

Reports of the City Works Committee Meeting held at 7.30pm on Tuesday, 12 May 2015.

APOLOGIES

ACKNOWLEDGEMENT OF LAND

DECLARATIONS OF INTEREST

Pecuniary Interests

Non Pecuniary – Significant Interests

Non Pecuniary – Less than Significant Interests

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Minutes of the City Works Committee held on 12 May 2015

Present

His Worship the Mayor, Councillor P Lake (Chairperson)
Councillor F Borg
Councillor G Brticevic
Councillor W Glynn
Councillor P Hawker
Councillor C Mead
Director Business Services - Mr M Sewell
Acting Director Community Services - Mrs J Uluibau
Director City Works - Mr W Rylands
Manager Compliance Services - Mr P Curley
Acting Manager Education and Care Services - Ms G Vickers
Manager Emergency and Facility Management - Mr R Blair
Manager Executive Services - Mr N Smolonogov
Manager Financial Services - Mrs C Mears
Manager Healthy Lifestyles - Mr M Berriman
Manager Information Management and Technology - Mrs S Peroumal
Manager Infrastructure - Mr G Mitchell
Manager Library Services - Mr G White
Manager Operational Services - Mr A Davies
Manager Property Services - Mr J Milicic
Manager Technical Services - Mr K Lynch
Manager Waste and Recycling Services - Mr P Macdonald
Policy and Governance Coordinator - Ms J Warner
Executive Assistant - Mrs J Loomes

Apologies (Brticevic/Hawker)

That the apologies from Councillors Chanthivong and Dobson be received and accepted.

CARRIED

Chairperson

In the absence of the Chairperson, Councillor Dobson, His Worship the Mayor, Councillor Lake chaired the meeting.

Acknowledgement of Land

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

DECLARATIONS OF INTEREST

There were no Declarations of Interest at this meeting.

1. TECHNICAL SERVICES

1.1 Traffic Committee

Reporting Officer

Manager Technical Services

Attachments

Minutes of the Campbelltown Traffic Committee of 16 April 2015 (contained within this report)

Purpose

To seek Council's endorsement of the recommendations arising from the Campbelltown Traffic Committee Meeting held on 16 April 2015.

Report

RECOMMENDATIONS OF THE CAMPBELLTOWN TRAFFIC COMMITTEE ON 16 APRIL 2015

Reports Listed for Consideration

CTC 15/6 Rose Payten Drive, Minto - Qube Logistics A-Double Vehicle Approval

That an on-site trial with a 30m A-Double be undertaken with the assistance of the NSW Police.

CTC 15/7 Guernsey Avenue, Minto - Intersection concerns with Jenner and Ellery Street

That Option 3 to leave the existing road arrangements and no action on restoring on-street parking is recommended.

General Business

CTC 15/8 Never Give Up Ride

That the information be noted.

CTC 15/9 Outstanding Matters with RMS

That the information be noted.

CTC 15/10 Fitzgibbon Lane, Rosemeadow - Refuge Island Kerb Heights

That the information be noted.

Officer's Recommendation

That the recommendations of the Campbelltown Traffic Committee as detailed in the Minutes of the meeting held on 16 April 2015 be adopted.

Committee's Recommendation: (Hawker/Brticevic)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 19 May 2015 (Lake/Brticevic)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 82

That the Officer's Recommendation be adopted.

ATTACHMENT



CAMPBELLTOWN TRAFFIC COMMITTEE MINUTES

16 April 2015

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**

CTC15/6 Rose Payten Drive, Minto - Qube Logistics A-Double Vehicle Approval

**CTC15/7 Guernsey Avenue, Minto - Intersection concerns with Jenner and
Ellery Street**

- 6. LATE ITEMS**

No reports this round

- 7. GENERAL BUSINESS**

CTC 15/8 Never Give up Ride

CTC 15/9 Outstanding Matters with RMS

CTC 15/10 Fitzgibbon Lane, Rosemeadow - Refuge Island Kerb Heights

- 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 16 April 2015

1. ATTENDANCE

Campbelltown City Council

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

Roads and Maritime Services

Ms K Russell

Police Representatives

Senior Sergeant M Cotton

Bus Companies

Busabout - Mr S Burridge
Busabout - Ms K De Jong

Representatives of Local Members of Parliament

Mr R James (part meeting)

Qube Logistics (Item 15/6)

Rail Manager - Mr W Sundblom
Transport Manager - Mr B Hill

Acknowledgement of Land

An Acknowledgement of Land was presented by the Chairperson Councillor Greiss

2. APOLOGIES

Police Representative - Senior Constable M Davies

3. CONFIRMATION OF MINUTES

The Minutes of the previous meeting held on 12 March 2015 were recommended to the City Works Committee on 14 April 2015 and adopted by Council on 21 April 2015.

