

CAMPBELLTOWN CITY COUNCIL

Agenda Summary

City Works Committee Meeting to be held at 7.30pm on Tuesday, 9 September 2014.

APOLOGIES

ACKNOWLEDGEMENT OF LAND

DECLARATIONS OF INTEREST

Pecuniary Interests

Non Pecuniary – Significant Interests

Non Pecuniary – Less than Significant Interests

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1. TECHNICAL SERVICES

1.1 Traffic Committee

Reporting Officer

Manager Technical Services

Attachments

1. Minutes of the Local Traffic Committee Meeting of 14 August 2014 (contained within this report)
2. Minutes of the Campbelltown Traffic Committee Meeting of 14 August 2014 (contained within this report)

Purpose

To seek Council's endorsement of the recommendations arising from the Local Traffic Committee and Campbelltown Traffic Committee meeting held on 14 August 2014.

Report

RECOMMENDATIONS OF THE LOCAL TRAFFIC COMMITTEE ON 14 AUGUST 2014

Reports Listed for Consideration

LTC 14/39 Cambridge Avenue, Glenfield - Flood Gates at Georges River Causeway

1. That Council provide flood gates at approximately 165m west of Georges River Causeway to be operated only during the flooding of the Cambridge Avenue Causeway.
2. That at the time of closure, Council advises the Transport Management Centre.

Late Items

LTC 14/40 Hollylea Road Festival - Special Event

1. That Council support the road closure in Hollylea Road, south of Plough Inn Road on Sunday 14 September 2014 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.

General Business

LTC 14/41 Pembroke Road and Durham Street Intersection, Minto - Request for Signalised Marked Foot Crossing

That the information be noted.

LTC 14/42 Menangle Road - Pedestrian Lights

1. That the Roads and Maritime Services representative further investigate the possibility of an orange flashing phase at this location.
2. That Council write to the Roads and Maritime Services requesting possible solutions to correct these issues.

LTC 14/43 Narellan Road - Emergency Access

That the RMS representative follows up an alternative to allow emergency vehicles to use the median strip.

RECOMMENDATIONS OF THE CAMPBELLTOWN TRAFFIC COMMITTEE ON 14 AUGUST 2014

Reports Listed for Consideration

CTC 14/17 Mount Erin Road, Campbelltown - Special Event Application for Regular Cycling Races

That the matter be deferred until such time as people wishing to address the Committee were available to do so.

Officer's Recommendation

That the recommendations of the Local Traffic Committee and Campbelltown Traffic Committee as detailed in the Minutes of the Meeting held on 14 August 2014 be adopted.

ATTACHMENT 1



LOCAL TRAFFIC COMMITTEE MINUTES

14 August 2014

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 14/39 Cambridge Avenue, Glenfield - Flood Gates at Georges River Causeway

- 6. LATE ITEMS**

LTC 14/40 Hollylea Road Festival - Special Event

- 7. GENERAL BUSINESS**

LTC14/41 Pembroke Road and Durham Street Intersection, Minto - Request for Signalised Marked Foot Crossing

LTC 14/42 Menangle Road - Pedestrian Lights

LTC 14/43 Narellan Road - Emergency Access

- 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 14 August 2014

1. ATTENDANCE

Campbelltown City Council

Manager Technical Services - Mr K Lynch (Chairperson)
Coordinator Traffic and Road Design - Mr A Arora
Graduate Engineer - Ms A Hanna
Administrative Assistant - Mrs S Lambert

Roads and Maritime Services

Ms K Russell

Police Representatives

Senior Sergeant M Cotton
Senior Constable M Davies

Bus Companies

Interline – Mr B East

Acknowledgement of Land

An Acknowledgement of Land was presented by the Chairperson Mr K Lynch

2. APOLOGIES

Councillor G Greiss
Representative of Local Member of Parliament - Mr R James

3. CONFIRMATION OF MINUTES

The Minutes of the previous meeting held on 24 July 2014 were recommended by the City Works Committee held on 12 August 2014 and adopted by Council at its meeting held on 19 August 2014.

4. BUSINESS ARISING FROM MINUTES

No reports this round

5. REPORTS LISTED FOR CONSIDERATION

LTC 14/39 Cambridge Avenue, Glenfield - Flood Gates at Georges River Causeway

Previous Report: LTC14/31
Electorate: Macquarie Fields
Author Location: Traffic and Road Design Unit

Attachments

1. J12568 concept plan showing flood gates at Georges River Causeway
2. J12568 signposting plan – sheet 1
3. J12568 signposting plan – sheet 2

Background (12/8/2014)

The Traffic Committee previously addressed a report at its meeting of 24 July 2014 reviewing the flood management of Cambridge Avenue at the causeway over Georges River Road in order to address the safety of road users during flooding.

Following discussions, suggestions were made on the improvement to facilities on the road and subsequently the following are proposed (refer to attached plans):

- Provide gate at only one location i.e. approximately 165m west of Georges River and remove the narrowing devices proposed as part of the previous traffic committee discussions. The proposed frangible gate will be installed behind the table drains as shown on the attached plans. This gate will clearly display that it is a flood gate.
- Not to install a permanent flood gate on Cambridge Avenue at Glenfield Road at this stage.
- Council to provide the Transport Management Centre (TMC) with the proposed flood event advisory sign plan (see Attachments 1 and 2).
- Provide hinged and lockable Flood Warning Signs advising "Cambridge Avenue closed by flood waters" at various locations as marked on the attached plans. These signs will be displayed only during an event.

Officer's Recommendation

1. That Council provide flood gates at approximately 165m west of Georges River Causeway to be operated only during the flooding of the Cambridge Avenue Causeway.
 2. That at the time of closure, Council advises Transport Management Centre.
-

Discussion (14/8/2014)

The RMS representative advised that as yet she has not been able to obtain information from the Transport Management Centre as discussed in the Traffic Committee on 24 July 2014.

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

Recommendation of the Local Traffic Committee

1. That Council provide flood gates at approximately 165m west of Georges River Causeway to be operated only during the flooding of the Cambridge Avenue Causeway.
2. That at the time of closure, Council advises Transport Management Centre.

6. LATE ITEMS

LTC 14/40 Hollylea Road Festival - Special Event

Previous Report: CTC 13/29
Electorate: Campbelltown
Author Location: Traffic and Road Design Unit

Attachments

Traffic Control Plan

Background (14/8/2014)

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 2013. The following dates and times apply.

Event Date: Sunday, 14 September 2014
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 Sundays. Only two businesses located at the end of the cul-de-sac are open and an alternative available route is 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.

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:

1. The event organisers advise all businesses in Hollylea Road, south of Plough Inn Road.
 2. The event organisers ensure that event patrons do not park in the parking areas of operating businesses.
-

3. That advance road closure signs be installed along Hollylea Road, south of Plough Inn Road.
4. Emergency Services are notified of the event and clear access is provided at all times for emergency vehicles.
5. Council provides advise 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 14 September 2014 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.
-

7. GENERAL BUSINESS

LTC14/41 Pembroke Road and Durham Street Intersection, Minto - Request for Signalised Marked Foot Crossing

Previous Report: LTC 14/36
Electorate: Macquarie Fields
Author Location: Traffic and Road Design Unit

Attachments

Nil.

Discussion (14/8/2014)

At the Traffic Committee on 24 July 2014 the RMS representative was requested to follow up with an update on the pedestrian crossing signals at the intersection of Pembroke Road and Durham Street, Minto.

Following further investigation the RMS representative advised that because of the pedestrian volumes the request did not meet the criteria for funding requirements and advised that they are not pursuing traffic lights at this location.

Recommendation of Local Traffic Committee

That the information be noted.

LTC 14/42 Menangle Road - Pedestrian Lights

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

Attachments

Nil

Discussion (14/8/2014)

The Manager Technical Services advised that Council has received a letter regarding the pedestrian lights on Menangle Road between Kellicar Road and Tailby Street, Campbelltown which services the commuter car park for Macarthur Railway Station.

The complaint is that cars are being held up at the lights when there are no pedestrians waiting to cross the road as they have already crossed.

It is suggested that the lights have an orange flashing phase and the RMS representative was requested to seek further information on the possibility of an orange flashing phase.

The RMS representative advised that the matter would be further investigated.

Officer's Recommendation

1. That the Roads and Maritime Services representative further investigate the possibility of an orange flashing phase at this location.
 2. That Council write to the Roads and Maritime Services requesting possible solutions to correct these issues.
-

LTC 14/43 Narellan Road - Emergency Access

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

Attachments

Nil

Discussion (14/8/2014)

The NSW Police representative advised that under the current road modifications on Narellan Road there is no emergency access facilities.

There are two access points on the median strip however there are posts on the median and the NSW Police representative asked if there could be an alternative to allow emergency vehicles to use the median strip.

The RMS representative advised that she would follow up this matter.

Officer's Recommendation

That the RMS representative follows up an alternative to allow emergency vehicles to use the median strip.

8. DEFERRED ITEMS

No reports this round

There being no further business the meeting closed at 9.20am.

K Lynch
CHAIRPERSON

ATTACHMENT 2



CAMPBELLTOWN TRAFFIC COMMITTEE MINUTES

14 August 2014

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

ITEM TITLE

CAMPBELLTOWN TRAFFIC COMMITTEE MINUTES

- 1. ATTENDANCE**
- 2. APOLOGIES**
- 3. CONFIRMATION OF MINUTES**
- 4. BUSINESS ARISING FROM MINUTES**
- 5. REPORTS LISTED FOR CONSIDERATION**

**CTC 14/17 Mount Erin Road, Campbelltown - Special Event Application for Regular
Cycling Races**

- 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 14 August 2014

1. ATTENDANCE

Campbelltown City Council

Manager Technical Services - Mr K Lynch (Chairperson)
Coordinator Traffic and Road Design - Mr A Arora
Graduate Engineer - Ms A Hanna
Administrative Assistant - Mrs S Lambert

Roads and Maritime Services

Ms K Russell

Police Representatives

Senior Sergeant M Cotton
Senior Constable M Davies

Bus Companies

Interline - Mr B East

Acknowledgement of Land

An Acknowledgement of Land was presented by the Chairperson Mr K Lynch.

2. APOLOGIES

Councillor G Greiss
Representative of Local Member of Parliament - Mr R James

3. CONFIRMATION OF MINUTES

The Minutes of the previous meeting held on 24 July 2014 were recommended by the City Works Committee held on 12 August 2014 and adopted by Council at its meeting held on 19 August 2014.

4. BUSINESS ARISING FROM MINUTES

No reports this round

5. REPORTS LISTED FOR CONSIDERATION

CTC 14/17 Mount Erin Road, Campbelltown - Special Event Application for Regular Cycling Races

Previous Report: CTC 13/26
Electorate: Campbelltown
Author Location: Traffic and Road Design Unit

Attachments

Locality Sketch Plan

Background (14/8/2014)

Council's Campbelltown Traffic Committee had in the past received a Special Event application from Macarthur Collegians Cycling Club to hold weekly races every Sunday on Mount Erin Road, Blair Athol from October till April. It will involve the temporary closure of Mount Erin Road between the hours of 7am-10am and extended hours 7am-1pm for the occasional once in a year 'Open Events'. There will be approximately 30 to 80 riders at each event.

The Traffic Committee had previously addressed a report at its meeting of 5 September 2013 whereby it was recommended that a community consultation be undertaken with the businesses to seek feedback.

Following this, Council Officers had written to the local businesses of Mount Erin Road by sending out a response feedback form. The forms were received on 22 November 2013 and it was found that out of the 37 letters only 10 responses were submitted to Council. The results indicated that 5 of these responses were not in favour of the event being held on Mount Erin Road, especially one owner whose business is greatly dependant on the weekends and requires access most of the time.

Subsequent to the above, a meeting was held with the Vice President of Macarthur Collegians Cycling Club on 11 March 2014 and the outcome of the consultation carried out by Council was discussed. At this meeting there appeared to be some inconsistency with the information obtained by both the Collegians Cycling Club and Council. It was agreed that another round of consultation be held by Council with both the owners of Industrial Lots and their tenants to know the impact these races would have on their businesses.

