

Reports of the City Works Committee Meeting held at 7.30pm on Tuesday, 7 February 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 7 February 2012

Present His Worship the Mayor, Councillor A Chanthivong
Councillor P Lake (Chairperson)
Councillor F Borg
Councillor S Dobson
Councillor W Glynn
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
Manager Business Assurance - Mrs M McIlvenny
Manager Compliance Services - Mr A Spooner
Manager Emergency Services - Mr J Dodd
Manager Financial Services – Mrs C Mears
Manager Governance and Administration - Ms D Bourke
Manager Healthy Lifestyles - Mr M Berriman
Acting Manager Operations - Mr A Davies
Manager Property Services - Mr J Milicic
Acting Manager Technical Services - Mr K Lynch
Executive Assistant - Ms B Buckley

Apology (Rule/Glynn)
That the apology from Councillor 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

Councillor Chanthivong - Item 1.5 - Utilisation of Rail Corridor - Councillor Chanthivong advised that he is an employee of the Roads and Maritime Services (formerly RTA) and he will leave the room and not take part in debate nor vote on the matter.

Non Pecuniary – Less than Significant Interests

Nil

1. TECHNICAL SERVICES

1.1 Traffic Committee

Reporting Officer

Acting Manager Technical Services

Attachments

1. Minutes of the Local Traffic Committee Meeting held on 8 December 2011
2. Minutes of the Campbelltown Traffic Committee Meeting held on 8 December 2011

Purpose

To seek Council's endorsement of the recommendations arising from the Local Traffic Committee and Campbelltown Traffic Committee held on 8 December 2011.

Report

RECOMMENDATIONS OF THE LOCAL TRAFFIC COMMITTEE

Reports Listed for Consideration

LTC.11/38 Dobell Road, Claymore - Claymore Public School - Children's Crossing

That PCW lines be provided at the children's crossing in Dobell Road adjacent to Claymore Public School.

Note: Instructions have been issued for the installation of the PCW lines prior to the commencement of the school term.

LTC. 11/39 Howe Street, Campbelltown - Review of Parking

1. That the information be noted.
2. That a further report outlining the results of the consultation process and recommendations be presented to a future meeting.

Note: Notices have been posted at the car park and letters forwarded to surrounding businesses as part of the consultation process.

RECOMMENDATIONS OF THE CAMPBELLTOWN TRAFFIC COMMITTEE

Business Arising from Minutes

CTC.11/68 Kellicar Road, Campbelltown - Safety Camera Operation at Narellan Road Intersection

1. That information in the body of report is noted.
2. That a report be presented to the Traffic Committee in six months following further monitoring of the Kellicar Road/Narellan Road intersection.

CTC 11/69 Cambridge Avenue, Glenfield - Amendment of B-Double operations

1. That the information in the body of report is noted.
2. That Council extends B-Double operation in Cambridge Avenue, Glenfield to operate from 8am instead of 10am as approved in 2004 provided the vehicles do not leave the site prior to 9am. The days of operation, Monday to Friday, will remain unchanged.
3. That the B-Double operation between Cambridge Avenue and the Glenfield Waste Centre be reviewed in twelve months and a report be presented to the Traffic Committee.
4. That Council advises the Roads and Maritime Services of its decision.

CTC 11/70 Oxford Road, Ingleburn - Review of Bus Zone adjacent to Ingleburn Library

1. That Council endorse the design sketch plan 12335.
2. That Council forward the amended traffic signal plan to the Roads and Maritime Services for endorsement.
3. That Council undertakes adjustment to linemarking and pavement patches on receipt of Roads and Maritime Services endorsement.

CTC 11/71 Junction Road, Leumeah - Songkran Fete 2012

1. That the traffic management arrangements for the Songkran Buddhist Fete 2012 be approved subject to the following:
 - a. Provision of amended traffic control plans showing additional pedestrian warning signs.
 - b. Payment by the applicant to cover cost of advertisement in regards to traffic changes for the event.
 - c. Receipt of approvals from both NSW Police Force and Leumeah High School for the Holding of the Public Assembly and use of the school grounds for car parking.
 2. That Council forward the Special Event Transport Management Plan to the Roads and Maritime Services for their endorsement.
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3. That the applicant resubmits a Traffic Control Plan showing pedestrian areas in order to address traffic congestion.

CTC 11/72 Anzac Day March 2012

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

CTC 11/73 2012 Traffic Committee Meeting Dates

That the information be noted.

General Business

CTC 11/74 Bus Stop Sign Plinths

That a letter be forwarded to the Department of Transport requesting a program on the cleaning and maintenance of bus stop sign plinths.

Note: As Council had previously raised concerns regarding the plinths, a follow up letter has been forwarded to the Department of Transport seeking clarification on these matters.

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 8 December 2011 be adopted, noting that Items LTC.11/38, LTC.11/39 and CTC.11/74 have been acted upon.

Committee's Recommendation: (Rule/Borg)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 14 February 2012 (Lake/Rule)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 12

That the Officer's Recommendation be adopted.

1.2 Burrendah Reserve, Raby - Update

Reporting Officer

Acting Manager Technical Services

Attachments

Revised concept plan for Burrendah Reserve (distributed under separate cover)

Purpose

To provide Council with an update on the concept plan of Burrendah Reserve.

History

Burrendah Reserve is located at the corner of Spitfire Drive and Thunderbolt Drive, Raby and is approximately 13.5 ha of open space. The previous farm dam located within the reserve acts as both a retention and detention dam and is of earth construction. Adjacent to and downstream of the dam is a low flow underground stormwater pipe system discharging into the open channel adjacent to Kooringa Oval. Overflow from the dam passes under Spitfire Drive via a steel arch structure.

An initial concept plan for the reserve was prepared in 1990 (see attached plan). The plan indicates a cycleway around the reserve with linkages to other local cycleways. The plan also provided picnic areas and walking paths through the reserve.

Council resolved on the 20 April 2004 that 12 parks within the Local Government Area have specific Plans of Management of which Lake Burrendah (Burrendah Reserve) was included. To date Council has completed five of these specific Plans of Management and commenced various works as identified in these plans. The Burrendah Reserve Plan of Management is yet to be undertaken.

Report

A revised concept plan presented to Council at a recent briefing night provides for a sustainable balance between passive recreation and native flora and fauna within Burrendah Reserve. The plan provides an essential link in Council cycle network circuit connecting Raby Oval down to Kooringa Reserve. A local circuit in the reserve will cater for cyclists as well as walkers and joggers of all ages.