4. BUSINESS ARISING FROM MINUTES

No reports this round

5. REPORTS LISTED FOR CONSIDERATION

CTC15/6 Rose Payten Drive, Minto - Qube Logistics A-Double Vehicle Approval

Previous Report: CTC 14/30

Electorate: Macquarie Fields

Author Location: Traffic and Road Design Unit

Attachments

1. Extract NHVR Journey Planner Route/Location plan
2. Extract supporting report: Introduction A-Double Swept Path Analysis
3. Extract supporting report: A-Double turn sweep path Rose Payten Drive, Pembroke Road
4. Comparison turning template charts between A-Double and B-Double

Background (16/4/2015)

Council has received an application from National Heavy Vehicle Regulator (NHVR) to consider giving consent to Qube Logistics SB Pty Ltd for a permit to allow the movement of 30 metre A-Double (road train) vehicles on Rose Payten Drive, Minto. This road being a local road forms part of a Journey between Stonny Batter Road, Minto and a distribution centre in Eastern Creek.

Load Limit

The original permit application from Qube Logistics has been revised requesting that their A-Doubles carry loads up to 62.5 tonnes rather than the original request of 85 tonnes. Council had rejected the higher load limit as the two bridges on Rose Payten Drive, the drainage channel and Railway line, have not been assessed for high loads.

Presently, Rose Payten Drive forms part of an approved 25/26m B-Double route (62.5t) servicing the Minto Industrial area. In discussions with Qube Logistics they would like Council to consider the A-Doubles taking reduced load of 62.5 tonnes similar to the performance of existing B-Doubles. Qube Logistics advises that although they are using A-Doubles the expected payload would not be in this high load range as they will be carting merchandise for Kmart.

The A-Doubles in this particular permit application have been specifically designed as a 30m long vehicle and not the full 36.5m long vehicle as normally permitted on approved routes in western NSW. Qube Logistics in their permit application to NHVR does not mention the frequency of their journeys but covers a restricted permit period of three years.

Journey Route

Most of the journey of this A-Double route falls under the responsibility of the Roads and Maritime Services except for Rose Payten Drive and Stonny Batter Road, which are in the Campbelltown Local Government Area.

In support of this application Qube Logistic has provided a sweep path analysis report undertaken by Tiger Spider Engineering. This original report, received in early December 2014, provided a 'pass assessment' for all truck sweep turning paths at all intersections along the route between Wonderland Drive/Interchange Drive, Eastern Creek (Blacktown City Council area) and Stonny Batter Road, Minto.

Council Officers have questioned the sweep path assessments in the report a number of times for roads within Campbelltown's jurisdiction. Council has received two amendment reports since the original application.

Campbelltown Road and Rose Payten Drive (Traffic Signals)

The 30m A-Double will turn off into Campbelltown Road from the Hume Motorway and reach Rose Payten Drive with a left turn manoeuvre. The report shows the A-Double turning left from Lane 1 and not from the left turning bay. Council Officers have created a check turning path template finding that the A-Double could make the left turn from the left turn bay but without or with little clearances. Concerns are also expressed that the turning path diagrams are determined for a flat horizontal plane and does not cater for the change in grade that would be experienced while turning down Rose Payten Drive.

In the return journey the A-Double should be able to make the right hand turn from Lane 1 in Rose Payten Drive into Lane 1 of Campbelltown Road.

Rose Payten Drive and Airds Road (Roundabout)

The A-Double will approach the entry of the roundabout, in both directions, with a wide berth using the adjacent lane. This is acceptable under NSW Road Rules, Rule 29 (2), Rule 32 (2) and Rule 111 (8) and (9). The A-Double is able to use the full width of the circulating carriageway and exit into Lane 1 on departure.

Rose Payten Drive and Pembroke Road (Traffic Signals)

Council Officers express some concerns with the left turn sweep path from Rose Payten Drive into Pembroke Road and the right turn from Pembroke Road into Rose Payten Drive. Council check on these two turning movements shows no clearance available between vehicle wheels and kerb. Although the drivers of A-Doubles are particularly trained and periodically assessed there is site evidence that some large trucks are currently mounting the kerb.

Concerns are raised on the submitted report that the A-Doubles right turn manoeuvre into Rose Payten Drive from Pembroke Road (traffic signals) is made from Lane 2 adjacent to the right turning lane. In a situation with the A-Double stops at the signals and commence their turn drivers will have to be aware of inside motorists. Despite what is shown in the report Council Officers believe that the A-Double could make its turn from the right turn bay or at least straddled over two marked lanes.

Qube Logistics, in support of the issues raised at this intersection, has forwarded to Council video evidence of how B-Doubles can make their left hand turn from Rose Payten Drive into Pembroke Road. Qube Logistics suggests that the sweep path of the 30m A-Double is close or comparable to the movement of B-Doubles, which currently operate the route.

Council Officers have provided in Attachment 4 a comparison of turning movement path diagrams showing the difference between 25m B-Doubles and the special 30m A-Double. The 30m A-Double requires approximately a 1m wider outside arc to turn compared to a B-Double with the inside radius being similar.

Pembroke Road and Stonny Batter Road Roundabout

An A-Double turning left into Stonny Batter Road will require turning left from the right lane contrary to the pavement arrows. The driver in making this turn will require straddling over the two approaching lanes so no 'undertaking' is taken by other motorists. The right turn manoeuvre out of Stonny Batter Road will take up the full width of the roundabout circulating carriageway. The rear wheels may mount the outer annulus of the central island.

