

Reports of the City Works Committee Meeting held at 7.30pm on Tuesday, 29 May 2012.

APOLOGIES

ACKNOWLEDGEMENT OF LAND

DECLARATIONS OF INTEREST

Pecuniary Interests

Non Pecuniary – Significant Interests

Non Pecuniary – Less than Significant Interests

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Minutes of the City Works Committee held on 29 May 2012

Present His Worship the Mayor, Councillor A Chanthivong
Councillor P Lake (Chairperson)
Councillor F Borg
Councillor S Dobson
Councillor A Rule
Councillor M Thomas
Director Business Services - Mr M Sewell
Director Community Services - Mrs L Deitz
Director City Works - Mr J Hely
Manager Assets and Supply Services - Mr G Mitchell
Acting Manager Compliance Services - Mr P Curley
Manager Education and Care Services - Mrs J Uluibau
Manager Emergency Management - Mr J Dodd
Manager Executive Services - Mr N Smolonogov
Manager Healthy Lifestyles - Mr M Berriman
Manager Library Services - Mr G White
Manager Property Services - Mr J Milicic
Manager Technical Services - Mr K Lynch
Executive Assistant - Ms B Buckley

Apology **(Thomas/Borg)**
That the apology from Councillors Glynn and Rowell be received and accepted.

CARRIED

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:

Pecuniary Interests

Nil

Non Pecuniary – Significant Interests

Nil

Non Pecuniary – Less than Significant Interests

Councillor Rule - Item 2.1 - National Tree Planting Day - Councillor Rule advised that he knows a resident adjoining Edna Reserve, Ingleburn.

1. TECHNICAL SERVICES

1.1 Traffic Committee

Reporting Officer

Manager Technical Services

Attachments

1. Minutes of the Local Traffic Committee Meeting held on 10 May 2012
2. Minutes of the Campbelltown Traffic Committee Meeting held on 10 May 2012

Purpose

To seek Council's endorsement of the recommendations arising from the Local Traffic Committee and Campbelltown Traffic Committee held on 10 May 2012.

Report

RECOMMENDATIONS OF THE LOCAL TRAFFIC COMMITTEE 10 MAY 2012

Reports Listed for Consideration

LTC 12/17 Bimberi Avenue, Minto - Review of parking restrictions

That Council installs 'No Stopping' and 'No Parking' restrictions in Bimberi Avenue, Minto, as indicated in the plan 12296.

LTC 12/18 Langdon Avenue, Campbelltown - Restricted Parking Sign and Free Parking Area Restriction

That Council approves the installation of Restricted Parking and Free Parking Area Restriction signage in the off-street commuter parking area in Langdon Avenue, Campbelltown (Plan 12357).

LTC 12/19 Salisbury Avenue, Glenfield - Parking restrictions in front of Seddon Park parking area

1. That Council installs 'No Stopping' restrictions on Salisbury Avenue, Glenfield as indicated in the attached sketch plan 12355.
 2. That Council advises the concerned commuters of its decision.
-

LTC 12/20 Williamson Road, Ingleburn - No Stopping restrictions north of Brooks Road

1. That Council installs the 'No Stopping' 2.30pm-7pm, MON-FRI, signs in Williamson Road, Ingleburn, as indicated in the attached sketch plan 12548.
2. That Council advises affected businesses of its decision.

LTC 12/21 Lancaster Street and Devon Road Roundabout, Ingleburn - Proposed modification to roundabout.

1. That the roundabout at the intersection of Lancaster Street, Stennett Road and Devon Road, Ingleburn be modified to allow improved heavy vehicle movements.
2. That detailed design of the roundabout be undertaken to Australian standards.

RECOMMENDATIONS OF THE CAMPBELLTOWN TRAFFIC COMMITTEE 10 MAY 2012

CTC 12/14 Annual Chemical Clean Out - Junction Road, Ruse

1. That Council submit a Traffic Management Plan to the Roads and Maritime Services for endorsement for the Clean Out event at Council's Effluent Disposal Facility in Junction Road.
2. That Council inform affected residents and emergency service providers of the event and associated traffic management arrangements.
3. That the event and associated Traffic Management Plan be advertised in local papers.

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 10 May 2012 be adopted.

Committee's Recommendation: (Borg/Thomas)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 5 June 2012 (Lake/Borg)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 92

That the Officer's Recommendation be adopted.

ATTACHMENT 1



LOCAL TRAFFIC COMMITTEE MINUTES

10 May 2012

LOCAL TRAFFIC COMMITTEE

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



Minutes Summary

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LTC 12/17	Bimberi Avenue, Minto - Review of parking restrictions	
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LTC 12/20	Williamson Road, Ingleburn - No Stopping restrictions north of Brooks Road	
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6.	LATE ITEMS	
	No reports this round	
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	No reports this round	
8.	DEFERRED ITEMS	
	No reports this round	

LOCAL TRAFFIC COMMITTEE MINUTES

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

Minutes of the Local Traffic Committee held on 10 May 2012

1. ATTENDANCE

Campbelltown City Council

Councillor G Greiss (Chairperson)
Manager Technical Services - Mr K Lynch
Coordinator Traffic and Road Design - Mr A Arora
Team Leader Traffic Investigations - Mr F Sirc
Senior Engineer Traffic- Mr M Arya
Administrative Assistant - Mrs S Lambert

Roads and Maritime Services

Mr J Suprain

Police Representatives

Nil

Bus Companies

Busways - Mr S Grady
Interline - Mr B East

Representatives of State Member of Parliament

Nil.

2. APOLOGIES

Mr R James
Senior Constable M Davies
Sergeant M Cotton

An Acknowledgement of Land was performed by the Chairperson.

In the absence of a NSW Police representative, the Roads and Maritime Services representative suggested that the NSW Police be advised that the matters have been resolved by RMS and Council.

3. CONFIRMATION OF MINUTES

The Minutes of the previous meeting held on 13 April 2012 were adopted by Council at its meeting held on 8 May 2012.

4. BUSINESS ARISING FROM MINUTES

No reports this round

Local Traffic Committee Meeting 10 May 2012

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LTC 12/17 Bimberi Avenue, Minto - Review of parking restrictions

5. REPORTS LISTED FOR CONSIDERATION

LTC 12/17 Bimberi Avenue, Minto - Review of parking restrictions

Previous Report: LTC 09/12

Electorate: Campbelltown

Author Location: Traffic and Road Design Unit

Attachments

Copy of Plan 12296 (Under separate cover)

Background (10/05/2012)

Council has been advised by the Crossing Supervisor at the Childrens crossing at Guernsey Avenue, Minto that parents are parking their vehicles on both sides of Bimberi Avenue. The Crossing Supervisor has requested that parking restrictions be imposed to maintain traffic flow both ways.

