

Reports of the City Works Committee Meeting held at 7.30pm on Tuesday, 5 November 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 5 November 2013

Present

- Councillor P Lake (Chairperson)
- Councillor F Borg
- Councillor G Brticevic
- Councillor W Glynn
- Councillor P Hawker
- Director Community Services - Mrs L Deitz
- Acting Director City Works - Mr G Mitchell
- Acting Manager Communications and Marketing - Ms A King
- Acting Manager Compliance Services - Mr P Curley
- Acting Manager Governance and Administration - Mrs B Naylor
- Acting Manager Healthy Lifestyles - Ms S Pratt
- Manager Information Management and Technology - Mrs S Peroumal
- Manager Library Services - Mr G White
- Manager Operational Services - Mr A Davies
- Manager Property Services - Mr J Milicic
- Manager Technical Services - Mr K Lynch
- Executive Assistant - Mrs D Taylor

Apology (Glynn/Borg)

That the apology from Councillor Dobson be received and accepted.

CARRIED

Note: Councillor A Chanthivong has been granted a leave of absence from Council, incorporating all formal Council and Committee meetings until Tuesday 12 August 2014.

Also in Attendance

Mr Yuta Ando - Koshigaya exchange employee

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 Borg - Item 1.1 - Traffic Committee - CTC 13/29 - Hollylea Road Festival - Special Event - Councillor Borg advised that he is the chairperson of the 24 Hour Fight Against Cancer Committee.

1. TECHNICAL SERVICES

1.1 Traffic Committee

Reporting Officer

Manager Technical Services

Attachments

1. Minutes of the Local Traffic Committee Meeting held on 3 October 2013 (contained within this report)
2. Minutes of the Campbelltown Traffic Committee Meeting held on 3 October 2013 (contained within this report)

Purpose

To seek Council's endorsement of the recommendation arising from the Local Traffic Committee and Campbelltown Traffic Committee meeting held 3 October 2013.

Report

RECOMMENDATIONS OF THE LOCAL TRAFFIC COMMITTEE HELD ON 3 OCTOBER 2013

Reports listed for consideration

LTC 13/29 Park Central Car Parks Campbelltown - signs and line marking

That Council approves the sign and line marking plans (J12414) for the three car parks, Parkside Crescent Car Park 1, Parkside Crescent Car Park 2 and Centennial Drive Car Park for the Park Central Precinct area in Campbelltown as described in the body of the report.

LTC 13/30 East Leppington Subdivision Denham Court - Stage 1 traffic facilities

That within the Campbelltown City Council's portion of Stage 1 East Leppington subdivision that Council approves the signs and markings associated with the traffic facilities as provided by Cardno Plans 600319-CC1-1-1451 Revision C, 600319-CC1-1-1452 Revision C, and 600319-CC1-1-1453 Revision C.

General Business

LTC 13/31 Hurley Street Campbelltown - Buses parking in restricted areas

That the information be noted.

RECOMMENDATIONS OF THE CAMPBELLTOWN TRAFFIC COMMITTEE HELD ON 3 OCTOBER 2013

Reports listed for consideration

CTC 13/29 Hollylea Road Festival - Special Event

1. That Council support the road closure in Hollylea Road, south of Plough Inn Road on Sunday 17 November, 2013 from 6am to 4pm for the Hollylea Road Festival.
2. That the Hollylea Road Festival be categorised as a Class 3 Special Event for Traffic Management.
3. That the event organisers seek independent approval from NSW Police
4. That Council assist with the advertising of the part road closure of Hollylea Road on its website as noted in the body of the report.

CTC 13/30 St Helens Park Drive St Helens Park - Speed review

1. That Council prepare concept plans for traffic calming management of St Helens Park Drive and consult local residents on St Helens Park Drive to determine the location of kerb side blisters.
2. That Council write to NSW Police seeking a report on the level of infringements that can be acquired during normal speed enforcement patrols.

CTC 13/31 Aero Road Ingleburn - B-Double Higher Mass Limits (HML) application

1. That Council approves the route of Brooks Road, Williamson Road (from Brooks Road to Henderson Road), Henderson Road (from Williamson Road to Lancaster Street), Lancaster Street (from Henderson Road to Memorial Avenue), Memorial Avenue (from Lancaster Street to York Road), York Road, Aero Road (from Lancaster Street to York Road) as High Mass Limit (HML) route with the condition that 25/26m B-Double vehicles are not permitted to undertake left turn movements at the roundabout of Lancaster Street and Aero Road.
2. That Council forward its advice to the Roads and Maritime Services.
3. That Council review the roundabout at Lancaster Street and Aero Road intersection and the intersection of York Road and Aero Road for large B-Double turning paths with the view of upgrading the intersections.
4. That Council review the conditions of consent for No. 17 Aero Road to address access requirements for B-Doubles.

CTC 13/32 National Heavy Vehicle Law - Update

That the information be noted.

CTC 13/33 Kialba Road and Rose Street Campbelltown B-Double 4.6m High Vehicle Route Applications

1. That a trial run of the B-Double route be carried out to see if the turn can be made in and out of Kialba Road.
2. That the application for B-Double route using Kialba Road, Campbelltown not be supported at this stage.
3. That on completion of the trial run a report be presented to the Traffic Committee.

General Business

Nil

Officer's Recommendation

That the information be noted.

Committee's Recommendation: (Hawker/Borg)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 12 November 2013 (Lake/Borg)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 250

That the Officer's Recommendation be adopted.

ATTACHMENT 1



LOCAL TRAFFIC COMMITTEE MINUTES

3 October 2013

LOCAL TRAFFIC COMMITTEE

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

Minutes Summary

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LOCAL TRAFFIC COMMITTEE MINUTES

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

Minutes of the Campbelltown Traffic Committee held on 3 October 2013

1. ATTENDANCE

Campbelltown City Council

Acting Director City Works - Mr G Mitchell (Chairperson)
Coordinator Traffic and Road Design - Mr A Arora
Team Leader Traffic Investigation - Mr F Sirc
Administrative Assistant - Mrs S Lambert

Roads and Maritime Services

Mr J Suprain

Police Representatives

Senior Sergeant R Cutler
Senior Sergeant M Cotton

Bus Companies

Busways - Mr S Grady
Interline - Mr B East

Representative of Member for Macquarie Fields

Mr R James

2. APOLOGIES

Councillor G Greiss
Manager Technical Services - Mr K Lynch
Senior Constable M Davies

An Acknowledgement of land was performed by the Chairperson.

3. CONFIRMATION OF MINUTES

The Minutes of the previous meeting held on 5 September 2013 were recommended by the City Works Committee on 8 October 2013 and adopted by Council at its meeting on 15 October 2013.

4. BUSINESS ARISING FROM MINUTES

No reports this round

5. REPORTS LISTED FOR CONSIDERATION

LTC 13/29 Park Central Car Parks Campbelltown - signs and line marking

Previous Report: LTC 13/27
Electorate: Wollondilly
Author Location: Traffic and Road Design Unit

Attachments

1. Locality Plan showing proposed additional public parking
2. Signs and line marking Plan(s) J12414 Stages 1, 2 and 3

Background (3/10/2013)

At its meeting of 5 September 2013 the Committee was briefed about the proposed traffic and pedestrian management in Parkside Crescent that included the addition of 6 proposed car parks.

The Committee is presented with three car parks showing their signs and line markings for its concurrence.

Proposed Off-Street Parking

Stage 1 Plan J12414: Parkside Crescent Car Park 1

This 24 space off-street car park is located off Parkside Crescent in the westbound direction, inside curve, adjacent to the soft fall playground 150m on the approach to Hyde Parade. The car park is governed by 3P period area parking signs at its entrance as shown on attached plan. The car park is rear to kerb with 2.6m wide 90° perpendicular parking bays including one space for mobility access needs. The exit of the car park will be sign posted No Entry and have No Stopping restriction at the exit to improve sight distance.

Stage 2 Plan J12414: Parkside Crescent Car Park 2

This 22 space (2.6m wide) off-street car park is located immediately on the approach to Car Park 1 separated by the southern walk path through Marsden Park. The car park is governed by 3P period parking with an entry area sign. The spaces are line marked for front to kerb angle parking.

Both Car Parks 1 and 2 have pavement arrows at the driveway accesses reinforcing the circulation aisle movements.

Stage 3 Plan J12414: Centennial Drive Car Park

This 36 space street parking is designed for rear to kerb parking directly off Centennial Drive, commencing on the southbound approach to its intersection with Balboa Street. It is signposted at the commencement of the rear to kerb parking area with a 'Centennial Dr Car Park 3P' period sign. The car park is in two sections separated by a 24.4m kerb at its existing alignment opposite the intersection of Balboa Street.

All three stage car parks described above are serviced with a mobility access parking space located at their ends closest to Hyde Parade medical precinct.

Officer's Recommendation

That Council approves the sign and line marking plans (J12414) for the three car parks, Parkside Crescent Car Park 1, Parkside Crescent Car Park 2 and Centennial Drive Car Park for the Park Central Precinct area in Campbelltown as described in the body of the report.

Discussion (3/10/2013)

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

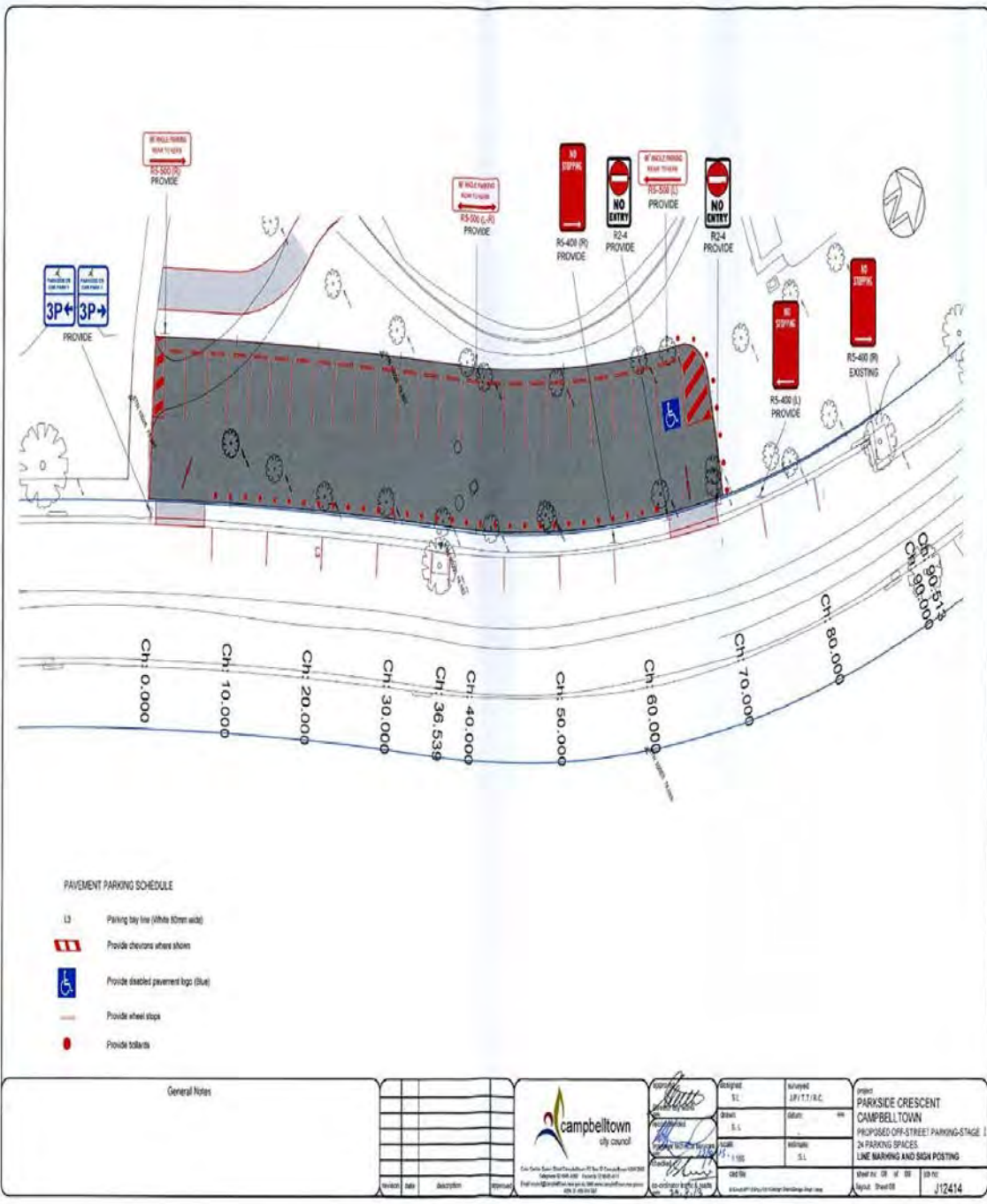
Recommendation of Local Traffic Committee

That Council approves the sign and line marking plans (J12414) for the three car parks, Parkside Crescent Car Park 1, Parkside Crescent Car Park 2 and Centennial Drive Car Park for the Park Central Precinct area in Campbelltown as described in the body of the report.