The application does not indicate the terminal property that will be accessed off Stonny Batter Road and therefore Council is unable to assess the suitability of the driveway and internal road network.

In lieu of concerns raised by Council Officers it is recommended that an onsite trial be undertaken with a 30m A-Double with the assistance of NSW Police.

Officer's Recommendation

Item for discussion.

Discussion (16/4/2015)

The Manager Technical Services advised that as outlined in the report an application has been received from National Heavy Vehicle Regular to consider giving consent for a permit to allow the movement of A-Double vehicles to gain access to a property in Stonny Batter Road, Minto.

The vehicle will travel along the M31 exiting at the first Campbelltown exit onto Campbelltown Road, turn left into Rose Payten Drive then left onto Pembroke Road then left into Stonny Batter Road. Rose Payten Drive and Stonny Batter Road are the only roads requiring Council approval.

The application is on behalf of Qube Logistics for the carting of merchandise for Kmart from Eastern Creek to Stonny Batter Road, Minto.

Two representatives from Qube Logistics addressed the Committee and advised that there are currently approximately 30 B-Double movements per day, peaking at 50 during the Christmas period.

It is envisaged that with the use of A-Doubles this will reduce the daily trips to between 15-20. This would result in a reduction per year from 7200 to 3600 trips.

The concept of the A-Doubles is to reduce road congestion and freight costs.

The Committee were advised that Qube Logistics operate 44 of this type of vehicle which has been successful in Victoria and Queensland.

The area has been assessed and a sweep path analysis report has been undertaken by Tiger Spider Engineering who has passed each of the corners as being able to accommodate A-Doubles.

The Chairperson was concerned about the movement during the day as there are a lot of trucks on the road and requested information on how many movements and trucks were going through the intersection and also the noise factor.

The Qube representative advised that the A-Double prime movers would be new vehicles built to euro 4 specification (newest high standard in truck design) and therefore these vehicles should have reduced operating noise levels.

The Manager Technical Services advised that he will review current traffic count data. If no current data is available counters can be placed on Rose Payten Drive.

The Qube representative pointed out that under the RMS restrictions they are not permitted to operate this type of vehicle during peak times. Currently they operate (and will continue to do so) 70% of the movement after 7pm. There are however approximately 6 trips with B-Doubles running between 10am-3pm and this will reduce to between 3-5 trips per day.

The Qube representatives advised that they would be happy to undertake an on-site trial with a 30m A Double with the assistance of the NSW Police and would be ready in May.

The NSW Police representative asked that should Rose Payten Drive not be available (in the event of a road closure) what would happen to the delivery. The Qube representative advised that the driver would be advised and the delivery would be delayed.

The Chairperson suggested that Blacktown Council and the RMS be contacted regarding the heavy vehicle regulator and the restricted times of 6am to 10am and 3pm to 7pm.

Recommendation of Campbelltown Traffic Committee

That an on-site trial with a 30m A-Double be undertaken with the assistance of the NSW Police.

CTC15/7 Guernsey Avenue, Minto - Intersection concerns with Jenner and Ellery Street

Previous Report: CTC 13/18
Electorate: Campbelltown
Author Location: Traffic and Road Design Unit

Attachments

1. Locality Plan
2. Existing intersection treatment

Background (16/4/2015)

Council is continually receiving requests from local residents to replace the existing treatment at the intersection of Guernsey and Jenner Street, Minto, with the view of restoring on-street parking outside the front of their houses.

With the construction of Minto One, Stage 3, Ellery Street was formed as part of the subdivision and was located opposite the intersection of Jenner Street. In constructing Ellery Street it was required to preserve the “no right turn” ban into Jenner Street because of it’s through traffic history. A new intersection treatment was constructed, which inadvertently required the removal of on-street parking outside existing residences on Guernsey Avenue.

One of the options raised by the residents is requesting Council to install a roundabout at the subject intersection. This would remove the existing lane channelization at the intersection and hence provide more parking opportunities outside some of the houses.

Council Officers have examined this option finding that it is unable to accommodate right turn movements for 8.8m service vehicles in the existing road space. This option is not economically feasible as substantial land acquisition is required to construct the roundabout.

In addition the roundabout option will remove the right turn ban into Jenner Street, which is not supported. The same intersection was examined by the Campbelltown Traffic Committee at its meeting on 13 June 2013 and was presented with several options to address dangerous behaviour of drivers performing U turn around the existing islands in order to access Jenner Street. The Committee considered that by opening the right turn into Jenner Street from Guernsey Avenue would increase the likelihood of drivers travelling through Campbellfield Estate Precinct (Edward Edgar Street) as a short cut. Following the recommendations of the Committee, Council resolved not to support the removal of the right hand turn ban into Jenner Street and that “No U Turn” signs and double barrier lines be installed at the intersection.

