

Reports of the City Works Committee Meeting held at 7.30pm on Tuesday, 11 June 2013.

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 11 June 2013

Present

Her Worship the Mayor, Councillor S Dobson
Councillor P Lake (Chairperson)
Councillor F Borg
Councillor G Brticevic
Councillor A Chanthivong
Councillor W Glynn
Councillor P Hawker
Councillor C Mead
Director Business Services - Mr M Sewell
Director Community Services - Mrs L Deitz
Director City Works - Mr J Hely
Manager Assets and Supply Services - Mr W Miller
Manager Business Assurance - Mrs M McIlvenny
Acting Manager Compliance Services - Mr P Curley
Manager Education and Care Services - Mrs J Uluibau
Acting Manager Financial Services - Mr A Butcher
Acting Manager Governance and Administration - Mrs B Naylor
Manager Healthy Lifestyles - Mr M Berriman
Manager Operational Services - Mr A Davies
Manager Property Services - Mr J Milicic
Manager Technical Services - Mr K Lynch
Coordinator Procurement and Contracts - Mrs K Stares
Executive Assistant - Mrs D Taylor

Apology Nil

Acknowledgement of Land

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

DECLARATIONS OF INTEREST

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

Pecuniary Interests

Non Pecuniary – Significant Interests

Non Pecuniary – Less than Significant Interests

Councillor Chanthivong advised that he is an employee of Transport NSW and if he considers there may be a perceived conflict necessitating him to declare an interest, he will do so and if appropriate, leave the room.

Councillor Brticevic - Item 1.2 - NSW Crime Prevention Grant Application Acceptance -
Councillor Brticevic advised that he is an employee of the NSW Police Force.

1. TECHNICAL SERVICES

1.1 Traffic Committee

Reporting Officer

Manager Technical Services

Attachments

1. Minutes of the Local Traffic Committee Meeting of 16 May 2013
2. Minutes of the Campbelltown Traffic Committee of 16 May 2013

Purpose

To seek Council's endorsement of the recommendations arising from the Local Traffic Committee and Campbelltown Traffic Committee meeting held on 16 May 2013.

Report

RECOMMENDATIONS OF THE LOCAL TRAFFIC COMMITTEE ON 16 MAY 2013

Reports Listed for Consideration

LTC 13/14 Farrow Road, Campbelltown - Intersection Treatment

1. That Council approve Plan 12453 being the design of mini roundabouts at the intersection of Farrow Road and Farrow Road extension.
2. That Council install a painted roundabout with raised pavement markers as an immediate temporary solution to current traffic issues.
3. That a further report be presented to the Traffic Committee after monitoring the effectiveness of the painted roundabout and prior to the installation of a permanent roundabout.

LTC 13/15 Emerald Drive, Eagle Vale - Mary Immaculate Parish Primary School

That the following be approved in Emerald Drive, Eagle Vale adjacent to Mary Immaculate Parish Primary School:

36m of No Parking (8.00am - 9.30am and 2.00pm - 4.00pm school days)
25.5m Bus Zone (8.00am - 9.30am and 2.00pm - 4.00pm school days)
12m extension of No Stopping from church driveway to the school zone gateway device

General Business

LTC 13/16 Roy Watts Road, Glenfield - Request for Signposting

That the information be noted.

RECOMMENDATIONS OF THE CAMPBELLTOWN TRAFFIC COMMITTEE ON 16 MAY 2013

Reports Listed for Consideration

CTC 13/14 Kellicar Road/Tindall Street Signal Intersection - Pedestrian Management

1. That Council bring to the attention of NSW Police the issue of motorists failing to give way to pedestrians while making a right turn from Centennial Drive into Kellicar Road.
2. That Council request the Roads and Maritime Services to make immediate adjustments to time settings at the traffic signals at Centennial Drive and Kellicar Road, Campbelltown to cater for pedestrians crossing Kellicar Road from Centennial Avenue side.
3. That Council request the Roads and Maritime Services to consider the installation of an additional right turn arrow phase for motorists turning right from Centennial Drive into Kellicar Road or other appropriate measures.

CTC 13/15 2013 NAIDOC Week Street March

That the information in the body of the report be noted.

CTC 13/16 Geary Street - Fatality

That a letter be forwarded to Transport for NSW and Roads and Maritime Services requesting a further review of the intersection.

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 16 May 2013 be adopted.

Committee's Recommendation: (Glynn/Borg)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 18 June 2013 (Lake/Mead)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 119

That the Officer's Recommendation be adopted.

ATTACHMENT 1



LOCAL TRAFFIC COMMITTEE MINUTES

16 May 2013

LOCAL TRAFFIC COMMITTEE

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



Minutes Summary

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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 16 May 2013

1. ATTENDANCE

Campbelltown City Council

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

Roads and Maritime Services

Mr M Kayello

Police Representatives

Sergeant M Cotton
Senior Constable M Davies

Bus Companies

Busways - Mr S Grady
Interline - Mr B East

2. APOLOGIES

Representative of Member for Macquarie Fields - Mr R James

An Acknowledgement of Land was performed by the Chairperson.

3. CONFIRMATION OF MINUTES

The Minutes of the previous meeting held on 18 April 2013 were recommended by the City Works Committee on 14 May 2013 and will be adopted by Council at its meeting on 21 May 2013.

4. BUSINESS ARISING FROM MINUTES

No reports this round

5. REPORTS LISTED FOR CONSIDERATION

LTC 13/14 Farrow Road, Campbelltown - Intersection Treatment

Previous Report: LTC 09/57
Electorate: Campbelltown
Author Location: Traffic and Road Design Unit

Attachments

1. Location aerial plan
2. Plans 12453 Sheet 1, 2 and 3.

Background (16/5/2013)

Council has received concerns about the safety of road users at the intersection of Farrow Road and the new extension of Farrow Road.

Commuters travelling by car to Campbelltown Station, via The Kraal Drive intersection on Blaxland Road, have access to the main commuter car park; however, they do not have direct access into the overflow car park (100 spaces) on the southern side of Farrow Road due to a central median. The road extension from Farrow Road (proper) to Blaxland Road is a two lane divided road with variable carriageway widths but typically 3.6m lanes divided by a median.

Council Officers have observed that many motorists are accessing the overflow car park by undertaking U turn manoeuvres at the Farrow Road intersection. This intersection is a priority controlled T intersection with the terminating leg servicing the southern industrial area with a stop sign. Council Officers have received reports of conflict incidences at this intersection.

Council Officers have examined various options in providing a safer access to the overflow car park, which involved an opening in the median. These options were dismissed because of the likelihood that it may create more safety concerns.

Council Officers are recommending the installation of a mountable roundabout at the intersection. Due to immediate budgetary constraints it is recommended that an interim painted roundabout be installed followed by a concrete structure at a later date. Plans 12453T and 12453 showing signs and markings for both painted and structure roundabouts are presented to the Committee for its endorsement.

The mini roundabouts are designed so that larger vehicles such as semi-trailers and buses may traverse the central island. The roundabout is believed to be the most appropriate option to address the conflicts at the intersection.

Officer's Recommendation

1. That Council approve Plan 12453 being the design of mini roundabouts at the intersection of Farrow Road and Farrow Road extension.
2. That Council install a painted roundabout with raised pavement markers as an immediate temporary solution to current traffic issues.
3. That a further report be presented to the traffic committee after monitoring the effectiveness of the painted roundabout and prior to the installation of a permanent roundabout.

Discussion (16/5/2013)

The Manager Technical Services advised that following a number of issues raised, Council proposes to install a painted roundabout island as a temporary measure.

The RMS representative advised that it is the preferred option to have a permanent facility rather than temporary. The Committee was also advised that the turning path of vehicles should not cross the centre of the roundabout.

Concerns were also expressed by the RMS representative on the possible confusion between motorists making a U turn from the western side of the roundabout with vehicles entering from the south side. The Manager Technical Services advised that as the traffic entering from the south is a minor flow this conflict will not be an issue. Normal roundabout rules will address this concern.

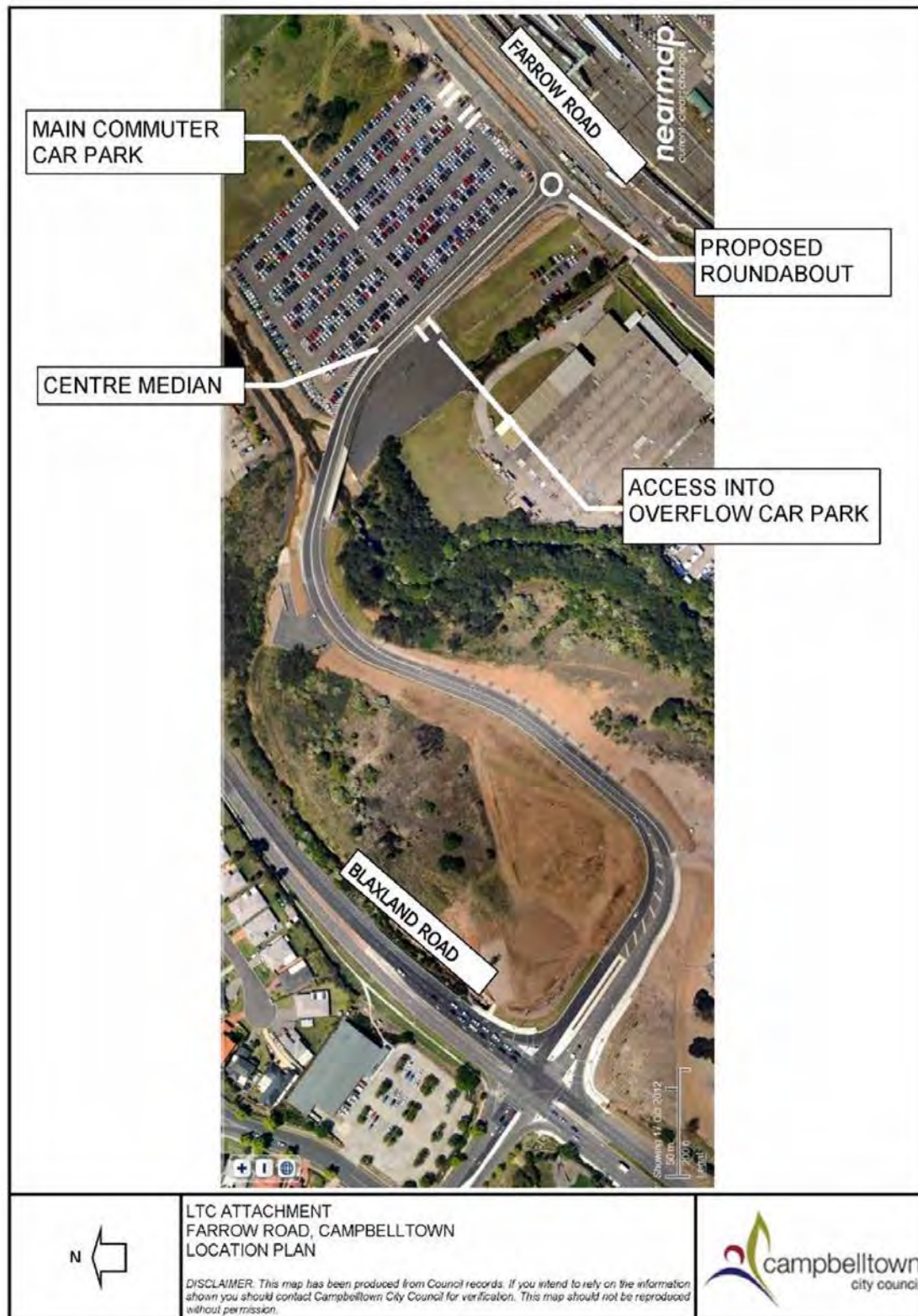
The Manager Technical Services advised that a permanent central island will be considered following evaluation of the temporary measure undertaken.

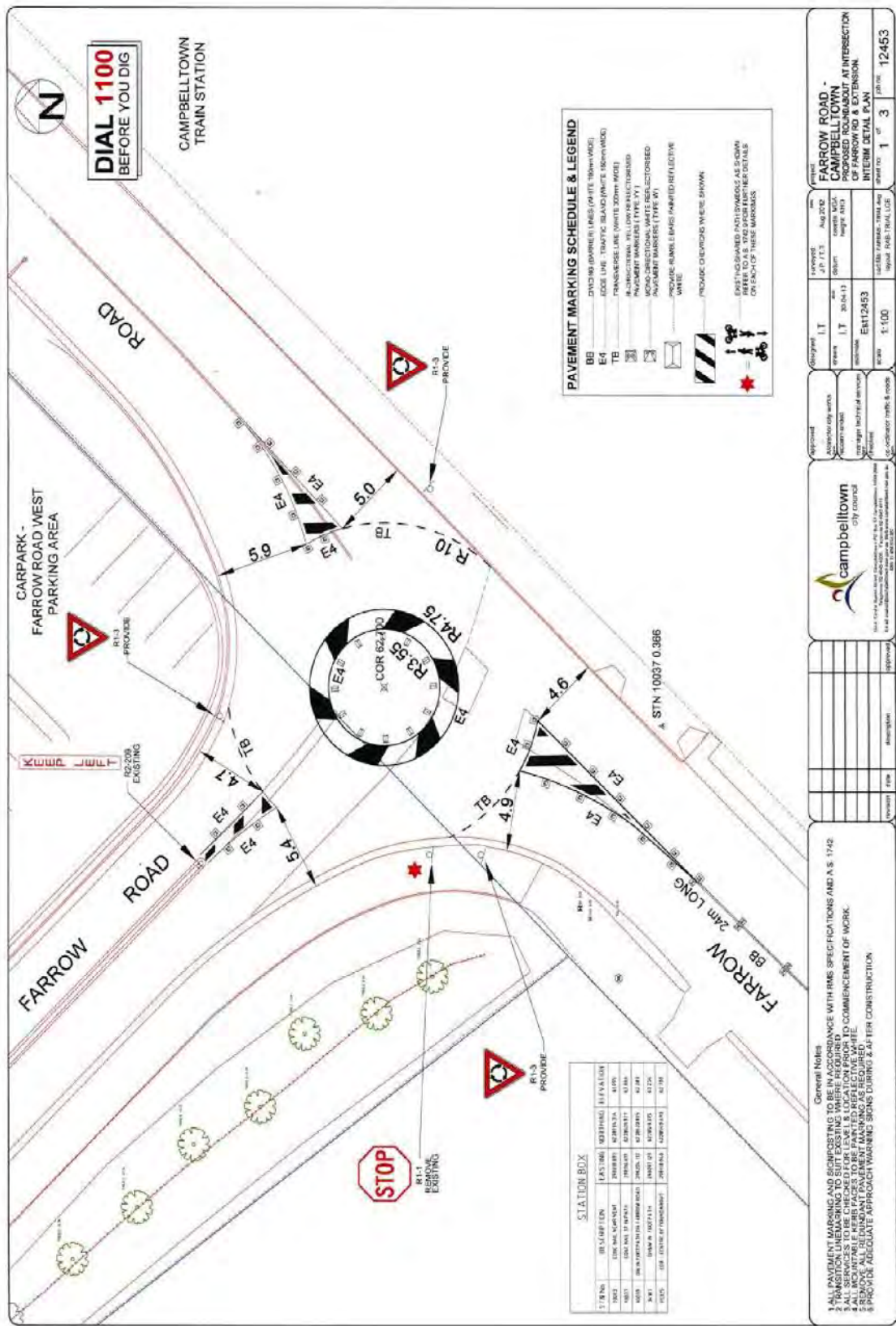
The Busways representative supported the provision of the roundabout as it is considered that this will improve traffic flow at this intersection.