Door to door consultation was carried out by Council and phone calls were made to the owners. Since the first consultation seven new businesses had established in the street. Most of the businesses were not concerned about these races on Sundays except a few.

It was generally found that the business that did not object to the race were not open on the Sunday and felt the race would provide passive surveillance in the street. The objectors to the race were two owners who had concerns that the restricted Sunday access would discourage future tenants. The one tenant who objected has a business whose main business is gained on a Sunday and is dependent on the public accessing the site. The business opens 9.00am on the weekend and the operator is concerned he will lose patronage.

Macarthur Collegians Cycling Club has requested to attend the Traffic Committee.

This matter is being presented to the Traffic Committee for discussion.

Officer's Recommendation

That Traffic Committee discuss the matter as stated in the body of the report.

Discussion (14/8/2014)

A representative from LJ Hooker attended the meeting on behalf of the owner of 31 Mount Erin Road. The operator runs a trampoline establishment and the business is dependent on the weekends and requires access most of the time.

The Macarthur Collegians Cycling Club representative was unable to attend the meeting due to illness and it was suggested that the matter be deferred until such time as people wishing to address the Committee were available to do so.

Recommendation of Campbelltown Traffic Committee

That the matter be deferred until such time as people wishing to address the Committee were available to do so.

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 9.41am.

K Lynch
CHAIRPERSON

1.2 2014-2015 Cycleway Program Funding

Reporting Officer

Manager Technical Services

Attachments

Nil

Purpose

To inform Council of the successful grant application for cycleway construction for the 2014-2015 financial year from Roads and Maritime Services.

Report

Council has been formally advised of grant funding for two sections of cycleway that will form part of Council's adopted cycleway network throughout the LGA. The following locations are:

Fitzgibbon Lane, Rosemeadow	\$49,000
Airds Road Leumeah - Cycleway Stage 1	\$51,000

Funding for cycleways is provided on a dollar for dollar matching funds basis, Council's contribution was approved as part of the 2014-2015 Budget.

Fitzgibbon Lane, Rosemeadow

The Fitzgibbon Lane cycleway is part of an extension to the previous year's works that was undertaken in Thomas Rose Drive and Cleopatra Drive. The section of cycleway in Fitzgibbon Lane will complete a cycle link from east of Englorie Park Drive to Council's St Helens Park Skate Park location off Appin Road.

Airds Road, Leumeah, Stage 1

Airds road cycleway will commence at Plough Inn Road, continue along Airds Road stopping south of Rose Payten Drive. Airds Road cycleway is intended to extend along the main drainage channel north to Ingleburn and Glenfield. The complete cycle network will have cross cycle links into residential, industrial and shopping precincts.

The combined funding for these two sections of cycleway for RMS and Council is \$200,000. Council will continue to apply each year for future cycleway funding.

Officer's Recommendation

That Council accept the \$100,000 grant offer from the Roads and Maritime Services as identified in the report.

1.3 Acceptance of Roads and Maritime Services Road Safety Grants 2014-2015

Reporting Officer

Manager Technical Services

Attachments

Letter from Roads and Maritime Services dated 14 July 2014 (contained within this report)

Purpose

To inform Council of the successful grant applications for Council's Road Safety Program for the 2014-2015 financial year.

Report

On an annual basis, Roads and Maritime Services (RMS) invites Council's to submit applications for various Road Safety Grants. This year Council was successful in obtaining the following grants:

Slow Down	\$4,000
Choose Right Buckle Right	\$5,500
Graduated Licencing Scheme Workshop	\$2,250
Log Book Run	\$4,000
Total	\$15,750

Slow Down (\$4,000)

The project aims to promote awareness of the speeds on local streets in the Campbelltown City Council Local Government Area and also aims to reduce the speed of vehicles on local roads through speed monitoring and police enforcement where possible.

Choose Right Buckle Right Program (\$5,500)

The Choose Right Buckle Right campaign is a community based occupant restraint fitting and checking program. It is designed to promote to the community the importance of correctly installing and using child restraints appropriate to each child's size, weight and height. It is particularly important to promote the appropriate child restraint requirements for children aged 0-7 years.

Graduated Licencing Scheme (\$2,250)

New South Wales has a graduated licencing scheme. To get a full driver licence under this scheme, the driver needs to complete three licencing stages, Learners licence, Provisional P1 licence and Provisional P2 licence.

Log Book Run (\$4,000)

This event is an organised drive, based on a route from the Log Book booklet where learner drivers and their supervisors are invited to attend breath tests and licence checks. In addition, the route includes pit stops, check points, route guides, maps with intermittent stops by NSW Police and Highway Patrol which provides an understanding of what is required if a driver is asked to stop.

Officer's Recommendation

That Council accept the Roads and Maritime Services grant offers of \$15,750 as outlined in the body of the report.

ATTACHMENT



Transport
Roads & Maritime
Services

14th July 2014

AUG04'14 08:24:55 RCVD

The General Manager
Campbelltown City Council
Broughton Street
Campbelltown NSW 2560

Attention: Kevin Lynch, Manager, Technical Services

Local Government Road Safety Program Funding 2014-2015

Dear Kevin,

I refer to the submission from Campbelltown City Council for funding for road safety projects and I am pleased to confirm that 2014/2015 funding is approved as follows:

Slow Down (Group project– Campbelltown Council RSO is project manager)	\$4,000
Choose Right Buckle Right	\$5,500
Graduated Licensing Scheme GLS	\$2,250
Log Book Run (Group project– Camden Council RSO is project manager)	\$4,000

Funding for subsequent years is dependent upon milestones being met.

These funds are to be used for items outlined and approved as per your submission; all other expenses are to be covered by Council. Please note that the following conditions must be met:

1. Council is required to meet all WHS requirements for each project and to undertake public consultation where appropriate.
2. Engineering treatments proposed as the result of a project must be constructed in accordance with the relevant Australian Standards, Austroads Guidelines and Roads and Maritime Supplements.
3. Council utilises local Police intelligence where possible to assist with projects.
4. Where available, Roads & Maritime Services (RMS) resources must be used and forwarded to RMS for approval no less than 3 weeks prior to production.
5. Artwork for new resources must be developed in conjunction with your RUSO and forwarded to RMS for approval as a final draft no less than 6 weeks prior to production.

Roads & Maritime Services

Level 7, 27-31 Argyle Street, Parramatta NSW 2150 | PO Box 973 Parramatta CBD NSW 2124
T 02 8849 2361 | F 02 8849 2745 | E paul.a.murray@rms.nsw.gov.au

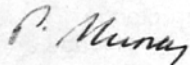
www.rms.nsw.gov.au | 13 22 13

1.3 Acceptance Of Roads And Maritime Services Road Safety Grants 2014-2015

6. RMS is included as a member of the project committee for all RMS funded programs.
7. Police enforcement is an essential component of projects (where relevant), and Police must be involved in the initial planning stages.
8. RMS requires notification and confirmation of any launches related to the project at least 3 weeks prior to the event. RMS, as a stakeholder in this campaign, would like the opportunity to speak at the campaign launch. RMS reserves the right to include its logo on campaign materials.
9. Any changes to this submission, including the budget, must be received in writing and approved by RMS.
10. With the exception of GLS, expenditure will be reimbursed upon receipt of an initial invoice of 80% to RMS which may be forwarded from today's date. The final 20% invoice is due no later than 1 June 2015.
11. Following delivery of each GLS workshop, an invoice for advertising costs should be forwarded to RMS along with all completed workshop evaluation forms and a copy of the advertisement.
12. For joint projects, the project manager will invoice RMS on behalf of the group.
13. Project evaluation and financial statement must be completed before the final invoice will be processed.
14. For occupant restraint projects, all fitters used must be Authorised Restraint Fitters.
15. For pedestrian projects, RMS will fund only new LOOK stencils. Council is responsible for maintenance and replacement of existing stencils.
16. For speed projects, any engineering treatments must be approved by Council's Traffic Committee prior to introduction and any regulatory signage must be authorised by RMS prior to installation.
17. All 2014/2015 invoices must include the RMS purchase order which will be forwarded in separate correspondence.

If you have any concerns or require further information regarding these issues, please do not hesitate to contact our office on 8849 2361.

Yours sincerely



Paul Murray
Road User Safety Manager

1.4 Ben Lomond Road Bridge Widening over Bow Bowling Creek

Reporting Officer

Manager Technical Services

Attachments

Copy of plan showing proposed additional bridge (contained within this report)

Purpose

To update Council on the concept for the widening of the bridge over Bow Bowling Creek at Ben Lomond Road, Minto.

History

In December 2013 Council resolved to undertake the necessary geotechnical investigation for a future bridge and to complete a preliminary concept design.

Report

Ben Lomond Road provides an important link into the Minto Industrial area and is generally a four lane road between Campbelltown Road and Pembroke Road. The bridge over the main drain, just west of Airds Road, is the only narrowing of the road and a traffic pinch point has started forming on this bridge during peak hours.

The present bridge comprises of three travel lanes out of which one lane is eastbound and the other two lanes are westbound. On the northern side of the bridge there is a water main situated on top of the raised portion of deck near the guard rail. On the south side of the bridge is a 2.5m wide footpath.

Douglas Partners were engaged to conduct the geotechnical investigations to ensure that an additional bridge could be constructed north of the existing bridge (see attached plan).

To construct the bridge widening and the associated road works would cost approximately \$2.7m. The design requires that the existing water main located on the northern side of the bridge be relocated to either under the creek or under the footpath surface on the north side of the new bridge. The two bridges would be constructed side by side and would appear as one structure. The new bridge would be approximately 8.5m width allowing for a 600mm wide median, 4.2m wide travel lane, a 3.0m wide cycleway and safety barriers.

Currently there is no identified funding for the bridge however Council staff will continue to seek opportunities for the future funding of the bridge. As part of this funding detailed construction plans would be developed.

Officer's Recommendation

That the information be noted.

[illegible]

1.5 Minutes of the Community Safety Sub Committee meeting held 31 July 2014

Reporting Officer

Manager Technical Services

Attachments

Minutes of the Community Safety Sub Committee meeting held 31 July 2014 (contained within this report)

Purpose

To seek Council's endorsement of the minutes of the Community Safety Sub Committee meeting held 31 July 2014.

Report

Detailed below are the recommendations of the Community Safety Sub Committee. Council officers have reviewed the recommendations and they are now presented for Council's consideration. There are no recommendations that require an individual resolution of Council.

Recommendations of the Community Safety Sub Committee

Reports listed for consideration

8.1 Crime Prevention Plan

That the information be noted.

8.2 Break and Enter Project Update

That the information be noted.

8.3 Summary of Crime Statistics for the LGA

That the information be noted.

9.1 Street Trading

That the information be noted.

Officer's Recommendation

That the minutes be noted.

ATTACHMENT 1

Minutes of the Community Safety Sub Committee

Held Thursday 31 July 2014
in Committee Room 3

Meeting commenced: 12.40pm

1. Acknowledgement of Land

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

2. Attendance and Apologies

Attendance: Councillor Paul Hawker (Chairperson) - Campbelltown City Council
Wayne Benson - Superintendent - Campbelltown Police Station
Greg Inger - Representing Campbelltown Police
Mark Brett - Representing Macquarie Fields Police
Gary Obrien - Community Representative
Oscar Cordoba - Community Representative

Also in attendance: Garry Mitchell – Acting Director City Works – Campbelltown City Council
Lindy Deitz - Director Community Services - Campbelltown City Council
Kevin Lynch - Manager Technical Services - Campbelltown City Council
Richard Blair - Manager Emergency Management and Facility Services - Campbelltown City Council
Bruce McCausland - Manager Community Resources and Development - Campbelltown City Council
Vanessa South - Main Street Ambassador
Geoff Lussick - Acting Compliance Coordinator
David Behrens - Road Safety Officer - Campbelltown City Council
Kristy Peters - Executive Support - Campbelltown City Council
Michelle Wills - Representing Campbelltown Police
Michelle NG - Representing Russell Matheson MP
Anne Parnham - Campbelltown Chamber of Commerce

Apologies: Russell Matheson MP - Federal Member for Macarthur
Bryan Doyle MP - Member for Campbelltown
Councillor Darcy Lound
Allan Connolly

3. Declarations of Interest

There were no Declarations of Interest made at this meeting.