ATTACHMENT 1



ATTACHMENT 2

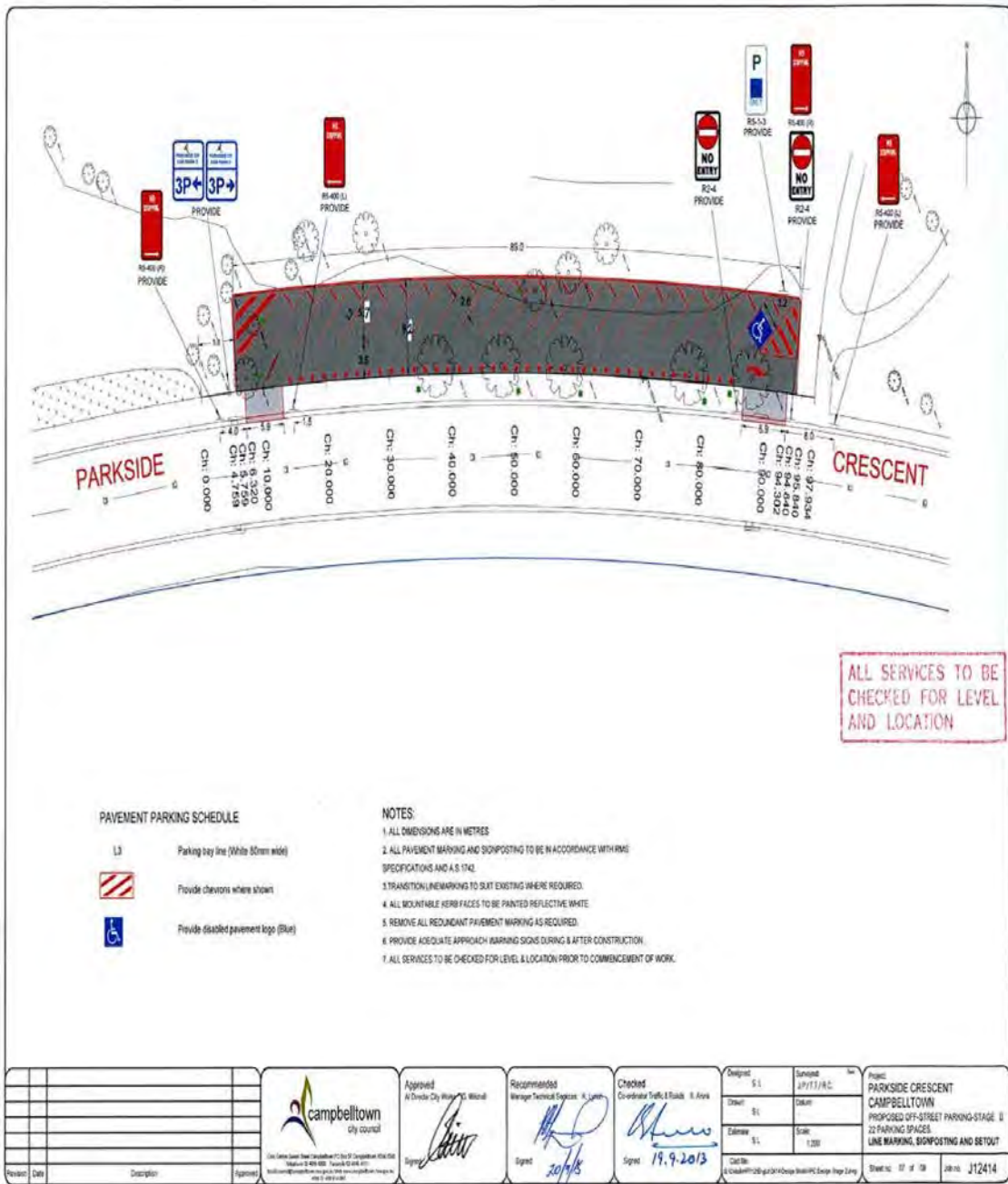


PAVEMENT PARKING SCHEDULE

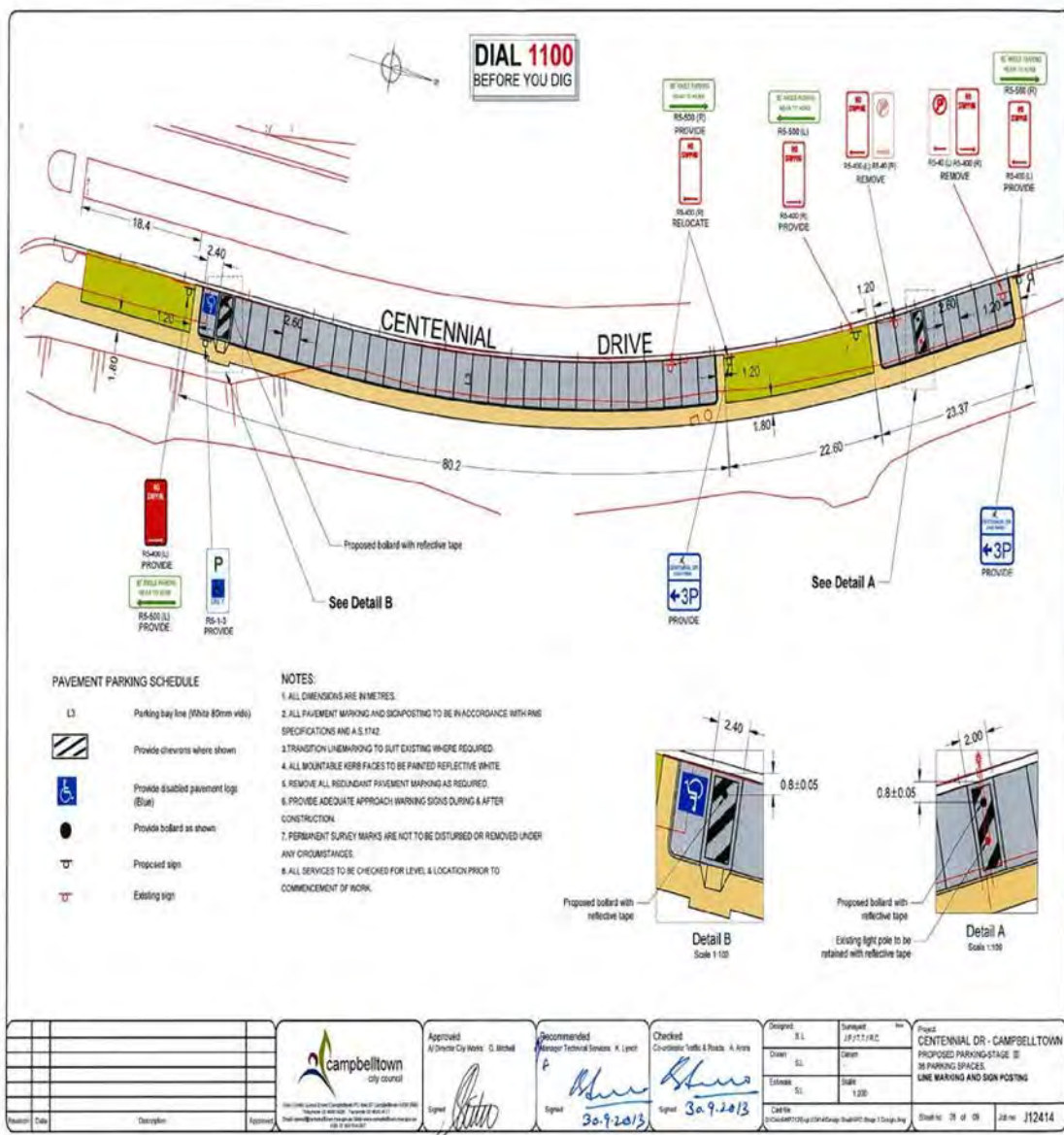
-  Parking bay line (White Street wide)
-  Provide chevrons where shown
-  Provide disabled pavement logo (Blue)
-  Provide wheel stops
-  Provide bollards

General Notes				Prepared: <i>[Signature]</i> Checked: <i>[Signature]</i> Date: 21/11/13		Project: PARKSIDE CRESCENT CAMPBELLTOWN PROPOSED OFF-STREET PARKING-STAGE 1 24 PARKING SPACES LINE MARKING AND SIGN POSTING	
NO. 001	DATE	AUTHORITY	APPROVED	DATE	BY	REVISION	DATE

ATTACHMENT 2



ATTACHMENT 2



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			<p>Approved A/Director City Works: G. Mitchell</p>	<p>Recommended Manager Technical Services: A. Lynch</p>	<p>Checked Co-ordinator Traffic & Parks: A. Innes</p>	<p>Designed E.L.</p> <p>Drawn S.L.</p> <p>Estimated S.L.</p> <p>Date 1.10.13</p> <p>Scale 1:100</p> <p>Client Campbelltown City Council</p>	<p>Submitted J.P./T.A.C.</p> <p>Client City Council</p> <p>Project CENTENNIAL DR - CAMPBELLTOWN PROPOSED PARKING STAGE II 36 PARKING SPACES, LINE MARKING AND SIGN POSTING</p> <p>Draft No: TR of CB J02 No: J12414</p>	
Revised	Date	Description	Approved	Signature	Signature	Signature		
				<i>(Signature)</i>	<i>(Signature)</i>	<i>(Signature)</i>		
					30.9.2013	30.9.2013		

LTC 13/30 East Leppington Subdivision Denham Court - Stage 1 traffic facilities

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

Attachments

1. Locality Plan
2. East Leppington Stage 1
3. Cardno Pavement, Signage and Linemarking Plans 600319-CC1-1-1451 Rev C, 600319-CC1-1-1452 Rev C, 600319-CC1-1-1453 Rev C
4. Plan extracts showing detail

Background (3/10/2013)

Campbelltown City Council has approved bulk earthworks associated with the residential development of Stage 1 East Leppington Precinct. The East Leppington Precinct as part of the State Government's South West Growth Centre was released by the Minister for Planning and Infrastructure. The total Precinct is 463 hectares and includes three Local Government Areas, being Liverpool, Campbelltown and Camden.

The development engineers, Cardno, on behalf of Stocklands has submitted engineering designs to Council including signs and line marking plans associated with traffic facilities in Stage 1. As shown in the attached locality plan the majority of Stage 1 is in the Camden Council LGA, with a small portion attributed to Campbelltown City Council. A major section of the whole Precinct, however, is in the Campbelltown LGA. Stage 1 will be accessed through the intersection of Camden Valley Way and Heath Road, which will be controlled by traffic signals. Future stages of East Leppington will have access off Denham Court Road.

The following sign and line marking plans as shown in Attachments 3 and 4 are presented to the Committee for its concurrence and recommendations:

Cardno Plan 600319-CC1-1-1451 Revision C

This plan shows markings for a westbound right turning bay in Road 001 between the future traffic signals of Heath Road and the roundabout of Road 002. The plan also shows the Give Way control at the intersection of Road 006 and Road 005 giving priority to Road 006.

Cardno Plan 600319-CC1-1-1452 Revision C

This plan provides a Give Way control at the intersection of Road 002 and Road 004.

Cardno Plan 600319-CC1-1-1453 Revision C

This plan provides details for the roundabout at the intersection of Road 001 and Road 002 together with the treatment of No Stopping lines at the elbow bend of Road 006.

The proposed roundabout is located south-east of the Camden Valley Way and Heath Road intersection, which has been approved and is currently under construction. Both Roads 001 and 002 are classified as collector roads. In addition to the roundabout there is a network of off-road shared pedestrian and cycle paths, and a median crossing point. The roundabout has been designed for the approach roads having a design speed of 60km/h. The roundabout has been designed with a non-traversable central island of 8.2m radius for a 14.5m rigid bus. The roundabout has a carriageway width of 8.5m including the mountable portion of the centre island, which is used by the rigid bus. The consultants have forwarded turn movement paths of the roundabout to Council.

Adjacent to the inscribed circle on the eastern leg of the roundabout are guideposts at 1.5m centres showing the closure of that leg as the road does not connect through at this stage. The splitter islands are being provided with holding rails at the crossing points. The southern leg of the roundabout is not a through road at this stage with a temporary cul-de-sac turning circle approximately 50m south of the roundabout delineated by reflectorized guideposts at 1.5m centres.

Officer's Recommendation

That within the Campbelltown City Council's portion of Stage 1 East Leppington subdivision that Council approves the signs and markings associated with the traffic facilities as provided by Cardno Plans 600319-CC1-1-1451 Revision C, 600319-CC1-1-1452 Revision C, and 600319-CC1-1-1453 Revision C.

Discussion (3/10/2013)

The Committee were provided with signage and linemarking plans and advised of the residential development which is included in three local government areas.

The Interline Bus representative advised that there was no provision of suitable roads to allow for buses within the development.

The NSW Police representative enquired about the road at entry and exist points near the roundabout and was advised that the minimum width of 3.7m is generally acceptable but in this particular subdivision it is more than 4.0m.

The Busways representative mentioned that in general it has been observed that the height of the refuge islands generally causes a problem to users while negotiating the roundabout.

Council Officers advised that this has been checked by using a turning template but Council can confirm with the developer about the detailed design of these elements and if there are any concerns the matter will be brought back to the Traffic Committee.

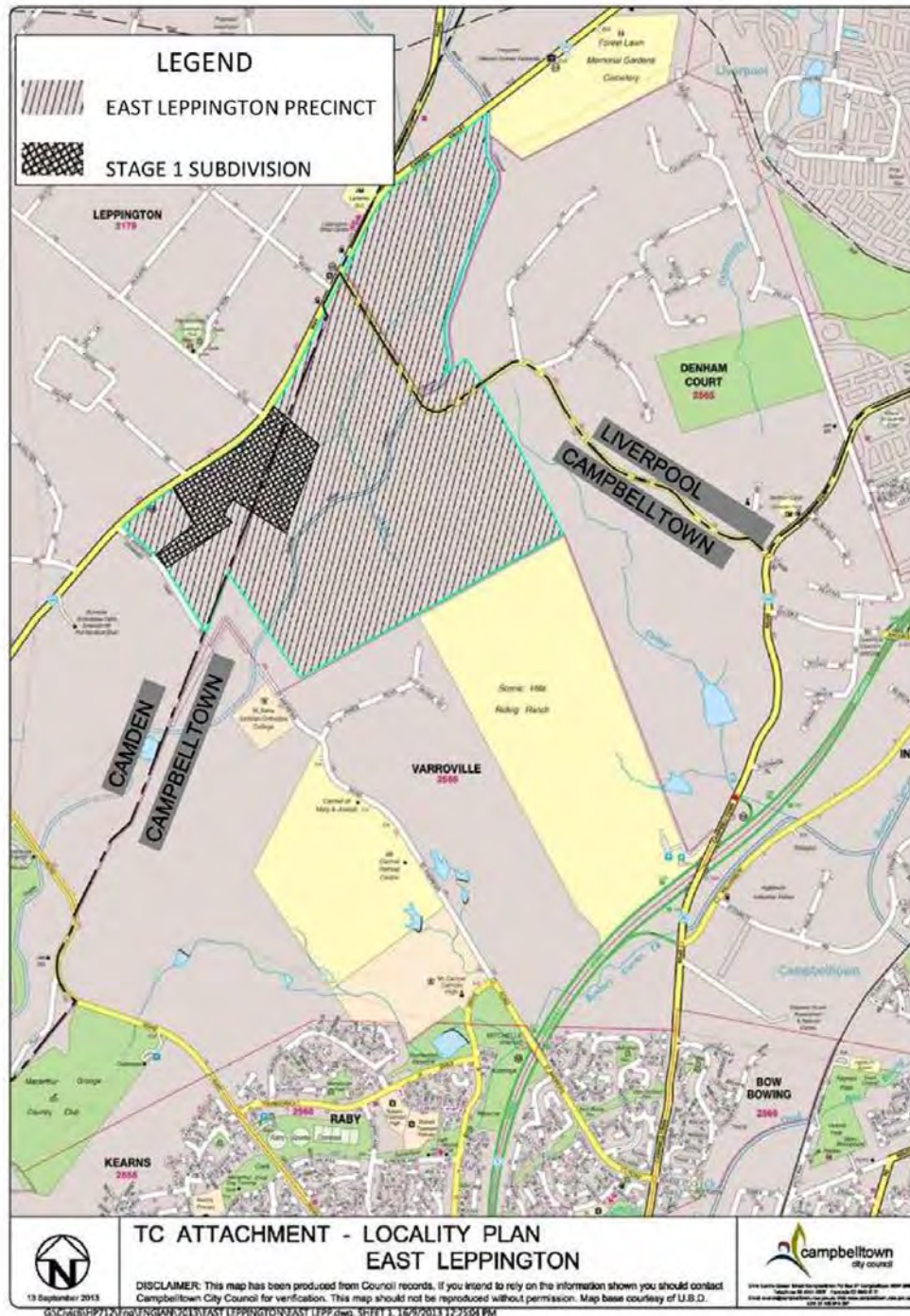
Note:

Following the Traffic Committee meeting further investigations were carried out by Council Officers and it has been observed that lane widths and elements of the road are in keeping with the required standards and buses and garbage trucks will not experience any difficulty in turning.