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

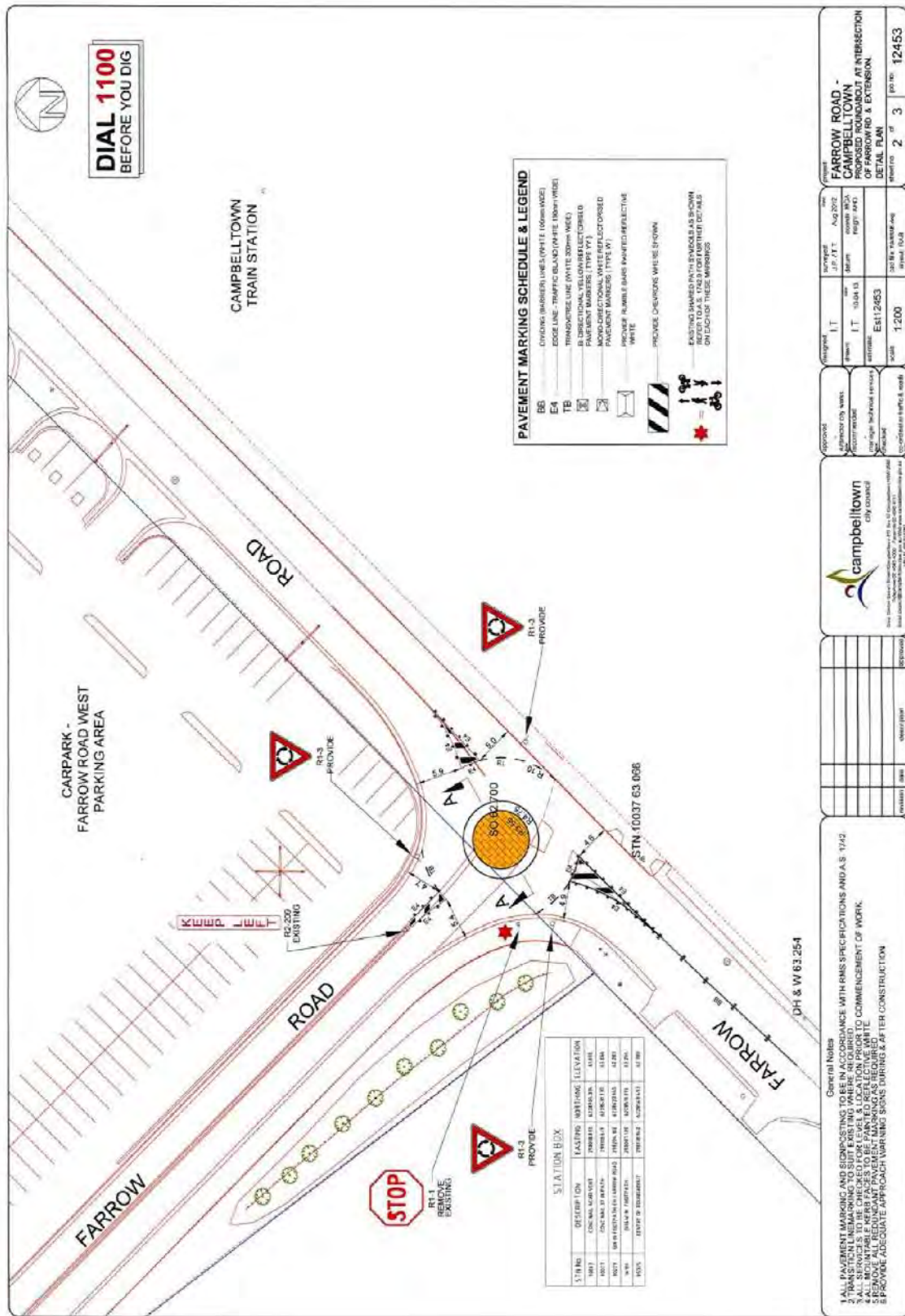
Recommendation of Local Traffic Committee

1. That Council approve Plan 12453 being the design of mini roundabouts at the intersection of Farrow Road and Farrow Road extension.
 2. That Council install a painted roundabout with raised pavement markers as an immediate temporary solution to current traffic issues.
 3. That a further report be presented to the traffic committee after monitoring the effectiveness of the painted roundabout and prior to the installation of a permanent roundabout.
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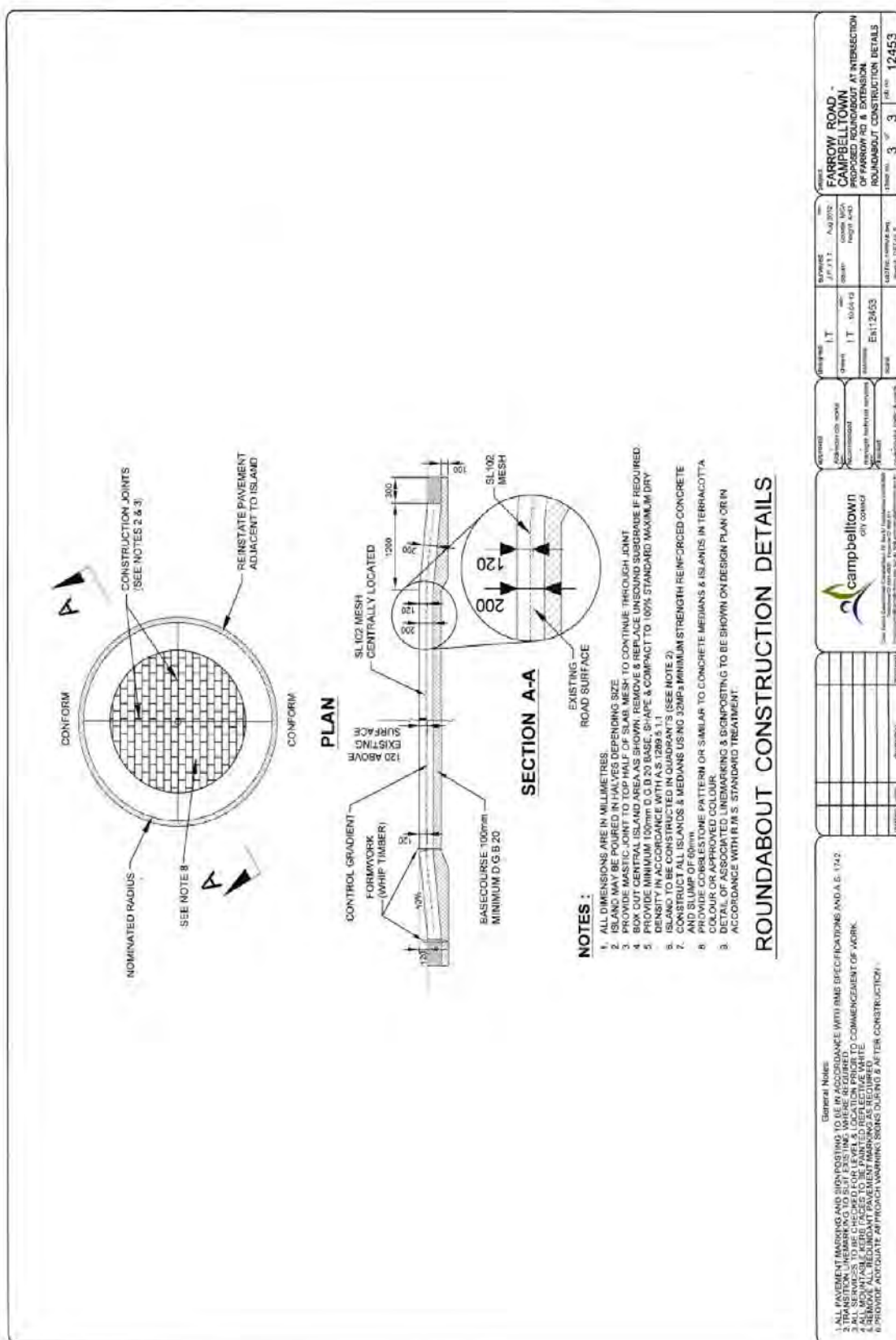




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LTC 13/15 Emerald Drive, Eagle Vale - Mary Immaculate Parish Primary School

Previous Report: TC 34/04
Electorate: Campbelltown
Author Location: Traffic and Road Design Unit

Attachments

1. Location Plan
2. Proposed parking restriction amendments

Background (16/5/2013)

Council has received a request from the Principal of Mary Immaculate Parish Primary School, Eagle Vale to consider rationalising the pick-up and drop off zones outside the school by relocating a bus zone in Emerald Drive.

Council Officers have investigated the site and noted that currently the school pick up, drop off and bus zones operate differently in the morning and afternoon periods. In the morning, the restrictions on the south bound approach to the children's crossing are as follows:

- 20m No Parking (8.00am – 9.30am)
- 16m Bus Zone (8.00am – 9.30am), and
- 25.5m No Parking (8.00am – 9.30am)

A Bus Zone being in the middle of two No Parking zones is causing conflict for buses trying to weave in and out and also confusion to parents in regards to the No Parking zones.

In the afternoon, the restrictions are:

- 20m No Parking (2.00pm-4.00pm)
- 16m Bus Zone (2.00pm – 4.00pm), and
- 25.5m Bus Zone (2.00pm – 4.00pm)

In the afternoon, the length of the Bus Zone increases from 16m to 41.5m but the No Parking zone reduces from 45.5m to 20.0m. (see attachment 1)

The matter was discussed with the bus companies and they advised Council Officers that at any given time a maximum two buses are required to stand and would have no objection in accepting the adjustment/relocation of bus zones to facilitate school.

Council Officers have consulted with the School Principal resulting in the following proposal that would increase the No Parking zone (pick up and drop off areas) and eliminate the confusion parents are experiencing (see attachment 2);

- 36m of No Parking (8.00am – 9.30am and 2.00pm – 4.00pm school days)
 - 25.5m Bus Zone (8.00am – 9.30am and 2.00pm – 4.00pm school days)
 - 12m extension of No Stopping from Church driveway to the School Zone gateway device.
-

The introduction of the No Stopping will result in the loss of only one car parking spot as the Church driveway is within the 12m. The provision of the No Stopping will significantly improve the sight lines when exiting from the Church car park.

Officer's Recommendation

That the following be approved in Emerald Drive, Eagle Vale adjacent to Mary Immaculate Parish Primary School:

36m of No Parking (8.00am – 9.30am and 2.00pm – 4.00pm school days)
25.5m Bus Zone (8.00am – 9.30am and 2.00pm – 4.00pm school days)
12m extension of No Stopping from Church driveway to the School Zone gateway device.

Discussion (16/5/2013)

The Manager Technical Services advised of a request received from Mary Immaculate Parish Primary School to consider adjusting the pick up and drop off zones. The proposal is to reduce conflict between cars and buses and it is suggested that the bus zone be relocated. Discussion had been held with the bus company and they supported the proposal.