Council Officers have also considered alternative options as follows;

Option 1

This option requires;

- Removal of the existing seagull channelizing island and turning bay at the intersection.
- Provision of Central Double Barrier line.
- Enhancement of the left in and left out traffic island at the entrance of Jenner Street.
- Reconstruction of the existing refuge island on the northern side.
- Installation of "No Right Turn" sign.
- Painting parking bay edge line outside the residence.
- Provision of kerb side island to slow down traffic on Guernsey Avenue.

Option 2

This option is similar to option 1 Enhancement of traffic island in Jenner Street would not be provided and a concrete central island through the intersection would be provided. This will remove the right turn in and out access for Ellery Street. In order to introduce this measure for this local minor road a comprehensive traffic management plan will be required including extensive community consultation.

Option 3

Leave the existing road arrangement and no further action on restoring on-street parking.

That the matter be listed for Committee's discussion.

Officer's Recommendation

Item for discussion.

Discussion (16/4/12015)

The Manager Technical Services advised that the current request is to install a roundabout at the Guernsey Avenue/Jenner Street/Ellery Street intersection. As highlighted in the report land acquisition would be required making the provision of the roundabout expensive. The right hand turn into Jenner Street would also be opened up.

The Manager Technical Services highlighted that the request to open the right hand turn into Jenner street has only recently been reviewed by the Committee and it was suggested that the right turn ban into Jenner Street continue to be supported.

Recommendation of Campbelltown Traffic Committee

That Option 3 to leave the existing road arrangements and no action on restoring on-street parking is recommended.

6. LATE ITEMS

No reports this round

7. GENERAL BUSINESS

CTC 15/8 Never Give up Ride

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

Attachments

Nil.

Discussion (16/4/2015)

The NSW Police representative advised the Committee of the Luke Stojanovic Charity Event Bicycle Ride which is to be staged over ten consecutive days commencing at Nowra on Wednesday 22 April 2015 and concluding at Liverpool on Friday 1 May 2015.

A number of cyclists will be joining Luke for stages of the ride which will go through Wilton then continue on the M31 to Liverpool. The ride will be monitored by the NSW Police.

Recommendation of Campbelltown Traffic Committee

That the information be noted.

CTC 15/9 Outstanding Matters with RMS

Previous Report: Nil

Electorate: All Electorates

Author Location: Traffic and Road Design Unit

Attachments

Nil.

Discussion (16/4/2015)

The Manager Technical Services requested that the RMS representative advise the Committee on the status of a number of outstanding issues as follows:

- F5 Raby Road Access Ramp - Difficulty for pedestrians crossing
- Traffic lights, Fitzgibbon Lane and Kellerman Drive, Rosemeadow - Provision of right turn arrows into Appin Road
- Status on pedestrian crossing on Rudd Road Safety Section

The RMS representative advised that as yet plans are not available, however funds will be available in the next financial year 2015-2016 for a pedestrian crossing on Rudd Road.

Recommendation of Campbelltown Traffic Committee

That the information be noted.

CTC 15/10 Fitzgibbon Lane, Rosemeadow - Refuge Island Kerb Heights

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

Attachments

Nil.

Discussion (16/4/2015)

The Roads and Maritime Services representative advised that in Fitzgibbon Lane near Thomas Rose Drive there is an issue with the pedestrian crossing refuge island kerb heights. They have been reduced by constant road works and the pedestrian refuge needs to be upgraded.

The RMS representative also referred to the traffic facility in Thomas Rose Drive near Fitzgibbon Lane, that the device gives the appearance it is a pedestrian refuge but there is a lack of pram ramps and advised that the device is not suitable for pedestrians and needs to be reviewed.

Officer's Recommendation

That the information be noted.

8. DEFERRED ITEMS

No reports this round

There being no further business the meeting closed at 10.26am.

G Greiss
CHAIRPERSON

1.2 Chester Road and Sackville Street, Ingleburn - Opening of cross roads

Reporting Officer

Manager Technical Services

Attachments

Aerial plan showing various side streets (contained within this report)

Purpose

To update Council on the feasibility of opening some of the closed side roads between Chester Road and Sackville Street, Ingleburn to assist in alleviating the rising traffic concerns in the area.

History

Council at the meeting of the 9 December 2014 resolved that a report be presented on the feasibility of opening up some of the closed side roads between Chester Road and Sackville Street, Ingleburn to assist in alleviating the rising traffic concerns of the area.

The area bounded by Sackville, Cumberland, Chester and Ingleburn Roads have been considered as a local area traffic management precinct and that the prudent location of side street closures were maintained to promote traffic calming in the area. The road network strategy was also to encourage through traffic accessing the railway station and Ingleburn towns centre as well as to stay on the main feeder roads such as Chester Road and Sackville Street.

As can be seen on the attached plan the streets running generally north south are through streets with the east west streets being short length dead end roads. The east west roads are generally on the side boundaries to properties and are primarily used as access to rear garages and limited parking. These roads also provide pedestrian access through the area.

Report

Investigations have been carried out in the area and Council has received minimal concerns regarding general traffic issues. From observation the parking is not related to commuters and appears to be resident related.