4. Presentations

4.1 Presentation by the Acting Compliance Coordinator - Geoff Lussick – Campbelltown City Council

Council's Acting Compliance Coordinator addressed the Sub Committee detailing the role of Council's Compliance Officers:

- illegal dumping, trail bike riding, dumped trolleys
 - abandoned motor vehicles
 - building/development compliance
 - litter from vehicles
 - school safety zones
 - parking enforcement
-

5. Notes of the Previous Meeting

Report

The notes of the Community Safety Sub Committee meeting held on 8 May 2014 copies of which have been circulated to each Sub Committee member.

Officer's Recommendation

That the information be noted.

Sub Committee's Recommendation (Benson/Obrien)

That the information be noted.

CARRIED

6. Business Arising from Previous Minutes

nil

7. Correspondence

nil

8. Reports

8.1 Crime Prevention Plan

Purpose

To update the Community Safety Sub Committee on the progress of the new Crime Prevention Plan.

History

Campbelltown City Council has a crime prevention plan that expires at the end of the current funding period on 31 October 2014. The crime categories within this plan are Break and Enter and Malicious Damage (Graffiti). A new plan is required to have continued access to Crime Prevention Funding made available from the Attorney General and Justice Department.

A presentation was delivered to the Community Safety Sub Committee at the meeting on 5 September 2013 regarding a new Crime Prevention Plan. The presentation outlined the work and support needed to begin work on a new plan.

Report

Research has been conducted using statistics received via the Bureau of Crime Statistic and Research (BOCSAR), Campbelltown and Macquarie Fields Local Area Commands and advise from the Attorney General and Justice Department. Two crime categories have been selected:

- Steal from Motor Vehicle
 - Break and Enter.
-

Malicious Damage (Graffiti) will be still outlined in the plan but is not eligible for funding from the Attorney General and Justice Department. It will be recommended in the plan that the current rapid removal strategy should remain in place to continue the success against this crime category.

Further research is now to be conducted on the selected crime categories to develop strategies for the plan. A presentation regarding the strategies will be developed and presented at the next Community Safety Committee. At this meeting, following the presentation, a workshop will be held with the committee. Feedback from this workshop will be incorporated into the draft plan to allow the finalisation of the strategies. The draft plan will then be reported to Council for endorsement.

Officer's Recommendation

That the information be noted.

Sub Committee's Recommendation (Cordoba/Brett)

That the information be noted.

CARRIED

8.2 Break and Enter Project update

Purpose

To update the Community Safety Sub Committee on the Break and Enter Prevention Project.

History

In May 2013 Campbelltown City Council received grant funding of \$50,000 from the Attorney General and Justice Department for a Break and Enter Prevention Project. The project consisted of three stages;

1. radio and newspaper education campaign
2. an education package for residents in hotspot locations
3. upgrading security to eligible victims of break and enter.

Report

The Break and Enter Prevention Project was initially programed to finish in May 2014. The Attorney General and Justice Department, after discussion with Council, has extended the project to 31 October 2014 to complete the last stage of the project.

The final stage of the project is upgrading security to eligible victims of break and enter. This stage of the project has been very well received however has taking longer than expected to deliver. This is due to the time it has taken to accumulate eligible victims under the set criteria. This is positive for the area because it indicates that break and enter has reduced, however it has affected the progress of the project. The final stage project has seen numerous residents with works completed to their properties such as, installing sensor lights, window locks, deadlocks, security screen doors and pruning back overgrown gardens for repeat and vulnerable victims of break and enter.

A final evaluation of the projects will be reported to the Community Safety Sub Committee.

Officer's Recommendation

That the information be noted.

Sub Committee's Recommendation (Hawker/Benson)

That the information be noted.

CARRIED

8.3 Summary of Crime Statistics for the LGA

Report

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

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

Officer's Recommendation

That the information be noted.

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

Sub Committee's Recommendation (Obrien/Brett)

That the information be noted.

CARRIED

9. General Business

9.1 Street Trading

It was noted that recently there was a high level of media attention regarding street trading/busking and Council was asked if there has been any changes to set policies regarding this matter.

Councillor Hawker advised that Council's Trading in Public Places Policy is currently being reviewed and will be presented to Council for adoption in the near future.

Sub Committee's Recommendation (Inger/Hawker)

That the information be noted.

CARRIED

Next meeting of the Sub Committee will be held 6 November 2014.

Councillor Hawker

Chairperson

Meeting closed: 1.05pm

2.1 Memorandum Of Understanding (MOU) With Sydney Water For Road Reserve Restoration Works

2. OPERATIONAL SERVICES

2.1 Memorandum of Understanding (MOU) with Sydney Water for Road Reserve Restoration Works

Reporting Officer

Manager Operational Services

Attachments

Memorandum of Understanding - Road Reserve Restoration Works (contained within this report)

Purpose

To advise Council of the successful historic signing of the Memorandum of Understanding (MOU) Road Reserve Restoration Works between Sydney Water and Campbelltown City Council.

History

As the Road Authority, Council is responsible for the control and management of its road reserves. Public Authorities performing planned or reactive infrastructure works that affect roads within Councils jurisdiction are required to meet certain conditions for restoration works.

Conditions for restoration works include advising Council prior to undertaking the work, carrying out temporary repairs and informing Council upon completion of works. Council then undertakes the permanent repair and invoices the public authority in accordance with Council's fees and charges.

In 2011 Sydney Water sought an agreement from a number of Sydney Metropolitan Councils to lower restoration charges suggesting they were above commercial rates. Local government authorities have always justified their fees and charges due to maintaining existing quality of work, meeting specifications and whole of life costs for the particular asset.

Sydney Water also proposed and assumed responsibility of the permanent repairs of restorations through the use of their own roads contractor in order to reduce operational costs. This had highlighted for many Councils, including Campbelltown, issues between Sydney Water whereby unauthorised works were being performed, there was poor communication, the quality of work was poor, there was increased liability to Councils and there was disputes over the required scope of works and associated costs.

2.1 Memorandum Of Understanding (MOU) With Sydney Water For Road Reserve Restoration Works

Report

In October 2012, it was agreed that a cooperative road restoration partnership be established between Sydney Water, Randwick and Campbelltown Councils with a view to establishing a uniform and realistic approach across all 44 Councils within Sydney Water's area of operation.

A draft of the MOU between Sydney Water, Randwick and Campbelltown was developed to address related matters such as; liability period, specification, quality performance, key performance indicators, communication and billing.

In January 2013 distribution of the draft MOU to all other Councils for review and comment was finalised through a series of workshops. With some further amendments and improvements to the draft MOU, most Councils and Sydney Water agreed to the terms in principal.

On 24 July 2014, the Memorandum of Understanding for Road Reserve Restoration Works was signed between Sydney Water Corporation and Campbelltown City Council. Subsequently, all 44 Councils have now signed.

The MOU will be a positive catalyst in negotiating future agreements with other public authorities such as Telstra.

Officer's Recommendation

That the information be noted.

ATTACHMENT 1



ROAD RESERVE RESTORATION MEMORANDUM OF UNDERSTANDING



2.1 Memorandum Of Understanding (MOU) With Sydney Water For Road Reserve Restoration Works

**MEMORANDUM OF UNDERSTANDING
(Road Reserve Restoration Work)**

between

Sydney Water Corporation (ACN 276 225 038) ("**Sydney Water**")

and

[Campbelltown City Council (ABN 31 459 914 087) ("**Council**")

dated: 24 July 2014
(Sydney Water to insert date when signing overleaf)

Purpose

1. Sydney Water and the Council agree to take the steps identified in this Memorandum of Understanding (**MOU**) for the purpose of improving the time, cost and quality aspects of road reserve restoration work that is a necessary component of reactive and planned work on Sydney Water's infrastructure that affect public roads for which the Council is the Roads Authority.
2. References to Sydney Water include its authorised agents and affiliates and Sydney Water and the Council agree to be bound by the terms of this MOU.
3. All work undertaken by Council and Sydney Water shall be in accordance with the attached Key Performance Indicators (KPI's), Road Reserve Restoration Work Quality and Intervention Standard and Schedule of Miscellaneous Fees.

Notification of planned and reactive work on Sydney Water's infrastructure

4. Sydney Water agrees to notify the Council of upcoming planned work on Sydney Water's infrastructure and, as soon as practical, reactive work that has commenced on Sydney Water's infrastructure and the nature and extent of road reserve restoration work anticipated as a component of those works.
5. Council agrees to provide Sydney Water with its upcoming Capital Works Program for the purpose of coordinating planned work leading to mutual cost savings to both parties.

Procedure for determining who will carry out the road reserve restoration work

6. Sydney Water shall request a quotation from Council to conduct the final road reserve surface restoration. The request will entail sufficient detail to determine the location and scope of work to provide a quotation.
 7. Council may elect to advise Sydney Water to apply the adopted Council Restoration Fees and Charges to the RFQ.
 8. Should Council elect not to provide a quotation for the road reserve surface restoration, Sydney Water shall arrange the entire restoration works.
 9. If Council elects to provide Sydney Water with a fixed quote for the relevant road reserve surface restoration work, it shall do so within ten (10) days.
 10. Sydney Water will accept the quote if, in Sydney Water's opinion the quote is based on the agreed; technical specification, measured area; and fixed price (consistent with current commercial market rates), in which case the road reserve surface restoration work will be carried out by the Council.
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2.1 Memorandum Of Understanding (MOU) With Sydney Water For Road Reserve Restoration Works

11. Should Sydney Water reject the quote, the road reserve surface restoration work will be carried out by commercial contractors engaged by Sydney Water.

Work carried out by Council

12. Council will take responsibility for all hazards associated with the site 28 days after Sydney Water issues the work to Council or the date that work commences (whichever is earlier).
13. Council will continue to be responsible for the quality of the road reserve restoration work and any hazards remaining following completion of the road reserve restoration work.
14. Where Sydney Water awards the work to Council and Council accepts responsibility for the surface restoration work, Council will aim to complete the work within 90 days.

Work carried out by commercial contractors engaged by Sydney Water

15. Sydney Water will carry out the work to the national standard NATSPEC 1152 (Road Openings and Restorations), unless agreed otherwise by Council and Sydney Water.
 16. Sydney Water shall maintain direct supervision of any contractors it engages to undertake road reserve restoration work.
 17. Sydney Water shall commit to completing the road reserve restoration work within 90 days.
 18. The Council may, at its own cost, inspect the progress of road reserve restoration work, provided that the Council follows any reasonable site access instructions of the commercial contractor.
 19. At the completion of the permanent road reserve restoration work, an inspection will be undertaken between Sydney Water and Council representatives to measure the quality of the work against the attached Road Reserve Restoration Work Quality and Intervention Standard. Any identified defects or non conformance shall be rectified by Sydney Water at no cost to Council.
 20. Council's signoff of the permanent road reserve restoration shall constitute the practical completion date and the date that the road restoration is transferred back into Council's network for the commencement of the 2 year work defect liability period. Should a failure occur within the defect liability period, the 2 year defect liability period will recommence from the signoff of the rectification works.
 21. Where Sydney Water requests a work scoping meeting, Sydney Water shall pay Council a RFQ Scoping and Work Quality Signoff fee as per the attached Schedule of Miscellaneous Fees to cover the scoping inspection and an inspection of the permanent restoration for the purposes of transferring the road reserve restoration back into Council's network. Where a scoping meeting is not required, Sydney Water shall pay a Work Quality Signoff Inspection fee at the completion of work. Should subsequent inspections be required, Sydney Water shall pay Council the nominated Work Quality Signoff Inspection fee.
 22. Sydney Water will warrant the workmanship of the restoration work for a period of two (2) years from the date of practical completion as measured against the Road Reserve Restoration Work Quality and Intervention Standard. Any non conformance shall be
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2.1 Memorandum Of Understanding (MOU) With Sydney Water For Road Reserve Restoration Works

rectified by Sydney Water at no cost to Council and the two (2) year defect liability period shall recommence from signoff of the rectification works.

