

PART TWO

Reports of the City Works Committee Meeting held at 7.30pm on Tuesday, 30 March 2010.

APOLOGIES

ACKNOWLEDGEMENT OF LAND

DECLARATIONS OF INTEREST

Pecuniary Interests

Non Pecuniary – Significant Interests

Non Pecuniary – Less than Significant Interests

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1.4	Hume Highway (F5 Freeway) Proposed Truck Rest Area	
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2.	OPERATIONAL SERVICES	
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3.2	T09/29 Cleaning Services for Campbelltown Sports Stadium and Athletics Centre	
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4.2	Joint Local Emergency Management Committee	
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5.	GENERAL BUSINESS	
Nil.		
11.	CONFIDENTIAL ITEMS	
	No reports this round	

Minutes of the City Works Committee held on 30 March 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
Acting Director City Works - Mr K Lynch
Manager Assets and Supply Services - Mr G Mitchell
Manager Business Assurance - Ms M McIlvenny
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 Healthy Lifestyles - Mr M Berriman
Manager Information and Technology - Mr S McIlhatton
Manager Library Services - Mr G White
Acting Manager Operations - Mr A Davies
Manager Property Services - Mr J Milicic
Manager Waste and Recycling Services - Mr P Macdonald
Executive Assistant - Mrs K Peters

Apology **Nil**

Acknowledgement of Land

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

DECLARATIONS OF INTEREST

There were no Declarations of Interest at this meeting.

1.4 Hume Highway (F5 Freeway) Proposed Truck Rest Area

Reporting Officer

Director City Works

Attachments

1. Previous correspondence (to be tabled).
2. Previous reports and presentations (to be tabled).
3. Correspondence from RTA dated 1 March 2010 including fact sheet.
4. "Truck Rest Area Strategy F5 Freeway Northbound" (distributed under separate cover)
5. Correspondence from the Minister for Transport and Roads dated 4 March 2010.
6. Correspondence forwarded to the RTA dated 12 March 2010.

Purpose

To advise Council of the current status of the Roads and Traffic Authority proposal to construct a truck rest area within the F5 Freeway corridor adjacent to the locality known as Varroville.

History

In October 2008 advice was received from the Roads and Traffic Authority (RTA) that in response to the new national transport heavy vehicle driver fatigue laws that commenced on 29 September 2008, the Authority is developing a Metropolitan Rest Area Strategy. In the advice from the RTA a summary assessment of various locations in the Campbelltown Local Government Area was provided.

The locations included a proposed rest area adjacent to Blairmount (the then preferred RTA site) and a location at Varroville on the F5 Freeway (considered by the RTA as a feasible option but smaller in size). In the Strategic Concept Plans the Blairmount location contained 54 spaces for a combination of semi trailers (32), B-Double (13) and B-Triple (9); the Varroville location contained 17 spaces for a combination of semi trailer (6), B-Double (5) and B-Triple (4).

A briefing was provided to Councillors on 4 November 2008 where a number of issues were highlighted in regard to the Blairmount site (the then preferred location by the RTA).

In a report to Council on 18 November 2008 details of issues identified for the Blairmount and Varroville locations were presented to Council. Council adopted the following recommendations:

1. *That Council make a submission on the proposed rest areas on the F5/Hume Highway as indicated in the report.*
2. *That the RTA be requested to undertake a formal community consultation process.*
3. *That the local Members of Parliament be advised of the proposal.*

A response from the Member for Camden in December 2008 advised of support for Council's position and that the Minister for Roads had been advised accordingly.

A response from the Minister for Roads dated 3 July 2009 to the Member for Campbelltown outlined advice the Minister had received from the RTA, in summary:

- That following consultation with the local trucking industry and Campbelltown City Council of the range options, the RTA preferred sites were the locations adjacent to Varroville and Pheasants Nest, with modifications to the strategic concept design.
- That the RTA is currently seeking Federal Government funding to progress the design of the preferred sites.
- That the RTA will directly consult with affected and adjoining land owners and continue consultation with Council and the heavy vehicle industry.

The Minister's advice was presented to Council on 3 August 2009 where it was recommended that Council undertake an inspection of the proposed Varroville truck rest area location. It was noted that the advice from the Minister indicated that the preferred site at Varroville was being considered by the RTA with modifications to the Strategic Concept Design, ie the site had been significantly expanded to that originally presented to Council as follows:

Initial concept	17 spaces, semi trailers (6), B-Doubles (5) and B-Triples (4)
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Modified concept	55 spaces, semi trailers (25), B-Doubles (21) and B-Triples (9)
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The modified concept design had expanded beyond the F5 Freeway corridor and into adjacent land owned by the NSW Department of Planning.

On Tuesday 11 August 2009, a site inspection was undertaken by Councillors, where a number of residents and representatives of nearby properties were also in attendance.

In a report to Council on 1 September 2009 the response from the Minister for Roads was reviewed and Council resolved to:

1. *re-emphasise and maintain its commitment towards the preservation and integrity of the Scenic Hills by not allowing any development to encroach on the Scenic Hills.*
2. *oppose the proposed truck rest area at Varroville.*
3. *write to the Minister for Roads to suggest an alternative location of Pheasants Nest and*
4. *write to the Macarthur Regional Organisation of Councils (MACROC) and all local and State and Federal members of Parliament seeking their support on Council's position on this issue.*

Council met with senior representatives of the RTA on 28 September 2009 where Council's objections were outlined. The RTA Officers indicated their commitment to further discussions with Council.

