

Reports of the City Works Committee Meeting held at 7.30pm on Tuesday, 3 April 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 3 April 2012

Present

Councillor P Lake (Chairperson)
Councillor F Borg
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
Acting Manager Compliance Services - Mr P Curley
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
Manager Information Management and Technology - Mr S McIlhatton
Manager Library Services - Mr G White
Acting Manager Operations - Mr A Davies
Manager Property Services - Mr J Milicic
Manager Executive Services - Mr N Smolonogov
Manager Childrens Services - Mrs J Uluibau
Manager Technical Services - Mr K Lynch
Acting Manager Waste and Recycling Services - Mr L Atkinson
Executive Assistant - Ms B Buckley

Apology (Rule/Glynn)

That the apology from Councillors Dobson and Rowell be received and accepted.

CARRIED

Acknowledgement of Land

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

DECLARATIONS OF INTEREST

There were no Declarations of Interest at this meeting.

1. TECHNICAL SERVICES

1.1 Traffic Committee

Reporting Officer

Manager Technical Services

Attachments

Minutes of the Local Traffic Committee Meeting held on 15 March 2012

Purpose

To seek Council's endorsement of the recommendations arising from the Local Traffic Committee and Campbelltown Traffic Committee held on 15 March 2012.

Report

RECOMMENDATIONS OF THE LOCAL TRAFFIC COMMITTEE

Reports Listed for Consideration

LTC 12/6 Devon Road, Broadhurst Road and Cornwall Road, Ingleburn - Intersection Improvement

That Council undertakes signposting and linemarking maintenance in Devon Road, Broadhurst Road and Cornwall Road, Ingleburn, as indicated in the design plan 12345.

7

LTC 12/7 Ingleburn Road, Ingleburn - Provision for a Loading Zone

1. That Council approved the loading zone for Ingleburn Road, Ingleburn.
2. That Council monitor the loading zone over the next twelve months.

LTC 12/8 Lancaster Street, Ingleburn - Review of Pedestrian Crossing

1. That Council approve in principle the modification to the existing pedestrian crossing as highlighted in the body of the report.
 2. That detailed construction plans be prepared in accordance to Australian Standards and current guidelines.
 3. That Council write to the NSW Police Force requesting tasking of speed enforcement in Lancaster Street, Ingleburn.
-

LTC 12/9 Deans Road Airds - Parking for Special Needs John Warby Public School

That Council ratify Council Officers instruction for the installation of Parking for People with Disability signs, 8AM - 4PM, School Days, at the second driveway of John Warby Public School in Deans Road, Airds.

LTC12/10 Belmont Road, Glenfield - Bus Stop

1. That Council approves the location of the bus stop outside 60 Belmont Road, Glenfield, as described in the body of the report.
2. That Council request the bus companies to provide a bus stop sign at the approved location.
3. That Council undertake further consultation regarding the provision of a bus stop in the westbound direction of Belmont Road, immediately west of Canterbury Road signals.

LTC 12/11 Howe Street, Campbelltown - On-street parking

1. No changes be made to the Howe Street car park at this time.
2. That 20 4P parking spaces within the Broughton Street car park near Howe Street be changed to 1/2P from Mon-Fri 8am-10am.
3. Parking in both parking areas be reviewed in twelve months.
4. That the respondents to the survey be advised of Council's decision.

General Business

LTC 12/12 Williamson Road, Ingleburn - Truck Accident

That Council seek more information from the NSW Police Force and Roads and Maritime Services regarding these accidents and undertake a review of the traffic conditions in the area.

LTC 12/13 Campbelltown Bus/Rail Interchange - Board Damage

That the information be noted.

LTC 12/14 Campbelltown Bus/Rail Interchange - Bus Bays

That the information be noted.

Officer's Recommendation

That the recommendations of the Local Traffic Committee and Campbelltown Traffic Committee as detailed in the Minutes of the meeting held on 15 March 2012 be adopted.

Committee's Recommendation: (Rule/Borg)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 10 April 2012 (Lake/Rule)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 50

That the Officer's Recommendation be adopted.

ATTACHMENT 1



LOCAL TRAFFIC COMMITTEE MINUTES

15 March 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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	No reports this round	

7. GENERAL BUSINESS

LTC Williamson Road, Ingleburn - Over Turning Trucks
12/12

LTC Campbelltown Bus/Rail Interchange - Board Damage
12/13

LTC Campbelltown Bus/Rail Interchange – Bus Bays
12/14

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 15 March 2012

1. ATTENDANCE

Campbelltown City Council

Councillor G Greiss (Chairperson)
Manager Technical Services - Mr K Lynch
Team Leader Traffic Investigation - Mr F Sirc
Traffic Officer - Mr R Ayoub
Support Officer - Miss L Radley

Roads and Maritime Services

Mr J Suprain

Police Representatives

Sergeant M Cotton
Senior Constable M Davies

Bus Companies

Busways - Mr S Grady
Interline - Mr B East

Others

Representing Member for Macquarie Fields - Mr R James

2. APOLOGIES

Nil

An acknowledgement of Land was performed by the chairperson.

3. CONFIRMATION OF MINUTES

The Minutes of the previous meeting held on 16 February 2012 were adopted by Council at its meeting held on 6 March 2012.

4. BUSINESS ARISING FROM MINUTES

No reports this round.

5. REPORTS LISTED FOR CONSIDERATION

LTC12/6 Devon Road, Broadhurst Road and Cornwall Road, Ingleburn - Intersection Improvement

Previous Report: TC 05/52
Electorate: Campbelltown
Author Location: Traffic and Road Design Unit

Attachments

Copy of plan 12345 (Under separate cover)

Background (15/03/2012)

Following previous intersection maintenance improvements works a new kerb has been provided on the north-east side of the intersection. This has resulted in a new road centreline in Devon Road and Cornwall Road with the existing median islands being offset to the road centreline.

Council is proposing to formalise the intersection by replacing central medians in Devon Road and Cornwall Road, Ingleburn, with 'BB' line control. As Cornwall Road and Broadhurst Road are offset a safety risk audit has identified that the southbound traffic in Cornwall Road may drive into the Broadhurst Road northbound lane.

To maintain proper lane definition a Give-Way control with T1 turn line is proposed to maintain traffic in the correct lanes in Cornwall Road and Broadhurst Road. The Roads and Maritime Services delineation guideline, section 4.9 2a, indicates that 'T1 turn lines shall be used within major or complex intersections to indicate the proper course to be followed by turning or through vehicles'.

It is suggested that the design plan 12345 be approved.

Discussion (15/03/2012)

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

Recommendation of Local Traffic Committee

That Council undertakes signposting and linemarking maintenance in Devon Road, Broadhurst Road and Cornwall Road, Ingleburn, as indicated in the design plan 12345.

LTC 12/7 Ingleburn Road, Ingleburn - Provision for a Loading Zone

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

Attachments

Nil.

Background (15/03/2012)

Council has been requested by a local business to provide a loading zone in Ingleburn Road on the southbound approach to the pedestrian crossing located north of the Oxford Road intersection, Ingleburn.

The pedestrian crossing is marked on a raised threshold with kerb blisters on both ends. The road width at this location is approximately 11.2m compared to 12.7m at other locations. The carriageway width for the both direction traffic at the pedestrian crossing is approximately 7.6m, which provides approximately a 1.6m gap distance between the southbound traffic and the kerb. No Stopping parking restrictions on the southbound approach to the pedestrian crossing is approximately 20m Mon-Sat and No Parking 6-9am and 3.30-6.30pm Mon-Fri.

For approximately 88m on the southbound approach to the pedestrian crossing there are five driveways and only seven parking spaces. Signposted parking restriction at this location is 2P, 9am-3.30pm Mon-Sat and No Parking 6-9am and 3.30-6.30pm Mon-Fri.

A 10.6m loading zone for 8.8m service vehicles could be provided approximately 31m north of the pedestrian crossing between two driveways. It is noted that the owners and tenants of the adjoining building have previously raised concerns that parked vehicles are obstructing the driveways and affecting sight distance from the driveway.

As an alternative it is proposed to convert three parking spaces marked for the police use in Oxford Road at the Macquarie Road/Nardoo Street intersection into a loading zone with police vehicle exemption. In 1994, the police parking spaces were provided in support of the police booth. During various site inspections no police vehicle has been observed parking at this location. The proposed restrictions will not adversely affect police use, but will provide three loading zone spaces for vehicles less than 6m in a more central location. Council officers are currently seeking the NSW Police Force comments on this proposal.

It is noted that previous concerns have been raised with Council from owners and tenants of the property adjacent to the proposed loading bay in Ingleburn Road. Concerns raised involved cars encroaching the driveway as well as sight distance being blocked for drivers.

The Committee are requested to consider a number of options as follows:

1. To provide a loading bay only in Oxford Road.
2. To provide a loading bay only in Ingleburn Road.
3. To provide loading bays in Oxford Road and Ingleburn Road.

It is suggested that Council write to the adjoining owners in Ingleburn Road seeking their comments on the above proposals and also following a trial period of twelve months the impacts of the loading bays be reviewed.

Discussion (15/03/2012)

The Committee discussed the two options for the Loading Zone in Ingleburn. The Committee agreed that Oxford Road, Ingleburn was not the preferred option as they felt is best to preserve the Police parking bays in Oxford Road, Ingleburn.

It was agreed that the loading zone in Ingleburn Road be approved.

It was also noted that the Loading Zone in Ingleburn would be a more suitable location for bigger trucks.

Recommendation of Local Traffic Committee

1. That Council approved the Loading Zone in Ingleburn Road, Ingleburn.
2. That Council monitor the Loading Zone over the next twelve months.