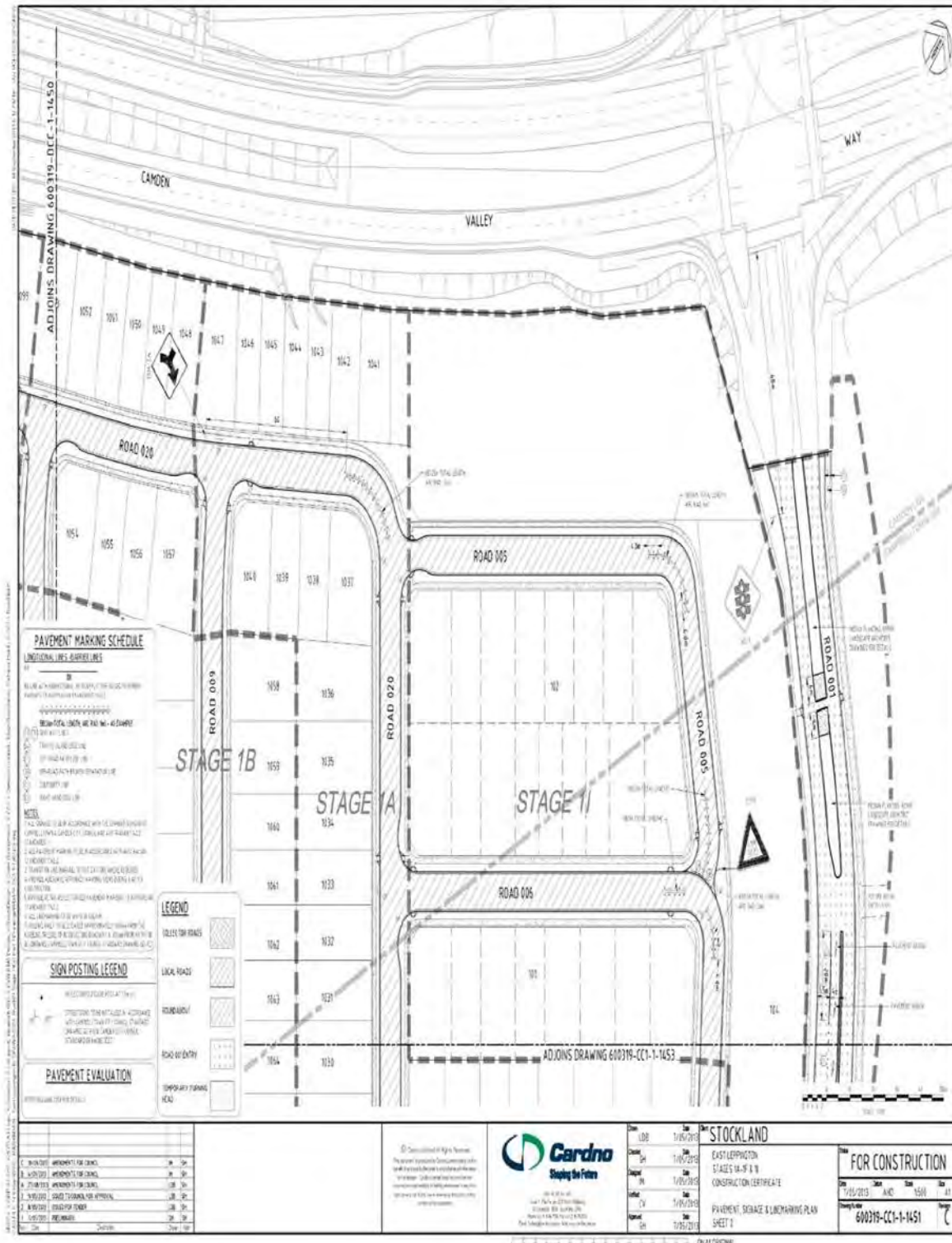
Recommendation of Local Traffic Committee

That within the Campbelltown City Council's portion of Stage 1 East Leppington subdivision that Council approves the signs and markings associated with the traffic facilities as provided by Cardno Plans 600319-CC1-1-1451 Revision C, 600319-CC1-1-1452 Revision C, and 600319-CC1-1-1453 Revision C.

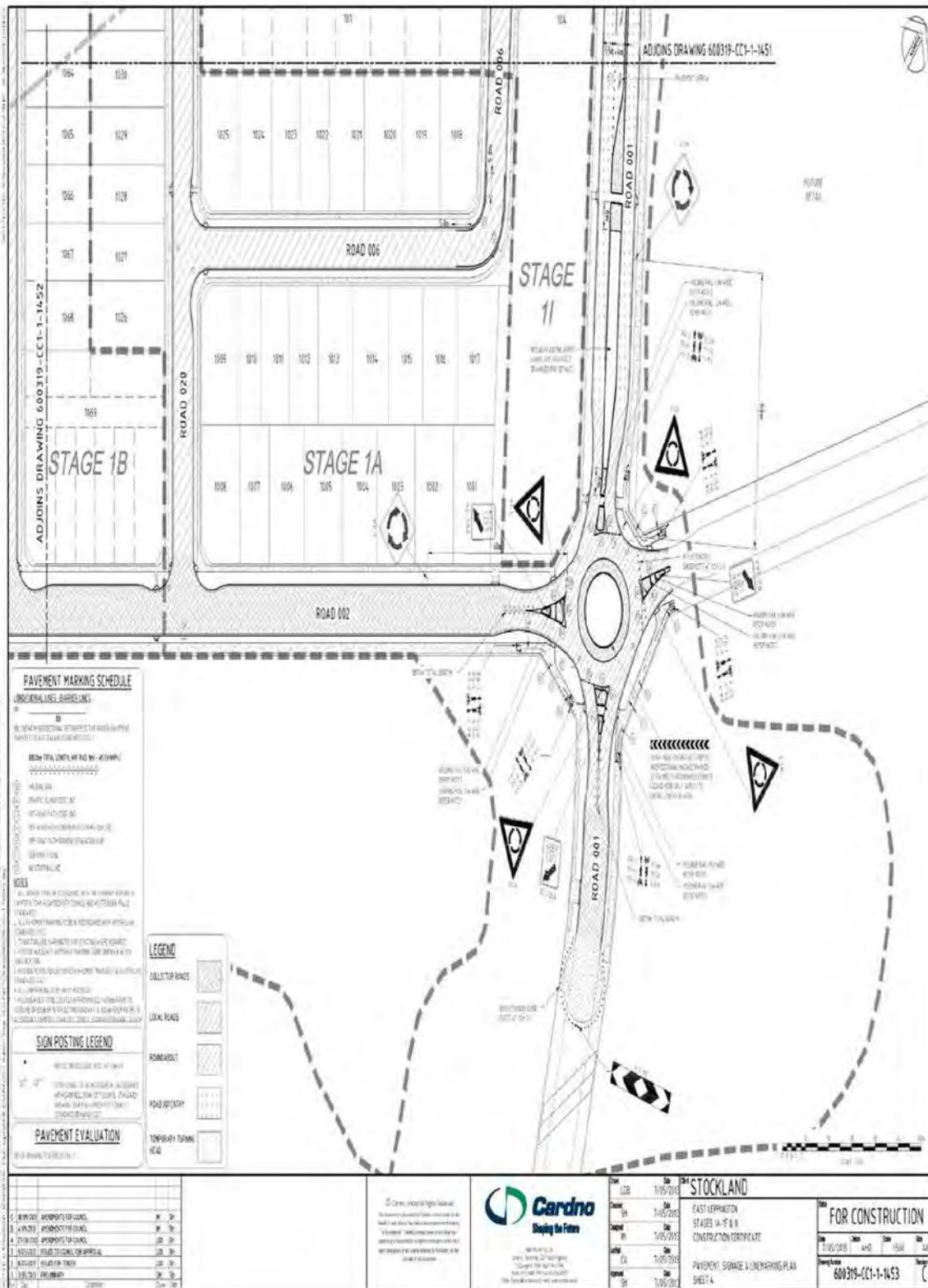
ATTACHMENT 1



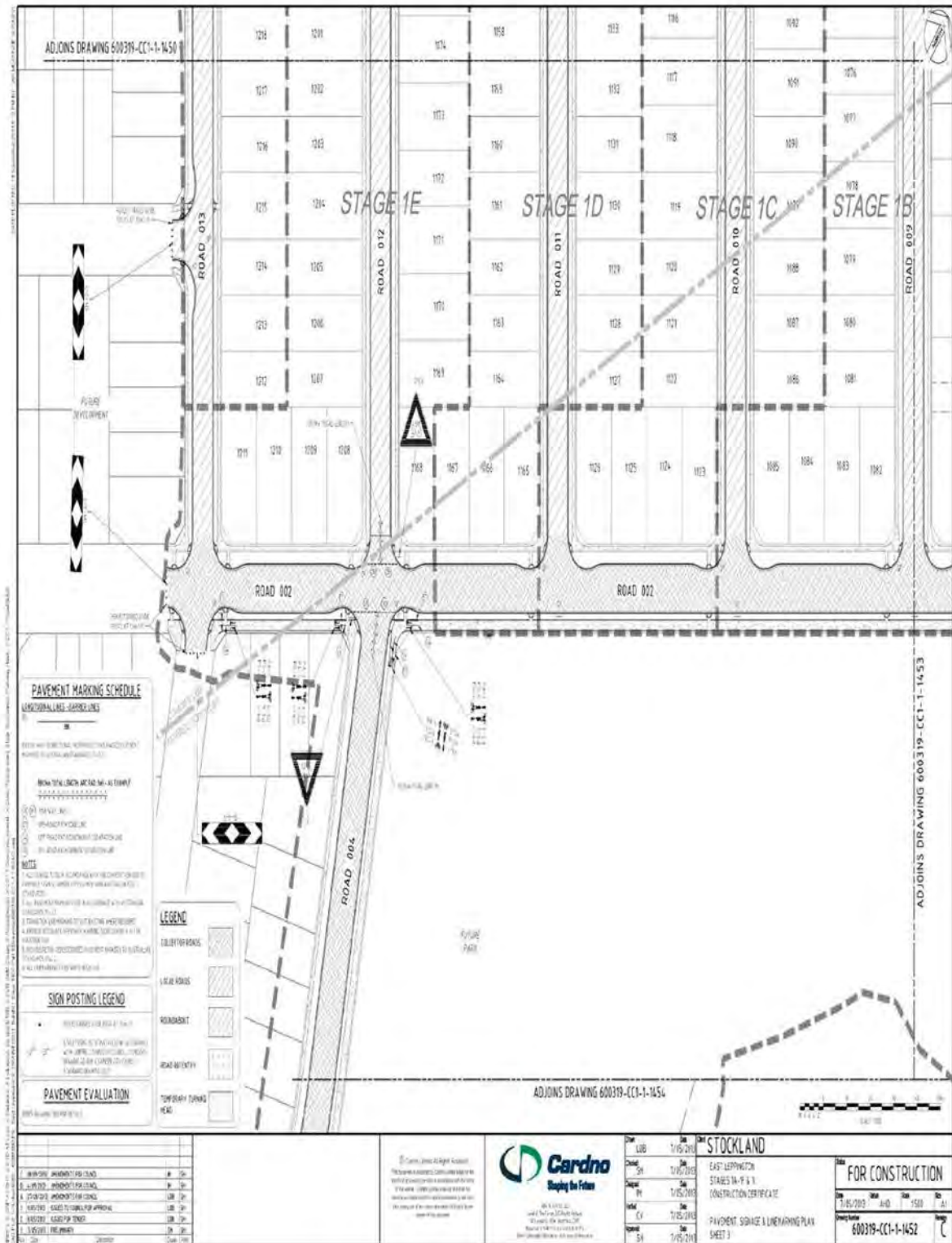
ATTACHMENT 2



ATTACHMENT 3



ATTACHMENT 4



6. LATE ITEMS

No reports this round

7. GENERAL BUSINESS

LTC 13/31 Hurley Street Campbelltown - Buses parking in restricted areas

Previous Report: Nil

Electorate: Campbelltown

Author Location: Traffic and Road Design Section

Attachments

Nil

Background (3/10/2013)

The Busways representative advised of a number of complaints received in relation to buses parking on Hurley Street in the restricted area and requested that Council follow up with Council Rangers to issue infringements if required.

The Busways representative advised that the bus drivers have been requested repeatedly not to park in the restricted area.

Recommendation of Local Traffic Committee

That the information be noted.

8. DEFERRED ITEMS

No reports this round

ATTACHMENT 2



CAMPBELLTOWN TRAFFIC COMMITTEE MINUTES

3 October 2013

CAMPBELLTOWN TRAFFIC COMMITTEE

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

Minutes Summary

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CAMPBELLTOWN TRAFFIC COMMITTEE MINUTES

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

Minutes of the Campbelltown Traffic Committee held on 3 October 2013

1. ATTENDANCE

Campbelltown City Council

Acting Director City Works - Mr G Mitchell (Chairperson)
Coordinator Traffic and Road Design - Mr A Arora
Team Leader Traffic Investigation - Mr F Sirc
Administrative Assistant - Mrs S Lambert

Roads and Maritime Services

Mr J Suprain

Police Representatives

Senior Sergeant E Cutler
Senior Sergeant M Cotton

Bus Companies

Busways – Mr S Grady
Interline – Mr B East

Representatives of Local Members of Parliament

Mr R James

An Acknowledgement of Land was presented by the Chairperson.

2. APOLOGIES

Councillor G Greiss
Manager Technical Services - Mr K Lynch
Senior Constable M Davies

3. CONFIRMATION OF MINUTES

The Minutes of the previous meeting held on 5 September 2013 were recommended by the City Works Committee on 8 October 2013 and adopted by Council at its meeting on 15 October 2013.