Contrary to Council's staff understanding of these discussions, Council received further correspondence from the RTA (Property Section) advising that (in summary):

- The RTA proposed to commence construction of a truck stop in early October 2009 as part of the current F5 Freeway project.
- To proceed with the works the RTA propose to compulsory acquire the required land adjacent to the Freeway corridor, and
- Should Council not provide written consent within 21 days, it will be necessary for the RTA to recommend to the Minister for Transport and Roads that a Proposed Acquisition Notice be issued in relation to the compulsory acquisition of Council's interest in the subject land.

Following the receipt of the above correspondence, the validity of the RTA's advice was urgently questioned at agency and ministerial level.

The RTA responded on 13 October 2009 advising that construction of the Varroville truck stop had not been programmed and the letter dated 28 September 2009 had been withdrawn.

This exchange of correspondence demonstrated the "mixed messages" that Council had been receiving on this project since the proposed rest areas were first raised.

In the period from mid October 2009 to early January 2010, Council had not received advice from the Minister for Transport and Roads or the RTA confirming that the Varroville Truck Rest Area would not proceed.

On 6 January 2010 Council wrote to the Minister for Transport and Roads requesting an urgent meeting to clarify the status of the Varroville Truck Rest Area.

The Minister for Transport and Roads wrote to Council on 14 January 2010 formally advising that the RTA has been asked to assess the feasibility of potential rest area locations on the F5, between Pheasants Nest and the junction of the M5 and the M7, in the northbound direction approaching Sydney. The Minister further advised that a

report into the feasibility of potential sites along the F5, which would include the expansion of the Pheasants Nest rest area, and small area located within the existing road corridor at Varroville would be presented to the community shortly.

It is noted that the advice from the Minister appeared to be similar to the initial advice provided to Council by the RTA in October 2008.

Pursuant to Council's request (6 January 2010) for an urgent meeting with the Minister for Transport and Roads, a delegation from Council met with the Minister on 21 January 2010 where Council's opposition to the proposed rest area was detailed. The delegation comprised the Mayor and the General Manager.

The Minister's advice (14 January 2010) was presented to Council at its meeting on 9 February 2010 where it was resolved to:

1. *Write to the Minister for Transport and Roads advising that Council confirms its complete opposition to the proposal of a truck rest area at Varroville.*
2. *That a full briefing be provided on the outcome of the Roads and Traffic Authority feasibility study of other potential rest area locations on the F5 Freeway when available.*

On 26 February 2010 Council received advice from the RTA on behalf of the Minister for Transport and Roads stating that:

- The matters raised had been noted and were (then) presently receiving attention, and
- A further reply would be forwarded as soon as possible.

Report

Council on 8 March 2010 received advice from the RTA (letter dated 1 March 2010) indicating that the Varroville site is considered the most suitable site for a heavy vehicle rest area for the northbound direction of the F5 Freeway between the Pheasants Nest Rest stop and the interchange of the M5 and M7. The RTA advised that the proposed site takes into account community feedback it had received. Key facets outlined by the RTA for the proposed Varroville Truck Rest Area include:

- The rest area is accommodated in the existing road reserve, without the need for land acquisition.
 - There will not be any shops or commercial premises and access to neighbouring properties will be prohibited.
 - The design of the rest area is expected to include extensive tree planting and other landscaping work to provide shade and visual screening, to minimise potential impact.
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The RTA advised that the options report that was prepared in the site selection process is provided on the RTA's website at www.rta.nsw.gov.au. The RTA also advised that the community will be invited to provide feedback on the design aspects of the rest area when it is displayed later in 2010.

Information provided in the Fact Sheet on the Varroville Rest Area proposal indicates the area required is approximately 1.5 hectares and will provide parking space for about 30 vehicles of varying lengths and sizes. Facilities and amenities proposed to be provided include shaded areas and sun shaded outdoor areas, toilet facilities and connection to town water, sewer and electricity. A copy of the Fact Sheet is circulated with this report. Also circulated is the RTA report "Truck Rest Area Strategy F5 Freeway Northbound - Pheasants Nest to M5-M7 Interchange, March 2010" obtained from the RTA website.

Council has consistently opposed the provision of truck rest areas in the Campbelltown LGA. Initially its opposition to the Blairmount Truck Rest Area resulted in the abandonment of this site by the RTA as the Authority could not resolve the issues raised by Council. The RTA has since focussed on the Varroville location, significantly expanding the initial Strategic Concept Design for this site.

Council and community opposition to the expanded proposal which was to involve the compulsory acquisition of property in the scenic protection area adjacent to the Freeway corridor has resulted in the RTA abandonment of that proposal.

Representations by Council to the Minister of Transport and Roads and the RTA consistently confirmed Council's complete opposition to the proposal of a truck rest area at Varroville.

The initial issues reported to Council at the meeting 18 November 2008 in regards to the initial small site being considered adjacent to Varroville for 17 spaces (current proposal is for 30 spaces) included the following:

- The distance between the truck rest stop and the off-ramp to Campbelltown Road to the north is considered too short. The truck stop should be located further south, requiring widening of the bridge structure over the Bunbury Curran Creek.
 - The weaving and potential vehicle conflict issues are much reduced at this location, as the number of vehicles exiting at this Freeway ramp is much lower compared to the volume of traffic entering at the Narellan Road on-ramps.
 - The residential amenity issues are also significantly reduced, as both sides of the freeway are not zoned residential. The adjacent land owner to the proposed site is the Department of Planning.
 - The proposed four lane freeway configuration at this location provides more capacity to cater for the truck deceleration and acceleration movements, and potentially results in less capacity reduction issues due to the operation of the truck stop.
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- The exit grade along the freeway is substantially less compared to the Blairmount site, assisting heavy vehicles to achieve a safer merge speed.

