support and approval from the NSW Police Force to undertake traffic management at the,

1. Camden Road and Menangle Road intersection
2. Camden Road and Kellicar Road intersection
3. Kellicar Road and Narellan Road intersection
4. Narellan Road and Blaxland Road intersection.

Police will take control of the intersections for approximately five to eight minutes. This will ensure that the riders get underway as one group and also to provide safe passage across the railway overbridge in Narellan Road.

---



---

After this riders will make their own ways to the finish line in Argyle Street, Camden. Riders will be sharing the road with other road users and will follow NSW Road Rules. Riders will be instructed to stay in Lane 1 of Narellan Road while heading westbound until they pass the Exit/Entry ramp of the Hume Highway. Once riders have passed the traffic signals at the Hume Highway northbound off ramp the riders will be encouraged to move into the shoulder/break down lane. Police will control the speed of traffic coming off the Hume Hwy with their presence and appropriate advance warning signs indicating cyclists ahead shall be placed on the two exit ramps.

There is a full width breakdown lane available for the length of Narellan Road and Camden Bypass giving cyclists adequate safe passage.

Organisers will be providing support vehicles at the end of each ride and will have flashing amber lights on the roof and carry signs reading "Caution Cyclists Ahead". A qualified first aid officer will be in the support vehicles and all rides will be provided with emergency contact details in case of emergency. Organisers will pick rider in distress.

The submitted Traffic Management Plan is for the Campbelltown LGA only. It is presumed that the organisers may have submitted similar plans to Camden Council for their endorsement.

The event within the Campbelltown LGA is considered as Class 4 in accordance with the Roads and Traffic Authority's Special Event Planning and Resource Matrix as the major intersections on the route will be under Police control. The event organisers will also advise riders to follow road rules and will provide support vehicles following riders and travelling at the speed of riders.

It is suggested Council to support the event provided the organisers provide confirmation from the NSW Police Force that they are taking control of traffic management in the LGA and TMP endorsement by the RTA. The organisers also provide a copy Road Occupancy Licence from the RTAs Transport Management Centre for using State and Regional Roads.

### **Discussion (01/07/2010)**

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

### **Recommendation of Campbelltown Traffic Committee**

That Council supports the 2010 AquaFit Charity Bicycle Ride provided the following documents are provided before the event day;

- Confirmation from the NSW Police Force of their assistance within the LGA.
  - An endorsement of the event by the RTA.
  - A copy of Road Occupancy Licence from the RTA's Transport Management Centre.
-

---

## 6. LATE ITEMS

**No reports this round**

## 7. GENERAL BUSINESS

### **CTC.10/25                      Various Traffic Concerns**

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

---

### **Attachments**

Nil

### **Discussion (01/07/2010)**

The New South Wales Police Force representative advised of traffic congestion from Chamberlain Street to Queen Street, Campbelltown between 2.00pm and 2.30pm on weekdays when school children are leaving school and requested a possible change in the traffic light phasing by the Roads and Traffic Authority as only a small number of cars are turning on the green light.

The New South Wales Police Force representative also raised concerns with regard to traffic turning right onto Moore Oxley Bypass from Broughton Street and advised that the filter light is not in operation and visibility is very poor for traffic turning. The Roads and Traffic representative advised he would further investigate and report to the next meeting of the Traffic Committee.

The Acting Manager Technical Services advised he would liaise with the Roads and Traffic to discuss improvement to the traffic light phasing.

The Busways representative requested that Council look at extending the 'No Stopping' sign a further 49 meters in Chamberlain Street near the Veterinary Surgery to allow a little more space for traffic turning left from Chamberlain Street onto Moore Oxley Bypass.

### **Recommendation of Campbelltown Traffic Committee**

That that Roads and Traffic Authority further investigate and report to the next meeting of the Traffic Committee.

---

---

**CTC.10/26                      Signposting Issues**

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

---

**Attachments**

Nil

**Discussion (01/07/2010)**

The New South Wales Police Force representative advised of a number of signposting issues to be followed up:

**Macarthur Square**

There are no right turn signs on Menangle Road for northbound traffic at the entrance to the undercover car park and service lane between the building and the open car park. A number of cars are stopping and trying to make right turns into both areas on the same side of the road which is causing chaos, especially in peak times.

**40kph Signs - Menangle Road**

A 40kph sign is missing and lying near the railway line fence. A 40kph repeater sign is required along Menangle Road in both directions from Geary Street to the roundabout at Macarthur Gardens and southbound cars are travelling in excess of 40kph. There is also an End of Roadworks sign near the roundabout which needs to be moved closer to Macarthur Square. This matter has been reported to TIDC who control this site.

**Woodhouse Drive/Wickfield Circuit, Ambarvale**

There are no 'No Parking' signs at the corners of Woodhouse Drive and Wickfield Circuit, Ambarvale opposite the shops and Caltex garage. Cars are parking at these corners and it appears to be the shop owners who are the main offenders.

**3 M's Estate - Copperfield Drive**

There are no 'No Parking' signs on the corner of Cleopatra Drive and also at the new estate entrance. Workers are parking at various locations and blocking the driveway and pedestrian crossings both in Cleopatra Drive and Copperfield Drive. The Traffic Management Plan needs to be checked as the Stop and Go staff stand between cars and walk out onto the road.

