

Reports of the City Works Committee Meeting held at 7.30pm on Tuesday, 9 July 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 9 July 2013

Present

Her Worship the Mayor, Councillor S Dobson
Councillor P Lake (Chairperson)
Councillor F Borg
Councillor G Brticevic
Councillor A Chanthivong
Councillor P Hawker
Councillor C Mead
Director Business Services - Mr M Sewell
Acting Director Community Services - Mrs J Uluibau
Director City Works - Mr J Hely
Manager Assets and Supply Services - Mr G Mitchell
Manager Business Assurance - Mrs M McIlvenny
Acting Manager Compliance Services - Mr P Curley
Acting Manager Customer Service - Mr P Macdonald
Acting Manager Education and Care Services – Mrs G Vickers
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 Facility Maintenance Services - Mr W Miller
Executive Assistant - Mrs K Peters

Apology (Chanthivong/Brticevic)

That the apology from Councillor Glynn be received and accepted.

CARRIED

Acknowledgement of Land

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

DECLARATIONS OF INTEREST

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

Pecuniary Interests

Nil

Non Pecuniary – Significant Interests

Nil

Non Pecuniary – Less than Significant Interests

Councillor Chanthivong - Item 1.3 - Narellan Road Upgrade Status Report - Councillor Chanthivong advised that he is an employee of Transport NSW and that he will leave the room and not take part in debate nor vote on the matter.

1. TECHNICAL SERVICES

1.1 Traffic Committee Report

Reporting Officer

Manager Technical Services

Attachments

1. Minutes of the Local Traffic Committee Meeting held on 13 June 2013
2. Minutes of the Campbelltown Traffic Committee Meeting held on 13 June 2013.

Purpose

To seek Council's endorsement of the recommendation arising from the Local Traffic Committee and Campbelltown Traffic Committee meeting held on 13 June 2013.

Report

RECOMMENDATIONS OF THE LOCAL TRAFFIC COMMITTEE ON 13 JUNE 2013

Reports Listed for Consideration

LTC 13/17 Old Leumeah Road, Leumeah – Dividing Line Review

That a report be presented back to the Committee providing a more detail plan showing the loading zone and line marking treatment for Option two.

LTC 13/18 Minto Road/Ohlfsen Road, Minto – Medium Island

That Council liaise with Road and Maritime Services regarding the works detailed in the report as Minto Road is a State road.

RECOMMENDATIONS OF THE CAMPBELLTOWN TRAFFIC COMMITTEE ON 13 JUNE 2013

Reports Listed for Consideration

CTC 13/17 Plough Inn Road and Old Leumeah Road Commuter Car Park Temporary Management

That the information on the traffic management for the construction of the pedestrian bridge be noted.

CTC 13/18 Guernsey Avenue, Minto – Intersection Concerns with Jenner Street

1. That Council does not support the removal of the right hand turn ban into Jenner Street, Minto.
2. That Council installs a No U Turn sign in Guernsey Avenue to be located just past Ellery Street, Minto.
3. That Council provides double barrier lines at the intersection of Guernsey Avenue and Ellery Street, Minto.

CTC 13/19 Speed Data Results – Request Police Assistance

1. That Council forward the reported list of sites together with supporting data to NSW Police for speed tasking.
2. That Council seek a report from the Police on the effect of speed tasking for each of the site and a report be brought back to the Committee.

CTC 13/20 Shared Zone Review – Update

That the information be noted.

Officer's Recommendation

That the information be noted.

Committee's Recommendation (Hawker/Brticevic)

That the Officer's Recommendation be adopted.

Council Meeting 16 July 2013 (Lake/Borg)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 149

That the Officer's Recommendation be adopted.

ATTACHMENT 1



LOCAL TRAFFIC COMMITTEE MINUTES

13 June 2013

LOCAL TRAFFIC COMMITTEE

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



Minutes Summary

ITEM	TITLE
LOCAL TRAFFIC COMMITTEE MINUTES	
1.	ATTENDANCE
2.	APOLOGIES
3.	CONFIRMATION OF MINUTES
4.	BUSINESS ARISING FROM MINUTES
5.	REPORTS LISTED FOR CONSIDERATION
LTC 13/17	Old Leumeah Road, Leumeah - Dividing line review
6.	LATE ITEMS
No reports this round	
7.	GENERAL BUSINESS
LTC 13/18	Minto Road / Ohlfsen Road, Minto - Medium Island
8.	DEFERRED ITEMS
No reports this round	

LOCAL TRAFFIC COMMITTEE MINUTES

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

Minutes of the Local Traffic Committee held on 13 June 2013

1. ATTENDANCE

Campbelltown City Council

Manager Technical Services - Mr K Lynch (Acting Chairperson)
Coordinator Traffic and Road Design - Mr A Arora
Team Leader Traffic Investigation - Mr F Sirc
Administrative Assistant - Mrs L Radley

Roads and Maritime Authority

Mr J Suprain

Police Representatives

Senior Constable M Davies

Bus Companies

Busways - Mr S Grady
Interline - Mr B East

Representative of Member for Macquarie Fields

Mr R James

2. APOLOGIES

Councillor G Greiss
Sergeant M Cotton
Senior Engineer Traffic - Mr M Arya

An Acknowledgment of the Land was performed by the Acting Chairperson.

3. CONFIRMATION OF MINUTES

The Minutes of the previous meeting held on 16 May 2013 were recommended by the City Works Committee on 11 June 2013 and will be adopted by Council at its meeting on 18 June 2013.

4. BUSINESS ARISING FROM MINUTES

No reports this round

5. REPORTS LISTED FOR CONSIDERATION

LTC 13/17 Old Leumeah Road, Leumeah - Dividing line review

Previous Report: LTC 12/59, 13/12
Electorate: Campbelltown
Author Location: Traffic and Road Design Unit

Attachments

1. LTC 13/12 report
2. Sketch Options 1-4 changes to parking restrictions Old Leumeah Road

Background (13/6/2013)

Council's Local Traffic Committee has previously examined issues surrounding the possible relocation of the centre dividing line in Old Leumeah Road in order to address traffic conflict with vehicles overtaking illegal parked delivery vehicles to the Mosaic Apartments.

It was noted that constant enforcement of ongoing illegal parking activity is not the answer as there appears to be no provision for loading and unloading of vehicles for the apartments. It was recommended that further information be presented back to the Committee in regards to loading zone provisions for the development.

The original approval for the whole complex of 174 units was approved subject to conditions on 2 September 2003, and further approvals with Section 96 modification over several years. The final approval is for 174 units, 7 retail/commercial units and 177 car parking spaces. Approval was granted by Council for garbage bins to be picked up on Old Leumeah Road but no provision was made for loading zone and parking bays. No changes were made to the No Stopping Zone which was existing prior to this development.

The issue of illegally parked on-street delivery trucks in the No Stopping zone cannot be addressed immediately unless a passing lane is provided.

Council Officers have also checked the accident history on Old Leumeah Road for the five year period ending June 2012. It is noted that two accidents happened on this road during this period. Both accidents resulted in collisions with vehicles exiting the West Leagues car park and the Sportsground access. No other types of accidents were recorded in particularly head on or with parked vehicles.

Further to the report presented to the Local Traffic Committee of 18 April 2013 further options have been prepared for discussion:

Old Leumeah Road: Pembroke Road to Sportsground Access

1. Provide two short sections of No Parking (say 9m) in close proximity to the letter box banks of the development and amend a section of unbroken dividing line as a separation broken line.
-

2. Provide a 12m Loading Zone and a 6m No Parking Zone on the approach the access of the basement car park and amend the dividing line providing an S lane treatment around the Loading zone

Old Leumeah Road: Sportsground Access to O'Sullivan Road roundabout

3. Provide a 40m No Parking zone encompassing the access to the rear loading zone of Leumeah shops and amend the dividing line with a separation line.
4. Provide a 15m Loading Zone on the approach to the access of the loading dock on the western side of Smiths creek and offset the dividing line to the north from the roundabout to the Sportsground access road.

It is recommended that the Committee review the proposals with the view of adopting Options 2 and 4 for further detail design. A detail design will be brought back to the Committee for its approval.

Officer's Recommendation

That Council adopt in principle the creation of Loading Zones in Old Leumeah Road as described in the report and prepare detail plans showing signs and line marking treatment.

Discussion (13/06/2013)

The Manager Technical Services presented the 4 options provided in the report to the Committee. It was noted that option 2 and 4 would be the preferred options.

The Committee discussed option 4 and expressed concerns regarding the loading zone being too close to the Sportsground and Commuter car park could cause conflicts with high number of traffic movements in and out of the access road during commuter peak hours and sports events.

The Busways representative also feels that in option 4 the loading zone is too far away and therefore questioned whether this would be used for deliveries to the apartments. It was discussed that this location does provide a closer loading bay area for the commercial premises as well as providing an area for garbage trucks.

The Committee discussed the opportunity of shortening option four and not providing the no parking area as it may encourage longer stay parking and can cause further congestion. The loading zone in this area could also be time restricted keeping the area clear during peak traffic periods and possibly major sporting events.

The Manager Technical Services recommended that Option 2 be reviewed in more detail and a report and design plan be brought back to the Committee for its approval.

Recommendation of Local Traffic Committee

That a report be presented back to the Committee providing a more detail plan showing the loading zone and line marking treatment for Option 2.

ATTACHMENT 1

Local Traffic Committee Meeting 18 April 2013
LTC 13/12 Old Leumeah Road, Leumeah - Dividing line review

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LTC 13/12 Old Leumeah Road, Leumeah - Dividing line review

Previous Report: LTC 12/59
Electorate: Campbelltown
Author Location: Traffic and Road Design Unit

Attachments

1. LTC 12/59 report meeting 18 October 2012
2. Preliminary plan proposal showing shift of dividing line Old Leumeah Road

Background (18/4/2013)

Recommendations were presented to the Local Traffic Committee at its meeting of 18 October 2012 to replace the existing unbroken dividing line in Old Leumeah Road, between Pembroke Road and O'Sullivan Road with a S1 separation line and the provision of No Parking signs along the frontage of the Mosaic Apartments.

The recommendations were discussed and Committee referred it back to Council Officers to review it and examine further options.

The recommendations were in response to concerns raised by the bus companies that westbound buses are being impeded by illegally parked service vehicles. Busways has asked for the dividing line to be shifted closer to the northern kerb providing a 3.2m eastbound lane so that parking could be accommodated on the development frontage.

In the recommendations previously presented Council Officers proposed to keep the existing position of the dividing line due to concerns of larger vehicles entering and exiting developments on the northern side of Old Leumeah Road.

Council Officers have now reviewed turning paths of cars and 8.8m Medium Rigid Vehicle (MRV) service vehicles entering and exiting the northern developments.

The shifting of the dividing line and the provision of a 2.5m wide parking zone Loading or Truck Zone can be provided; however this width will be inadequate to service trucks in this narrow bay. If delivery trucks are parked here, they will impede the through lane for wider vehicles. A 3.2m eastbound and 3.3m westbound lane would be provided with this 2.5m zone.

The movement of cars in and out of properties on the eastbound kerbside lane has also its disadvantages with vehicles requiring wider driveways and laybacks to allow two way movements. It is more likely that cars will prop in the travelling lane in Old Leumeah Road single entry and egress in northern developments.

For the Committee's comment a preliminary plan proposal (Attachment 2) has been prepared showing how signs and line marking can be provided to allow the shift of the dividing line. This plan will accommodate car movements; however, for service vehicles entering and exiting the northern developments, in particular, the Commuter Car/

ATTACHMENT 1

Local Traffic Committee Meeting 18 April 2013
LTC 13/12 Old Leumeah Road, Leumeah - Dividing line review

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Sportsground access the shift of the dividing line will hinder vehicles to cross over the dividing line. Larger semi-trailer vehicles servicing the sportsground complex are required to cross lane and dividing lines to make their turns.

Although the proposal provides a better passage for larger vehicles travelling westbound in Old Leumeah Road, it however reduces the safety along the road and at the access road intersection. There are number of other disadvantages and it is recommended that they be further discussed at the committee meeting.

Officer's Recommendation

That the Local Traffic Committee discuss the proposal including other options.

Discussion (18/4/2013)

The Manager Technical Services provided an overview of a request to shift the centre dividing line in Old Leumeah Road.

It was pointed out that the proposal raised by Busways has inherent safety concerns due to the turning movement of service vehicles exiting the Sportsground/Commuter car park access. In addition, car movements for the developments on the northern side of Old Leumeah Road would be tight requiring the widening of driveway laybacks. The proposed 2.5m loading zone outside the Mosaic Apartments is not suitable for truck loading where parked trucks are likely to conflict with passing heavy vehicles in the westbound lane.

The Committee also noted that the parking of trucks close to the Sportsground access may generate conflicts with high number of movements in and out of the access during commuter peak hours and sportsground events.

Discussion on options on how to accommodate a loading zone was raised. This may include indenting the Loading Zone on the southern kerb reducing the width of the footpath area and the removal of trees. Reducing the nature strip on a major pedestrian route to the Rail Station is not considered favourable. Similar road widening options of reducing the nature strip on the northern kerb was not supported.

The Police representative advised that constant enforcement of ongoing illegal parking activity is not the answer noting that there appears to be no provision for loading and unloading vehicles.