4. BUSINESS ARISING FROM MINUTES

No reports this round

5. REPORTS LISTED FOR CONSIDERATION

CTC 13/29 Hollylea Road Festival - Special Event

Previous Report: CTC 12/32
Electorate: Campbelltown
Author Location: Traffic and Road Design Unit

Attachments

Traffic Control Plan

Background (3/10/2013)

Council has received information that Fight Against Cancer Macarthur Inc. is seeking approval for the closure of a section of Hollylea Road, south of Plough Inn Road, Leumeah in holding a charity event called Hollylea Road Festival similar to that of 2012. The following dates and times apply.

Event Date: Sunday, 17 November 2013
Event Time: 7.00am to 3.00pm
Road Closed: 6.00am to 4.00pm
Affected Section: Property 10 to the end of cul-de-sac.

The event will showcase vintage and modified cars, motorbikes and four wheel drive vehicles in support of the 24hr-Fight Against Cancer Macarthur.

The proposed road closure is categorised as a Class 3 event in accordance with the Roads and Maritime Services event matrix. The event is being organised in a commercial cul-de-sac street and most of the businesses are closed on Sunday's. Only two businesses located at the end of the cul-de-sac are open and an alternative route way is available through a back accessway located adjacent to Campbelltown Road. The proposed traffic management measures, closed road section and businesses not operating on Sunday's are indicated in the attached sketch, Attachment 1.

This event was first organised in 2010 and no adverse comments have been received. Council will require the organisers to discuss with the NSW Police Force regarding their independent approval for the event.

Pending NSW Police Force approval, it is suggested that Council support the road closure for the event in accordance with the following conditions:

The event organisers advise all businesses in Hollylea Road, south of Plough Inn Road.

The event organisers ensure that event patrons do not park in the parking areas of operating businesses.

That advance road closure signs be installed along Hollylea Road, south of Plough Inn Road.

Emergency Services are notified of the event and clear access is provided at all times for emergency vehicles.

Council provides advice to the event organisers to advertise traffic management measures on their website.

Officer's Recommendation

1. That Council support the road closure in Hollylea Road, south of Plough Inn Road on Sunday 17 November, 2013 from 6am to 4pm for the Hollylea Road Festival.
2. That the Hollylea Road Festival be categorised as a Class 3 Special Event for Traffic Management.
3. That the event organisers seek independent approval from NSW Police
4. That Council assist with the advertising of the part road closure of Hollylea Road on its website as noted in the body of the report.

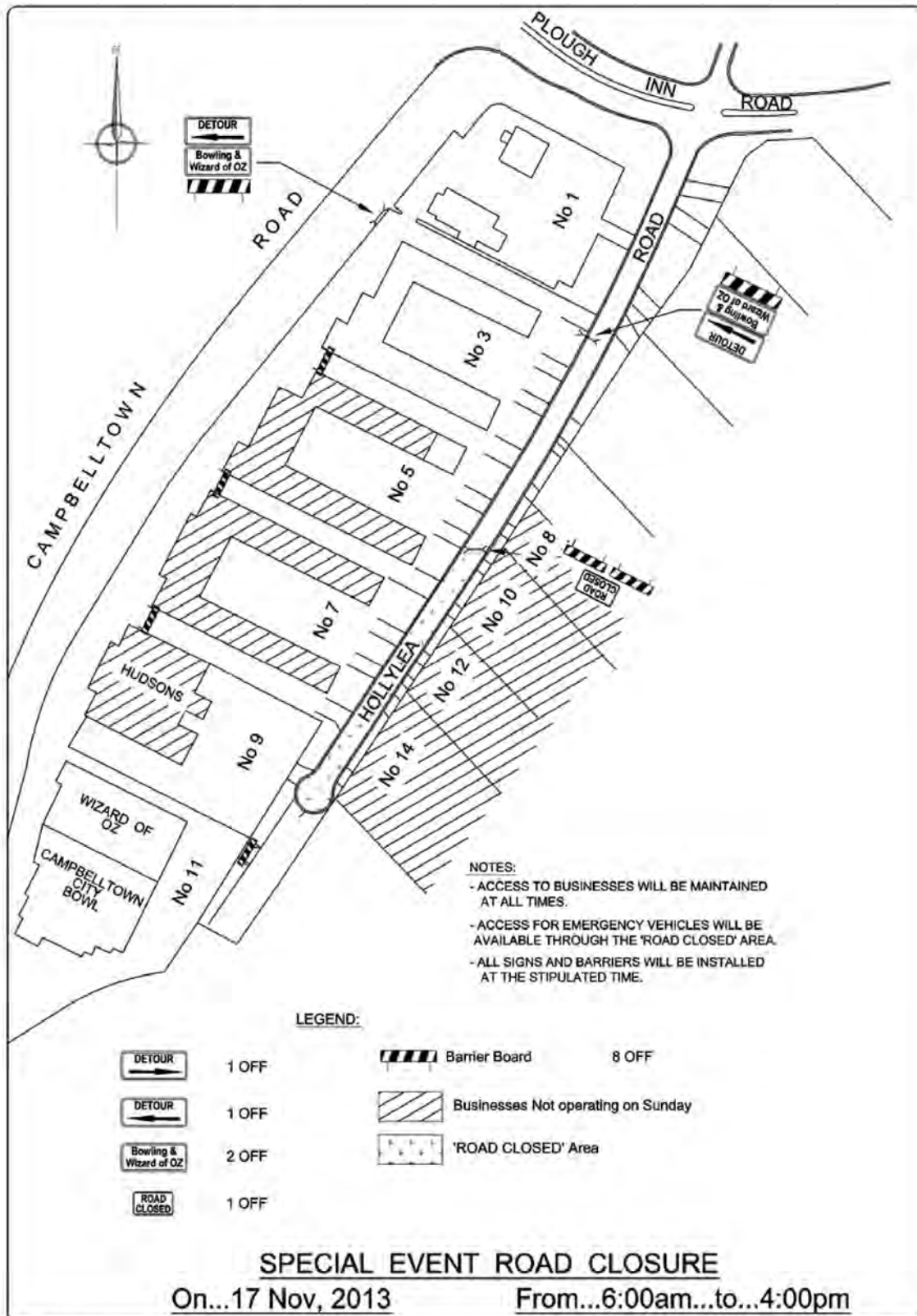
Discussion (3/10/2013)

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

Recommendation of Campbelltown Traffic Committee

1. That Council support the road closure in Hollylea Road, south of Plough Inn Road on Sunday 17 November, 2013 from 6am to 4pm for the Hollylea Road Festival.
 2. That the Hollylea Road Festival be categorised as a Class 3 Special Event for Traffic Management.
 3. That the event organisers seek independent approval from NSW Police
 4. That Council assist with the advertising of the part road closure of Hollylea Road on its website as noted in the body of the report.
-

ATTACHMENT 1



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CTC 13/30 St Helens Park Drive St Helens Park - Speed review

Previous Report: LTC 06/59
Electorate: Wollondilly
Author Location: Traffic and Road Design Unit

Attachments

1. Speed graph results
2. Location sketch plan

Background (3/10/2013)

Following previous Traffic Committee reports addressing speed concerns for St Helens Park Drive Council has installed Stage 1 traffic calming management in June 2009 by means of edge line marking from Woodland Road to Kellerman Drive.

Due to recent concerns raised by various sections of the community Council recently installed a classifier counter in St Helens Park Drive to assess the speed of traffic.

The classifier counter was installed 15m north of Bird Place providing an average daily speed of 55.9km/h, northbound and 57.1km/h southbound. The 85th percentile speeds are 63.4km/h and 65.2km/h respectively. These speeds indicate that the majority of motorists are travelling close or slightly above the posted speed limit of 60km/h.

The alarming aspect of the speed results is that maximum speeds are regular and quite high with motorists travelling between 70 to 80km/h. The maximum northbound speeds recorded were 102.8km/h on Sunday (approx. 5pm) and 104.1km/h Friday (approx. 6pm) and for southbound, 103.9km/h Friday (approx. 4:30pm) and 113.1km/h Saturday (approx. 6:45pm).

In the three year period since June 2009 there have been seven accidents in St Helens Park Drive (including one in Ironside Avenue) of which all but one were related to loss of control accidents.

It is recommended that Council undertake the options of providing BB lines on St Helens Park Drive from Bird Place to Kellerman Drive with the provision of kerb side blisters and medians at various locations from Woodlands Road to Kellerman Drive. Council will prepare the concept plans and consult the residents for finalising the exact locations. Final traffic management plans would then be presented to the traffic committee.

Council has previously sought the assistance of NSW Police where it has been noted by advice that the use of check speed procedures and speed radar/lidar operations are unable to be utilised in St Helens Park Drive due to the narrowness and curvature of the road. The undertaking of speed tasking in St Helens Park Drive is reliant on normal patrols.

It is recommended that Council write to NSW Police seeking their assistance of enforcing speed in St Helens Park Drive with the view of reporting back to Council the number of infringements detected over a period of time.

Officer's Recommendation

1. That Council prepare concept plans for traffic calming management of St Helens Park Drive and consult local residents on St Helens Park Drive to determine the location of kerb side blisters.
2. That Council write to NSW Police seeking a report on the level of infringements that can be acquired during normal speed enforcement patrols.

Discussion (3/10/2013)

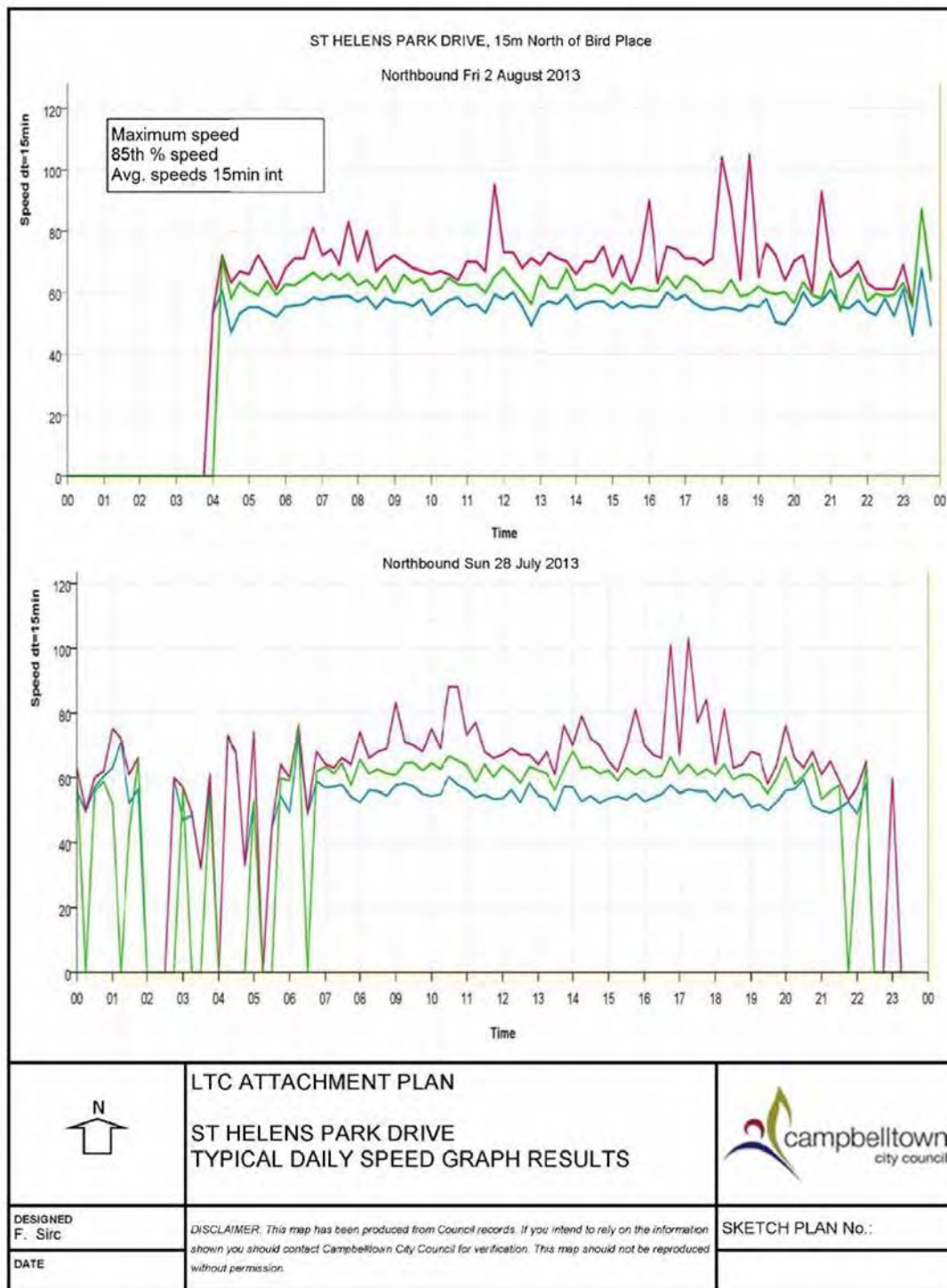
The Committee discussed the matter and supported the recommendations as presented.

The NSW Police representative advised that he would contact the Highway Patrol to request speed tasking in the area and report back to the Committee.