LTC 12/8 Lancaster Street, Ingleburn - Review of pedestrian crossing

Previous Report: LTC. 11/2

Electorate: Campbelltown

Author Location: Traffic and Road Design Unit

Attachments

1. Local Traffic Committee report LTC 11/2
 2. CW Committee report 16 August 2011
 3. Site Plan showing additional warning sign improvements
 4. Speed survey result charts
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Background (15/03/2012)

Following a report to Council in August 2011 on the status review of the pedestrian crossing in Lancaster Street, Ingleburn Council's Manager Technical Services and Road Safety Officer met with the Ingleburn Manager of Australian Foundation for Disability (AFFORD) on site discussing potential improvement options to the crossing and education programs for the employees in using the crossing.

During the site inspection it was noted anecdotally that some vehicles were travelling at excessive speeds, especially one particular large truck, which if it had to stop for a pedestrian at the crossing it would have had difficulty in doing so. The discussion focused on whether the Police should be immediately asked to task speeding in the area. It was agreed that Council place its speed radar counter on site to ascertain the level of speeding.

A speed radar counter was deployed in Lancaster Street, approximately 50 metres north of Norwich Street, 35 metres north of the pedestrian crossing, during November 2011. The results indicate that the average speed along Lancaster Street is at 54km/h and the 85th percentile speeds at 64km/h. It is worth noting that 15% of vehicles travelling faster than the 85th percentile reading may travel at excessive speeds. For the reporting period a top reading of 151km/h for a car and 91km/h for a truck were recorded. Speed distribution through the whole period and on a selected day, Thursday 17 November 2011, are graphically represented in Attachment 4.

The data shows that the average daily traffic is at 5285 vehicles per day with 12% being the truck component on the route. With this level of truck movement along this route attention may need to be focused more on the ability of drivers to react and stop at the crossing. Trucks travelling at various speeds require longer sight distance to stop: approximately 7m for 50km/h, 9m for 60km/h and 13m for 70km/h. Sight distance in Lancaster Street pedestrian crossing is good, however, the behaviour of AFFORD employees crossing the road needs to come into consideration.

The approach to the safety of AFFORD employees using the crossing needs to be a holistic approach, which may include further training of the employees, introduction of site supervision, more regular Police presence, engineering modifications to the crossing and review of the speed limit through the industrial area. Alternatively, AFFORD may need to make a further submission for the design, construction and funding of a midblock pedestrian signal.

It is being recommended to the Committee that the design of the pedestrian crossing in Lancaster Street be reviewed with the view of removing the 3.4m wide central pedestrian refuge and replacing it with kerb side blisters limiting the carriageway to approximately 8 metres. This proposal will allow the clients of AFFORD to concentrate on crossing the road in one stage and provide a better line of sight for drivers to the pedestrian crossing modification the design will also incorporate midblock deflection devices on the approach to the crossing to address traffic speeds. A sketch plan showing the proposal will be tabled at the meeting.

Discussion (15/03/2012)

The Manager Technical Services provided a short background on the matter. It was pointed out to the Committee the sight distance advantages of the proposal. It was also discussed the high speeds drivers and in particular some trucks drivers are doing.

The Committee agreed that Council write to the NSW Police Force requesting tasking of speed enforcement in Lancaster Street, Ingleburn.

It was noted that Council will forward speeding results and other information onto the NSW Police Force.

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

Recommendation of Local Traffic Committee

1. That Council approve in principle the modification to the existing pedestrian crossing as highlighted in the body of the report.
2. That detailed construction plans be prepared in accordance to Australian Standards and current guidelines.
3. That Council write to the NSW Police Force requesting tasking of speed enforcement in Lancaster Street, Ingleburn.

LTC 12/9 Deans Road, Airds - Parking for Special Needs John Warby Public School

Previous Report: Nil

Electorate: Campbelltown

Author Location: Traffic and Road Design Unit

Attachments

1. Plan J12041 Amendment showing location of Parking Space for Disability Users in Deans Road, Airds.
2. Detail extract from plan J12041

Background (15/03/2012)

During January 2012 Council Officers were in discussion with the Principal of John Warby Public School regarding the introduction of a new Special Needs Unit (18 Students) commencing in 2012 and the need to provide a special 'kiss and ride' area for 15 children arriving by taxis.

At present the school is serviced by two small carparks off Deans Road, Airds. The 12 space car park servicing the school's administration area is accessed within the No Stopping restriction of the pedestrian crossing outside the school. The second carpark having 11 spaces, which is in close proximity to the Special Needs Unit, is located approximately 60 metres on the southbound approach to the pedestrian crossing. This second carpark, which will act as an access entry for the Special Needs students does not have space to allow a taxi to enter and turn around.

As the school is located in a quiet low volume road there has not been a need to have 'kiss and ride' No Parking area for parents to drop off and pick up children relying on the unrestricted kerb side shoulder for temporary parking. The only restrictions in the street are No Stopping due to the pedestrian crossing and the right angle bend.

In an effort to cater for the drop off and picking up of special needs students Council Officers issued instructions to install Parking for Disability Users, 8AM- 4PM School Days (R5-1-2), 9m on the approach and departure sides of the second carpark driveway.

Discussion (15/03/2012)

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

Recommendation of Local Traffic Committee

That Council ratify Council Officers instruction for the installation of Parking for People with Disability signs, 8AM - 4PM, School Days, at the second driveway of John Warby Public School in Deans Road, Airds.

LTC 12/10 Belmont Road, Glenfield - Bus Stop

Previous Report: LTC. 08/16, LTC. 08/18
Electorate: Macquarie Fields
Author Location: Traffic and Road Design Unit

Attachments

1. Location sketch plan showing the site of the proposed bus stop along Belmont Road
2. Aerial view of the proposed bus stop position

Background (15/03/2012)

Council is in receipt of a petition from senior residents seeking a bus stop outside their units at 60 Belmont Road, Glenfield. One of the residents has also invited a representative of Veteran Affairs to the site to review the situation.

In 2008 a number of bus stops were approved for Belmont Road following the reestablishment of a bus route in the street. A bus stop that previously existed outside No 60 was not considered.

The present spacing of bus stops for the eastbound direction is as follows: 250, 270 and 290 metres. It is claimed by the senior residents that the walk is steep and difficult, from the bus stop to their home of 180 metres, especially with shopping items. As a bus stop had been previously positioned at the location it was suggested that it be re-established.

It is proposed to position a bus stop 8 metres west of the common boundary of No 60 and 62 Belmont Road approximately 31 metres on the eastbound approach to the stop at the signals with Canterbury Road. This position, 3 metres on the departure side of the driveway of No 60, differs to the previous location that was on the approach to the driveway. A bus picking and dropping off patrons at this location will require a bus to stop across the driveway. A bus leaving this stop is expected to merge into one lane as it travels through the signals of Canterbury Road. There is presently no road rule preventing this manoeuvre and there are no records suggesting that the previous stop was considered dangerous.

This proposal has been put forward to the two bus companies, Interline Bus Services and Busabout, the five units at No. 60, and residence of No 58 and 62. At the time of this report there have been no objections to this proposal and awaiting two responses (out of 9) one of the five residents at No. 60, who is reportedly a visual impaired person, and the resident at No. 62.

During the course of consultation there was also a presumption that a bus stop would be considered on the opposite side of the road for the westbound direction. As this request was not made clear in the submission Council will undergo further consultation to consider the matter.

Discussion (15/03/2012)

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

Recommendation of Local Traffic Committee

1. That Council approves the location of the bus stop outside 60 Belmont Road, Glenfield, as described in the body of the report.
2. That Council request the bus companies to provide a bus stop sign at the approved location.
3. That Council undertake further consultation regarding the provision of a bus stop in the westbound direction of Belmont Road, immediately west of Canterbury Road signals.

LTC 12/11 Howe Street, Campbelltown - On street parking

Previous Report: LTC 11/39

Electorate: Campbelltown

Author Location: Traffic and Road Design Unit

Attachments

1. Copy of previous report (LTC 11/39)
 2. Layout of Broughton Street Car park
-

Background (15/03/2012)

The Traffic Committee in its meeting of 8 December 2011 considered a report LTC 11/39 proposing to replace the existing unrestricted parking in Howe Street south of Browne Street located between St Peter's Anglican School and the Campbelltown Bowling Club Campbelltown to 3P restricted 24 hours a day 7 days a week (attached).

As part of the community consultation process, 39 letters were hand delivered to adjoining business including St Peter's Anglican School and Campbelltown Bowling Club in addition to two notice signs at the car park seeking feedback to the proposal.

In response to the consultation a total of 6 responses were received, of which 5 were against the proposed changes and only one in favour. Those who were against the proposed 3P restrictions were mainly long term occupiers and in particular Campbelltown Bowling Club which raised reservations against the proposal.

Campbelltown Bowling Club opposed the 3 hour parking restriction because the average game of bowls takes about 5 hours including before and after game activities. The proposed changes would require players and guests to suspend the game to move their vehicles which would not be possible.

As previously reported, the survey of the parking spaces availability that was conducted indicated that about 10 parking spaces were regularly occupied all day from early hours of the day until late in the afternoon leaving 27 parking spaces which are mostly occupied for long periods between the hours of 9:15 am and 3:30 pm though there is evidence of rotation of these spaces.

The proposed modification to the existing car park in Howe Street does not meet the requirements of the users of the area. As the general request is to provide longer term parking and from the survey conducted over 70% of the car park is being utilised by longer term parking (as opposed to all day parkers) with rotation of the spaces it is proposed not to change the parking restriction at this time. However to address the need for longer term parking there is capacity within the nearby Broughton Street car park.

The Broughton Street car park located at the corner of Broughton Street and Howe Street continues to have under utilised parking spaces. Within the car park there is a mix of 1P, 2P and 4P restricted hours which does not allow for parking for long periods.

In order to provide increased longer term parking for the CBD it is proposed to change 20 4P parking spaces (see attachment) to 1/2P from Mon-Fri 8am-10am. This will allow for increased parking opportunities for the recently approved children crossing within Howe Street as well as providing the increased longer term parking.

The proposed parking modification will be further viewed in twelve months time to determine the effectiveness of changes. Each person/business submitting a reply to Council will be advised of the proposed parking changes.