The area is having an increasing predominance of townhouse style developments with each dwelling having a separate driveway. The increased driveway along the street has resulted in a reduction in the on-street parking.

The east west streets (cross streets) are not consistent in construction with some having kerb and gutter and others having grassed swale drains. Generally the cross streets leading off Ivanhoe, Euroka and Carinda Streets have kerb and gutter and other sections have grassed swale drains. The pavement in the cross streets without kerb and guttered streets has a varying width of pavement.

Each of the cross streets currently caters for parallel parking to varying degrees but as they are closed to through traffic the ability to turn around in these streets is restricted. To alleviate some of the concerns on street parking may be an opportunity for the cross streets to be reconfigured in order to provide increased street parking which will allow easier access.

Although currently these streets could be utilised for parking the take up occupancy rate is reported to be low. There may be a number of factors that contribute to this situation the first being that turning around in the streets is difficult. Also as a resident's car is not in easier view there may be a fear that the car could be broken into or stolen, especially as there is very limited passive surveillance.

Cross Roads 45° Parking

In order for Council to encourage the use of these cross roads for parking and to increase the spaces available there are two improvements that would need to be considered. Firstly Council could construct 45 degree parking in the cross streets and secondly open the closed end of cross road up allowing easier access. These streets would then have to be turned into one ways as the required pavement widths could not be achieved with parking and two way flows. The directional flow in these cross streets could be staggered in order to prevent them from being used as rat runs in the local area.

Generally each section of cross road could provide a maximum of 18 angled parking spaces or if parallel parking was provided on both sides of the road then a maximum 14 spaces could be provided. To provide this number of spaces the current landscaped / grassed areas at the closures would need to be removed.

The disadvantage of 45 degree parking will be the increased concentration of noise on one side of the road for the residents with side boundaries onto these streets. This noise will be associated with not just the vehicles but also the occupants as they walk back to their own properties. The increased concentration of cars in the cross street with the lower level of passive surveillance may increase the car break in and theft in this area.

The cost to upgrade the cross roads to provide angled parking and to open the through access will vary per location but in general the cost to provide a parking spot is \$3000. To open up the access will be in the order of \$10,000. The removal of the landscaped closures and replacement with road pavement would need to be estimated on a job by job basis.

As a number of cross streets already have kerb and gutter as described above these streets could be used now by residents for parallel parking and any trial of angled parking should be undertaken in the cross streets that currently have a grassed swale. As there has been only a limited number of parking concerns raised it is considered on a cost benefit basis that the modifications to these cross streets are not justified at this time and may be considered as the housing density changes in the coming years.

Officer's Recommendation

That Council continue to monitor the traffic concerns in the area to determine the resident needs for increased cross street parking.

Committee's Recommendation: (Glynn/Mead)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 19 May 2015 (Lake/Brticevic)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 82

That the Officer's Recommendation be adopted.

ATTACHMENT 1



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



1.3 Crime Prevention Plan 2015-2018

Reporting Officer

Manager Technical Services

Attachments

Crime Prevention Plan 2015-2018 (contained within this report)

Purpose

To seek Council approval to undertake community consultation of the Draft Crime Prevention Plan 2015-2018.

History

The Commonwealth Attorney General's Department and the NSW Department of Justice, together with the Australian Institute of Criminology (AIC) have provided guidelines with regard to effective crime prevention interventions suitable for implementation by local government.

Specifically, the NSW Department of Justice supports local councils as lead agencies for identifying and implementing local crime prevention strategies. Such strategies include the development of a local Crime Prevention Plan, by Council, that may be submitted to the NSW Department of Justice for endorsement and possible funding.

The Draft Crime Prevention Plan 2015-2018 was developed to adhere to the guidelines set out by NSW Department of Justice and AIC, and specifically addresses set crime categories. In addition, data from the Bureau of Crime Statistics and Research (BOCSAR), and consultation with key agencies such as the NSW Police, have contributed to the plan, as have perceptions and comments made by the community.

Report

In preparing the Draft Crime Prevention Plan, Council's Community Safety Officers considered a number of crime categories for focus and prevention work. Careful analysis of the BOCSAR data, and data provided by NSW Police was undertaken. In addition, Community Surveys were undertaken, and Council's Community Safety Sub Committee was consulted in December 2014. Following this process, Council Officer's identified two crime categories for the Crime Prevention Plan to focus upon, being:

1. Steal from motor vehicle
 2. Break and enter from dwelling.
-

It is important to note that Council will continue to work across a number of crime strategies throughout 2015-2018 timeframe, not just those mentioned in the action plan. These other strategies would be funded through Council's operational budget allocations or other sources of grant funding that may arise from time to time, opposed to funding from the NSW Department of Justice.

The Community Safety Sub Committee was given a feedback form to make comment about the strategies surrounding the chosen categories. Feedback received was positive and stated the proposed strategies were supported. The Community Safety Sub Committee suggestions were collated throughout early 2015 and the plan was modified, taking on board the comments received.