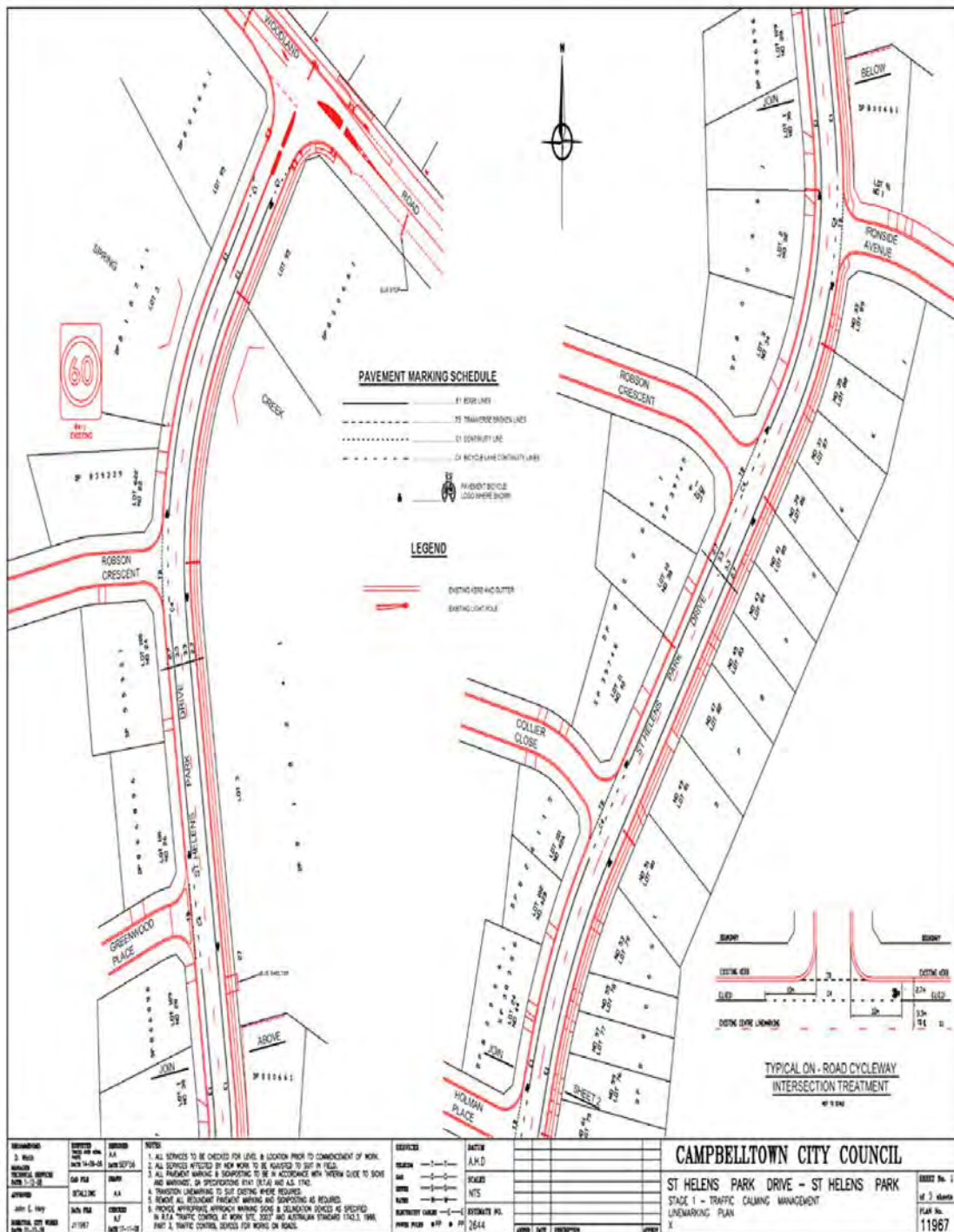
Recommendation of Campbelltown Traffic Committee

1. That Council prepare concept plans for traffic calming management of St Helens Park Drive and consult local residents on St Helens Park Drive to determine the location of kerb side blisters.
 2. That Council write to NSW Police seeking a report on the level of infringements that can be acquired during normal speed enforcement patrols.
-

ATTACHMENT 1



ATTACHMENT 2



REVISIONS 1. Mark 2. Mark 3. Mark 4. Mark 5. Mark 6. Mark 7. Mark 8. Mark 9. Mark 10. Mark	REVISED AA AA AA AA AA AA AA AA AA AA	DATE 14/09/13 14/09/13 14/09/13 14/09/13 14/09/13 14/09/13 14/09/13 14/09/13 14/09/13 14/09/13	NOTES 1. ALL SERVICES TO BE CHECKED FOR LEVEL & LOCATION PRIOR TO COMMENCEMENT OF WORK. 2. ALL SERVICES AFFECTED BY NEW WORK TO BE RELOCATED TO SUIT IN FIELD. 3. ALL ROADWAY MARKING & SIGNPOSTING TO BE IN ACCORDANCE WITH WHEATON GUIDE TO SIGNS AND MARKINGS, OR SPECIFICATIONS EXIST (STATE AND A.S. TRM). 4. TRANSITION LANE MARKING TO SUIT EXISTING WHERE REQUIRED. 5. REMOVE ALL REDUNDANT ROADWAY MARKINGS AND SIGNPOSTING AS REQUIRED. 6. PROVIDE APPROPRIATE APPROACH MARKING ZONES & DELINEATION ZONES AS SPECIFIED IN R.T.A. TRAFFIC CONTROL OF WORK SITE, BEST AND AUSTRALIAN STANDARD 1742.3, PART 1, PART 2, TRAFFIC CONTROL, SIGNALS FOR WORK ON ROADS.	DESIGNER A.H.D. SCALE N.T.S. DATE 14/09/13 PROJECT NO. 2644	APPROVED A.H.D. N.T.S. 14/09/13 2644	CAMPBELLTOWN CITY COUNCIL ST HELENS PARK DRIVE - ST HELENS PARK STAGE 1 - TRAFFIC CALMING MANAGEMENT LANE MARKING PLAN X	SHEET No. 1 of 3 sheets PLAN No. 11967
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CTC 13/31 Aero Road Ingleburn - B-Double Higher Mass Limits (HML) application

Previous Report: TC 17/92, TC 180/01, CTC 07/02

Electorate: Campbelltown

Author Location: Traffic and Road Design Unit

Attachments

Extract Roads and Maritime Services Restricted Access Vehicle Map

Background (3/10/2013)

The Roads and Maritime Services have forwarded an application for a Higher Mass Limit (HML) route from an applicant wishing to access 17 Aero Road, Ingleburn.

The HML route requested is for Brooks Road, Williamson Road, Henderson Road, Lancaster Street and Aero Road.

The sizes of the trucks being submitted are for semi-trailers (HML 45.5t) and B-Doubles (HML 68t). The length of the B-Doubles is not supplied but for HML axle loads B-Double lengths may not be specific.

For a standard semi-trailer combination of 19 metres it has a general maximum mass limit of 42.5 tonne. With a special design HML road friendly suspension (RFS) axle group the maximum load can increase to 45.5 tonne. Similarly, B-Doubles with RFS axles groups can have a load limit of 68 tonne for a 25/26m length vehicle.

At present there is an existing condition on B-Doubles for up to 23m in length on journeys for Aero Road with 'Left turn not permitted from Lancaster Street into Aero Road. Inbound traffic has to travel (clockwise) via Lancaster Street, Memorial Avenue, York Road and Aero Road to Kerr Road' as longer B-Doubles have difficulty negotiating the roundabout of Lancaster Street and Aero Road, especially the left turn sweep path and hence a condition has been imposed.

In terms of major infrastructure on the requested route the Roads and Maritime Services has assessed the Henderson Road Bridge over the Bunbury Curran canal and advised that it is suitable to carry Higher Mass Limit vehicles.

In line with the existing B-Double routes and existing conditions for B-Doubles it is recommended that the following route be listed as a Higher Mass Limit Route: Brooks Road, Williamson Road, Henderson Road, Lancaster Street, Memorial Avenue, York Road and Aero Road.

In regards to the performance of the other infrastructure in the area, the turning movement paths of larger B-Doubles at the roundabout of Lancaster Street and Aero Road should be

investigated. In addition, the intersection of York Road and Aero Road should also be reviewed as it has a median island that is regularly driven over by larger vehicles. It is also noted from viewing a series of aerial photos that access into the development of 17 Aero Road would be difficult for B-Double vehicles as heavy wear paths are obvious adjacent to the vehicle crossing. It is recommended that Council review the entry and exit driveways to 17 Aero Road and if any modifications are required to avoid damage to the nature strip and other Council assets that the applicant be advised.

Officer's Recommendation

1. That Council approves the route of Brooks Road, Williamson Road (from Brooks Road to Henderson Road), Henderson Road (from Williamson Road to Lancaster Street), Lancaster Street (from Henderson Road to Memorial Avenue), Memorial Avenue (from Lancaster Street to York Road), York Road, Aero Road (from Lancaster Street to York Road) as High Mass Limit (HML) route with the condition that 25/26m B-Double vehicles are not permitted to undertake left turn movements at the roundabout of Lancaster Street and Aero Road.
2. That Council forward its advice to the Roads and Maritime Services.
3. That Council review the roundabout at Lancaster Street and Aero Road intersection and the intersection of York Road and Aero Road for large B-Double turning paths with the view of upgrading the intersections.
4. That Council review the conditions of consent for No. 17 Aero Road to address access requirements for B-Doubles.

Discussion (3/10/2013)

The Committee were advised that Council had no objection to granting permission to access requirements for Aero Road, however once approval is given it will be RMS Gazetted. Once this route is Gazetted, Council Officers requested RMS to seek consent from Council for any future applications received by them.

Following review of aerial photographs into the development of 17 Aero Road, it was agreed that vehicles would experience difficulty entering and exiting the driveways and the applicant should be advised of any modifications required at their cost.

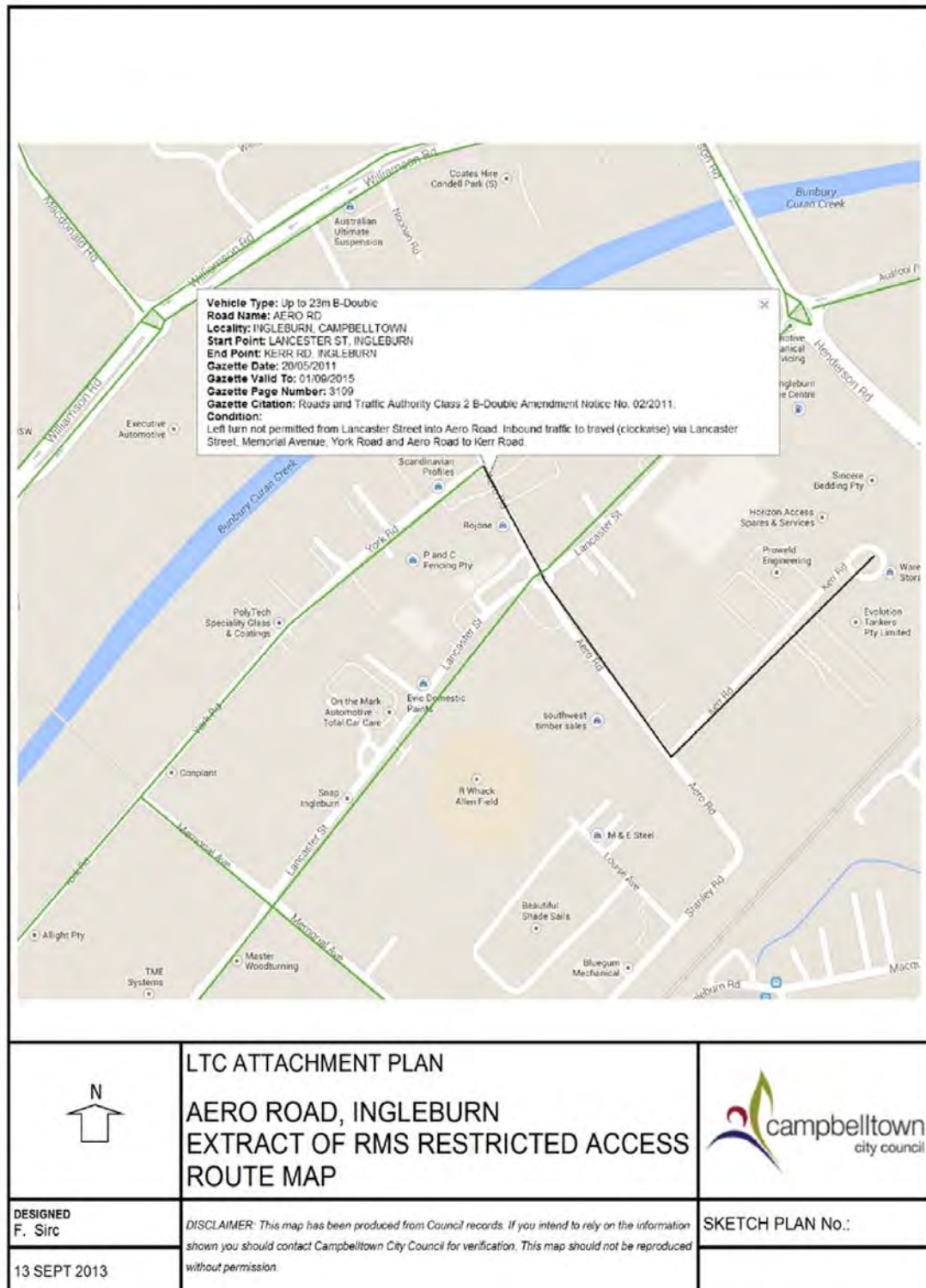
The Committee discussed the matter further and supported the recommendations as presented.

Recommendations of Campbelltown Traffic Committee

1. That Council approves the route of Brooks Road, Williamson Road (from Brooks Road to Henderson Road), Henderson Road (from Williamson Road to Lancaster Street), Lancaster Street (from Henderson Road to Memorial Avenue), Memorial Avenue (from Lancaster Street to York Road), York Road, Aero Road (from Lancaster Street to York Road) as High Mass Limit (HML) route with the condition that 25/26m B-Double vehicles are not permitted to undertake left turn movements at the roundabout of Lancaster Street and Aero Road.
-

2. That Council forward its advice to the Roads and Maritime Services.
 3. That Council review the roundabout at Lancaster Street and Aero Road intersection and the intersection of York Road and Aero Road for large B-Double turning paths with the view of upgrading the intersections.
 4. That Council review the conditions of consent for No. 17 Aero Road to address access requirements for B-Doubles.
-

ATTACHMENT 1



CTC 13/32 National Heavy Vehicle Law - Update

Previous Report: CTC 13/27
Electorate: All Electorates
Author Location: Traffic and Road Design Unit

Attachments

Flow Chart

Background (3/10/2013)

The Committee was advised at its meeting of 5 September 2013 the pending commencement of the National Heavy Vehicle Law.

Council has received further advice from the National Heavy Vehicle Regulator that the proposed commencement date of 1 October has been revised and will start later in the year with the date to be confirmed.

In the meantime houses on both sides of NSW Parliament have passed the Heavy Vehicle (Adoption of National Law) Amendment Bill 2013 on 18 September 2013.

Although guidelines have yet to be released Council Officers have simplified the advice that has been provided so far by developing a flow chart on the approval process. This flow chart is shown in the attachment.