The plan has a strong emphasis in restoring the area into a sustainable ecosystem that can support many forms of appropriate native flora and fauna. Floating rafted reed beds and upstream water quality devices would be considered to provide a high quality of water to support the proposed ecosystems. Small wetlands immediately up stream of the lake will provide both water quality treatment as well as a pleasant passive area.

The placement of viewing areas will encourage people to view the area whilst minimising any environmental impacts. Information boards will be provided to explain the different aspects of the area. The area will also be beneficial to local schools for educational purposes.

The provision of fitness equipment will enable a wider variety of users to the reserve which will provide increased passive surveillance and ultimately a more family friendly environment.

Prior to physical works being carried out on site a Part Five Assessment of the area will be required as well as water quality testing, these reviews will guide a more detailed design of the reserve to be progressed.

The works on site would be staged over a number of years with a cycle link being provided as part of the initial stages of the development. The clearing of weeds and cleaning of the dam being an early step to ensure a stable high quality ecosystem is in place prior to the full development of the facility.

Currently water quality testing has been scheduled for the existing dam to assist in the design of the water quality devices. The Part Five Assessment will be carried out on the reserve in the last quarter of this year. Any further assessments identified by the Part Five Assessment will require future budget consideration.

Officer's Recommendation

That the information be noted.

Committee's Recommendation: (Rule/Thomas)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 14 February 2012 (Lake/Rule)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 12

That the Officer's Recommendation be adopted.

1.3 Update of Glenfield to Leppington Rail Link

Reporting Officer

Acting Manager Technical Services

Attachments

Plans of area of work to be tabled

Purpose

To provide Council with an update on the commencement of the construction of the South West Rail Link from Glenfield to Leppington.

History

The then Minister for Planning approved the Project Application on 21 December 2006. Construction of the South West Rail Link project comprises approximately 13.1 kilometres of dual-track electrified railway between Glenfield and Leppington. It includes an upgrade to Glenfield Station, new flyovers at Glenfield junction, two new stations at Edmondson Park and Leppington and a train stabling facility in east Rossmore.

The project is divided into two stages. Stage 1 being undertaken by Glenfield Junction Alliance and Stage 2 construction and design undertaken by John Holland Group. The expected completion date for Stage 1 is 2014 and Stage 2 is scheduled for 2016.

Provision has been made to further extend the line in the future beyond Leppington, however at present the project includes four main areas of work, which are:

- Glenfield Station and junction areas
- Edmondson Park Station
- Leppington Station
- Train stabling facility.

Report

The design and construction planning for the South West Rail Link (SWRL) is well under way with preliminary works within the Campbelltown Local Government Area commenced in December 2011. The project has taken on the name of "Glenfield to Leppington Rail Link" (GLRL) and will be referred to by this title throughout this report.

The overall intention of the project is to complete the main road crossing at the initial stages of the project. This will allow the rail corridor to be used as the main haulage road during the construction process and minimise the use of public roads for the transportation of cut and fill material.

The main road crossings within Campbelltown Local Government Area are the F5 Freeway and Campbelltown Road. The railway line will pass under the F5 Freeway and flyover Campbelltown Road.

At the F5 Freeway a temporary protection barrier has been erected and work within the central median commenced. The construction process will not see the permanent closure of any lanes though temporary traffic control may be required at times to allow safe work areas and for transportation of material. The works being undertaken currently are known as the enabling works. These works involve the modification of the stormwater drainage system within the Freeway central median and the replacement of fill material within the central median with a more structural material to allow the boring of the rail tunnel. Works will also involve the construction of safety barriers and retaining walls at the edge of the Freeway to prevent vehicles from dropping down into the rail cutting.

The enabling works also require the modification to an existing crossover between the north bound and south bound lanes of the Freeway. These works are to the south of the actual rail tunnel. An additional crossover is also to be provided to the north of the rail tunnel and this will be completed as part of the enabling works.

All the enabling works are scheduled to be completed by the end of February 2012 with main tunnelling works to commence in late April 2012. Enabling works have been brought forward to take advantage of the quieter Christmas traffic period. During the main tunnelling works there will be no need to access the construction site from the Freeway with all access and works being undertaken from outside the road corridor.

Officer's Recommendation

That the information be noted.

Committee's Recommendation: (Glynn/Thomas)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 14 February 2012 (Lake/Rule)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 12

That the Officer's Recommendation be adopted.

1.4 Roads to Recovery Program - Update

Reporting Officer

Director City Works

Attachments

Responses received (distributed under separate cover)

Purpose

To provide Council with a summary of the responses received regarding the continuation of the Roads to Recovery Program.

History

Council at its meeting of 18 October 2011 resolved to support the position of the Australian Local Government Association that the Roads to Recovery Program be made permanent. Council resolved to write to the Prime Minister, Deputy Prime Minister, the Minister and Shadow Minister for Infrastructure and Transport and local State and Federal Members requesting their support for the programme being made permanent.

Report

Council has received a response from the Shadow Minister for Infrastructure and Transport, Warren Truss MP, who advised that the Coalition is committed to maintaining and expanding the Roads to Recovery Program. Mr Truss also acknowledged the cost to local government to maintain local roads and advised of the Coalition's commitment to restore the Strategic Regional Roads program to support major regional connections and job creation.

A response was also received on behalf of the Prime Minister and the Minister for Infrastructure and Transport, the Hon Anthony Albanese MP, advising that the Government is investing \$1.75b in the Roads to Recovery Program from 2009-2010 to 2013-2014. The Government advises that it has no plans to withdraw this financial support and no significant aspects of the programme have been changed.

The Australian Local Government Association has been advised of these responses.

Officer's Recommendation

That the information be noted.

Committee's Recommendation: (Rule/Dobson)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 14 February 2012 (Lake/Rule)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 12

That the Officer's Recommendation be adopted.

1.5 Utilisation of Rail Corridor

Reporting Officer

Acting Manager Technical Services

Attachments

Correspondence from Legislative Assembly Committee on Transport and Infrastructure dated 30 November 2011

Purpose

To assist Council in responding to a request from a Legislative Assembly Committee on Transport and Infrastructure inquiry into the utilisation of the rail corridor.

Report

Council received a letter dated 30 November 2011 inviting Council to make a submission to the Committee on the utilisation of the rail corridor. Submissions are to be received by Wednesday 29 February 2012.

The terms of reference for the Legislative Assembly Committee on Transport is to inquire and report on the utilisation of air space above, and the land adjacent to the rail corridor in the greater metropolitan area of Sydney, including the Hunter and Illawarra.

Matters may include but are not limited to how rail corridors might contribute to

- Providing opportunities for mixed property development
- Generating income for funding future infrastructure projects
- Facilitating sustainable urban renewal and development
- Facilitation of transit oriented development schemes around railway stations
- Connectivity of communities either side of railway lines.