It is noted that in a brief review of the recently released (March 2010) study - Truck Rest Area Strategy F5 Freeway Northbound - Pheasants Nest to M5 -M7 Interchange (Study) the initial site for the Varroville location (17 spaces) is not included or referred to in the assessment of various locations.

In response to the meeting between Council's delegation and the Minister for Transport and Roads on 21 January 2010, the Minister wrote to Council on 4 March 2010. The advice from the Minister was similar to information provided to Council by the RTA in October 2008 and 1 March 2010. The Minister, as an introductory comment, advised that he had taken careful note of Council's comments. The Minister further advised that:

"The RTA will present a concept design for the Varroville in-corridor truck rest area, for community comment, shortly. A thorough environmental assessment will be undertaken and made available to the public, prior to any construction commencing".

The mixed messages and changing position of the RTA and the Minister for Transport and Roads in responding to Council since late 2008 on this issue has been disappointing. It would appear that both the Government and the Authority have at all times had the view that a truck rest area will be constructed in the Campbelltown LGA. This position has been maintained, despite the issues raised by Council, local State and Federal Members and the community. The RTA continues to be intent on constructing a facility in the LGA. This approach is of significant concern.

A further critical issue that appears not to have been satisfactorily considered by the RTA for the Varroville site is the impact on the adjacent scenic protection area and in particular the property which includes Varro Ville House which is listed on the State Heritage Register.

In the Minister's letter to Council (4 March 2010) advice is provided that "A thorough environmental assessment will be undertaken and made available to the public prior to any construction commencing". It is noted in the Study the RTA "already" advise that in regard to the preferred Varroville site option, in reference to environmental impacts, the following concluding remarks are provided:

- *No known land use conflicts*
- *Manageable visual impacts*
- *Has satisfactory site lines*

It is recommended that Council question the RTA on which Policy, Plan, Act and/or Statutory Provisions the proposed development will be assessed as suggested by the Minister.

In the published report previously referred to (available on the RTA website) entitled "Truck Rest Area Strategy F5 Freeway Northbound) dated March 2010, information is presented that relates to the RTA's site selection process for the truck rest area.

A preliminary review of that report indicates that a number of options (21) for a potential truck rest area sites located between the M5 and M7 interchange and Pheasants Nest have been investigated by the RTA.

A copy of that report is held as Attachment 4. The report is significant in that it provides information that features constraints and opportunities considered by the RTA in the site selection process.

In terms of the RTA's preferred site (Option 4c) within the F5 road corridor at Varroville, an Assessment Matrix contained within the report makes a number of notable points/conclusions, including for example:

- *No known land use conflicts;*
- *Adjacent to approximately 1740 hectares of land zoned for scenic protection;*
- *Manageable visual impact;*
- *Feasible*
 - *The site has no known land use conflicts with satisfactory site lines;*
 - *The site is completely within the corridor and does not encroach on land zoned for scenic protection. Landscaping on adjoining land and reduced lighting would minimise visual impact.*

Perusal of the Matrix and the remainder of the report fails to reveal evidence of any analysis that may have been undertaken to substantiate some of these important conclusions concerning the preferred site (Option 4c).

Of particular concern is the absence of any evidence or reference associated with the claims that this option has 'no known land use conflicts' and also that there would be a 'manageable visual impact'.

Very importantly, the report states that Option 4c was 'the only sitedeemed feasible when assessed against the methodology'. The 'methodology' utilised by the RTA in its assessment of potential site options for the truck rest area is articulated on page 5 of the report. The 'methodology' nominates that each of the site options were evaluated against a range of constraints being engineering, topographic and environmental/social constraints.

The environmental/social constraints are nominated by the report as including a range of matters, including specifically:-

- *other environmental issues, e.g. heritage'. This was assessed by a search of data bases, and*
- *Proximity to urban areas and other sensitive developments.*

Interestingly and disappointingly, the constraints analysis presented in the Options Matrix, as far as (Option 4c) - the preferred Varroville site is concerned, makes no mention of the proximity of that site to the heritage item - Varroville, nor any issues or constraints arising there from.

Varroville is a heritage item that is listed on the:

- State Heritage Register;
- Register of the National Estate;
- Council's Local Environmental Plan; and
- The National Trust Register.

Council would strongly contend that Varroville is one of the few colonial properties in the Cumberland Plain to have retained the integrity of most of its historic visual and contextual setting. Views to and from the site are critical elements associated with its significance and they should be retained from the F5 Freeway Corridor as well as other public domain areas. Varroville is rare and one of the few remaining larger "estate" landscapes within the City of Campbelltown, where the form of the original land grant and former agricultural use of the estate and its rural landscape character can still be appreciated.

In light of these important values and attributes, the absence of any reference to the heritage issues associated with site Option 4c in the RTA's report, is extraordinary.

This absence of evidence or reference to heritage issues relating to the RTA's preferred site option is confounding and appears at face value to be inconsistent with the options assessment 'methodology' requirements also included in the RTA report.

In addition to Council's concerns relating to heritage impact, the preliminary review of the RTA report and associated fact sheet, has identified a number of other issues which would be of potential interest to Council. One such example relates to the matter of separation distances between truck rest areas. The report makes the following concluding remark concerning Option 4c:

"It is within 60 minutes of the next major truck rest area heading north, at Berowra (off-peak)".

The reports also states:

"In 2005 the National Transportation Commission released the National Guidelines for the Provision of Rest Area Facilities which recommends that there is not more than 60 minutes of drive time between major rest areas."