Discussion (15/03/2012)

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

Recommendation of Local Traffic Committee

1. No changes be made to the Howe Street car park at this time.
2. That 20 4P parking spaces within the Broughton Street car park near Howe Street be changed to 1/2P from Mon-Fri 8am-10am.
3. Parking in both parking areas be reviewed in twelve months.
4. That the respondents to the survey be advised of Council's decision.

6. LATE ITEMS

No reports this round

7. GENERAL BUSINESS

LTC 12/12 Williamson Road, Ingleburn - Over Turning Trucks

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

Attachments

Nil

Discussion (15/03/2012)

The Police representative advised that there have been a number of trucks over turning at the roundabout on Williamson Road when coming from Brooks Road, Ingleburn, in recent months.

The Police representative is requesting that Council install signage advising trucks to slow down on Brooks Road approaching the roundabout on Williamson Road.

It was suggested by the Manager Technical Services that more information is require as to the cause of these accidents. It needs to be determine if it was human error, truck defects, speeding or a combination that cause the accident. Based on all this information the best solution could be put in place.

Manager Technical Services agreed that once this information was available Council would undertake a review of the area.

Recommendation of Local Traffic Committee

That Council seek more information from the NSW Police Force, and Roads and Maritime Services regarding these accidents and undertake a review of the traffic conditions in the area.

LTC 12/13 Campbelltown Bus/Rail Interchange - Board Damage

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

Attachments

Nil.

Discussion (15/03/2012)

The Busways representative advised that the existing boards in block A and B have been kicked out and need to be replaced.

The Committee was informed that Council staff will soon be replacing all of the boards in the Bus/Rail Interchange.

Recommendation of Local Traffic Committee

That the information be noted

LTC 12/14 Campbelltown Bus/Rail Interchange - Bus Bays

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

Attachments

Nil

Discussion (15/03/2012)

The Busways representative advised that all bus ranks within the Bus/Rail Interchange will be utilised 7 days a week up to 7:30pm. After 7:30pm only rank A & B will be used for safety reasons.

Recommendation of Local Traffic Committee

That the information be noted.

8. DEFERRED ITEMS

No reports this round

There being no further business the meeting closed at 10:35 am.

G Greiss
CHAIRPERSON

1.2 Bike Plan

Reporting Officer

Manager Technical Services

Attachments

1. Table of responses to draft plan (to be tabled)
2. Copy of Bike Plan (to be distributed under separate cover)
3. Copy of Pedestrian and Mobility Access Plan (to be tabled)

Purpose

To seek Council's endorsement of the Campbelltown Local Government Area Bicycle Plan and the Pedestrian Access and Mobility Plan. Council also called for a report on the 14 December 2011 City Works item 5.1 identifying possible locations for the establishment of a triathlete/walking track in the southern end of the City.

History

Council previously resolved to place the draft Bike Plan and draft Pedestrian and Access Mobility Plan (PAMP) on public exhibition for a period of 28 days. In response to the exhibition five responses were received.

Report

In response to the exhibition of the Plans, Council received five responses with a number of points raised in the submissions. Overall the comments received were supported by the consultant and Council officers and these have resulted in very minor amendments to the draft plan. Several comments submitted did not relate to the scope of the plan, and those of merit will be considered in reviewing the broader bike and pedestrian strategies.

A number of key bike links were identified by respondents and will require further investigation. Council staff have been reviewing the information to ensure the plan indicates practical routes. One such route being Campbelltown Road where the extent of future widening that the Roads and Maritime Services (RMS) are considering needs to be confirmed. For Edmondson Park, East Leppington and the Glenfield to Leppington Rail Link (GLRL) it has been clearly identified that Campbelltown Road is ultimately planned to be six lanes (three in each direction). Initial upgrades indicate that on road cycleways would be the planned option for Campbelltown Road. Upon final configuration of Campbelltown Road an off road cycleway may be provided. To indicate an on road cycleway on our current plan may provide a wrong expectation of what will be provided in a reasonable timeline.

Council through its submissions on the GLRL have consistently requested that a cycle route be provided along the rail corridor to provide an important east west link. The release of detailed construction plans indicate that this cycle link will not be provided and as a consequence has not been incorporated into the plan.

The bike plan proposed an off road cycleway adjacent to Bow Bowling/Bunbury Curran Creek. Council has been involved in on-going discussions with Railcorp and RMS regarding a proposal to provide a cycle link between Liverpool Station and Macarthur Station along the rail corridor. These discussions initially appeared to provide a feasible alternative to the Bow Bowling/Bunbury Curran Creek cycle link route without confirmation from RailCorp, this has delayed the finalisation of the plan. As these issues are not anticipated to be resolved in the foreseeable future it is planned to proceed with the adoption of the current proposal. These plans are dynamic and if significant progress is made, the plan could be amended to incorporate this change.

Council at its meeting of 14 December 2011 (City Works item 5.1) requested a report identifying possible locations for the establishment of a triathlon/walking track in the south of the City. In developing this plan key, walking and cycling tracks have been established within the Ambarvale Sports complex south of Terry Road. A similar track exists in Blair Athol. These tracks are not to 'competition' triathlon standard similar to the Macquarie Fields facility. Based on the utilisation of Macquarie Fields a further competition track at this stage is not considered to be required. This facility is very well utilised by recreational users which are well serviced by the two tracks mentioned above.

An additional walking track circuit is also provided in Glen Alpine on Heritage Way. If the need for higher standard competition tracks grow areas such as Rosemeadow Reserve off Appin Road is considered a possible location for this type of facility. The majority of this reserve is owned by the Department Human Services and is currently used as an open space recreation area. Council currently has a grant submission in with the RMS for an extension of the 'off road' cycleway in and around the Rosemeadow Reserve which would compliment such a track in the future.

Officer's Recommendation

1. That Council adopt the Draft Bike Plan.
2. That Council adopt the draft Pedestrian and Access and Mobility Plan.

Committee's Recommendation: (Rule/Glynn)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 10 April 2012 (Lake/Rule)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 50

That the Officer's Recommendation be adopted.

1.3 Flood Studies Update

Reporting Officer

Manager Technical Services

Attachments

1. Flood study process
2. Catchment map (to be tabled)

Purpose

The purpose of the report is to provide Council with an update on the Flood Studies Program.

History

The majority of the urban area in the Campbelltown Local Government area is bounded by two rivers (the Nepean River in the south and Georges River in the east) in addition to numerous creeks and streams traversing the area. These watercourses have varying impact on adjoining development depending on the size of the stream, the upstream catchment, the nature and date of development in the catchment and the stream management measures within the catchment. Council has implemented extensive flood management measures over recent decades. A system of 'on line' detention basins and formalised flood channels has enabled substantial areas of flood-prone land to be rendered free of flooding up to the flood planning and developed levels.

Council staff provide advice in response to individual requests regarding flood impacts and guidance for development proposals to ensure flood impacts are minimised.

Methods to determine flood impacts continue to evolve as improved flood modelling programs are developed. One dimensional (1D) modelling has been the industry standard. This modelling involved the assessment of a number of cross sections along designated flow paths (generally creeks) and assessed flood levels on the basis of standard engineering principles. These methods provide appropriate information for large scale systems whilst more detailed assessment of overland flow and the affects of individual small catchments need further consideration. Current best practice utilises two dimensional (2D) modelling which allows all aspects of flooding to be considered.

In 2005 the NSW State Government released the Floodplain Development Manual - a Guide for the Floodplain Development Manual. This document sets out a process for assessing the impact of flooding. This process requires a rigorous assessment and consultation protocol as shown in Attachment 1.

The first stage of this process is the preparation of detailed flood studies. These studies must take into account all aspects of flooding including main stream flooding and flooding by overland flow.

The following eight flood studies are currently being prepared:

- Campbelltown and Ingleburn
- Minto and McBarron Creek
- Claymore
- Birunji Creek
- Smiths Creek
- Thompsons Creek.

Council has been working with officers of the Office of Environmental Heritage (OEH) during this process to ensure that the completed studies will meet State Government requirements. Council has secured funding from the OEH to assist with the preparation of these flood studies. The funding arrangement involves one third of the cost being provided for by each level of Government.

Report

Council undertook to first investigate the Bow Bowing Bunbury Curran (BBBC) Creek catchment which contains the majority of the urban development in the LGA. The BBBC Creek catchment was divided into 20 sub-catchments (Attachment 2). The assessment of the sub-catchments were prioritised accounting for the age of the systems, known flooding issues and redevelopment potential within the catchment.

Four flood studies were commenced in 2010 for the Campbelltown, Ingleburn, Minto and McBarron Creek catchments. A key part of the flood studies was for the consultant to review the hydrology for each catchment, which is to be determined by the amount and the characteristics the water movement in the catchment, before using within the 3D models.

Upon review of first drafts of the flood studies, it was established that issues involving the boundary of each of the catchments required review. To resolve this, a complete review of the hydrology model for the whole BBBC catchment was necessary. This review was completed in mid 2011. Following completion of the hydrology review the studies were recommenced.

In late 2011 four additional studies were commenced for Thompsons, Smiths and Birunji creeks and the Claymore locality (2011 Flood Studies).

Council officers are currently reviewing the final draft reports for the Campbelltown and Ingleburn locality studies and anticipate receipt of the final draft of the Minto and McBarron Creek Flood Study by the end of March 2012. The first drafts of the four 2011 Flood Studies have been received by Council and are currently being reviewed. The final report will be forwarded to Council by the end of May 2012. All of these reports are subject to rigorous review by Council staff who have extensive local knowledge to ensure that any issues of concern are reviewed and rectified. This review will be completed by the end of June 2012. Due to the complexity and varying nature of catchments these studies will need to be "live" documents that can be changed to cater for variation and local anomalies that may occur including changes in developments.

The assessment process undertaken in the preparation of the Flood Studies is extensive and requires a significant quantity of data regarding stormwater system and catchment characteristics.