The vehicles parking in Copperfield Drive and Cleopatra Drive also make it difficult for buses and large vehicles to turn right from Cleopatra Drive.

**Recommendation of Campbelltown Traffic Committee**

That the information be noted.

---

---

**CTC.10/27**                      **Darling Avenue, Ruse - Shipping Container**

Previous Report:              CTC 10/20

Electorate:                      Campbelltown

Author Location:              Traffic and Road Design Unit

---

**Attachments**

Nil

**Discussion (01/07/2010)**

The Roads and Traffic Authority representative advised at the previous meeting that a shipping container was left in Darling Avenue, Ruse.

The Acting Manager Technical Services advised that the shipping container has now been removed.

**Recommendation of Campbelltown Traffic Committee**

That the information be noted.

---

---

**CTC.10/28                      2010 Traffic Committee Meeting Dates**

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

---

**Attachments**

Nil

**Discussion (01/07/2010)**

The Committee are advised that the Traffic Committee Meeting dates for the remainder of 2020 are as follows:

- 29 July
- 26 August
- 23 September
- 21 October
- 18 November
- 16 December

**Recommendation of Campbelltown Traffic Committee**

That the information be noted.

**8. DEFERRED ITEMS**

**No reports this round**

P Lake  
**CHAIRPERSON**

---

## **1.2 William Fowler Reserve, Eschol Park - Safety Audit**

### **Reporting Officer**

Acting Manager Technical Services

---

### **Attachments**

1. Locality Plan.
2. Design Plan of Baulks.

### **Purpose**

To advise Council on the findings of the NSW Police Safety Audit that was carried out at William Fowler Reserve in Eschol Park.

### **History**

Council at its meeting of 15 December 2009, City Works Committee item 5.1, resolved that a report be presented on the feasibility of installing further lighting at William Fowler Reserve in Eschol Park and the report should include a summary of the Police Safety Audit findings conducted for the reserve.

William Fowler Reserve is located adjacent to Eschol Park Drive at Eschol Park. Please see attachment 1. The Reserve is a long rectangular reserve with two walkways providing further access. The main opening to the reserve is on the southern boundary and is from Eschol Park Drive. This boundary is approximately 50m long and is defined by a kopper log fence with a single gate providing access for Council maintenance crews. The walkways connect to Muscat Place and Cabernet Avenue.

The reserve is bounded on the other three sides by private residents whose boundary fences are predominately timber and coloured steel. There is evidence of graffiti being painted over on a number of these fences in the past.

As a result of concerns being raised about antisocial behaviour in the reserve a safety audit was carried out by the New South Wales Police and Council on the reserve and access to it.

The reserve contains a detention basin which forms part of Council flood mitigation system with the two walkways acting as a floodway for the surrounding streets during intense storm events.

### **Report**

The assessment undertaken identified that William Fowler Reserve does have limited natural surveillance. The reserve being a long rectangular shape with the street frontage being along one of the sides does not provide good casual surveillance by people passing by, due to the limited visual penetration into the reserve. The two walkways do not provide visual surveillance of the reserve.

---

Lighting associated with the reserve was also considered as part of the Safety Audit. Due to the poor visual penetration into the reserve, permanent lighting within the reserve is not supported as it could encourage night time gatherings leading to possible anti social behaviour.

Provision of lights in areas that have poor natural surveillance simply provides light for people to gather under whilst they still feel out of immediate close eyesight. The Safety Audit does provide a number of recommendations including:

### **Lighting**

That lighting at the entrance points to the reserve be improved. Better lighting to the entrance point may lead people to feel as though they can be more easily detected entering or leaving the reserve during the night.

Recommendation from the audit report states,

*“Police recommend that special attention be paid to lighting along the pedestrian pathway on Eschol Park Drive and other entrances on Muscat Place and Cabernet Avenue. The existing lighting to these openings requires upgrading that meet the Australian Standard as a minimum. If feasible another street light of pedestrian type style between the two street lights on Eschol Park Drive would provide further and definite surveillance into the reserve”.*

### **Walkway Baulks**

Baulks exist in each of the walkways but have been installed some years ago. The baulks are installed immediately adjacent to the fences which allow easy access round them. Placing the baulks hard up against the fences was often not supported as they may allow easy access for someone to climb over the fence. Latest design modifications have these outer frames rolled over so they no longer provide the step up to assist with climbing the fence (see attached sketch).

The recommendation from the audit report states,

*“For the purpose of this assessment upgraded type bollards for these points are to be painted yellow with reflective markings. They are rounder on each of the u shape top ends allowing the bollards to be installed closer to the fence lines. This still prevents aid to offenders attempting to climb fences.*

*Police recommend the upgrade of bollards to each opening. The current recessed bollard at Cabernet Avenue access opening to be removed and upgraded with bollards at the beginning of the grassy ally walkway.”*

### **Signage**

The assessment also suggests that signage be placed at the entrances to the reserve reinforcing behaviour expectation and advice to users of the area. This signage would be Council standard signage as used in other reserves.