Officer's Recommendation

That the information be noted

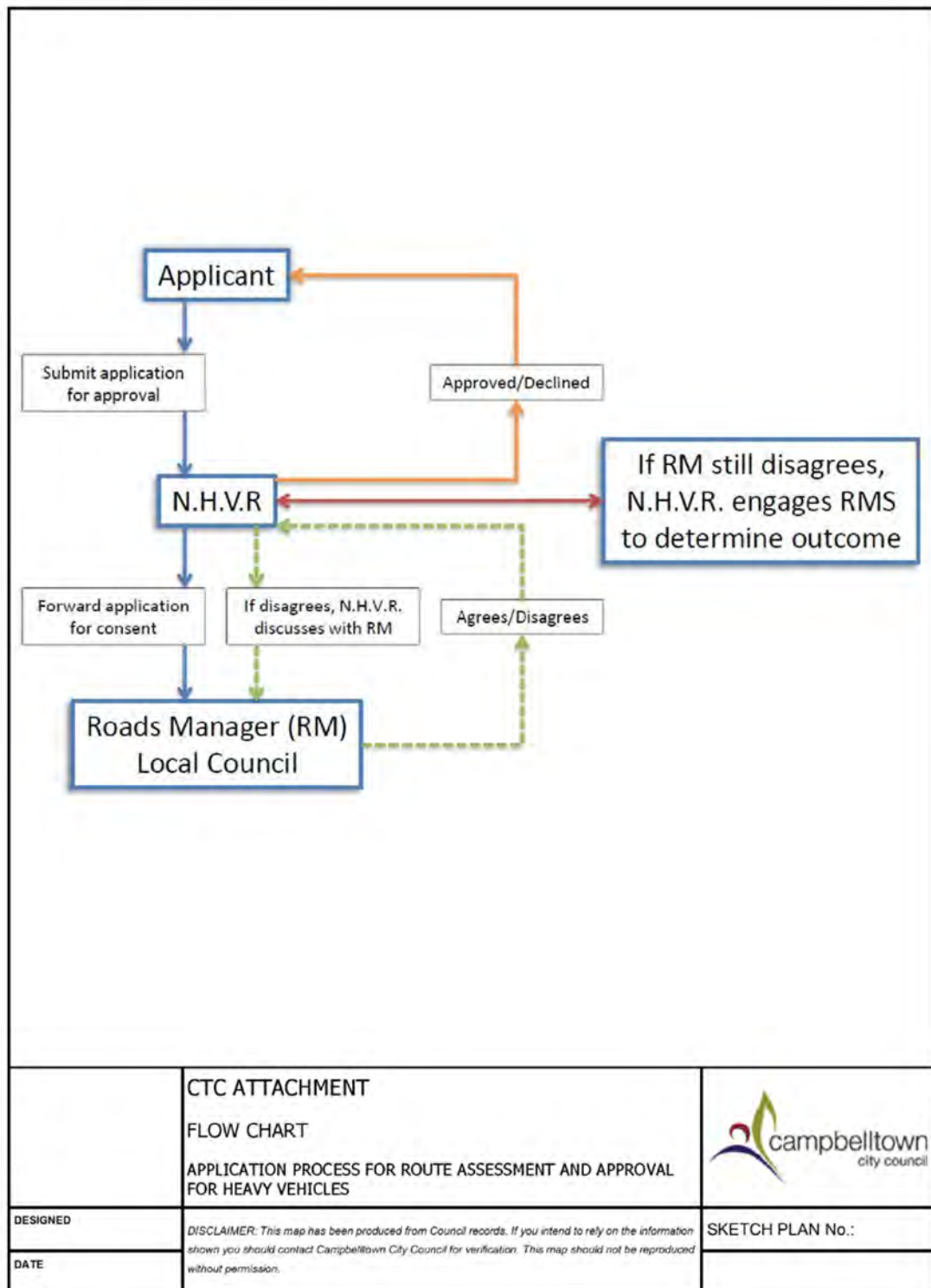
Discussion (3/10/2013)

That the information be noted.

Recommendation of Campbelltown Traffic Committee

That the information be noted.

ATTACHMENT 1



CTC ATTACHMENT
 FLOW CHART
 APPLICATION PROCESS FOR ROUTE ASSESSMENT AND APPROVAL
 FOR HEAVY VEHICLES



DESIGNED

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.

SKETCH PLAN No.:

DATE

**CTC 13/33 Kialba Road and Rose Street Campbelltown B-Double
4.6m High Vehicle Route Applications**

Previous Report: TC 167/03
Electorate: Campbelltown
Author Location: Traffic and Road Design Unit

Attachments

1. Extracts of Roads and Maritime Services Restricted Access Maps
2. Turning sweep paths at the intersections of Rose Street and Kialba Road, and Badgally Road and Watsford Road.

Background (3/10/2013)

The Roads and Maritime Services has forwarded two applications to assess Rose Street and Kialba Road, Campbelltown as a 4.6m High Vehicle Route and a B-Double Route on behalf of F & A Scarcella Pty Ltd who are in the process of purchasing property in Kialba Road.

At present Rose Street and Watsford Road have been gazetted as a 25/26m B-Double Route, however, not as a 4.6m High Vehicle Route.

In assessing the two applications Council has been asked to determine:

1. Kialba Road from Rose Street to 27 Kialba Road suitable as a B-Double Route and
2. Rose Street from Blaxland Road to Kialba Road and Kialba Road from Rose Street to 27 Kialba Road as suitable for a 4.6m High Vehicle route.

Council Officers have discussed the movement of B-Doubles into Kialba Road from Rose Street with some concerns on the turning sweep path as these vehicles are likely to encroach over the centre dividing line at its intersection. The Company has suggested an alternative route requiring B-Doubles to continue the journey from Rose Street into Watsford Road making a U Turn at the roundabout of Watsford Road and Badgally Road and then a right turn into Kialba Road from Watsford Road.

The alternative suggested route for B-Doubles into Kialba Road is not supported by Council Officers as it is a complicated condition to be imposed and to be compliant by drivers.

It is recommended that B-Doubles be permitted to turn left into Kialba Road from Rose Street and turn right out of Kialba Road into Rose Street as Kialba Road is a low volume trafficable road with only two existing industrial properties generating traffic at present. Should properties No's 21 and 27 Kialba Road be developed together by the Scarcella Transport company there could be ultimately only four developments in the street. Traffic volumes are likely to be low and intersection conflict is low risk due to good sight distance.

In regards to 4.6m High Vehicle Route Council Officers has received advice from Endeavour Energy indicating that overhead power lines have appropriate clearances.

It is further proposed that on approval by Council necessary documents be prepared and submitted to the Roads and Maritime Services for the publication of notices in the NSW Government Gazette.

Officer's Recommendation

1. That the application for a B-Double route using Kialba Road, Campbelltown be supported.
2. That the application for a 4.6m High Vehicle Route in Rose Street, from Blaxland Road to Kialba Road, and Kialba Road be supported.
3. That subject to Council's approval of the Development Application for the identified site in Kialba Road that Council prepares and submits documentation to the Roads and Maritime Services for the publication of notices in the NSW Government Gazette.

Discussion (3/10/2013)

The Committee was advised that the Roads and Maritime Services has forwarded two applications to access Rose Street and Kialba Road as a 4.6m High Vehicle Route and B-Double Route. As Rose Street and Watsford Road have been Gazetted as a 25/26m B Double route, Council has concerns with the movement into Kialba Road from Rose Street on the turning path, vehicles are likely to cross the centre dividing line at its intersection.

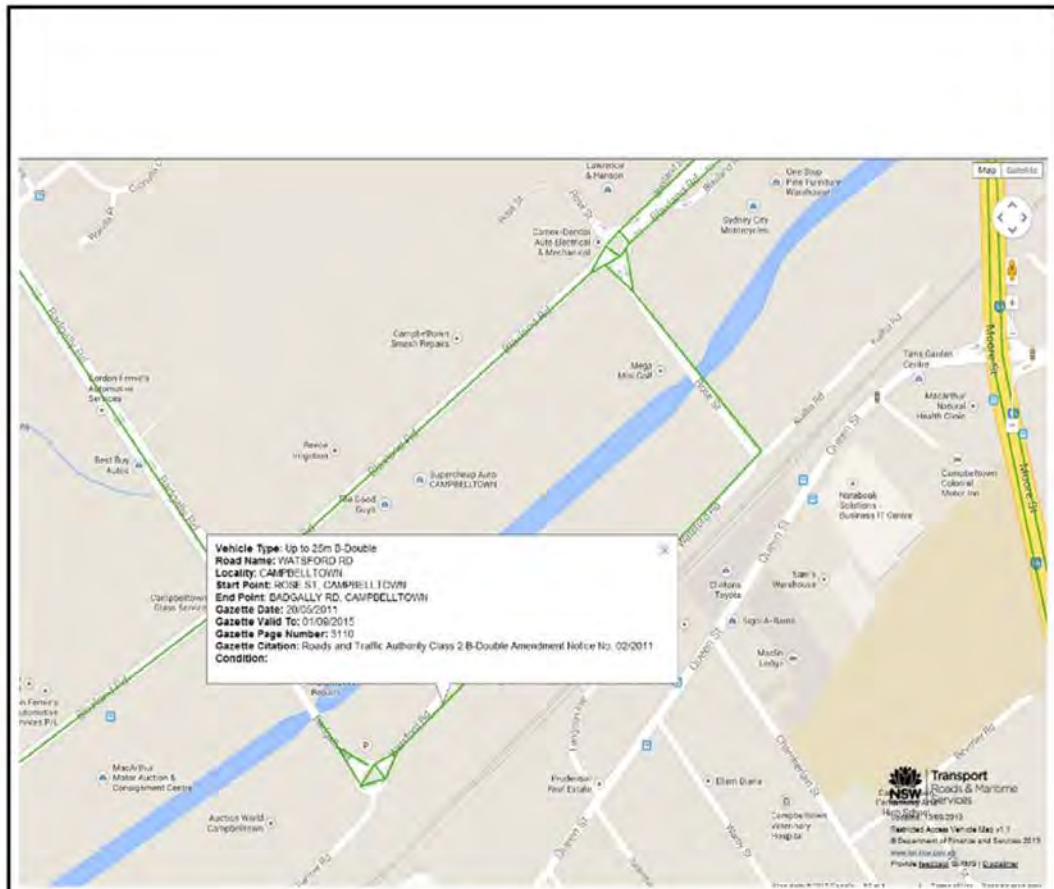
Following further discussion it was suggested that the trucking company be asked to trial run a B-Double from Rose Street into Kialba Road with a Police car following and should there be any engineering works required to change the kerb alignment it should be paid for by the applicant for improvements to road infrastructure.



The Roads and Maritime Services representative agreed to the trialling of the B-Double route to see if the turn could be made in and out of Kialba Road.

Recommendation of Campbelltown Traffic Committee

1. That a trial run of the B-Double route be carried out to see if the turn can be made in and out of Kialba Road.
 2. That the application for B-Double route using Kialba Road, Campbelltown not be supported at this stage.
 3. That on completion of the trial run a report be presented to the Traffic Committee.
-

ATTACHMENT 1



	<p>LTC ATTACHMENT PLAN</p> <p>ROSE STREET, WATSFORD ROAD, CAMPBELLTOWN</p> <p>EXTRACT OF RMS RESTRICTED ACCESS ROUTE MAP</p>	
<p>DESIGNED F. Sirc</p>	<p><i>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.</i></p>	<p>SKETCH PLAN No.:</p>
<p>13 SEPT 2013</p>		

ATTACHMENT 2



6. LATE ITEMS

No reports this round

7. GENERAL BUSINESS

No reports this round

8. DEFERRED ITEMS

No reports this round

1.2 Campbelltown Main Streets - Footpath Reconstruction

Reporting Officer

Manager Technical Services

Attachments

Site plan (distributed under separate cover – to view a copy of this attachment contact Council's Corporate Support Coordinator on 4645 4405)

Purpose

To provide Council with information about options for footpath pavement treatments for Queen Street, Campbelltown.

History

Campbelltown's Queen Street footpath area is made up of a number of different pavement types and locations.

Brown Street location	square pavers
Dumaresq Street location	interlocking pavers, concrete sections and bitumen
Allman Street location	concrete and interlocking pavers
Queen Street various locations	loose pavers, poor condition surface problems with continued maintenance.

Report

The purpose of the report is to provide information about the feasibility of removing the existing pavement surface along Queen Street between Browne Street to Allman Street and a replacing them with an alternative pavement strategy that best suits Queen Street, Campbelltown.

Replacement Strategy

The replacement strategy will consider the following issues:-

- timelines project plan
 - plant and equipment placement
 - storage of pavement materials
 - construction sheds and access for all parties
 - procurement process
 - communication strategy
 - good aesthetics
 - disruption to visitors, shop and business owners, workers and service providers
 - removal and replacement of street furniture
 - signage.
-

Footpath Surface Options

Council has engaged landscape architects, Knox and Partners Pty Ltd, to assist in determining the best pavement option for Council.

There are three main Footpath Surface options for consideration. These are:-

1. Paver or Brick Footpath Pavement Replacement

The existing pavers or bricks and any other surface material would have to be removed. A compacted road base is recommended as a suitable sub grade to prevent movement which is a common problem with pavers or bricks.

This type of pavement treatment is the most time consuming of installation and will cause the most disruption to the Main Street precinct. For uniformity of texture, colour, size, it would be best to purchase the pavers or bricks at the one time. Due to inconsistency of material ingredients, the paver or brick manufacturer may not be able to guarantee the final appearance of the pavers or bricks if purchased as and when required. Pavers and bricks are pervious which can lead to discolouration of the paver or brick surface if not sealed properly.

An advantage of pavers and bricks is that there are many different types and colours to select however there is a chance that the pavers and brick finish over time will become inconsistent and this would not be the preferred option of Council.

2. Bitumen Footpath Pavement Replacement

With this option, the existing pavers will have to be completely removed. To ensure there is a solid base for the replacement Bitumen, the existing sand will need to be removed and replaced with 150mm of compacted road base. If Council wants a coloured Bitumen pavement, it is best to manufacture during the mix stage as it provides a more consistent and robust colour. It is however an expensive option and Council may need to consider a surface treatment rather than the mix.

A further advantage of the Bitumen is that it can be pattern stamped which allows for different patterns to be considered eg. Cobblestone, brick, paver, and "look alike" surfaces. In addition Bitumen absorbs material spills and this can result in deterioration of the Bitumen. Bitumen is easily repaired if needed however it generate a high degree of heat as a footpath surface and best applied in warm temperatures.

3. Concrete Footpath Pavement Replacement

With this option the existing pavers or other type of surface material would need to be removed. The resultant sand can be compacted and reused with the concrete placed directly on top of the sand bed. Crushed road base with cement dust is considered a better alternative than sand. Concrete, as with bitumen, can be coloured during manufacture or applied as a surface treatment. The difference with concrete is that the colours are richer and more pronounced. Concrete can also be saw cut to give a large paver appearance, similar to the application like the amphitheatre of Campbelltown Art Centre.

Concrete is pervious and will stain if not sealed. Colour surface treatments will seal the concrete and allow for the easy removal of material from the surface. Concrete does allow for the project to be constructed over a number of years whilst maintaining an overall consistent appearance. If Council was to choose concrete with a coloured surface treatment, the surface treatment could be applied at any stage of the project with a consistent appearance. This would also allow Council to distribute the costs over a greater period if needed.

Financials

In the table below, a number of calculations have been provided based on Queen Street for various surfaces Broughton Street to Allman Street as well as all side streets. It is estimated that there would be 7000sqm of pavement reconstruction.