23. Major defects identified within the defect liability period shall be made safe within 24 hours of receipt of notice by Council of the community. Permanent rectification works shall commence within 14 days.
24. Sydney Water will maintain public liability responsibility limited to an event arising from defective workmanship associated with the restoration for a period of two (2) years from the date of practical completion in line with the two (2) year defect liability period. This public liability period will be reset in the event of a failure to coincide with the defect liability period.
25. Sydney Water and Council agree to assess damage or failure of the road reserve restoration as measured against the Road Reserve Restoration Work Quality and Intervention Standard outside the two (2) year defect liability period on a case by case basis. Any identified defects or non conformance shall be rectified by Sydney Water at no cost to Council.
26. If Council becomes aware of a defect in the road reserve restoration work during the defect liability period or beyond, then Council must notify Sydney Water of the details as soon as practicable, including:
 - (a) the nature of the defect
 - (b) the location of the defect

Invoicing and payment

27. Where the road reserve surface restoration is carried out by Council:
 - (a) Council is to provide a tax invoice to Sydney Water within 30 days of completion of the road reserve surface restoration work for the amount of the agreed fixed quotation.
 - (b) Sydney Water is to pay the invoiced amount within 60 days of receiving the invoice from Council.

Review and improvement

28. Sydney Water and Council will agree on key performance indicators to measure the effectiveness of the arrangements contained in this MOU over the five (5) year period commencing on the date of this MOU.
 29. Sydney Water and Council shall agree to review and update the attached Schedule of Miscellaneous Fees on an annual basis to account for price increases. Unless stated otherwise, price increases will be limited to the Consumer Price Index (CPI).
 30. Any changes to the arrangements contained in this MOU including the attachments may be made at any time by mutual written agreement.
 31. Sydney Water and Council commit to utilise an electronic system to administer road reserve restoration. The system is to be developed by Councils in consultation with Sydney Water and will permit the electronic communication of road reserve restoration information between parties.
-

2.1 Memorandum Of Understanding (MOU) With Sydney Water For Road Reserve Restoration Works

Dispute resolution and termination

32. If a dispute arises in relation to road reserve restoration work, then Council and Sydney Water will make genuine efforts to resolve the dispute. If the dispute is not resolved following a minimum of two (2) meetings between authorised representatives, then the parties will undertake to resolve the dispute through a Mediation process. A qualified mediator shall be selected and appointed by mutual consent between Sydney Water and Council.
33. Should Council and Sydney Water wish to terminate this MOU by mutual consent, then the road reserve restoration process shall resort to the process prescribed by the Streets Opening Conference whereby the Utility pays a restoration fee, based on the adopted Fees and Charges, to the Roads Authority to undertake the final road reserve surface restoration.
34. Termination of the MOU shall take effect one month from the date of mutual consent.

ADDITIONAL / ALTERNATIVE DISPUTE RESOLUTION OPTION

If a dispute cannot be resolved between project management personnel, then the senior representatives must be notified of the dispute. This notification must include the following:

- dispute description
- summary position of both parties
- efforts made to negotiate the dispute to date
- implication of not resolving the dispute
- suggestions for resolving the dispute.

Where the dispute has major cost implications or is likely to generate significant public debate or has major regional or political significance, then the matter may need to be referred for resolution to the General Managers or designated senior staff.

Signed by its duly authorised representative for and on behalf of:

Sydney Water Corporation
(ACN 776 225 038)

)
)

Signature: _____

Print Name: _____

and

[Campbelltown City Council]
(ABN 31 459 914 087)

)
)

Signature: _____

Print Name: _____

PAUL F. TOSS

Kevin Young

ATTACHMENTS

1. Key Performance Indicators
 2. Schedule of Miscellaneous Fees
 3. Road Reserve Restoration Work Quality and Intervention Standard
-

2.1 Memorandum Of Understanding (MOU) With Sydney Water For Road Reserve Restoration Works

Key performance Indicators – Road Reserve Restorations for Sydney water

KPI	Sub Measures	Reporting	Comments
1. Restoration Delivery a. Completion by Sydney Water within 30 days or other specified agreed time b. Completion by Council within 90 days c. Market based pricing and or Request for Council Quote participation 30%	Number of complaints on Quality zero complaints = 100% >=3 complaints = 0%	Quarterly	
2. Quality Assurance – Workmanship and compliance with relevant standards, including technical specification 30%	Compliance with standards zero non-compliance = 100% >=3 non-compliances = 0%	Quarterly	
3. Invoice Accuracy – Error rates in pricing and other related information less than 5 percent 10%	Accuracy of invoice / month zero errors = 100% >=15 errors = 0%	Quarterly	
4. Environmental Management – Compliance with all necessary statutory and regulatory requirements, including waste disposal 10%	Compliance with environmental requirements zero non-compliance = 100% >=2 non-compliance = 0%	Quarterly	
5. Community Relations / incidents – Manage all community consultations and notifications 20%	Public complaints zero complaints = 100% >=3 complaints = 0%	Quarterly	

2.1 Memorandum Of Understanding (MOU) With Sydney Water For Road Reserve
Restoration Works

SCHEDULE OF MISCELLANEOUS FEES

2012/13

Description	Rate	GST	Total
Work Quality Signoff Inspection fee	\$90.00	\$9.00	\$99.00
RFQ Scoping and Work Quality Signoff fee	\$130.00	\$13.00	\$143.00

Note: Rates subject to annual CPI increases.

ROAD RESERVE RESTORATION WORK QUALITY AND INTERVENTION STANDARD

DECEMBER 2013

2.1 Memorandum Of Understanding (MOU) With Sydney Water For Road Reserve Restoration Works

INTRODUCTION

This Road Reserve Restoration Work Quality and Intervention Standard sets out quality standards for restoration of civil infrastructure assets.

This standard stipulates quality specifications, measurements and tolerances. Work that does not conform to the quality specifications will be deemed to be of unsatisfactory quality and require rectification.

Where a quality specification for a particular type of work or material has not been specifically included in this Standard, then industry best practice shall apply.

The quality specifications may be set / amended for a particular project subject to mutual agreement prior to commencement of work or by the responsible officers when assessing the quality of a project.

This Standard should be reviewed periodically and amended accordingly to remain current and extend its coverage.

Document History

Issue	Date	Compiled by	Changes
V.1	January 2013	Joe Ingegneri	Initial draft
V.2	March 2013	Joe Ingegneri	Amendments following consultation with Campbelltown City Council
V.3	May 2013	Joe Ingegneri	Amendments following consultation with Sydney Water
V.4	October 2013	Joe Ingegneri	Amendments following consultation with other Councils and Sydney Water
V.5	December 2013	Joe Ingegneri	Amendments to the restoration scope

2.1 Memorandum Of Understanding (MOU) With Sydney Water For Road Reserve Restoration Works

RESTORATION SCOPE – SPECIAL REQUIREMENTS

Heritage Specifications

Items of heritage can be found throughout all local government areas. Each Council has differing requirements for protection and preservation of these heritage items. Any work in the vicinity or that disturbs the heritage items must be protected and preserved. These heritage elements include:

- a) Footpaths with street names / local feature names
- b) Footpaths and kerbs constructed from brick
- c) Kerb stones made of sandstone, trachyte or blue stone
- d) Kerb stones with street names
- e) Brick barrel pipe drains
- f) Sandstone retaining walls
- g) Brick retaining walls
- h) Plaques, memorials and public art
- i) Heritage and significant trees

Where any of these features are present in the vicinity of the work site, Council's requirements for such items are to be sought by the contractor prior to commencement of work.

Road Pavements

Asset	Conditions	Requirement
Flexible Pavement	Trench in vehicle travel lane	Reinstatement to extend a minimum of 0.3m beyond the excavation. It is recommended that longitudinal joints remain clear of a wheel path. Width of remaining surface adjacent to the gutter not to be less than 0.5m.
	Patch in vehicle travel lane	Reinstatement to extend a minimum of 0.3m beyond the excavation in all directions. Width of remaining surface adjacent to the gutter not to be less than 0.5m.
	Trench in full time parking lane	Reinstatement to extend a minimum of 0.3m beyond the excavation in all directions. Width of remaining surface adjacent to the gutter not to be less than 0.5m.
	Patch in full time parking lane	Reinstatement to extend a minimum of 0.3m beyond the excavation in all directions. Width of remaining surface adjacent to the gutter not to be less than 0.5m.
Rigid Pavement	Unreinforced plain concrete.	Reconstruct the full slab. Minimum thickness of the slab to be 250mm or match existing slab if thicker than 250mm.
	Reinforced concrete	Reconstruct new reinforced slab 0.5m wider than the excavation or to the nearest joint if the remaining dimension of slab is less than 1m. New concrete slab to be doweled along all edges at maximum 600mm centres.
Segmental Pavements	Segmental road pavement.	The base for reinstatement of segmental pavers is to extend a minimum of 300mm beyond the excavation in all directions. Pavers shall be reinstated to the next paver joint greater than 0.3m beyond the excavation.

Notes

1. The asphalt pavement stone size and bitumen specification is to match the existing wearing course.
2. The thickness of the asphalt wearing course is to be at least the same thickness wearing course of the existing pavement.
3. The seal type is to match the existing seal. E.g. 1 coat seal or 2 coat seal.
4. The finish of the concrete slab for rigid pavements is to match the finish of the existing rigid pavement.

2.1 Memorandum Of Understanding (MOU) With Sydney Water For Road Reserve Restoration Works

5. Subgrade, subbase or base coarse shall be compacted to a minimum 95% of standard dry maximum density.
6. Any linemarking and RPMs removed to conduct the Utility work shall be reinstated.
7. Service manholes shall be replaced flush with final surface levels.
8. Reinstated pavers shall be set on the new base in the same pattern, level and finish to match existing pavers.
9. Where pavers were mortared to the base, they shall be reinstated on a mortar bed.
10. If there is doubt over the specifications and requirements, please seek clarification from Council's officer.

Footpaths and Cycleways

Asset	Conditions	Requirement
Concrete Pavement (Plain, coloured, stencilled, stamped, exposed aggregate etc)	Footpath width is up to 1.5m	Reinstate concrete surface to the nearest edge, control joint or expansion joint in all directions beyond the excavation.
	Footpath width over 1.5m	Reinstatement to extend a minimum of 0.3m beyond the excavation in all directions to a minimum width of 1.5m and to the nearest edge, control joint or expansion joint. Width of remaining footpath surface adjacent to a joint, the property boundary and / or kerb not to be less than 1m.
	Cycleway	Reinstatement to extend a minimum of 0.3m beyond the excavation in all directions. The reinstatement shall extend a minimum from the edge of the cycleway to the centreline. The width of the remaining cycleway surface to the nearest edge or joint is not to be less than 0.5m.
Asphalt pavement (plain, stencilled, coloured, coated)	Footpath	Reinstatement to extend a minimum of 0.3m beyond the excavation in all directions. Width of remaining footpath surface adjacent to a joint, the property boundary and / or kerb not to be less than 0.5m.
	Cycleway	Reinstatement to extend a minimum of 0.3m beyond the excavation in all directions. The reinstatement shall extend a minimum from the edge of the cycleway to the centreline. The width of the remaining cycleway surface to the nearest edge or joint is not to be less than 0.5m.
Segmental paving / tiles	Footpath – Segmental paver on a concrete base	The base for reinstatement of segmental pavers is to extend a minimum of 300mm beyond the excavation in all directions. Pavers shall be reinstated to the next paver joint greater than 0.3m beyond the excavation.
	Footpath – Segmental paver on a sand base	The sand base shall consist of 50mm thick sand cement bedding with a mix ratio of 1:1 under a 30mm sand bed for pavers. Pavers shall be reinstated to the next paver joint greater than 0.3m beyond the excavation.
	Footpath – Tile on a concrete base	The base for reinstatement of segmental pavers is to extend a minimum of 0.3m beyond the excavation in all directions.