The Local Traffic Committee at its meeting on 12 March 2009 (LTC 09/12) approved the relocation of the childrens crossing in Guernsey Avenue, Minto, to a new location closer to the intersection with Bamberi Avenue.

Bimberi Avenue is a 7.7m wide residential road where houses are currently under construction and has 30m long BB lines at its intersection with Guernsey Avenue. Motorists are parking on both sides of this road, causing narrowing of the carriageway and hence concerns about the safety of other road users.

As per New South Wales Road Rule 208 (6), if the road has a continuous dividing line, the driver must position the vehicle at least 3m from the continuous line. 40m 'No Stopping' restrictions are suggested adjacent to 'BB' lines to reinforce this road work. In addition 50m 'No Parking' in the school peak periods i.e.8am-9.30am and 2.30pm-4pm, on the south side (see plan 12296). Due to the driveways in the vicinity, these restrictions will affect five parking spaces only.

Discussion (10/05/2012)

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

Recommendation of Local Traffic Committee

That Council installs 'No Stopping' and 'No Parking' restrictions in Bimberi Avenue, Minto, as indicated in the plan 12296.

Local Traffic Committee Meeting 10 May 2012

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LTC 12/18 Langdon Avenue, Campbelltown - Restricted Parking Sign and Free Parking Area Restriction

LTC 12/18 Langdon Avenue, Campbelltown - Restricted Parking Sign and Free Parking Area Restriction

Previous Report: Nil

Electorate: Campbelltown

Author Location: Traffic and Road Design Unit

Attachments

Copy of Plan 12357

Background (10/05/2012)

Council's Compliance Officers have raised concerns about the motorists not parking in the marked bays and occupying disabled parking bays without authorised permit in commuter car park off Langdon Avenue, Campbelltown.

Compliance Officers have requested that a "Restricted Parking Area and Section 650 of Local Government Act" sign is provided at the entrance to the parking area to enable them to enforce parking behaviour (see plan 12357).

In the past, Council has provided such signs at free off-street parking areas within the LGA to advise motorists.

It is suggested that the Traffic Committee approve the design Plan 12357 as presented.

Discussion (10/05/2012)

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

Recommendation of Local Traffic Committee

That Council approves the installation of Restricted Parking and Free Parking Area Restriction signage in the off-street commuter parking area in Langdon Avenue, Campbelltown (Plan 12357).

Local Traffic Committee Meeting 10 May 2012

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LTC 12/19 Salisbury Avenue, Glenfield - Parking restrictions in front of Seddon Park parking area

LTC 12/19 Salisbury Avenue, Glenfield - Parking restrictions in front of Seddon Park parking area

Previous Report: LTC 05/40; TC 94/02
Electorate: Macquarie Fields
Author Location: Traffic and Road Design Unit

Attachments

Copy of Plan 12355 (Under separate cover)

Background (10/05/2012)

Commuters have raised concerns with Council in respect to poor sight distance when leaving the Seddon Park carpark at the corner of Salisbury Avenue and Railway Parade, Glenfield. The sight distance issue is caused by cars parked immediately adjacent to the entry/exit driveway.

The parking area access driveway is approximately 45m east of Railway Parade and 30m west of Newtown Road. Cars are generally parked on either side of the driveway as well on the opposite side.

The Traffic Committee at its meeting of 6 June 2002 considered a report regarding access from public parking area onto an adjacent road. The traffic committee recommendation included;

"That Council adopt a standard 10 metre and 6 metre (approach/departure) 'No Stopping' restriction adjacent to driveways associated with car parks and developments in business and industrial districts, subject to the location of intersections."

It is proposed that 'No Stopping' signs be installed on Salisbury Avenue at 10m on the approach side and 6m on the departure side to increase sight distances when exiting the car park (see plan 12355).

Discussion (10/05/2012)

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

Recommendation of Local Traffic Committee

1. That Council installs "No Stopping" restrictions on Salisbury Avenue, Glenfield as indicated in the attached sketch plan 12355.
 2. That Council advises the concerned commuters of its decision.
-

Local Traffic Committee Meeting 10 May 2012

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LTC 12/20 Williamson Road, Ingleburn - No Stopping restrictions north of Brooks Road

LTC 12/20 Williamson Road, Ingleburn - No Stopping restrictions north of Brooks Road

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

Attachments

Copy of plan 12358 (Under separate cover)

Background (10/05/2012)

Council received a request for imposing parking restrictions between Brooks Road and MacDonald Road on Williamson Road, Ingleburn as the vehicles are regularly parked in the left lane in the afternoon peak period near number 81. This forces the north bound traffic from Brooks Road to merge into the right lane causing safety issues.

Williamson Road is a four lane divided road. Currently there are no parking restrictions on either side of the Williamson Road except a short section of "No Stopping" at the Brooks Road intersection.

Council investigated and found that the vehicles are frequently parked in the afternoons adjacent to No. 81 Williamson Road. The parked vehicles are causing queuing back along Williamson Road into the intersection with Brooks Road. This is causing a number of road safety issues that may result in motor vehicles accidents.

A sketch plan 12358 has been prepared indicating No Stopping restrictions in the afternoon peak period, 2.30pm to 7pm, Monday-Friday.

It is suggested that the Traffic Committee may please approve the enclosed sketch plan 12358.

Discussion (10/05/2012)

It was agreed that Council install the No Stopping restrictions from 2.30pm - 7pm, Monday to Friday and if necessary be extended at a later date.

The Manager Technical Services advised that the affected businesses will be notified of Council's intention and Council will seek their comments and feedback.

Recommendation of Local Traffic Committee

1. That Council installs the No Stopping, 2.30pm-7pm, MON-FRI, signs in Williamson Road, Ingleburn, as indicated in the attached sketch plan 12358.
 2. That Council advises affected businesses of its decision.
-

Local Traffic Committee Meeting 10 May 2012

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LTC 12/21 Lancaster Street an Devon Road Roundabout, Ingleburn - Proposed modification to roundabout

LTC 12/21 Lancaster Street an Devon Road Roundabout, Ingleburn - Proposed modification to roundabout

Previous Report: TC 62/91
Electorate: Campbelltown
Author Location: Traffic and Road Design Unit

Attachments

1. Proposed Concept Plan 12359 showing drive over roundabout
2. Standard Drawing SD-R15 Roundabouts

Background (10/05/2012)

The existing roundabout was designed and constructed by the Macarthur Development Corporation in late 1990 and early 1991. It was constructed as a retrofit design within the existing road geometry to allow heavy vehicles to enter gaps in traffic from adjacent industrial areas of Devon Road. At the time of design the roundabout was not checked for B-Double design vehicle turning paths as the use of B-Doubles was in its infancy. Council began assessing B-Double applications towards the end of 1991 and in 1994 considered a Roads and Traffic Authority request to assess a block of roads in the Ingleburn Industrial area for B-Double use.