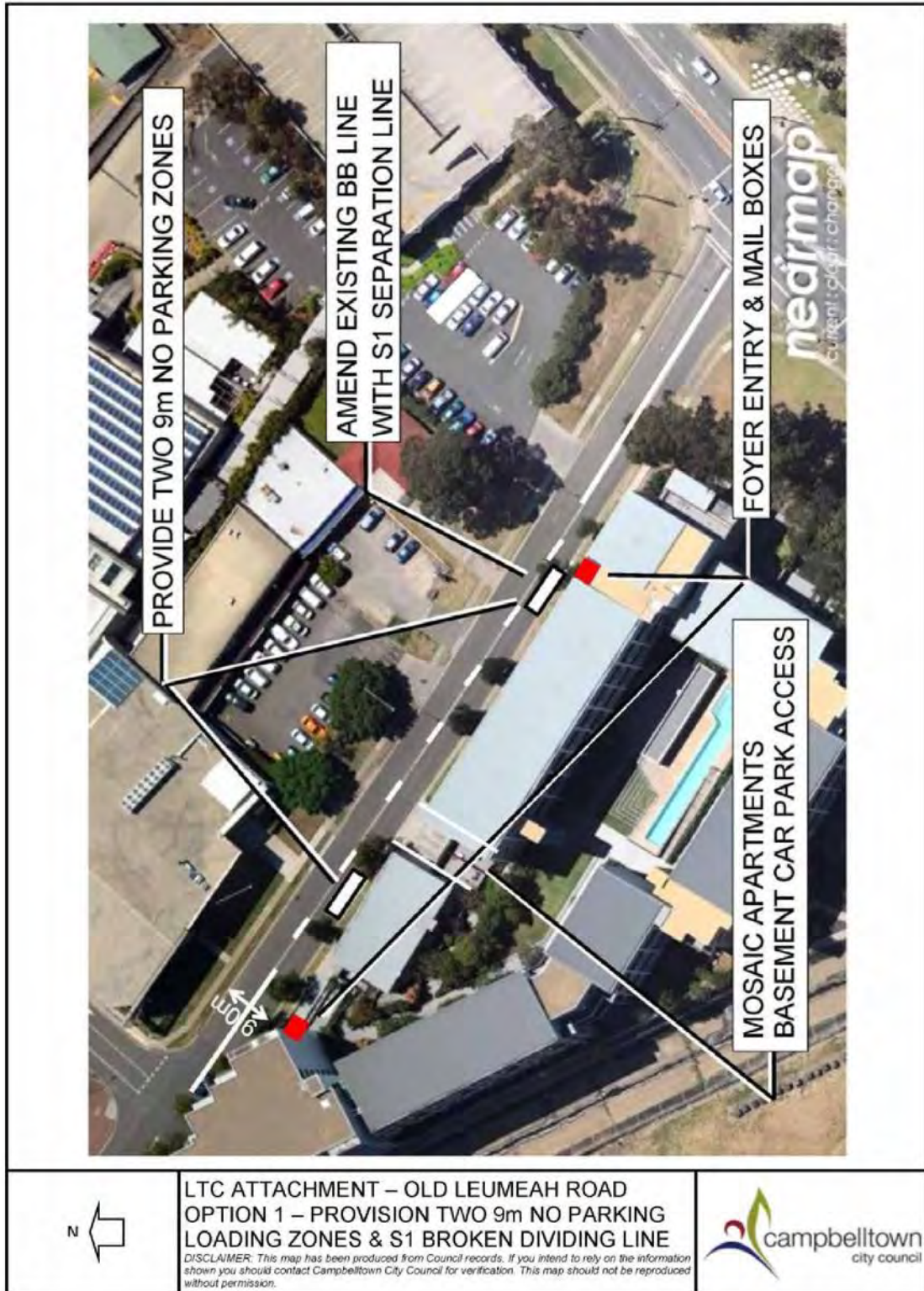
The Committee sought further information in regards to the Consent conditions at this development in providing provisions for deliveries. This information may assist in determining the direction to proceed on this matter.

Recommendation of Local Traffic Committee

That a report be presented back to the Committee providing information on the loading zone requirements for the Mosaic Apartment development.

ATTACHMENT 2

Option 1



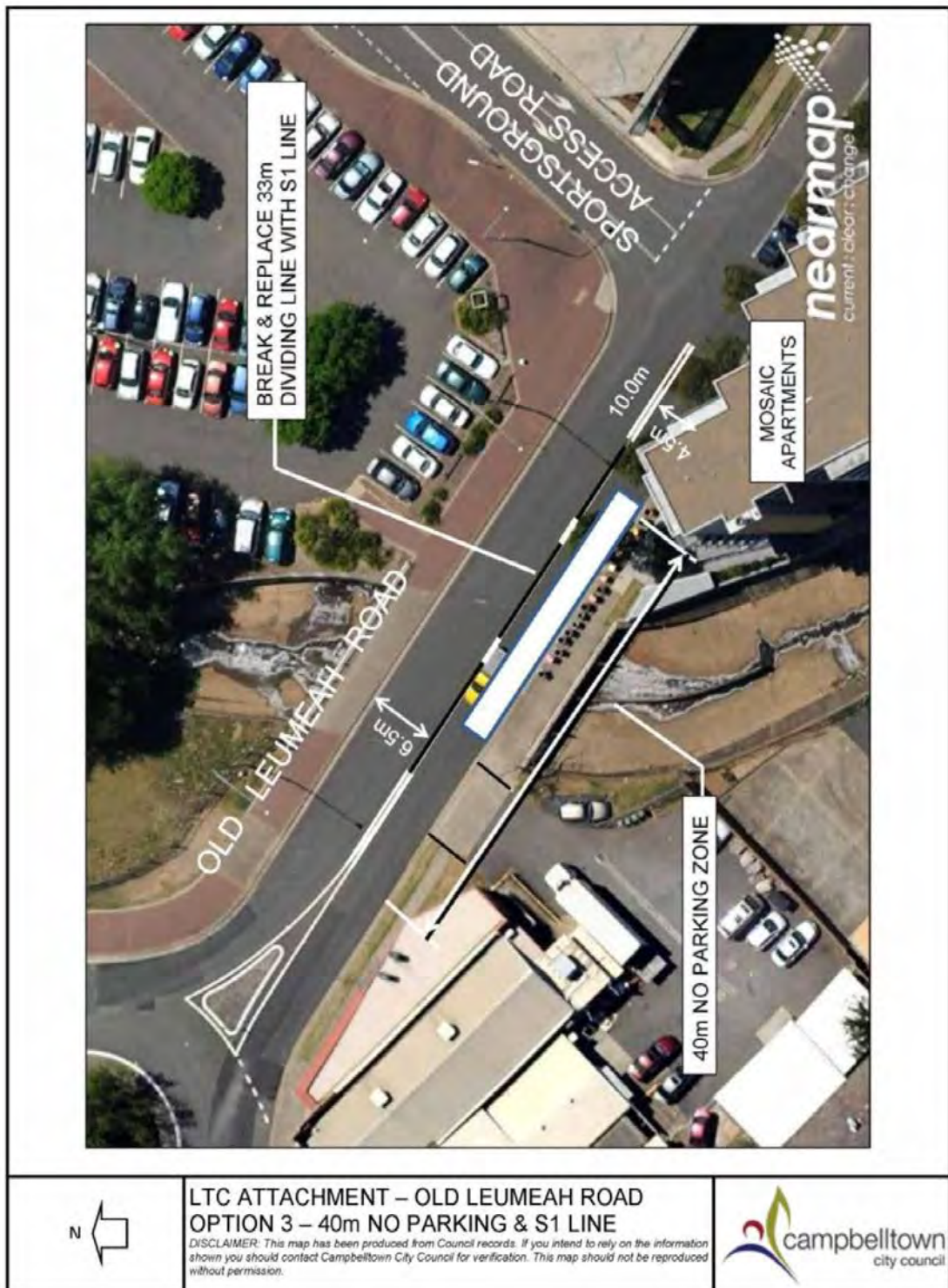
ATTACHMENT 2

Option 2



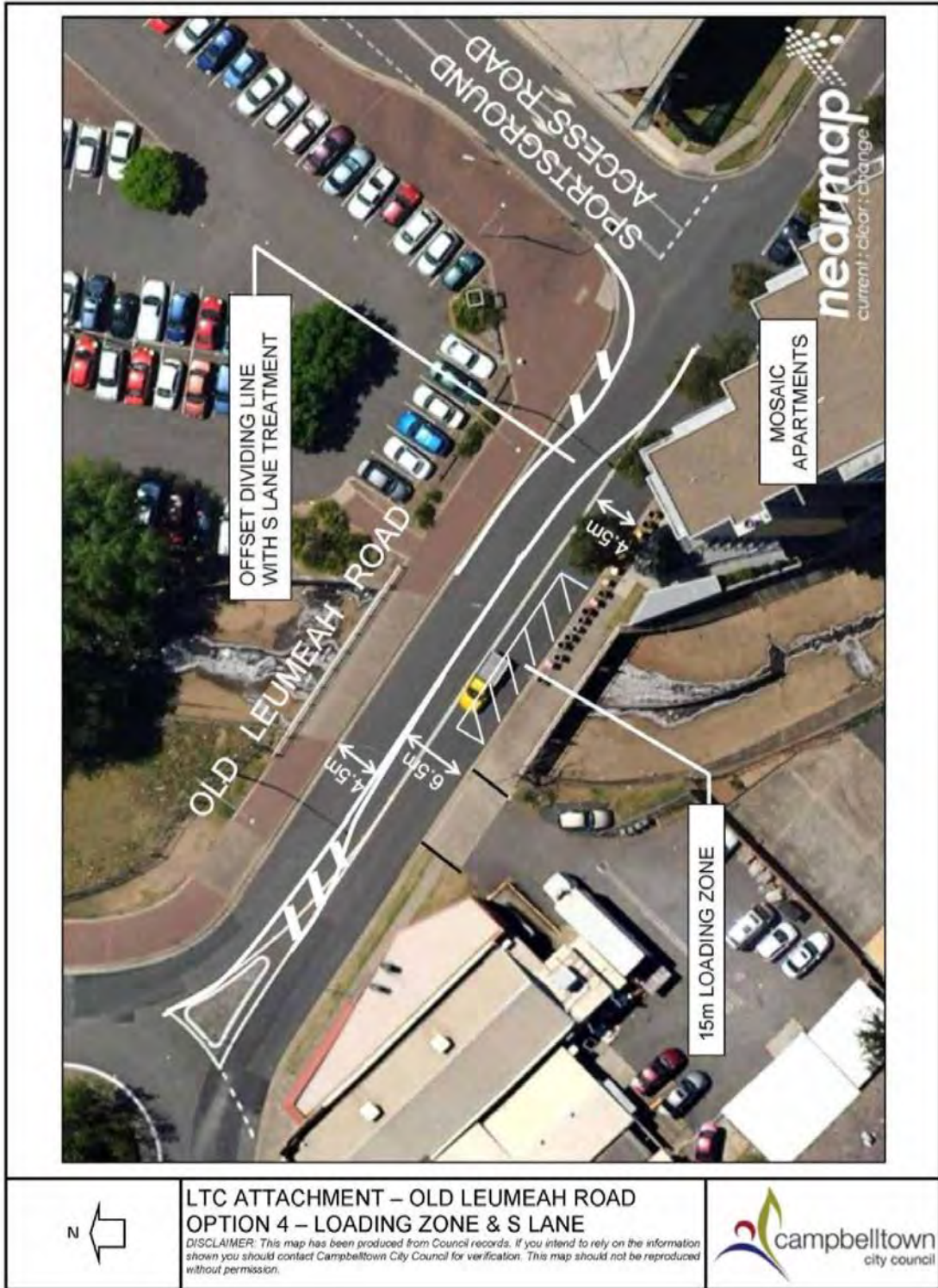
ATTACHMENT 2

Option 3



ATTACHMENT 2

Option 4



6. LATE ITEMS

No reports this round

7. GENERAL BUSINESS

LTC 13/18 Minto Road / Ohlfsen Road, Minto - Medium Island

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

Attachments

Nil

Discussion (13/06/2013)

The Interline Bus representative requested that Council reduce part of the medium island at the intersection of Minto Road and Ohlfsen Road, Minto due to buses not being able to make the right hand turn out of Ohlfsen Road, Minto.

The Manager Technical Services advised that Council will review the turning paths for the bus. If the median is impacting on the turning movement of the bus then instructions will be issued for the medium island to be reduced back and replaced with a painted island to allow buses to make the right hand turn.

Recommendation of Local Traffic Committee

That Council liaise with Road and Maritime Services regarding the works detailed in the report as it is a State road.

8. DEFERRED ITEMS

No reports this round

There being no further business the meeting closed at 9.50am.

K Lynch
ACTING CHAIRPERSON

ATTACHMENT 2



CAMPBELLTOWN TRAFFIC COMMITTEE MINUTES

13 June 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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CTC 13/17	Plough Inn Road and Old Leumeah Road Commuter car park temporary management
CTC 13/18	Guernsey Avenue, Minto - Intersection concerns with Jenner Street
CTC 13/19	Speed data results - Request Police Assistance
CTC 13/20	Shared Zone Review - Update
6.	LATE ITEMS
No reports this round	
7.	GENERAL BUSINESS
No reports this round	
8.	DEFERRED ITEMS
No reports this round	

CAMPBELLTOWN TRAFFIC COMMITTEE MINUTES

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

Minutes of the Campbelltown Traffic Committee held on 13 June 2013

1. ATTENDANCE

Campbelltown City Council

Manager Technical Services - Mr K Lynch (Acting Chairperson)
Coordinator Traffic and Road Design - Mr A Arora
Team Leader Traffic Investigation - Mr F Sirc
Administrative Assistant - Mrs L Radley

Roads and Maritime Authority

Mr J Suprain

Police Representatives

Senior Constable M Davies

Bus Companies

Busways - Mr S Grady
Interline - Mr B East

Representative of Member for Macquarie Fields

Mr R James

2. APOLOGIES

Councillor G Greiss
Sergeant M Cotton
Senior Engineer Traffic- Mr M Arya

An Acknowledgment of the Land was performed by the Acting Chairperson.

3. CONFIRMATION OF MINUTES

The Minutes of the previous meeting held on 16 May 2013 were recommended by the City Works Committee on 11 June 2013 and will be adopted by Council at its meeting on 18 June 2013.

4. BUSINESS ARISING FROM MINUTES

No reports this round

5. REPORTS LISTED FOR CONSIDERATION

CTC 13/17 Plough Inn Road and Old Leumeah Road Commuter car park temporary management

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

Attachments

1. Location Plan
2. Arenco Stage 4 Plan and a sample TCP

Background (13/6/2013)

Council has issued a contract to Arenco Pty Ltd to construct a pedestrian bridge and lifts across the Southern Railway linking Campbelltown Sportsground on the east side to Plough Inn Road northern parking area on the west side.

The contractor is presently taking possession of sites adjacent to the railway and will be requiring compounds occupying a number of parking spaces from both car parks on either side of the railway.

The Contractor has submitted a number of Traffic Control Plans (TCPs) for various stages of construction.

Council Officers have suggested changes to the traffic management of the Plough Inn Road north parking area. A submitted TCP shows the need for the occupancy of 44 parking spaces to house a compound but at the same time maintaining the existing bifurcation route around them. For safety reasons it is suggested that the access to the car park be maintained on the western side of the compound and close the eastern side of the compound to through traffic so there is no conflict between pedestrians and movements between the work site and the compound.

During the construction of the bridge Council Officers will monitor traffic circulation in the car park with the view of later considering a change to the future traffic management of the area by introducing a One Way system and the creation of a No Parking kiss and ride area at the foot of the pedestrian bridge.

A report will be brought back to the Local Traffic Committee to consider parking restriction changes and a One Way system to the bifurcation aisles of Plough Inn Road north parking area.

In regards to Old Leumeah Road commuter car park area at certain stages when there are cranes and the like access to the Tennis Club will be closed requiring a temporary access through the car park. There will also be minimal temporary possession of approximately six parking spaces throughout the project.

Council Officers have deployed a variable message sign advising commuters of the possession of the car park.

Officer's Recommendation

That the information on the traffic management for the construction of the pedestrian bridge be noted.

Discussion (13/06/2013)

The Manager Technical Services presented an overview of the construction of the pedestrian bridge going across the Southern Railway. It was highlighted that there may be a need for safety reasons to close the eastern access road adjacent to the bridge construction work zone. This closure may be full time for the length of the job or just during construction hours. This will be determined during the course of the construction works, a safe pedestrian passage will be maintained at all times.