The review by Council officers of the current flood studies will be completed in late 2012. The balance of the flood studies for the BBBC catchment will be progressively undertaken subject to successful grant funding applications in the future. To progress the current flood studies to completion a briefing to Council is proposed in the near future.

Officer's Recommendation

That a future briefing be provided to Council on the flood study process.

Committee's Recommendation: (Borg/Rule)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 10 April 2012 (Lake/Rule)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 50

That the Officer's Recommendation be adopted.

ATTACHMENT 1

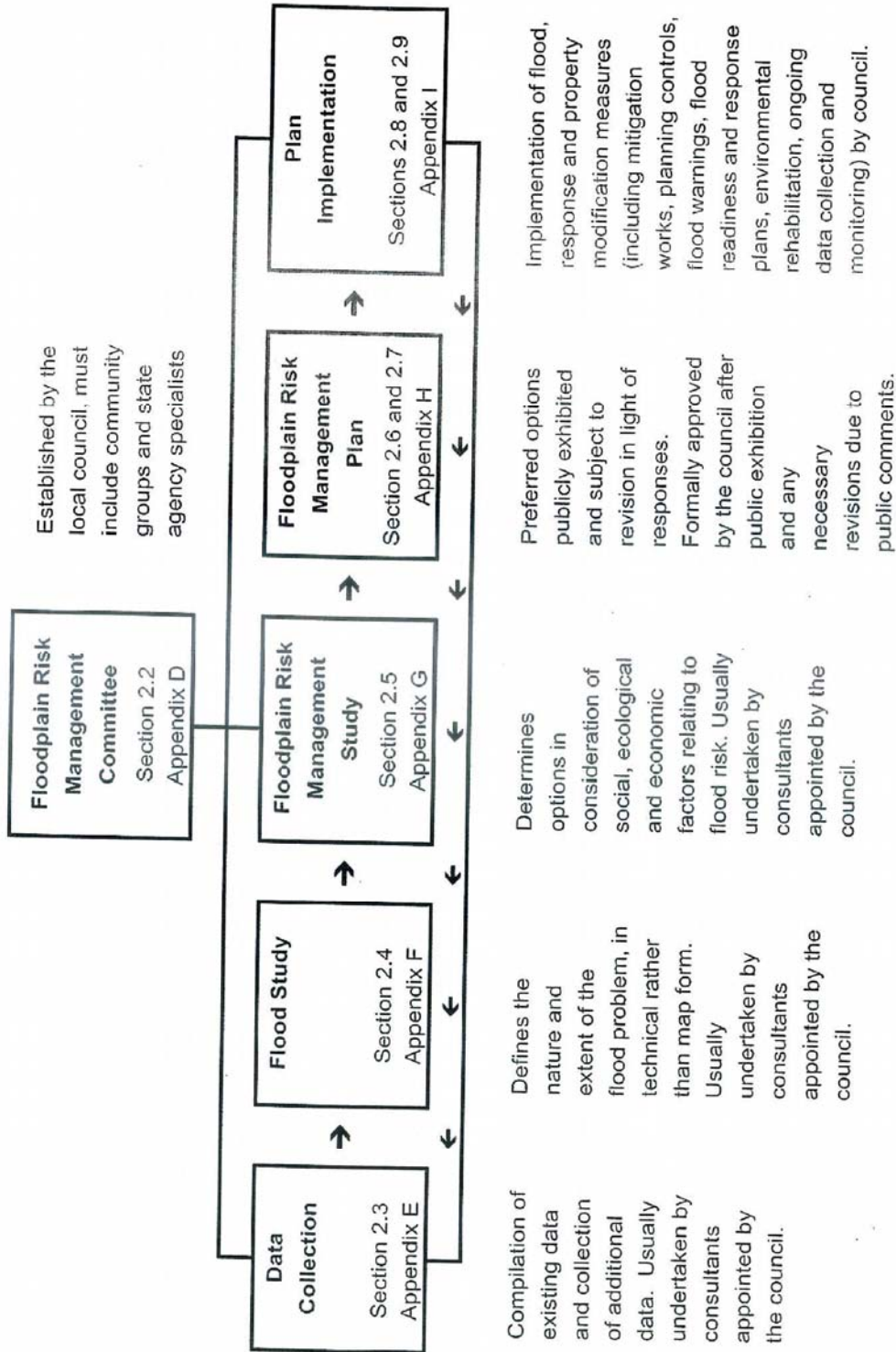


FIGURE 2.1 - The Floodplain Risk Management Process

1.4 Minutes of the Community Safety Sub Committee Meeting held on 8 March 2012

Reporting Officer

Manager Technical Services

Attachments

Minutes of the meeting of the Community Safety Sub Committee held on 8 March 2012

Purpose

To seek Council's endorsement of the Minutes of the Community Safety Sub Committee meeting held on 8 March 2012.

Report

Detailed below are the recommendations of the Community Safety Sub Committee. Council officers have reviewed the recommendations and they are now presented for Council's consideration. The recommendations that require an individual resolution of Council are detailed in the officer's recommendation.

Recommendations of the Community Safety Sub Committee

Reports listed for consideration

7.1 Council's Emergency Preparation Activities

That the information be noted.

7.2 Summary of Crime Statistics for the LGA

That the information be noted.

7.3 Operation Bounce Back

That the information be noted.

7.4 Speed Awareness project

That the information be noted.

8.1 Exercise Equipment - Park Central

That the information be noted.

8.2 Youth Access Forum

That the information be noted.

8.3 Resignation of Sub Committee Member

That Council be advised of the resignation of Jorge Montano and be asked to forward him a letter of appreciation for his contribution to the Sub Committee.

Officer's Recommendation

1. That the Minutes be noted.
2. That the resignation of Jorge Montano from the Community Safety Sub Committee be accepted.
3. That a letter of appreciation be forwarded to Jorge Montano.

Committee's Recommendation: (Thomas/Rule)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 10 April 2012 (Lake/Rule)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 50

That the Officer's Recommendation be adopted.

ATTACHMENT 1

Minutes of the Community Safety Sub Committee

**Held Thursday 8 March 2012
in Committee Room 3**

Meeting commenced at 12.35pm

1. Acknowledgement of Land

An Acknowledgement of Land was presented by the Chairperson, Councillor Hawker.

2. Attendance and Apologies

Attendance: Councillor Paul Hawker (Chairperson) - Campbelltown City Council
Councillor Mollie Thomas - Campbelltown City Council
Ben Gilholme - Representative from Youth Advisory Sub Committee
Mick Ward - Police Citizen Youth Club (PCYC)
Sharynne Freeman - Community Representative
Keith Kent - Community Representative
Sean Gersbach - Commander - Macquarie Fields Police
Julian Griffiths - Inspector - Campbelltown Police
Bob Timmis - Housing NSW

Also in attendance: Russell Matheson - Federal Member for Macarthur
Snr Constable Adam Jones - Campbelltown Licensing Police
Anne Parnham - Campbelltown Chamber of Commerce and Industry
Maureen Fairless - Main Street Association
Vanessa South - Campbelltown City Council
John Hely - Director City Works - Campbelltown City Council
Kevin Lynch - Manager Technical Services, Campbelltown City Council
Lindy Deitz - Director Community Services - Campbelltown City Council
David Behrens - Road Safety Officer, Campbelltown City Council
Beth Buckley - Executive Support, Campbelltown City Council
Bruce McCausland - Manager Community Resources and Development -
Campbelltown City Council
John Dodd - Manager Emergency Management, Campbelltown City
Council

Apologies: Bryan Doyle - State Member for Campbelltown
Greg Rolph - Commander - Campbelltown Police

Sub Committee's Recommendation (Hawker/Thomas)

That the information be noted.

CARRIED

Welcome and Introduction

Councillor Hawker welcomed all those attending and particularly Anne Parnham, Campbelltown Chamber of Commerce and Industry to the Community Safety Sub Committee.

3. Declarations of Interest

There were no Declarations of Interest made at this meeting.

4. Minutes of the Previous Meeting

The minutes of the Community Safety Sub Committee meeting held on 24 November 2011 copies of which have been circulated to each Sub Committee member will be presented to Council at its meeting to be held on 13 March 2012.

Officer's Recommendation

That the information be noted.

Sub Committee's Recommendation (Gilholme/Freeman)

That the information be noted.

CARRIED

5. Business Arising from Previous Minutes

Item 7.2 - Moore Oxley Bypass - Pedestrian Fencing

Council's Manager Technical Services advised that the school has been working closely with Council. The school (Campbelltown Performing Arts High School) will extend a portion of fencing to the bridge and Council will be upgrading a further section of fencing. Students will be advised by the school of the inherit risk for pedestrians.

The Roads and Maritime Services have increased parking restrictions in order to discourage parents from dropping off students along Moore Oxley Bypass.

Sub Committee's Recommendation (Hawker/Gilholme)

That the information be noted.

CARRIED

6. Correspondence

Nil

7. Reports

7.1 Council's Emergency Preparation Activities

Council's Manager Emergency Management provided a presentation to the Sub Committee on Council's emergency preparation activities.

Sub Committee's Recommendation (Griffiths/Kent)

That the information be noted.

CARRIED

7.2 Summary of Crime Statistics for the LGA

Purpose

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

Report

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

- (a) Campbelltown LAC
- (b) Macquarie Fields LAC

Officer's Recommendation

That the information be noted.

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

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

The Sub Committee noted the recent negative media coverage on an area in Ingleburn agreeing that it is not a correct reflection of the management of the local area.

The representative from Campbelltown Licensing Police advised the Sub Committee that a trial education program is being held with high school students. The trial program is being run with Campbelltown Performing Arts School and Leumeah Hotel to raise awareness and educate students on licensing signage, licensed premises, responsibilities, consequences, fines, binge drinking and health issues associated with the consumption of alcohol. Leumeah Hotel closes for a one hour period to assist with the program however assistance from other licensed premises has not been forthcoming. The program in its trial stage appears to be working well.

Sub Committee's Recommendation (Ward/Thomas)

That the information be noted.