Council has received requests to modify the roundabout due to the damage it has been causing to truck tyres while vehicles are manoeuvring through the roundabout. Council is constantly repairing kerbs and drainage lintels at the kerb returns due to long vehicles travelling outside the carriageway.

The design of the existing roundabout requires large semi trailers and B-Doubles to mount the centre annulus, however, many drivers are reticent in doing so preferring to mount the kerb and nature strip areas on the outer kerb radius.

Concrete cracked and significantly damaged

Council is seeking the Committee's concurrence for the reconstruction of the significantly damaged roundabout at its intersection of Lancaster Street, Stennett Road and Devon Road, Ingleburn as per the presented Concept Plan 12359. The proposal is to replace the existing raised centre island and 2m annules with a mountable type roundabout. The proposal will also require modification to the four approach splitter islands. The proposed roundabout will consist of the following:

1. 16m diameter asphalt central roundabout
 2. Approach splitter island in Devon Road to be concrete mountable islands
 3. Approach splitter island in Stennett Road to be concrete mountable islands
 4. Approach splitter island in Lancaster Street to remain as a pedestrian non mountable island reduced from 3m to 2m.
-

Local Traffic Committee Meeting 10 May 2012

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LTC 12/21 Lancaster Street an Devon Road Roundabout, Ingleburn - Proposed modification to roundabout

As a result of the tight geometry it is proposed that the islands associated with the roundabout be mountable but distinctive enough for drivers to identify them and keep left of them. Keep left signs and hazard marker signs will not be used as they are often damaged due to the turning paths of long vehicles. It is suggested that although the approaching stop sight distance to the intersection is satisfactory it is recommended that advance roundabout warning signs be considered due to the removal of some signs that help identify the roundabout.

The roundabout, splitter islands and line markings will be designed to meet the Australian standards.

Discussion (10/05/2012)

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

Recommendation of Local Traffic Committee

1. That the roundabout at the intersection of Lancaster Street, Stennett Road and Devon Road, Ingleburn be modified to allow improved heavy vehicle movements.
2. That detailed design of the roundabout be undertaken to Australian standards.

6. LATE ITEMS

No reports this round

7. GENERAL BUSINESS

No reports this round

8. DEFERRED ITEMS

No reports this round

There being no further business the meeting closed at 9.36am.

G Greiss
CHAIRPERSON

ATTACHMENT 2



CAMPBELLTOWN TRAFFIC COMMITTEE MINUTES

10 May 2012

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 Maritime Services.



Minutes Summary

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No reports this round		
7.	GENERAL BUSINESS	
No reports this round		
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 Maritime Services.

Minutes of the Campbelltown Traffic Committee held on 10 May 2012

1. ATTENDANCE

Campbelltown City Council

Councillor G Greiss (Chairperson)
Manager Technical Services - Mr K Lynch
Coordinator Traffic and Road Design - Mr A Arora
Team Leader Traffic Investigations - Mr F Sirc
Senior Engineer Traffic- Mr M Arya
Administrative Assistant - Mrs S Lambert

Roads and Maritime Services

Mr J Suprain

Police Representatives

Nil

Bus Companies

Busways - Mr S Grady
Interline - Mr B East

Representatives of State Member of Parliament

Nil

2. APOLOGIES

Mr R James
Senior Constable M Davies
Sergeant M Cotton

An Acknowledgement of Land was performed by the Chairperson

3. CONFIRMATION OF MINUTES

The Minutes of the previous meeting held on 12 April 2012 were adopted by Council at its meeting held on 8 May 2012.

4. BUSINESS ARISING FROM MINUTES

No reports this round

5. REPORTS LISTED FOR CONSIDERATION

CTC 12/14 Annual Chemical Clean Out - Junction Road, Ruse

Previous Report: CTC 10/19
Electorate: Campbelltown
Author Location: Traffic and Road Design Unit

Attachments

Traffic Control Plan (under separate cover)

Background (10/05/2012)

Council in association with the Department of Environment, Climate Change and Water is organising an annual Chemical Clean Out event. The next event will be held at Council's Effluent Disposal Facility (EDF) in Junction Road, Leumeah on 21 and 22 July 2012 (Saturday and Sunday) from 9.00am to 3.30pm.

Junction road is a two lane two way street of approximately 11.8m in width allowing 2.4m wide parking lanes on each side. A Traffic Control Plan (TCP) has been prepared to facilitate a sheltered right turning lane into the EDF and a 3.0m wide through lane. A temporary 105m 'No Stopping' 7.00am to 6.00pm, restrictions on the western side will provide easy access from and into the EDF.

A 60m long 'No Parking', 7.00am to 6.00pm restriction is also proposed adjacent to the existing bus stop, as Junction Road is part of a bus route. This will allow buses to use the existing bus stop for picking up and dropping off passengers.

No traffic management is considered necessary for southbound traffic as vehicles would be turning left into the EDF and are expected to adhere to normal road rules.

Advance warning signs 'Chemical Drop Off Area Ahead', 'Reduce Speed (G9-9)' AND 'Changed Traffic Conditions Ahead (T1-12)' signs will be provided on both approaches as advance warning signs. Vehicles leaving the EDF will be able to turn right into Junction Road. However, if vehicles leaving the area are causing congestion in the driveway of EDF then accredited traffic marshals at the driveway will guide exiting vehicles to make a left turn only. Drivers can then perform a 'U' turn at the Cook Road roundabout, which is approximately 550m south.

This event is considered a Class 2 event (Class 2 Special Events are events that impact on local traffic and local transport systems e.g. Local bus routes requiring Police and Council involvement with a Traffic Management Plan) and it is suggested that Council prepare and submit a Traffic Management Plan to the Roads and Traffic Authority for endorsement.

Campbelltown Traffic Committee Meeting 10 May 2012

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Discussion (10/05/2012)

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

Recommendation of Campbelltown Traffic Committee

1. That Council submit a Traffic Management Plan to the Roads and Maritime Services for endorsement for the Clean Out event at Council's Effluent Disposal Facility in Junction Road.
2. That Council inform affected residents and emergency service providers of the event and associated traffic management arrangements.
3. That the event and associated Traffic Management Plan be advertised in local papers.

6. LATE ITEMS

No reports this round

7. GENERAL BUSINESS

No reports this round

8. DEFERRED ITEMS

No reports this round

There being no further business the meeting closed at 9.40am.