Product type	\$m
Pavers or Bricks (concrete subgrade laid on a mortar bed)	\$3.15
Bitumen (colour surface treatment)	\$1.51
Bitumen (colour mix)	\$1.82
Concrete (no colour or surface treatment)	\$1.51
Concrete (colour surface treatment and saw cut pattern)	\$2.26
Cost for removal and reinstatement of street furniture and signs, landscape works, lighting improvements, conduit for future CCTV optic fibres, traffic control, shop access, design and project management cost and contingencies	\$1.80

Allowances have been made in the costing structures for a large proportion of these works to be completed at night.

Summary

The pavers or bricks option will cause the most disruption to the Main Street, they are difficult to lay and the longest period of time to be completed. Pavers or bricks are also a difficult type of pavement to restore if damaged. If Council elects to select a paver or brick pavement option, Council may be able to recoup revenue from the possible sale from a public disposal of the old pavers.

Bitumen is the easiest product to work with if using straight bitumen, however, if repairing or restoring bitumen, the patches become more unsightly and discoloured. The effect of plain bitumen with paver/brick borders can also provide a better solution it would add substantially to the cost. The use of stencils or saw cut patterns with concrete is far more attractive is more versatile. The strong advantage with concrete is that it very flexible in application and allows contractors to concrete right up to shopfront entrances whereas pavers or bricks require substantial adjustment.

In conclusion, the concrete pavement with colour service treatment is considered a more cost effective solution in terms of service life, and ability to change the appearance if ever required, and the overall positive effect it will bring to Campbelltown Main Street.

Officer's Recommendation

1. That Council endorses the use of concrete for the replacement of footpath pavement for the Campbelltown Main Street area.
2. That Council undertakes an Expression of Interest to establish indicative costs, a timeframe and examples of surface treatments on concrete finishes.
3. That a future report be provided to Council on the findings of the Expression of Interest.

Committee's Recommendation: (Glynn/Brticevic)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 12 November 2013 (Lake/Borg)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 250

That the Officer's Recommendation be adopted.

1.3 LED Street Lighting within the Endeavour Energy

Reporting Officer

Manager Technical Services

Attachments

Nil

Purpose

To provide information to Council on trials being undertaken by Endeavour Energy to upgrade category P4 and P5 street lights to LED technology.

History

Endeavour Energy has been trialling a replacement of the existing street lights luminaires to LED Luminaires in Local Government Areas in order to save energy and help local Council's reduce their electricity consumption costs.

Report

Endeavour Energy has been trialling LED street lights since May 2012 in order to determine their suitability to be used as street lights within the Network in Local Government Areas. Endeavour Energy has completed their trials and is in the process of obtaining pricing for street lighting usage using the SLUoS system (SLUoS charges - Street Lighting Use of System).

Once these prices are confirmed Endeavour Energy intends to advise all Councils of the approved LED Luminaires. Councils will have the option to change the existing lights to LED at an accelerated program by Council meeting the capital costs associated with the upgrade.

Council also has the option of not changing the current agreement. In this case Endeavour Energy will continue to provide their service as per the ongoing arrangement and would change the existing luminaires with LED only when they are due for replacement. This option will prolong the time for the entire LGA to be converted to LED Luminaires.

Once the charges for LED lighting have been released by Endeavour Energy, Council will undertake a cost benefit assessment to determine if providing an upfront capital investment to accelerate the installation of LED lights throughout Campbelltown justifies the reduction in Council's street lighting usage charges.

In further discussions with Endeavour Energy, Council officers have accepted an opportunity to trial LED Luminaires in Alderney Street, Minto to assess the effectiveness of LED Luminaires, and the findings of the trial will be conveyed to Council in a future report.

Officer's Recommendation

That the information be noted.

Committee's Recommendation: (Borg/Brticevic)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 12 November 2013 (Lake/Borg)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 250

That the Officer's Recommendation be adopted.

1.4 Revised Policy House Numbering on Kerbs

Reporting Officer

Manager Technical Services

Attachments

Revised Policy - House Numbering on Kerbs (contained within this report)

Purpose

To seek Council's endorsement of the revised House Numbering on Kerbs policy.

History

The abovementioned policy was adopted by Council on 23 July 2005, was last reviewed on 2 September 2008 and is now due for review in accordance with the Records and Document Management Policy.

Report

The above mentioned policy was reviewed in accordance with Council's Record Management Policy and the adopted procedure for Policy Development and Review.

The policy has been reviewed and minor changes have been made. The majority of changes are minor as highlighted in the attachment, however reference to the colour and type of paint has been changed. Paint is now specified as white night reflective paint on a black background.

It is recommended that this policy be adopted and a new review date set.

Officer's Recommendation

1. That the revised House Numbering on Kerbs policy as attached to this report be adopted.
2. That the policy review date be set at November 2015.

Committee's Recommendation: (Glynn/Hawker)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 12 November 2013 (Lake/Borg)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 250

That the Officer's Recommendation be adopted.

ATTACHMENT 1

		POLICY
Policy Title	House Numbering on Kerbs	
Related Documentation	Nil	
Relevant Legislation/ Corporate Plan	Local Government Act - Section 124 - Order 8 Occupational Health and Safety Act	
Responsible Officer	Manager Technical Services	

Policy details may change prior to review date due to legislative changes, therefore this document is uncontrolled when printed.

Objectives

To establish a consistent method and standard for residents and approved contractors and service organisations applying kerbside numbering within the City of Campbelltown.

Policy Statement

The promotion of a consistent approach for providing house numbering on kerbs is seen as beneficial for the easy identification of properties by emergency services, other local services and visitors, and is supported in principle by Council.

On occasions service organisations and independent contractors seek to provide a kerbside numbering service to local residents. This Policy seeks to ensure that the community is appropriately informed about the rights and obligations of various parties, that the work is undertaken in a safe manner, and that a consistent standard is applied.

Scope

This Policy applies to all external organisations seeking to offer a kerbside numbering service to residents within the Campbelltown Local Government Area.

Definitions

Service organisations are typically considered to be volunteer and charity organisations.

Contractors are organisations seeking to provide a fee for service for kerbside numbering.

Legislative Context

Council has authority under Section 124 of the Local Government Act to issue an Order to identify premises with such numbers or other identification in such manner as is specified in the order.

Principles

Council will consider written applications from contractors and service organisations wishing to apply kerbside house numbers, subject to the following:

- Written approval is required prior to application of the numbering.
- Residents are to be provided with a copy of Council's Policy and written approval prior to application, at the applicant's cost.
- Residents are to be advised that Council is not responsible for any maintenance, removal, alteration, repair or obliteration in respect of the proposed kerbside numbering scheme, and if the street address is altered that the resident is responsible for removal or obliteration of the marked numbers.
- Residents are to be advised of their right to not have kerbside numbering.
- All numbering shall correspond to the street address allocated to the property in Councils Land Information System.
- The applicant is responsible for removing any numbering not in accordance with Council's requirements.
- The applicant is to provide to Council evidence of suitable Public Liability insurance, WHS requirements including Traffic Control Provision, safe work procedures and environmental management procedures. Approval will be withdrawn if insurances are not kept current, WHS requirements are not adhered to, or the works are not in accordance with Council's approval.
- The numbering scheme is to use, white reflective paint visible at night on a black background, with numbers located adjacent to the property driveway on the side closest to the centre of the property.
- The technical specification for the numbering scheme is to be to Council's satisfaction.

Responsibility

The application of this Policy is the responsibility of the Manager Technical Services.

END OF POLICY STATEMENT

DOCUMENT HISTORY AND VERSION CONTROL RECORD

Contact for inquiries and proposed changes

Name	Kevin Lynch
Position/Section	Manager Technical Services
Contact Number	46454633

Version Number	Revised Date	Authorised Officer	Amendment Details

2. OPERATIONAL SERVICES

No reports this round

3. ASSETS AND SUPPLY SERVICES

3.1 Contract of Large Sites' Electricity

Reporting Officer

Manager Assets and Supply Services

Attachments

Nil

Purpose

To advise Council of the new contract for electricity supply to Council's large sites.

History

Council entered into a contract with TRUEnergy Pty Ltd (under the Energy Australia brand) for the supply of electricity to Council's large sites in June 2011 which is due to expire on 30 June 2014.

Council's large sites are:

- streetlighting
- Civic Centre
- Eagle Vale Central
- HJ Daley Library, Campbelltown
- The Gordon Fetterplace Aquatic Centre
- Campbelltown Arts Centre
- Greg Percival Library
- Council's Depot (two electricity meters)
- Macquarie Fields Leisure Centre
- Campbelltown Sports Stadium.

The existing contract is between Energy Australia and Council under terms approved by NSW Procurement.

Report

Energy Australia recently approached Council with an offer for extension under the current terms and conditions until 31 December 2016, offering an immediate rate reduction as follows:

	Current Billed Energy Rate (c/kWh)	New Offer - Retail Energy Rate (c/kWh)
Peak (7-9am, 5-8pm Mon-Fri)	7.9883	6.514
Shoulder (9am-5pm, 8-10pm Mon-Fri)	8.2474	6.514
Off-Peak (10pm-7am Mon-Fri, all day Sat & Sun)	2.928	3.447

The estimated effect of the savings may be quantified over the three year period on Council's Retail Electricity Usage component (excluding Network Charges) as follows:

	Total Energy Cost FY2012/13	Estimated New Energy cost based on Offer (1 year) Note: avg Peak/Shoulder of 8.118c/kWh	Total Estimated Savings over 3 years + Q4 2013
Greg Percival Library	\$16,855.03	\$14,936.86	\$6,234.03
Campbelltown Arts Centre	\$53,243.80	\$49,599.05	\$11,845.45
Civic Centre	\$99,082.96	\$86,569.90	\$40,667.46
Depot	\$9,594.64	\$8,330.43	\$4,108.67
Campbelltown Stadium	\$19,573.08	\$18,300.01	\$4,137.49
Eagle Vale Central	\$35,276.58	\$31,785.28	\$11,346.74
Macquarie Fields Leisure Centre	\$23,496.69	\$21,919.65	\$5,125.37
HJ Daley Library	\$22,030.97	\$19,408.01	\$8,524.63
Streetlighting	\$335,380.79	\$349,680.51	-\$46,474.11
Gordon Fetterplace Aquatic Centre	\$25,329.08	\$23,424.01	\$6,191.48
Depot RFS	\$8,002.04	\$7,322.26	\$2,209.31
	\$647,865.67	\$631,275.97	\$53,916.52

The following services will continue as part of the arrangement:

- consolidated billing and account services including dedicated account manager and reporting
- no management or brokering fee
- option for continued and extended metering and data services.

If Council did not accept the offer for extension, Council's options were as follows:

1. The current contract *may* have been available for extension in June 2014 until June 2015 under the existing terms and rates through NSW Procurement. NSW Procurement had not provided assurance that this will occur and the rates will not be confirmed until the actual load is known (on or about 31 May 2014).
2. Commit to the current Local Government Procurement Tender for Electricity (large and small sites) through TTEG. Historically, Local Government Procurement had not received the savings obtained through NSW Whole of Government contracts; however, the results of this tender remain to be seen.

Council Officers, following evaluation of these options accepted the offer for extension from Energy Australia which was only open for acceptance for a number of days.

Officer's Recommendation

That Council endorse the extension of the current terms and conditions of the contract for large sites' electricity until 31 December 2016.

Committee's Recommendation: (Brticevic/Borg)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 12 November 2013 (Lake/Borg)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 250

That the Officer's Recommendation be adopted.

4. EMERGENCY SERVICES

4.1 Macarthur Bushfire Management Committee

Reporting Officer

Manager Emergency Management

Attachments

Minutes of the Macarthur Bushfire Management Committee held on 2 September 2013.

Purpose

To advise Council of the outcome of the Macarthur Bushfire Management Committee held on 2 September 2013.

Report

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

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

Wedderburn Community Protection Zone (CPP)

Amendments to the plan were requested by National Parks and Wildlife Services to ensure there is no impediment to the MBFMC adopting the plan. The plan was adopted with the amendments and is formally placed on display in the community.

Vacant Positions in the Macarthur Zone Office

Camden Council raised concerns regarding the lack of staff and vacant Community Safety Officer (CSO) and Fire Mitigation Officer (FMO) positions in the Macarthur Zone Office, on behalf of Camden, Liverpool and Campbelltown Council's. Rural Fire Service (RFS) advised the CSO will be filled via Expression of Interest shortly, however the FMO position will remain vacant in the short term.

Wedderburn Evacuation Management

The Regional Emergency Management Officer raised concerns regarding the evacuation management and trigger points for such action during wildfire activity in the Wedderburn community. He advised that the Local Emergency Management Committee recently held a meeting to discuss this issue and formulate a plan of action. The new Macarthur Zone CSO will assist with the identified actions of this meeting including the nomination of a Neighbourhood Safer Place on private land.

Illegal Burning

RFS provided the committee with an update of recent fires caused by machinery, ride-on-mowers and illegal pile burns. Residents who are found illegally burning without a permit will be given an official warning letter with the possibility of infringement or legal action.

Officer's Recommendation

That the information be noted.

Committee's Recommendation: (Hawker/Borg)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 12 November 2013 (Lake/Borg)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 250

That the Officer's Recommendation be adopted.

ATTACHMENT 1

Amended Minutes of the meeting of the Macarthur Zone Bushfire Management Committee West's Leagues Club LEUMEAH – 2nd September, 2013.

1.0 ATTENDEES.

1.1	Jeff Wood	Rural Fire Service	Member (Chair)
1.2	Kerry Parkinson	Rural Fire Service	Member (XO)
1.3	Hendro Harsojo	Camden Council	Observer
1.4	John Pearson	Rural Fire Service	Observer
1.5	Michael Markwort	Rural Fire Service	Observer
1.6	Alf Raistrick	Rural Fire Service	Member
1.7	Kevin Lynch	Campbelltown City Council	Observer
1.8	Frank Muscat	Endeavour Energy	Member
1.9	Stuart Fisher	REMO NSW Police	Observer
1.10	Clr Greg Copeland	Camden Council	Member
1.11	Fiona Stalgis	Camden Council	Member
1.12	Chris Wilson	FRNSW	Member
1.13	Mark Fletcher	Sydney Trains	Member
1.14	Troy Lessels	Campbelltown City Council	Observer
1.15	Renee Winsor	Campbelltown City Council	Member
1.16	Mark Trainor	Endeavour Energy	Observer
1.17	Mark Kellert	NSW Police	Member
1.18	Joel Daniels	Liverpool City Council	Member
1.19	Garth Eggleston	Rural Fire Service	Member
1.20	Robert Kolano	Defence	Member
1.21	Darren Anderson	Interlink Roads	Member
1.22	Clr Paul Hawker	Campbelltown Council	Member
1.23	Peter Cuneo	The Australian Botanic Garden	Observer

2.0 APOLOGIES.

2.1	Rosa Pangallo	Office of Strategic Lands	Member
2.2	Shaun Elwood	National Parks & Wildlife Service	Member
2.3	Phillip Lindsay	FRNSW	Member
2.4	Peter Harle	Liverpool Council	Member
2.5	Jacob Messer	Western Sydney Parklands	Member
2.6	Eddie Blackwell	Sydney Trains	Observer

Meeting Open: 1030 hours

3.0 Minutes Last Meeting.

Minutes accepted as a true and accurate record.