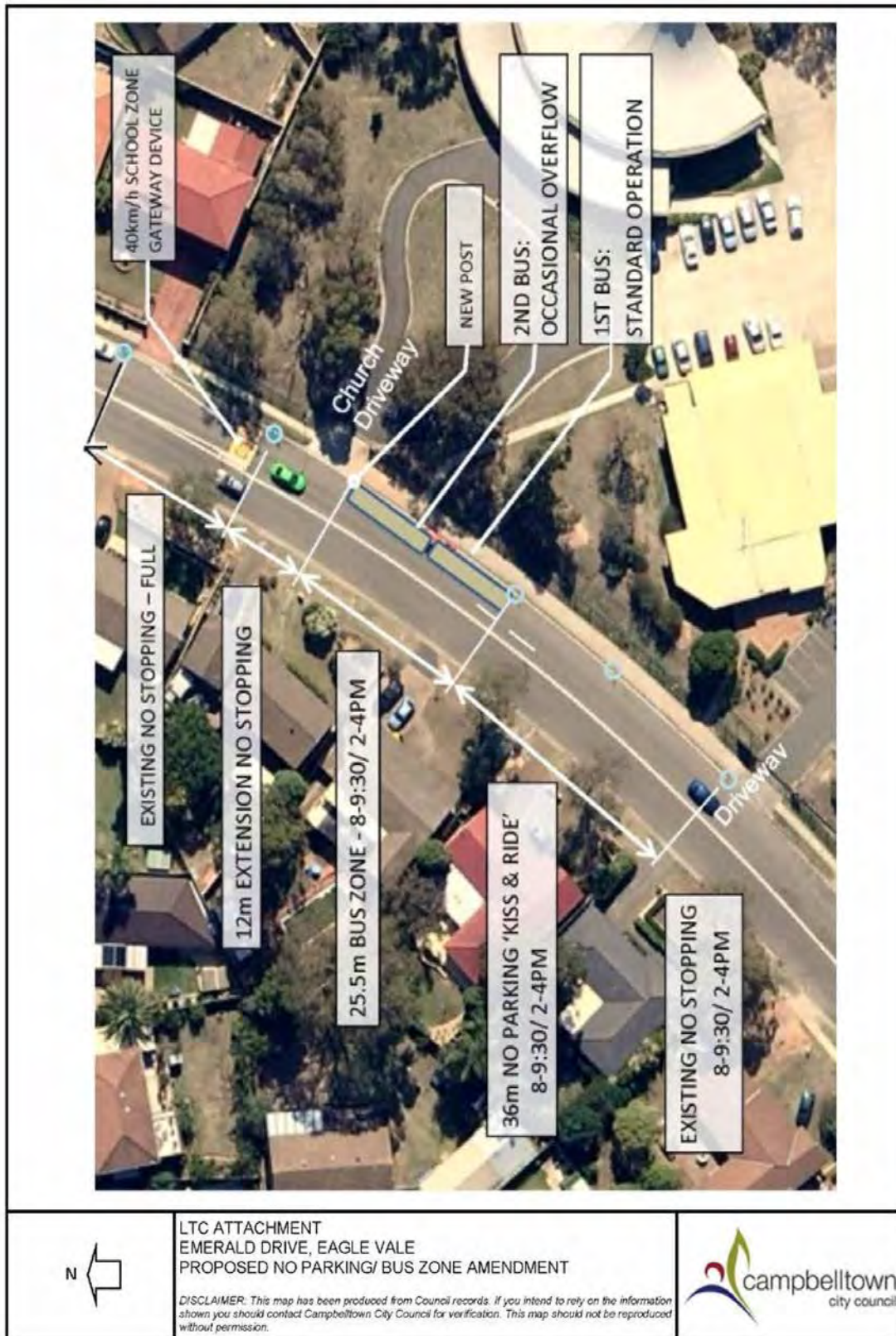
The Committee discussed the matter and supported the recommendations as presented.

Recommendation of Local Traffic Committee

That the following be approved in Emerald Drive, Eagle Vale adjacent to Mary Immaculate Parish Primary School:

36m of No Parking (8.00am – 9.30am and 2.00pm – 4.00pm school days)
25.5m Bus Zone (8.00am – 9.30am and 2.00pm – 4.00pm school days)
12m extension of No Stopping from Church driveway to the School Zone gateway device.





6. LATE ITEMS

No reports this round

7. GENERAL BUSINESS

LTC 13/16 Roy Watts Road, Glenfield - Request for Signposting

Previous Report: Nil

Electorate: Macquarie Fields

Author Location: Traffic and Road Design Section

Attachments

Nil.

Discussion (16/5/2013)

The NSW Police representative requested that Council install signposting near the drop off zone at Glenfield Railway Station as cars are parking in this area all day.

The Manager Technical Services advised that the company constructing Glenfield Station have advised that the issue has been identified and the final signposting will be installed in the next few weeks.

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 9.25am.

G Greiss
CHAIRPERSON

ATTACHMENT 2



CAMPBELLTOWN TRAFFIC COMMITTEE MINUTES

16 May 2013

CAMPBELLTOWN TRAFFIC COMMITTEE

Traffic related items to Council requiring technical advice and are outside of the Delegation functions issued to councils by the Road and Maritime Services.



Minutes Summary

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CAMPBELLTOWN TRAFFIC COMMITTEE MINUTES

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

Minutes of the Campbelltown Traffic Committee held on 16 May 2013

1. ATTENDANCE

Campbelltown City Council

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

Roads and Maritime Services

Mr M Kayello

Police Representatives

Sergeant M Cotton
Senior Constable M Davies

Bus Companies

Busways - Mr S Grady
Interline - Mr B East

2. APOLOGIES

Representative of Member for Macquarie Fields - Mr R James

An Acknowledgement of Land was performed by the Chairperson.

3. CONFIRMATION OF MINUTES

The Minutes of the previous meeting held on 18 April 2013 were recommended by the City Works Committee on 14 May 2013 and will be adopted by Council at its meeting on 21 May 2013.

4. BUSINESS ARISING FROM MINUTES

No reports this round

5. REPORTS LISTED FOR CONSIDERATION

CTC 13/14 **Kellicar Road/Tindall Street Signal Intersection - Pedestrian Management**

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

Attachments

Location site sketch showing pedestrian issue

Background (16/5/2013)

Council Officers have received concerns that motorists are failing to give way to pedestrians crossing at the traffic signals of Kellicar Road and Tindall Street, Campbelltown.

Motorists turning right from Centennial Drive (on D phase) into Kellicar Road have a green signal (filter) at the same time with a green walk for pedestrians crossing Kellicar Road.

An elderly person walking from the southern side requires approximately 27.5 seconds to cross Kellicar Road. Council has been advised that motorists continue to move through their turn while a pedestrian is continuing their walk. This movement does not have a right turn red arrow for motorists. It has been observed by Council Officers that for an elderly pedestrian the flashing Don't Walk appears before the pedestrian gets half way. The flashing light appears to be a confusing for motorists making their turn while a pedestrian is still walking across.

According to Rule 62(a) of NSW Road Rules, a driver turning at an intersection with traffic lights must give way to any pedestrian at or near the intersection who is crossing the road the driver is entering. In this particular rule the definition of give way means the driver must remain stationary until it is safe to proceed.

In this regard it is recommended that the matter be brought to the attention of NSW Police.

It is also recommended that Council request the Roads and Maritime Services to add additional provision at the signals for the protection of pedestrians on the movement described above. It is noted that there is a right turn arrow provision for motorists turning right out of Tindall Street.

In noting that the provision of a right turn arrow is a capital cost and requires budget planning it is recommended that the RMS consider other immediate options such as changing the time settings such as a 'late start' interval or an 'all red' period.

Officer's Recommendation

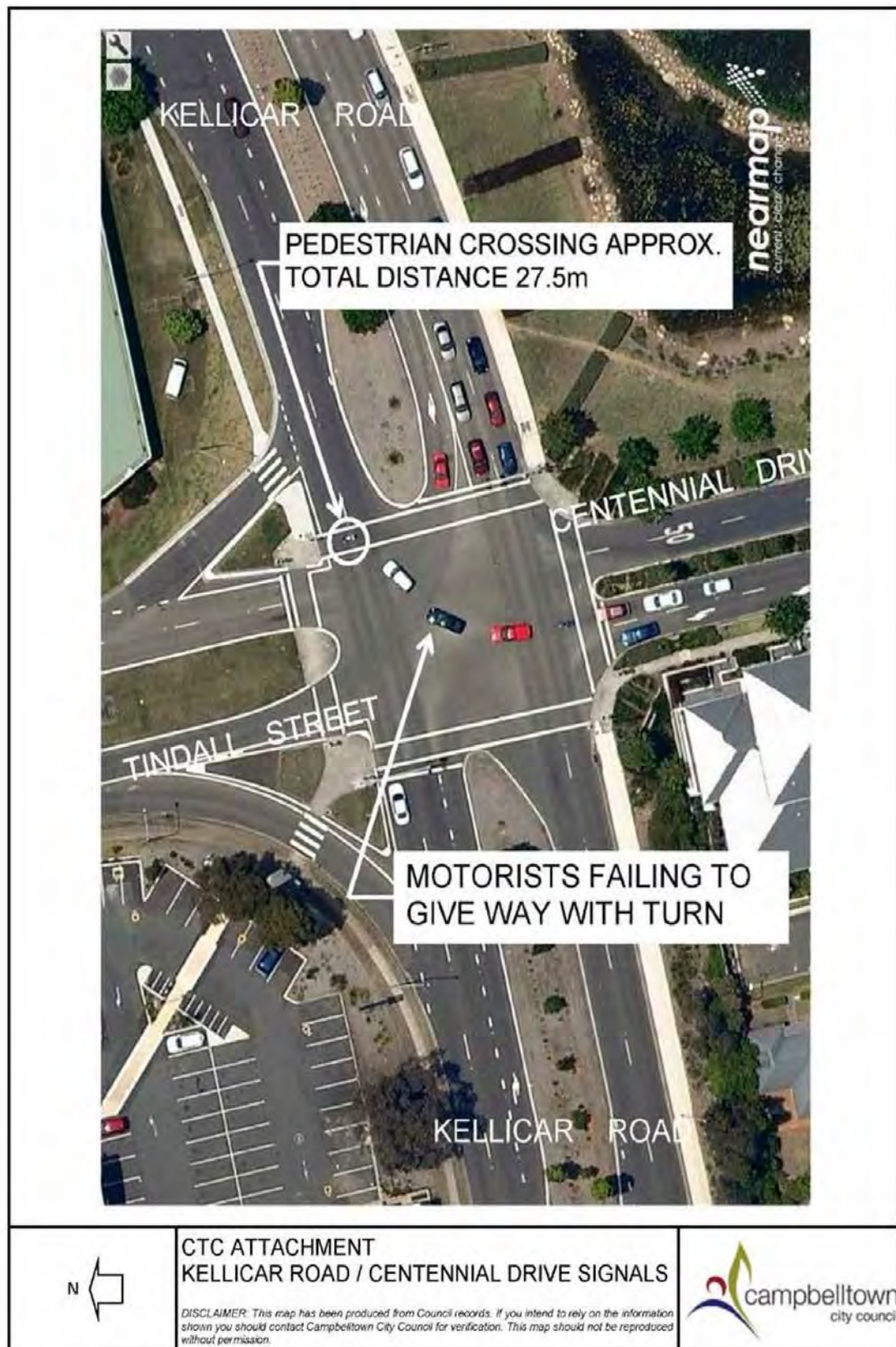
1. That Council bring to the attention of NSW Police the issue of motorists failing to give way to pedestrians while making a right turn from Centennial Drive into Kellicar Road.
2. That Council request the Roads and Maritime Services to make immediate adjustments to time settings at the traffic signals at Centennial Drive and Kellicar Road, Campbelltown to cater for pedestrians crossing Kellicar Road from Centennial Avenue side.
3. That Council request the Roads and Maritime Services to consider the installation of an additional right turn arrow phase for motorists turning right from Centennial Drive into Kellicar Road or other appropriate measures.

Discussion (16/5/2013)

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

Recommendation of Campbelltown Traffic Committee

1. That Council bring to the attention of NSW Police the issue of motorists failing to give way to pedestrians while making a right turn from Centennial Drive into Kellicar Road.
 2. That Council request the Roads and Maritime Services to make immediate adjustments to time settings at the traffic signals at Centennial Drive and Kellicar Road, Campbelltown to cater for pedestrians crossing Kellicar Road from Centennial Avenue side.
 3. That Council request the Roads and Maritime Services to consider the installation of an additional right turn arrow phase for motorists turning right from Centennial Drive into Kellicar Road or other appropriate measures.
-



CTC 13/15 2013 NAIDOC Week Street March

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

Attachments

Nil

Background (16/5/2013)

Campbelltown City Council is organising the annual NAIDOC Week Street March to be held on Monday 8 July 2013. The event is a celebration of Aboriginal and Torres Strait Islander cultural heritage, identity and survival.

Council has written to NSW Police Force seeking their assistance for traffic control of the march. The route of the march will be Queen Street leaving from the Civic Centre to Koshigaya Park. The moving procession has been an annual event supported by the Police.

Further details of the march are as follows:

Approximately 100 to 200 participants
Commences 10:30am Monday 6 July departing the Council's Civic Centre
Arrive: Koshigaya Park approximately 11am
The procession will involve several vehicles carrying Aboriginal Elders at the rear of the parade.

In accordance with Special Event Guidelines Council has determined the event as a Class 4 event as it falls under the control of the Police. Council will assist the Police by providing traffic control resources where required. It is noted that side streets are closed by the Police as a rolling measure with the progress of the parade.

As in previous events the parade is not to have vehicular floats except for the vehicles transporting the Elders.

Officer's Recommendation

That the information in the body of the report be noted.

Discussion (16/5/2013)

That the information be noted.

Recommendation of Campbelltown Traffic Committee

That the information in the body of the report be noted.

6. LATE ITEMS

No reports this round

7. GENERAL BUSINESS

CTC 13/16 Geary Street - Fatality

Previous Report: Nil

Electorate: Campbelltown

Author Location: Traffic and Road Design Section

Attachments

Nil.

Background (16/5/2013)

The NSW Police representative advised that the recent fatality was human error. The Manager Technical Services advised that Transport for NSW are currently in the process of constructing mid-block pedestrian lights which has been opposed by Council.

A meeting has been held with Roads and Maritime Services since the incident with a view to Transport for NSW re-thinking construction of the mid-block, which has now been put on hold.

The NSW Police representative suggested that the most appropriate course of action would be the installation of lights at the intersection of Geary Street and Menangle Road.

After further discussion it was agreed that a letter be forwarded to Transport for NSW and Roads and Maritime Services requesting a further review of the intersection.