CARRIED

7.3 Operation Bounce Back

Purpose

To provide the Committee with an update on Operation Bounce Back.

Report

Council applied in 2011 for a grant from the National Motor Vehicle Theft Reduction Council to run Operation Bounce Back. This program has been run previously by Council and provides certain car owners with the opportunity to have an engine immobiliser installed in their car. The vehicles are determined from the statistics of the highest theft vehicles in the area. This round of the grant covered owners who have a vehicle that was manufactured prior to 2001 and of the following makes:

- Hyundai Excel
- Holden Commodore VN, VS & VT
- Ford Falcon BA.

The voucher is to the value of up to \$200 and provides for the full installation of an Australian Standards approved engine immobiliser. The grant allowed 100 vouchers to be issued.

Promotion of the Operation Bounce Back commenced with two weeks of advertising in the local papers. Council CaRS trailers are also being used in various car parks including the commuter car parks at Campbelltown and Ingleburn Stations.

Promotions using Council air notices on C91.3 have also been run during the promotion and have generated ten calls for the vouchers to date. As of Friday 2 March 2012 a total of 63 vouchers have been issued to vehicle owners.

Council will also be contacting the successful recipients in April to ask them to complete a survey which will provide Council and the funding body with information about previous theft attempts, fear of crime and experience with Council regarding the Operation Bounce Back program. This information will be used to ensure future programs are successful at reaching the right audience and assist Council in running well targeted programs to increase community safety.

Officer's Recommendation

That the information be noted

Sub Committee's Recommendation (Gersbach/Timmis)

That the information be noted.

CARRIED

7.4 Speed Awareness Project

Purpose

To provide the Committee with an update on a Council program to improve young driver awareness of the dangers of speeding.

Report

During 2010-2011 Campbelltown Council participated in a Pilot Project with the Roads and Maritime Services.

This pilot trialled the safe systems approach to the Local Government Road Safety Program. Council produced two projects that fit the safe systems model and trialled them with great success. Those projects addressed speeding and child restraint usage.

Council's Road Safety Officer engaged the community and target audience of 17 to 20 year old drivers by delivering presentations to schools, TAFE and UWS in the Campbelltown LGA. This included a powerpoint presentation, crash car display and speed survey.

At the time of the presentation we received feedback in support of the program with many people, both teachers and target audience, advising how the presentation struck a strong cord. Many participants also stated they would think more prior to speeding next time.

Part of this presentation was provided to the Committee in December last year.

In recent weeks, Council's Road Safety Officer has been contacted by schools, TAFE and UWS to provide the same presentations to the new students attending their institutions. They have further expressed their support of the content provided and acknowledged the positive response from those students who have taken part in the presentations and displays.

So far nine schools have been booked for dates across 2012. The first TAFE presentation was given in the week ending 2 March 2012 and UWS dates are still being finalised.

Officer's Recommendation

That information be noted.

Sub Committee's Recommendation (Hawker/Freeman)

That the information be noted.

CARRIED

8. General Business

8.1 Exercise Equipment - Park Central

Councillor Hawker referred to the vandalised exercise equipment and asked representatives from the local Police if increased patrols could be considered to deter future vandalism and anti-social behaviour.

It was noted the CCTV has been installed in the park and the Police Representative indicated that he would seek to have bike patrols undertaken on a regular basis in the park.

Sub Committee's Recommendation (Gilholme/Kent)

That the information be noted.

CARRIED

8.2 Youth Access Forum

Ben Gilholme advised that the Youth Access Forum will held in Council's Civic Centre on 2 April 2012 between 9.30-12.00pm. The Forum will celebrate young people. Ben Gilholme noted that Sub Committee members would be welcome to attend the forum.

Sub Committee's Recommendation (Gilholme/Hawker)

That the information be noted.

CARRIED

8.3 Resignation of Sub Committee member

Councillor Hawker tabled a letter of resignation from Jorge Montano, representative from the CALD Community.

Sub Committee's Recommendation (Hawker/Freeman)

That Council be advised of the resignation of Jorge Montano and be asked to forward him a letter of appreciation for his contribution to the Sub Committee.

CARRIED

Next meeting of the committee will be held on Thursday 10 May 2012 at 12.30pm in Committee Room 201, Level 2.

Councillor Hawker
Chairperson

Meeting concluded at 1.40pm

1.5 NSW Long Term Transport Master Plan

Reporting Officer

Director City Works

Attachments

Discussion Paper (to be tabled)

Purpose

To advise Council of the NSW Long Term Transport Master Plan recently released by the NSW Government, Transport for NSW.

Report

The NSW Long Term Transport Master Plan Discussion Paper was released on 24 February 2012. The State Government advises that the Discussion Paper is the next step in a 12 month process to develop an integrated transport plan for the state that will identify a clear direction for transport over the next 20 years.

The Discussion Paper intends to:

- Examine the issues, challenges and opportunities facing the transport system in Sydney and across NSW
- Put forward some options to stimulate debate, in particular asking how innovation and carefully integrated planning and investment might achieve a sustainable transport system that meets the State's needs
- Seek views from the community and industry on how the NSW Long Term Transport Master Plan should respond to the issues, challenges and opportunities facing the transport system.

Council's Director City Works and Director Planning and Environment will be attending a Regional Forum meeting on Monday 23 April 2012.

Council has been invited to make a submission regarding the Plan by 27 April 2012.

Council staff also recently attended a Regional Forum regarding the NSW 2021 Regional Action Plan. During March and April Ministers and Government officials are travelling around NSW to talk with local communities about their local priorities and the actions Government can take to address them. Issues identified as priorities for consideration by the community included:

-
- Growing the economy of South Western Sydney
 - Improved access to jobs and facilitation of employment growth
 - Improvement of strategic planning to protect valuable agricultural land
 - Provision of access to affordable housing options
 - Reduction of travel times
 - Provision of appropriate services to disadvantaged and vulnerable members of our community
 - Reduction of crime in South West Sydney
 - Improvement of local natural environment.

The outcomes of consultation with local communities and stakeholders will inform final Regional Action Plans which will be released in mid 2012.

Input into the development of the Regional Action Plans can also be provided online at www.haveyoursay.nsw.gov.au/nsw2012.

Officer's Recommendation

That Council forward a submission on NSW Long Term Transport Master Plan by 27 April 2012.

Committee's Recommendation: (Glynn/Rule)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 10 April 2012 (Glynn/Rule)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 51

That the Officer's Recommendation be adopted.

1.6 Moorebank Intermodal Facility - Update

Reporting Officer

Director City Works

Attachments

1. Locality Plans of Facility
2. Public Exhibited Information (to be tabled)

Purpose

To update Council on the status of the Moorebank Intermodal Project.

Report

Moorebank Intermodal Facility

The NSW Department of Planning and Infrastructure (DoPI) have recently issued the Director General's requirements for the Moorebank Intermodal Projects.

The projects are located on each side of Moorebank Avenue as shown in the attached locality plan.

Information provided in this report has been obtained from the DoPI website. There are two separate projects:

1. The SIMTA Intermodal Terminal Facility
2. The Moorebank Intermodal Terminal

Major Project Applications and Preliminary Project Environmental Overview in support of the applications have been lodged with the DoPI by the Sydney Intermodal Terminal Alliance (SIMTA) and secondly the Commonwealth Department of Finance and deregulations to operate the Moorebank Intermodal Terminal. The report has been prepared to request:

- The Minister for Planning to form an opinion that the proposal is of strategic State or regional significance
 - The Minister for Planning to authorise the preparation of a Concept Plan
 - The Director General to issue the relevant Environment Assessment requirements to inform the preparation of an Environmental Assessment to accompany the Concept Plan.
-

1. The SIMTA Intermodal Terminal Facility

The SIMTA site comprises of 93 hectares of land currently occupied by the Defence National Storage and Distribution Centre. The Concept plan also nominates a rail link to the south and south-west of the SIMTA site connecting to the Southern Sydney Freight Line. The SIMTA site is surrounded by Commonwealth owned land, including the School of Military Engineering to the west and undeveloped land held by the Department of Finance to the east.

The SIMTA proposal represents a consortium of Stockland, Qube Logistics and QR National. Council has recently been advised by Stockland that it will sell its 55% stake in the proposed intermodal to their joint venture partner, Qube Logistics.

The Concept Plan will seek approval for the redevelopment of the SIMTA site as an Intermodal terminal with warehouse and distribution facilities. The proposal comprises the following key components:

- Rail Link
- Intermodal Terminal
- Warehouse and Distribution Facilities
- Freight Village.

The proposed redevelopment of the SIMTA site will be an important first step in relating the NSW State Plan objective to increase rail freight movements to/from Port Botany.

The Environmental Assessment (including the comprehensive planning report and support specialist documents) will be lodged once the Director-General's Environmental Assessment Requirements have been obtained and a comprehensive assessment of all identified issues has been completed by the project team.

In the meantime, SIMTA is proposing to undertake ongoing consultation with the local community and key stakeholders, including Liverpool Council. The consultation undertaken by SIMTA will be in addition to the formal public notification of the Concept Plan application by the Department of Planning.

2. Moorebank Intermodal Terminal (IMT)

Council has received previous briefings and reports on the Moorebank Intermodal Terminal (IMT). The primary function of the Moorebank IMT is to be a transfer point in the logistics chain for shipping containers and to handle both international import/export cargo (IMEX) and domestic interstate and interstate (regional) cargo.

An IMT at Moorebank was first proposed by the Australian Government in 2004 and in the 2010-2011 budget, funding was provided to complete a Feasibility Study for the project. This study, which commenced in September 2010, is ongoing and includes economic and financial analysis, technical feasibility and a master plan design for the facility.

The Commonwealth Department of Finance and Deregulation is seeking stage development approval under the *Environmental Planning and Assessment Act 1979* (EP&A Act) to construct and operate the Moorebank IMT.

The Australian Government proposed to build an intermodal terminal at Moorebank as part of their \$3.4b investment in the interstate rail network.