Notes

1. For the table above, width is measured in a direction perpendicular to the road centreline or direction of travel.
2. The thickness of the concrete pavement is to match the existing pavement thickness.
3. Where the existing footpath or cycleway is reinforced, reinstate the pavement using F72 reinforcement.
4. The finish of the concrete pavement is to match the finish of the existing pavement for texture, pattern, colour and joint pattern. Where finish cannot be matched, replace entire panel.
5. The asphalt pavement stone size and thickness is to match the existing pavement.
6. The asphalt colour coating and pattern is to match the existing pavement.

2.1 Memorandum Of Understanding (MOU) With Sydney Water For Road Reserve Restoration Works

7. Reinstated pavers are to match the existing paver colour and texture and set on the new base in the same pattern, level and finish to match the existing surface pattern. If the paver cannot be matched, paver selection shall be in consultation with Council.
8. Where pavers were mortared to the base, they shall be reinstated on a mortar bed.
9. The reinstated pavers shall be grouted where the existing paver joints are grouted.
10. Tiles are to be reinstated on a rigid concrete base slab with saw cuts in the base slab to coincide precisely with tile joints. Tile joints in the base slab are to be filled using a flexible silicon joint sealer.
11. Subgrade, subbase or base coarse shall be compacted to a minimum 95% of standard dry maximum density.
12. Any signs or street furniture removed to conduct the Utility work shall be reinstated.
13. Any linemarking along cycleways removed to conduct the Utility work shall be reinstated.
14. Service manholes shall be replaced flush with final surface levels.
15. If there is doubt over the specifications and requirements, please seek clarification from Council's officer.

Kerbs, gutters, kerb laybacks, kerb ramps, median kerbs

Asset	Conditions	Requirement
Kerbs and median kerbs	For segmental kerbs	Reinstate the full segment.
	For cast in-situ kerb and integral kerb and gutter	Reinstate a minimum length of 1.8m with one edge abutting an existing joint and no remaining kerb segment being less than 1.8m.
Kerb Layback	Where the width of the vehicular crossing is less than or equal to 3.6m	Reinstate the full width of the layback.
	Where the width of the vehicular crossing is greater than 3.6m	Reinstate at least 1.8m of the layback with one edge abutting an existing joint and no remaining segment to be less than 1.8m
Kerb ramp	Concrete	Reinstate the entire ramp including tactile pavers where fitted.
Dishgutter	Concrete dishgutter	Reinstate a minimum length of 1.8m with one edge abutting an existing joint. No remaining gutter segment to be less than 1.8m.

Notes

1. For the table above, length is defined as the dimension along the kerb or gutter centreline.
2. The dimensions of the concrete elements shall match the dimensions of existing elements.
3. The finish of the kerb, gutter and dishgutter concrete surface shall be a steel trowel finish.
4. The kerb ramp finish shall match the existing pavement for texture, pattern, colour and joint pattern.
5. Where concrete work abuts asphalt paving, an asphalt restoration 0.5m wide shall be undertaken along the concrete edge.
6. Subgrade, subbase or base coarse shall be compacted to a minimum 95% of standard dry maximum density.
7. Any signs, linemarking or street furniture removed to conduct the Utility work shall be reinstated.
8. Service manholes shall be replaced flush with final surface levels.
9. If there is doubt over the specifications and requirements, please seek clarification from Council's officer.

2.1 Memorandum Of Understanding (MOU) With Sydney Water For Road Reserve Restoration Works

Vehicular Crossings

Asset / Surface	Conditions	Requirement
Coloured, pattern or stamped concrete finish	Excavation within the boundary strip, footpath section or apron	Reconstruct the entire panel comprising the full width of the vehicular crossing extending to the construction joints.
Plain concrete surface	Excavation within boundary strip	Reconstruct the boundary strip panel between the property boundary and the back of path to a minimum of half the width of the vehicular crossing ensuring that no remaining slab is less than 1.5m in length.
	Excavation in the footpath section of the vehicular crossing	Reconstruct the full extent between front of path and rear of path for a length commencing at the edge of the vehicular crossing and no less than half the width of the vehicular crossing. The remaining segment of footpath to not be less than 1.5m.
	Excavation within the apron of the vehicular crossing (footpath to layback)	Reconstruct the slab for the full length between the layback and the footpath and no less than half the width of the vehicular crossing.

Notes

1. For the table above, the width of the vehicular crossing is equivalent to the dimension of the vehicular crossing along the property boundary.
2. The thickness of the concrete pavement is to match the existing pavement thickness.
3. Where the existing vehicular crossing is reinforced, reinstate the pavement using 1 layer of F72 reinforcement mesh for residential properties, a layer of F82 reinforcement mesh for residential flat buildings and 2 layers of F82 reinforcement mesh for commercial properties.
4. The finish of the concrete pavement is to match the finish of the existing pavement for texture, pattern, colour and joint pattern. Where finish cannot be matched, replace entire panel.
5. Subgrade, subbase or base coarse shall be compacted to a minimum 95% of standard dry maximum density.
6. Service manholes shall be replaced flush with final surface levels.
7. If there is doubt over the specifications and requirements, please seek clarification from Council's officer.

Traffic Facilities

Asset / Surface	Conditions	Requirement
SM Median kerb and SF Barrier Kerb	Cast in-situ kerb	Reconstruct a minimum length of 1.8m with one edge abutting an existing joint and no remaining kerb segment being less than 1.8m.
Traffic Island Infill	Plain, stencilled, coloured or coated concrete	Reconstruct the full width of the traffic island to the nearest control joint. No remaining surface segment to be less than 1m.
Roundabout Centre Island	Trench or patch through the concrete apron	Reconstruct the full width of the apron and extending at least 0.3m beyond the excavation. Joints to be a radial alignment from the centre of the island.
	Trench or patch in the central pavement (Plain, stencilled, coloured or coated concrete)	Reconstruct pavement at least 0.3m beyond the excavation and no less than half the area of the central island pavement. No remaining surface to have a dimension less than 1m.
	Landscaped area	Determine planting requirements with Council.
Raised Threshold	Patch in concrete ramp	Reconstruct the full width of the ramp and 0.3m beyond excavation.
	Trench in concrete ramp	Reconstruct concrete ramp 0.3m beyond excavation. No remaining portion of the ramp to have a dimension less than 1m.
	Trench or patch within raised concrete pavement (Plain, stencilled, coloured or coated concrete)	Reconstruct the full width of the pavement between the ramps extending a minimum of 0.3m beyond the excavation.
	Trench or patch within raised platform comprising segmental pavers on a concrete base	The base for reinstatement of segmental pavers is to extend a minimum of 300mm beyond the excavation in all directions. Pavers shall be reinstated to the next paver joint greater than 0.3m beyond the excavation.
Speed hump	Watts profile	See requirements for road pavements.
	Plastic / rubber speed humps or cushions	Replace whole element.

2.1 Memorandum Of Understanding (MOU) With Sydney Water For Road Reserve Restoration Works

Notes

1. For the table above, width is defined as the smaller of the two dimensions that comprise the area.
 2. The thickness of concrete pavement is to match the existing pavement thickness.
 3. Where the existing pavement is reinforced, reinstate the pavement using F72 reinforcement.
 4. The finish of the concrete pavement is to match the finish of the existing pavement for texture, pattern, colour and joint pattern. Where finish cannot be matched, replace entire panel.
 5. Reinstated pavers are to match the existing paver colour and texture and set on the new base in the same pattern, level and finish to match the existing surface pattern. If the paver cannot be matched, paver selection shall be in consultation with Council.
 6. Where pavers were mortared to the base, they shall be reinstated on a mortar bed.
 7. The reinstated pavers shall be grouted where the existing paver joints are grouted.
 8. Where concrete work abuts asphalt paving, an asphalt restoration 0.5m wide shall be undertaken along the concrete edge.
 9. Subgrade, sub base or base coarse shall be compacted to a minimum 95% of standard dry maximum density.
 10. Kerbs, ramps and roundabout aprons shall be painted with reflective thermoplastic paint.
 11. Linemarking and signs removed by the excavation are to be reinstated.
 12. Service manholes are to be replaced flush with final surface levels.
 13. If there is doubt over the specifications and requirements, please seek clarification from Council's officer.
-

2.1 Memorandum Of Understanding (MOU) With Sydney Water For Road Reserve Restoration Works

WORK QUALITY SPECIFICATIONS

ROAD PAVEMENTS

Road Pavements – Flexible (Asphaltic Concrete or Spray Seal Surface)

	Quality Specifications	Tolerance	<input checked="" type="checkbox"/>
1	Restoration has clean unbroken edges along the trench or patch	<5% of the length of the trench has edge breaks	
2	Reinstatement surface levels along the edge are flush with the adjacent pavement	No step greater than 5mm	
3	The shape of the reinstatement surface matches the road cross section	<ul style="list-style-type: none"> The restoration follows the existing road cross section profile to within $\pm 10\text{mm}$ The work does not create vehicular scraping at vehicular crossings 	
4	No depression in the restoration surface	Departure of surface from a taught stringline placed across the trench does not deviate by $\pm 10\text{mm}$	
5	The restoration wearing course is free of rutting	<1% of restoration affected and not greater than an area exceeding 10m^2	
6	The restoration wearing course is free of ravelling	<1% of restoration affected and not greater than an area exceeding 10m^2	
7	The restoration wearing course is free of shoving	<1% of restoration affected and not greater than an area exceeding 10m^2	
8	The restoration wearing course is free of potholes	100% compliance	
9	The restoration wearing course is free of cracks wider than 1mm	<ul style="list-style-type: none"> No single crack longer than 0.5m No block cracking or crocodile cracking 	
10	The restoration asphaltic concrete wearing course specification matches the existing wearing course surface	Aggregate size matches adjacent pavement	
11	No joint separation between the new and existing asphalt	Width of joint not to exceed 2mm	
12	Pavement markings including RPMs are reinstated to the same standard and as per the removed pavement markings	100% compliance	
13	Signal detectors are reinstated correctly including sealant	100% compliance	
14	The service manholes are seated flush with the road surface	No step greater than 10mm on a constant grade	
15	All sign posts removed during the work are reinstated	100% compliance	

Road Pavements – Rigid (Plain Concrete, Coloured Concrete, Patterned Concrete or Asphaltic Concrete Surface)

	Quality Specifications	Tolerance	<input checked="" type="checkbox"/>
16	Restoration has clean sawcut edges along the trench or patch	<5% of the length of the trench has edge break of greater than 30mm	
17	Surface levels along the edge are flush with the adjacent pavement	No step greater than 10mm	
18	The shape of the trench follows the road cross section	<ul style="list-style-type: none"> The restoration follows the existing road cross section profile to within $\pm 10\text{mm}$ The work does not create vehicular scraping at vehicular crossings 	
19	No depression in the restoration surface	When measured with a 3m straight edge across the trench, departures are less than $\pm 10\text{mm}$	
20	The restoration surface finish matches specifications and /or adjacent concrete surface finish	90% compliance	
21	The restoration surface is free of cracking	<1% of restoration affected and crack length not to exceed a total length of 25m	
22	Severity of cracks present is moderate	Width of cracks does not exceed 3mm	
23	Concrete joints are present as per the existing surface specifications including placement of an elastic sealant	90% compliance and <1% of joint seal defective	
24	Concrete surface is free of dusting	90% compliance	
25	No spalling at joints and cracks	<5% of spalling of up to 30mm in size throughout restoration	
26	Concrete strength specification is adequate	Certificates provided to confirm the use of 32 MPa concrete as per RMS specifications	

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27	Pavement markings including RPMs are reinstated to the same standard and as per the removed pavement markings	100% compliance	
28	Signal detectors are reinstated correctly including sealant	100% compliance	
29	All sign posts removed during the work are reinstated	100% compliance	