G Greiss
CHAIRPERSON

1.2 2012 Floodplain Management Conference

Reporting Officer

Manager Technical Services

Attachments

Conference Program (to be tabled)

Purpose

To advise Councillors of the 2012 Floodplain Management Authorities (FMA) Conference. Councillor Borg is Council's nominated representative to the FMA.

History

An annual Conference is held at various locations around New South Wales and brings together various organisations involved in flood mitigation activities, to share information, flood mitigation techniques and management practices.

Campbelltown Council has been a significant beneficiary of funds from the State and Federal governments for flood mitigation works and flood studies, and has been a member of the FMA since 1982.

Report

The 2012 Conference is being held at Wagga Wagga and commences on Sunday 22 July and concludes on Tuesday 24 July 2012.

This year the Conference will cover topics such as 2012 Sewer Strategy, Climate Change Impacts and Adaptation and Stormwater and Drinking Water Quality.

It is proposed that Councillor Borg as Council's delegate to the FMA and any interested Councillors together with the Manager Technical Services and the Coordinator Stormwater and Structural Design attend this Conference and expenses be met in accordance with Council's Policy.

Officer's Recommendation

That the Councillor delegate to the Floodplain Management Authority and any interested Councillors, together with Council's Manager Technical Services and Coordinator Stormwater and Structural Design attend the 2012 Floodplain Management Authorities Conference and expenses be met in accordance with Council's Policy.

Committee's Recommendation: (Rule/Dobson)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 5 June 2012 (Lake/Borg)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 92

That the Officer's Recommendation be adopted.

1.3 Moorebank Intermodal Terminal Project - Update

Reporting Officer

Director City Works

Attachments

1. Media Release from the Hon Anthony Albanese MP, Minister for Infrastructure and Transport and Senator the Hon Penny Wong, Minister for Finance and Regulation dated 23 April 2012
2. Summary – Detailed Business Case (to be tabled)
3. Fact Sheet – Moorebank Intermodal Terminal Project

Purpose

To provide Council with an update on the progress of the Moorebank Intermodal Terminal Project.

History

The current application for another intermodal terminal (SIMTA) located on the eastern side of Moorebank Avenue at Moorebank was the subject of a Councillor briefing on 22 May, 2012. A number of issues surrounding both proposals were presented for Councillor's consideration.

Report

Representations from the Department of Finance and Deregulation from the Moorebank Project Office have provided Council staff with a brief update on the progress of the Moorebank Intermodal Terminal Project. This recent update related to an announcement by the Hon Anthony Albanese MP, Minister for Infrastructure and Transport of the Government's intention to call for tenders from the private sector to design, build and operate an intermodal terminal (IMT) at Moorebank on the Commonwealth site for commencement of operations in 2017.

The announcement and summary documents indicate that the project will involve the development of freight terminal facilities linked to Port Botany by rail increasing Sydney rail freight capacity and reducing road freight on Sydney's congested road network. It will also link to the Australian Rail Track Corporation (ARTC) national rail freight network. To enable the IMT to commence operations in 2017, the defence units currently on the Moorebank site will be relocated to Holsworthy by the end of 2014.

The Australian Government has selected Moorebank as a logical site for an IMT as the site is:

- Adjacent to the Southern Sydney Freight Line (SSFL) and has direct access to the M5 and M7
- Close to major container destinations and origins
- Located at a sufficient distance from Port Botany to make rail a commercially viable alternative to road movements from the port
- Of sufficient size to handle expected import-export (IMEX) and interstate demand
- Owned by the Commonwealth.

The demand estimates presented in the government document allow for several constraints as follows:

- Southern Sydney Freight Line (SSFL) and the availability of freight paths – the terminal would be dependent on use of the SSFL which would be required to support a variety of freight markets and could reach capacity at a relatively early stage of its life. ARTC has indicated that once the SSFL reaches capacity there is potential to increase the capacity on the line via the construction of passing loops and intermediate signalling
- Current rail configuration at Port Botany – Port Botany is connected directly with the metropolitan freight network. However, the configuration of rail sidings at the port, as well as operational practices and pricing of rail, impairs the cost effectiveness and reliability of rail freight at the port. Port Botany Landside Improvement Strategy (PBLIS) aims to address, amongst other things, these issues and the infrastructure constraints at Port Botany which subsequently constrain demand
- M5 capacity – there are pre-existing congestion challenges on the M5 Motorway which represents a particular issue for developing an IMT at Moorebank.

The Federal Government has acknowledged these constraints and discussions with the relevant stakeholders to address these constraints are underway.

Council also notes that for trucks to effectively access the M5 and M7 a high level bridge will need to be constructed in the vicinity of the Cambridge Avenue causeway crossing. Council has recently written to the Department of Planning and Infrastructure requesting that provision for a high level bridge be considered for this project. Council also requested reassurance that the movement of regional traffic in Moorebank will be maintained.

Following approval by the Commonwealth Government phase two will commence from May 2012 to December 2012 and will involve:

- Continue NSW Government and ARTC engagement
 - Continue community and commercial stakeholder engagement
 - Determine the terms and conditions for the land lease.
 - Establish the Government Business Enterprise (GBE).
-

Council will continue to be kept informed of the progress of this project.

Officer's Recommendation

That the information be noted.

Committee's Recommendation: (Borg/Rule)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 5 June 2012 (Lake/Borg)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 92

That the Officer's Recommendation be adopted.

ATTACHMENT 1



**THE HON ANTHONY ALBANESE MP
MINISTER FOR INFRASTRUCTURE AND TRANSPORT**

**SENATOR THE HON PENNY WONG
MINISTER FOR FINANCE AND DEREGULATION**

MEDIA RELEASE

PW 80/12

23 April 2012

KEY INFRASTRUCTURE PROJECT TO BOOST PRODUCTIVITY

A new freight terminal in Sydney's south-west will take 3,300 trucks off Sydney roads every day and create thousands of jobs for the region.

Today the Government is announcing its intention to call for tenders from the private sector to design, build and operate an intermodal terminal at Moorebank.

The Moorebank Intermodal Terminal project will see a rail link constructed from Sydney's busy Port Botany to a new freight terminal and warehousing facilities at Moorebank.

This will enable freight to be more efficiently transported by rail, providing much-needed relief for Sydney drivers.

In future years, the Moorebank site will also be expanded to include an interstate freight terminal.

Moorebank is the ideal location because of its close proximity to major connecting routes such as the M5, M7 and the Southern Sydney Freight Line, and has been assessed by independent firms KPMG and Greenhill Caliburn as the most appropriate location for an intermodal terminal.

Key to the project is a commitment that it will be open-access, which will ensure the best-value outcome for the project.

In addition to helping Sydney commuters, the Moorebank Intermodal Terminal project will deliver significant dividends across the entire Australian economy: more jobs for south-western Sydney and savings for Australian businesses.