Other areas of inquiry will include

- The current planning and policy framework
- Regulatory and policy barriers to implementing rail corridor projects
- Issues relating to the financing and funding of such projects
- Methods of assessing the compatibility of projects with the local community
- Examples of best practise from other jurisdictions.

A. Comments on the Utilisation of Air Space over the Rail Corridor

Council's experiences in negotiating with Rail agencies and associated organisations, involving the rail network over the past number of years provides Council with a unique opportunity to respond to the inquiry.

Connectivity of Communities Either Side of Railway Lines

The provision of projects in the air space above the rail corridor has proved to be a very difficult, costly and lengthy process for Council especially in relation to obtaining approvals for the construction of the Leumeah Pedestrian Bridge.

This Council project was considered a relatively simple structure with minimal interruption to the rail network. For projects both simple and complicated to be viable over the rail corridor, the time frame and process for obtaining approvals must be significantly streamlined. Once a project has been submitted to RailCorp then the conditions imposed must be very clear and fixed and not be subject to complete review each time amendments are required.

It is suggested that the assessment of any applications be dealt with directly by either the Department of Planning and Infrastructure or by Transport for NSW with RailCorp to assess the engineering detail. On this basis the community benefit of the projects could be considered to overcome delays by RailCorp in progressing connectivity projects within the rail corridors.

The ability to obtain timely approvals is critical for Council to meet its service obligations to the community in the areas of road, pedestrian access and for the provision of services such as drainage.

Facilitating Sustainable Urban Renewal and Development

Mixed property development including residential apartments, commercial and retail buildings could be located over the rail corridor particularly in the vicinity of the stations. Any construction over the rail network would need strong consideration for local visual amenity and street environmental assessment would be required.

In this respect it is critical that RailCorp liaise with Councils in order to ensure that land adjoining station precincts is appropriately zoned to cater for future development and for provision of commuter car parking. There is also the opportunity to incorporate the airspace over Councils roads adjoining the rail corridor to allow development within station precincts.

RailCorp should be required to identify its future plans and requirements for rail corridors which should include any plans for existing widening of the corridor and for future expansion in release areas. This should be designated on zoning maps in order that Council can appropriately plan for provision of future development without restricting the capacity to provide for future rail infrastructure.

It would also be requested that the Committee also investigate the capacity of existing commuter car parks and the need to provide additional capacity given the significant levels of urban development within the region. It should be noted that existing commuter car parks are at or near peak capacity such as the Glenfield multi deck commuter car park which is constantly at capacity within a year of completion although it was indicated that it would accommodate for ten years growth in parking demand.

The failure to address the provision of adequate commuter car parking could have a major impact on traffic circulation around the suburban centres in Campbelltown. There is also potential for consideration of park and ride facilities to be provided within the growth areas with an express bus service to the local railway stations.

In the promotion of a sustainable environment the air space above the rail could be used to install a large quantity of solar panels which could either feed electricity into the rail network or feed into the grid. Within the maintenance roads of the rail corridors large pipelines could be constructed to enable the harvesting of water. These systems could be used for retention or detention with the water being used in local communities for a wide range of uses.

Although not specifically identified in the Terms of Reference, Council will also raise the matter of prompt removal of graffiti within the rail corridor by RailCorp.

Facilitation of Transport Orientated Development Schemes around Railway Stations

The Roads and Maritimes Services, RailCorp and representatives from Campbelltown and Liverpool Councils have recently met to assess if it possible to provide a cycleway linking Macarthur Station to Liverpool Station by mainly using the rail corridor. Such uses of the rail corridor would provide a strong trunk route for cycleway and this type of use should be strongly encouraged.

Commuter parking stations and kiss and ride facilities could be constructed over the corridor which would remove the pressure off local streets and the congestion at the street entrances to the stations. Easy access for commuters would also be significantly enhanced.

Council will also identify the need to provide for a future road bridge over the rail corridor linking Broughton Street and Badgally Road to ensure that RailCorp can appropriately plan for its future transport interchange needs and any redevelopment of Campbelltown Station.

B. Comments on the Utilisation of Land Adjacent to the Rail Corridors

Of particular concern in the Terms of Reference is the consideration of how land adjacent to the rail corridor could be used. This land would not be in the ownership of RailCorp and the encroachment into other lands by rail activities continues to significantly impact on adjacent land uses. There is concern regarding legislative powers which could be provided to RailCorp to impact on areas beyond their current rail corridor boundaries without prior consultation with adjoining land owners and appropriate compensation being available.

Council over recent years has had to continuously negotiate where possible to restrict the impact from rail activities onto Council land. To date the use of other adjacent land appears to the advantage of the rail purpose and little regard for the other uses. In most situations where RailCorp has placed infrastructure, ie gardens and safety barriers, required for their project onto Council land they have also transferred that infrastructure to Council which then places the financial burden of the infrastructure on Council. Examples such as substations being positioned within the road corridor (reducing the corridor width for future road widening) where Council considered there were other options.

The ability for RailCorp to provide funding to adjacent land owners to screen off the rail corridor is a positive outcome. In these situations RailCorp could fund the planting of vacant land with appropriate vegetation to assist in the screening of the rail corridor as well as assist with noise abatement.

Given construction of the Southern Sydney Freight Line and the potential for a significant increase in rail traffic 24 hours a day, Council will request confirmation on how RailCorp will address the relevant Australian noise standards and provide appropriate sound mitigation measures if required to the rail corridor.

Summary

Rail projects are expensive infrastructure projects with a wide range of issues to be overcome. From experience in recent years, financial benefits could be gained by reviewing the complicated process adopted by RailCorp in assessing and endorsing projects requiring access over rail corridors.

It will be identified that the management and planning of the rail corridor should be undertaken in close association with planning of the road network and with consultation with local Councils. There appears to be limited consultation between the relevant stakeholders which is a particular concern given the pressure for significant residential land release areas but no strategic plan for what infrastructure will be provided.

In respect to the land use adjoining the rail corridor of particular concern is the adequate provision of commuter car parking and the provision of timely approvals by RailCorp in respect to applications for Council infrastructure which needs to cross the rail corridor.

It is proposed to forward an outline of the various items identified in this report to the Legislative Assembly Committee on Transport and Infrastructure.

Officer's Recommendation

That Council provide comments to the Legislative Assembly Committee on Transport and Infrastructure outlining the suggestions for the utilisation of the rail corridor as highlighted within the report.

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

Committee's Recommendation: (Borg/Rule)

That the Officer's Recommendation be adopted.