---

Recommendation from the audit report states,

*“Police highly recommend that at the beginning of each opening to William Fowler Reserve that signage is installed to reinforce behavioural expectation and advice. Explain the purpose, warnings and regulation of the reserve. Police recommend at a minimum that the signage must cover; William Fowler Reserve is used as a retention basin for stormwater and maybe prone to flooding, is an alcohol free zone and motorbike riding prohibited”*

Continued reporting of all incidents by residents is essential so that Police get a true indication of the issues at hand. Ongoing reports from Council maintenance crews and Crime Prevention Officer will also give an indication of any activity happening within the reserve. This information will also be forwarded on to Police as appropriate.

The Safety Audit recommendations aim at providing a better visual penetration into the reserve. The shape of the reserve does restrict the extent of visual penetration but with improved lighting at the entrances and with more restrictive access, persons accessing the reserve with the intent of anti social behaviour may feel more exposed to public recognition. The provision of signage will provide the Police with increased support to charge offenders. Overall, the audit provides positive outcomes for potential reduction in antisocial behaviour.

### **Officer's Recommendation**

1. That improved lighting to the entrance points to William Fowler Reserve be investigated.
2. That new style baulks be installed in both walkway entrances to William Fowler Reserve.
3. That Council standard signage be installed at entry points to the reserve.
4. That Council's Crime Prevention Officer undertakes reviews of William Fowler Reserve to monitor the ongoing activity within the Reserve.

### **Committee's Recommendation: (Glynn/Chanthivong)**

That the Officer's Recommendation be adopted.

**CARRIED**

### **Council Meeting 27 July 2010 (Lake/Borg)**

That the Officer's Recommendation be adopted.

### **Council Resolution Minute Number 136**

That the Officer's Recommendation be adopted.