It's anticipated 1650 full time jobs will be created during construction, and a further 1,700 people could be employed in the Liverpool region once the project is up and running.



**THE HON ANTHONY ALBANESE MP
MINISTER FOR INFRASTRUCTURE AND TRANSPORT**

**SENATOR THE HON PENNY WONG
MINISTER FOR FINANCE AND DEREGULATION**

MEDIA RELEASE

PW 80/12

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Moorebank is the ideal location because of its close proximity to major connecting routes such as the M5, M7 and the Southern Sydney Freight Line, and has been assessed by independent firms KPMG and Greenhill Caliburn as the most appropriate location for an intermodal terminal.

Key to the project is a commitment that it will be open-access, which will ensure the best-value outcome for the project.

In addition to helping Sydney commuters, the Moorebank Intermodal Terminal project will deliver significant dividends across the entire Australian economy: more jobs for south-western Sydney and savings for Australian businesses.

It's anticipated 1650 full time jobs will be created during construction, and a further 1,700 people could be employed in the Liverpool region once the project is up and running.

Forecasts suggest the Terminal would see an injection of \$135 million a year into the economy of the south-western Sydney alone.

Australian businesses that utilise Sydney's port will also benefit through reduced freight costs and diesel emissions.

The Moorebank Intermodal Terminal will contribute significantly to productivity, and investing in such critical infrastructure is part of the Gillard Government's plan to boost the productive capacity of the economy.

Private sector operators for the project will be selected through an open and competitive tender process.

The tender process will be managed by a Government Business Enterprise, to be established, and which will include an experienced private sector Board with a strong commercial focus.

Subject to planning and environmental approvals, the open-access Terminal will be open for business in 2017.

More information on the Moorebank Intermodal Project Terminal, including the KPMG and Greenhill Caliburn assessments can be accessed at www.finance.gov.au

MEDIA CONTACTS:

Jeff Singleton (Minister Albanese) 02 6277 7680
Evelyn Ek (Minister Wong) 02 6277 7400

ATTACHMENT 3

FACT SHEET – MOOREBANK INTERMODAL TERMINAL PROJECT

Key Statistics

- Import-Export (IMEX) freight at Port Botany has grown around 7% annually for the past five years and expected to grow at 6.7% annually over the next 25 years.
- The Moorebank IMT would have capacity for 1.2 million IMEX containers p/a and a further 500,000 interstate containers p/a, greatly increasing Sydney's freight handling capacity.
- The Moorebank IMT would generate 1,650 full time jobs during construction of the IMEX terminal and a further 1,700 people could be employed in the region once the facility and associated warehouses are open.
- As a result of the project the number of trucks to and from Port Botany would be reduced by 3,300 vehicles per day from 2019/20 onwards.
- The economic case for the Project shows a benefit cost ratio of 1.72.

The Project

- The IMT will include an IMEX terminal, an interstate terminal and associated warehousing facilities. Importantly, the facilities will be open access, enabling all freight users to participate.
- The IMEX is due to open in mid 2017 when Sydney Ports Corporation data indicates it will be required, while the interstate will open in 2029 when demand and policy requirements indicate it will be required.

Operating Model

- The IMT will be constructed and operated by the private sector following an open tender process.
 - The Australian Government will not be constructing, or operating the facility.
 - The Government believes that an open and transparent tender process will deliver the best IMT solution.
 - The Australian Government is confident of strong market interest following a market soundings process in which more than 40 major freight operators, financiers and users participated.
 - The Australian Government will act as the landlord for the facility, through a commercially focussed Government Business Enterprise (GBE). Details for the GBE will be included in the 2012-13 Budget.
 - To ensure a strong commercial focus and expertise, the Board of the GBE will be drawn from the private sector. This is similar to the approach for GBE's such as the Australia Rail Track Corporation and Australia Post.
-

Background

- The Australian Government announced a feasibility study into the Moorebank Intermodal Container Freight Terminal (IMT) in May 2010. The study considered 25 different commercial structures for delivering the Government's objectives, including the SIMTA site. The review, conducted by KPMG, recommended the proposed approach.
- The IMT study is part of a national response to problems in the freight and logistics chain at a time when freight volumes are growing rapidly. In Sydney, container freight volumes are expected to quadruple by 2030, well in excess of the current planning cap and with significant impacts on traffic congestion.
- The 220 ha site identified for the IMT is the current School of Military Engineering site at Moorebank, NSW, which is part of the Liverpool Military Area. This is an ideal location close to the M5, M7 and Southern Sydney Freight Line and large enough for a major IMT facility.

Detailed Business Case

- In early 2012 MPO provided a detailed business case to the Australian Government which found that the IMT was a much needed response to major challenges facing Australia in two key markets:
 - The IMEX container market, where rapid growth in container volumes, combined with constraints affecting Port Botany, threatened to create a bottleneck adding costs to the entire supply chain.
 - The interstate container market, where Australia is failing to take advantage of substantial cost savings and environmental benefits through greater use of rail for long distance freight transport.
- The detailed business case found that:
 - Additional freight capacity delivered by the IMT would help manage congestion at the port and on local roads, enabling an increase in the planning cap on throughput at Port Botany (currently 3.2 million containers a year). It is estimated that if rail's share of the freight task is not improved, truck traffic at Port Botany will increase by 400% by 2030.
 - An IMT at Moorebank would enhance the competitiveness of the interstate rail freight network and reduce the adverse environmental and social benefits of continuing to increase road freight.
 - The total project benefits over the 30-year evaluation period are valued at approximately \$10 billion or \$2.3 billion in present value terms. These benefits include operating cost reductions, reduced road congestion and accident costs, reduced environmental costs associated with road transport, journey reliability benefits, improved freight service reliability and revenue from operations.

Peer Review

- The Government engaged Greenhill Caliburn to undertake an independent, third party assessment of the detailed business case, and the recommended approach.
 - This assessment also assessed the Commonwealth's proposed model against other proposals.
 - The assessment agreed with the detailed business case's recommendations, including the model decided upon by Government.
-

1.4 Inquiry into the Utilisation of Rail Corridors

Reporting Officer

Director City Works

Attachments

Submission to the NSW Legislative Assembly Committee on Transport and Infrastructure (distributed under separate cover)

Purpose

To update Council on the progress of Council's submission to the NSW Legislative Assembly Committee on Transport and Infrastructure regarding Utilisation of the Rail Corridor.

History

Council was invited by the NSW Legislative Assembly Committee on Transport and Infrastructure (Transport and Infrastructure Committee) to provide a submission to their inquiry into the utilisation of the rail corridor. A report was presented to Council's meeting of 14 February 2012 (Item 1.5 City Works Committee 7.2.12.) regarding this submission.