CARRIED

At the conclusion of the discussion regarding Item 1.5, Councillor Chanthivong returned to the Room for the remainder of the meeting.

Council Meeting 14 February 2012

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

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

Council Meeting 14 February 2012 (Borg/Kolkman)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 13

That the Officer's Recommendation be adopted.

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

ATTACHMENT 1



LEGISLATIVE ASSEMBLY
COMMITTEE ON TRANSPORT AND INFRASTRUCTURE

DEC01'11 08:05:25 RCVD

30 November 2011

Clr Anoulack Chanthivong
Mayor
Campbelltown City Council
PO Box 57
Campbelltown NSW 2560

File ref: LAC11/280

Dear Clr Chanthivong

Inquiry into the utilisation of rail corridors

The Committee on Transport and Infrastructure is currently conducting an inquiry into the utilisation of rail corridors. A copy of the terms of reference is enclosed for your information.

On behalf of the Committee, I would like to invite you to make a submission to the inquiry. The closing date for submissions is **Wednesday 29 February 2012**.

Submissions can be:

- lodged via the Committee's website at www.parliament.nsw.gov.au/transportandinfrastructure;
- emailed to transportinfrastructure@parliament.nsw.gov.au; or
- mailed to: The Chair, Committee on Transport and Infrastructure, Parliament House, Macquarie Street, Sydney NSW 2000.

A list of Committee members, background information about Legislative Assembly committees and information about making a submission are enclosed to assist you with your submission.

If you would like further information about the inquiry or making a submission, please contact the Committee Director, Ms Vicki Buchbach, on (02) 9230 2899.

The Committee would greatly appreciate your contribution to this inquiry.

Yours sincerely

A handwritten signature in black ink that reads 'Charles Casucelli'.

Charles Casucelli MP
Committee Chair



LEGISLATIVE ASSEMBLY
COMMITTEE ON TRANSPORT AND INFRASTRUCTURE

Inquiry into the utilisation of rail corridors

TERMS OF REFERENCE

That the Legislative Assembly Committee on Transport and Infrastructure inquire into and report on the utilisation of air space above, and the land adjacent to, the rail corridor in the Greater Metropolitan Area of Sydney, including the Hunter and the Illawarra.

Matters may include, but are not limited to, how rail corridors might contribute to:

- providing opportunities for mixed use property development;
- generating income for funding future infrastructure projects;
- facilitating sustainable urban renewal and development;
- facilitation of transit oriented development schemes around railway stations;
- connectivity of communities either side of railway lines.

Other areas of inquiry will include:

- the current planning and policy framework;
- regulatory and policy barriers to implementing rail corridor projects;
- issues relating to the financing and funding of such projects;
- methods of assessing the compatibility of projects with the local community;
- examples of best practice from other jurisdictions.

COMMITTEE MEMBERSHIP

Mr Charles Casuscelli MP	Liberal Party	<i>(Chair)</i>
Mr Tim Owen MP	Liberal Party	<i>(Deputy Chair)</i>
Ms Tania Mihailuk MP	Australian Labor Party	
Mr Greg Piper MP	Independent	
Mr Paul Toole MP	The Nationals	

2. OPERATIONAL SERVICES

2.1 Cambridge Avenue Litter Boom Facility

Reporting Officer

Acting Manager Operational Services

Attachments

1. Site map
2. Photograph

Purpose

To advise Council of the replacement of existing litter boom at Cambridge Avenue, Glenfield with a new boom as a result of storm damage.

History

The Georges River at Cambridge Avenue is a primary waterway for urban stormwater runoff from the upper Georges River catchment. Being located adjacent to a main traffic thoroughfare into the local government area it attracts much public attention.

In 2001 Council installed a boom system with an improved pulley style system designed to capture litter and debris on the Georges River upstream from Cambridge Avenue low level bridge. While effective in minor rating storm events, major damage was caused during heavier storms, effects of UV and fatigue further compromised the integrity of the facility.

On average, a routine clean of the system would produce approximately six cubic metres of rubbish consisting of plastic bags, vegetation, medical waste, glass bottles, plastic bottles, aluminum cans and styrofoam.

Report

To improve the ongoing protection of the Georges River system from rubbish and litter a new concept was designed by Council staff and manufactured and installed by a specialist environmental stormwater protection contractor at a cost of \$29,500, in late December 2011. Improvements to the facility have since been identified including the following:

Efficiency - due to the caged pontoon structure, the facility has a contour catch point which reduces the cleaning frequency required for the previous facility.

Effectiveness - the contour and pontoon design has allowed a further 20% capacity for litter containment.

Durability - to date no structural repairs have been required from recent heavy storm and high flow events.

The facility has been constructed with aluminium and lightweight steel and recycled UV tolerant material. New design concept has increased load capacity with less tension when in load.

Officer's Recommendation

That the information be noted.

Committee's Recommendation: (Thomas/Rule)

That the Officer's Recommendation be adopted.