The RTA fact sheet for the project states:

"The National Transport Commission recommends major truck rest areas are located not less than 60 minutes apart. The closest rest areas to Varroville are at Pheasants Nest and Berowra, with travel times of less than 60 minutes during off peak periods."

Clearly there is an inconsistency between the planning parameters presented in the documentation.

Council considers that the estimated travel time between the Pheasants Nest Truck Rest Stop (currently under construction) and the existing Truck Rest Stop located at Berowra would be approximately 60 minutes (off peak). Accordingly, it is not unreasonable to query the justification for a new and additional truck rest area at Varroville. The cost-benefit documentation of the decision to support the Varroville site should be made available to Council.

It appears that the Authority may not perhaps have taken into account the number of truck rest and stop areas (formal and informal) which already exist within the Sydney Metropolitan Network, that offer rest opportunities for northbound vehicles, including for example:

- At the M7/M4 interchange (eastwards);
- At the service station truck stop site located on Campbelltown Road, near Beech Road (which has access for northbound vehicles); and
- Along the M7 corridor at various locations.

The second issue relates to the reference in the RTA's Report Options Matrix to Council's absence of support for the Claymore and Blairmount site options. However, the Matrix does not list Council's objection to the preferred site Option 4c at Varroville.

These anomalies that clearly appear in the RTA's report "Truck Rest Area Strategy F5 Freeway Northbound" are disturbing given that the document is publicly available and no doubt, will feature in the public consultation campaign to be conducted by the RTA over the design of the proposed truck rest area. Closer review of the RTA's assessment process documentation should be carried out in order to identify any further anomalies.

It is essential that future public consultation by the Authority over the Varroville site option is properly and fully informed. Given the issues raised in this report, Council cannot be assured at this time, that this most basic requirement of community consultation can be achieved.

Accordingly, it is strongly recommended that as a matter of urgency, Council undertake a detailed and independent review of the RTA Report entitled "Truck Rest Area Strategy - F5 Freeway Northbound" and the RTA's Fact Sheet for the Rest Area proposal at Varroville and other elements of the site assessment process that are publicly available.

It is further recommended that Council write to the Premier and the Minister for Transport and Roads requesting that the design and consultation activities scheduled to be undertaken by the RTA to advance the Varroville Truck Rest Area proposal, be deferred pending the outcome of Council's independent review, should Council endorse such course of action.

Officer's Recommendation

1. That Council confirm its stated position of opposition to the proposal for the Truck Rest Area at Varroville.
 2. That Council, as a matter of urgency, carry out a detailed and independent review of the RTA's site assessment process and publicly available documentation relating thereto, associated with the selection of Option 4c (Varroville - in corridor option) by the RTA, to assure Council and the community that the process of site option assessment has been undertaken fairly and in accordance with appropriate standards.
 3. That Council write to the Premier and the Minister for Transport and Roads as a matter of urgency, requesting that the Government defer the design and public consultation activities, scheduled to be undertaken by the RTA in relation to advancing the Varroville Truck Rest Area proposal, for a period of 1 month, to enable Council to engage a specialist consultant firm to undertake an independent review of the RTA's site options assessment documentation, to reassure Council and the community that the site options assessment process has been undertaken fairly and in accordance with appropriate standards.
 4. That Council request the Roads and Traffic Authority to provide detailed plans of the current Varroville rest area proposal for Council's information and consideration.
 5. That in Council's request to the Roads and Traffic Authority, Council question the Authority on which Policy, Plan, and/or Statutory Provisions the proposed development will be assessed.
 6. That Council again request the Roads and Traffic Authority to provide a detailed briefing to Council on the report "Truck Rest Area Strategy F5 Freeway Northbound - Pheasants Nest to M5-M7 Interchange, March 2010.
 7. That Council advise the local State and Federal Members of these resolutions and provide a copy of letters to the Minister for Transport and Roads, and the Roads and Traffic Authority.
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Committee Note: Ms Jacqui Kirkby addressed the Committee in support of the Officer's Recommendation.

Committee's Recommendation: (Borg/Glynn)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 6 April 2010 (Lake/Hawker)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 54

That the Officer's Recommendation be adopted.

ATTACHMENT 3



1 March 2010

MAR03'10 08:22:56 2010

Mr Paul Tosi
General Manager
Campbelltown City Council
44 Broughton Street
CAMPBELLTOWN NSW 2560

Dear Mr Tosi,

F5 Freeway truck rest area in the road corridor

The NSW Roads and Traffic Authority (RTA) has recently identified priorities to assist the heavy vehicle industry comply with the heavy vehicle driver fatigue laws that were introduced in 2008. These will be contained in a strategy for heavy vehicles rest areas for metropolitan Sydney. The heavy vehicle driver fatigue laws have set work and rest time limits for truck drivers.

This rest area strategy was also developed in response to investigations undertaken in 2008 and 2009 which examined the key freight routes and freight movements in metropolitan Sydney. The finding of these investigations revealed that there are gaps in the spacing and number of rest areas in NSW.

A heavy vehicle rest area on the F5 Freeway northbound at The Cross Roads was removed in 2007 to allow for the widening of the F5. This rest area was not replaced due to safety concerns about trucks merging on the freeway in close proximity to the M5/M7 interchange.

The removal of this rest area, together with the projected doubling of road freight transport by 2020 and the introduction of national guidelines for the provision of rest area facilities have all established the need for a major truck rest area in close proximity to Sydney in the northbound direction.