Report

Council forwarded a submission to the Transport and Infrastructure Committee addressing the following issues.

- Utilisation of air space over the rail corridor
 - Connectivity of communities either side of the railway line
- Regulatory and policy barriers
 - Facilitating sustainable urban renewal and development
 - Facilitation of transport orientated development schemes around railway stations
- Utilisation of land adjacent to rail corridors
- Summary.

A copy of the submission is provided under separate cover.

A number of organisations that forwarded submissions, including two metropolitan Sydney councils, have been invited to provide further responses to the Transport and Infrastructure Committee.

Campbelltown City Council has been invited and advice has been forwarded to the Transport and Infrastructure Committee that it will be represented by the General Manager, Director Planning and Environment and Director City Works to respond to Council's submission.

The Transport and Infrastructure Committee will be holding their inquiry on Monday 28 May 2012 at the NSW Parliament.

Officer's Recommendation

That the information be noted.

Committee's Recommendation: (Rule/Thomas)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 5 June 2012 (Lake/Borg)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 92

That the Officer's Recommendation be adopted.

1.5 NSW Long Term Transport Master Plan - Update

Reporting Officer

Director City Works

Attachments

Submission to NSW Long Term Transport Master Plan Discussion Paper (distributed under separate cover).

Purpose

To update Council on information provided in its submission to the NSW Long Term Transport Master Plan Discussion Paper.

History

This issue was reported to Council on 10 April 2012 (Item 1.5 City Works Committee). The Director City Works, Director Planning and Environment and Manager Technical Services attended a Regional Forum on 23 April 2012 held at St Marys.

Report

Transport NSW invited submissions on the NSW Long Term Transport Master Plan to be provided by 27 April 2012. Council's submission was forwarded by the due date and responded to 23 issues covering the following:

- The NSW Government and transport objectives
- Sydney transport
- Regional transport
- Freight transport
- Funding.

The comments received by NSW Transport will be considered in the development of the draft NSW Long Term Transport Master Plan which is due for release in mid 2012. Council will have an opportunity to comment on the draft at that time. The final NSW Long Term Transport Master Plan will be released in November 2012.

Council will be kept informed of the progress of this plan.

Officer's Recommendation

That the information be noted.

Committee's Recommendation: (Rule/Dobson)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 5 June 2012

Having declared an interest in regard to Item 1.5, Councillor Chanthivong vacated the Chair, left the Chamber and did not take part in debate nor vote on this item.

In the absence of the Chairperson, Deputy Mayor Councillor Thomas assumed the Chair.

Council Meeting 5 June 2012 (Rule/Lake)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 93

That the Officer's Recommendation be adopted.

At the conclusion of the discussion regarding Item 1.5, Councillor Chanthivong returned to the Chamber for the remainder of the meeting and resumed the Chair.

2. OPERATIONAL SERVICES

2.1 National Tree Planting Day

Reporting Officer

Manager Operational Services

Attachments

Site Maps

Purpose

To advise Council of the programme of activities for the Planet Ark National Tree Planting Event for 2012.

History

Planet Ark's National Tree Day was formed in 1995 through the amalgamation of several tree planting initiatives. Campbelltown City Council has been involved in the campaign since 1999. At a national level, It is estimated that over 300,000 volunteers have planted approximately 1.5million native plants annually at more than 3,000 sites since 1995.

Report

Celebrating the 13th year, Council will again play host to the annual Planet Ark National Tree Day event. This year, National Tree Day will be held on Sunday 29 July 2012, while Schools Tree Day is to be held on Friday 27 July.

The National Tree Day and Schools Tree Day are the largest community tree planting and nature care events in Australia. The event provides local residents, schools and businesses an opportunity to participate in improving the Macarthur region's natural environment. Cultivating local native vegetation provides food and shelter for wildlife, increases native biodiversity and improves the overall aesthetics of the region.

The following sites have been selected as planting areas for the event:

1. Jonathan Brooker Reserve, Woodbine

This tree planting location will provide improvement in the general aesthetics of the reserve, vegetation enhancement, shade and screening to the surrounding residents.

2. Edna Reserve, Ingleburn

This location has been selected to continue enhancement planting which involved Sackville Street Public School in 2011.

3. Minto Basin Stage 5

This location is important as it forms part of an ongoing planting strategy within the Minto Basin to beautify the area.

4. Campbelltown Golf Course, Glen Alpine

The focus is to increase native planting at select areas within the golf course to improve the native habitat and water quality.

Council has established strong relationships with many schools within the local government area. Continued support by Council through education, community interaction and resources assures the successful continuation of local projects and achieving environmental sustainability in the future.

Communication and advertising for 2012 National Tree Day will be facilitated through Council's Website, Intranet and the use of banners at Ingleburn central business district. Localised letter drops will be distributed prior to the event, whilst directional signage will be strategically placed at sites to enhance the event locations and participation.

As a token of Council's appreciation, a native seedling will be offered to participants on the day. They may either plant the seedling onsite or within their own property.

Officer's Recommendation

1. That Council progress the preparation of the Planet Ark National Tree Day on Sunday 29 July 2012.
2. That Council progress the preparation of the Planet Ark Schools Tree Day on Friday 27 July 2012.

Committee's Recommendation: (Borg/Rule)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 5 June 2012 (Lake/Borg)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 92

That the Officer's Recommendation be adopted.