CARRIED

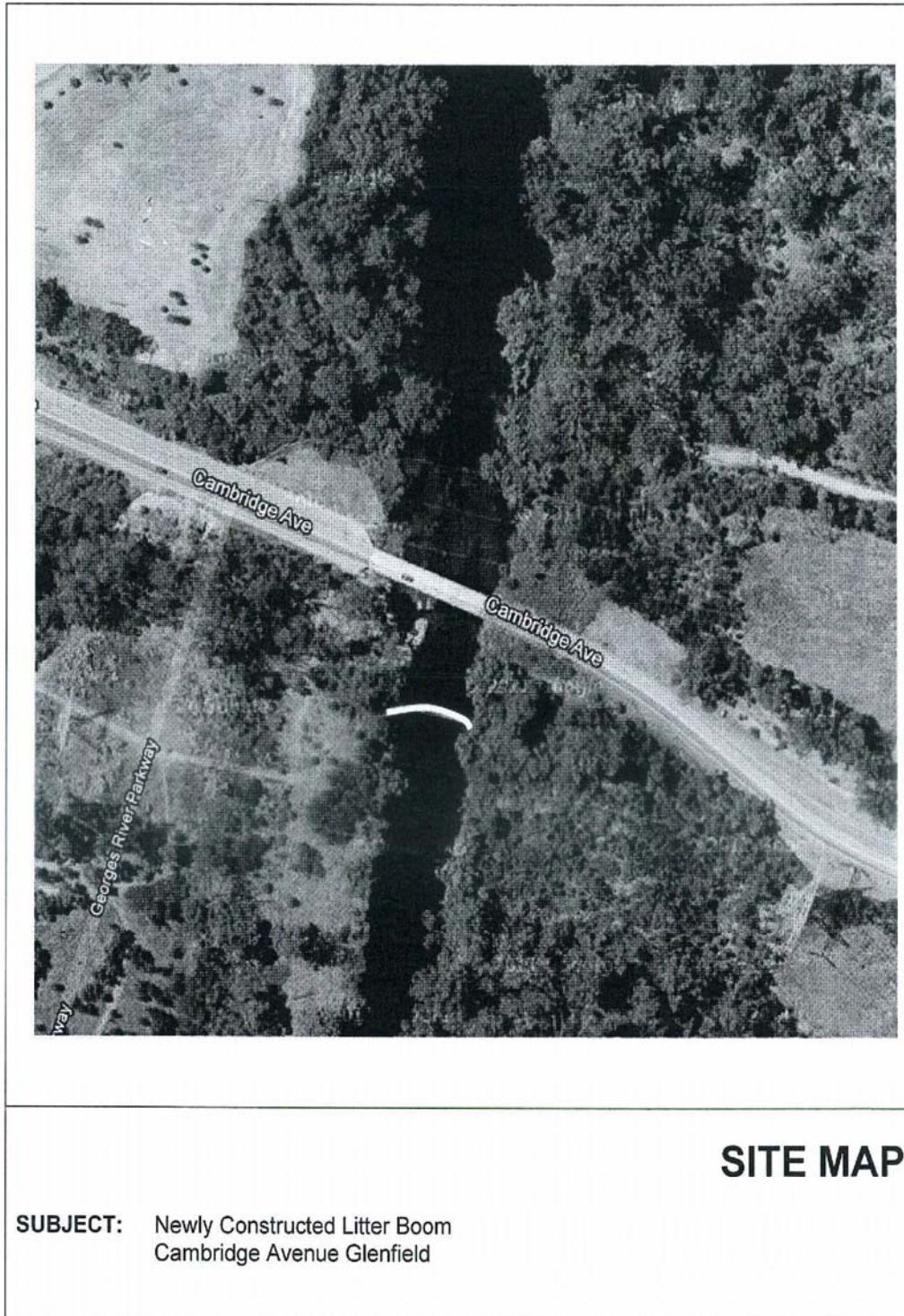
Council Meeting 14 February 2012 (Lake/Rule)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 12

That the Officer's Recommendation be adopted.

ATTACHMENT 1



ATTACHMENT 2



PHOTOGRAPH

SUBJECT: Cambridge Litter Boom
Cambridge Avenue Glenfield

3. ASSETS AND SUPPLY SERVICES

3.1 T11/33 Road Signs and Equipment

Reporting Officer

Manager Assets and Supply Services and Manager Financial 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 road signs and equipment and recommend that Council accept the tenders submitted by all companies as a panel contract arrangement.

History

Council has a contract in place for the provision of road signs and equipment that 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

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 a 12 month extension to be exercised at Council's discretion.

Advertising of Tenders

Tenders were advertised in The Sydney Morning Herald, The Macarthur Advertiser and The Macarthur Chronicle in the weeks commencing 17 and 24 October 2011. 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 8 November 2011. Three on-time responses were received from the following organisations:

- Artcraft Pty Ltd
- De Neefe Signs Pty Ltd
- Road Signs and Marking Supplies Pty Ltd

Tender Document

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

- Company details
- References
- Experience particularly as it relates to the required service
- Scope of products including the country of origin, the location of the manufacturing facility and details of the quality control systems in place to ensure products meet all relevant Australian/NSW standards
- Details of their supply management plan
- Warranty
- Price
- Insurances
- Environmental practices
- OH&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 Financial Services and Childrens Services evaluated the tenders against the following weighted assessment criteria:

- Experience of the company
 - Suitability of scope of products
 - Suitability of supply management plan
 - Warranty
 - Suitability of pricing based on whole of life cost
 - Occupational 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 Occupational Health and Safety and Environmental Practices criteria were assessed on the basis of unsatisfactory, satisfactory or exceptional.

The scoring of tendered prices was determined on a basket of goods basis on the items purchased in the last financial year.

Recommendation of the Evaluation Panel

Artcraft Pty Ltd, De Neefe Signs Pty Ltd and Road Signs and Marking Supplies Pty Ltd are recommended for the provision of road signs and equipment as they:

- detailed considerable experience in the provision of similar services
- provided sufficient details for their scope of products
- provided sufficient details on their proposed supply management plan
- submitted satisfactory occupational, health and safety documentation
- submitted satisfactory environmental documentation
- provided competitive pricing on a range of products.

The Tender Evaluation Panel agreed it would be beneficial to Council to have a preferred supplier for each product required based on lowest price.

Management of Proposed Contract

Contractors will be subjected to contract management throughout the duration of the contract in accordance with Council's contract management requirements.

Officer's Recommendation

1. That Council accept the offer of Artcraft Pty Ltd for the provision of road signs and equipment for a period of two years with an option for extension for a further one year.
2. That Council accept the offer of De Neefe Signs Pty Ltd for the provision of road signs and equipment for a period of two years with an option for extension for a further one year.
3. That Council accept the offer of Road Signs and Marking Supplies Pty Ltd for the provision of road signs and equipment for a period of two years with an option for extension for a further one year.
4. That the Contract documents be executed under the Common Seal of Council.

Committee's Recommendation: (Dobson/Thomas)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 14 February 2012 (Lake/Rule)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 12

That the Officer's Recommendation be adopted.

3.2 T11/35 Graffiti Removal

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 graffiti removal and recommend that Council accept the tenders submitted by N T Barnes Pty Ltd t/as Wundaguard as Council's primary contractor and The Graffiti Specialists Pty Ltd as a secondary contractor to be used as and when required.

History

Council has a contract for graffiti removal in place 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

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 for 12 months.

Advertising of Tenders

Tenders were advertised in The Sydney Morning Herald, The Macarthur Advertiser and The Macarthur Chronicle in the weeks commencing 3 and 10 October 2011. 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 1 November 2011. Five on-time responses were received from the following organisations:

- The Graffiti Specialists Pty Ltd t/as Evolution Graffiti Solutions (TGS)
- N T Barnes Pty Ltd t/as Wundaguard
- Risco Australia (NSW) Pty Ltd
- Vernell Pty Ltd
- Workzone Pty Ltd.

Tender Document

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

- Experience and nominated staff, particularly as they relate to the required works
- Resources
- Response time for miscellaneous graffiti removal
- Price
- Insurances
- Environmental practices
- OH&S management systems
- Details of subcontractors and their experience
- Conflict of interest declaration
- Additional terms of contract.