Recommendation of Campbelltown Traffic Committee

That a letter be forwarded to Transport for NSW and Roads and Maritime Services requesting a further review of the intersection.

8. DEFERRED ITEMS

No reports this round

There being no further business the meeting closed at 9.47am.

G Greiss
CHAIRPERSON

1.2 NSW Crime Prevention Grant Application Acceptance

Reporting Officer

Manager Technical Services

Attachments

Nil

Purpose

To advise Council on the successful grant application and acceptance of funds for the Attorney General and Justice Department NSW Crime Prevention Grant.

History

In February 2013, Campbelltown City Council was invited to apply for the NSW Crime Prevention Grant 2013 round 1, for funding for a project based on its Safer Community Compact endorsed by the Attorney General and Justice Department.

Report

An application was made for a 'Break and Enter Prevention Project' based on a background research paper with a number of components. Both Campbelltown and Macquarie Fields Police have supported this project and will be involved. The project consists of an education campaign through radio and newspaper, information packages for hotspot locations on how to protect your home and risk assessments of repeat or vulnerable victims of break and enter. Also included in the project is crime prevention through environmental design implementation after the assessment, property marking systems and a protecting phase for surrounding houses to a break and enter.

Funding of \$50,000 was applied for with an aim to reduce residential break and enter in Campbelltown LGA by 5 -10% over a 12 month period.

On 10 May 2013, Council was advised that the project application was successful and the Attorney General and Justice Department was offering \$50,000 plus GST to implement the project. As the grant was to be accepted by 20 May 2013 the General Manager has advised the Attorney General and Justice Department of Council's acceptance.

The funds are expected by the end of this financial year. The project will begin in July 2013 and will be completed by 31 May 2014.

Officer's Recommendation

That the information be noted.

Committee's Recommendation: (Hawker/Glynn)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 18 June 2013 (Lake/Mead)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 119

That the Officer's Recommendation be adopted.

1.3 Nation Building Black-Spot Program 2013-2014

Reporting Officer

Manager Technical Services

Attachments

Nil

Purpose

To seek Council's endorsement to accept a grant offer under the 2013-2014 Nation Black Spot Program.

History

Council has received reports of traffic incidents involving pedestrians in Woodhouse Drive, Ambarvale adjacent to the commercial area including the Aldi store complex.

Report

Council has made application to the Nation Black Spot Program for the installation of a pedestrian refuge and kerb blisters on Woodhouse Drive, approximately 115m south of Wickfield Circuit, Ambarvale.

The prime purpose of the proposed pedestrian facility in Woodhouse Drive is to improve the safety of pedestrian activity noting the high volume of traffic passing this location, the location of the bus stops and the shopping facilities.

Council has received advice from the Roads and Maritime Services that its application has been successful for the amount of \$36,500.

The project is to be completed by 30 June 2014 with detailed design currently being prepared.

It is recommended that Council accept the grant offer and its associated conditions.

Officer's Recommendation

That Council accept the grant offer of \$36,500 and associated grant conditions for the installation of a pedestrian refuge and kerb blisters on Woodhouse Drive, approximately 115m south of Wickfield Circuit, Ambarvale as part of the 2013-2014 Nation Black Spot Program.

Committee's Recommendation: (Chanthivong/Mead)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 18 June 2013 (Lake/Mead)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 119

That the Officer's Recommendation be adopted.

1.4 High Speed Rail - Freight Rail Seminar

Reporting Officer

Manager Technical Services

Attachments

Casula/Moorebank-Douglas Park alignment options

Purpose

To inform Council on the key facets of the High Speed Rail phase 2 report that potentially impact on the Campbelltown LGA.

History

A strategic study on the implementation of a High Speed Rail (HSR) network (the study) on the east coast of Australia between Brisbane, Sydney and Melbourne was announced by the Federal Government in August 2010.

The study has been conducted in two phases. Phase 1, published in August 2011, identified a short-list of corridors and station options and estimated preliminary costs and demand for HSR on the east coast of Australia. Phase 2 built on phase 1, but was considerably broader and deeper in objectives and scope, and refined many of the phase 1 estimates, particularly the demand and cost estimates. The phase 2 report also presents detailed findings on the objectives established for the study.

Drawings and maps have been prepared for the purpose of depicting the recommended alignment for the HSR system and to enable civil construction cost estimates to be made.

Report

Council staff attended a seminar held in Moss Vale on 28 May 2013. The seminar was provided to assist councils and organisations in making an informed submission on the recently released High Speed Rail (HSR) Study - Phase 2 report which includes a defined route map of a possible HSR alignment between Brisbane and Melbourne.

The presenters at the seminar included representatives from Department of Infrastructure and Transport who presented key findings of the phase 2 report to provide an opportunity for councils to better understand what is proposed with the HSR and the far reaching possible impacts, both positive and negative.

One of the key issues raised at the information meeting was the need to make better use of existing facilities, particularly with respect to freight and the potential for reducing the number of large freight vehicles from local roads and highways.

The afternoon seminar provided information from selected presenters who were able to draw from their own expertise in the fields of both HSR and freight rail.

Broad proposal

The proposal will see HSR constructed between Sydney and Melbourne via Canberra and then Sydney and Brisbane. There will be a total of 1748kms of dedicated track. There will be four city centre stations and four city peripheral stations, as well as 12 regional stations.

The project identifies a limited number of stations outside of the capital centres, including a station in the Southern Highlands, near Mittagong.

Journey times are expected to be two hours and 37 minutes to Brisbane, one hour and four minutes to Canberra and two hours and 44 minutes to Melbourne. The total cost in 2012 dollars is \$114 billion. Tunnelling will cost an estimated 29% of the budget with Sydney having the majority of the 144kms of tunnels. The train will travel underground from Central Railway Station south to the border of Campbelltown and to the north, the train will travel underground to the Mount Kuring-Gai area.

In urban areas, the train is expected to travel at speeds up to 250kph and rural areas at speeds up to 350kph, with the track being designed for speeds up to 400kph.

The HSR will have a station at the existing Central Railway Station where all trains coming to and from Sydney will commence or terminate. Trains travelling between Brisbane and Melbourne will also have to come to Sydney, as there is no bypass route being considered at this time.

There are two other stations proposed in Sydney - one being to the north on the Brisbane line and one to the south on the Melbourne line. The station to the south has a preferred option near the Cambridge Avenue crossing of the Georges River. The option of utilising Glenfield Railway Station was also considered.

The commencement of the line is not envisaged until 2030, with the first section between Sydney and Canberra being completed by 2035 and then continued to Melbourne. Following the completion of work to Melbourne, the line between Sydney and Brisbane would be commenced. The whole project is not planned to be finalised until around 2065.

Key issues for Campbelltown included:

Moorebank to Menangle area section of track

There were a number of alignment options examined for the section of the line running through the Campbelltown LGA.

Option one:

The first option (green option in the phase two report) has the HSR alignment continuing from a tunnel section just south of Macquarie Fields, and then travelling through the remainder of the Campbelltown LGA generally along the existing Main Southern Rail corridor. A railway station would be provided at Glenfield with the station being at the surface. This station (city peripheral station) would be the only station south of Central Railway Station within the Sydney basin.

Option two:

The second option (red option in the phase two report) also passed through the Glenfield area to a surface station. Heading south from the Glenfield Station area, the HSR alignment proceeds underground and travels in an easterly direction under Macquarie Fields and surfaces near Long Point. This HSR alignment is shown to cross over the Georges River and follow on the eastern side of the river within the Defence land, continuing south to Wedderburn before heading towards Menangle and the existing Main Southern Rail corridor.

Both these options are not the preferred route, as they require slower speeds and an additional cost of \$0.91 billion.

Option three:

The third option (blue option in the phase two report) being recommended by the phase two report has the HSR alignment proceeding south, coming out of a tunnel in the vicinity of the Cambridge Avenue crossing of the Georges River. At this location, a new railway station is proposed, nominated as Holsworthy Station. This railway station replaces the Glenfield Railway Station option and will be the only metropolitan station south of Central Railway Station. From this station, the HSR alignment will be on the surface on the east side of the Georges River within the Defence land. This option follows the same route as option two from the Long Point area onwards, travelling between Wedderburn and St Helens Park.

Conclusion

Noting that phase 2 of the HSR study provides a number of concept alignments for the HSR corridor, options 2 and 3 are of particular concern, as they have the majority of the length of the HSR alignment through the Campbelltown LGA located in an area east of the Georges River. It appears that the choice of this corridor is particularly based on cost and slower travel speed.

Although the commencement of this project is nominated for 2030, Council's submission is proposed to highlight particularly the issue of the very significant impact of the preferred option outlined in the HSR phase two study, as well as the potential impact of other options that traverse the urban area of the Local Government Area.

Further information regarding the project can be obtained from the website www.infrastructure.gov.au/hsr

Officer's Recommendation

1. That the information be noted.
2. That Council forward its submission on the High Speed Rail Study - Phase 2 report by 30 June 2013.

Committee's Recommendation: (Brticevic/Borg)

That the Officer's Recommendation be adopted.

CARRIED

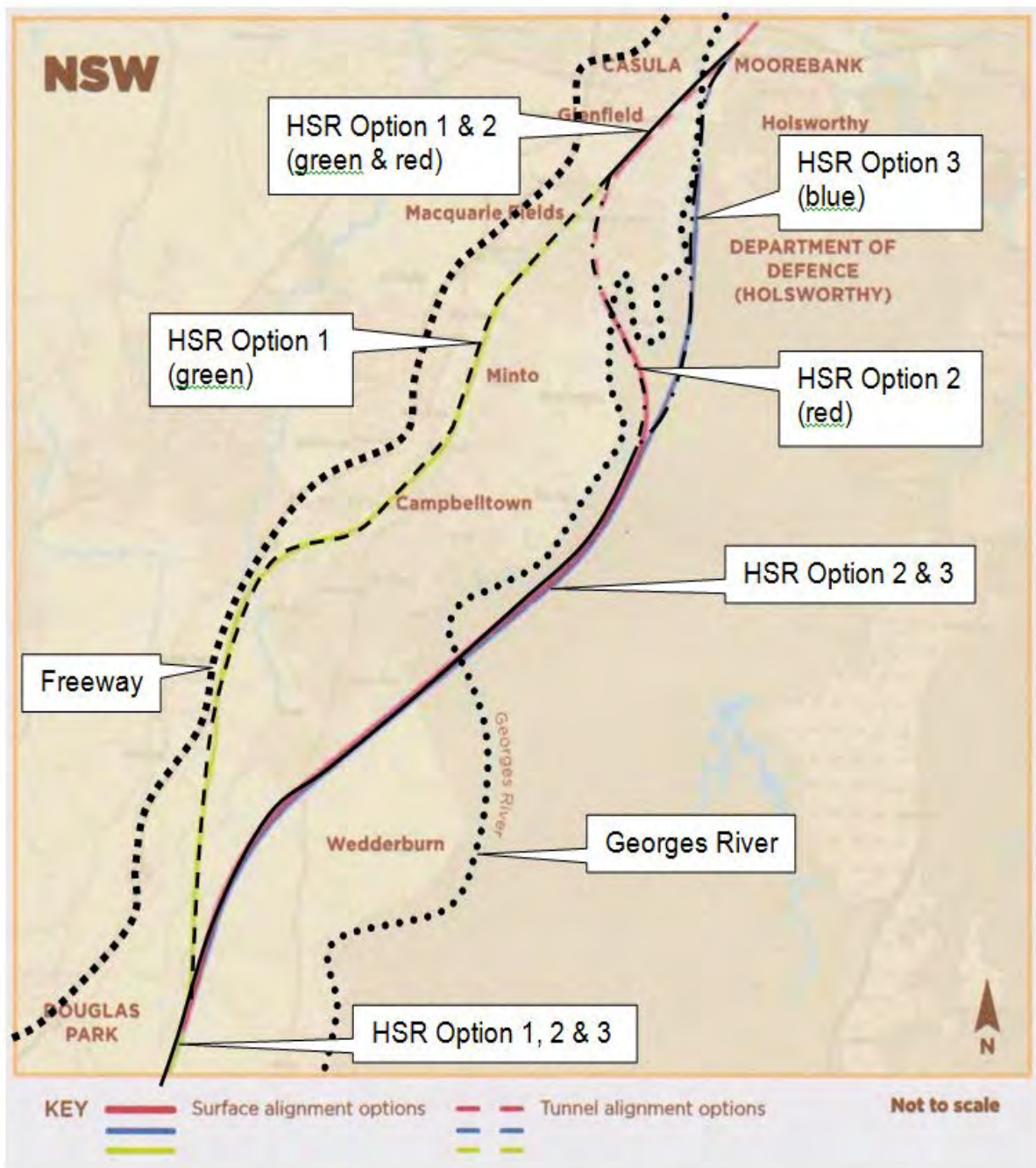
Council Meeting 18 June 2013 (Lake/Mead)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 119

That the Officer's Recommendation be adopted.

ATTACHMENT 1



Casula/Moorebank-Douglas Park High Speed Rail alignment options

1.5 Proposed Sound Wall - Moore Oxley Bypass Adjacent To Campbelltown North Public School And Beverley Park/Lomandra School

1.5 Proposed Sound Wall - Moore Oxley Bypass adjacent to Campbelltown North Public School and Beverley Park/Lomandra School

Reporting Officer

Manager Technical Services

Attachments

1. Sketch showing design of sound wall
2. Locality plan

Purpose

To advise Council of the proposal by the Roads and Maritime Services (RMS) to provide a sound wall along Moore Oxley Bypass adjacent to the Campbelltown North Public School and Beverley Park/Lomandra School.