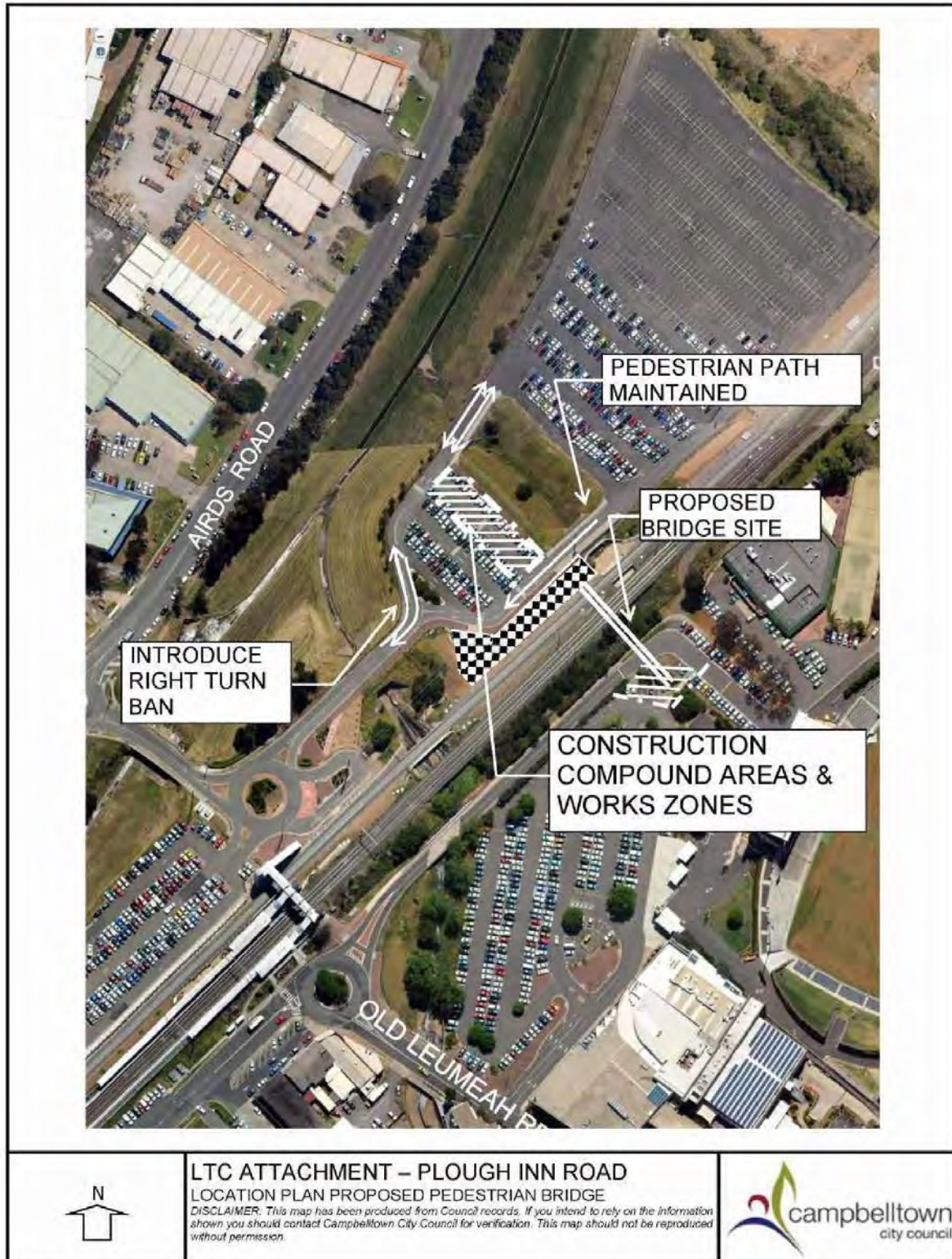
The Committee was advised that Council will also be investigating the provision of kiss and ride parking once the bridge has been completed.

Recommendation of Campbelltown Traffic Committee

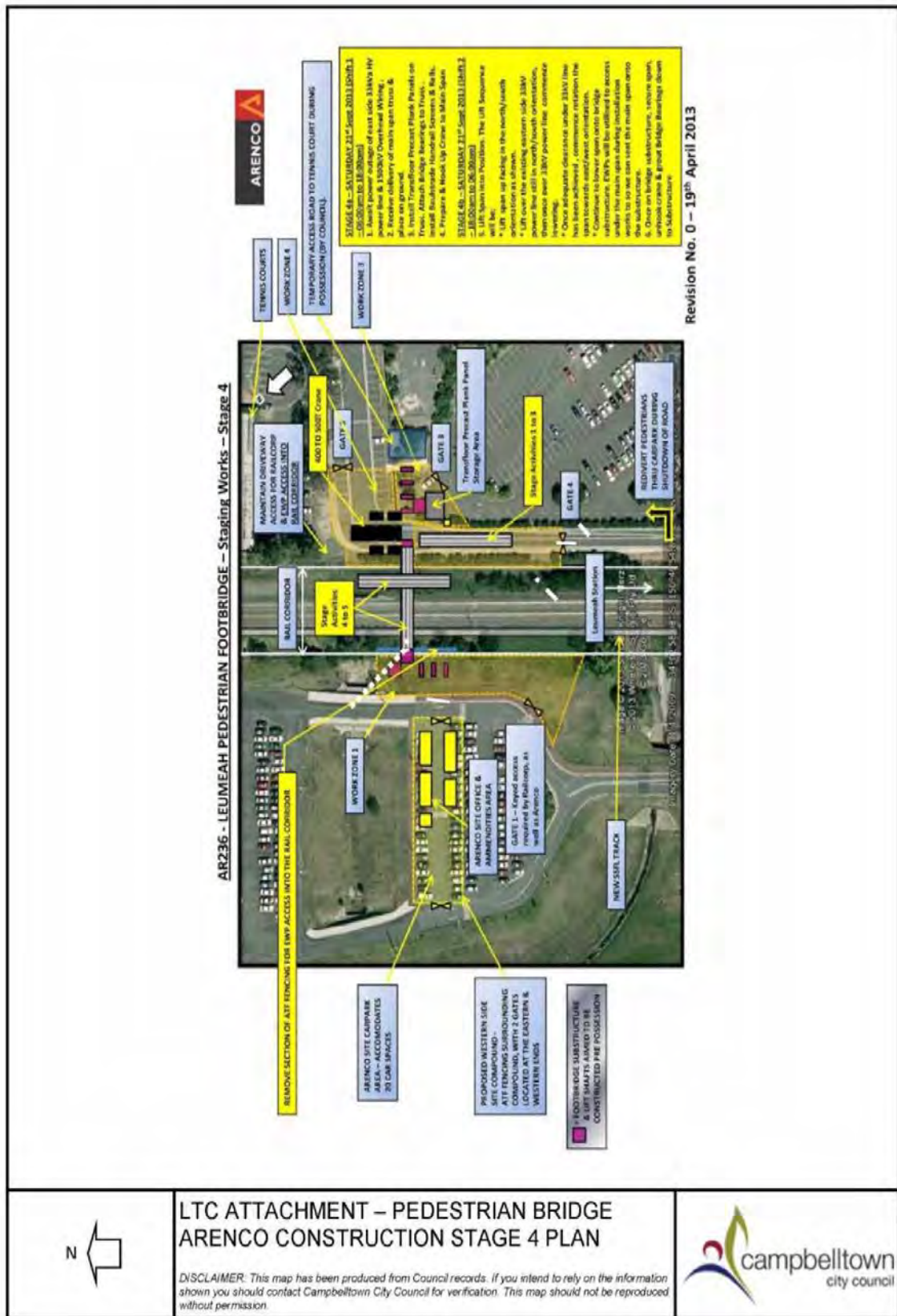
That the information on the traffic management for the construction of the pedestrian bridge be noted.

ATTACHMENT 1

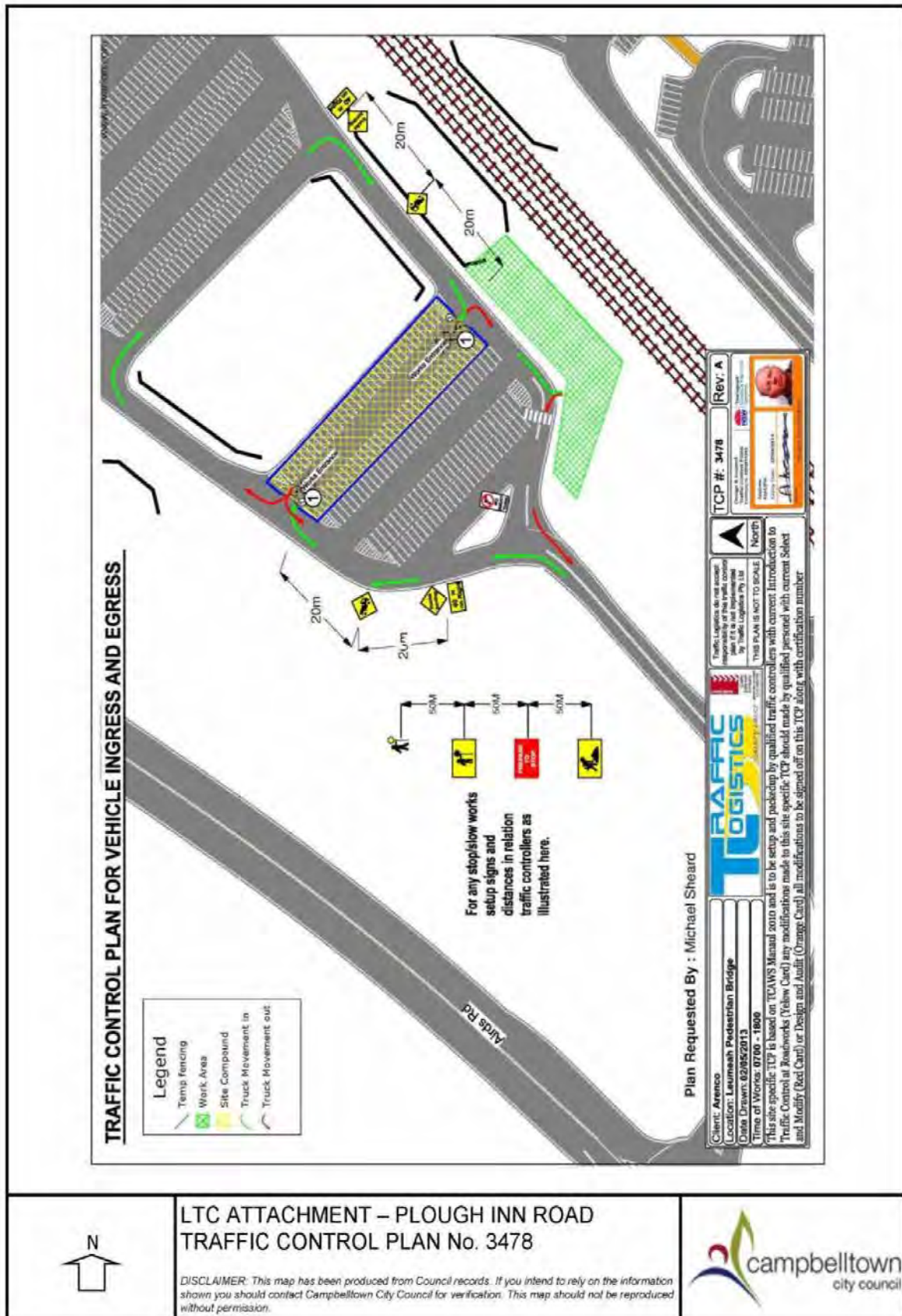
Location Plan courtesy of Nearmap



ATTACHMENT 2



ATTACHMENT 2



CTC 13/18 Guernsey Avenue, Minto - Intersection concerns with Jenner Street

Previous Report: TC 119/03
Electorate: Campbelltown
Author Location: Traffic and Road Design Unit

Attachments

Location Plans

Background (13/06/2013)

Council has been requested to investigate the need to provide a right turn from Guernsey Avenue into Jenner Street. It is reported that currently drivers are performing a dangerous U turn around the existing islands in order to access Jenner Street.

Prior to the redevelopment of the Minto area the intersection of Guernsey Avenue and Jenner Street was a left in and left out T intersection. A simple median island and pedestrian refuge was put in place to restrict traffic from a 'short cut' route along Edward Edgar Street and Jenner Street, between Ben Lomond Road and Guernsey Avenue. This facility was installed in 2004 following representations by the then Campbellfield Estate Neighbourhood action group.

In 2010 the intersection was reconstructed as part of the Minto One (Stage 3) development providing a fourth leg to the intersection (Ellery Street), a 'sea-gull' treatment while at the same time keeping a 'status quo' situation maintaining a median closure across Jenner Street.

With the Minto development project the local road network has changed now incorporating a new road connection, linking Pembroke Road and Guernsey Avenue via Monaghan Street.

Council also has had a number of representations by local residents regarding the loss of on-street parking along Guernsey Avenue due to the reconstruction of the intersection with Ellery Street. It was put to Council that consultation did not take place by UrbanGrowth NSW (previous Landcom) when providing the new intersection.

Due to the changed road network it has been suggested that the short cut route, which was an issue earlier, may not be an attractive route now due to the opening of Monaghan Street.

In reviewing the Roads and Maritime Services accident database for the five year period ending June 2012 only one accident has been reported in the vicinity of the intersection. It involved a southbound vehicle losing control off carriageway into trees or bushes just after midnight. No intersection vehicle to vehicle type accidents has occurred.

To address the above issues a number of options could be examined including:

1. Removal of the median island and creation of a 4 way intersection
 2. Provision of double barrier (unbroken) lines
-

3. Provision of a No U Turn sign
4. Police enforcement
5. Do nothing

Access into the Campbellfield Estate can be gained by travelling a further 300m along Guernsey Avenue, turning right into Longhurst Road then right into Blane Street. The estate is also easily accessed off Ben Lomond Road.

With the current stage of Minto One development to the south of Ben Lomond Road the intersection of Edward Edgar Street and Ben Lomond Road, the intersection of Edward Edgar Street and Ben Lomond Road becomes a four leg intersection providing access into this stage of the Minto One development. The opening of Jenner Street to the right turn from Guernsey Avenue may become a short cut for drivers wishing to access Minto One south of Ben Lomond Road. This would encourage drivers to leave the designed collector route of Guernsey Avenue and Longhurst Road.

Council has presently installed a CCTV traffic camera at the intersection with the view of analysing the driver behaviour at this intersection.

Should the removal of the median island be an option it is recommended that prior to being considered that Council undertake community consultation with the Campbellfield Estate community.