Road Pavements – Segmental Paving Surface

	Quality Specifications	Tolerance	<input checked="" type="checkbox"/>
30	Surface levels where restoration meets existing road surface are flush with adjacent road levels	No step greater than 5mm	
31	The shape of the reinstatement surface follows the road cross section	<ul style="list-style-type: none"> The restoration follows the existing road cross section profile to within $\pm 10\text{mm}$ The work does not create vehicular scraping at vehicular crossings 	
32	No depression in the restoration surface	When measured with a 3m straight edge across the trench, departures are less than $\pm 10\text{mm}$	
33	The reinstated paver matches the adjacent pavers	90% compliance	
34	Concrete base layer is reinstated	100% compliance	
35	Pavers installed on a mortar bed are reinstated on a mortar bed	100% compliance	
36	Joints are grouted as per the existing paving surface	<5% of joints have spalling mortar joints	
37	No broken, cracked or painted pavers placed in the restored area	100% compliance	
38	Any pre-existing joints including elastic sealant are reinstated	100% compliance	
39	Paving adjacent to kerb and gutter is finished flush	No Step greater than 5mm	
40	Service manholes are installed flush with the surface	No step around the manhole greater than 5mm	
41	Pavement markings including RPMs are reinstated to the same standard and as per the removed pavement markings	100% compliance	
42	Signal detectors are reinstated correctly including sealant	100% compliance	

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FOOTPATHS

Footpaths and Cycleways - Concrete

	Quality Specifications	Tolerance	<input checked="" type="checkbox"/>
1	Full width slab is restored where existing footpath width is less than or equal to 1.5m and remaining width is not less than 1m	100% compliance	
2	The footpath has a cross fall gradient of 2.5% towards road carriageway	80% compliance	
3	The footpath cross fall gradient does not exceed 5%	90% compliance	
4	Expansion joints are present at the extent of work and at every 6m longitudinally	100% compliance	
5	The reinstatement has clean sawcut edges	<2% of the length of the trench has edge break of greater than 30mm	
6	The surface levels where the reinstatement meets the existing footpath are flush with adjacent footpath	No step greater than 5mm	
7	No water ponding on the footpath surface unless at a sag point	90% compliance	
8	The surface finish is a broom finish or wooden float finish in direction of longest edge.	100% compliance	
9	Transverse contraction joints (dummy joints) are installed at 1.2m intervals	90% compliance	
10	Concrete surface is free of dusting	90% compliance	
11	No spalling at joints	<5% of spalling of up to 30mm in size throughout restoration	
12	Concrete strength specification is adequate	Certificates provided to confirm the use of 25 MPa concrete	
13	The restoration surface is free of cracking	<1% of restoration affected	
14	Severity of cracks present is moderate	Width of cracks does not exceed 2mm	
15	The restoration work has not damaged adjacent property fencing, paving or tiled steps	100% compliance	
16	Service manholes are installed flush with the surface	No step around the manhole greater than 5mm	
17	The nature strip or boundary strip adjacent to new concrete footpath or cycleway is backfilled and matches the top of the new concrete surface	No step greater than 10mm	
18	The extent of disturbed nature strip or boundary strip is reinstated with turf rolls and the turf established	100% compliance	

Footpaths and Cycleways - Segmental Pavers

	Quality Specifications	Tolerance	<input checked="" type="checkbox"/>
19	Surface levels where the reinstatement meets the existing footpath are flush with adjacent footpath	No step greater than 5mm	
20	The footpath has a cross fall gradient of 2.5% towards road carriageway	80% compliance	
21	Footpath cross fall gradient does not exceed 5%	90% compliance	
22	Existence of expansion joints at extent of work and at every 6m	100% compliance	
23	Concrete base layer is reinstated	100% compliance	
24	Pavers installed on a mortar bed are reinstated on a mortar bed	100% compliance	
25	Joints are grouted as per the existing paving surface	<5% of joints have spalling mortar joints	
26	No broken, cracked or painted pavers placed in the restored area	100% compliance	
27	A sealant is applied if adjacent surface is sealed	100% compliance	
28	No depression in the restoration surface	When measured with a 3m straight edge in both directions, departures are less than ± 5 mm	
29	Any pre-existing joints including elastic sealant are replaced	100% compliance	
30	Paving adjacent to kerb and gutter is finished flush	No Step greater than 3mm	
31	Restoration work has not resulted in damage to adjacent private property assets	100% compliance	
32	Service manholes are installed flush with the surface	No step around the manhole greater than 5mm	
33	The nature strip or boundary strip adjacent to new concrete footpath or cycleway is backfilled to match the top of the new concrete surface	No step greater than 10mm	

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34	The extent of disturbed nature strip or boundary strip is reinstated with turf rolls and the turf established	100% compliance	
35	Asphalt around power poles is reinstated	100% compliance	
36	Street furniture is reinstated	100% compliance	
37	Sign posts are reinstated	100% compliance	

Footpaths and Cycleways - Asphaltic Concrete

	Quality Specifications	Tolerance	<input checked="" type="checkbox"/>
38	Full width footpath is restored where existing footpath width is less than or equal to 1.5m and remaining width is not less than 1m	100% compliance	
39	The restoration has clean unbroken edges along the trench	<5% of the length of the trench has edge breaks	
40	Surface levels along the reinstated edge are flush with the adjacent pavement	No step greater than 10mm	
41	The shape of the trench cross section follows the footpath cross section prior and following the work	<ul style="list-style-type: none"> The restoration follows the existing footpath cross section profile to within $\pm 10\text{mm}$ The work does not create vehicular scraping at vehicular crossings 	
42	No depression in the restoration surface	Departure of surface from a taught stringline placed across the trench does not deviate by $\pm 10\text{mm}$	
43	The restoration surface is free of rutting	<1% of restoration affected and not greater than an area exceeding 10m^2	
44	The restoration surface is free of ravelling	<1% of restoration affected and not greater than an area exceeding 10m^2	
45	The restoration surface is free of shoving	<1% of restoration affected and not greater than an area exceeding 10m^2	
46	The restoration surface is free of potholes	100% compliance	
47	The reinstated wearing course is free of cracks wider than 1mm	<ul style="list-style-type: none"> No single crack longer than 0.5m No block cracking or crocodile cracking 	
48	The restoration asphaltic concrete stone specification matches the existing surface	Aggregate size matches adjacent pavement	
49	No joint separation between the new and existing asphalt	Width of joint does not exceed 2mm	
50	Pre existing linemarking is reinstated using the same type of materials	100% compliance	
51	Outdoor dining markers (Randwick Council uses brass plates) are reinstated	100% compliance	
52	The nature strip or boundary strip adjacent to new concrete footpath or cycleway is backfilled and matches the top of the new concrete surface	No step greater than 10mm	
53	The extent of disturbed nature strip or boundary strip is reinstated with turf rolls and the turf established	100% compliance	
54	Service manholes are installed flush with the footpath surface	No Step greater 10mm	
55	All sign posts removed during the work are reinstated and orientated correctly	100% compliance	
56	Signs damaged during the work are replaced	100% compliance	

Footpaths – Kerb Ramps

	Quality Specifications	Tolerance	<input checked="" type="checkbox"/>
57	Kerb ramp profile matches council specification, Australian standards and provisions of the Disability Discrimination Act 1992	100% compliance	
58	Existing tactile paving is reinstated	100% compliance	
59	The kerb ramp surface matches other kerb ramps in footpath segment	100% compliance	

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Footpaths - Stairs

	Quality Specifications	Tolerance	<input checked="" type="checkbox"/>
60	Step treads and risers comply with the Australian Standards	100% compliance	
61	The full flight of stairs is replaced	100% compliance	
62	Concrete strength specification is adequate	Certificates provided to confirm the use of 32MPa concrete	
63	The handrail is reinstated using the same material and complies with the Australian Standards for location and height	100% compliance	

Footpaths - Unformed Grass Surface

	Quality Specifications	Tolerance	<input checked="" type="checkbox"/>
64	Surface levels where restoration meets existing unformed footway are flush	No Step greater 10mm	
65	Surface is top dressed, turfed using turf rolls and established for the entire disturbed area	100% compliance	
66	No depression in the restoration surface	Deviation from a 3m straight edge placed across the restoration in both directions does not vary by ± 20 mm	

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KERB AND GUTTER

Kerb and Gutter - Integral Concrete

	Quality Specifications	Tolerance	<input checked="" type="checkbox"/>
1	The height and profile of the kerb and gutter is uniform and consistent with Council specifications	90% compliance	
2	The height and profile of the layback is uniform and consistent with Council specifications	90% compliance	
3	The surface finish is a steel float finish	100% compliance	
4	All private roof water outlets are connected flush with the face of kerb and the invert matches the gutter invert	100% compliance	
5	The start and end of segments have been sawcut	100% compliance	
6	Expansion joints are present at the start, end and at maximum spacing of 6m	100% compliance	
7	Expansion material consists of bituminous filler 10mm thick	100% compliance	
8	Any hard stand pavement at rear of kerb is separate from the new kerb, flush and includes an expansion joint	100% compliance	
9	Contraction joints (dummy joints) are present at maximum spacing of 3m	90% compliance	
10	Water does not pond in the new gutter	100% compliance	
11	The nature strip at the back of kerb is backfilled and matches the top of kerb level	No step greater than 10mm	
12	The extent of disturbed nature strip is reinstated with turf rolls and the turf established	100% compliance	
13	Nature strip batter at rear of the kerb is restored with a suitable transition that does not exceed 12% between new and existing grades.	90% compliance	
14	The kerb and gutter is free of cracks outside the contraction joints	< 3 cracks per 10m	
15	The severity of cracks is moderate	Cracks no wider than 2mm	
16	An asphalt restoration 0.6m wide (for minimum compaction plate) along the new gutter is present	100% compliance	
17	Asphalt restoration is flush with the lip of gutter and to the quality standards outlined in road pavements	No step greater than 10mm	
18	The concrete road pavement has been restored flush with the lip of gutter	No step greater than 5mm	

Kerb and Gutter - Sandstone / Brick

	Quality Specifications	Tolerance	<input checked="" type="checkbox"/>
19	The sandstone kerb stone or brick kerb is flush with the adjacent kerb	No step greater than 5mm	
20	The sandstone gutter stones are flush with the adjacent gutter	No step greater than 5mm	
21	No ponding is present along the restored gutter	100% compliance	
22	The nature strip at the back of kerb is backfilled and matches the top of kerb level	No step greater than 10mm	
23	Nature strip batter at rear of the kerb is restored with a suitable transition that does not exceed 12% between new and existing grades	90% compliance	
24	The extent of disturbed nature strip is turfed with turf rolls and the turf established	100% compliance	
25	An asphalt restoration 0.5m wide (for suitable compaction plate) along the new gutter is present	100% compliance	
26	Asphalt restoration is flush with the lip of gutter and to the quality standards outlined in road pavements	No step greater than 5mm	
27	The concrete road pavement has been restored flush with the lip of gutter	No step greater than 5mm	
28	All private roof water outlets are connected flush with the face of kerb and the invert matches the gutter invert	100% compliance	

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VEHICULAR CROSSINGS

Vehicular Crossings - Concrete

	Quality Specifications	Tolerance	<input checked="" type="checkbox"/>
1	The restoration surface finish matches Council specifications and / or adjacent surface finish	90% compliance	
3	Thickness of the concrete is to be as per Council's standard corresponding to domestic, commercial or heavy duty specifications	100% compliance	
4	Sawcutting is straight, clean and undertaken along an expansion or contraction joint	90% compliance	
5	The restoration surface finish is a broom finish or wooden float finish	100% compliance	
6	The height and profile of the layback is uniform and consistent with Council specifications	90% compliance	
7	The surface finish of the layback is a steel float finish	100% compliance	
8	The restoration surface levels match the adjacent / existing surfaces	No step greater than 5mm	
9	There are no depressions in the surface	Deviation from a straight edge placed across the restoration in both directions does not vary by $\pm 5\text{mm}$	
10	The nature strip or boundary strip adjacent to new concrete footpath or cycleway is backfilled and matches the top of the new concrete surface	No step greater than 10mm	
11	The extent of disturbed nature strip or boundary strip is reinstated with turf rolls and the turf established	100% compliance	