History

In a report to Council on 21 August 2012, it was announced that the Roads and Maritime Services (RMS) will be constructing a sound wall along Moore Oxley Bypass adjacent to Campbelltown North Public School and Beverley Park/Lomandra School. The construction of the wall forms part of the NSW Noise Abatement Program (NAP) initiative to provide noise mitigation treatment for noise sensitive land uses that meet the eligibility criteria, and are presently exposed to high traffic noise levels.

RMS have engaged an architect to produce a proposal for the wall and discussions have been undertaken with the Department of Education and the two schools. The objectives of the project are:

1. to respond to the surrounding land uses and community context of the wall in its design
 2. to integrate the wall with adjacent landforms, structures, hard and soft landscape elements
 3. to minimise the visual impacts from both the road and off-road sides
 4. to consider safety, cost and maintenance issues in the design and choice of materials
 5. to provide increased amenity to the adjacent private properties and public domain, primarily in terms of effective noise attenuation.
-

1.5 Proposed Sound Wall - Moore Oxley Bypass Adjacent To Campbelltown North Public School And Beverley Park/Lomandra School

Report

Council officers attended a meeting on 20 May 2013 where the final concept design of the wall was discussed, along with the proposed alignment. The sound wall will be 3.5m high and will generally be along the existing boundary of the school. The design of the wall (see attached sketches) is for a multiple shade of green in a vertical pattern suggested to be representing the spine of books seated in a bookcase.

Campbelltown North Public School sound wall

The wall adjacent to Campbelltown North Public School will run along the frontage to Moore Oxley Bypass then up along Thomas Street. The wall will go behind the pedestrian over bridge and be recessed at the school main gates. Along the Thomas Street frontage, the wall will be positioned within the school property on the front boundary.

The construction of the wall will require a number of the trees along the frontage to Campbelltown North Public School to be removed both for the permanent position of the wall, as well as to facilitate the construction of the wall. The RMS are working to retain as many trees as possible and further details will be provided to Council when available. Council officers have suggested that the wall be splayed behind the trees at the corner of Rudd Road and the Moore Oxley Bypass to retain these trees.

Beverley Park School sound wall

Adjacent to Beverley Park School, the wall will be within the school, but on the boundary. As the wall turns toward Beverley Road, the wall will be positioned 3m within the RMS land which will become part of the adjacent school property.

General

The appearance driving from the intersection of Moore Oxley Bypass and Queen Street is currently a very open tree lined vista, and this will be substantially impacted with the construction of the wall. Currently, there are no street trees in this location, with all trees being located within the grounds of the school. With the wall being located on the boundary of the school, there will be little opportunity for any additional landscaping in front of the wall.

The wall either side of the road at no point actually runs parallel to each other and at the closest point, will be in the order of 35m apart (see attached plan). This irregular alignment and separation of the walls will reduce the long corridor effect of the walls along Moore Oxley Bypass.

To date, the school communities have been shown the proposed design and overall support has been reported. During discussions with RMS, it has been suggested that the proposal be advertised to the broader community to allow the community to gain an understanding of the proposal.

The wall is due to commence in late August 2013, with completion by the end of the year. There will be temporary lane closures during the project which may cause minor traffic delays.

1.5 Proposed Sound Wall - Moore Oxley Bypass Adjacent To Campbelltown North Public School And Beverley Park/Lomandra School

The project is considered to be a very positive response from the RMS to the problem of noise with the schools in this location. Council staff will continue to liaise with the RMS on the possibility of installing the wall just inside the boundary of Campbelltown North Primary School behind the existing trees.

Officer's Recommendation

That the information be noted.

Committee's Recommendation: (Mead/Borg)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 18 June 2013 (Lake/Mead)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 119

That the Officer's Recommendation be adopted.

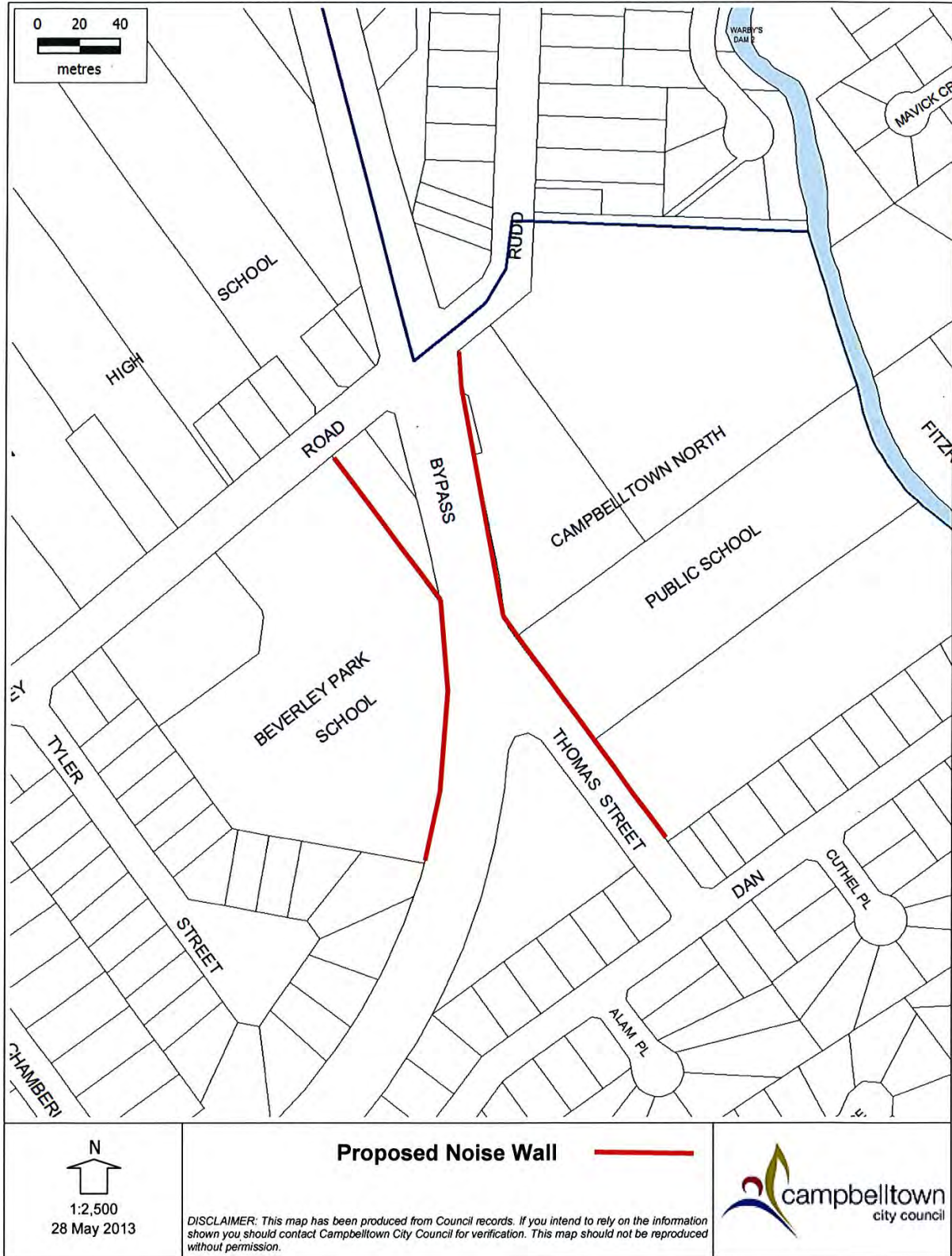
ATTACHMENT 1



CAMPBELLTOWN NORTH PUBLIC SCHOOL: ARTIST IMPRESSION OF THE MAIN PEDESTRIAN ENTRANCE OPTION 2 - VIEW 1
2012115 NAP Campbelltown Schools
DRAFT REV: 00 28 February 2013
JACKSON TEECE

1.5 Proposed Sound Wall - Moore Oxley Bypass Adjacent To Campbelltown North Public School And Beverley Park/Lomandra School

ATTACHMENT 2



1.6 Park Central - Parking and Traffic Improvement Program

Reporting Officer

Assistant Director City Works

Attachments

1. Car park locations - Parkside Crescent
2. Proposed roadworks - Parkside Crescent

Purpose

To outline a programme of works to improve parking and traffic issues in Parkside Crescent, Park Central for Council's consideration.

History

Park Central was a development of Landcom and includes residential living, the Illawarra Retirement Trust, Campbelltown Private Hospital, Campbelltown Hospital, restaurants, commercial spaces, parklands and waterways. Park Central is in close proximity to the retail facilities of Macarthur Square, Campbelltown Market Place and Campbelltown Mall.

The main thoroughfare, Parkside Crescent, can be accessed through Centennial Drive off Kellicar Road, Parc Guell Drive off Gilchrist Drive and Therry Road.

In recent years, the residents, the commercial and retail establishments of Park Central and the visiting public, have voiced their concerns to Council regarding the overall unsatisfactory traffic and parking situation.

Report

Briefings have been provided to Council regarding Park Central's traffic and parking issues. The feedback provided by Councillors at these briefings has assisted staff to identify short and long term solutions to the current issues.

Although the main focus has been the parking issues at Park Central, other issues concerning safety, traffic flows, impact on the park and speed have also been reviewed.

Following these briefings, design investigations have been undertaken to provide positive solutions to solve these traffic and parking issues.

Proposed additional car park areas

Park Central has 130 car parking spaces currently in the precinct. This figure does not include any underground parking that is available in the adjacent buildings. Through investigation and analysis, five areas have been identified for construction of car parks that will provide an additional 150 car spaces throughout Park Central.

These locations are shown on attachment 1 and are identified as areas 1, 3, 4, 5 and 6. An amount of \$1.6m has been identified to construct the additional five car park areas and undertake appropriate road works to improve traffic flows.

Safer traffic flow

Regular traffic monitoring of Parkside Crescent has identified a number of traffic safety issues which are of concern to the residents and users of this area. Principle among these are the narrow carriageway that is provided from Centennial Drive to the ambulance station and the rear of Campbelltown Hospital. With the major development currently under construction and proposed for Campbelltown Hospital, it is essential that a public bus service can operate from Kellicar Road along Centennial Drive and Parkside Crescent to the hospital.

It is proposed to widen Parkside Crescent to enable a footpath and raised pedestrian crossing to be constructed on the public hospital side of Parkside Crescent. This will create a safer route for the public to access the private hospital, the Marsden park and the associated children's playground area. The widening of Parkside Crescent will facilitate the provision of public bus services to both the private and public hospitals and provide additional car parking spaces.

A reduction in traffic speed will also be accommodated by the installation of raised pedestrian crossings near the private hospital and children's playground area in Parkside Crescent. A reduction in speed limit from 50kms to 40kms will also assist in slowing down the speed of vehicles. The construction of the 25 car park space area opposite the private hospital with restrictions of 15 to 30 minutes will create a safer and more convenient set down and pickup area, particularly for people requiring medical services.

Future car park areas

In addition to the car park areas mentioned above, is another location designated as area 2. This is located at the corner of Centennial Drive and Parkside Crescent and can accommodate an on ground level car park area and/or a multi level car park in the future.

The on ground car park can provide up to 100 spaces at an estimated cost of \$1.7m. If it was considered appropriate to construct a multi level car park, a further 80 spaces can be provided at an additional cost of \$1.4m.

Initial investigations indicate a multi level car park is feasible, however, it would require substantial engineering works and architectural plans to ensure a consistency with existing surrounding developments.

The provision of a multi level car park on this site will require detailed investigation and consultation with surrounding businesses, residents and the broader community. It is considered appropriate that this option should be reviewed after allowing time to monitor the impact of the additional 150 car park spaces throughout Park Central.

Campbelltown Hospital development

A further option for additional car parking spaces is provided when the hospital redevelopment undertakes a multi level car parking facility in the future. There may be an opportunity for Council to enter into negotiations with the Department of Health to ensure some parking spaces in the proposed facility are able to be made available for general public use.

Such an arrangement would need to be the subject of detailed negotiations with representatives of the Department of Health, and an initial approach could be made by Council during the stage one redevelopment of the hospital currently being undertaken.

Future funding

At the recent briefing, it was suggested that further research be undertaken to identify potential alternative sources of funding for these proposed car parking arrangements in the Park Central precinct. Initially, it is considered appropriate to include this proposal in Council's car parking strategy for the Campbelltown CBD which is presently under review.

Summary

It is recommended that the construction of the car parks as shown in attachment 1 and numbered as areas 1, 3, 4, 5 and 6 be undertaken immediately. In addition, the suggested road widening works for Parkside Crescent should be programed as part of the overall project.

At the conclusion of these works, the traffic and parking situation should be monitored in order to determine the necessity and timing for stage two parking arrangements as outlined in the report.

It is also recommended that Council undertake discussions with the Department of Health to establish the possibility of some parking being made available for general public use in the proposed multi level car park, and that Council liaise with Transport NSW to ensure the provision of public bus services to Park Central following the widening of Parkside Crescent.

Officer's Recommendation

1. That Council approve the construction of car parks as noted in areas 1, 3, 4, 5 and 6 in the attachment as outlined in the body of the report.
2. That Council approve the road widening works for Parkside Crescent as outlined.
3. That Council liaise with Transport NSW to discuss bus services for Park Central.
4. That Council monitor the effectiveness of the additional 150 car parking spaces and provide a further report to Council.
5. That Council enter into discussions with the Department of Health regarding the multi level car parking for the Campbelltown Hospital.
6. That Council undertake an appropriate public awareness campaign to ensure the community is informed of the proposed works and timeframes.

Committee's Recommendation: (Borg/Glynn)

That the Officer's Recommendation be adopted.