Officer's Recommendation

Item for discussion

Discussion (13/06/2013)

The Manager Technical Services presented several options for consideration. It was also advised that prior to the development of Minto One there was a right turn from Guernsey Avenue to Jenner Street. At the request of the residents in the Campbellfield Estate the right turn was removed. The residents at this time highlighted that the precinct was being used as a short cut.

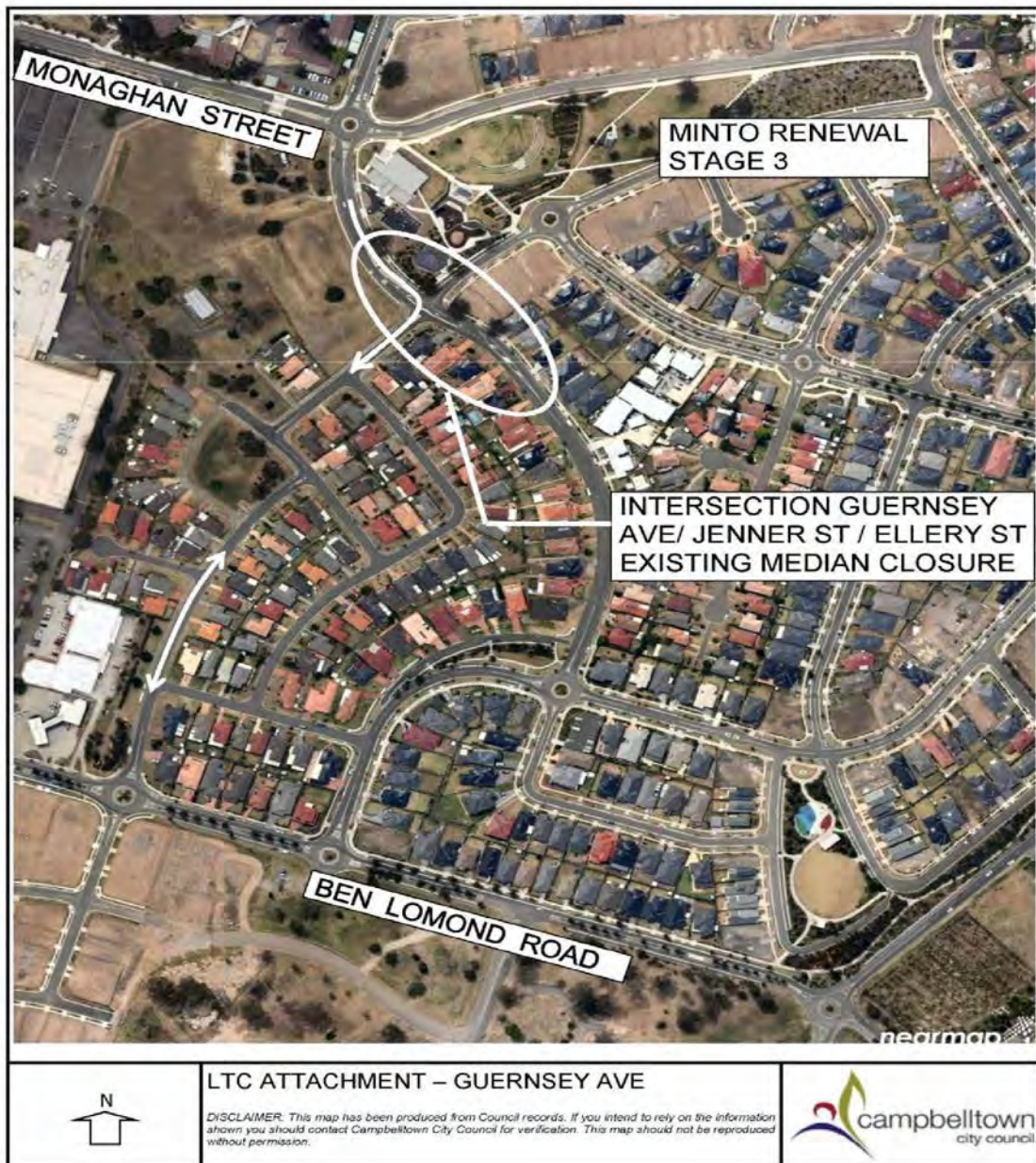
The Committee considered that by again opening the right hand turn into Jenner Street from Guernsey Avenue the short cut situation may commence again. The traffic volume may be greater this time as the intersection of Campbellfield Estate and Ben Lomond Road has changed from a T intersection to a four way intersection providing access to the residential area to the south of Ben Lomond Road.

The Committee agreed to extend the line marking along Guernsey Avenue just past Ellery Street to prevent motorists from making U-turns at this intersection. The Committee also agreed that Council install a No U Turn sign just after Ellery Street.

Recommendation of Campbelltown Traffic Committee

1. That Council does not support the removal of the right hand turn ban into Jenner Street, Minto.
 2. That Council installs a No U Turn sign in Guernsey Avenue to be located just past Ellery Street, Minto.
 3. That Council provides double barrier lines at the intersection of Guernsey Avenue and Ellery Street, Minto.
-

ATTACHMENT 1



ATTACHMENT 2



LTC ATTACHMENT – GUERNSEY AVE
LOCATION PLAN SHOWING INTERSECTION DETAILS

DISCLAIMER: This map has been produced from Council records. If you intend to rely on the information shown you should contact Campbelltown City Council for verification. This map should not be reproduced without permission.



CTC 13/19 Speed data results - Request Police Assistance

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

Attachments

Nil

Background (13/06/2013)

Council has received numerous requests from the local community in regards to the safety of residents and road users with respect to speeding motorists in various streets in the Campbelltown LGA.

Council Officers have investigated the sites raised by residents together with other identified sites by placing a traffic radar speed counter at the following locations:

Aberfeldy Crescent, St Andrews

Traffic Radar Counter was installed at two locations in Aberfeldy Crescent. The results indicate an average speed of 45km/h and 85th percentile speeds of 55km/h for both directions at both sites. Although the majority of traffic is travelling close to the speed limit there were a number of readings exceeding 70km/h in the evening periods.

Boythorn Avenue, Ambarvale

Council installed a counter covering three days. The 85th percentile speed was 61km/h, which is 10km/h over the speed limit. There were a number of readings exceeding 70km/h with one reading of 104km/h recorded at approximately 7pm. Boythorn Avenue connects Harthouse Road to Copperfield Drive.

Bristol Avenue, Raby

A radar counter was deployed in Bristol Avenue, a minor local road linking Sopwith Avenue and Sunderland Drive, Raby. The majority of vehicles are travelling at or below the general urban speed limit with a few vehicles travelling above 60km/h during the course of a day.

Broughton Street, Campbelltown

A radar counter was placed in Broughton Street, west of Hume Street, in the sag of the road as part of a 'blackspot' accident investigation. The 85th percentile speeds for both eastbound and westbound, 72km/h and 69km/h respectively, exceeds the speed limit of 60km/h. A considerable number of readings were found exceeding 80km/h during the day. There was one reading at midday (Thursday) of 120km/h for the westbound direction and two eastbound readings of over 120km/h after midday, Saturday. The data did not highlight any particular period for speeding with regular readings of 100km/h throughout the day.

Coachwood Crescent, Bradbury

A radar counter was installed 30m west of Sassafras Close. The results give an 85th percentile speed of 55km/h and average speeds of 46km/h. There are regular top speeds above 60km/h in the course of a day.

Copperfield Drive, Rosemeadow

A radar counter was placed 40m South of Vernon Close, which is south of Glendower Street. The 85th percentile speed is 63km/h with regular top speeds exceeding 80km/h during the course of a day. Over three days, Friday to Sunday, a number of vehicles were over 100km/h.

Englorie Park Drive, Glen Alpine

A radar counter was placed at two sites on Englorie Park Drive; 370m North of Invergowrie Avenue and 215m North of Mt Sugarloaf Drive. The 85th percentile speeds range from 69 to 73km/h for various directions with up to 66% motorists exceeding the speed limit. Over a 4 day period there were regular top speeds over 100km/h. A top speed of 136km/h was recorded in the early hours of a Thursday morning.

Glendower Street, Rosemeadow

A radar counter was set up over a 4 day period in Glendower Street 60m west of Sebastian Avenue; towards the higher section of the street, closer to the Nursing home than towards on Copperfield Drive. The results show an 85th percentile speed of approximately 57 km/h for each direction. Although the results show vehicles are travelling close to 10% over the speed limit a number of vehicles were recorded over 70km/h with one vehicle registering 90km/h.

Heritage Way, Glen Alpine

A counter was placed in Heritage Way 215m South of Glen Alpine Drive (western intersection). The 85th percentile speeds are towards 69km/h with regular speed readings reaching 90km/h. One reading was recorded at 142km/h on a Sunday.

Macleay Street, Bradbury

A counter was installed in Macleay Street 60m east of Athel Tree Crescent. Macleay Street is a local road connecting Jacaranda Avenue and St Johns Road. The road has a 55km/h 85th percentile speed. Top speeds are regularly found above 65km/h.

Macquarie Avenue, Leumeah

A radar counter was installed in Macquarie Avenue, Leumeah, 25m south of Gilmore Street. This section of Macquarie Avenue forms part of a major local collector road linking Waminda Avenue and O'Sullivan Road. Results indicate that the 85th percentile speed matches the 60km/h speed limit; however top speeds are often found over 80km/h during the course of each day. Over a four day period one vehicle was recorded at 108km/h.

Westmoreland Road, Leumeah

Council deployed a radar counter approximately 210 metres east of Pembroke Road, about two thirds of the way to the roundabout at Townson Avenue. The data shows a very good correlation between the 85th percentile speed and the speed limit of 60km/h. Despite this finding there is a distinct and regular difference between the 85th percentile speeds and the maximum speeds with many vehicles exceeding 80km/h during the course of a day. Over a 4 day period one reading was recorded at 103km/h; being within 100 metres of a roundabout it had little effect on the higher speeds.

It is recommended that Council forward the speed survey results to the Police to assist with their speed tasking. Council Officers will be seeking a report from the Police on the outcome of the various tasking, hopefully determining if Police presence will have an impact on driver behaviour. Some of the above sites have already been referred to the Police.

Officer's Recommendation

1. That Council forward the reported list of sites together with supporting data to NSW Police for speed tasking.
2. That Council seek a report from the Police on the effect of speed tasking for each of the sites and a report be brought back to the Committee.

Discussion (13/06/2013)

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

Recommendation of Campbelltown Traffic Committee

1. That Council forward the reported list of sites together with supporting data to NSW Police for speed tasking.
 2. That Council seek a report from the Police on the effect of speed tasking for each of the sites and a report be brought back to the Committee.
-

CTC 13/20 Shared Zone Review - Update

Previous Report: CTC 13/13
Electorate: Campbelltown
Author Location: Traffic and Road Design Unit

Attachments

Nil

Background (13/06/2013)

The Chairperson of the Local Traffic Committee at its meeting of 18 April 2013 requested a report on the possible replacement of the 10km/h Shared Zones in the Ingleburn area with 40km/h High Pedestrian activity zones.

Following recent discussions with the Roads and Maritimes Services they have agreed and approved funding for the carrying out of traffic studies in the Ingleburn CBD and Macarthur Square/ Park Central precinct areas.

The Committee is advised that the gathering of traffic data has commenced together with the engagement of traffic consultants to study pedestrian movements in these areas.

Officer's Recommendation

That the information be noted.

Discussion (13/06/2013)

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

Recommendation of Campbelltown Traffic Committee

That the information be noted.

6. LATE ITEMS

No reports this round

7. GENERAL BUSINESS

No reports this round

8. DEFERRED ITEMS

No reports this round

There being no further business the meeting closed at 10.20am.

K Lynch
ACTING CHAIRPERSON

1.2 Coalition of Councils for High Speed Rail

Reporting Officer

Manager Technical Services

Attachments

1. Draft Memorandum of Understanding
2. Casula/Moorebank - Douglas Park alignment options

Purpose

To advise Council of an invitation to enter into a Memorandum of Understanding for the Coalition of Councils for High Speed Rail 'the Coalition'.

Report

A report on the High Speed Rail proposal was presented to Council at its meeting held 18 June 2013 (City Works Agenda Item 1.4).

Correspondence has been received from the Mayor of Goulburn Mulwaree Council proposing the establishment of a Coalition of Councils to promote high speed rail and its benefits to the broader Australian community. The Mayor of Goulburn Mulwaree Council has suggested that if the project is to become a reality public support and constant pressure is required to keep it on the political agenda. The Coalition will advocate for the following:

- Tri-partisan support for the concept of high speed rail and government commitment to commence detailed engineering plans for stage one
- Land acquisition of the rail corridor to commence
- Shorter construction times

The Mayor of Goulburn Mulwaree Council is seeking Councils support to join the Coalition and has forwarded a draft Memorandum of Understanding (MoU) for Council's consideration to establish the Coalition's support for High Speed Rail and advocate for Sydney, Canberra, Melbourne and the four proposed regional areas (Southern Highlands, Wagga Wagga, Albury and Shepparton) to be connected by this mode of transport.

The MoU recognises Geoff Kettle, Mayor the Goulburn Mulwaree Council as the peak spokesperson for the Coalition but also encourages the Coalition members to publicly promote High Speed Rail.

Under the MoU all parties are committed to collaborating with members of the Coalition and other stakeholders in supporting the purpose of the MoU.

The MoU is not legally binding however reflects the Coalition's commitment to high speed rail becoming a reality along Australia's East Coast.

As reported to Council on 18 June 2013, that in Phase 2 of the High Speed Rail study identifies three potential alignment options that traverse the Campbelltown Local Government Area, it is considered appropriate that this Council join the Coalition of interested Councils impacted by the Sydney to Melbourne route.

Further, the Phase 2 Report indicates consideration of a potential 'peripheral' station (as part of the High Speed Rail Project) at a site to the east of Glenfield Business Centre. The recognition of a potential station near to Glenfield, or any other site within the Campbelltown area, should be considered as a strategic advantage for the emerging regional city status of Campbelltown, and particularly from a longer term economic development prospective.

An opportunity would be afforded by Council's participation in the Memorandum of Understanding to advocate to other councils, and higher levels of Government, the advantages of and support for the establishment of a new high speed rail station at or in close proximity to Glenfield, or any alternative site potentially in proximity to the Campbelltown Regional City Centre. A high speed rail station at such a location would enhance access to the City from the Southern Highlands and beyond, and be likely to develop into a strategic hub for future private sector investment.

Officer's Recommendation

That Council enter into the Memorandum of Understanding with the other Councils impacted by the High Speed Rail proposal from Sydney to Melbourne.

Committee's Recommendation (Mead/Chanthivong)

That the Officer's Recommendation be adopted.

Council Meeting 16 July 2013 (Lake/Borg)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 149

That the Officer's Recommendation be adopted.

ATTACHMENT 1

MEMORANDUM OF UNDERSTANDING - DRAFT

Between

The Coalition of Councils for High Speed Rail (the Coalition)

In support of

High Speed Rail connecting cities and regional areas along Australia's east coast

1 Purpose

High speed rail will be a transformational project for regional Australia. However, it will not become a reality without public support and constant pressure to keep it on the political agenda.