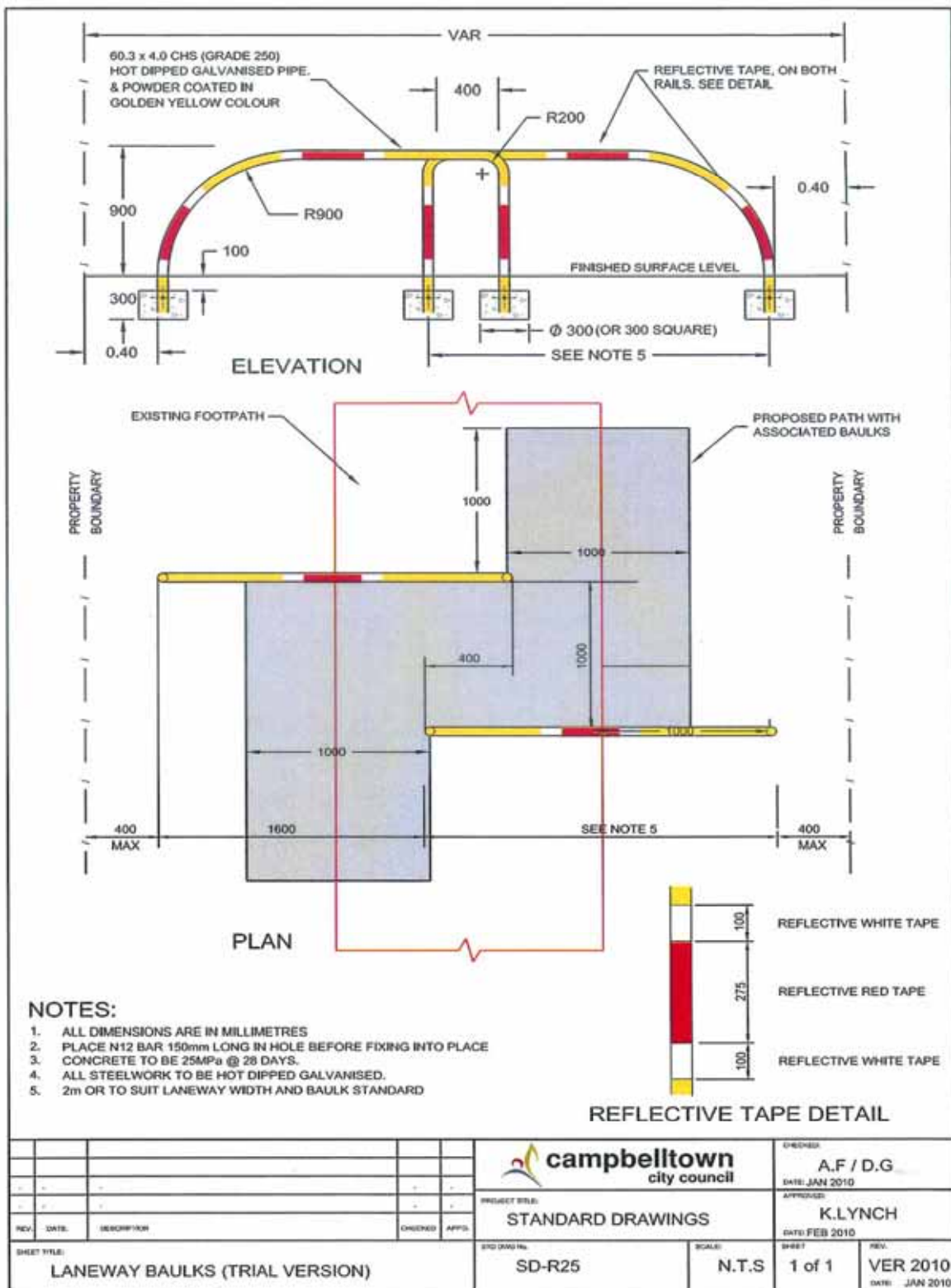
---



# ATTACHMENT 1



# ATTACHMENT 2



## **1.3 Cambridge Avenue, Glenfield - Provision of High Level Bridge**

### **Reporting Officer**

Director City Works

---

### **Attachments**

1. Correspondence to Minister for Infrastructure, Transport and Regional Development and Local Government dated 25 May 2010.
2. Response from the Department of Infrastructure, Transport, Regional Development and Local Government dated 18 June 2010.

### **Purpose**

To advise Council of a response received from the Department of Infrastructure, Transport, Regional Development and Local Government regarding a request for the provision of funding for replacement of the low level crossing at Cambridge Avenue, Glenfield.

### **Report**

Council has for many years pursued all levels of Government and Government Agencies regarding the provision of funding to replace the low level crossing at the Cambridge Avenue Causeway, Glenfield with a High Level Bridge.

Council has received a response to a recent request for funding from the Minister for Infrastructure advising that the Australian Government has provided an initial instalment of \$70.7m in the 2010-2011 Budget for detailed planning, environmental assessments and approvals for the proposed Moorebank intermodal terminal.

Council has been advised that to facilitate the planning process, a Moorebank Project Office is being established to manage the detailed planning and approvals for the intermodal terminal, in consultation with all levels of Government, as well as the local community. It is advised that the Project Office will also consider land transport issues such as the provision of a high level bridge at Cambridge Avenue in the detailed planning.

The Department of Infrastructure, Regional Development and Local Government have encouraged Council to participate in the consultation process to be lead by the Moorebank Project Office.

---

### **Officer's Recommendation**

1. That Council continue to pursue State and Federal Government for funding for the bridge.
2. That Council advise the Department of Infrastructure, Regional Development and Local Government of its interest in being a participant in the planning process proposed to be undertaken by the Moorebank Project Office.
3. That Council advise Local State and Federal Members of this advice and the position of Council.

### **Committee's Recommendation: (Dobson/Chanthivong)**

That the Officer's Recommendation be adopted.

**CARRIED**

### **Council Meeting 27 July 2010 (Lake/Borg)**

That the Officer's Recommendation be adopted.

### **Council Resolution Minute Number 136**

That the Officer's Recommendation be adopted.

---



---

## ATTACHMENT 1



25 May 2010

The Honourable Anthony Albanese MP  
Minister for Infrastructure, Transport, Regional  
Development and Local Government  
P O Box 6022  
CANBERRA ACT 2600

Dear Mr Albanese

### **Cambridge Avenue, Glenfield - Provision of High Level Bridge**

Council has for many years lobbied State and Federal Government for the provision of a high level bridge to replace the causeway bridge over the Georges River at Cambridge Avenue, Glenfield. Previous advice provided to Council by the Federal Government was that a bridge would be provided when the freight hub at Moorebank was progressed.

I have noted that \$71 million has been allocated in the recent Federal budget towards progressing the access infrastructure for the Moorebank Intermodal Terminal project however it is not clear if funding has been provided for construction of the high level bridge.

The existing low level bridge was originally constructed shortly after the end of the Second World War to provide access primarily for military purposes. Since this time traffic has grown significantly, with Cambridge Avenue now providing a key road link serving the northern part of the Campbelltown Local Government Area, connecting to the State Road network at Cambridge Avenue/Canterbury Road and at the Moorebank Avenue/M5 interchange.

Due to the low level of the existing bridge, the road is cut during periods of flood flows along the Georges River. This occurs generally on average about three times per year. In the period since construction to the mid 1990's this was not considered a major concern, but as traffic growth has increased, the periods of closure have resulted in increased adverse impacts on the adjacent road network with significant congestion effects and delays.

Following the two fatality crashes in 2005 and 2006 the Department of Defence funded a number of road safety measures associated with the existing bridge and the approach road in the Defence land. The two fatalities involved large vehicles and the narrowness of the bridge and the poor approach alignment have been associated with these fatality crashes and other crash situations. The crash statistics adjacent to and including the low level bridge together with the approach road and intersections in the Defence land have been significant over a number of years.

To assist in understanding the vulnerability of the low level bridge and crash history (two fatalities in recent years) it would be appreciated if you could visit the site with the Mayor and Senior Council staff.