The F5 is a major route for interstate road freight, and it is important that truck drivers have enough locations along this route to stop, rest and check their loads in order to comply with truck driver fatigue laws.

The RTA has investigated 15 potential rest area sites along the F5 northbound, in consultation with local council and industry stakeholders. Studies concluded a site within the F5 Freeway corridor at Varroville is the most suitable site for a heavy vehicle rest area. This is based on a number of factors including:

It is feasible in engineering terms.

- It would have a relatively low impact on residential areas.
- It would have a relatively low environmental impact and, being within the F5 corridor, avoids adjacent land zoned for scenic protection.
- The site would provide safe truck access to and from the freeway.
- It is located on one of the principal truck routes into Sydney and is therefore accessible to drivers using the national network.
- It is located near freight trip end facilities on the fringe of the metropolitan area when compared to the existing facility at Pheasants Nest and is therefore preferred by truck drivers.
- It is sufficiently distant from sensitive land uses (hospitals, homes, schools, churches etc.) and it would meet NSW Government noise guidelines.
- Town water and power is available.
- It is about 60 minutes from the next major truck rest area heading north, at Berowra.

The rest area near Varroville is about 7km south of the M5/M7 interchange and will form part of the ongoing work to widen the F5 Freeway.

The proposed site takes into account community feedback received. Careful consideration has been given to this site, and the RTA has been able to develop a rest area that is accommodated within the existing road reserve, without the need for land acquisition. There will not be any shops or commercial premises at this rest area and the access to neighbouring properties will be prohibited. The design of the rest area is also expected to include extensive tree planting and other landscaping work to provide shade and visual screening, to minimise potential impacts.

The development of the F5 Freeway northbound rest area is just one of many projects aimed to assist the freight industry to comply with the fatigue laws. The Pheasants Nest rest area has been identified for an extension which will accommodate additional truck parking further south of Sydney. Work at Pheasants Nest will commence shortly and the extension is expected to be open by the end of 2010.

Providing adequate rest areas for heavy vehicle drivers is critical to improving road safety and supporting the freight industry in complying with fatigue laws.

For more information on these strategies or to view the options report that was prepared in the site selection process please visit the RTA's website at www.rta.nsw.gov.au. The community will be invited to provide feedback on the design aspects of the rest area when it is displayed later this year.

Yours sincerely,



Geoff Cahill
Sydney Infrastructure Development Manager
Roads and Traffic Authority

Fact sheet

MARCH 2010



The RTA is planning to construct a truck rest area in the road corridor on the F5 Freeway northbound at Varroville. The rest area would provide a safe location for truck drivers to stop, rest and check their loads. This fact sheet answers some frequently asked questions about the proposed truck rest area.

1. Why is the RTA building more truck rest areas on freight routes across NSW?

Nearly 80 per cent of all interstate road freight travels through NSW. More truck rest areas need to be built in NSW because:

- In September 2008, new heavy vehicle driver fatigue laws were introduced making everyone in the supply chain (not just the driver) responsible for preventing driver fatigue and ensuring revised work and rest limits can be met.
- By 2020, national freight loads are expected to double, further increasing demand for more rest areas to be provided.
- The provision of strategically located rest opportunities for truck drivers is a key element of these fatigue reforms.
- Rest areas are used by truck drivers to take long and short rest breaks, use amenities and check loads and their vehicles.
- The RTA has reviewed the availability of truck rest areas in NSW. The review found that there are insufficient truck rest areas in or approaching metropolitan Sydney, and identified a need to increase truck rest area capacity on the F5 Freeway northbound.

2. Why does the RTA want to build a new northbound rest area on the F5 Freeway?

The RTA has investigated opportunities to construct a new northbound rest area on the F5 Freeway because:

- The F5 is a major route for interstate road freight. It is important that heavy vehicle drivers have enough locations along this route where they can stop, rest and check their loads.
- Truck drivers would be assisted to comply with new heavy vehicle driver fatigue laws.
- A highly used informal truck rest area near the M5/M7 interchange used by northbound heavy vehicles was recently removed for road safety reasons.
- The National Transport Commission recommends major truck rest areas are located not less than 60 minutes apart. The closest rest areas to Varroville are at Pheasants Nest and Berowra, with travel times of less than 60 minutes during off peak periods.

- The F5 is currently being widened. The opportunity exists for a new northbound rest area to be constructed as part of these works.
- Freight loads continue to increase. Demand for more rest areas along the F5 also continues to increase.
- Road safety would be improved along this route.

3. What sites did the RTA investigate as potential sites for a new northbound truck rest area on the F5?

The RTA investigated 15 potential truck rest area sites along the F5 northbound between Picton Road and the M5/M7 interchange including the feasibility of upgrading the existing Pheasants Nest rest area. The report of the RTA's investigations can be viewed on the RTA website www.rta.nsw.gov.au in Construction and maintenance/Sydney projects/F5 Freeway widening.

The investigations performed gave consideration to road safety, engineering and environmental constraints, proximity to existing and proposed residential subdivisions and availability of services such as power and water.

4. What were the outcomes of this assessment?

The F5 Freeway northbound truck rest area option investigation identified 15 potential truck rest area sites between the M5 and M7 Interchange and Pheasants Nest. Of the 15 potential truck rest area locations assessed, only one site is deemed feasible when assessed against the methodology – this is the site within the F5 Freeway corridor at Varroville, approximately seven kilometres south of the M5/M7 interchange.

It is deemed most feasible because:

- It is feasible in engineering terms.
- It would have a relatively low impact on residential areas.
- It would have a relatively low environmental impact and, being within the F5 corridor, avoids adjacent land zoned for scenic protection.
- The site would provide safe truck access to and from the freeway.
- It is located on one of the principal truck routes into Sydney and is therefore accessible to drivers using the national network.