Amendment: (Hawker/Borg)

1. That Council approve the construction of car parks as noted in areas 1, 4, 5 and 6 in the attachment as outlined in the body of the report.
2. That Council approve the road widening works for Parkside Crescent as outlined.
3. That Council liaise with Transport NSW to discuss bus services for Park Central.
4. That Council monitor the effectiveness of the additional car parking spaces and provide a further report to Council.
5. That area 3 be deferred until a full design and costing of area 2 is completed, following which both areas be subject of a further report to Council.
6. That Council enter into discussions with the Department of Health regarding the multi level car parking for the Campbelltown Hospital and urge that construction of the top level car park take priority.
7. That Council undertake an appropriate public/community awareness campaign to ensure the community is informed of the proposed works and timeframes.
8. That the 'kiss and ride' zones to be created outside the private hospital and café are to be clearly marked and enforced by Council.

CARRIED

Council Meeting 18 June 2013 (Lake/Mead)

That the Committee's Recommendation be adopted.

Amendment (Kolkman/Glynn)

1. That Council approve the construction of car parks as noted in areas 1, 4, 5 and 6 in the attachment as outlined in the body of the report.
2. That Council approve the road widening works for Parkside Crescent as outlined.
3. That Council liaise with Transport NSW to discuss bus services for Park Central.
4. That Council monitor the effectiveness of the additional car parking spaces and provide a further report to Council.
5. That area 3 be deferred until a full design costing and financing of area 2 is completed, following which both areas be subject of a further report to Council.
6. That Council enter into discussions with the Department of Health regarding the multi level car parking for the Campbelltown Hospital and urge that construction of the top level car park take priority.
7. That Council undertake an appropriate public/community awareness campaign to ensure the community is informed of the proposed works and timeframes.
8. That the 'kiss and ride' zones to be created outside the private hospital and café are to be clearly marked and enforced by Council.

LOST

Further Amendment (Hawker/Greiss)

1. That Council approve the construction of car parks as noted in areas 1, 4, 5 and 6 in the attachment as outlined in the body of the report and that area 3 be reduced in size from 25 drop off spaces to 12 spaces.
 2. That Council approve the road widening works for Parkside Crescent as outlined.
 3. That Council liaise with Transport NSW to discuss bus services for Park Central.
 4. That Council monitor the effectiveness of the additional car parking spaces and provide a further report to Council.
 5. That further investigation work be carried on area 2 to determine what style of facility could be considered by Council, what are the approximate costings and the sources of funding and these should be subject to a further report to Council as soon as practicable.
-

6. That Council enter into discussions with the Department of Health regarding the multi level car parking for the Campbelltown Hospital and urge that construction of the top level car park take priority.
7. That Council undertake an appropriate public/community awareness campaign to ensure the community is informed of the proposed works and timeframes.
8. That the 'kiss and ride' zones to be created outside the private hospital and café are to be clearly marked and enforced by Council.

WON and became the Motion.

Council Resolution Minute Number 119

That the further amendment moved Councillor Hawker, Seconded Councillor Greiss be adopted.

ATTACHMENT 1

Possible Parking Areas



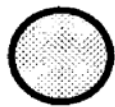
Stage 1

Immediate
152 Spaces

Stage 2



Proposed
100 to 180 On
grade or Multi
Deck



NSW
Department of
Health

ATTACHMENT 2



2. OPERATIONAL SERVICES

No reports this round

3. ASSETS AND SUPPLY SERVICES

3.1 T13/04, T13/05, T13/06, T13/07 and T13/10 Waste Tenders Report

Reporting Officer

Acting Manager Assets and Supply Services

Attachments

The following confidential attachments have 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 Matrices

Purpose

To advise Council of the tenders received and recommend Council accept a panel of contractors for provision of the following services:

- T13/04 Supply, Delivery and Transport Streetsweeper Waste Bin & Depot Bulk Bin
- T13/05 Processing/Disposal of General Waste from Depot Bulk Bin & Casual Skip Bin
- T13/06 Processing/Disposal of Streetsweeper Waste
- T13/07 Supply of Servicing of Frontlift/Rearlift Bins and Disposal of their Contents
- T13/10 Supply, Delivery and Transport of Casual Skip Bin.

History

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

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 Procedures.

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 three years from 1 July 2013 until 30 June 2016.

Advertising of tenders

Tenders were advertised in The Sydney Morning Herald, The Macarthur Advertiser and The Macarthur Chronicle in the weeks commencing 18 and 25 March 2013. 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 Thursday 18 April 2013. On time tenders were received from the following organisations:

T13/04 Supply, Delivery and Transport Streetsweeper Waste Bin & Depot Bulk Bin

- Express Waste Pty Ltd
- JJ Richards & Sons Pty Ltd
- Larondan Pty Ltd t/as Skipmaster Waste Management
- Remondis Australia Pty Ltd.

T13/05 Processing/Disposal of General Waste from Depot Bulk Bin & Casual Skip Bin

- Larondan Pty Ltd t/as Skipmaster Waste Management
- SITA Australia Pty Ltd.

T13/06 Processing/Disposal of Streetsweeper Waste

- Enviro Civil NSW Pty Ltd
- Larondan Pty Ltd t/as Skipmaster Waste Management
- SITA Australia Pty Ltd.

T13/07 Supply of Servicing of Frontlift/Rearlift Bins and Disposal of their Contents

- JJ Richards & Sons Pty Ltd
- Remondis Australia Pty Ltd
- SITA Australia Pty Ltd
- Transpacific Cleanaway Pty Ltd
- Veolia Environmental Services (Australia) Pty Ltd.

T13/10 Supply, Delivery and Transport of Casual Skip Bin

- Express Waste Pty Ltd
 - JJ Richards & Sons Pty Ltd
 - Larondan Pty Ltd t/as Skipmaster Waste Management
 - Remondis Australia Pty Ltd.
-

SITA Australia Pty Ltd, Larondan Pty Ltd t/as Skipmaster Waste Management, Express Waste Pty Ltd and Transpacific Industries Group Limited submitted conforming and non-conforming offers in accordance with the requirements of the Request for Tender document. The non-conforming offers were, however, deemed as not offering any advantage to Council by the Tender Evaluation Panel.

Tender document

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

- company details
- references
- company experience
- resources (T13/04, T13/07 and T13/10)
- appropriate licences to undertake the services (T13/04, T13/07 and T13/10)
- details processing/disposal facility (T13/05, T13/06 and T13/07)
- documentation to demonstrate the processing methodology complies with statutory environmental requirements (T13/05 and T13/06)
- proposed processing/disposal methodology (T13/05 and T13/06)
- nomination of components claimed to be commercial in confidence
- insurances
- work health and safety documentation
- environmental policy and related information
- details of subcontractor
- nomination of any conflicts of interest
- additional information that the tenderer deemed relevant
- additional proposed terms of contract to protect the tenderer's business requirements.

Evaluation process

The Evaluation Panel, consisting of officers from Waste and Recycling Services, City Works and Operational Services evaluated the tenders against the selection criteria for each tender.

T13/04 Supply and transport only of Streetsweeper Waste Bin and Depot Bulk Bin, and T13/10 Supply and transport only of casual skip bins, were assessed on the following criteria:

- experience of the company
 - resources
 - licences
 - suitability of price
 - work health and safety
 - environmental commitment.
-

3.1 T13/04, T13/05, T13/06, T13/07 And T13/10 Waste Tenders Report

T13/05 Processing and disposal of General Waste from Depot Bulk Bin and Casual Skip Bins and T13/06 Processing and disposal only of streetsweeper waste, were assessed on the following criteria:

- experience of the company
- processing/disposal methodology
- processing/disposal facility
- suitability of price
- work health and safety
- environmental commitment.

T13/07 Supply and servicing of Frontlift/Rearlift Bins and disposal of their contents, was assessed on the following criteria:

- experience of the company
- resources
- licences
- disposal facility
- suitability of price
- work health and safety
- environmental commitment.

The Evaluation Panel used Council's standard 0-10 scoring system for all non-pricing criteria with 10 being the highest score.

The work health and safety and environmental practices criteria were assessed on the basis of unsatisfactory, satisfactory or exceptional.

Evaluation of price

As the transport costs were based on a kilometre radius from Council's Civic Centre to the disposal location, the tenders for disposal and processing (T13/05 and T13/06) were determined prior to the transport tenders (T13/04 and T13/10).

The transport cost component (T13/04 and T13/10) was calculated for comparison purposes as an annual estimate based on the historical collection frequencies for each type of bin (Streetsweeper, Depot Bulk and Casual Skips).

The disposal prices (T13/05, T13/06) were requested as a price per tonne of waste plus the tenderers' nominated percentage of the Waste and Environment Levy imposed under the Protection of the Environment Operations Act 1997. This method enabled tenderers to anticipate the percentage of the waste they intended to recover/recycle (which would not attract the levy) to pass on the reduction in cost to Council. The disposal prices were calculated for comparison purposes as an annual estimate based on historical tonnes processed for each waste stream.

As T13/07 Supply and Servicing of Frontlift/Rearlift Bins and Disposal of their Contents contained disposal provisions, this was not dependent on any other tender recommendation. The cost of this component was calculated as a three year estimate based on the historical frequency of collections of various commonly utilised bin sizes, to enable comparison with non-conforming offers.

Recommendation of the Evaluation Panel

The Tender Evaluation Panel recommends that Council accept the tenders received from the following:

T13/05 Processing and Disposal of General Waste from Depot Bulk Bin and Casual Skip Bin	SITA Australia Pty Ltd (conforming offer)
T13/06 Processing and disposal only of Streetsweeper Waste	Larondan Pty Ltd t/as Skipmaster Waste Management
T13/04 Supply, Delivery and Transport Streetsweeper Waste Bin & Depot Bulk Bin	JJ Richards & Sons Pty Ltd
T13/10 Supply, Delivery and Transport only of Casual Skip Bins	JJ Richards & Sons Pty Ltd
T13/07 Supply and Servicing of Frontlift Bins and Disposal of their Contents	Veolia Environmental Services (Australia) Pty Ltd

The recommended organisations represent a competitive price for provision of the services for each component, and attracted the highest overall score following consideration of each evaluation criteria.

Assurance of the process undertaken

In accordance with Council's Procurement Procedures, a Tender Review Panel consisting of members of Council's Executive, reviewed the Tender to assure the process was undertaken in a manner that was fair, transparent and resulted in the best value outcome to Council.

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 SITA Australia Pty Ltd for provision of Processing and Disposal of General Waste from Depot Bulk Bin and Casual Skip Bin for a period of three years from 1 July 2013 until 30 June 2016.
2. That Council accept the offer of Larondan Pty Ltd t/as Skipmaster Waste Management for the provision of Processing and Disposal only of Streetsweeper Waste for a period of three years from 1 July 2013 until 30 June 2016.
3. That Council accept the offer of JJ Richards & Sons Pty Ltd for the provision of Supply, Delivery and Transport Streetsweeper Waste Bin & Depot Bulk Bin for a period of three years from 1 July 2013 until 30 June 2016.
4. That Council accept the offer of JJ Richards & Sons Pty Ltd for the provision of Supply, Delivery and Transport only of Casual Skip Bins for a period of three years from 1 July 2013 until 30 June 2016.
5. That Council accept the offer of Veolia Environmental Services (Australia) Pty Ltd for the provision of Supply and Servicing of Frontlift Bins and Disposal of their Contents for a period of three years from 1 July 2013 until 30 June 2016.
6. That the contract documents be executed under the Common Seal of Council.
7. That the unsuccessful tenderers be notified of the results of tender process.

Committee's Recommendation: (Borg/Glynn)

That the Officer's Recommendation be adopted.

CARRIED

Having declared an interest in regard to Item 3.1, Councillor Matheson left the Chamber and did not take part in debate nor vote on this item.

Council Meeting 18 June 2013 (Lake/Mead)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 120

That the Officer's Recommendation be adopted.

At the conclusion of the discussion regarding Item 3.1, Councillor Matheson returned to the Chamber for the remainder of the meeting.

3.2 T13/03 Rate Notice Production

Reporting Officer

Acting Manager Financial Services and Acting Manager Assets and Supply Services

Attachments

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

Evaluation and Pricing Matrix

Purpose

To advise Council of the tenders received for the rate notice production and recommend that Council accept the tender submitted by Print Mail Logistics Limited.

History

Council has a contract for the provision of rate notice production which is due to expire. As Council continues to utilise these services and 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 Procedures.

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 three years.

Advertising of tenders

Tenders were advertised in The Sydney Morning Herald, The Macarthur Advertiser and The Macarthur Chronicle in the weeks commencing 26 February and 5 March 2013. 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 19 March 2013. Six on-time responses were received from the following organisations:

- Bing Technologies Pty Ltd
- Express Promotions Australia Pty Ltd t/a Forms Express
- Fuji Xerox BusinessForce Pty Ltd
- Lane Laser Printers Pty Ltd
- Print Mail Logistics Limited
- SEMA Operations Pty Ltd.

Tender document

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

- company details
- references
- company experience and subcontracting details
- service delivery
- price
- insurances
- WH&S management systems
- environmental practices
- 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 Customer Service, evaluated the tenders against the following weighted assessment criteria:

- company experience and subcontracting
- service delivery
- suitability of standard pricing
- work health and safety
- environmental commitment.

The Evaluation Panel used Council's standard 0-10 scoring system for all non-pricing criteria with 10 being the highest score.

The work health and safety and environmental practices criteria were assessed on the basis of unsatisfactory, satisfactory or exceptional.

The scoring of tendered prices was based on historical information including the current number of rate notices produced annually including base stock supply, envelope supply, laser printing, programming and mail processing over the last three year period.

Recommendation of the Evaluation Panel

Print Mail Logistics Limited provided the best response to Council and is recommended for the provision of rate notice production as they:

- detailed considerable experience in the provision of similar services
- provided an excellent response for the proposed services
- submitted exceptional work health, safety and environmental documentation
- provided the lowest tendered price to Council
- had satisfactory service levels and capabilities confirmed by reference checks.

Tenders not recommended

Bing Technologies Pty Ltd is not recommended as they:

- provided unsatisfactory work, health and safety documentation
- provided pricing that was significantly higher than the recommended tenderer.