#### **Office of the General Manager**

Civic Centre Queen Street Campbelltown PO Box 57 Campbelltown NSW 2560 DX5114  
Telephone 02 4645 4659 Facsimile 02 4626 8698 TTY 02 4645 4615  
Email [council@campbelltown.nsw.gov.au](mailto:council@campbelltown.nsw.gov.au) Web [www.campbelltown.nsw.gov.au](http://www.campbelltown.nsw.gov.au)  
ABN 31 459 914 087

---

Further, Council also requests that urgent consideration be given to allocating funding for replacement of the current low level crossing, as part of the Federal Government's commencement of access infrastructure works associated with the Moorebank Intermodal.

Should you require any further information please contact the Director City Works, John Hely, on 4645 4636.

Yours sincerely



Lindy Deitz  
Acting General Manager

Copy to:      1.The Mayor  
                    2.Director City Works

## ATTACHMENT 2



**Australian Government**  
**Department of Infrastructure, Transport,  
Regional Development and Local Government**

Reference: 03927-2010

Ms Lindy Deitz  
Acting General Manager  
Campbelltown City Council  
PO Box 57  
CAMPBELLTOWN NSW 2560

Dear Ms Deitz

Thank you for your letter dated 25 May 2010 to the Hon Anthony Albanese MP, Minister for Infrastructure, Transport, Regional Development and Local Government, about funding for a high level bridge to replace the causeway bridge over the Georges River at Cambridge Avenue, Glenfield. The Minister has asked me to reply on his behalf.

As you are aware, the Australian Government has committed \$300 million through its Nation Building Program towards the development of an intermodal terminal at Moorebank. Of this funding, an initial instalment of \$70.7 million was made in the 2010-11 Budget to ensure detailed planning, environmental assessments and approvals for the proposed Moorebank intermodal terminal can be undertaken.

To lead this planning process, a Moorebank Project Office is being established to manage the detailed planning and approvals for the intermodal terminal in close consultation with all levels of government as well as the local community. The project office will also consider land transport issues such as the one you have raised in the context of the detailed planning.

The MPO will lead a genuine consultation process and I encourage the Campbelltown City Council to participate in this process as it unfolds.

I trust this information will be of assistance.

Yours sincerely

A handwritten signature in black ink, appearing to read 'N Williams', with a long horizontal line extending to the right.

Neil Williams  
General Manager  
Rail and Intermodal Branch  
Nation Building - Infrastructure Investment

18 June 2010

## **1.4 Campbelltown Liquor Accord**

### **Reporting Officer**

Acting Manager Technical Services

---

### **Attachments**

Minutes of Liquor Accord Meeting 9 June 2010 (distributed under separate cover)

### **Purpose**

To advise Council of the key issues raised within the Campbelltown Liquor Accord.

### **Report**

The coordination of the Campbelltown Liquor Accord is seen as a key element in Council's Road Safety and Community Safety Programs, to reduce drink driving in the community, as well as providing benefit in harm minimisation and reductions in alcohol related antisocial and criminal behaviours.

The latest meeting of the Liquor Accord Group was held on 9 June 2010, the minutes of which have been provided under separate cover.

A presentation on training and licence application process for security personnel was provided by Allied Risk Solutions. This presentation highlighted the process changes that have been put in place in order to obtain a 1A and 1C security licence. The Accord was provided with valuable information about licensing and ensuring good procedures are in place. The use of the security register provides a useful resource to enable licensees to check the current licences of staff.

### **Police Issues**

No substantive issues were tabled to the New South Wales Police Force.

### **Accord Issues**

No substantive issues were raised by Liquor Accord members.

### **Officer's Recommendation**

That the information be noted.

---



**Committee's Recommendation: (Hawker/Thomas)**

That the Officer's Recommendation be adopted.

**CARRIED**

**Council Meeting 27 July 2010 (Lake/Borg)**

That the Officer's Recommendation be adopted.

**Council Resolution Minute Number 136**

That the Officer's Recommendation be adopted.

---

## 1.5 South West Rail Link - Glenfield South Substation

### Reporting Officer

Acting Manager Technical Services

---

### Attachments

1. Correspondence from the Transport Infrastructure Development Corporation (TIDC) dated 11 June 2010.
2. Images of Proposed Substation.

### Purpose

To advise Council of the outcome of a meeting between Council and the Transport Infrastructure Development Corporation (TIDC) regarding the planned Substation at South Glenfield in conjunction with the South West Rail Link Project.

### History

At the briefing night of 13 April 2010 Council was provided with an update to the Glenfield Station works and the planned Substation for RailCorp. The Substation is proposed to be erected south of Bunbury Curran Creek in between Railway Parade and the existing rail corridor.

### Report

In response to a number of issues raised at the briefing regarding the Substation and a meeting was subsequently organised with TIDC. This meeting took place on site on the 13 May 2010 and following the discussion TIDC advised that it would respond in writing to Council.

This response was recently received from TIDC and the following comments were made.

- **Possible alternate sites for the sub station**

Council requested if there was another suitable site for the substation. TIDC have advised that two sites were considered namely, within James Meehan Estate just west of the existing rail corridor and the current location adjacent to Railway Parade.