The purpose of this Memorandum of Understanding (MOU) is to establish the Coalition's support for High Speed Rail and advocate for connect Sydney, Canberra, Melbourne and the four proposed regional areas (Southern Highlands, Wagga Wagga, Albury and Shepparton) to be connected by this mode of transport.

The MOU recognises Geoff Kettle, Mayor of the Goulburn Mulwaree Council as the peak spokesperson for the Coalition but also encourages Coalition members to publicly promote High Speed Rail.

All parties are committed to collaborating with members of the Coalition and other stakeholders in supporting the purpose of the MOU.

This MOU is not legally binding but instead reflects the Coalitions commitment to high speed rail becoming a reality along Australia's East Coast.

2 The Coalition

The coalition of this MOU consists of:

Albury City Council	Mitchell Shire Council
Benalla Rural City Council	Strathbogie Shire Council
Campbelltown City Council	Upper Lachlan Shire Council
Goulburn Mulwaree Council	Wagga Wagga Council
Greater Hume Council	Wangaratta Rural City Council
Greater Shepparton City Council	Wingecarribee Shire Council
Gundagai Shire Council	Wodonga City Council
Hume City Council	Wollondilly Shire Council
Indigo Shire Council	Yass Valley Council

3 Background

On Thursday 11 April 2013, The Hon Anthony Albanese released stage two of the Government's high speed rail feasibility study for public comment.

The study identifies a 1,748km preferred route to be rolled out in two stages (see Appendix A for route map):

- Stage one: Sydney, Southern Highlands, Canberra, Wagga Wagga, Albury Wodonga, Shepparton, Melbourne.
- Stage two: Sydney, Central Coast, Newcastle, Taree, Port Macquarie, Coffs Harbour, Grafton, Casino, Gold Coast, Brisbane.

The study found that:

- The full line construction would cost an estimated \$114 billion (2012). While the total cost is very large, this would be spread over many years, with total annual project capital expenditure ranging from \$2 - \$8 billion in the eight years prior to Sydney-Canberra opening, and then \$2 - \$7 billion per year until the full network is operational.
- The first stage is set to cost \$49.9 billion. Broken down this is equal to \$23 billion to link Sydney, the Southern Highlands and Canberra with travel times of 64 min Sydney to Canberra, or 29 mins Sydney – Southern Highlands and 39 min Southern Highlands to Canberra. Another \$26.9 billion would extend the line to Melbourne, linking our two largest cities and four key regional centres, with a Melbourne-Sydney travel time of 2 hrs 44 min, or Sydney – Albury Wodonga in 1hr 55 min, Albury Wodonga – Southern Highlands in 1h 31 min and Albury Wodonga - Canberra in 1hr 16 min.
- In 2009, approximately 152 million trips were made along Australia's East Coast. By 2065 without high speed rail, travel on our East Coast is forecast to reach 355 million trips. If the high speed rail network is fully operational by 2065, forecasts indicate that 83.6 million passengers would travel by high speed rail annually.
- High speed rail could open up regional Australia, providing the potential for economic development and productivity growth through tourism and changes to commuting patterns.
- The network would operate frequent services between capital cities and regional centres. Train frequencies will depend on demand but the report proposes the following peak service frequencies stopping at regional areas in 2065¹:

Route	Inter-capital regional trains
Sydney – Canberra (via Southern Highlands)	2 trains per hour in each direction
Sydney – Melbourne (via Wagga Wagga, Albury-Wodonga, Shepparton)	2 trains per hour in each direction
Canberra – Melbourne (via Wagga Wagga, Albury-Wodonga, Shepparton)	1 trains per hour in each direction

¹ High Speed Rail Study Phase 2 Report – Key findings and executive summary, pp 9, Table ES-3.

4 Objectives

To promote high speed rail and its benefits to the broader Australian community, particularly regional Australia and advocate for construction to commence.

Specifically, the Coalition advocates for:

- Tri-partisan support for the concept of high speed rail and government commitment to commence detailed engineering plans for stage one.
- Land acquisition of the rail corridor to commence.
- Shorter construction times

5 General

The relationship between the parties is and will remain that of independent parties. No party may attempt to bind or represent the other in any way.

This MOU does not impose any financial obligation on any party.

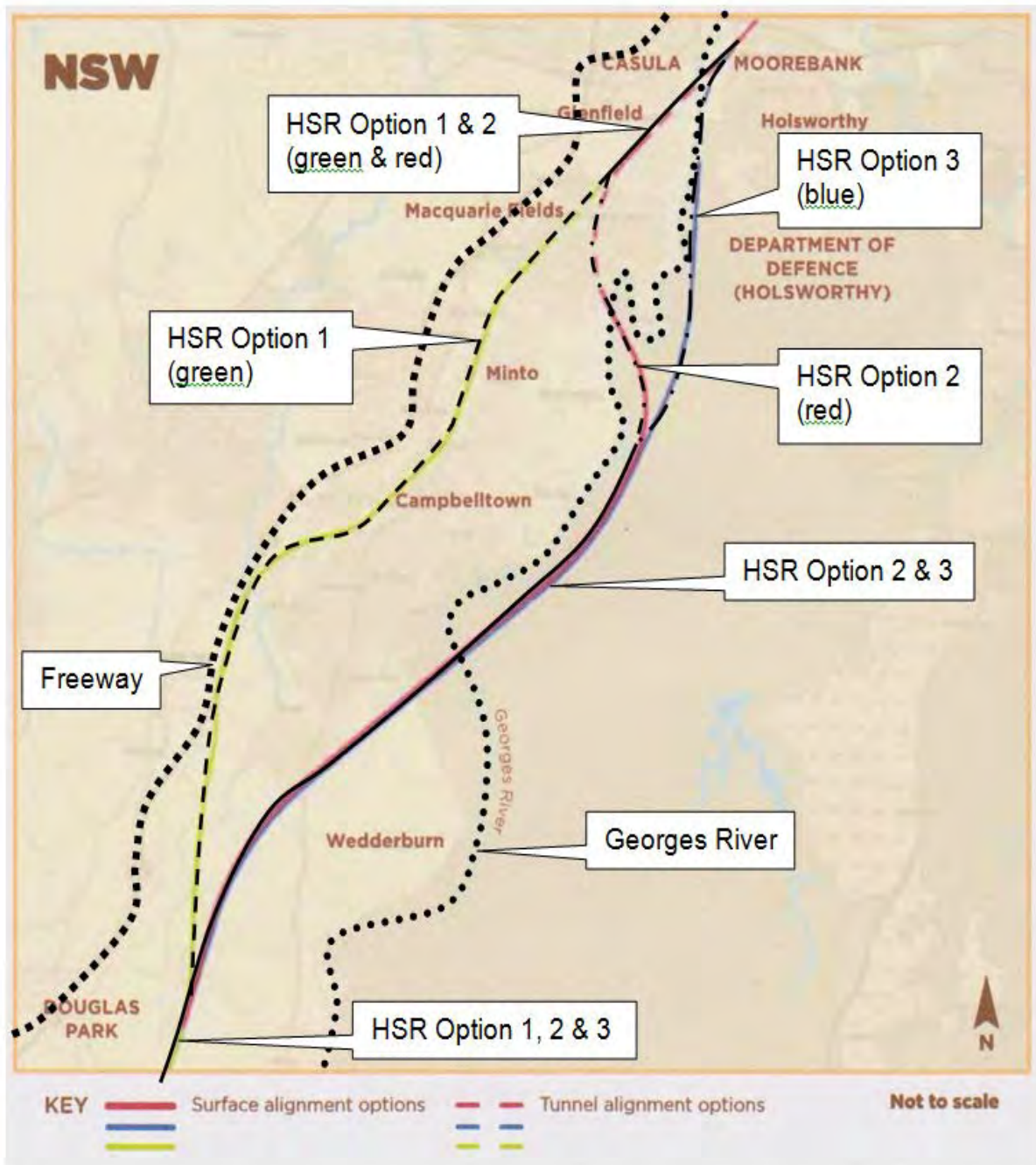
Each party acknowledges that other parties may enter into separate agreements or arrangements with other parties without reference to other party members.

The parties may sign multiple copies of this MOU, with each signed MOU having equal force and effect.

6 Coalition Members

On behalf of	Name & Position	Signature	Date
Albury City Council			
Benalla Rural City Council			
Campbelltown City Council			
Goulburn Mulwaree Council			
Greater Hume Council			
Greater Shepparton City Council			
Gundagai Shire Council			
Hume City Council			
Indigo Shire Council			
Mitchell Shire Council			
Strathbogie Shire Council			
Upper Lachlan Shire Council			
Wagga Wagga Council			
Wangaratta Rural City Council			
Wingecarribee Shire Council			
Wodonga City Council			
Wollondilly Shire Council			
Yass Valley Council			

ATTACHMENT 2



Casula/Moorebank-Douglas Park High Speed Rail alignment options

1.3 Narellan Road Upgrade - Status Report

Reporting Officer

Manager Technical Services

Attachments

Nil

Purpose

To provide Council with an update on the proposed Narellan Road upgrade project.

Report

Further to the report presented to Council at its meeting held 23 April 2013 (City Works Item 1.5), the Roads and Maritime Services (RMS) placed the Review of Environmental Factors (REF) for the project on display for comment by 11 June 2013.

Council advised the RMS of Council's overall support for the proposed upgrade works and raised the following issues:

- Council suggested the project's three stages be scheduled so that each stage be closely followed by the next to minimise traffic disruptions
 - Council supported the proposed staging of the works and acknowledged that the access upgrade to UWS and TAFE had been brought forward to Stage 1 of the proposed works
 - It was noted that the Heritage Report did not indicate that the land resumption for the relocated ramp would have any effect on the 'Stations of the Cross'. Council requested that during the detailed design stage that consideration be given to modifying the design of the ramp to avoid any land resumption as well as reducing the loss of vegetation needed to provide the ramps
 - Council also supported the construction of a shared pathway (bicycle and pedestrian) along the full length of Narellan Road including the proposal for the construction of a new pedestrian bridge on the southern side of the existing road bridge. Council requested further consultation in the early stage of design for the pedestrian bridge to ensure it is in character with the area.
-

- Council agreed with the proposed positioning of the Incident Facility Building and the overall design however requested the opportunity to provide further comment on the final design.

Further updates regarding the upgrade will be provided as they become available.

Officer's Recommendation

That the information be noted.

Committee Meeting 9 July 2013

Having declared an interest in regard to Item 1.3, Councillor Chanthivong left the Chamber and did not take part in debate nor vote on this item.

Committee's Recommendation (Borg/Dobson)

That the Officer's Recommendation be adopted.

At the conclusion of the discussion regarding Item 1.3, Councillor Chanthivong returned to the Chamber for the remainder of the meeting.

Council Meeting 16 July 2013

Having declared an interest in regard to Item 1.3, Councillor Chanthivong left the Chamber and did not take part in debate nor vote on this item.

Council Meeting 16 July 2013 (Hawker/Borg)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 150

That the Officer's Recommendation be adopted.

At the conclusion of the discussion regarding Item 1.3, Councillor Chanthivong returned to the Chamber for the remainder of the meeting.

1.4 Community Safety Sub Committee

Reporting Officer

Manager Technical Services

Attachments

Nil

Purpose

To seek Council's agreement to appoint community members to the Community Safety Sub Committee.

Report

In accordance with the *Local Government Act 1993*, membership to the Community Safety Sub Committee lapsed at the end of the Council term on 8 September 2012.

Council considered a report at the Extraordinary meeting held on 18 September 2012 seeking nominations for the two Councillor positions on the Community Safety Sub Committee. Only one nomination was received, that being for Councillor Hawker who was appointed as Chair to the Community Safety Sub Committee.

At a subsequent meeting on 20 December 2012, Councillor Lound was appointed as Deputy Chair to the Community Safety Sub Committee.

Following a review of the operation of the Community Safety Sub Committee Council at its meeting of 23 April 2013 resolved that the Committee consist of nine members, drawn from the following:

- two Councillors
- three Community representatives
- the Commander of Campbelltown Police LAC (or nominee)
- the Commander of Macquarie Fields Police LAC (or nominee)
- representative from the Department of Family and Community Services (Housing NSW)
- representative from the Police Citizens Youth Club (PCYC)

An advertisement was placed in the Macarthur Advertiser and Macarthur Chronicle seeking nominations from community members interested in filling the three vacant community representative positions on the Community Safety Sub Committee.

Two nominations were received, being from Mr Allan Connolly and Mr Oscar Cordoba.

It is recommended that Council appoint the abovementioned people to the Community Safety Sub Committee for the term of the Council.

Council staff will continue to seek an additional community representative to fill the remaining vacant community representative position on the Community Safety Sub Committee.

Officer's Recommendation

1. That Mr Allan Connolly and Mr Oscar Cordoba be appointed as Community Representatives to the Community Safety Sub Committee for the term of the current Council.
2. That Council staff continue to seek an additional community representative to fill the remaining vacant community representative position on the Community Safety Sub Committee.

Committee's Recommendation (Borg/Hawker)

That the Officer's Recommendation be adopted.

Council Meeting 16 July 2013 (Lake/Borg)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 149

That the Officer's Recommendation be adopted.

2. OPERATIONAL SERVICES

2.1 Graffiti Removal Day 2013

Reporting Officer

Manager Operational Services

Attachments

Nil.

Purpose

To advise Council of the upcoming Graffiti Removal Day for 2013 coordinated by Rotary Down Under Incorporated.

History

This is an annual event which encourages the whole community to take part in the cleaning and removal of graffiti vandalism in local communities.

Report

This Graffiti Removal Day will be held on Sunday 20 October 2013 and is being co-ordinated by Rotary Down Under Incorporated.

The aim of the Graffiti Removal Day is to encourage the community to volunteer their time and get involved in the removal and prevention of graffiti.

To promote and encourage participation in Graffiti Removal Day 2013, Rotary will undertake a comprehensive marketing campaign. The campaign will be organised by Rotary with a focus on promoting the day through major and local media outlets as well as online through social media. Rotary will provide brochures, posters and large signs to local Rotary Clubs, Councils, businesses, community organisations and government agencies.

Council will also promote the day via its website, local media and social media.

Council with Rotary are currently working together to determine sites for this year's event. The following sites are being assessed for suitability:

1. laneway between Lincoln Street to Somerset Street, Minto - along factory boundary walls
2. Treelands Walk Reserve, Ingleburn - throughout the reserve area long the fence lines.

Officer's Recommendation

That the information be noted.

Committee's Recommendation (Mead/Chanthivong)

That the Officer's Recommendation be adopted.

Council Meeting 16 July 2013 (Lake/Borg)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 149

That the Officer's Recommendation be adopted.