The Community Safety Sub Committee was presented with the Draft Crime Prevention Plan but unfortunately on the day, a quorum was not present and no recommendation could be put forward to Council. Due to pressing time frames, the revised Draft Crime Prevention Plan is now presented to Council for approval for the purpose of public consultation. The Draft Crime Prevention Plan will be presented to the next Community Safety Sub Committee for the Committee's information on 14 May 2015.

This is a draft plan for the purpose of public consultation. The consultation process will be conducted in a number of ways. The document will be made available online for comment under the 'on public exhibition' section of Councils website and feedback can also be taken over the phone by Community Safety Officers.

The opportunity to comment will be advertised in the local paper, at local community meetings throughout the LGA and in the 'news' section on Councils website home page. Once feedback is received and incorporated, the Draft Crime Prevention Plan, along with comments and changes made will be presented to the Community Safety Sub Committee for their consideration and recommendation. The recommendations of the Committee will be forwarded to Council in the normal process for Council consideration and endorsement.

Upon being adopted by Council, the Crime Prevention Plan would be forwarded to the NSW Justice Department for endorsement as a Safer Community Compact. It is understood that Council would then be invited to access funding to implement sections of the plan as and when funding becomes available.

Officer's Recommendation

That Council adopt the Draft Crime Prevention Plan for the purpose of public exhibition.

Committee's Recommendation: (Hawker/Borg)

That the Officer's Recommendation be adopted.

CARRIED

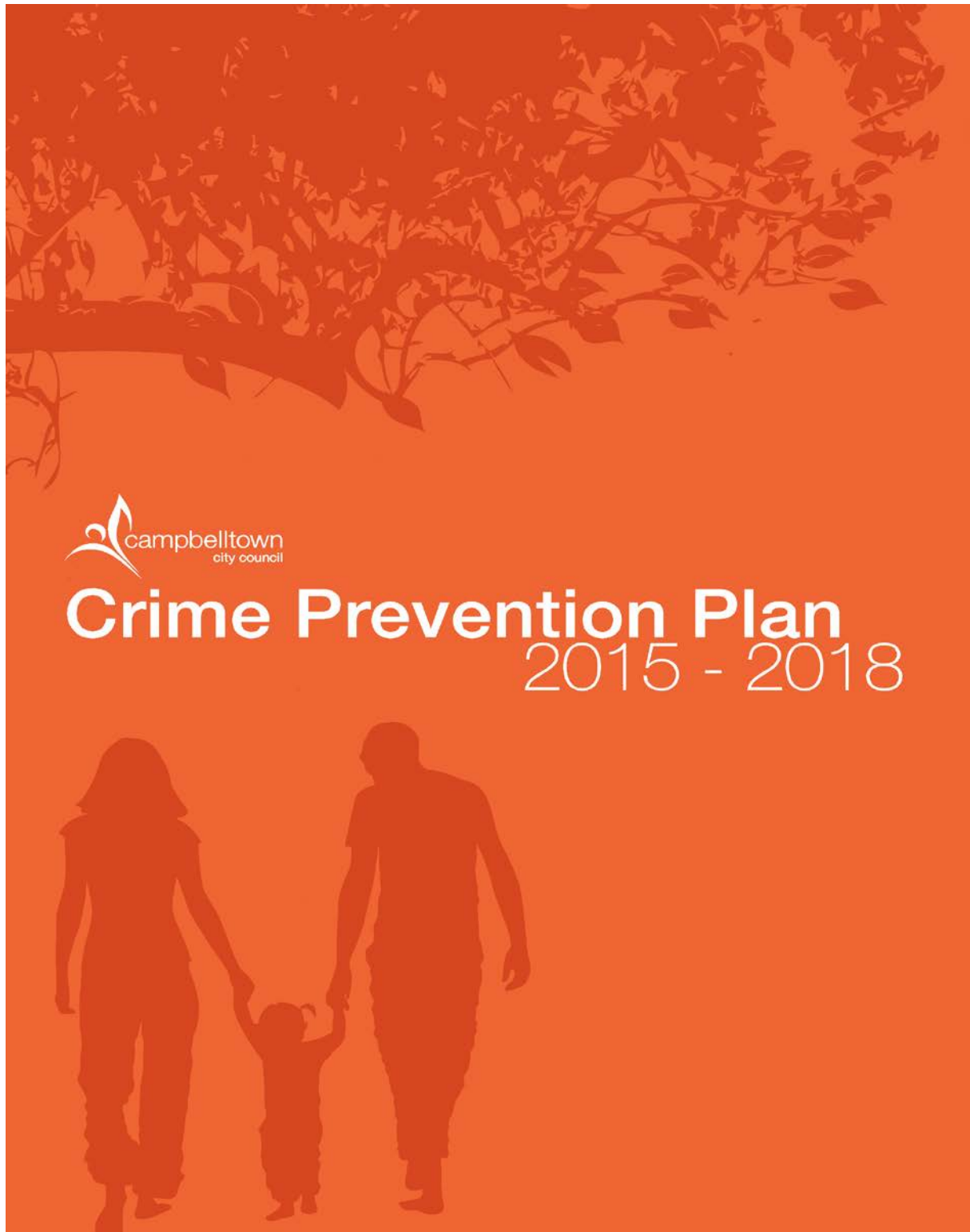
Council Meeting 19 May 2015 (Lake/Brticevic)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 82

That the Officer's Recommendation be adopted.