Vehicular Crossings - Segmental Pavers

	Quality Specifications	Tolerance	<input checked="" type="checkbox"/>
12	The restoration surface levels match the adjacent / existing footpath	No step greater than 5mm	
13	The footpath has a crossfall gradient of 2.5% towards road carriageway	80% compliance	
14	The footpath crossfall gradient does not exceed 5%	90% compliance	
15	Existence of expansion joints at extent of work and at every 6m	100% compliance	
16	Concrete base layer is reinstated	100% compliance	
17	Pavers previously installed on a mortar bed are reinstated on a mortar bed	100% compliance	
18	Joints are grouted as per the existing paving surface	<5% of joints have spalling mortar joints	
19	No broken, cracked or painted pavers placed in the restored area	100% compliance	
20	A sealant is applied to the new pavers if the surface was previously sealed	100% compliance	
21	No depression in the restoration surface	When measured with a 3m straight edge, departures are less than $\pm 5\text{mm}$	
22	Any pre-existing joints including elastic sealant are replaced	100% compliance	
23	Paving adjacent to kerb and gutter matches the top of kerb levels	No Step greater than 3mm	
24	Restoration does not damage adjacent property fencing or tiled steps	100% compliance	
25	Service manholes are installed flush with the surface	No step around the manhole greater than 5mm	
26	The nature strip or boundary strip adjacent to new concrete footpath or cycleway is backfilled and matches the top of the new concrete surface	No step greater than 10mm	
27	The extent of disturbed nature strip or boundary strip is turfed with turf rolls and the turf established	100% compliance	
28	Asphalt around power poles is reinstated	100% compliance	
29	Street furniture is reinstated	100% compliance	
30	Sign posts are reinstated	100% compliance	

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Vehicular Crossings - Asphaltic Concrete

	Quality Specifications (per vehicular crossing)	Tolerance	<input checked="" type="checkbox"/>
31	Restoration has clean unbroken edges along the trench / cut	<5% of the length of the trench has edge breaks	
32	Surface levels along the edge match the adjacent pavement	No step greater than 5mm	
33	The shape of the reinstated surface cross section follows the footpath cross section prior and following the work	<ul style="list-style-type: none"> The restoration follows the existing footpath and vehicular crossing cross section profile to within $\pm 10\text{mm}$ The work does not create any vehicular scraping 	
34	No depression in the restoration surface	Departure of surface from a taught string line perpendicular to the direction of vehicular travel does not deviate by $\pm 10\text{mm}$	
35	The restoration surface is free of rutting	<1% of restoration affected and not greater than an area exceeding 1m^2	
36	The restoration surface is free of ravelling	<1% of restoration affected and not greater than an area exceeding 1m^2	
37	The restoration surface is free of shoving	<1% of restoration affected and not greater than an area exceeding 1m^2	
38	The restoration surface is free of potholes	100% compliance	
39	The restoration wearing course is free of cracks wider than 1mm	<ul style="list-style-type: none"> No single crack longer than 0.5m No block cracking or crocodile cracking 	
40	The restoration asphaltic concrete stone specification matches the existing surface	Aggregate size matches adjacent pavement	
41	No joint separation between the new and existing asphalt	Width of joint does not exceed 2mm	
42	Pre existing linemarking is reinstated using the same type of materials	100% compliance	
43	Outdoor dining markers (Randwick Council uses brass plates) are reinstated	100% compliance	
44	The nature strip or boundary strip adjacent to new concrete footpath or cycleway is backfilled and matches the top of the new concrete surface	No step greater than 10mm	
45	The extent of disturbed nature strip or boundary strip is reinstated with turf rolls and the turf established	100% compliance	
46	Service manholes are installed flush with the surface	No step greater 10mm	
47	All sign posts and / or signs removed during the work are reinstated and orientated correctly	100% compliance	
48	Signs and / or sign posts damaged during the work are replaced	100% compliance	

Vehicular Crossings - Unformed Grass Surface

	Quality Specifications	Tolerance	<input checked="" type="checkbox"/>
49	Surface levels where the restoration meets existing unformed footway match existing levels	No step greater 10mm	
50	Surface is top dressed, turfed using turf rolls and established for the entire disturbed area	100% compliance	
51	No depression in the restoration surface	When measured with a 3m straight edge across the surface, departures are less than $\pm 10\text{mm}$	

2.1 Memorandum Of Understanding (MOU) With Sydney Water For Road Reserve Restoration Works

TRAFFIC FACILITIES

All Traffic Facilities

	Quality Specifications	Tolerance	<input checked="" type="checkbox"/>
1	The height and profile of median kerbs and barrier kerbs gutter is uniform and consistent with RMS and Council specifications	90% compliance	
2	The surface of the kerb is painted with white reflective thermoplastic paint to match existing	100% compliance	
3	The start and end of segments of the kerb have been sawcut	100% compliance	
4	Expansion joints are present at the start and end of the reinstated kerb segment	100% compliance	
5	Expansion material consists of bituminous filler 10mm thick	100% compliance	
6	The reinstated kerb is doweled or keyed into the road pavement	90% compliance	
7	The kerb is free of cracks outside the contraction joints	90% compliance	
8	The reinstated island infill surface finish matches specifications and /or adjacent concrete surface finish	90% compliance	
9	The island infill at the rear of kerb is separate from the new kerb, flush and includes an expansion joint	100% compliance	
10	The restoration surface finish is a broom finish or wooden float finish	100% compliance	
11	The restoration surface levels match the adjacent kerb / existing surfaces	No step greater than 5mm	
12	The reinstated apron of the roundabout centre island has a matching lip and profile consistent with the existing island	90% compliance	
13	There are no depressions in the surface	Deviation from a straight edge placed across the restoration in both directions does not vary by $\pm 5\text{mm}$	
14	The reinstated surface is free of cracking	<1% of restoration affected	
15	Severity of cracks present is moderate	Width of cracks does not exceed 3mm	
16	Concrete joints are present as per the existing surface specifications	90% compliance	
17	Concrete surface is free of dusting	90% compliance	
18	No spalling at joints	<2% of spalling of up to 30mm in size throughout restoration	
19	Concrete strength specification is adequate	Certificates provided to confirm the use of 25 MPa concrete	
20	Pavement markings including RPMs are reinstated to the same standard as per the removed pavement markings	100% compliance	
21	All sign posts and signs removed during the work are reinstated	100% compliance	
22	Landscaped islands – the reinstated soil level matched the top of kerb	No step greater than 20mm	
23	Landscaped islands - The number and type of plant species is the same as prior to disturbance	100% compliance	
24	Landscaped islands - The restoration area is mulched	100% compliance	
25	Landscaped islands - The planting is established	100% compliance	

2.1 Memorandum Of Understanding (MOU) With Sydney Water For Road Reserve Restoration Works

OPEN SPACE ASSETS

Open Space Assets - Unformed Grass Surface

	Quality Specifications	Tolerance	<input checked="" type="checkbox"/>
1	Restoration surface levels match existing surface levels	No Step greater 10mm	
2	Surface is top dressed and turfed with turf rolls for the entire disturbed area	100% compliance	
3	The turf is established	100% compliance	
4	No depression in the restoration surface	When measured with a 1m straight edge across the top of any part of the restoration, departures are less than $\pm 15\text{mm}$	

Open Space Assets - Landscaping

	Quality Specifications	Tolerance	<input checked="" type="checkbox"/>
5	The reinstated soil is at the level of the landscaping prior to disturbance	No step greater than 20mm	
6	The restoration area is mulched	100% compliance	
7	The number and type of plant species is the same as prior to disturbance	100% compliance	
8	The planting is established	100% compliance	

Open Space Assets - Street Furniture

	Quality Specifications	Tolerance	<input checked="" type="checkbox"/>
9	Street furniture is replaced and is secured properly	100% compliance	

Open Space Assets - Handstand Areas

	Quality Specifications	Tolerance	<input checked="" type="checkbox"/>
10	The quality meets standards set out for footpaths	100% compliance	

3. ASSETS AND SUPPLY SERVICES

3.1 Q14/11 Supply and Deliver Five Trucks Including Bodies

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 Responding Organisations have indicated that the contents of their quotation are commercial-in-confidence:

Evaluation and Pricing Matrix

Purpose

To advise Council of the quotations received for the supply and delivery of five trucks including truck bodies and advise Council of the successful quotation.

History

Council replaces its plant equipment in accordance with the plant schedule. Council requires the provision of five trucks divided into two types:

- four trucks with tipping bodies
- one truck with a trade services body

Report

Legislation

This procurement process was conducted in accordance with the *Local Government Act 1993*, the *Local Government (General) Regulation 2005* and Council's Procurement Policy and Procedures.

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

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

This purchase is conducted under Local Government Procurement Panel Contract NPN04-13 Trucks for Local Government (Australia).

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

Contract Expenditure

Funds for these works have been allocated in Council's budget for plant replacement.

Contract Term

The term for this contract will be until delivery and any warranty periods.

Quotations Received

Council invited quotations from twenty eight companies nominated on the above contract and the following four on time responses were received:

- Isuzu Australia Limited
- Hino Motor Sales Australia Pty Ltd
- Daimler Trucks Sydney - Fuso Truck and Bus
- Sydney Trucks and Machinery Pty Ltd - Fuso Truck and Bus

Evaluation

Hino Motor Sales Australia Pty Ltd are not recommended as they quoted a more expensive price than the recommended organisation for the five trucks.

Isuzu Australia Limited and Sydney Trucks and Machinery Pty Ltd - Fuso Truck and Bus are not recommended as the proposed trucks were not as suitable as those provided by the recommended organisation and Isuzu Australia Limited quoted a more expensive price than the recommended organisation for the five trucks.

Recommended Quotation

Daimler Trucks Sydney - Fuso Truck and Bus has been selected for the supply and delivery of the five trucks, four trucks with tipping bodies and one truck with a trade services body as they:

- provided satisfactory details of the proposed trucks including delivery program
- provided the best overall response to Council
- provided extended warranty and servicing parts at no additional cost
- provided the lowest price.

Officer's Recommendation

That the information be noted.

3.2 Q14/27 Supply of PCs, Laptops and Accessories

Reporting Officer

Acting Manager Assets and Supply Services and Manager Information Management and Technology

Attachments

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

Evaluation and Pricing Matrix

Purpose

To advise Council of the quotations received for the supply and delivery of Council's personal computers, laptops and accessories and advise the Council of the successful quotation.

History

Council replaces its personal computers (PCs) and laptops each three year period in three stages over a 12 month period. This is to ensure that later versions of software, i.e. Microsoft Windows Operating System and Microsoft Office programs will continue to function.

The Council PCs and laptops were replaced in November 2011 and therefore as Council requires purchasing replacement equipment and the contract expenditure historically exceeds the legislative threshold of \$150,000, Council invited quotations for a new contract through Local Government Procurement.

Report

Legislation

This quotation process was conducted in accordance with the *Local Government Act 1993*, the *Local Government (General) Regulation 2005* and Council's Procurement Policy and Procedures.

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

- ProcurePoint (Department of Commerce)
 - MAPS Group Limited trading as Procurement Australia
 - Local Government Procurement
-

In this regard, this purchase is conducted under Local Government Procurement LGP306-1 PCs, Notebooks, Servers and Associated Services and Equipment.

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

Contract Expenditure

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

Contract Term

The term of this contract is from date of acceptance until completion.

Quotation Received

Council invited quotations from companies nominated under the Local Government Procurement (LGP) contract are detailed below:

- Advanced Mobile IT
- Allcom Networks
- ASI Solutions
- Computer Systems (Australia) Pty Ltd
- Data#3 Limited
- Dell Australia Pty Ltd
- Enigma Business Products
- Fujitsu PC Australia
- MCR Computer Resources Pty Ltd
- Net Communications Pty Ltd
- Pioneer Computers
- Staples Australia
- Thomas Duryea Consulting

Quotations closed on Tuesday 5 August 2014. Seven on-time responses were received from the following organisations:

- Allcom Networks
 - ASI Solutions
 - Computer Systems (Australia) Pty Ltd
 - Dell Australia Pty Ltd
 - MCR Computer Resources Pty Ltd
 - Net Communications Pty Ltd
 - Staples Australia
-

Evaluation

Allcom Networks, ASI Solutions, Computer Systems (Australia) Pty Ltd, MCR Computer Resources Pty Ltd, Net Communications Pty Ltd and Staples Australia are not recommended as they quoted a more expensive price for the supply, delivery and warranty of PCs and laptops. The evaluation panel did not see any additional benefit in recommending a more expensive quotation.