ATTACHMENT 1



SITE MAP

Jonathan Brooker Reserve
Curl Curl Place Woodbine



Entry point to site – Curl Curl Place Woodbine



SITE MAP

Edna Reserve Desmond Street Ingleburn



Entry point to site – Percy Street Ingleburn



SITE MAP

Minto Basin Central Park Drive Bow Bowling

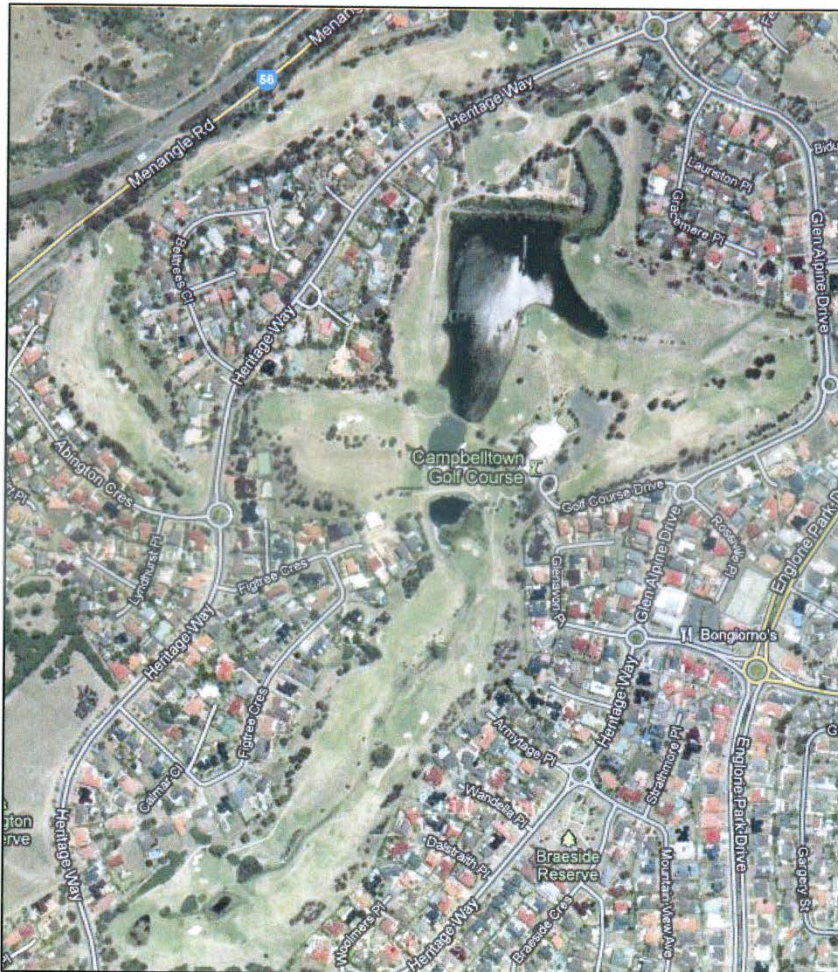


Entry point to site – End of Bouddi Street Bow Bowling



SITE MAP

Campbelltown Golf Course Golf Course Rd, Glen Alpine



The community planting areas will be established after water quality improvement works have been undertaken.

3. ASSETS AND SUPPLY SERVICES

3.1 T12/07 Supply of Turf

Reporting Officer

Manager Assets and Supply Services and Manager Operational Services

Attachments

The following confidential attachment has been distributed to Councillors under separate cover as numerous tenderers have indicated that the contents of their tender are commercial-in-confidence:

Evaluation and Pricing Matrix

Purpose

To advise Council of the tenders received for supply of turf and recommend that Council accept the tender submitted by Manoeuvre Mow Pty Ltd t/a Cobbitty Turf.

History

Council had a contract for the provision of the supply of turf which has expired. As Council continues to utilise these services and the expenditure over the term of the contract historically exceeds the legislative threshold, Council invited tenders for a new contract.

Report

Legislation

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

Contract Expenditure

It is anticipated that works under this contract is in the vicinity of \$100,000 per annum. Funds for these works are allocated in Council's budget.

Contract Term

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

Advertising of Tenders

Tenders were advertised in The Sydney Morning Herald, The Macarthur Advertiser and The Macarthur Chronicle in the weeks commencing 5 and 13 March 2012. Tenders were also advertised on Tenderlink and Council's website. The Ingleburn and Campbelltown Chambers of Commerce and Industry were notified.

Tenders Received

Tenders closed on Tuesday 27 March 2012. Five on-time responses were received from the following organisations:

- Billabong Turf Australia Pty Ltd
- P&M Services Pty Ltd t/a Outwest Turf Supplies
- Ground and Field Services Pty Ltd
- Manoeuvre Mow Pty Ltd t/a Cobbitty Turf
- M Collins & Sons (Contractors) Pty Ltd

Tender Document

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

- Company details
- References
- Company experience
- Details of plant and equipment available to provide the services
- A response to a fictional scenario for supply, delivery and laying of turf for soccer goal mouths on a sporting field detailing their methodology, list of plant and equipment, a list of work crew members and their qualifications, estimated time to complete the job, detailed quotation, safe operating procedures, completed work method statements, site hazard and site risk assessments and any other considerations the tenderer felt relevant.
- Price
- Insurances
- Environmental practices
- WH&S management systems
- Details of any subcontractors and their experience and insurances
- Conflict of interest declaration
- Additional terms of contract protecting the tenderer's business requirements.

Evaluation Process

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

- Experience of the company
 - Plant and equipment
 - Scenario response
 - Suitability of standard pricing
 - Work Health and Safety
 - Environmental commitment
-

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

The Work Health and Safety and Environmental Practices criteria were assessed on the basis of unsatisfactory, satisfactory or exceptional.

The scoring of tendered prices was determined based on a regular order of supply, deliver and lay on to prepared site of 600 square metres of Kikuyu turf variety.

Recommendation of the Evaluation Panel

Manoeuvre Mow Pty Ltd t/a Cobbitty Turf are recommended for the supply of turf as they:

- detailed considerable experience in the provision of similar works
- provided sufficient details of their plant and equipment
- provided a comprehensive response to the scenario based question
- provided satisfactory occupational, health, safety and environmental documentation
- provided competitive pricing on the required turf varieties

Satisfactory referee checks were undertaken confirming their service level and capabilities.

Tenders Not Recommended

Billabong Turf Australia Pty Ltd are not recommended as they:

- did not provide sufficient details of their plant and equipment
- did not provide a response for the scenario based question or the quotation as requested

P&M Services Pty Ltd t/a Outwest Turf Supplies are not recommended as they:

- did not provide sufficient details of their plant and equipment
- tendered pricing which was not as competitive as the recommended tenderer

Ground and Field Services Pty Ltd are not recommended as they:

- tendered pricing which was not as competitive as the recommended tenderer

M Collins & Sons (Contractors) Pty Ltd are not recommended as they:

- did not provide a response for the scenario based question or the quotation as requested
- tendered pricing which was not as competitive as the recommended tenderer

Management of Proposed Contract

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

Officer's Recommendation

1. That Council accept the offer of Manoeuvre Mow Pty Ltd trading as Cobbitty Turf for the provision of supply of turf for a period of three years with an option for extension of 12 months and a further extension of 12 months.
 2. That the Contract documents be executed under the Common Seal of Council.
 3. That the unsuccessful Tenderers be notified of the results of tender process.
-

Committee's Recommendation: (Borg/Rule)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 5 June 2012 (Lake/Borg)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 92

That the Officer's Recommendation be adopted.

3.2 T12/04 Painting Services

Reporting Officer

Manager Assets and Supply Services

Attachments

The following confidential attachment has been distributed to Councillors under separate cover as numerous tenderers have indicated that the contents of their tender are commercial-in-confidence:

Evaluation and Pricing Matrix

Purpose

To advise Council of the tenders received for painting services and recommend that Council accept the tender submitted by Axblack Pty Ltd.

History

Council has a contract for the provision of painting services which is due to expire. As Council continues to utilise these services and the expenditure over the term of the contract historically exceeds the legislative threshold, Council invited tenders for the new contract.