The project site is Commonwealth-owned land currently occupied by the Department of Defence. The project site is generally defined as the land bounded by the Georges River to the west, Moorebank Avenue to the east, the M5 motorway and Medium Voltage Production facility to the north and East Hills Railway line to the south.

Sale or long term lease of all or part of the Commonwealth land by the Australian Government could possibly occur prior to the commencement of development.

The key features of the IMT concept plan are:

- A port shuttle terminal area and an interstate terminal area
- Internal side roads, stormwater management infrastructure, power and utilities
- An associated commercial development area, including warehousing provisions
- Support (administrative and rail/container maintenance/repair) functions for the terminal
- An environmental conservation zone on the eastern bank of the Georges River
- Rail link and bridge span crossing the Georges River at the north-western area of the site
- Vehicle access, for heavy and light vehicles, into the Project site from Moorebank Avenue

Rail Link to Port Botany

A particular concern with the expansion of Port Botany and the anticipated transportation of containers to the 'inland' intermodals is the limited capacity of the freight rail system. This issue does not appear to be resolved in Concept Plans developed for this facility, the likely impact of which will be continued and increased congestion on the M5 motorway resulting from the container transports.

This concern has been brought to the attention of the State and Federal Governments by the M5 taskforce which this Council has maintained an involvement in. Representations from this Council to State Ministers have also continued to highlight this issue.

Cambridge Avenue High Level Bridge

In 2005 the Federal Government and State Government identified a high level (flood free) bridge would be provided as a key commitment in the development of the Moorebank Intermodal. It is noted that the State and Federal Governments and the Concept Development Plans for the Moorebank Intermodal Facility continue to step back/abrogate this commitment. Further, it is anticipated that the existing use by the travelling public of Moorebank Avenue between Anzac Avenue and the intersection with Cambridge Avenue will not be accommodated due to the potential volume and movement of Intermodal related traffic and operations.

Council will be kept informed of any further developments regarding these projects.

Officer's Recommendation

1. That Council request the Department of Planning to formally include Campbelltown City Council in the consultation process involving the development of the Moorebank Intermodal Facilities.
 2. That Council request advice from the Department of Planning:
-

-
- a. Requesting confirmation of the 2005 commitment by State and Federal Governments that a flood free bridge is to be provided at the Cambridge Crossing of the Georges River as part of the Moorebank Intermodal Facility Developments.
 - b. Seeking assurance that the existing movement of regional traffic in Moorebank Avenue will be maintained.

Committee's Recommendation: (Borg/Rule)

That the Officer's Recommendation be adopted.

CARRIED

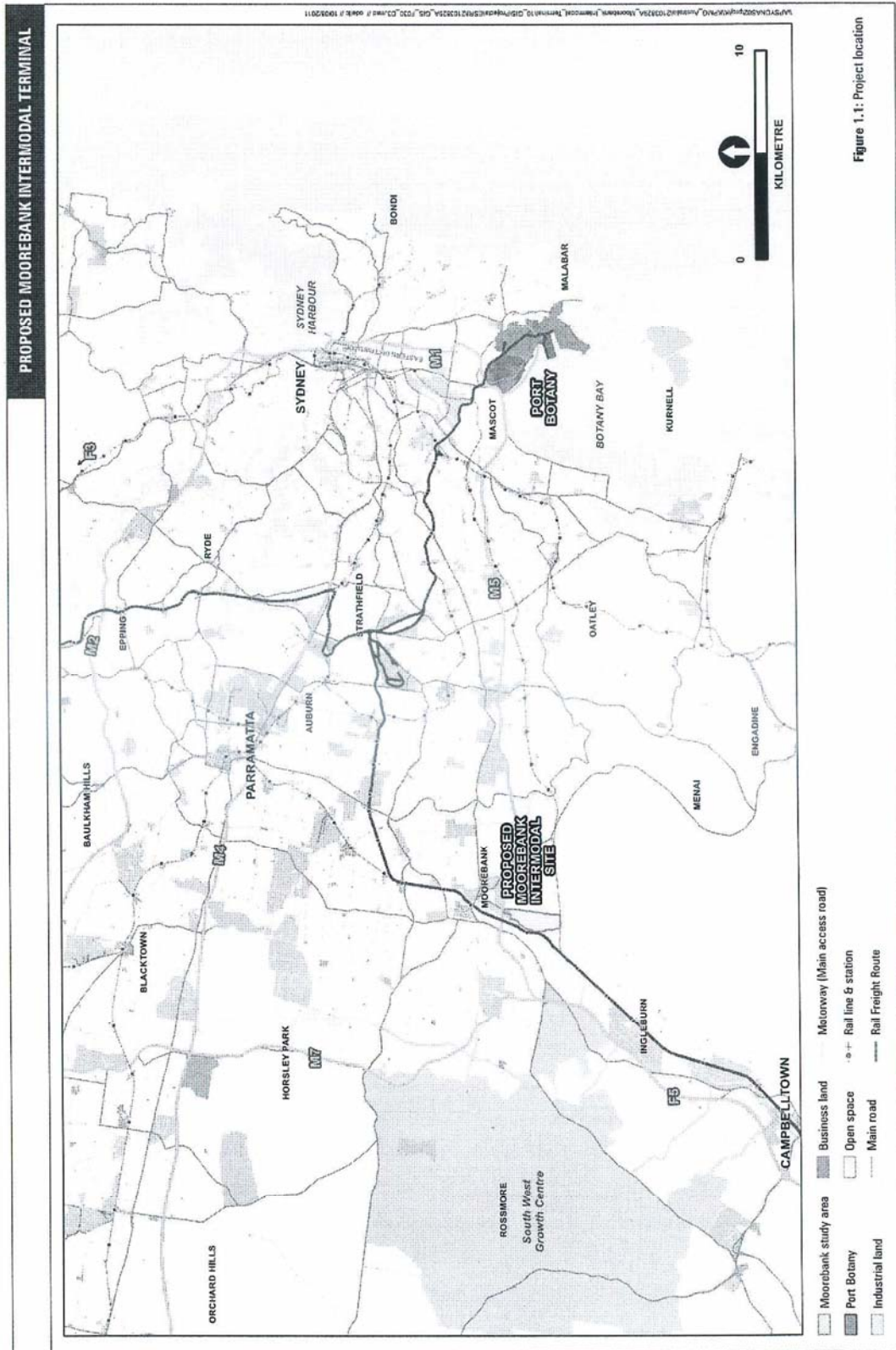
Council Meeting 10 April 2012 (Lake/Rule)

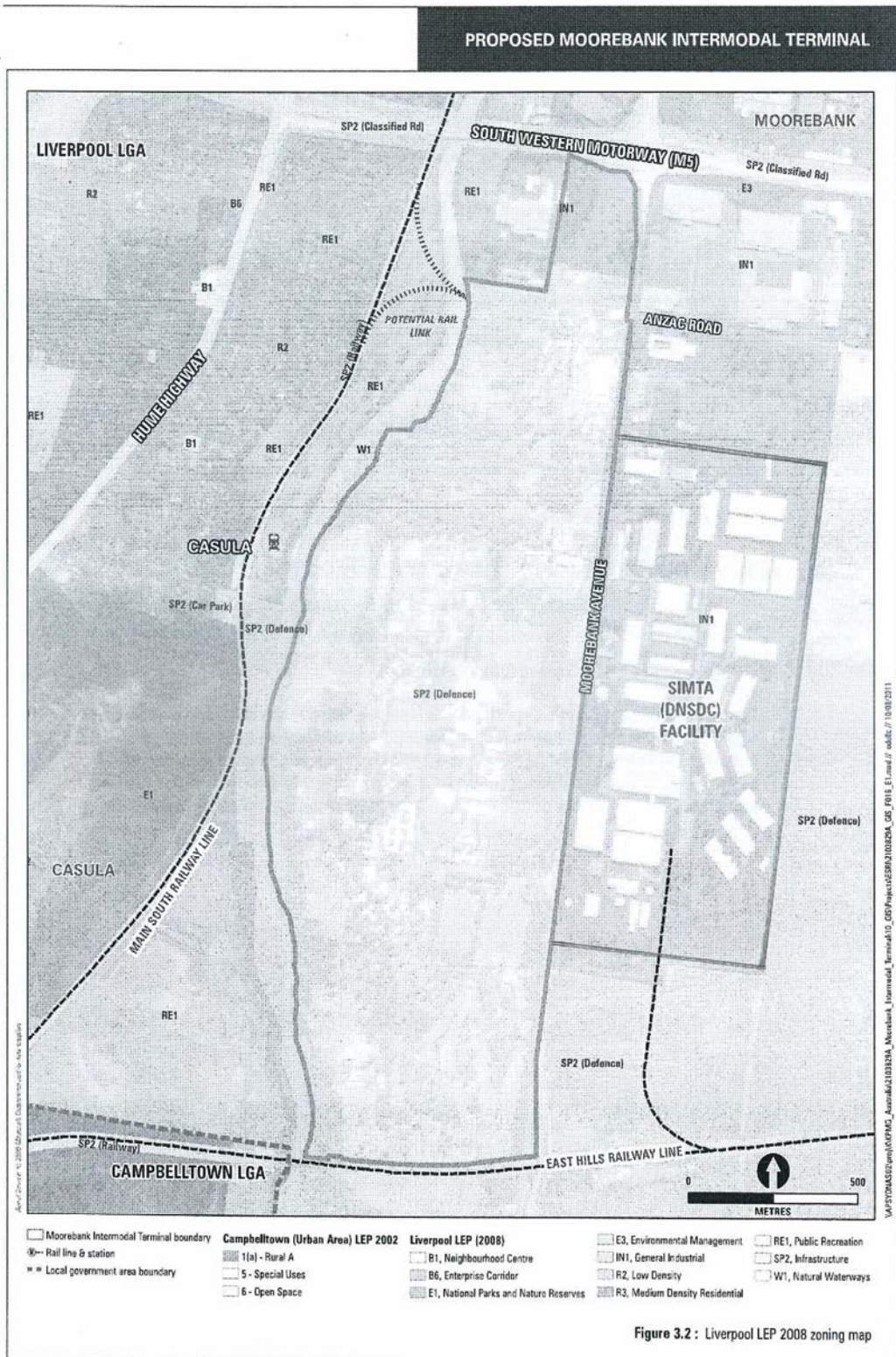
That the Officer's Recommendation be adopted.