As part of the assessment process, Tenderers were required to assess three sites which had been the subject of graffiti within the Campbelltown Local Government Area. The sites chosen for the fictional scenario involved different surfaces (paint, signage and bricks) and involved different risks (road and pedestrian issues) and were indicative of the works required under this contract. Tenderers were required to provide the following information in relation to the fictional scenarios:

- Description of the proposed method of removal (including chemicals and MSDS)
 - Safe Work Method Statements
 - A list of plant and equipment required
 - Safe Operating Procedures for all plant and equipment
 - Traffic Control and Pedestrian Management Plans
 - Site Hazard and Site Risk assessments
 - A list of work crew members including qualifications (e.g. green cards, traffic control tickets and working at heights certification)
 - Any other consideration the Tenderer felt is relevant.
-

Evaluation Process

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

- Experience of the company and nominated staff
- Suitability of resources
- Suitability of work methods based on fictional scenarios
- Price per square metre
- Price of monthly inspections
- Environmental practices
- Occupational Health and Safety management systems.

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

The Occupational Health and Safety criteria was assessed on the basis of unsatisfactory, satisfactory or exceptional.

Recommendation of the Evaluation Panel

N T Barnes Pty Ltd t/as Wundagurd provided the best overall response to Council and is recommended as the primary contractor for the provision of graffiti removal as they:

- detailed sufficient organisational and nominated staff experience in the provision of graffiti removal and have provided a satisfactory service to Council over the past three years
- provided sufficient details of resources to undertake the works
- provided sufficient details relating to environmental practices
- submitted sufficient Occupational Health And Safety documentation
- provided competitive rates for graffiti removal per square metre and for monthly inspections.

The Graffiti Specialists Pty Ltd provided the next best overall response to Council and is recommended as the secondary contractor for the provision of graffiti removal as they:

- detailed sufficient organisational and nominated staff experience in the provision of graffiti removal
 - provided sufficient details of resources to undertake the works
 - provided sufficient responses of work methods for the fictional scenarios
 - provided sufficient details relating to environmental practices
 - submitted sufficient Occupational Health And Safety documentation
 - submitted competitive rates for graffiti removal per square metre and for monthly inspections
 - provided sufficient experience in the provision of similar works confirmed through satisfactory reference checks.
-

Tenders Not Recommended

Workzone Pty Ltd are not recommended as they:

- submitted a substantially more expensive price for monthly inspections than the recommended tender
- did not provide sufficient details on fictional scenarios
- did not provide sufficient details on resources they would use to provide the services to Council.

Vernell Pty Ltd are not recommended as they:

- did not provide sufficient details of experience of organisation and nominated staff
- did not provide sufficient details of resources to undertake the works
- submitted a more expensive price per square metre than the recommended tenderer.

Risco Australia (NSW) Pty Ltd are not recommended as they:

- did not provide sufficient details of company experience
- did not provide sufficient details of resources to undertake the works
- submitted a substantially more expensive price per square metre and monthly inspections than 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 N T Barnes Pty Ltd t/as Wundaguard as the primary contractor for the provision of graffiti removal for a period of two years with an option for extension of one year.
2. That Council accept the offer of The Graffiti Specialists Pty Ltd as the secondary contractor for the provision of graffiti removal for a period of two years with an option for extension of one year.
3. That the Contract documents be executed under the Common Seal of Council.
4. That the unsuccessful Tenderers be notified of the results of tender process.

Committee's Recommendation: (Rule/Glynn)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 14 February 2012 (Lake/Rule)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 12

That the Officer's Recommendation be adopted.

4. EMERGENCY SERVICES

4.1 State Emergency Services Quarterly Report September to December 2011

Reporting Officer

Manager Emergency Management

Attachments

State Emergency Services Report (to be tabled)

Purpose

To inform Council of the activities of the Campbelltown State Emergency Service (SES) for the quarter ending December 2011.

Report

Emergency Requests

A total of 44 requests for assistance requiring 185 volunteer hours were completed during this quarter. Tasks involved tarping of roofs, making trees safe and general assistance to residents and commercial premises due to heavy rain, wind and local flooding.

Out of Area Assistance

Volunteers were deployed out of Campbelltown on two occasions to assist other SES units at Moree and Melbourne.

Community Education Events

The SES volunteers assisted and participated in the following events. Assistance was generally in the form of community education and traffic management.

- Careers Expo at Reiby Juvenile Justice Centre
 - Volunteers Memorial
 - Relay for Life
 - Fisher's Ghost Festival
 - Gift of Time
 - New Years Eve at Koshigaya Park
-

Conference and Meeting Attendance

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

- Local Emergency Management Committee
- Training coordinators
- Swift Water Technicians
- Section Management Meeting.

Operational meetings including Regional Training Coordinators, Section Heads and Team Leader's Meetings were also attended at regional and local level.

Training

Training in storm and water damage, chain saw, flood boat operations, map reading, trainer and assessor upgrade, search, general rescue and swift water rescue were completed. For this quarter volunteer members contributed a total of 3227 hours to training. A total of 43 certificates of competencies were awarded during this period.

Staff Change

Kevan Harder has advised that he has stood down as Controller of the Campbelltown State Emergency Service and the Senior Deputy Controller Ian Shepherd is currently acting as Controller. Kevan is remaining at the unit and will provide support during the transition.

Officer's Recommendation

1. That the information be noted.
2. That a letter of appreciation be forwarded to Kevan Harder for his contribution to the community during his time as Controller of the Campbelltown State Emergency Service.

Committee's Recommendation: (Rule/Dobson)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 14 February 2012 (Lake/Rule)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 12

That the Officer's Recommendation be adopted.

4.2 Rural Fire Services Annual Report 2010-2011

Reporting Officer

Manager Emergency Management

Attachments

Copy of the Rural Fire Service 2010-2011 Annual Report to be tabled.

Purpose

To provide Council with an overview of the Annual Report for the Rural Fire Service for the financial year 2010-2011.

Report

Council has received the Annual Report for the Rural Fire Service of New South Wales (RFS) for the financial year 2010-2011. The RFS has requested that the report is brought to the attention of Council.

The 2010-2011 bush fire season was characterised by one of the most significant La Nina events in history bringing widespread rainfall across much of Eastern Australia. The RFS still attended 18000 incidents over the year.

The RFS has advised that following the 2009 Victorian Bushfire Royal Commission the NSW response included:

- Employed 80 additional State mitigation crew members
- Established Rapid Aerial Response teams to provide initial attack on fires burning in remote areas.
- A four year upgrade of radio and pager networks
- The introduction of the extensive Prepare Act Survive public awareness campaign
- The establishment of Community Fire Units similar to the NSW Fire and Rescue program

Several of these programs will have an impact on the Campbelltown LGA and Council will continue to work positively with the RFS to improve the safety of the local community.