2.2 Endeavour Energy - Tree Pruning Maintenance

Reporting Officer

Manager Operational Services

Attachments

1. Extract from *Electricity Supply Act 1995*
2. Extract from Industry Safety Steering Committee (ISSC) 3 publication 'Guide to Tree Planting and maintaining safety clearance near power lines'
3. Tree trimming notification form

Purpose

To advise Council of community feedback regarding the pruning of Council's footpath trees by contractors for Endeavour Energy.

Report

Council has recently received community feedback regarding the tree pruning methods coordinated by Endeavour Energy near power lines.

Endeavour Energy is a state-owned energy corporation and is incorporated under the *Electricity Supply Act 1995*.

Council has no jurisdiction over power companies under the *Electricity Supply Act 1995* (extract from Act attached) and cannot enforce pruning standards that Council would normally apply. Under the Act, the energy companies have the right to maintain a 'safe clearance for power lines'. As a consequence, Endeavour Energy does not require Council's prior consent to undertake pruning works, which is required in most other circumstances where prior approval is required under Council's Tree Management Order.

Meeting held 2 July 2013

Following a review by Council staff of recent pruning activities undertaken by the contractor for Endeavour Energy a meeting was requested with relevant management representatives from Endeavour Energy to clarify the extent of tree vegetation removal being undertaken.

In viewing the photographic evidence presented by Council staff, Endeavour Energy advised that the pruning work undertaken is in accordance with Endeavour Energy's Tree Management Plan and complies with the relevant industry codes of practice as outlined in the Industry Safety Steering Committee (ISSC) 3 publication 'Guide to Tree Planting and maintaining safety clearance near power lines'. Further reference was made to compliance with the relevant Australian Standard – AS 4373-2007 Pruning of Amenity Trees.

Tree Management Plan

The Endeavour Energy Tree Management Plan highlights the factors considered in managing vegetation, the factors relating to particularly to residential areas include:

- Safety - to ensure safe operation of the network remains a priority in managing vegetation in proximity to power lines.
- Network reliability - suggesting that a significant proportion of electricity blackouts during storms are caused by trees that have damaged power lines.
- Bushfire protection - in areas prone to bushfire, maintaining safe clearances to prevent the ignition of bushfires from electricity lines remains a priority.
- Streetscape amenity - the contribution of trees to the visual amenity of the streetscape is recognised and considered in the approach to vegetation management. Where the maintenance of safety clearance distances is considered to have a significant impact on visual amenity, the feasibility of alternatives will be evaluated.

While Council staff acknowledge the need for such vegetation management works, particularly for safety and service reliability, there is concern that Endeavour Energy does not provide a suitable balance to maintain local streetscape amenity or the natural environment.

Officer's Recommendation

1. That Council liaise further with Endeavour Energy to clarify the minimum pruning requirements in the vicinity of power lines in residential streets.
2. That Council request Endeavour Energy to provide a presentation on the Tree Management Plan in residential areas at a future briefing night.

Committee's Recommendation (Borg/Chanthivong)

That the Officer's Recommendation be adopted.

Council Meeting 16 July 2013 (Lake/Borg)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 149

That the Officer's Recommendation be adopted.

ATTACHMENT 1

ELECTRICITY SUPPLY ACT 1995 - SECT 48

Interference with electricity works by trees

48 Interference with electricity works by trees

- (1) This section applies if a network operator has reasonable cause to believe that a tree situated on any premises:
- (a) could destroy, damage or interfere with its electricity works, or
 - (b) could make its electricity works become a potential cause of bush fire or a potential risk to public safety.
- (2) In those circumstances, a network operator:
- (a) may serve a written notice on the owner or occupier of the premises requiring the owner to trim or remove the tree, or
 - (b) in an emergency, may, at its own expense, trim or remove the tree itself.
- (3) A notice under subsection (2) (a):
- (a) must specify the work to be carried out, and
 - (b) must specify a reasonable time within which the work is to be carried out, and
 - (c) must include an undertaking by the network operator to pay the reasonable cost of carrying out the work.
- (4) Subsection (3) (c) does not apply in either of the following circumstances:
- (a) if, after the electricity works were first laid or installed, an owner or occupier of the premises planted the tree, or caused or permitted the tree to be planted, in circumstances in which the owner or occupier ought reasonably to have known that destruction of, damage to or interference with the works would result,
 - (b) the land in or on which the tree is located, and on or over which the works are located, was the subject of an easement in favour of the network operator (or a predecessor of the network operator) when the tree was planted.
- (5) If the work is not carried out as required by the notice, the network operator may carry out the work itself.
- (6) The cost of carrying out the work may be recovered by the network operator in a court of competent jurisdiction as a debt owed to it by the owner of the premises on which the tree is situated, but only in the circumstances referred to in subsection (4).
- (7) This section applies despite the existence of a tree preservation order or environmental planning instrument (other than a State environmental planning policy), but does not apply to any tree within a protected area or to any tree that is the subject of or is within an area that is the subject of:
- (a) an interim heritage order, or a listing on the State Heritage Register, under the Heritage Act 1977, or
 - (b) an order in force under section 136 of the Heritage Act 1977, or
 - (c) an interim protection order under the National Parks and Wildlife Act 1974, or
 - (d) a protection conferred by any similar law.
- (8) Nothing done for the purpose of carrying out the work required by a notice under this section constitutes an offence against any law under which a tree preservation order or environmental planning instrument (other than a State environmental planning policy) relating to the land is made.
- (9) In this section:

"protected area" means an area that is within:

- (a) a national park or nature reserve within the meaning of the National Parks and Wildlife Act 1974, or
- (b) land that is reserved or zoned for environmental protection purposes under the Environmental Planning and Assessment Act 1979, or
- (c) a public reserve within the meaning of the Local Government Act 1993.

"tree" includes shrub and plant.

ATTACHMENT 2

3. VEGETATION MANAGEMENT

3.1 General

Network operators have statutory obligations to maintain electrical assets in a safe and operable condition. However providers have in the past come under some criticism in their lack of flexibility in line clearing practices.

It is understood that there are particular difficulties in maintaining vegetation clear of powerlines in both densely populated, rural areas and in National Parks and open space reserves. Network operators are always considering ways to improve their environmental management practices.

Network Operators are aware that the electricity network is not the only use required of road reserves, parks and natural areas, however ensuring the safety of the public is of paramount importance in addition to maintaining a reliable electricity supply, however community expectations and aesthetic and environmental imperatives have a significant claim for consideration in this process.

It is important that all stakeholders consider open space values (tourism, recreation and amenity), the role of the land in terms of broader ecological sustainability as well as heritage considerations in maintaining and planting vegetation near powerlines.

Since 1977 there has been a marked growth in community concern and thus a rise in statutory heritage listings on LEPs and the State Heritage Register, Tree Protection Orders covering Local Government Areas and Significant Tree Registers. This parallels lobbying for and gazettal of increased areas of National Parks and other forms of nature protection reserves.

These listings have been for individual trees, groups of trees, avenues and street plantings, parks, reserves and natural areas. This reflects the increasing value the community is placing on remnants of the natural world and the cultural significance it places on human modified landscapes and plantings, of both native and exotic species.

The community is increasingly valuing the role and benefits of trees and vegetation in increasingly crowded and dense cities, sprawling suburbs and industrial lands, and their value in providing open space, recreation, tourism escapes, clean air and water.

Consideration would include but not be limited to, tree species present and their cultural requirements, tree age, local and regional ecological values and recognised and potential heritage values. They would also include consultation with Local Councils and relevant agencies to determine any significant, protected or heritage listed vegetation, necessary consents required. To effect appropriate management strategies, vegetation managers must be aware of planning instruments and policies at a local, regional and state and national level. These policies should be considered and acknowledged in the development of vegetation maintenance and tree planting programs or approvals. Such programs must contain a mechanism to monitor and review performance and hold service delivery accountable with regard to effective outcomes in these areas.

An important consideration for the implementation of a network management strategy is the issue of sustainability. Pruning that considers only line clearance without considering the broader, long term impacts on vegetation management has a very real potential for creating long term hazards in large numbers of street trees.

Trimming of vegetation at growth points and branch collars is to be conducted in accordance with the principles of Australian Standard AS 4373-1996.

Practical application will be given to the appearance of trees beneath overhead electricity lines having regard to the consideration that trees are often capable of maintaining heights greater than the lines themselves or the clearance envelope in Drawing 1 and Table 1.

Likewise inappropriate vegetation clearance can lead to altered species representation, local extinctions and detrimental physical effects such as weed invasion and soil erosion. All of these are legacies for other land managers.

Proper planning is essential in areas adjacent to powerlines. The planting of vegetation in the areas adjacent to powerlines must be carefully considered as large or fast growing species can lead to Network operators, Local Councils and other land managers committing additional resources in the future to ensure effective management.

In addition the areas within and surrounding electrical substations and equipment may require additional clearing / vegetation removal to create and or maintain Asset Protection Zones (refer RFS bushfire guidelines) in addition to the requirements for safety and security.

Water crossing signs require specific vegetation management attention in order to ensure visibility by approaching vessel in accordance with the Waterways Authority requirements.

3.2 Recognition of Land Types

There are essentially two locations that contain power lines. One is on public road reserve verges, the other location is on private properties.

For the purposes of this guideline these locations can be further categorised into the following;

- Urban
- Non-Urban
- Within Electricity Easements

In determining the most appropriate method of managing vegetation in a given location it is vital to be aware of the category of land type in which the vegetation exists. Different land use types may require different management strategies to successfully manage its vegetation, and delivering outcomes acceptable to the community. For example: a tree on an urban road reserve with no access difficulties may be managed differently to a tree on an urban property where access is very difficult. Management of vegetation within electricity easements is expanded in ISSC 20 "Guidelines for the Management of Electricity Easements".

3.3 Community Consultation

As outlined in the Scope of this guideline, the requirements for the establishment of new overhead power lines are addressed in industry guide "*Guidelines for the Development of Electricity Systems Community and Environmental Considerations*" (ISSC22). That guideline details the need for community consultation for the establishment of new power lines, particularly at the higher voltages. Larger projects may require a Review of Environmental Factors (REF) or an Environmental Impact Statement (EIS) that could involve formal engagement of community groups, publication of DRAFT documents for public comment, public advertisements and even open public forums and meetings.

In this guideline we are concerned with the maintenance of vegetation near the existing, built infrastructure. Consequently, community consultation in that context may generally involve:-

- Notification to customers, either generally (by way of public advertisement) or individually by card, letter or power bill, that vegetation work is about to commence in their area or street;
- Notification to an individual customer regarding a tree on their property that requires trimming;

- Notification to individual customers that a planned interruption to supply is required to carry out vegetation management work (usually 48 hours notice is given);
- Liaison with the local council that vegetation management work is about to commence in an area, particularly where a mutual obligation arrangement exists for the local council to chip or dispose of the trimmed material; and
- Liaison with the local council, community groups and other stakeholders when a new Vegetation Management Plan (see section 1.4.8), Vegetation Management Agreement (see section 3.6), or other local initiative is being negotiated between the local council and the local electricity distributor. This may involve invited public input, comment or meetings.

3.4 Factors Influencing Vegetation Management Options

Many factors will have an influence on the vegetation management option selected for any particular location. Land type is one influence and others may be:

- **Voltage of the Existing Power Lines**

Relevant when determining feasibility and costs associated with insulating the electrical network. Public risk or network reliability priorities may influence the proposed tree trimming works.

- **Tree Species**

Certain species are more likely to have a more aesthetic appearance after pruning. For example *Lophostemon confertus* (Brush Box) because of its broad domed natural canopy. This is contrasted by other species such as *Eucalyptus* sp. which in general have a straight or erect type branching habit and therefore do not prune well.

- **Tree Health**

The tree's health should be one of the factors considered in the overall environmental assessment of the tree/s in determining the preferred vegetation management option.

- **Number of Trees**

May be a factor if removal and replacement is being considered. A street with many trees may provide a significant amenity and removal would have a significant impact on the area. This may be the situation even if the trees are in poor health. However, if a lone tree in poor health or a lone tree with an unsuitable branching habit (see above in Tree Species subheading), then consideration would be given to the removal and replacement of that tree.

- **Trimming Costs/Constraints**

A factor in considering possible environmental enhancement and removal/replacement.

- **Removal and Replacement / Tree Management Plan, Costs**

The costs should be carefully considered when assessing this vegetation management option, in comparison to retaining the trees and continuing to trim.

- **Good Corporate Citizenship**

An important factor when considering the ramifications of all options and processes of vegetation management.

- **Environmental Enhancement Program**

A selective program of environmental enhancement of the network (e.g. Use of insulated cables, undergrounding etc.).

- **Network Reliability**

Overall, one of the three key performance indicators for vegetation management. Consequently a strongly weighted factor to be considered when selecting the vegetation management option, particularly for voltages at or above 11kV.

- **Access**

Access to trees in certain locations such as urban backyards can prove very difficult. This combined with other influencing factors such as network reliability and safety will play a major part in selecting the correct management option.

- **Technical Feasibility**

Various technical options do exist such as the use of Aerial Bundled Cable (ABC), however not all situations make these options feasible. Correct assessment of the feasibility is essential, as other factors will influence this option, particularly costs.

Consideration of the various influencing factors (not all factors will be relevant in every situation) will assist in determining the most appropriate and realistic vegetation management option. It is important that this determination be justified against Section 2.1, and although the required factors for consideration in this section are not weighted, they nonetheless should be responsibly assessed to demonstrate the outcome determined.

3.5 Vegetation Management Options

Having considered the factors influencing a given situation, determination should then be given as to the most suitable vegetation management option to be taken. These options may include one or more of the following:

- **Trimming**

To be carried out in accordance with the practices outlined in this guideline and to maintain safety clearances.

- **Removal/Replacement**

To be carried out only after environmental assessment, consultation and a formal Tree Management Plan. Refer to the *Electricity Supply (General) Regulation 2001 Part 11* contained within the *Electricity Supply Act 1995*.

- **Slashing**

A limited option for distribution voltages and suitable for specific locations only. Commonly used for transmission line easements and acceptable within National Parks. Formal assessment will be required.

- **Climbing and Trimming**

This limited option works particularly well when managing large trees in situations where EPV access is not possible, or severely restricted. This option may also be useful in certain situations where live line trimming is not viable. It is also a cost-effective option where only a small number of trees need to be trimmed and in environmentally sensitive lands.

- **Close Approach Trimming near Live High Voltage Mains and Equipment**

Cost effective option, maintains supply and therefore helps reliability factor. Consequently a very good option where continuous supply is essential (e.g. near hospitals, commercial centres etc.).

- **Environmental Enhancement Works**

A program specifically set up to improve the aesthetic impact of the overhead power lines on the environment. Such a program is aimed to maximize the benefits to the general community, while demonstrating good corporate citizenship.

- **Undergrounding Overhead Power Lines**

A desirable solution but often financially unrealistic on a large scale. Selected locations may be cost effective after assessing all environmental factors.