Bing Technologies Pty Ltd also submitted a non-conforming tender. The Evaluation Panel deemed this to be of no benefit to Council and was at a significantly higher price than the recommended tenderer.

Express Promotions Australia Pty Ltd t/a Forms Express is not recommended as they:

- provided unsatisfactory environmental management documentation
- provided pricing that was not as competitive as the recommended tenderer.

Fuji Xerox BusinessForce Pty Limited is not recommended as they:

- provided pricing that was not as competitive as the recommended tenderer.

Lane Laser Printers Pty Ltd is not recommended as they:

- provided unsatisfactory work, health and safety documentation
- provided pricing that was not as competitive as the recommended tenderer.

SEMA Operations Pty Ltd is not recommended as they:

- provided pricing that was not as competitive as the recommended tenderer.

Assurance of the process undertaken

In accordance with Council's Procurement Procedures, a Tender Review Panel consisting of members of Council's Executive, reviewed the tender to assure the process was undertaken in a manner that was fair, transparent and resulted in the best value outcome to Council.

Management of proposed contract

The contractor will be subject to contract management 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 Print Mail Logistics Limited for the provision of rate notice production for a period of three years.
2. That the contract documents be executed under the Common Seal of Council.
3. That the unsuccessful tenderers be notified of the results of tender process.

Committee's Recommendation: (Borg/Brticevic)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 18 June 2013 (Lake/Mead)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 119

That the Officer's Recommendation be adopted.

3.3 T13/08 Auditing Services

Reporting Officer

Acting Manager Financial Services and Acting Manager Assets and Supply Services

Attachments

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

Evaluation and Pricing Matrix

Purpose

To advise Council of the tenders received to undertake auditing of Council's financial reports in accordance with the relevant standards and legislation and recommend that Council accept the tender submitted by J.A Enright & M.P Mckenna & J O'Malley & R. Rice-Ward & J.M Shanks & L.R Smith & M. Thornhill & K.L Simmons t/a Morse Group (Morse Group).

History

Council has a contract for the provision of auditing services which is due to expire. As Council continues to utilise these services and 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 Procedures.

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 six years.

Advertising of tenders

Tenders were advertised in The Sydney Morning Herald, The Macarthur Advertiser and The Macarthur Chronicle in the weeks commencing 11 February and 19 February 2013. 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 5 March 2013. Seven on-time responses were received from the following organisations:

- Prosperity Audit Services (Prosperity Audit Services)
- Pitcher Partners (Pitcher Partners)
- UHY Haines Norton (UHY Haines Norton)
- Crowe Horwath Auswild
- Morse Group (Morse Group)
- Lawler Partners Audit and Assurance Limited Partnership (Lawler Partners)
- Hill Rogers Spencer Steer Assurance Partners (Hill Rogers Spencer Steer).

The partners of each of the above partnerships are detailed in the confidential report 19.1 - Directors of Companies.

Tender document

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

- company details
- references
- company and nominated staff experience
- service delivery including implementation program, proposed site visits, time proposed for audit services and other audits
- computer audit
- price
- insurances
- WH&S management systems
- environmental practices
- 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 Sustainable City and Environment, evaluated the tenders against the following weighted assessment criteria:

- company and nominated staff experience
 - service delivery
 - computer audit
 - suitability of standard pricing
 - work health and safety
 - environmental commitment.
-

The Evaluation Panel used Council's standard 0-10 scoring system for all non-pricing criteria with 10 being the highest score.

The work health and safety and environmental practices criteria were assessed on the basis of unsatisfactory, satisfactory or exceptional.

The scoring of tendered prices was determined on the provision of the auditing service including all materials, labour and other incidentals whole of life cost for the period of the contract.

Shortlisting

The Request for Tender allowed for a short listing process to occur at Council's discretion, excluding a Tender from further consideration at any stage of the tender process if it is evaluated as not meeting or addressing a criterion (Clause 2.6).

The Tender Evaluation Panel deemed it appropriate to undertake a short listing process based on the 'Company experience and nominated staff' criterion. After the ratings were completed, tenderers meeting a 'satisfactory' level on this criterion were shortlisted.

Organisations shortlisted

- Crowe Howarth Auswild
- Hill Rogers Spencer Steer
- Morse Group
- Pitcher Partners
- UHY Haines Norton.

Organisations not shortlisted

- Lawler Partners
- Prosperity Audit Services.

The Evaluation Panel then elected to invite the top three ranked tenderers to make a presentation to Council as part of the evaluation process, as detailed in the Request for Tender document Clause 2.6 Selection Criteria.

The companies invited were:

- Hill Rogers Spencer Steer
 - Morse Group
 - UHY Haines Norton.
-

Recommendation of the Evaluation Panel

Morse Group is recommended as they:

- provided extensive details of their company experience, nominated staff and extensive NSW local government financial auditing experience
- allocated significant time of a senior partner to conduct the audit services on site
- provided comprehensive details of their service delivery including their proposed implementation program and proposed visits
- provided comprehensive details of their computer audit system
- provided a presentation to Council that indicated a thorough understanding of legislative and Council's requirements under this contract
- provided satisfactory work, health, safety and environmental management documentation
- tendered a competitive price.

Tenders not recommended

Pitcher Partners are not recommended as they:

- tendered pricing which was not as competitive as the recommended tenderer
- did not provide sufficient details of the organisation's capability in respect of computer audits.

UHY Haines Norton are not recommended as they:

- did not detail as sufficient company experience, nominated staff and NSW local government experience as the recommended tenderer
- did not allocate as many hours of high-level staff support (eg Partner/Manager level auditors) as the recommended tenderer.

Crowe Horwath Auswild are not recommended as they:

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

Hill Rogers Spencer Steer Assurance Partners are not recommended as they:

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

Assurance of the process undertaken

In accordance with Council's Procurement Procedures, a Tender Review Panel consisting of members of Council's Executive, reviewed the tender to assure the process was undertaken in a manner that was fair, transparent and resulted in the best value outcome to Council.

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 J.A Enright & M.P Mckenna & J O'Malley & R. Rice-Ward & J.M Shanks & L.R Smith & M. Thornhill & K.L Simmons t/a Morse Group for the provision of Auditing Services for a period of six years.
2. That the contract documents be executed under the Common Seal of Council.
3. That the unsuccessful tenderers be notified of the results of tender process.

Committee's Recommendation: (Mead/Chanthivong)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 18 June 2013 (Lake/Mead)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 119

That the Officer's Recommendation be adopted.

3.4 T13/14 Road Pavement Program 2013-2014

Reporting Officer

Acting Manager Assets and Supply Services

Attachments

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

1. Evaluation and Pricing Matrices – Interlayer Sealing with Asphalt Laying Program
2. Evaluation and Pricing Matrix – Insitu Stabilisation Program
3. Evaluation and Pricing Matrix – Resealing Program
4. Evaluation and Pricing Matrix – Asphalt Rejuvenation Program.

Purpose

To advise Council of the tenders received for Council's 2013-2014 Road Pavement Maintenance Program and recommend that Council accept the tenders submitted by a number of organisations across the range of required services as a panel contract arrangement.

History

Council has a contract for a Road Pavement Maintenance Program. This is to exist alongside the current T11/02 Road Pavement Works contract. The anticipated expenditure for these works exceeds the legislative threshold, therefore a public tender process was required. Council has a range of road pavement treatments that are satisfied either through a periodic three year contract or a specific annual program. The reason for this is that in previous years, the specific program contract has resulted in savings of approximately 10% to 20%. Council has split the tender into four programs to gauge a wider variety of tenderers.

Report

The services required under this contract were divided into four components:

- Program A – Interlayer Sealing with Asphalt Laying
- Program B – Insitu Stabilisation
- Program C – Resealing
- Program D – Asphalt Rejuvenation.

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 Procedures.

Contract expenditure

Funds for these works are allocated in Council's budget.

Contract term

The term for this contract will be in force from the date of acceptance until completion of the program, including any defects liability and/or warranty periods. All works must be completed by the end of May 2014.

Advertising of tenders

Tenders were advertised in The Sydney Morning Herald, The Macarthur Advertiser and The Macarthur Chronicle in the weeks commencing 25 March 2013 and 1 April 2013. 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 23 April 2013. Nine on-time responses were received from the following organisations:

- Accurate Asphalt Road Repairs Pty Ltd
- Borthwick and Pengilly Asphalts Pty Ltd
- Downer EDi Works Pty Ltd
- Fulton Hogan Industries Pty Ltd
- J&E Excavations and Plant Hire Pty Ltd
- Roadworx Surfacing Pty Ltd
- SRS Road Services Pty Ltd
- Stabilised Pavements of Australia Pty Ltd
- State Asphalt Services Pty Ltd.

Tender document

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

- nomination of requirements
 - company experience and subcontracting
 - capability to complete the works
 - price
 - insurances
 - work health and safety management system
 - environmental practices
 - conflict of interest declaration
 - additional terms of contract protecting the tenderer's business requirements.
-

Evaluation process

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

- experience of the company
- capability to complete the work
- financial stability
- suitability of quoted prices
- suitability of standard pricing
- work health and safety
- environmental commitment.

The Evaluation Panel used Council's standard 0-10 scoring system for all non-pricing criteria with 10 being the highest score.

The work health and safety and environmental practices criteria were assessed on the basis of unsatisfactory, satisfactory or exceptional.

The scoring of tendered prices was determined based on the total lump sum price for each program (A, B, C and D).

Tender evaluation

Program A – Interlayer Sealing with Asphalt Laying

Four tenders were received for this component:

- Borthwick and Pengilly Asphalts Pty Ltd
- Fulton Hogan Industries Pty Ltd
- J&E Excavations and Plant Hire Pty Ltd
- State Asphalt Services Pty Ltd.

Program A was split into two components A1 and A2. Fulton Hogan Industries Pty Ltd provided the best overall response and the lowest price for sites 1 to 37, component A1. Borthwick and Pengilly Asphalts Pty Ltd provided the best response and lowest price for site 38, component A2.

J&E Excavations and Plant Hire Pty Ltd and State Asphalt Services Pty Ltd tendered a more expensive price than the recommended tenderers. The Evaluation Panel did not consider there to be any advantage to Council for the increased cost, and they were therefore not considered any further.

Program B – Insitu Stabilisation

Four tenders were received for this component:

- Accurate Asphalt Road Repairs Pty Ltd
 - Downer EDi Works Pty Ltd
 - Roadworx Surfacing Pty Ltd
 - Stabilised Pavements of Australia Pty Ltd.
-

Roadworx Surfacing Pty Ltd provided the best response to Council for Program B – Insitu Stabilisation and is recommended for the provision of this component as they:

- detailed satisfactory experience in the provision of similar works confirmed through satisfactory reference checks
- detailed a capability to complete the works to Council's standard
- provided satisfactory work, health, safety and environment documentation
- tendered the cheapest price for Program B – Insitu Stabilisation.

Accurate Asphalt Road Repairs Pty Ltd, Downer EDi Works Pty Ltd and Stabilised Pavements of Australia Pty Ltd tendered a more expensive price than the recommended tenderer. The Evaluation Panel did not consider there to be any advantage to Council for the increased cost, and they were therefore not considered any further.

Program C – Resealing

Five tenders were received for this component:

- Borthwick and Pengilly Asphalts Pty Ltd
- Fulton Hogan Industries Pty Ltd
- Roadworx Surfacing Pty Ltd
- SRS Road Services Pty Ltd
- State Asphalt Services Pty Ltd.

SRS Road Services Pty Ltd provided the best response to Council for Program C – Resealing and is recommended for the provision of this component as they:

- detailed satisfactory experience in the provision of similar works including to Council
- detailed a capability to complete the works to Council's standard
- provided satisfactory work, health, safety and environment documentation
- tendered the cheapest price for Program C – Resealing.

Borthwick and Pengilly Asphalts Pty Ltd, Fulton Hogan Industries Pty Ltd, Roadworx Surfacing Pty Ltd and State Asphalt Services Pty Ltd tendered a more expensive price than the recommended tenderer. The Evaluation Panel did not consider there to be any advantage to Council for the increased cost, and they were therefore not considered any further.

Program D – Asphalt Rejuvenation

Three tenders were received for this component:

- Borthwick and Pengilly Asphalts Pty Ltd
- Downer EDi Works Pty Ltd
- SRS Road Services Pty Ltd.

Downer EDi Works Pty Ltd provided the best response to Council for Program D – Asphalt Rejuvenation and is recommended for the provision of this component as they:

- detailed satisfactory experience in the provision of similar works including to Council
 - detailed a capability to complete the works to Council's standard.
-

SRS Road Services Pty Ltd is not recommended as they did not provide substantiated details of satisfactory experience in application of their nominated product.

Borthwick and Pengilly Asphalts Pty Ltd is not recommended as they tendered a more expensive price than the recommended tenderer.

Recommendation of the Evaluation Panel

In summary, the Evaluation Panel recommends that Council accepts the following tenders:

Component	Recommended tenderer
Program A1 – Interlayer Sealing with Asphalt Laying	Fulton Hogan Industries Pty Ltd
Program A2 – Interlayer Sealing with Asphalt Laying	Borthwick and Pengilly Asphalts Pty Ltd
Program B – Insitu Stabilisation	Roadworx Surfacing Pty Ltd
Program C – Resealing	SRS Road Services Pty Ltd
Program D – Asphalt Rejuvenation	Downer EDi Works Pty Ltd

Assurance of the process undertaken

In accordance with Council's Procurement Procedures, a Tender Review Panel consisting of members of Council's Executive, reviewed the tender to assure the process was undertaken in a manner that was fair, transparent and resulted in the best value outcome to Council.