- It is located near freight trip end facilities on the fringe of the metropolitan area when compared to the existing facility at Pheasants Nest and is therefore preferred by truck drivers.
- It is sufficiently distant from sensitive land uses (hospitals, homes, schools, churches etc.) and it would not exceed NSW Government noise guidelines.
- It is within 60 minutes of the next major truck rest area heading north, at Berowra (off peak).

The Federal and State governments have approved funding to expand Pheasants Nest in-corridor option. Works are programmed to commence shortly and are expected to be completed in late 2010.

5. Does the proposal require the RTA to acquire land?

No. Truck parking would be contained within the road corridor.

6. Is the truck rest area part of a plan to re-zone and develop the 'Scenic Hills' area?

No. The proposed truck rest area is unrelated to any other plans or developments in the 'Scenic Hills' area. The rest area is permissible under the current zoning and state planning policy.

7. How would the RTA minimise the visual and noise impacts of the rest area?

There are no residential properties or businesses in the immediate vicinity of the site. The planting of semi-mature trees on the perimeter of the site would provide further visual screening.

Predicted noise levels are well below the NSW Government's noise criteria. To minimise noise associated with braking and heavy vehicle movements, a dedicated deceleration and acceleration lane would be constructed.

8. What is the proposed size and location of the truck rest area?

The rest area would be approximately 1.5 hectares in size. This would provide parking space for about 30 trucks of varying lengths and sizes.

The site is located approximately 7 kilometres south of the M5/M7 interchange, just north of St Andrews Road and the Bunbury Curran Creek Bridge.

9. What amenities/facilities will be provided?

- Dedicated acceleration and deceleration lanes.
- Parallel head to tail parking.
- Shaded areas and sun sheltered outdoor tables.
- Toilet facilities.
- Connection to town water, sewer and electricity.

10. Would there be cafes and other shops?

No. There would be no shops or other commercial premises provided.

Access to neighbouring properties would be prohibited from the rest area.

11. What is the proposed capacity of the truck rest area?

The rest area would accommodate about 30 trucks of varying lengths and sizes.

12. How would the RTA ensure that areas of environmental significance are not affected?

Environmental studies will be prepared for Aboriginal and non-Aboriginal heritage, flora, fauna, visual impact and noise impacts.

To date, no areas of potential Aboriginal significance have been identified. However, if any artefact areas are located, a management plan would be implemented to protect the area.

Flora and fauna studies will be undertaken to identify existing species and any endangered habitats. Only minor land clearing is required.

All of the environmental considerations of building a rest area in the corridor in this location will be documented in an environmental assessment.

13. Does the RTA plan to landscape the truck rest area?

Yes. Semi-mature trees and shrubs would be planted around the boundary and throughout the site. These will be used to provide shade and create a pleasant environment, as well providing visual screening.

14. Who would be responsible for maintaining the truck rest area once it has been constructed?

As part of the F5 Freeway, the RTA will be responsible for the rest area's maintenance.

15. When would construction start?

Construction would not commence until after an environmental assessment and the detailed design for the site has been finalised.

16. How can I provide feedback?

The RTA is inviting community feedback on the concept design later in 2010. Submissions in writing can be posted to:

Project Development Manager
Infrastructure Development Section
Roads and Traffic Authority
PO Box 973
SYDNEY NSW 2124

For further enquiries:

www.rta.nsw.gov.au | 13 22 13

March 2010
RTA/Pub. 10.010B

ATTACHMENT 5



David Campbell

Minister for Transport and Roads

Media Release 2010/001

M09/6988

4 March 2010

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

Dear Mr Tosi

Thank you for your letter and meeting with me on 21 January 2010 concerning rest areas on the F5 Freeway. I have taken careful note of your comments and apologise for the delay in responding.

Fatigue is a recognised workplace safety issue for many truck drivers. Heavy vehicle driver fatigue has been identified as a contributor to road crashes and presents a safety risk to all road users.

In 2008, new heavy vehicle driver fatigue laws were introduced. To help the heavy vehicle industry to comply with these laws, the Roads and Traffic Authority (RTA) is finalising the *RTA Strategy for Major Heavy Vehicle Rest Areas for Metropolitan Sydney*. This review has found that there are insufficient truck rest areas in or approaching metropolitan Sydney, and it has identified a need to increase truck rest area capacity on the F5 Freeway northbound.

The F5/Hume Highway is Australia's most heavily utilised route for road freight transport. Each year, more than 20 million tonnes of freight is moved on this corridor. Over the coming years, the level of freight transported on this route is forecast to grow further, with the projected growth of container movements in and out of Port Botany, evidenced by the investment into the expansion of the port.

In this context, there is a strategic need for government to establish essential rest area infrastructure on major routes, including the F5 Freeway, to manage the safety of truck drivers and other road users.

In 2007 the RTA was required to remove an informal truck rest area for around 15 trucks in the northbound direction on the F5 Freeway at The Cross Roads to accommodate the widening of the F5. Representatives of the road transport industry raised serious concerns over the loss of this area for drivers to rest and check their loads before entering Sydney. This recognises the need for drivers to take regulated rest breaks in order to manage the risk of exceeding their driving hour requirements before entering metropolitan Sydney, where it can be difficult for drivers to find appropriate locations to stop and rest.