Officer's Recommendation

That the information be noted.

Committee's Recommendation: (Glynn/Borg)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 14 February 2012 (Lake/Rule)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 12

That the Officer's Recommendation be adopted.

4.3 State Emergency Service Annual Report 2010-2011

Reporting Officer

Manager Emergency Management

Attachments

State Emergency Services 2010-2011 Annual Report to be tabled

Purpose

To provide Council with an overview of the Annual Report for the State Emergency Service for the financial year 2010-2011 and advise Council of the priorities of the State Emergency Service.

Report

Council has received the Annual Report for the State Emergency Service of New South Wales (SES) for the financial year 2010-2011. The SES has requested that the report be brought to the attention of Council.

The SES Commissioner Mr Murray Kear has also advised that their priorities continue to be:

- To work with councils to continue to improve the awareness of the community about how to protect themselves and their property from the effects of floods and storms
- To work with councils where required to upgrade the facilities of the SES Units
- To work with councils on Floodplain Risk Management Committees to assist the development and implementation of a floodplain risk management plan for the council area
- Further upgrade flood intelligence to provide timely and accurate information to communities threatened by floods
- Continue to improve the public profile of the SES by working closely with the local media, councils and communities and utilising the network of SES trained community liaison officers.

Operationally the year 2010–2011 was highlighted with the highest number of volunteer hours on operational activities particularly on flood response in the past 10 years.

The Commissioner of the SES advises that the SES still rely on the council / SES partnership to assist to maintain local capability to support the community during emergencies.

At the recent end of year SES Volunteer Awards function which the Local Federal Member, the District Controller and the Commissioner attended, acknowledgement was given to the strong continuing support that Campbelltown Council and the community give to the SES.

Officer's Recommendation

That the information be noted.

Committee's Recommendation: (Borg/Rule)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 14 February 2012 (Lake/Rule)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 12

That the Officer's Recommendation be adopted.

4.4 Minto/Ingleburn - Bush Fire - 11 January 2012

Reporting Officer

Manager Emergency Management

Attachments

Nil

Purpose

To advise Council of a grass fire at Ingleburn on the 11 January 2012.

Report

On the 11 January 2012 a grass fire commenced in the vicinity of Haultain Street, Minto. The weather conditions at the time provided a strong wind which pushed the quick moving fire towards homes in Bainbridge Avenue, Ingleburn.

NSW Fire and Rescue responded 15 appliances to the fire which was blanketing the local area and roads in a heavy cover of smoke. The Rural Fire Service provided support to Fire and Rescue by providing 10 tankers and air support of a water bomber and fire attack helicopters. Police assisted residents who evacuated and managed the traffic issues resulting from street closures.

A multi agency response was commenced with Council assisting with road closure and arranging the Ingleburn RSL Club as an evacuation centre for the residents from the streets being impacted by fire and providing plant to assist with containing the fire. It is noted that the Ingleburn RSL management and staff provided instant and unquestioned support. Over 30 family members were accommodated for several hours. In addition a number of pets were also looked after.

The fire was declared contained at 5.30pm, 3 hours after it had commenced and mopping up and containment operations continued throughout the night.

Fire investigation units from both fire agencies are investigating the fire as deliberate ignition is suspected.

It is considered appropriate that the emergency services and the Ingleburn RSL be congratulated on their response to and management of this incident.

Officer's Recommendation

1. That the information be noted.
2. That a letter of thanks be forwarded to the General Manager and staff of Ingleburn RSL for all the assistance the club provided to the displaced residents.

Committee's Recommendation: (Rule/Dobson)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 14 February 2012 (Lake/Rule)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 12

That the Officer's Recommendation be adopted.

4.5 Hazard Reduction - Bicentenary Reserve, Ingleburn

Reporting Officer

Manager Emergency Management

Attachments

1. Locality Plan
2. Site plan of impact

Purpose

Following the recent bush fire and grass fire on the 11 January 2012, a number of requests have been received from residents to undertake a bushfire hazard assessment of Bicentenary Reserve and property behind Freemans Circuit.

History

Section 63 of the *Rural Fires Act 1997* places on Council an obligation for the protection of life, property and the environment through the targeting of bush fire hazards within our resources.

Section 63 of the *Rural Fires Act 1997* outlines Council's duty to undertake practicable steps to prevent the occurrence of bush fires or to minimise the danger of the spread of bush fires from any land in or land under Council's control or management, including any highway road, street, land or thoroughfare where the Council is charged with the maintenance.

Report

The fire on the 11 January 2012 occurred mostly on land owned by the State Government but a small section of government land that Council has care and control of was also burnt. Council provided plant to assist with the containment of the fire and staff to assist with street closures and other emergency management support.

On the 16 January 2012 Council and Rural Fire Service (RFS) staff undertook an inspection of the area to determine if the Asset Protection Zone behind properties adjacent to Bicentenary Reserve were adequate according to RFS criteria, also identifying if any works were required.

A meeting will be held with the State government representatives so a coordinated program of works can be implemented. Council will need to complete some minor tree removal, pruning and slashing of the asset protection zones located on Council land or under its control as part of the program.

Hazard reduction strategies

Council has in place a Hazard Reduction Program that delivers a range of strategies to mitigate the risk of bush fire in Campbelltown. Each year Council carries out works on average, at over 100 sites related to the management of bush fire risks.

Treatments such as maintenance of asset protection zones which are implemented mechanically or by hand, and undertaken throughout the year, while prescribed burns are dependent on weather conditions and are generally undertaken outside the bush fire danger period when conditions are more favourable. In years of drier weather burning can be severely restricted allowing less than half of the planned burns to be completed.

Hazard reduction work is also carried out as a result of receiving a bush fire hazard complaint and involves the creation or maintenance of a ground fuel break or asset protection zones. In many cases there are a number of factors that limit the type of hazard reduction work being proposed. For example, if assessments of the area identify threatened species, or the area is on a slope of greater than 18°, hazard reduction work may be restricted to prescribed burning and then only in certain years depending on fire frequency.

A number of specific activities have been undertaken including:

- Hazard reduction through mechanical slashing, hand clearing and burning the largest component of Council's program
- Roadside vegetation management is a regular program that maintains the verge areas alongside roadways that are critical to fire management by restricting access to the bushland of vehicle and limiting the dumping of rubbish in the bushland
- Signage provided in the interface areas identified fire danger, rubbish dumping and restricted access to areas are all tools for the effective ignition management of the bushland and provides safe direction for fire fighters
- Community education in relation to fire prevention, preparedness and rubbish dumping in bushland is the key focus of the program. The community education program is predominantly managed by the Rural Fire Service but Council also participates jointly with the Police and fire agencies
- The strategic management of water supplies currently is placing eight tanks through the city and are used for local watering for landscaping, cleaning and to reduce the use of potable water. The tanks are also fitted with special valves so the fire services can utilise this resource as a supplement to mains water supply for fire fighting activities involving the Rural Fire Service and the NSW Fire and Rescue.