Recommended Quotation

Dell Australia Pty Ltd quoted the least expensive price for the provision of the PCs, Laptops and Accessories and is therefore recommended. Dell Australia Pty Ltd has provided Council with satisfactory services previously and has considerable experience in the provision of computing equipment.

Officer's Recommendation

That the information be noted.

3.3 Q14/22 Supply and Install Automated Public Toilets

Reporting Officer

Acting Manager Assets and Supply Services

Attachments

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

Evaluation and Pricing Matrix

Purpose

To advise Council of the quotations received for the supply and delivery of automated toilets and advise the Council of the successful quotation.

History

Council identified a requirement for the automated toilets to be installed at the following locations:

- Campbelltown Skate Park, Hollylea Road, Leumeah
- Ingleburn Reserve, Bensley Road, Ingleburn
- Kentlyn Park, Georges River Road, Kentlyn
- Mawson Park, Queen Street, Campbelltown (three cubicles)
- Pembroke Park, Pembroke Road, Minto (two cubicles)
- St Helens Park Skate Park, Cnr Kellerman Drive and Appin Roads, St Helens Park.

The first five sites identified above form part of the key community building projects identified under the Renew-Connect-Revitalise improvement works.

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.

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

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

This purchase is conducted under Local Government Procurement LGP308-2 Playground, Open Space and Recreational Infrastructure contract.

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

Contract Expenditure

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

Contract Term

The term for this contract will be until completion of installation and any warranty periods.

Request for Quotation

Council's Request for Quotation invited organisations to submit information about their proposed automated toilets, together with their price.

Each public toilet facility was required to include the following requirements:

- automated after-hours self-locking door
- 3 in 1 hand basin (water, soap and dryer)
- baby change station
- automated detergent clean over floor and hand wash areas
- Self-drying system
- Australian Standard and Accessibility requirement compliance.

Quotations Received

Quotations closed on Thursday 7 August 2014. Two on-time responses were received from the following organisations:

- Exeloo Pty Ltd
- Moodie Outdoor Products Pty Ltd.

Decision of the Evaluation Panel

The Evaluation Panel, consisting of Officers from Assets and Supply Services, decided to accept the offer of Exeloo Pty Ltd as they provided suitable automated toilets design, complying with Council's specifications, at the cheapest price.

Moodie Outdoor Products Pty Ltd's proposal was more expensive than the Exeloo Pty Ltd solution, and was therefore not considered further.

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

That the information be noted.

3.4 Grant Applications - Status Report

Reporting Officer

Acting Director City Works

Attachments

Nil

Purpose

To provide a status on Federal Government grant applications for CCTV in Campbelltown and Ingleburn CBD areas, Lynwood Park Artificial Turf Project and Fullwood Reserve Amenities Building Project.

Report

As previously reported, Council staff have been negotiating with the Federal Government to secure funding for the following projects:

CCTV for Campbelltown and Ingleburn CBD Project Crime Prevention Section, Attorney-General's Department	\$350K
Lynwood Park Artificial Turf Project Department of Infrastructure and Regional Development	\$500K
Fullwood Reserve Amenities Building Project Department of Infrastructure and Regional Development	\$200K

All three grants require Council to submit an application for the pre-allocated funding. After completion of the application a funding agreement is drafted by the relevant Federal Government department for signature. Once this process has been completed and the delivery milestones agreed to, the funding is provided.

The current status of the grant applications are the funding agreement for CCTV for Campbelltown and Ingleburn CBD Project and the Full Reserve Amenities Building Project have been completed and the Lynwood Park Artificial Turf Project funding agreement will be provided to Council for signing before the end of August 2014.

All three projects are scheduled to be delivered in early 2015. Council will be provided with further updates of the works as the projects progress.

Officer's Recommendation

That the information be noted.

4. EMERGENCY SERVICES

4.1 Bushfire Management Policy

Reporting Officer

Manager Emergency Management and Facilities Services

Attachments

Bushfire Management Policy (contained within this report)

Purpose

To seek Council's endorsement of the revised Bushfire Management Policy.

History

The abovementioned Policy was adopted by Council on 3 July 2012 and is now due for review in accordance with the Records Management Policy.

Report

The abovementioned Policy has been reviewed in accordance with Council's Records Management Policy and the adopted procedure for Policy Development and review.

The Bushfire Management Policy has been updated to reflect changes to the WHS legislation, Rural Fires Regulation 2013 and minor grammatical changes.

Officer's Recommendation

1. That the revised Bushfire Management Policy, as attached to this report, be adopted.
 2. That the Policy review date be set at 31 July 2016.
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ATTACHMENT 1

 campbelltown city council		POLICY
Policy Title	Bushfire Management	
Related Documentation	Macarthur Bushfire Risk Management Plan	
Relevant Legislation/Corporate Plan	<i>Rural Fires Act 1997</i> Bushfire Environmental Assessment Code 2006	
Responsible Officer	Manager Emergency Management and Facility Services	

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

Objectives

The objectives of this policy are:

- To provide direction for assessing and managing bushfire risk on Council owned or managed land
- To minimise the risk to life and property in the event of a fire on Council controlled land
- To minimise the risk to fire fighting crews in the event of a fire on Council controlled land
- To preserve and manage existing bush land areas while maintaining or improving their ecological health during and after works are completed.

Policy Statement

Scope

This policy applies to all land that is managed by Council either directly or under care and control for other agencies.

Definitions

Asset Protection Zone (APZ) – a fuel reduced area around or adjacent to a built asset or structure. It can also be for the protection of aboriginal, or other cultural heritage, or significant environmental areas.

Bush Fire Risk – is the chance of a bush fire igniting, spreading and causing damage to assets of value to the community. It is determined dependent on fuel hazard levels, ground slope, aspect and typical weather patterns, ignition risk and the assets needing protection.

Fire Interval – the length of time between successive fires on an area of land.

Land Management Zone (LMZ) – to meet relevant land management objectives in areas where Asset Protection or Strategic Fire Advantage Zones are not appropriate.

Overall Fuel Hazard (OFH) – is the sum of the influences of Bark Hazard+ Elevated Fuel Hazard+

Surface Fine Fuel Hazard, often expressed as tonnes per hectare.

Strategic Fire Advantage Zone (SFAZ) – these are strategically located areas which help reduce the speed and intensity of bush fires, and reduce the potential for spot fire development.

Vegetation Formation – groups of vegetation classes with related structural and functional features.

Legislative Context

- Macarthur Bush Fire Risk Management Plan 2009-2014 or as amended
- *Rural Fires Act 1997*
- Rural Fires Regulation 2013
- Bushfire Environmental Assessment Code 2006
- *Local Government Act 1993*
- *Environmental Planning and Assessment Act 1979*
- *Crown Lands Act 1989*
- Planning for Bushfire Protection 2006
- *Threatened Species Conservation Act 1995*
- Australian Standard AS4373 Pruning of Amenity trees
- Work Cover Code of Practice Amenity Tree Industry
- *Protection of the Environment Operations Act 1997*
- *Protection of the Environment (Clean Air) Regulation 2010*

Principles

Bushfire Management on Council Land

1. Maintain a fire management database for recording and monitoring hazard reduction works, fire trails and gates, fire history, area burnt, type of fire, date, season, intensity and any other relevant information.
 2. Prepare detailed fire management plans for all bushland areas under Council's control which include provisions for the protection of life and property, fire hazard reduction, protection of threatened species and their habitats, and conservation of biodiversity.
 3. Maintain an annual Hazard Reduction Program of locations identified in the Bush Fire Risk Management Plan as extreme or high risk as a minimum and an annual audit program of fire trail gates and locks to ensure the integrity of Councils bushland.
 4. Facilitate control and suppression of wildfires on Council property through provision of adequate resources for the construction, inspection and maintenance of fire trails, gates & locks, fire breaks, water supply points, and asset protection zones.
 5. Monitor Council managed bushland areas during periods of High and Extreme fire danger to quickly detect wildfires, notify the appropriate fire service (NSW Fire & Rescue or Rural Fire Service) through the "000" emergency system.
 6. Close Council's bushland reserves to the public on days with a fire danger level of extreme or greater.
 7. On days of Extreme and Catastrophic fire danger, activate the Emergency Operations Centre (EOC) so it is immediately available for emergency bushfire coordination.
 8. Support bush fire suppression with co-operation between the major land managers, Council, and the Fire and Rescue NSW and the NSW Rural Fire Service.
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9. Consult with the Rural Fire Service and NSW Fire & Rescue during development of fire management plans, and assessment and reduction of fire hazards.
10. Consult with affected landowners and the wider community during the development of bushfire management plans, and education of the community about bushfire management practices, procedures and future directions.
11. Conduct ongoing public education and publicity programs including the Local Emergency Management Committees Community Education Strategy to reduce the risk of bush fire and encourage prevention measures to aid in the protection of life, property and the environment by the community.
12. In the case of existing development, maintenance of Asset Protection Zones by adjoining property owners on Council's natural area reserves (including bushland roadside areas) will not be encouraged by Council.
13. Unauthorised clearing or mowing of native vegetation in a natural area reserve or bushland roadside area is not permitted. In accordance with section 629 of the *Local Government Act 1993* a person who, without lawful excuse, wilfully or negligently injures or unnecessarily disturbs any plant or animal in a public place is guilty of an offence with a maximum penalty of 20 penalty units.
14. Work with other major land agency owners to ensure a coordinated approach to hazard reduction across the city.

Bushfire Prone Land Mapping

15. Maintain up-to-date maps of bushfire prone areas within the LGA to provide a basis for planning, and to ensure that development and building applications incorporate fire protection measures appropriate to the level of bushfire risk.
16. Undertake regular reviews of maps identifying Bushfire Prone Land in accordance with section 146 of the *Environmental Planning and Assessment Act 1979*.
17. Ensure the Bushfire prone land map is to be available for public inspection.

Bushfire Planning and Development Controls

18. Consult with the Rural Fire Service where required during assessment of development applications in bushfire prone areas.
 19. On request, inform affected property owners via a section 149 certificate message that land is bushfire prone.
 20. Identify areas of land which are at significant risk from bush fire and ensure that no new areas are developed in a manner which will expose buildings to an unacceptable risk from a bush fire event.
 21. Ensure that subdivision and development applications, for properties identified on bushfire prone land, provide for and accommodate adequate bushfire protection measures within the boundaries of the private land. These bushfire protection measures:
 - a. are not to encroach on the natural area reserves, and
 - b. shall not use Council owned/managed land for Asset Protection Zones to accommodate new development. Refer to Section 3.3 Part B page 13 of Planning for Bushfire Protection 2006.
 22. Ensure that any residential or infill development that does not comply with the 'acceptable solutions' outlined in Section 4.2 of "Planning for Bushfire Protection 2006", are referred to the NSW Rural Fire Service prior to granting approval.
 23. Ensure new buildings and building additions proposed to be constructed within bush-fire prone areas comply with the construction standards and requirements of "Planning for Bush Fire
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Protection 2006" (or its legislative equivalent) and "AS 3959-2009 Construction of buildings in bushfire-prone areas" (or its legislative equivalent).

24. Ensure an acceptable level of construction for industrial, commercial and agricultural buildings as specified by the "Building Code of Australia", "AS 3959-2009 Construction of buildings in bushfire-prone areas" and "Planning for Bushfire Protection 2006" (or their legislative equivalents).
25. Council shall comply with the provisions of Sections 79BA, 79C, 91, 96 and 146 of the *Environmental Planning and Assessment Act 1979* and Section 100B of the *Rural Fires Act 1997* that relate to development within bushfire prone areas.

Responsibility

This policy has a number of activities that various Sections of Council have responsibility for implementing. The Manager Emergency Management is responsible for its monitoring and review.

Effectiveness of this Policy

This policy will be reviewed in accordance with Council's adopted procedure for policy development.

END OF POLICY STATEMENT

5. GENERAL BUSINESS

Nil.

19. CONFIDENTIAL ITEMS

No reports this round