Council Resolution Minute Number 50

That the Officer's Recommendation be adopted.

ATTACHMENT 1





1.7 Milton Park, Glenfield - Provision of Leash Free Area

Reporting Officer

Manager Technical Services

Attachments

Location Plan of Council's Leash Free Areas

Purpose

To update Council on a request for a Leash Free Area at Milton Park, Macquarie Fields.

History

At Council's meeting of 15 November 2011 (Item 4.2 of Planning and Environment Committee) it was requested that a Leash Free Area at Milton Park be considered for inclusion in the 2012-2013 budget.

Report

Council currently has four leash free dog areas at St Helens Park, Raby, Minto and Glenfield. All of these sites are extensively used and have proved very successful in providing an exercise opportunity for dogs. Council has received a request to identify a further leash free dog area in the Ingleburn/Macquarie Fields area.

Council has undertaken initial investigations of Milton Park to identify an appropriate leash free area within Milton Park. A site has been identified that is accessed from Railway Parade adjacent to the amenities block.

Council staff will be undertaking concept design and costings for future budget consideration for the provision of the facility. Liaison will also need be undertaken with the local community regarding this proposal. In view of this it is proposed that the establishment of the Leash Free Area be deferred until a formal public consultation (including sporting clubs) is completed and a further report detailing the outcomes of the consultation is submitted to Council.

Officer's Recommendation

That establishment of a Leash Free Dog Area at Milton Park, Macquarie Fields be the subject of a future report, providing concept design, costings and information on the outcome of a formal public consultation process.

Committee's Recommendation: (Thomas/Glynn)

That the Officer's Recommendation be adopted.

CARRIED

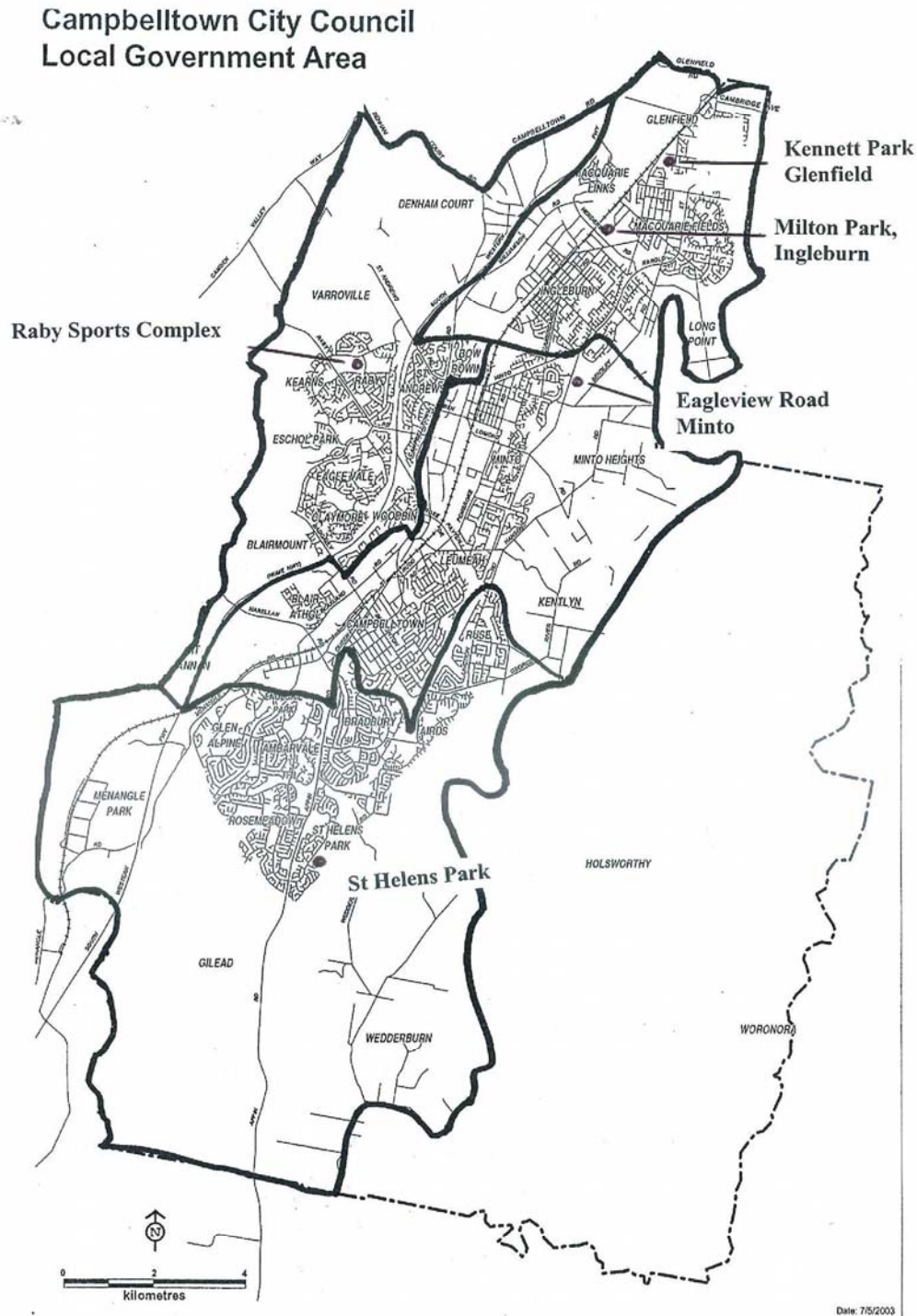
Council Meeting 10 April 2012 (Lake/Rule)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 50

That the Officer's Recommendation be adopted.

ATTACHMENT 1



- Leash Free Dog Facilities

2. OPERATIONAL SERVICES

2.1 Queen Street, Campbelltown - Tree Removal Request

Reporting Officer

Manager Operational Services

Attachments

1. Locality Plan
2. Photographs
3. VTA (to be tabled)

Purpose

The purpose of this report is for Council to consider approval for the removal of a *Platanus hybrida* tree adjacent to Willis Cakes store on Queen Street adjacent to Cordeaux Street, Campbelltown.

History

Council has removed a number of London Plane trees in Queen Street and surrounding streets due to their close proximity to adjacent buildings and gutters and the damage to paved footpath areas caused by the root structures' growth activity.

Report

The majority of the London Plane trees in the Campbelltown Central Business District have been removed. In recent years these trees have been removed in Queen Street, Railway Street and Short Street due to the continued development of trip hazards in the adjacent footpath areas and root invasion of utilises in nearby buildings. Council staff have continued to inspect this tree and respond to trip hazard issues.

A *Platanus hybrida* tree, commonly known as a London Plane tree, (approximately 7 metres in height) is located on the formalised paved footpath along Queen Street, Campbelltown adjacent to the intersection with Cordeaux Street.

Recent visual inspections reveal the tree is having a detrimental effect on the paved footpath area and is causing the pavement to rise in sections. Consequently potential trip hazards continue to form exposing Council to the increased risk of liability.

Furthermore, the street light is being obscured by foliage of the tree which leads to lower light levels in the immediate vicinity, raising risk concerns.

2.1 Queen Street, Campbelltown - Tree Removal Request

Council's arborist has determined the tree's health to be in decline with fungal attack evidenced on the foliage.

It is proposed the tree be removed and replaced inline with Council's Queen Street Tree Replacement Strategy (pending restrictions) with an advanced species of *Magnolia Exmouth's*.

Officer's Recommendation

1. That Council approve removal of the *Platanus hybrida* tree on Queen Street adjacent to Cordeaux Street, Campbelltown.
2. That Council approve the replacement of the *Platanus hybrida* tree in accordance with Council's Tree Replacement Strategy of Queen Street Central Business District with an advanced species of *Magnolia Exmouth's* pending restrictions.

Committee's Recommendation: (Rule/Borg)

That the Officer's Recommendation be adopted.