- **Insulate Overhead Power Lines**

Aerial Bundled Cable (ABC), LV & HV - A good solution where large trees are retained below power lines. Allows a tree's canopy to develop under, around or over power lines, although the safety clearances must be maintained – refer Drawing 2 and Table 2.

Covered Conductor Thick (CCT), 11kV & 22kV - Similar to ABC and may reduce the trimming required. This Cable is designed for large trees growing adjacent to the power lines rather than directly under.

- **Re-Route Overhead Power Lines**

Could be considered after assessing all the environmental factors. Limited application as this option may create a new problem and effects along the alternate route.

- **Offset Crossarm Construction**

An option where room permits on roadside verge and where trees are planted offset from the power lines (may be combined with use of insulated cabling). May be particularly suited to column shaped trees such as pines, or palm trees.

- **Use of Taller Poles**

An option where tree health is good, trees will canopy below the wires, and tree numbers in a span are significant. However, insulation of the network may be the superior option.

3.6 Vegetation Management Agreements

Vegetation Management Agreements are another option to be considered which would put in place the protocol for managing vegetation in each of the local councils in the Network Operators' area. The key objectives would be negotiated between the two parties and may include such initiatives as tree removal arrangements, use of insulated cables or undergrounding where appropriate, preferred species selections for the streetscapes to achieve thematic, heritage or aesthetic outcomes, etc.

4.2 Table 1: Minimum Safety Clearance Radius for Bare and Covered Conductors (CC)

Cable Type & Operating Voltage	Distance along span				
	At Pole and 1/6th either side	Middle 2/3 of span less than 50m span	Middle 2/3 of span between 50m to 100m span	Middle 2/3 of span between 100m to 200m span	Middle 2/3 of span between 200m to 300m span ¹
<i>Up to and including 1000V Bare LV and service lines</i>	1.0m	1.0m	1.0m	2.5m	4.0m
<i>Up to and including 1000V Covered LV and service lines</i>	0.6m	0.6m	1.0m	2.5m	4.0m
<i>Bare above 1000V up to and including 22kV</i>	1.5m	1.5m	2.5m	3.5m	5.0m
<i>Bare 33kV up to and including 66kV</i>	2.0m	2.0m	3.0m	4.0m	6.0m
<i>Bare 132kv</i>	3.0m	3.0m	4.0m	5.0m	6.5m
<i>11kV up to and including 22kV Unscreened CC</i>	1.0m	1.5m	2.0m	2.5m	N/A

Note 1: For spans greater than 300m and clearances for voltages above 132kV to 500kV refer to specific construction types and design criteria or other specific requirements of the Network Service Provider. Also in specific circumstances the Network Service Provider may increase these minimum clearances due to other network constraints, e.g. High reliability requirements for Hospitals etc.

Note 2: Above table does not include any allowance for regrowth or additional clearances in Non-Urban/Bushfire prone areas.

See Drawing 1 for a diagram showing the application of this table.

Different components of a place may make a different relative contribution to its heritage value. Loss of integrity or condition may diminish significance. In some cases it may be useful to specify the relative contribution of an item or its components.

Other criteria for significance for a tree or group of trees are any of:-

- It/they make/s an important contribution to the character or amenity of the local area;
- It/they is/are indigenous to the local area and its species is listed under the *Threatened Species Conservation Act 1995*; or
- It/they represent/s an important habitat for native fauna; or
- It/they is/are part of a wildlife corridor or a remnant area of native vegetation;
- It/they is/are important to the maintenance of biodiversity in the local environment; or
- It/they is/are a notable visual element to the landscape of a local area.

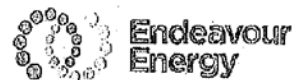
ATTACHMENT 3

PN FORM

TREE TRIMMING NOTIFICATION FORM

IMPORTANT NOTICE TO THE RESIDENT

Proposed work date(s): 1 to 4wks



IN
CONJUNCTION
WITH



In your area Endeavour Energy has engaged Sydney Metro Tree Services as the contractor to carry out this essential safety work on a regular basis.

A routine pre-work inspection has revealed that the vegetation/trees on and/or adjacent to your property need to be trimmed to re-establish the required safe clearances.

You are not required to call, however if you wish to discuss any aspect of the proposed work, please call the following number - (02) 8889 6070.

There is no charge to you for this service and Endeavour Energy's Contractor is to ensure that any inconvenience is minimised.

If you would like further information regarding power line tree trimming please visit www.sydneymetrotrees.com.au/powerline

If you do not own this property, please inform the owner about this notification.

Weather and other contingencies permitting, the work will be undertaken during daylight hours on or between the proposed works dates listed above.

Barring abnormal circumstances, the contractor is required to remove all cut or waste materials generated from the work site on the same day as the work is completed.

Your cooperation and understanding whilst this essential safety work is undertaken will be greatly appreciated.

Yours faithfully

Sydney Metro Tree Services

Ph (02) 8889 6070 Fax: (02) 9620 2025

785-811 Wallgrove Rd HORSLEY PARK 2175

Email: admin@sydneymetrotrees.com.au

Web: www.sydneymetrotrees.com.au

3. ASSETS AND SUPPLY SERVICES

3.1 T13/11 Alarm, Access Control and CCTV Camera Maintenance Services

Reporting Officer

Acting Manager Assets and Supply Services

Attachments

Nil

Purpose

To advise Council of the tenders received for alarm, access control and CCTV camera maintenance services.

History

Council has a Contract for the provision of alarm and CCTV camera maintenance which is due to expire. As expenditure over the term of the contract historically exceeds the legislative threshold, Council invited tenders for the new contract.

Report

Sixteen on-time tenders were received from the following organisations:

- ACG Electronic Solutions Pty Ltd
 - Ausgroup Australia Pty Ltd
 - Axon AP Pty Ltd
 - E.C.S Services Pty Ltd
 - G D Moss Pty Ltd
 - G4S Secure Solutions (Australia) Pty Ltd
 - Get Smart Technology Pty Ltd
 - Integrity Security Pty Ltd
 - Oz tech (Aust) Pty Ltd
 - Paul-Tec (Australia) Pty Ltd
 - Ryalex Holdings Pty Ltd
 - Securacom Holdings Pty Ltd
 - Securacore Pty Ltd
 - Secure Tech Solutions Pty Ltd
 - Tricorp Services Pty Ltd
 - Wise Group Security (Electronics) Pty Ltd
-

Upon evaluation of each of the submissions, it was evident that the tenderers responses to the Tender Specifications and Returnable Schedules of the current tender indicated that there was some confusion in how to respond to some of Council's Alarm, Access, and CCTV Camera Maintenance Services requirements making it difficult to fully evaluate the tenderers. In this regard, it is considered more appropriate not to proceed with the evaluation of the tenders and undertake a more complete review of Council's specification and tender documents prior to the invitation of a new tender. Companies who have submitted tenders will be advised that their tender fee will be refunded or held over for the new tender if they so wish.

Officer's Recommendation

1. That Council decline to accept all tenders for the provision of alarm, access control and CCTV camera maintenance in accordance with Clause 178(3)(b) of the Local Government (General) Regulation 2005 for the reasons above.
2. That Council re-scope the services required and invite fresh tenders in the near future.

Committee's Recommendation (Brticevic/Hawker)

That the Officer's Recommendation be adopted.

Council Meeting 16 July 2013 (Lake/Borg)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 149

That the Officer's Recommendation be adopted.

3.2 T13/12 Concrete Works for Council Assets

Reporting Officer

Acting Manager Assets and Supply Services and Manager Operational 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

1. Kerb, gutter and laybacks
2. Footpath, crossings, pram ramps and driveways
3. Concrete formwork
4. Drainage services

Purpose

To advise Council of the tenders received for the provision of concrete works for Council assets and recommend that Council accepts a number of tenders under a panel contract agreement.

The evaluation panel has elected to choose a number of tenderers to act as preferred suppliers in a panel arrangement for the provision of Concrete Works for Council's assets. It has been Council's experience in previous years that one tenderer cannot meet the needs of Council therefore a selection of up to five to six tenderers have been recommended. During the contract period when Council has a requirement for works the tenderers that have been selected as preferred suppliers will be asked to quote knowing that their initial contracted rates are the maximum rates that can be quoted. The preferred supplier that provides the best quote and can meet the desired timeframe will be recommended.

History

Council has an existing Contract for the provision of concrete works for civil assets which is due to expire. As Council continues to utilise these services for ad-hoc work as well as a program of works with expenditure over the term of the contract historically exceeding the legislative threshold, Council has invited tenders for the new contract.

Report

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

- Kerb, gutter and laybacks
- Footpath, crossings, pram ramps and driveways
- Concrete formwork
- Drainage services

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 two years with an option for extension for a further 12 months.

Advertising of Tenders

Tenders were advertised in The Sydney Morning Herald, The Macarthur Advertiser and The Macarthur Chronicle in the weeks commencing 29 April and 6 May 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 21 May 2013. Nine on-time responses were received from the following organisations for the following components:

Kerb, gutter and laybacks

- Ally Property Services Pty Ltd
 - C.W. Concrete Pty Ltd
 - DXCORE Pty Ltd
 - Emogene Contracting Team Pty Ltd
 - I.W. Contracting Pty Ltd
 - Kodi Civil Pty Ltd
 - Nitro Civil & Earthworks Pty Ltd
-

Footpath, crossings, pram ramps and driveways

- Advanced Constructions Pty Ltd
- Ally Property Services Pty Ltd
- C.W. Concrete Pty Ltd
- Danste Pty Ltd
- DXCORE Pty Ltd
- Emogene Contracting Team Pty Ltd
- I.W. Contracting Pty Ltd
- Kodi Civil Pty Ltd
- Nitro Civil & Earthworks Pty Ltd

Concrete formwork

- Advanced Constructions Pty Ltd
- Ally Property Services Pty Ltd
- C.W. Concrete Pty Ltd
- DXCORE Pty Ltd
- Emogene Contracting Team Pty Ltd
- I.W. Contracting Pty Ltd
- Kodi Civil Pty Ltd
- Nitro Civil & Earthworks Pty Ltd

Drainage services

- Ally Property Services Pty Ltd
- C.W. Concrete Pty Ltd
- DXCORE Pty Ltd
- I.W. Contracting Pty Ltd
- Kodi Civil Pty Ltd
- Nitro Civil & Earthworks Pty Ltd

Tender Document

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

- Nomination of requirements, by nominating which components they are tendering for
 - Company details
 - Company experience, particularly as they relate to the Services
 - Details of recent similar works
 - Details of subcontractors and their experience, particularly as they relate to the Services
 - Nominated staff and resources, including trade certifications
 - Details of plant and equipment
 - References
 - Pricing
 - Insurances
 - Environmental practices
 - WHS management systems
 - Conflict of interest declaration
 - Additional terms of contract, if proposed
-

Evaluation Process

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

- Company experience and subcontracting
- Nominated staff and resources
- Suitability of 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 by comparing a basket of most commonly utilised services.

Recommendation of the Evaluation Panel

The Evaluation Panel recommended a number of companies to act as a panel for the contract to provide Services.

Kerb, gutter and laybacks

Ally Property Services Pty Ltd, C.W Concrete Pty Ltd, DXCORE Pty Ltd, I.W. Contracting Pty Ltd and Kodi Civil Pty Ltd are recommended as they provided:

- Satisfactory details outlining their company experience, particularly as they relate to the Services
- Satisfactory details of subcontracting
- Satisfactory details of recent similar contracts
- Satisfactory details of nominated staff and their resources, including trade certifications and plant and equipment
- Satisfactory details for Work Health Safety and environmental systems

Emogene Contracting Team Pty Ltd are not recommended as they did not provide satisfactory details of their company experience and no details of their Work Health Safety or environmental systems.

Nitro Civil and Earthworks Pty Ltd are not recommended as they elected to withdraw their Tender.

Footpath, crossings, pram ramps and driveways

Advanced Constructions Pty Ltd, Ally Property Services Pty Ltd, C.W Concrete Pty Ltd, DXCORE Pty Ltd, I.W. Contracting Pty Ltd and Kodi Civil Pty Ltd are recommended as they provided:

- Satisfactory details outlining their company experience, particularly as they relate to the Services
- Satisfactory details of subcontracting
- Satisfactory details of recent similar contracts
- Satisfactory details of nominated staff and their resources, including trade certifications and plant and equipment
- Satisfactory details for Work Health Safety and environmental systems

Danste Pty Ltd are not recommended as they did not provide satisfactory details of their company experience and subcontracting.

Emogene Contracting Team Pty Ltd are not recommended as they did not provide satisfactory details of their company experience and no details of their Work Health Safety or environmental systems.

Nitro Civil and Earthworks Pty Ltd are not recommended as they elected to withdraw their Tender.

Concrete formwork

Advanced Constructions Pty Ltd, Ally Property Services Pty Ltd, C.W Concrete Pty Ltd, DXCORE Pty Ltd, I.W. Contracting Pty Ltd and Kodi Civil Pty Ltd are recommended as they provided:

- Satisfactory details outlining their company experience, particularly as they relate to the Services
- Satisfactory details of subcontracting
- Satisfactory details of recent similar contracts
- Satisfactory details of nominated staff and their resources, including trade certifications and plant and equipment
- Satisfactory details for Work Health Safety and environmental systems

Emogene Contracting Team Pty Ltd are not recommended as they did not provide satisfactory details of their company experience and no details of their Work Health Safety or environmental systems.

Nitro Civil and Earthworks Pty Ltd are not recommended as they elected to withdraw their Tender.

Drainage services

Ally Property Services Pty Ltd, C.W Concrete Pty Ltd, DXCORE Pty Ltd, I.W. Contracting Pty Ltd and Kodi Civil Pty Ltd are recommended as they provided:

- Satisfactory details outlining their company experience, particularly as they relate to the Services
- Satisfactory details of subcontracting
- Satisfactory details of recent similar contracts
- Satisfactory details of nominated staff and their resources, including trade certifications and plant and equipment
- Satisfactory details for Work Health Safety and environmental systems

Nitro Civil and Earthworks Pty Ltd are not recommended as they elected to withdraw their Tender.

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 offers as detailed below for the provision of concrete works for Council assets for a period of two years with an option of extension for a further 12 months:

Component	Recommended Tenderers
Kerb, gutter and laybacks	Ally Property Services Pty Ltd C.W Concrete Pty Ltd DXCORE Pty Ltd I.W. Contracting Pty Ltd Kodi Civil Pty Ltd
Footpath, crossings, pram ramps and driveways	Advanced Constructions Pty Ltd Ally Property Services Pty Ltd C.W Concrete Pty Ltd DXCORE Pty Ltd I.W. Contracting Pty Ltd Kodi Civil Pty Ltd
Concrete formwork	Advanced Constructions Pty Ltd Ally Property Services Pty Ltd C.W Concrete Pty Ltd DXCORE Pty Ltd I.W. Contracting Pty Ltd Kodi Civil Pty Ltd

Drainage services	Ally Property Services Pty Ltd C.W Concrete Pty Ltd DXCORE Pty Ltd I.W. Contracting Pty Ltd Kodi Civil Pty Ltd
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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 (Hawker/Mead)

That the Officer's Recommendation be adopted.