ATTACHMENT 1



Contents

Foreword
Campbelltown crime prevention plan
Consultation
What is community safety?
Campbelltown: people, place, perception and policy
People
Place
Perception
Policy
Crime profile
Local crime priorities
Steal from motor vehicle
Break and enter
How the priority crimes were selected
Situational analysis
Crime prevention action plan
Acronyms and definitions
References



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Forward

Mayor's message – Crime Prevention Plan



Campbelltown City Council is committed to building a community where residents and visitors alike feel safe and protected.

The focus of the Campbelltown Crime Prevention Plan is to build on relationships with key stakeholders such as the local police and community organisations, with the goal of promoting a safer community for everyone.

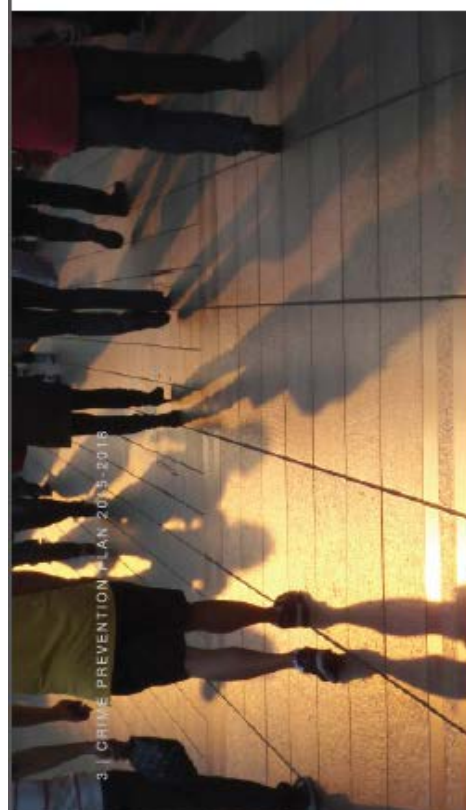
The Plan demonstrates Council's commitment to providing a safe environment and improving quality of life through a variety of initiatives and actions that will be completed in partnership with these stakeholders.

The actions contained in the Plan go hand in hand with the work already being done on the ground, within the local community. By working together, we can ensure the city continues to be a great place to live, work and visit.

The Plan demonstrates Council's commitment to providing a safe environment and improving quality of life through a variety of initiatives and actions that will be completed in partnership with these stakeholders

Cr Paul Lake
Mayor of Campbelltown





3 | CRIME PREVENTION PLAN 2015-2018

Campbelltown Crime Prevention Plan

The security and vitality of the local community depends on the level of safety and social stability.

The delivery of a safe and stable environment that allows economic enterprise, community participation and cultural life to flourish is fundamental to the vision of Campbelltown City Council.

The Campbelltown Crime Prevention Plan (CCPP) is the strategy through which Council will coordinate its efforts to produce and encourage a safe and proactive community. This document outlines the initiatives that Council is committed to developing and delivering over the next four years. It is the product of policy and research, statistical, demographic and crime data analysis, community consultation and stakeholder engagement.

The core principles of the CCPP is to address the quality of life for residents, improve social harmony and build supports and programs for the community to interact in ways that reduce both the risk of crime and its negative effects on our society.

The plan provides an informed, consultative and locally specified strategic approach to addressing community safety issues in the Campbelltown Local Government Area (LGA).

The aim for this plan is for it to be endorsed by the NSW Department of Justice as a safer community compact giving us the opportunity to apply for funding to implement the strategies listed in the action plan below.

CONSULTATION

Council's Community Safety Sub Committee (CSSC), Campbelltown LGA community, NSW Department of Justice, NSW Police including Campbelltown Local Area Command and Macquarie Fields Local Area Command have been consulted during the development of the CCPP.

The CCPP was available online for comment from / / to / / .

The CCPP was formally adopted by Council on / / and endorsed by The Department of Justice NSW on / / .

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What is community safety?

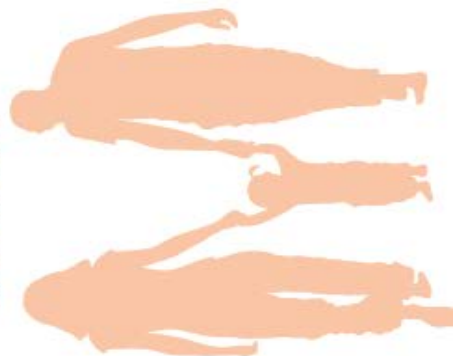
People from every cultural, social-economic and geographical background should expect to feel safe in their home, place of work and in the wider community. The perception of safety within the community can have wide ranging implications on the use of commercial and public spaces, services and facilities.

We already have strategies in place that will remain as part of this plan.