All Correspondence to:
GPO Box 5341
Sydney NSW 2001
david@campbell.minister.nsw.gov.au

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For freight moving further north through Sydney, the RTA's review identified the next major rest area is located on the Pacific Highway at Berowra, which is considerably greater than 60 minutes driving time north from the closest rest area to Sydney on the F5 (the Pheasant's Nest truck rest area). The need for an additional rest area close to Sydney to support long-distance freight through Sydney therefore exists.

Although the NSW Government remains committed to the expansion of the Pheasants Nest rest area, with works programmed to provide formal parking spaces for additional trucks, there remains a strategic need to provide additional rest areas on the F5 on the approach to Sydney.

The RTA investigated 16 potential truck rest areas sites along the F5 northbound between Picton Road and the M5/M7 interchange, including the feasibility of upgrading the existing Pheasants Nest rest area.

The investigations considered road safety, engineering and environmental constraints, proximity to existing and proposal residential subdivisions and the availability of services such as power and water.

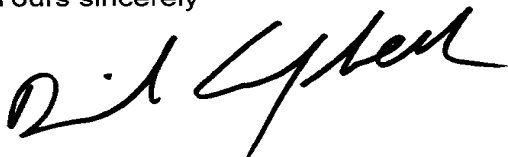
Of the 16 potential truck rest area locations assessed, only two sites were deemed feasible when assessed against the methodology – these are the expansion of the Pheasants Nest site and the site within the F5 Freeway corridor at Varroville.

The RTA will present a concept design for the Varroville in-corridor truck rest area, for community comment, shortly. A thorough environmental assessment will be undertaken and made available to the public, prior to any construction commencing. I can confirm that truck parking would be contained fully within the road corridor.

I have attached a fact sheet on the Varroville rest area for your information. The report into the site investigations performed by the RTA on the F5 Freeway northbound is available at the RTA's website at www.rta.nsw.gov.au.

Again, thank you for taking the time to write to me with Council's views. If you require further any information on this matter, please contact Mr Gavin Hill, my Policy Advisor, on (02) 9228 3777.

Yours sincerely



David Campbell MP
Minister for Transport and Roads

Encl.

ATTACHMENT6



12 March 2010

Mr Geoff Cahill
Sydney Infrastructure Development Manager
Roads and Traffic Authority
PO Box 973
SYDNEY NSW 2124

Dear Mr Cahill

Re: F5 Freeway Truck Rest Area in the Road Corridor

I write on behalf of the Mayor Cr Aaron Rule in response to your letter dated 1 March 2010 and received by Council on 8 March 2010, addressed to "Cr Russell Matheson Mayor" concerning the Varroville Truck Rest Area development proposal that is now to proceed to the design stage.

May I take the opportunity to advise you that the Mayor of the City of Campbelltown is Cr Aaron Rule.

Council is genuinely and significantly disappointed over the Authority's decision to proceed to the design stage for a Truck Rest Area at Varroville, and remains deeply concerned over the implications arising from that decision.

As you would be aware, Council has previously lodged detailed submissions to the Authority expressing objections to the Varroville site nomination.

Whilst Council notes your advice of 1 March, it in no way accepts that a suitable outcome will be achieved for the community of Campbelltown, notwithstanding the location of the Rest Area within the F5 Freeway corridor.

Council rejects the conclusion reached by the Authority that the proposal "*would have a relatively low environmental impact*", and is "*sufficiently distant from sensitive land uses*" as set out in Section 4.2 of the Options report referred to in your correspondence.

..12

Office of the General Manager

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Page 5 of the Options report indicates that the assessment methodology (constraints identification) will consider:

"Other environmental issues, eg. heritage. This was assessed by a search of heritage databases."

However, the assessment Matrix itself (Table 4) gives no indication as to any heritage impact assessment undertaken with regard to the impact of the proposal on the heritage significance of Varroville (a State listed Heritage Item) and in particular, its colonial rural cultural landscape setting.

Accordingly, Council would question how the RTA has come to make a number of concluding remarks contained within the options report (concerning the preferred Varroville site option) such as:

- "No known land use conflicts"
- "Manageable Visual Impact"
- "Has satisfactory site lines"

In order for Council to determine how to proceed could you please indicate whether the Authority intends to deal with this matter under State Environmental Planning Policy (Infrastructure) 2007 or whether the proposal is to be considered as development that can be carried out without consent pursuant to the Campbelltown (Urban Area) Local Environmental Plan 2002.

Council would also enquire as to whether the Authority has already, or intends to undertake any assessment or consideration of the proposal pursuant to Part 5 of the Environmental Planning and Assessment Act, 1979.

The Authority's urgent response to Council's enquiries would be appreciated.

Should you require any further information please do not hesitate to telephone me on 4645 4659.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Paul Tosi', with a long horizontal flourish extending to the right.

Paul Tosi
General Manager

1.5 Floodplain Management Authorities Conference

Reporting Officer

Manager Technical Services

Attachments

Nil.

Purpose

To provide a report to Council on the outcomes of the 2010 Flood Management Authorities Annual Conference.

Report

The 50th Annual Flood Mitigation Authorities Conference was held at the Mingara Centre on the Central Coast near Gosford this year. This year's conference marked 50 years since the formation of the Floodplain Management Authority.

Councillor Fred Borg attended this conference with staff from Council's Technical and Strategic Planning Sections.

A number of key items were raised, which are of interest to Council's flood management strategy.

Australian Rainfall and Runoff Publication

As reported in 2009, Australian Rainfall and Runoff is the key reference document used in the design and analysis of stormwater systems. This document is now 25 years old, and is currently being reviewed and updated to reflect the additional records of rainfall now gathered, the potential impact of climate change, and to recognise various changes in design philosophy such as the preservation of environmental flows, retention of riparian systems, and to specifically cater for evacuation issues.