Council Meeting 16 July 2013 (Lake/Borg)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 149

That the Officer's Recommendation be adopted.

3.3 T12/22 General Trades Miscellaneous

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

1. Brick and block Laying
2. Cement rendering
3. Floor coverings
4. Kitchen joinery
5. Metal roofing/roof plumbing
6. Plastering
7. Security and pool fencing, gates
8. Wall / floor tiling.

Purpose

To advise Council of the tenders received for T12/22 General Trades Miscellaneous and recommend that Council accept the tenders submitted by a number of organisations across the range of required services as a panel contract arrangement.

The evaluation panel has elected to choose a number of tenderers to act as preferred suppliers in a panel arrangement for the provision of General Trades for Council's assets. It has been Council's experience in previous years that one tenderer cannot meet the needs of Council therefore a selection of up to two to three tenderers have been recommended. During the contract period when Council has a requirement for works the tenderers that have been selected as preferred suppliers will be asked to quote knowing that their initial contracted rates are the maximum rates that can be quoted. The preferred supplier that provides the best quote and can meet the desired timeframe will be recommended.

History

Officers from Asset and Supply identified a requirement for a contract for general trades that included the following categories for minor construction projects:

- Brick and block laying
 - Cement rendering
 - Floor coverings
 - Kitchen joinery
 - Metal roofing/roof plumbing
-

- Plastering
- Security and pool fencing, gates
- Wall/floor tiling.

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 date of acceptance.

Advertising of Tenders

Tenders were advertised in The Sydney Morning Herald, The Macarthur Advertiser and The Macarthur Chronicle in the weeks commencing 15 and 22 April 2012. Tenders were also advertised on Tenderlink and Council's website. The Ingleburn and Campbelltown Chambers of Commerce and Industry were notified.

Tenders Received

Tenders closed on Tuesday 7 May 2013. Fourteen on-time responses were received from the following organisations for the following categories:

Brick and block laying

- AUSCORP Constructions Pty Ltd
- Every Trade Building Services Pty Ltd
- Vertex Constructions Pty Ltd

Cement rendering

- AUSCORP Constructions Pty Ltd
- Every Trade Building Services Pty Ltd
- Vertex Constructions Pty Ltd

Floor coverings

- Asset Flooring Pty Ltd t/a Asset Flooring Group Australia
 - AUSCORP Constructions Pty Ltd
 - S. R. Flooring Pty Ltd
-

Kitchen joinery

- AUSCORP Constructions Pty Ltd
- Every Trade Building Services Pty Ltd
- Kent Joinery Pty Ltd
- Maxton Fox Furniture Systems Pty Ltd
- Vertex Constructions Pty Ltd

Metal roofing/roof plumbing

- AUSCORP Constructions Pty Ltd
- Every Trade Building Services Pty Ltd
- Vertex Constructions Pty Ltd

Plastering

- AUSCORP Constructions Pty Ltd
- Every Trade Building Services Pty Ltd
- Theelow Pty Ltd
- Vertex Constructions Pty Ltd

Security and pool fencing, gates

- Amrod Pty Ltd t/a Summit Fencing
- D. G. Keir & P.W. Keir t/a Accurate Fencing
- AUSCORP Constructions Pty Ltd
- Playsafe Fencing Pty Ltd
- R. & N. Fencing Pty Ltd

Wall / floor tiling

- AUSCORP Constructions Pty Ltd
- Every Trade Building Services Pty Ltd
- Mactruong Pty Ltd
- Mark Kinnell t/a MJK Wall & Floor Tiling
- Vertex Constructions Pty Ltd

Tender Document

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

- Company details
 - References
 - Company experience and subcontracting details
 - Nominated staff
 - 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 Assets and Supply Services and Healthy Lifestyles evaluated the tenders against the following weighted assessment criteria:

- Company experience and subcontracting
- Nominated staff
- 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 the most common service required from each trade.

Recommendation of the Evaluation Panel

Brick and block laying

AUSCORP Constructions Pty Ltd and Every Trade Building Services Pty Ltd are recommended under a panel arrangement as they:

- detailed satisfactory company experience in the provision of similar services
- detailed satisfactory nominated staff
- submitted satisfactory work health, safety and environmental documentation.

Vertex Constructions Pty Ltd are not recommended as they did not supply the required information for company experience.

Cement rendering

AUSCORP Constructions Pty Ltd and Every Trade Building Services Pty Ltd are recommended under a panel arrangement as they:

- detailed satisfactory company experience in the provision of similar services
- detailed satisfactory nominated staff
- submitted satisfactory work health, safety and environmental documentation.

Vertex Constructions Pty Ltd are not recommended as they did not supply the required information for company experience.

Floor coverings

AUSCORP Constructions Pty Ltd, S.R. Flooring Pty Ltd and Asset Flooring Pty Ltd t/a Asset Flooring Group Australia are recommended under a panel arrangement contract as they:

- detailed satisfactory company experience in the provision of similar services
- detailed satisfactory nominated staff
- submitted satisfactory work health and safety information as well as environmental documentation

Kitchen joinery

AUSCORP Constructions Pty Ltd, Every Trade Building Services Pty Ltd, Kent Joinery Pty Ltd and Maxton Fox Furniture Systems Pty Ltd are recommended under a panel arrangement as they:

- detailed satisfactory company experience in the provision of similar services
- detailed satisfactory nominated staff
- submitted satisfactory work health, safety and environmental documentation.

Vertex Constructions Pty Ltd are not recommended as they did not supply the required information for company experience.

Metal roofing/roof plumbing

AUSCORP Constructions Pty Ltd and Every Trade Building Services Pty Ltd are recommended under a panel arrangement as they:

- detailed satisfactory company experience in the provision of similar services
- detailed satisfactory nominated staff
- submitted satisfactory work health, safety and environmental documentation.

Vertex Constructions Pty Ltd are not recommended as they did not supply the required information for company experience.

Plastering

Theelow Pty Ltd are recommended under a panel arrangement as they:

- detailed satisfactory company experience in the provision of similar services
- detailed satisfactory nominated staff
- submitted satisfactory work health, safety and environmental documentation.

Every Trade Building Services Pty Ltd are recommended under a panel arrangement as they:

- provided an overall satisfactory response
 - submitted satisfactory work health, safety and environmental documentation.
-

AUSCORP Constructions Pty Ltd are not recommended as they provided pricing that was significantly higher than the recommended tenderers.

Vertex Constructions Pty Ltd are not recommended as they did not supply the required information for company experience.

Security and pool fencing, gates

Amrod Pty Ltd t/a Summit Fencing, AUSCORP Constructions Pty Ltd, D. G. Keir & P.W. Keir t/a Accurate Fencing, Playsafe Fencing Pty Ltd and R. & N. Fencing Pty Ltd are recommended under a panel arrangement as they:

- detailed satisfactory company experience in the provision of similar services
- detailed satisfactory nominated staff
- submitted satisfactory work health, safety and environmental documentation.

Wall / floor tiling

AUSCORP Constructions Pty Ltd, Every Trade Building Services Pty Ltd and Mark Kinnell t/a MJK Wall & Floor Tiling are recommended under a panel arrangement as they:

- detailed satisfactory company experience in the provision of similar services
- detailed satisfactory nominated staff
- submitted satisfactory work health, safety and environmental documentation.

Mactruong Pty Ltd are not recommended as they:

- did not detail satisfactory company experience
- did not detail satisfactory nominated staff
- did not submit satisfactory work health, safety and environmental documentation.
- provided pricing that was significantly higher than the recommended tenderers.

Vertex Constructions Pty Ltd are not recommended as they did not supply the required information for company experience.

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 offers as detailed below for the provision of general trades miscellaneous for a period of three years.

Category	Recommended Tenderers
Brick and block Laying	AUSCORP Constructions Pty Ltd Every Trade Building Services Pty Ltd
Cement rendering	AUSCORP Constructions Pty Ltd Every Trade Building Services Pty Ltd
Floor coverings	Asset Flooring Pty Ltd t/a Asset Flooring Group Australia AUSCORP Constructions Pty Ltd S. R. Flooring Pty Ltd
Kitchen joinery	AUSCORP Constructions Pty Ltd Every Trade Building Services Pty Ltd Kent Joinery Pty Ltd Maxton Fox Furniture Systems Pty Ltd
Metal roofing /roof plumbing	AUSCORP Constructions Pty Ltd Every Trade Building Services Pty Ltd
Plastering	Theelow Pty Ltd Every Trade Building Services Pty Ltd
Security and pool fencing, gates	Amrod Pty Ltd t/a Summit Fencing AUSCORP Constructions Pty Ltd D. G. Keir & P.W. Keir t/a Accurate Fencing Playsafe Fencing Pty Ltd R. & N. Fencing Pty Ltd
Wall / floor tiling	AUSCORP Constructions Pty Ltd Every Trade Building Services Pty Ltd Mark Kinnell t/a MJK Wall & Floor Tiling

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/Chanthivong)

That the Officer's Recommendation be adopted.

Council Meeting 16 July 2013 (Lake/Borg)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 149

That the Officer's Recommendation be adopted.

3.4 T13/19 Bridge Expansion and Fixed Joints Replacement

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 Matrix

Purpose

To advise Council of the tenders received for bridge expansion and fixed joints replacement and recommend that Council accept the tender submitted by HMS Civils Pty Ltd.

History

Council received a report from a Consultant that indicated the Gilchrist Drive Campbelltown bridge expansion and fixed joints are due for replacement/maintenance.

Council advertised the tender for the bridge expansion and fixed joints replacements in February 2013 and received one submission. The tender design specifications did not adequately address Council's requirements. As there was only one tenderer it was difficult to ascertain whether Council was obtaining a satisfactory competitive offer.

To ensure that Council attracted suitable tenderers Council resolved in March 2013 that a consultant be engaged to supply a design for the joints in order for new tenders to be sought.

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 shall be in force from the date of acceptance until completion including any defects liability period.

Advertising of Tenders

Tenders were advertised in The Sydney Morning Herald, The Macarthur Advertiser and The Macarthur Chronicle in the weeks commencing 6 and 13 May 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 28 May 2013. Two on-time responses were received from the following organisations:

- HMS Civils Pty Ltd
- Talis Civil Pty Ltd

Tender Document

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

- Experience including details of any subcontractors and their experience
- Proposed program
- Price
- Insurances
- Work Health and Safety Management Systems
- Environmental practices
- Conflict of interest declaration
- Additional terms of contract protecting the tenderers' business requirements.

Evaluation Process

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

- Experience of the company
- Proposed program
- Financial stability
- 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 lump sum price.

Recommendation of the Evaluation Panel

HMS Civils Pty Ltd provided the best response to Council and is recommended for the provision of the bridge expansion and fixed joints replacement as they:

- demonstrated considerable experience in the provision of similar works
- provided a satisfactory program proposal to complete the works
- provided satisfactory work health and safety and environmental documentation
- tendered the cheapest price.

Tenders Not Recommended

Talis Civil Pty Ltd 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 HMS Civils Pty Ltd for the provision of the bridge expansion and fixed joints replacement from the date of acceptance until completion including any defects liability period.
 2. That the Contract documents be executed under the Common Seal of Council.
 3. That the unsuccessful Tenderer be notified of the results of tender process.
-

Committee's Recommendation (Mead/Hawker)

That the Officer's Recommendation be adopted.

Council Meeting 16 July 2013 (Lake/Borg)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 149

That the Officer's Recommendation be adopted.

3.5 Regional Development Australia Fund - Round 4 and Round 5

Reporting Officer

Manager Assets and Supply Services

Attachments

Nil.

Purpose

The purpose of this report is to provide information on a submission for funding that was forwarded to the Regional Development Australia Fund (RDAF) - Round 4 for the Eagle Vale Drive project and the release of Round 5 funding.

History

On the 24 April 2013 the RDAF closed submissions for Round 4 from local Councils for projects that ranged from \$.5m to \$15m.

Council submitted a request for \$12m funding for the completion of construction of Eagle Vale Drive from a two-way to a four-way rural collector road. The completion of this project would benefit the community by providing better access to the F5 (M31) Freeway.

Report

RDAF - Round 4 for the Eagle Vale Drive Project

Council was advised on the 21 June 2013 that it was unsuccessful in its application for funding.

The evaluation process included:

- An initial assessment to ensure that the submission met the eligibility criteria and was a viable submission
- A review of the submission by the RDAF Assessment Committee and endorsement of the application
- A final review and approval by the Minister for Regional Services, Local Communities and Territories, and Minister for Road Safety.

On the 27 June 2013 Council staff had a post application review briefing with representatives of the Department of Regional Australia, Local Government, Arts and Sport to better understand the reasons why Council was unsuccessful.

In that discussion the Department's representatives advised that Council's submission was of high quality however they suggested that Council could have provided more information on the environmental benefits, more information regarding the relationship with the nominated support group (Boystown) who were going to assist with the landscaping and construction, endorsement by the NSW State Government and further information on the effect of the growth in the South West Growth Centres.

RDAF - Round 5 Pre Allocation of Funding for Specific Projects

On Wednesday 19 June 2013 the Minister for Regional Development and Local Government, the Hon Anthony Albanese MP, announced that applications for Round 5 of the Regional Development Australia Fund (RDAF) open on Friday 21 June 2013.

RDAF Round 5 will provide \$150m to eligible local governments, according to an allocative model, for capital infrastructure projects. \$105m of the funding will be allocated to regional local governments while \$45m will be allocated to urban local governments.

RDAF Round 5 is an allocative funding round, with each local government that was funded under the General Purpose component of the Financial Assistance Grants (FAG Grants) 2012–2013 eligible to apply for funding for infrastructure projects. In this regard, Council's allocation is \$812,449 and Council will need to provide submissions for projects to secure its allocation.

Submissions must be forwarded to the RDAF by 22 July 2013 and if successful, the works must be completed before 31 December 2016.

Council has identified the splash park as part of the Macquarie Fields Recreation Complex is a particular project that the designs have been completed and Council has the ability to deliver the project. The value of the splash park is of the order of \$800,000 and is considered suitable to be included in the RDAF Round 5.

Council is not required to contribute to this funding.

Officer's Recommendation

That Council progress a submission to the RDAF Round 5 invitation with the Macquarie Fields Splash Park being the nominated project.

Committee's Recommendation (Borg/Brticevic)

That the Officer's Recommendation be adopted.

Council Meeting 16 July 2013 (Lake/Borg)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 149

That the Officer's Recommendation be adopted.

4. EMERGENCY SERVICES

No reports this round

5. GENERAL BUSINESS

Nil.

Confidentiality Motion: (Chanthivong/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

There being no further business the meeting closed at 7.55pm.

P Lake
CHAIRPERSON