**Moved: Garth Eggleston
Seconded: Greg Copeland
Carried**

4.0 Business Arising:

- 4.1 Wedderburn Community Protection Plan. Amendments requested by NPWS at last meeting have now been included in the Plan. With these amendments now included in the document there is no impediment to the BFMC adopting the plan. Move that the Wedderburn Community Protection Plan is adopted with amendments and formally placed on display in the community.

**Moved: Garth Eggleston
Seconded: Rob Kolano
Carried**

5.0 Correspondence:

- 5.1 Correspondence In –
Email Kevin Cooper – Fire Trail Conditions
- 5.2 Correspondence Out –
Email to CCC – Re Kevin Coopers report
Email to Crown Lands re Kevin Coopers report

Amended Minutes of the meeting of the Macarthur Zone Bushfire Management Committee

West's Leagues Club LEUMEAH – 2nd September, 2013.

Email to OSL re Kevin Coopers report

5.3 Business Arising from the correspondence:

5.3.1 Troy Lessels advised the committee that the ongoing relationship between Campbelltown Council and other land managers that share Fire Trail maintenance responsibilities will continue. All critical fire trail works will be scheduled and undertaken as required.

6.0 Agency Reports.

- **Fire & Rescue NSW** – Nil.
- **Defence** – FT Works being undertaken at Long Point FT and Woolwash FT. Internal APZ works have been undertaken. Details to be provided to the RFS so these works can be input into BRIMS.
- **RFS Community Safety** – Report Attached
- **Police** – Nil to report. Would like to receive the ATAS updates fortnightly if possible. Kerry Parkinson advised that the Police will have access to ATAS shortly.
- **National Parks** – Nil
- **Office of Strategic Lands** Nil
- **Campbelltown Council** – Report Attached
- **Regional Emergency Management** – Nil Report
- **Western Sydney Parklands Trust** – APZ and slashing works as programmed.
- **Camden Council** – Verbal report given. Normal APZ slashing being undertaken
- **Mt Annan Botanical Gardens** – Report Attached
- **Liverpool City Council** – Nothing to report.
- **Endeavour Energy** Report Attached. Mark Trainor, Depot Manager introduced to the Committee. Mark gave a brief overview of the defect rectification process. John Pearson, Frank Muscat and Mark to discuss some issues separate from the BFMC meeting and report back to the BFMC at next meeting.
- **Crown Lands** – nil
- **Interlink Roads** – Nothing to report. Interlink have no control over the site at the moment while construction in process. Control should be handed back in January 2014.
- **RFS Operations** – Report attached
- **Sydney Trains** - Ongoing maintenance and slashing ongoing. Vegetation control crew working on an ad hoc basis.

7.0 Business Papers / Agenda items

Nil

Amended Minutes of the meeting of the Macarthur Zone Bushfire Management Committee
West's Leagues Club LEUMEAH – 2nd September, 2013.

8.0 General Business

- 8.1 Garth Eggleston requested that Jacob Messer of Western Sydney Parklands be approached regarding a pre season drive through the parklands with Mud Maps provided for Brigades.
- 8.2 Fiona Stalgis requested an update on the vacant CSO and FMO roles in the Macarthur Zone Office. Concern raised on behalf of all three councils about the lack of staff in that portfolio. Kerry Parkinson identified that the CSO will be filled via EOI shortly. FMO still to be vacant in the short term.
- 8.3 Stuart Fisher raised concerns regarding the evacuation management and trigger points for such action during wildfire activity in the Wedderburn community. Advised the committee that the LEMC had met recently to discuss this issue and formulate a plan of action. New Macarthur Zone CSO will assist with the identified actions of this meeting, including the nomination of a Neighbourhood Safer Place on private land.
- 8.4 Kerry Parkinson outlined the recent spate of fires caused by machinery, ride on mowers and illegal pile burns. Residents found illegally burning without a permit will be given official warning letters with the possibility of infringement or legal action.

Chairman Jeff Wood thanked everyone for their attendance.

Meeting Closed 1100hrs
NEXT MEETING: Monday 2 December 10:30am.
LOCATION: West's Leagues Club.

Unadopted

4.2 Local Emergency Management Committee

Reporting Officer

Manager Technical Services

Attachments

Minutes of the Local Emergency Management Committee held 19 September 2013

Purpose

To advise Council of the outcome of the Campbelltown Local Emergency Management Committee meeting held 19 September 2013.

Report

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

The key issues that were discussed included:

LEMC Working Group – Isolated Communities/Community Protection Plan Wedderburn

The Committee discussed that a further meeting of the Working Group was needed to develop a Pre-Incident Plan for Wedderburn and to discuss the availability of RFS tankers to remain in the suburb.

Pre Bush fire season bus inspection of key areas

RFS are organising an inspection to identify interface concerns for Council and Police staff to attend. Council will provide a bus for the inspection which will occur in October.

Cambridge Avenue Flood Coordination

Department of Defence have now installed permanent gates in Cambridge Avenue near Moorebank Avenue which will be used during river flooding. Advanced warning signage has also been installed along Moorebank Avenue. Council is formalising traffic management plans and a procedure for closures and opening of the road.

Officer's Recommendation

That the information be noted.

Committee's Recommendation: (Glynn/Borg)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 12 November 2013 (Lake/Borg)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 250

That the Officer's Recommendation be adopted.

ATTACHMENT 1

LOCAL EMERGENCY MANAGEMENT COMMITTEE MEETING

Minutes of the **LOCAL EMERGENCY MANAGEMENT COMMITTEE** Meeting held in the Emergency Operations Centre Sark Grove Minto on Thursday 19 September 2013 commencing at 1500 hours.

1. WELCOME

2. ATTENDANCE

Kevin Lynch	Campbelltown City Council – Local Emergency Management Officer (LEMO) (Acting Chair)
Alan Davies	Campbelltown City Council – LESFAC
Stuart Fisher	NSW Police – Regional Emergency Management Officer (REMO)
Wayne Benson	NSW Police – Campbelltown LAC – Deputy LEOCON
George Psarolidis	NSW Police – Campbelltown LAC
John Pearson	Rural Fire Service
Philip Lindsay	NSW Fire and Rescue
Nicholas Rowntree	Department of Defence
Jim Kirkham	Department of Defence
Gavin Wood	Ambulance Services NSW
Nicole Boyle	Campbelltown City Council – Administrative Assistant

APOLOGIES

Paul Tosi	Campbelltown City Council – General Manager and Chair
Mark Kellert	NSW Police – Macquarie Fields LAC (E.M. Officer)
Sean Gersbach	NSW Police – Macquarie Fields LAC – Local Emergency Operations Coordinator (LEOCON)
Ian Shepard	State Emergency Services – Controller
Denys Cato	Department of Health

3. CONFIRMATION OF MINUTES

The minutes of the Campbelltown Local Emergency Management Committee (LEMC) meeting of 16 May 2013 were accepted. Psarolidis/Lynch

4. BUSINESS ARISING FROM MINUTES

Discussion occurred regarding the Wedderburn Air Strip. Wayne Benson asked who owned Lysarght Road/Fire Trail? The LEMO advised it is Crown owned but leased to the Aero Club. Discussion occurred regarding the fire trail gate being opened during the last flooding event. LEMO advised Council replied to the Aero Club by way of letter. Wayne Benson requested a copy of the letter sent to the Aero Club from Council.

ACTION – LEMO to provide a copy of Council's letter addressed to the Aero Club to Wayne Benson for his records.

5. CORRESPONDENCE RECEIVED

Incorporated in the General Business.

6. AGENCY REPORTS

Police	Campbelltown LAC	- Written report attached.
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LOCAL EMERGENCY MANGEMENT COMMITTEE MEETING

Minutes of the **LOCAL EMERGENCY MANAGEMENT COMMITTEE** Meeting held in the Emergency Operations Centre Sark Grove Minto on Thursday 19 September 2013 commencing at 1500 hours.

	Macquarie Fields LAC - No report received or representative at the meeting
NSW F&R	Written report attached.
RFS	Written report attached. Discussion occurred regarding emergency public communication.
SES	No report received or representative at the meeting. LEMO distributed a Campbelltown Community Profile that was previously provided by SES. Community Profile attached to minutes.
Council	Written report attached.
Health	No report received or representative at the meeting.
Ambulance NSW	Business as usual. Nothing to report.
Community Services	No report received or representative at the meeting
REMO	Verbal report given in General Business.
Defence	Written report attached.

7. GENERAL BUSINESS

(i) LEMC Working Group – Isolated Communities/Community Protection Plan Wedderburn Update

Council have undertaken a traffic count on Wedderburn Road as a result of the Isolated Communities working group. The high speeds recorded were highlighted to the Police.

Updated minutes of the LEMC Working Group – Isolated Communities were distributed to the committee.

A follow up meeting will be organised with a tentative date of 21 October suggested.

REMO informed that he still requires a 'Pre-Incident Plan', which includes answers to questions such as:

- Where are the Evacuation Centres?
- What happens if there is less than one hours' notice?
- What happens if there is 2-3 hours' notice?
- What happens if we cannot evacuate the township?

Discussion occurred regarding concerns of residents and emergency services (eg Police) being trapped in Wedderburn if a fire was to occur and RFS weren't in the area. Police requested a commitment from RFS that there will always be at least one appliance within Wedderburn.

ACTION – 'Commitment for tankers to remain in Wedderburn from RFS' to be added to Isolated Communities agenda.

LOCAL EMERGENCY MANGEMENT COMMITTEE MEETING

Minutes of the **LOCAL EMERGENCY MANAGEMENT COMMITTEE** Meeting held in the Emergency Operations Centre Sark Grove Minto on Thursday 19 September 2013 commencing at 1500 hours.

(ii) Acting roles over holiday period

- Stuart Fisher will be on leave from 20 September until 14 October. An email has been sent out regarding his replacement.
- Kevin Lynch will be on leave from 21 September to 7 October. During this time, Alan Davies will be Acting LEMO.
- Philip Lindsay is on leave from 30 September to 7 October. Philip will email out his replacements contacts.
- Kerry Parkinson is back from leave next week

(ii) New Manager Emergency Management at Council

LEMO advised that Mr Richard Blair will be commencing with Council in the position of Manager Emergency Management on Tuesday 8 October 2013. Richard can be contacted on 4645 4693. His mobile number will be distributed to the Committee once it is set up.

(iv) Pre bush fire season bus inspection of key areas

LEMO asked John Pearson of RFS when the inspection of key areas will occur prior to the bush fire season to identify interface concerns the RFS have. RFS will organise the inspection, possibly for the third week in October. RFS, Police and Council staff member will be invited to attend. Council will provide the bus.

(v) Cambridge Avenue Flood Coordination

LEMO advised the Department of Defence have now installed permanent gates in Cambridge Avenue near Moorebank Avenue which will be used during river flooding. Advanced warning signage has also been installed along Moorebank Avenue. Strong contacts have been established between Council and Defence to coordinate the closure of Cambridge Avenue during storm events. Council is formalising traffic management plans and a procedure for closures and opening of the road.

(vi) Proposed Meeting Dates for 2014

Proposed meeting dates for 2014 include:

LEMC Campbelltown

13 February 2014	3pm
15 May 2014	3pm
18 September 2014	3pm

Joint LEMC

Wollondilly	13 March 2014	5pm
Campbelltown	10 July 2014	5pm
Camden	4 December 2014	5pm

Please review these dates and advise if they are suitable.

(vii) Leading Emergency Services (LES) – Intelligence Workshop

LEMO distributed an information flyer regarding an Intelligence Workshop for Emergency Services for the Committees interest.

8. Dates of LEMC Meetings for 2013

15 October 2013	LEMC Wollondilly	3pm
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LOCAL EMERGENCY MANGEMENT COMMITTEE MEETING

Minutes of the LOCAL EMERGENCY MANAGEMENT COMMITTEE Meeting held in the Emergency Operations Centre Sark Grove Minto on Thursday 19 September 2013 commencing at 1500 hours.

13 November 2013	REMC (SES Bankstown)	10am
5 December 2013	Joint LEMC Camden	5pm

MEETING CLOSED AT 1640 HOURS

4.3 SES Quarterly Activity Report

Reporting Officer

Manager Emergency Management

Attachments

Nil

Purpose

To inform Council of the activities of the Campbelltown State Emergency Service (SES) for the quarter ending September 2013.

Report

Emergency Requests

A total of 104 requests for assistance requiring 596 volunteer hours were completed during this quarter with the unit being fully operational on six occasions. Tasks involved tarping of roofs, making trees safe and general assistance to residents and commercial premises due to heavy rain, wind and local flooding. Local rivers were monitored and Council, the Police and other local SES units were kept informed of the flood levels on the Georges and Nepean rivers.

Community Events

The State Emergency Services volunteers assisted and participated in the following events:

- Reserve Forces Day
- Dulux Presentation at Bunnings
- Macarthur Square Community Awareness
- City to Surf
- Storm Safe Awareness
- Rose Hill Race Day
- Riverfest
- Scouts Visits
- RFS Rescue Competition
- Macarthur Diversity Services Meeting.

Total of 534 volunteer hours were completed.

Conference and Meeting Attendance

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

- Media and Community Engagement meetings at Region
- Swift Water Techniques meetings at Region
- Senior Management meeting
- South West Area Training (SWAT) meeting for Training Co-ordinator
- Team Leaders meeting
- LEMC meeting
- Meeting with Council
- Peer Support meetings
- Flood Rescue Boat meetings.

Regional and Section Heads meetings were also attended.

Total of 703 volunteer hours were completed.

Training

Training in Chainsaws, First Aid, Peer Support, Swift Water, Flood Boat, Map Reading and Storm and Water Damage were covered in this quarter.

Total of 3446 volunteer hours were completed.

Involvement in Other Units through Assessing and Training

Members were involved in training and assessing for other units on a number of occasions. These included Assessors, Storm and Water Damage, Skills Trainer, Request for Assistance online and Evidence Gatherer.

The units that were assisted included Wollondilly, Liverpool and Sydney Southern Region.

Total of 362 volunteer hours were completed.

Total volunteer hours for this quarter: 5641

Officer's Recommendation

That the information be noted.

Committee's Recommendation: (Brticevic/Hawker)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 12 November 2013 (Lake/Borg)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 250

That the Officer's Recommendation be adopted.

5. GENERAL BUSINESS

Nil.

19. CONFIDENTIAL ITEMS

No reports this round

There being no further business the meeting closed at 7.54pm.

P Lake
CHAIRPERSON