Report

Legislation

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

Contract Expenditure

It is anticipated that works under this contract is in the vicinity of \$250,000 per annum. Funds for these works are allocated in Council's budget.

Contract Term

The term for this contract will be for a period of two years with an option for extension of 12 months.

Advertising of Tenders

Tenders were advertised in The Sydney Morning Herald, The Macarthur Advertiser and The Macarthur Chronicle in the weeks commencing 5 and 12 March 2012. Tenders were also advertised on Tenderlink and Council's website. The Ingleburn and Campbelltown Chambers of Commerce and Industry were notified.

Tenders Received

Tenders closed on Tuesday 27 March 2012. Ten on-time responses were received from the following organisations:

- AGM Construction Pty Ltd
- Axblack Pty Ltd
- Chaisam Pty Ltd t/as Chai Contractors & General Services
- Higgins Coatings Pty Ltd
- Micks Painting Pty Ltd
- OSSA Services Pty Ltd
- Programmed Maintenance Services Limited t/as Programmed Property Services
- Samir Bejdic t/as SAMCO Painting and Decorating
- Suzi Lord t/as Superior Paint Finishes
- Workzone Pty Ltd

Tender Document

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

- Experience
- Nominated staff
- Response time to attend to a call out
- Price
- Insurances
- Work Health and Safety Management Systems
- Environmental practices
- Details of any subcontractors and their experience
- Conflict of interest declaration
- Additional terms of contract protecting the tenderers' business requirements.

Evaluation Process

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

- Experience of the company
 - Nominated staff
 - Response time to call out
 - Price
 - Work Health and Safety
 - Environmental commitment
-

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

The Work Health and Safety and Environmental Practices criteria were assessed on the basis of unsatisfactory, satisfactory or exceptional.

The scoring of tendered prices was determined based on the tradesperson hourly rate and the percentage charged for a typical quantity of materials.

Recommendation of the Evaluation Panel

Axblack Pty Ltd provided the best response to Council and is recommended for the provision of painting services as they:

- demonstrated considerable experience in the provision of similar works
- provided sufficient details of their nominated staff
- tendered a competitive licensed tradesperson rate
- presented the best value for money offer to Council
- provided the best response time
- provided satisfactory work health and safety and environmental documentation.

Tenders Not Recommended

AGM Construction Pty Ltd are not recommended as they:

- did not provide sufficient details of their previous experience
- did not provide sufficient details of their nominated staff
- tendered a response time which was longer than the recommended tenderer
- tendered pricing which was not as competitive as the recommended tenderer

Chaisam Pty Ltd t/as Chai Contractors & General Services are not recommended as they:

- did not provide sufficient details of their previous experience
- did not provide sufficient details of their nominated staff
- tendered a response time which was longer than the recommended tenderer
- provided unsatisfactory environmental documentation
- tendered pricing which was not as competitive as the recommended tenderer

Higgins Coatings Pty Ltd are not recommended as they:

- did not provide sufficient details of their nominated staff
- tendered a response time which was longer than the recommended tenderer
- tendered pricing which was not as competitive as the recommended tenderer

Micks Painting Pty Ltd are not recommended as they:

- did not provide sufficient details of their nominated staff
 - tendered a response time which was longer than the recommended tenderer
-

OSSA Services Pty Ltd are not recommended as they:

- did not provide sufficient details of their previous experience
- did not provide sufficient details of their nominated staff
- tendered a response time which was longer than the recommended tenderer
- provided unsatisfactory work health and safety documentation
- provided unsatisfactory environmental documentation
- tendered pricing which was not as competitive as the recommended tenderer

Programmed Maintenance Services Limited t/as Programmed Property Services are not recommended as they:

- did not provide sufficient details of their nominated staff
- tendered a response time which was longer than the recommended tenderer
- tendered pricing which was not as competitive as the recommended tenderer

Samir Bejdic t/as SAMCO Painting and Decorating is not recommended as they:

- did not provide sufficient details of their previous experience
- did not provide sufficient details of their nominated staff
- tendered a response time which was longer than the recommended tenderer
- provided unsatisfactory work health and safety documentation
- provided unsatisfactory environmental documentation
- tendered pricing which was not as competitive as the recommended tenderer

Suzi Lord t/as Superior Paint Finishes is not recommended as they:

- did not provide sufficient details of their previous experience
- did not provide sufficient details of their nominated staff
- tendered a response time which was longer than the recommended tenderer
- provided unsatisfactory environmental documentation
- tendered pricing which was not as competitive as the recommended tenderer

Workzone Pty Ltd is not recommended as they:

- did not provide sufficient details of their previous experience
- did not provide sufficient details of their nominated staff

Management of Proposed Contract

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

Officer's Recommendation

1. That Council accept the offer from Axblack Pty Ltd for the provision of painting services for a period of two years with an option for extension of 12 months.
 2. That the Contract documents be executed under the Common Seal of Council.
 3. That the unsuccessful tenderers be notified of the results of tender process
-

Committee's Recommendation: (Rule/Dobson)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 5 June 2012 (Lake/Borg)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 92

That the Officer's Recommendation be adopted.

4. EMERGENCY SERVICES

No reports this round

5. GENERAL BUSINESS

5.1 Pedestrian Crossing - Rudd Road, Leumeah

Committee's Recommendation: (Rule/Borg)

That a report be presented examining the feasibility of installing a pedestrian crossing on Rudd Road between Kingsclare Street and O'Sullivan Road, Leumeah.

CARRIED

Council Meeting 5 June 2012 (Lake/Borg)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 92

That the Officer's Recommendation be adopted.

5.2 Proposed Current and Future Plans for Narellan Road

Committee's Recommendation: (Lake/Borg)

That Council write a letter to the Minister for Roads requesting information on any proposed current and future plans for the entire length of Narellan Road.

CARRIED

Council Meeting 5 June 2012 (Lake/Borg)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 92

That the Officer's Recommendation be adopted.

Confidentiality Motion: (Borg/Rule)

That the Committee in accordance with Section 10 of the *Local Government Act 1993*, move to exclude the public from the meeting during discussions on the items in the Confidential Agenda, due to the confidential nature of the business and the Committee's opinion that the public proceedings of the Committee would be prejudicial to the public interest.

CARRIED

19. CONFIDENTIAL ITEMS

19.1 Directors of Companies

Reason for Confidentiality

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

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

19.2 EOI 11/03 Outside School Hours Care Facility at Ambrosia Neighbourhood Centre, Ambarvale

Reason for Confidentiality

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

- (d) commercial information of a confidential nature that would if disclosed:
 - (i) prejudice the commercial position of the person who supplied it.

There being no further business the meeting closed at 7.36pm.

P Lake
CHAIRPERSON