Council is continuing to work with both the Rural Fire Service and NSW Fire and Rescue in the development and review of fire management strategies for the local community.

Officer's Recommendation

That the information be noted.

Committee's Recommendation: (Thomas/Rule)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 14 February 2012 (Lake/Rule)

That the Officer's Recommendation be adopted.

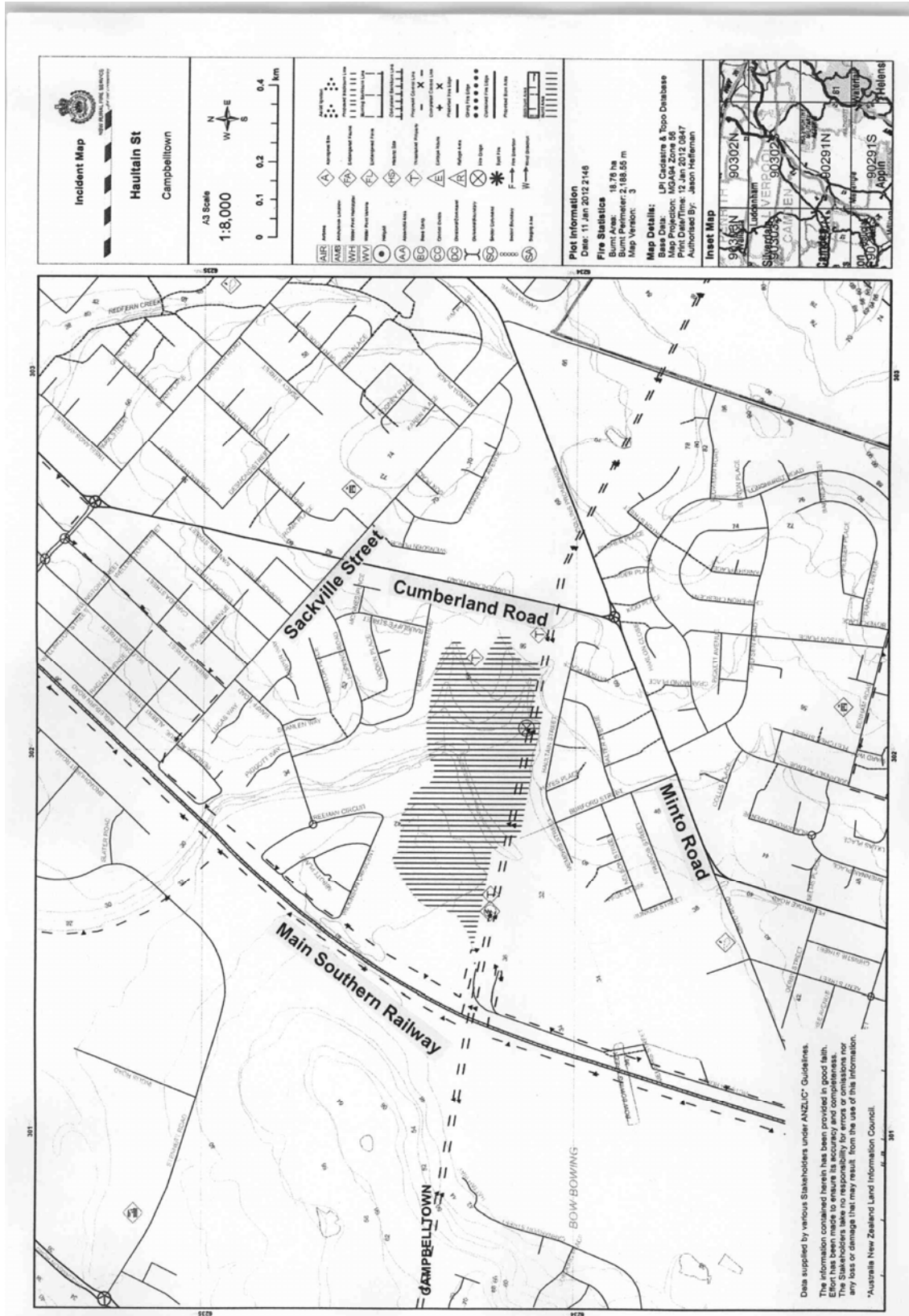
Council Resolution Minute Number 12

That the Officer's Recommendation be adopted.

ATTACHMENT 1



ATTACHMENT 2



4.6 State Emergency Service Controller Appointment

Reporting Officer

Manager Emergency Management

Attachments

Letter of the Regional SES Controller of the 20 January 2012 (to be tabled)

Purpose

To seek Council's support for the appointment of Mr Ian Shepherd as the Controller of the Campbelltown, State Emergency Service (SES).

History

Under the provisions of the *State Emergency Services Act 1989* the appointment of Controllers is made by the SES Commissioner Murray Kear upon council's recommendation.

Report

The Sydney Southern Regional Controller of the State Emergency Service has written seeking Council's preference for the appointment of a Local Controller following the resignation of Mr Kevan Harder.

Following the resignation of Mr Harder, the Regional Controller Mr Gary Jones met with the Senior Management Group of Campbelltown SES to discuss the future direction for Campbelltown SES. The Group has since advised the Regional Controller that they support Mr Ian Shepherd the Senior Deputy Controller of the Campbelltown SES to be appointed as Local Controller. Mr Shepherd has indicated his willingness to accept the role if supported.

Mr Shepherd has been a member of the Campbelltown SES since 1985 and has served as Deputy Controller for many years. He has a wealth of field experience and has demonstrated a capacity to perform at high levels in the key areas of leadership, coordination of response operations and management. Mr Shepherd is supported by a strong senior management team.

Officer's Recommendation

1. That Council supports the appointment of Mr Ian Shepherd as the Local Controller of the Campbelltown State Emergency Service.
2. That Council advise the Regional Controller of Sydney Southern Region of its support.

Committee's Recommendation: (Borg/Glynn)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 14 February 2012 (Lake/Rule)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 12

That the Officer's Recommendation be adopted.

5. GENERAL BUSINESS

Nil.

Confidentiality Motion: (Rule/Borg)

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 Confidential Report Director of Companies February 2012

Reason for Confidentiality

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

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

There being no further business the meeting closed at 7.38pm.

P Lake
CHAIRPERSON