Management of proposed contract

The contractors 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 Fulton Hogan Industries Pty Ltd for the provision of the interlayer sealing with asphalt laying A1 component of the Road Pavement Program 2013-2014.
 2. That Council accept the offer of Borthwick and Pengilly Asphalts Pty Ltd for the provision of the interlayer sealing with asphalt laying A2 component of the Road Pavement Program 2013-2014.
 3. That Council accept the offer of Roadworx Surfacing Pty Ltd for the provision of the Insitu stabilisation component of the Road Pavement Program 2013-2014.
 4. That Council accept the offer of SRS Road Services Pty Ltd for the provision of the Resealing component of the Road Pavement Program 2013-2014.
 5. That Council accept the offer of Downer EDi Works Pty Ltd for the provision of the asphalt rejuvenation component of the Road Pavement Program 2013-2014.
 6. That the contract documents be executed under the Common Seal of Council.
 7. That the unsuccessful tenderers be notified of the results of tender process.
-

Committee's Recommendation: (Borg/Glynn)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 18 June 2013 (Lake/Mead)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 119

That the Officer's Recommendation be adopted.

4. EMERGENCY SERVICES

4.1 Campbelltown Local Emergency Management Committee Report 11/06/2013

Reporting Officer

Director City Works

Attachments

Minutes of the Campbelltown Local Emergency Management Committee held on 16 May 2013.

Purpose

To advise Council of the outcome of the Campbelltown Local Emergency Management Committee meeting held on 16 May 2013.

Report

This meeting was the Campbelltown Local Emergency Management Committee (LEMC) which included Council representatives, NSW Health, NSW Police, NSW Fire and Rescue, State Emergency Service (SES) and Rural Fire Service (RFS) representatives.

A summary of advice from each agency represented at the LEMC is provided below:

Police

Campbelltown LAC - For the months of March and April, a total of 41 fires were reported to the police. These included six structural, 19 motor vehicles, 14 commodity (small fires involving rubbish, furniture, garbage bins etc) and two bush fires. One arrest was made following a deliberately lit structural fire on 13 March 2013 and two youths aged 11 years old were identified and given a formal caution regarding another fire on 13 April 2013.

Macquarie Fields LAC - Proactive actions were undertaken during the bush fire danger period which included high profile continuous patrols of identified bushfire prone areas, identified persons as possible high risk spoken to and young people found within bush areas spoken to and lawfully searched.

NSW Fire and Rescue

Between February 2013 and April 2013, 895 incidents were responded to across Campbelltown Local Government Area. This included 231 fire calls, 37 hazardous material calls and 63 non-fire rescue calls. All NSW Fire and Rescue stations will hold their Open Day on Saturday 18 May 2013. On Monday 27 May 2013, pile burns were undertaken on Lake Annan Island, Mount Annan.

RFS

RFS advised the bush fire danger period finished on 31 March 2013 and proved to be a season of two distinct weather situations with the first pattern to the end of December being cooler and wetter than normal, and the second pattern of very hot and dry days with records being broken. Three total fire ban days were called by the Commissioner for the greater Sydney region during January. Recently rainfall has been quite low, resulting in fuels remaining quite dry. Brigades have been active in providing support to adjoining areas with hazard reduction burning. In the coming months, the Macarthur Zone will commence fire training for the Community Fire Unit teams that are being introduced into the Long Point area. The training will cover attack-fire fighting for when under ember attacked and mop-up procedures. They will not be required to participate as a bush or structural fire fighting crew.

Council

Council's Local Emergency Management Officer advised that a meeting was held with Macquarie Fields Police to commence development of the Traffic Management Plans for the hazardous facilities at Ingleburn following an incident. Draft Traffic Management Plans are being prepared. Flood studies continue of the drainage systems in Campbelltown, which will provide the bases of future flood planning for the city. Work is currently being undertaken on the development of a joint procedure and a design for the installation of gates on both sides of the Georges River to minimise the risk of motorists driving into flooded waters at Cambridge Avenue. Four Council employees recently completed training in the new version of the Spatial Information Management System.

Defence

Defence are currently reviewing arrangements to respond to flooding of the Cambridge Avenue causeway. The Moorebank Unit relocation project is proceeding. Some demolition has occurred and the construction of the new main entry from Heathcote Road has commenced.

A number of issues were raised via general business as follows:

Community Education for 2013

The first combined agencies event for 2013 will be the Open Access Forum on 12 June 2013, which is a two hour community forum.

Neighbourhood Safer Places Audit

The Rural Fire Service has completed an audit of the Neighbourhood Safer Places and identified a number of corrective actions. Missing identification signs have now been replaced. RFS provided funding for this work to be undertaken.

Local exercise to test setting up of EOC

The Committee discussed the need to test the opening and commencement of the Emergency Operation Centre (EOC) before summer. This is to ensure all equipment is in working order and no other technology is required in the case the EOC is needed. The Committee supported this and a date will be set by the Chair.

Officer's Recommendation

That the information be noted.

Committee's Recommendation: (Hawker/Mead)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 18 June 2013 (Lake/Mead)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 119

That the Officer's Recommendation be adopted.

ATTACHMENT 1

LOCAL EMERGENCY MANGEMENT COMMITTEE MEETING

Minutes of the **LOCAL EMERGENCY MANAGEMENT COMMITTEE** Meeting held in the Emergency Operations Centre Sark Grove Minto on Thursday 16 May 2013 commencing at 1500 hours.

1. WELCOME

2. ATTENDANCE

John Dodd	Campbelltown City Council – Representative for the General Manager (Acting Chair)
Kevin Lynch	Campbelltown City Council – Local Emergency Management Officer (LEMO)
Rick Weeding	Campbelltown City Council – Alternate Local Emergency Services Facilities Coordinator (LESFAC)
Stuart Fisher	NSW Police – Regional Emergency Management Officer (REMO)
Mark Kellert	NSW Police – Macquarie Fields LAC (E.M. Officer)
Sean Gersbach	NSW Police – Macquarie Fields LAC – Local Emergency Operations Coordinator (LEOCON)
Wayne Benson	NSW Police – Campbelltown LAC – Deputy LEOCON
George Psarolidis	NSW Police – Campbelltown LAC
John Pearson	Rural Fire Service
Philip Lindsay	NSW Fire and Rescue
Ian Shepard	State Emergency Services – Controller
Nicholas Rowntree	Department of Defence
Denys Cato	Department of Health
Jim Kirkland	Department of Defence
Nicole Boyle	Campbelltown City Council – Secretary

APOLOGIES

Paul Tosi	Campbelltown City Council – General Manager and Chair
Kerry Parkinson	Rural Fire Service – Acting Zone Manager
Alan Davies	Campbelltown City Council – LESFAC
Michael McInerney	Community Services

3. CONFIRMATION OF MINUTES

The minutes of the Campbelltown Local Emergency Management Committee (LEMC) meeting of 14 February 2013 were accepted.

Minutes from the Joint LEMC held at Wollondilly on 14 March 2013 were accepted.

4. BUSINESS ARISING FROM MINUTES

Outstanding items have been incorporated into the meeting agenda.

LEMC Amalgamation

The Acting Chair advised the LEMC amalgamation is still subject to consultation. The amalgamation will be discussed further at future LEMC meetings when more information should be available.

5. CORRESPONDENCE RECEIVED

- Memo and Report Template from REMO regarding Organisational Reports for Regional Emergency Operations Controller

LOCAL EMERGENCY MANGEMENT COMMITTEE MEETING

Minutes of the **LOCAL EMERGENCY MANAGEMENT COMMITTEE** Meeting held in the Emergency Operations Centre Sark Grove Minto on Thursday 16 May 2013 commencing at 1500 hours.

- Email from REMO regarding REMC Members Update
- Memo and Information Sheets from REMO regarding the Role of LEMC Chair and LEMO

6. AGENCY REPORTS

Police	Written report attached.
NSW F&R	Written report attached.
RFS	Written report attached.
SES	Nothing to report.
Council	Written report attached.
Health	Nothing to report.
Ambulance NSW	No report received or representative at the meeting
Community Services	No report received or representative at the meeting
REMO	Verbal report on the broader emergency management issues.
Defence	Written report attached.

7. GENERAL BUSINESS**(i) Cambridge Avenue Flood Coordination**

The Committee was advised that Council recently set up an email alert system to activate and alert all agencies when the water level reaches 0.5m below the road deck. The next stage is to set up warning features at the site, including alarms, flashing warning lights and automatic gates to alert people flooding is occurring. This will be discussed with Defence prior to implementation.

Action: LEMO

(ii) Campbelltown Recovery Plan

John Dodd advised preliminary work has commenced on Campbelltown's Recovery Plan.

(ii) Community Education for 2013-2014

A 2013-2014 Community Education Strategy was developed by the Agencies which identifies events and activities that they can participate in together. The first event for the year is the Open Access Forum on 12 June 2013 which is a two hour Community Forum. All Emergency Agencies will be participating along with the Red Cross. A small display and presentation will be given by all Agencies. The 2013-2014 Community Education Strategy is attached.

(iv) Major Hazard Facilities

Council Officers and Macquarie Fields Police met on 4 April 2013 to discuss issues and plan road closures in the case of an incident at one of the three Hazardous Facilities within Ingleburn. The major transport closures discussed included:

- M31 and Rail Lines run straight through the exclusion zone, these would need to be closed
-

LOCAL EMERGENCY MANGEMENT COMMITTEE MEETING

Minutes of the **LOCAL EMERGENCY MANAGEMENT COMMITTEE** Meeting held in the Emergency Operations Centre Sark Grove Minto on Thursday 16 May 2013 commencing at 1500 hours.

- Australian Rail Transport Corporation (ARTC), City Rail and Country Link would need to be notified of closures
- Glenfield, Leppington (when finalised) and Leumeah Rail Stations would be the final stations before the exclusion zone
- Ban of overhead air traffic in area
- Sydney Water would need to be advised as the main water channel runs through the area
- The wind direction will be a major influence on the day and will result in some of the road closures being determined and adjusted at the time.

A Traffic Management Plan for each major intersection is now to be undertaken by Council.

The Committee raised and discussed safety of staff undertaking the closures, notifying people within the exclusion area and due to confidentiality of the sites, not being aware of what chemicals and quantities that are involved at each site. Formal traffic control will be needed if the incident duration is long term.

Action: LEMO

(v) Community Protection Plan (CPP) Wedderburn

An update on the development of the Wedderburn Community Protection Plan was provided by the RFS Operations Officer.

(vi) Neighbourhood Safer Places Audit

The Rural Fire Service has completed an audit of the Neighbourhood Safer Places and identified a number of corrective actions. Missing identification signs have now been replaced. RFS provided funding for this work to be undertaken.

(vii) Flood Planning and Flood Studies update

The LEMO provided an update regarding the current flood catchment studies underway at present. It is purposely being completed in small areas, working the way down catchment to ensure that appropriate analysis can be undertaken as the catchment is very long and diverse.

Community consultation will occur once all studies have been completed.

What is considered a "flood" has not been determined as yet. It is anticipated they will be submitted to Council within the next 6 months, so flood risk management committees can meet to develop risk strategies and flood plans.

As requested by SES, flood action levels for riverine flooding at Menangle Park have been developed. This was discussed by the Committee.

(viii) Local Exercise to test setting up of EOC

The Committee discussed the need to test the opening and commencement of the Emergency Operation Centre (EOC) before summer. This is to ensure all equipment is in working order and no other technology is required in the case the EOC is needed. The Committee supported this and a date will be set by the Chair.

Action: John Dodd

(ix) Spatial Information Management System (SIMS) Demonstration

The LEMO gave a SIMS presentation explaining how the system works and its benefits to Council and the Emergency Services. Two additional hard drives have been purchased by Council. The information the system contains, relies heavily on what the Agencies and the Community provide the company. It is recommended the hard drive be updated every six months to ensure the data is current. Council will be updating the devices in the coming weeks. The Committee was asked to provide any relevant information that may be beneficial to be included

LOCAL EMERGENCY MANGEMENT COMMITTEE MEETING

Minutes of the **LOCAL EMERGENCY MANAGEMENT COMMITTEE** Meeting held in the Emergency Operations Centre Sark Grove Minto on Thursday 16 May 2013 commencing at 1500 hours.

on the hard drive prior to the next upgrade. Also if any Agencies need information to be available on the system to contact the LEMO as soon as possible. The REMO supported the SIMS System.

Further demonstration of the system will be provided with a possible day being part of the EOC exercise.

Action – All Agencies**8. Dates of EMC Meetings for 2013**

21 May 2013	LEMC Wollondilly	3pm
11 July 2013	Joint LEMC Campbelltown	5pm
24 July 2013	DEMC (SES Bankstown)	10am
5 September 2013	LEMC Camden	3pm
19 September 2013	LEMC Campbelltown	3pm
15 October 2013	LEMC Wollondilly	3pm
27 November 2013	DEMC (SES Bankstown)	10am
5 December 2013	Joint LEMC Camden	5pm

MEETING CLOSED AT 1650 HOURS

5. GENERAL BUSINESS

5.1 Council's Signage Code

Councillor Borg referred to his previous request for a report on Council's Signage Code and asked for a status update on this matter.

Committee's Recommendation: (Borg/Mead)

That an urgent report be presented on Council's Signage Code with a view to assisting small business and business in the Campbelltown Local Government Area.

CARRIED

Council Meeting 18 June 2013 (Lake/Mead)

That the Committee's Recommendation be adopted.

Council Resolution Minute Number 119

That the Committee's Recommendation be adopted.

Confidentiality Motion: (Hawker/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 Directors of Companies

Reason for Confidentiality

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

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

19.2 Request for Extension of Sick Leave

Reason for Confidentiality

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

- (a) personnel matters concerning particular individuals (other than councillors).

There being no further business the meeting closed at 8.08pm.

P Lake
CHAIRPERSON