TIDC advised the current location was the preferred option due to the following advantages:

- Cost effectiveness of the site
  - Construction would be easier due to better vehicular access and reduced cost in providing this access
  - Requirement of less substantive electrical equipment due to closer proximity to rail lines
  - The site is higher than the 1:100 flood level
-

- 
- More suitable for long term maintenance and emergency access
  - Safer for contractors as they do not need to cross railway lines to access the site
  - The location presents less delays in having the Substation operational

Based on the information provided by TIDC the benefits of this site are acknowledged. Locating the Substation within the flood affected area would require earth works to bring the site up to the required level. This would reduce the storage capacity of the area and may cause further complication up stream.

TIDC advises that the alternate site also presents a number of difficulties that would require adjustments to the South West Rail Link (SWRL) both in terms of height and gradient. The distance from the main power draw (Campbelltown to Glenfield line) would necessitate larger electrical equipment hence higher costs and a larger structure to house the equipment.

- **Substation's proximity to Railway Parade**

TIDC had been requested if the substation could be relocated further into the rail corridor to soften the visual impact.

TIDC advise that:

- The land between the Substation and the existing tracks will be used for future expansion of the Main South Line. Accordingly, Railcorp require TIDC to maintain maximum room for these future works.
- If the Substation was located further off the road it could affect or alter the water flow through the existing swale which could lead to a build up of water, stagnation and potential contamination.
- In response to Council's request that the power lines be placed underground to enable the Substation to be moved further away from the road, TIDC advised that the rail lines will be relocated further into the rail corridor in order to build the Substation but they will remain above ground. Due to the location of the future line they could not be moved further into the rail corridor.

Based on the information provided by TIDC further clarification is required regarding the space necessary for future works and the impact on the proposed project. The issue relating to obstruction to the drainage swale is not considered critical as the swale is of such a minor nature it could be addressed through design adjustments and should not restrict the positioning of the Substation.

- **Section of land adjacent to Bunbury Curran Creek**

At the site meeting Council staff requested that (if the site was the only alternative) that the small piece of land between the proposed site and Bunbury Curran Creek be purchased and maintained by RailCorp.

TIDC have advised that as the acquisition process has commenced, they are unable to incorporate this land into the current process. TIDC have advised they are willing to manage this land on Council's behalf for the duration of the Glenfield Transport Interchange Project.

This small parcel of land if landscaped in an appropriate manner will be a very low maintenance site and is anticipated not to be an issue to Council regarding maintenance.

---

- **Fencing and Landscaping**

Council requested that landscaping be provided around the Substation in order to provide a visual buffer from the structure.

TIDC advised that:

- The security fence surrounding the Substation has to be visually unobstructed for security. There also needs to be a 3 metre clear and unobstructed exclusion zone between the fence and Substation. Low maintenance landscaping between the asphalt roadway and boundary on Railway Parade will be provided as far as reasonably possible.
- The northern section of the site between the Substation security fence and Bunbury Curran Creek could have a number of small trees planted in the area to provide a visual improvement of the Substation.

Based on the information provided by TIDC there appears to be little opportunity for substantial landscaping works to hide the Substation. Existing landscaping and the proposed landscaping in the small parcel of land mentioned above will provide a good buffer from a distance viewpoint. The area between the Substation and the security fence will not be screened by landscaping due to the lack of available space. RailCorp may be able to use an imprint in the security fence in order to improve the appearance of the Substation.

- **Vehicle Crash barrier**

At the site meeting TIDC were asked who they envisaged would be responsible for the proposed vehicle crash barrier that protected the site.

TIDC advised that the vehicle crash barrier will remain the property of Council.

Based on the information provided by TIDC the possibility of a concrete crash wall to be incorporated into the security fence is considered to be worthy of consideration. This would negate the need for a separate crash barrier and give a wider appearance to this section of road.

- **Pedestrian Access**

Council raised a concern with the pedestrian amenity on the Substation side of Railway Parade. TIDC have advised that it considers that pedestrians would continue to use the opposite side of the road as there is no pedestrian access over the bridge on the proposed Substation side. Council notes the response from TIDC on this issue.

- **Visual Impact**

TIDC was also asked for plans of the exterior of the structure that would allow Council to get a better understanding of the facade and size of the structure. TIDC has provided two artists impressions of the visual perspective of the Substation viewed in both directions along Railway parade. The images will be displayed in the South West Rail Link Community Office at 80 Railway Parade, Glenfield to assist local residents in understanding the proposal.

---

---

Council will be informed of further developments with the project by the Glenfield South Substation Project Manager. The provision of this information will continue from the commencement of construction which is scheduled for November 2010 to its programmed completion in late 2011.

#### Conclusion

In conclusion, some of the information provided by TIDC would suggest that the Substation could be moved further to the west whilst still providing sufficient space for future track widening. TIDC should provide Council with documented evidence as to the rail corridor requirements that necessitate the Substation to be constructed in its current format. As the process has commenced on the compulsory resumption of this land an urgent response from TIDC is required.

#### **Officer's Recommendation**

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

#### **Committee's Recommendation: (Borg/Chanthivong)**

That the Officer's Recommendation be adopted.

#### **CARRIED**

#### **Council Meeting 27 July 2010 (Lake/Borg)**

That the Officer's Recommendation be adopted.

#### **Council Resolution Minute Number 136**

That the Officer's Recommendation be adopted.