CARRIED

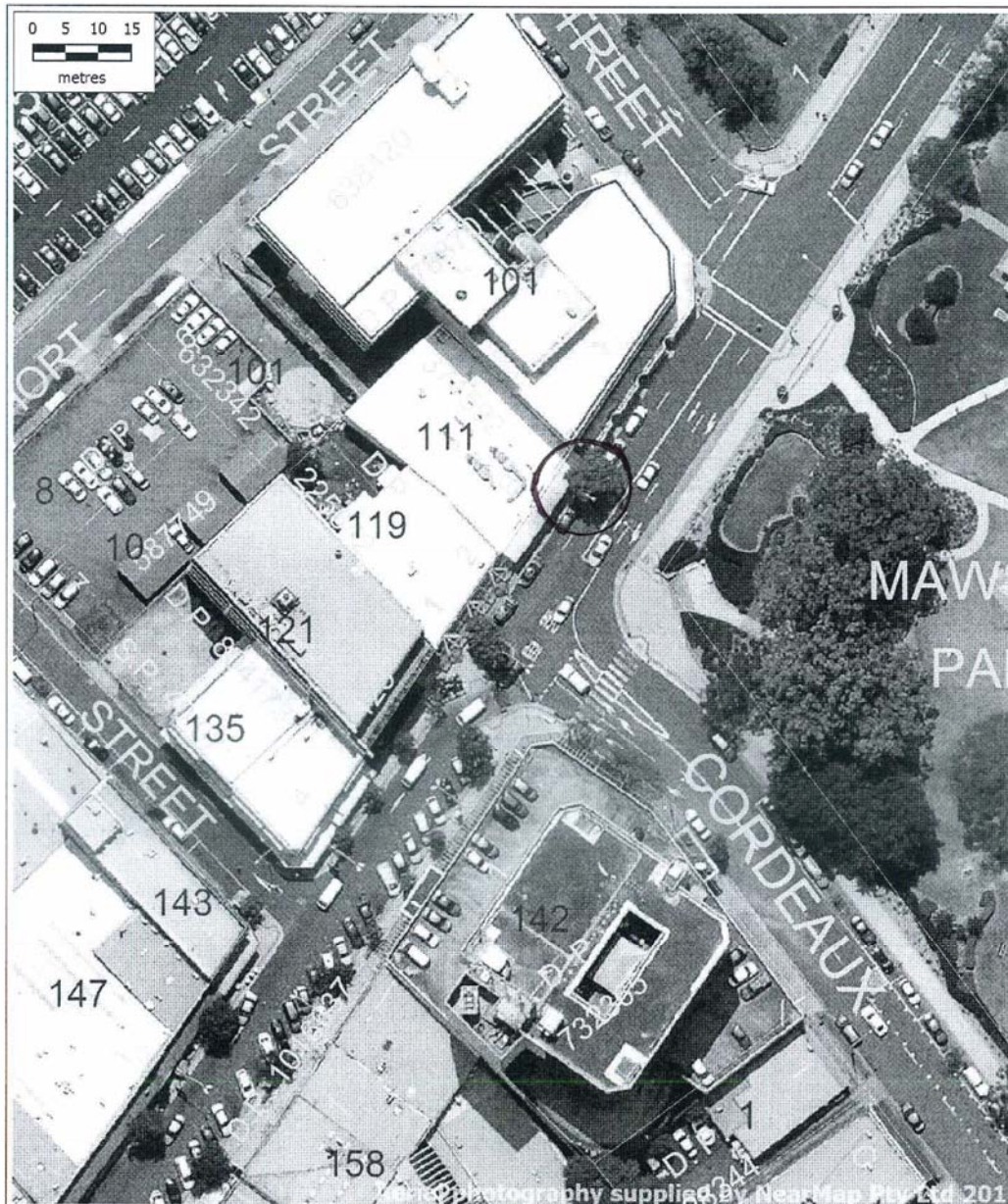
Council Meeting 10 April 2012 (Lake/Rule)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 50

That the Officer's Recommendation be adopted.

ATTACHMENT 1



<p>N 1:843.2 22 March 2012</p>	<p>Queen Street, Campbelltown Tree Removal Request</p> <p><small>DISCLAIMER: This map has been produced from Council records. If you intend to rely on the information shown you should contact Campbelltown City Council for verification. This map should not be reproduced without permission.</small></p>	 <p>campbelltown city council</p>
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ATTACHMENT 2



3. ASSETS AND SUPPLY SERVICES

3.1 T11/36 Telecommunications Report

Reporting Officer

Manager Assets and Supply Services

Attachments

The following confidential attachment has been distributed to Councillors under separate cover as the prices quoted are commercial-in-confidence:

Major Usage and Service Charges

Purpose

To provide information regarding Council's Telecommunications Contract (for mobile, mobile-data and fixed voice line calls).

History

At its meeting of the 18 March 2008, Council resolved to accept an offer from Telstra Corporation Limited (Telstra) for a three year contract for fixed and mobile telecommunication services through Local Government Procurement Contract LGP 407. The contract has now expired however Telstra has maintained the same contract rates while Council determines which offer is best for Council.

There are two contracts that Council can consider:

- NSWBuy's Government Telecommunications Agreement (through Department of Commerce)
- Telecommunications Services under the Local Government Procurement Contract LGP 407-2.

Due to the technical nature of the required services, Council engaged telecommunications consultants, SmartBill Pty Ltd, to analyse the rates offered by both contracts. SmartBill Pty Ltd, who used to trade under the name of EUC, was engaged to assist Council in its assessment of tenders for the previous contract.

Report

Legislation

This procurement 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

In the previous financial year, expenditure for mobile and fixed voice services was approximately \$670,000 per annum. With the new contract it is expected that projected savings will be in the order of 24%. This information is detailed in the Confidential Attachment.

Funds for Telecommunications services are allocated in Council's budget.

Contract Term

The term for this contract will be for a period of two years.

Purchases under Existing Contractual Arrangement

For purchases over \$150,000, Council is exempt from inviting tenders if they utilise a contract established by any of the following agencies prescribed under s55 of the *Local Government Act 1993* for this purpose:

- NSW Buy (Department of Commerce)
- MAPS Group Limited trading as Procurement Australia
- Local Government Procurement.

Purchases made under these procurement agencies are not required to be submitted to Council for approval. However as the purchase is over \$150,000 it is considered appropriate to report the evaluation outcome to Council for its information.

Evaluation

SmartBill Pty Ltd, Council's consultants conducted an initial review of Council's telecommunication expenditure. This action allowed SmartBill to more accurately compare rates offered from the major telecommunication providers.

Following their analysis, SmartBill Pty Ltd recommended that Council should enter into a two year contract with Telstra under the NSWBuy Government Telecommunication Agreement (J5 option). This contract would provide approximately 24% saving (\$160,000 per annum) on Council's previous telecommunication contract.

Additional benefits of the recommended Contract are summarised below:

- The Government Telecommunication Agreement through Telstra offers a 13% discount on voice and mobile charges when entering into a Whole of Business two year contract
-

- The Contract prices are fixed for two years, however, should a more attractive contract become available through NSWBuy or Local Government Procurement during the term of the Contract, Council may migrate to the new prices
- A basic mobile handset is offered for each mobile service, free of charge, or alternatively a \$200 credit per service is offered for the purchase of other handsets (only purchased through Telstra).

The attached table (distributed under separate cover) details the rates for Council's highest utilised services to provide an indication of projected savings per month on these items.

Officer's Recommendation

That the information be noted.

Committee's Recommendation: (Rule/Glynn)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 10 April 2012 (Lake/Rule)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 50

That the Officer's Recommendation be adopted.

4. EMERGENCY SERVICES

4.1 Joint Local Emergency Management Committee

Reporting Officer

Manager Emergency Management

Attachments

Minutes of the Joint Local Emergency Management Committee held on the 15 March 2012 at Wollondilly (to be tabled)

Purpose

To advise Council of the outcome of the Joint Emergency Management Committee meeting held on the 15 March 2012.

Report

This meeting of the Joint Emergency Management Committee included Campbelltown, Camden and Wollondilly council's representatives as well as the Ambulance Service, NSW Police, NSW Fire and Rescue, State Emergency Service (SES), Rural Fire Service (RFS) and Primary Industries.

The key issues that were discussed included:

Emergency Planning and Response – Flooding Event

The recent flood event and the success of the pre-planning between the three councils and the cooperation and information flow particularly between the SES, Police and councils was reviewed.

Improvements identified included requesting the Bureau of Meteorology to include road closure height for the Menangle Bridge River site and the Wollondilly SES has identified the need to hold community forums for "at risk" locations as an educative activity.

Management of road closures and the flow of information with the Roads and Maritime Services - Traffic Management Centre was also discussed and the importance of current road information being available for the emergency services to access incidents and the travelling public for traffic management.

The management of Cambridge Avenue low level bridge, Glenfield during the flood operation will be discussed at the next District Emergency Management Committee regarding the Department of Defence's involvement in its management.

Flood Management Update for NSW

The SES also provided an update on the ongoing flood event with 75% of NSW under flood at the time of the meeting. Volunteers of Macarthur region SES and RFS units were away providing support to a number of the towns at risk of flooding or assisting with clean up.

The activation of the District Emergency Operations Centre at Bankstown and the stand by readiness of the Camden Emergency Operations Centre were all considered successful.

Officer's Recommendation

That the information be noted

Committee's Recommendation: (Borg/Rule)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 10 April 2012 (Lake/Rule)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 50

That the Officer's Recommendation be adopted.

4.2 Macarthur Bushfire Management Committee

Reporting Officer

Manager Emergency Management

Attachments

Minutes of Meeting held 5 March 2012 (distributed under separate cover)

Purpose

To advise Council of the outcome of the Macarthur Bushfire Management Committee held on 5 March 2012.

Report

The Macarthur Bushfire Management Committee (MBFMC) is coordinated by the Rural Fire Service (RFS) and covers the bushfire management planning of the Local Government Areas of Camden, Campbelltown and Liverpool and includes all major land holders in its membership. The Committee meets quarterly and reports on activity over the previous three months' operation.

A number of key operational and planning issues were considered and dealt with at the Committee including:

Bush Fire Risk Management Plan Review

The current revised Bushfire Risk Management Plan has commenced its 42 day public consultation phase and is available from the Rural Fire Service and Council offices.

Fire Trail Sub Committee

Following a meeting with the Office of Strategic Lands the coordination of the maintenance of Asset Protection Zones has commenced. A Fire Trail Sub Committee will now be established to coordinate the maintenance of fire trails with multiple ownership.

Macarthur District Arson Prevention Working Party

The meeting was advised of the creation of the Macarthur District Arson Prevention Working Party formed to coordinate the prevention and reporting of arson events between the emergency services and local government.

Operations Report

The main event reported was the 'Haultain Street fire' at the southern edge of Ingleburn adjacent to Kayess Park which has previously been reported to Council.

General Business

The reconciliation of the 2011-2012 year's grant funding and the development of grant submissions for the 2012-2013 year was discussed with a working group formed to prioritise funding applications received.

The Section 52 Operations Plan which outlines the incident management procedures during a bushfire has been reviewed and will be released prior to the next fire season.

The RFS Executive Officer advised the committee members that although this season had been wet that the current growth in bushland fuel was prolific and that hazard reduction programs need to continue to maintain protection for the community.

Officer's Recommendation

That the information be noted.

Committee's Recommendation: (Rule/Thomas)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 10 April 2012 (Lake/Rule)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 50

That the Officer's Recommendation be adopted.

5. GENERAL BUSINESS

Nil.

19. CONFIDENTIAL ITEMS

No reports this round

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

P Lake
CHAIRPERSON