This project encompasses 21 individual research projects. Completion of this project is subject to availability of funding and resources. The current review is focussing on 10 of these projects that are considered to have the most significant impact or change since the last revision. Significant work has occurred over the last twelve months on the individual projects that include the review of these important industry standards. Presentations were made at the Conference on the outcomes of the review of these projects. Council staff are involved in providing technical expertise to this important review.

Climate Change

Climate change was again a strong focus at the Conference. Government Agencies are responding to the potential consequences of living with climate change, the impacts and uncertainties are being embedded in key industry documents including Australian Rainfall and Runoff and government policy.

Council's draft flood study includes assessments of the impacts of increases in rainfall intensity in line with advice from the Department of Environment and Climate Change.

The current consensus from presentations and workshops at the Conference is that rainfall events will be less frequent, but more intense.

Overland Stormwater Flow

Several presentations were made on mapping and managing overland stormwater flow. Stormwater flow can generally be classified as mainstream, local catchment and overland flow. Of these, overland flow is the hardest to quantify and until recent years was almost impossible to model. The evolution of flood computer models has allowed much better assessment than has been possible in the past. Several presentations discussed the strengths and weaknesses of mapping overland flows and detailed the information required to achieve the best possible results. State government policy now requires overland flows to be assessed in flood studies.

Campbelltown is in the position that overland flows have been assessed for many years and a good understanding of overland flow issues has been developed by staff. This information has assisted in providing appropriate control levels for new development and assessing flood affectation of existing properties. The new methods presented at the Conference will assist in this assessment process.

Emergency Response

Presentations were made on effectively protecting residents during flash flood events, which is the principle flood behaviour in Campbelltown. For many situations evacuation is not the recommended option, with documented evidence of increased risk of fatality during attempts at evacuation, particularly during flash flood events. The alternative option of "shelter in place" may be appropriate in those situations where there is an existing flood risk that otherwise cannot be effectively controlled, although this is not seen as an alternative for good floodplain management planning in the first instance.

Other presentations discussed the role of flood detention basins in extreme events and the need to map extreme event flooding where these basins may impact on urban areas.

Overseas Focus

Guest speakers from the United States and the United Kingdom gave presentations which afforded an opportunity to compare Australia's practices with those worldwide.

Field Trips

One afternoon was set aside for field trips. One field trip was a bus tour viewing flood mitigation works which have been carried out in the Gosford and Central Coast area. While their catchments are markedly different to those in Campbelltown, a lot of the issues discussed and viewed were common. The second field trip was a virtual field trip which involved an innovative way of educating key stakeholders in the Floodplain Management process and its importance.

Floodplain Risk Management Issues

The Conference provides a forum for councils and other floodplain management authorities to compare notes on issues including the preparation of Flood Studies and Floodplain Risk Management Strategies and Plans. This exchange of information occurred in the form of both formal presentations and informal networking. It provides a unique opportunity to discuss technical and other issues and establish key contacts in the industry.

Floodplain Management Authorities Issues

The Annual General Meeting of the FMA is held in conjunction with the Conference, and a number of issues have been identified:

- An FMA Scholarship Policy was presented to the AGM which was adopted. This policy allows for member organisations of the FMA to nominate a person to receive funding from the FMA up to \$2,000 to undertake a study tour or course related to floodplain management issues.
- The Formation of Federal FMA remains high on the agenda.
- The current Executive Services Provider, Wilton Boyd identified his intention to stand down in this role and the FMA sought offers from other organisations and individuals to fill this role. The AGM discussed the relative merits of the proposals received and recommended that the Institute of Public Works Engineering Australia NSW division be appointed to this role.
- Proposed constitutional changes were tabled, however on 2 occasions it was not possible to convene a quorum to allow the changes to be voted on so this issue is still unresolved. At the second quarterly meeting for 2010 this matter will be discussed and a proposal put forward as to how this situation could be resolved.

Future Conferences

The 2011 Conference is to be held in Tamworth and the 2012 Conference will be held in Eurobodalla.

Officer's Recommendation

That the information be noted.

Committee's Recommendation: (Borg/Glynn)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 6 April 2010 (Lake/Hawker)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 54

That the Officer's Recommendation be adopted.

1.6 Campbelltown Liquor Accord

Reporting Officer

Manager Technical Services

Attachments

Minutes of Liquor Accord Meeting 10 February 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 10 February 2010, the minutes of which have been provided under separate cover.

A number of issues were discussed as follows:

Police Issues

Police continue to monitor the linking of alcohol related incidents to venues, with the tracking of incidents moving from the Linking Program to the new ARCIE system (Alcohol Related Crime Information Exchange). This system provides a more detailed breakdown of incidents and provides clearer understanding of linkages to particular venues and offences.

It was noted that there had been a spike in alcohol related crime and violence over the summer period with one venue in the extreme category, one high and three venues with medium rating. This spike is quite common for this time of the year and it is believed that the good result of previous months would return.

It was also noted that in the Campbelltown Police LAC there were two serious assaults during January 2010.

Venues were asked to monitor a range of issues, particularly the purchase of alcohol for secondary supply to minors.

Accord Issues

No substantive issues were raised by Liquor Accord members

Officer's Recommendation

That the information be noted.

Committee's Recommendation: (Glynn/Hawker)

That the Officer's Recommendation be adopted.

CARRIED**Council Meeting 6 April 2010 (Lake/Hawker)**

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 54

That the Officer's Recommendation be adopted.