---

## ATTACHMENT 1



**Transport Infrastructure**  
Development Corporation

11 June 2010

Reference: 1109509\_3.DOC

Mr John Hely  
Director - City Works  
Campbelltown City Council  
PO Box 57  
Campbelltown NSW 2560

Dear John

**South West Rail Link  
Glenfield South Substation  
Response to Campbelltown City Council Queries**

Further to our meeting on Thursday 13 May 2010 to discuss items of concern raised by Campbelltown City Council in regards to the Glenfield South Substation, please find below responses to your concerns:

**1) Section of land adjacent to Bunbury Curran Creek**

Campbelltown Council has advised that the Councillors would prefer that the northern section of the site between the substation security fence and Bunbury Curran Creek provide a visual continuity of the landscape for motorists, pedestrians and local residents. In order to achieve this, a number of small trees can be planted in this area to provide a verdant visual obstruction of the substation. Unfortunately as the acquisition process has commenced, TIDC will be unable to incorporate this land into the current process.

TIDC is willing to manage this land on behalf of Campbelltown City Council for the duration of the Glenfield Transport Interchange project.

**2) Overhead Power Lines**

The overhead power lines are due to be relocated further into the rail corridor so that the substation can be built and they will remain above ground.

**3) General Location of the Substation**

As part of the design and feasibility works conducted in mid 2008, a review was undertaken to confirm the most cost effective location of the substation. A Technical Paper was prepared in September 2008 comparing the suitability of the proposed locations for the substation.

Two locations were considered.

Option 1: James Meehan Estate; and  
Option 2: The current location adjacent Railway Parade.



- **Civil Engineering / Constructability** – To allow long term access to option 1, if located in James Meehan Estate, vehicular access would need to be gained via an underpass in the Glenfield to Leppington Rail Line (GLRL). This would incur extra engineering and raising of the vertical alignment of the GLRL to ensure that maintenance access could occur. This would impact on the gradient of the GLRL and therefore the operability and function of the railway line, thereby increasing power consumption requirements.
- **Power Rail Systems** – Power studies conducted by RailCorp confirmed that the air gap from option 1 to the railway over head wires is too great, creating a voltage drop from the substation to the over head wires that is too large; the consequence of this was the need for larger substantive electrical equipment. The alternative position is far more efficient.
- **Hydrology** – As part of the REF, the substation needs to be built above the 1:100 flood level. Due to the lay of the land, water run off occurs from Hurlstone Agricultural High School toward the option 1 substation. This water would pool around the substation were it built in this location. Therefore the original position is unsuitable. The option 2 position of the substation is on the other (south) side of Bunbury Curran Creek and will be constructed higher than the 1:100 flood level.
- **Long Term Maintenance and Emergency Access** – The alternative position of the substation will be far easier to maintain due to the road access off Railway Parade. Additionally the access from the rail corridor via the existing maintenance road is also very suitable. The option 1 position of the substation would make access for maintenance quite difficult. An all weather bitumen road would be required to be built alongside the running rails suitable to carry an articulated lorry and its load, potentially 20t. The cost of designing and maintaining the road for infrequent use is not economically viable. In the event of emergency access being required, road access is very achievable from Railway Parade.
- **Safety** – Option 2 provides for a much safer construction environment than the original location. If the original location was chosen, contractors would have to cross one, possibly two tracks to access the site. The contractor would also not be able to access the site via James Meehan Estate due to the construction of the Southern Flyover.
- **Schedule** – Option 2 is very important in terms of expediting additional power requirements for the South West Rail Link as the substation will be providing power to the safety critical signalling and communications for the area in late 2011. The substation will also be providing dual power to Glenfield Station. The enhanced civil and engineering work required to proceed with Option 1 means power would not be provided in advance of the new East Hills Line and the upgraded Main South line. These lines will be in place as a result of the current construction staging of the Glenfield Junction.





#### 4) Substation Position Adjacent to Road

Campbelltown City Council enquired as to whether the new Glenfield South Substation could be moved further into the rail corridor to lessen the visual impact for Railway Parade users. With regard to existing engineering issues:

- The land between the substation and the existing rails will be used in the future for quadruplication of the main south line. RailCorp require TIDC to maintain the maximum amount of room for these future works.

From an environmental perspective:

- The substation could potentially affect or alter the flow of water through the existing swale which would lead to the build up of water, stagnation and potential contamination.

#### 5) Fencing and Landscaping

RailCorp standards stipulate that the security fence around the substation is required to be visually unobstructed for security reasons. There also has to be a 3 metre clear and unobstructed exclusion zone between the fence and the substation. As discussed, TIDC are willing to provide appropriate landscaping between the asphalt roadway and boundary on Railway Parade as far as reasonably possible. At completion there will be minimal if no maintenance going forward.

#### 6) Vehicle Crash Barrier

Due to the location of the current property footprint and boundary fence within the allotted property footprint, the vehicle crash barrier will remain council's property.

#### 7) Pedestrians

Campbelltown City Council raised their concerns with the alignment of the pedestrian access on the substation side of the road. TIDC feel that pedestrians would continue to use the opposite walkway. This is due to the fact there is no pedestrian access over the bridge on the substation side and there is an existing, established walkway on the opposite side of the road.

I have attached two visual impressions of what the substation will look like for motorists heading in both directions along Railway Parade. TIDC will display these images in the South West Rail Link Community Information Office at 80 Railway Parade, Glenfield to help local residents better understand the proposal.

As the design progresses with RailCorp through July and August 2010, the Glenfield South Substation Project Manager, Michael King, will keep you up to date with developments. This relationship will continue from commencement of construction scheduled for November 2010 through to completion in late 2011. Michael can be contacted at [Michael.king@tidc.nsw.gov.au](mailto:Michael.king@tidc.nsw.gov.au) or on 9422 0630.





In the mean time please feel free to contact me if you have any questions on 9200 0200.

Yours sincerely

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

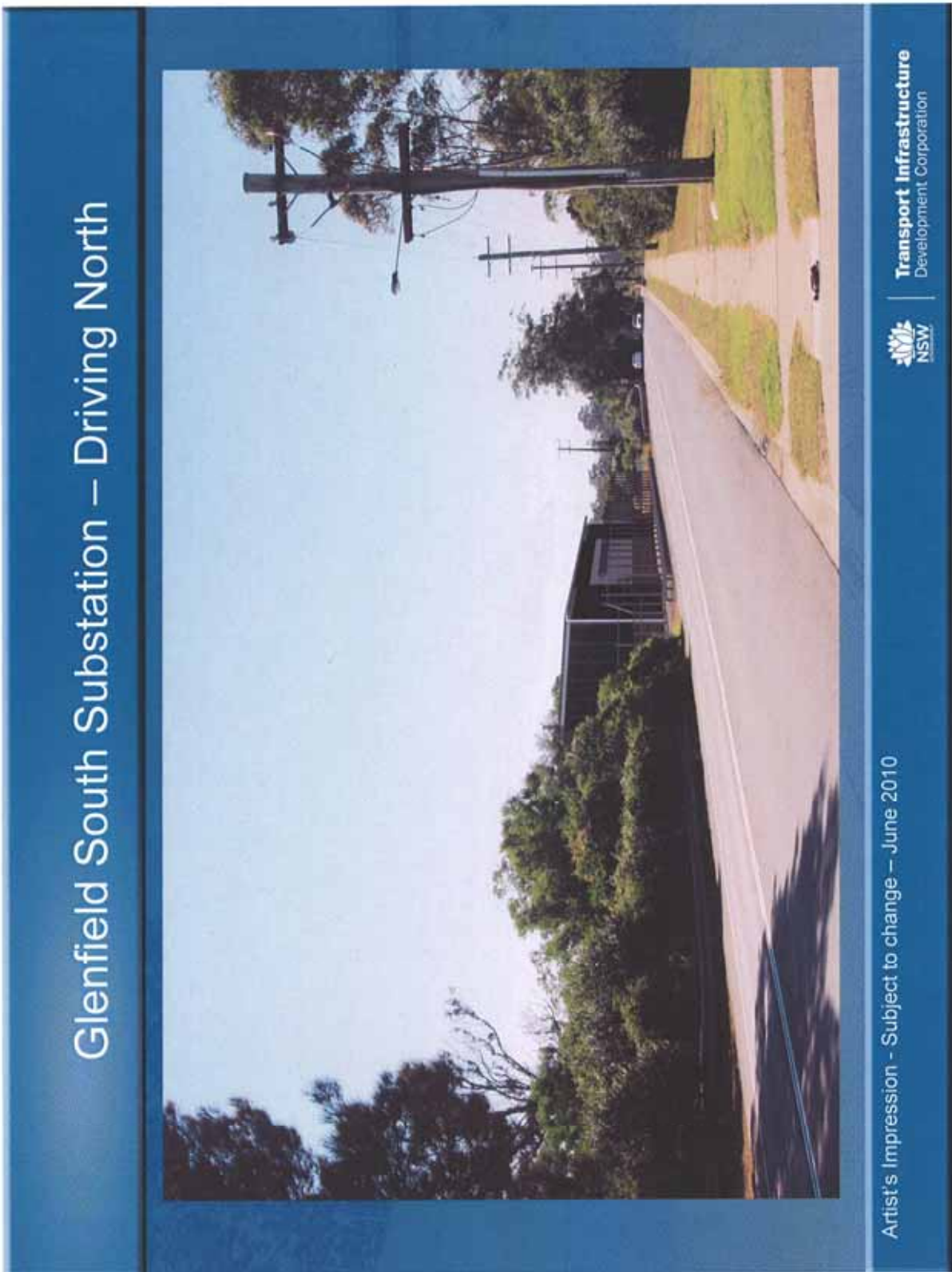
**Stephen Pascall**  
Executive Program Director, South West Rail Link

Copied To: Michael King - SWRL Project Manager  
Darren Hayward - SWRL Senior Project Manager  
Adrian Leopardi - TIDC Communications

Attached: 2 No. Artist impression drawings.

---

## ATTACHMENT 2



# Glenfield South Substation – Driving South



Artist's Impression - Subject to change – June 2010



**Transport Infrastructure**  
Development Corporation