CCTV

We received funding from The Commonwealth of Australia represented by Attorney-General's Department for the installation of CCTV for Campbelltown CBD and Ingleburn CBD. The CCTV system will be used as a broader crime prevention strategy and not as a response to addressing crime in these areas. The systems will be introduced during 2015.

By developing this plan, we are not only aiming to reduce specific targeted crimes across the LGA, but also reflect correct crime statistics for Campbelltown, and in doing so, further build on and promote the vitality and connectedness that exists in our urban and commercial centres.



The original inhabitants of the land were the Dharawal/Aboriginal people and today, Campbelltown still has one of the largest populations of people identifying as Aboriginal and Torres Strait Islanders in NSW.

Campbelltown: People, Place, Perception and Policy

PEOPLE

More than 154,000 people reside across 33 suburbs within the (LGA), making it one of the 10 largest local government authorities in NSW.

Campbelltown's population statistics 2011 show:

- 29% of residents are aged 0 to 17 years
- 35% are aged 25 to 49 years
- 11.3% are aged 65 or more
- More than 26% of the city's population were born overseas
- 18% are from non-English speaking backgrounds
- The most common languages spoken after English are Arabic and Filipino.

The original inhabitants of the land were the Dharawal / Aboriginal people and today, Campbelltown still has one of the largest populations of people identifying as Aboriginal and Torres Strait Islanders in NSW.

Recent demography studies have shown that between 2006 and 2011, the number of people born overseas increased by 3636 or 9.7%, and the number of people from a non-English speaking background increased by 3746 or 14.3%.

The largest changes in birthplace countries of the population between 2006 and 2011 were for those born in:

- India (+1044 persons)
- Bangladesh (+808 persons)
- United Kingdom (+660 persons)
- Philippines (+539 persons)

These statistics suggest that Campbelltown City will experience change in the coming years, with the local population growing older and consisting of a more diverse cultural background.

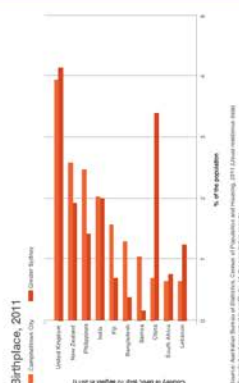


Figure 1 - Birthplace, 2011



Figure 2 - Campbelltown LGA

PLACE

The city is located 53 kilometres southwest of Sydney and covers an area of 312 square kilometres extending from Gladfield in the north, Menangle Park in the south, to the Scone Hills in the west and the Georges River in the east.

In terms of characteristics of the LGA, Campbelltown has significant environmental assets including two large rivers, large areas of bushland and it also boasts a rich cultural heritage. Campbelltown is now a regional City Centre, with the presence of the University of Western Sydney (UWS) including the School of Medicine, two TAFE colleges, a major regional hospital, major regional shopping centre, regional art centre, a variety of health services, recreational facilities including the Campbelltown Sports Stadium and a passenger and goods rail line. Campbelltown LGA offers a diverse mix of land uses, ranging from urban, rural residential, agricultural, commercial and industrial. Historically, Campbelltown was characterised by entire suburbs of public housing. Although this public/private housing concentration is undergoing significant change, it has contributed to large concentrations of disadvantaged socio-economic groups in set localities across the LGA as reflected in the Index of Relative Socio-Economic Disadvantage (SEIFA) score for Campbelltown. ►

Other interesting statistics regarding the makeup of Campbelltown's population include:

- 65,054 people living across Campbelltown LGA are employed, of which 62.6% are working full time, 27.4% part time, 7.4 unemployed and the remainder is not stated.
- 23.4% of households across the LGA fully owned their dwelling, compared to 28.1% in Greater Sydney. While Campbelltown LGA had a lower proportion of home owners, this statistic varied from a low of 0.3% in to a high of 41.4% in rural residential areas.

The 2011 Index of Relative Socio-Economic Disadvantage (SEIFA) score for Campbelltown LGA also reflects disparity across the LGA. While the score for the whole LGA was slightly below the average of 1000 at 943, at least five suburbs across the LGA gained scores in excess of 1000 and other suburbs scoring well under 1000, demonstrating areas of considerable socio-economic disadvantage.

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PERCEPTION

There is a difference in the level of perceived crime rates and reported crime rates for the Campbelltown LGA. Whilst the LGA rates reasonably high across a number of crime categories within the Bureau of Crime Statistics and Research (BOCSAR) data when compared to crime rates for NSW, local crime rates have been relatively stable for the past two to four years. The fact that crime rates have remained stable, indicates there is a perception that crime is higher than it actually is. This plan will help promote the difference between the perceived and actual crime rates through developing a crime profile within this plan.

POLICY

The Community Strategic Plan contains five high level objectives and 15 strategies that we will work towards with the community:

- 1) A sustainable environment
- 2) A strong local economy
- 3) An accessible city
- 4) A safe, healthy and connected community
- 5) Responsible leadership.

Campbelltown's Community Strategic Plan identifies what people want as objective 4 of the strategy – A safe, healthy and connected community:

- A safe and happy community
- Ensure community safety (for the welfare of our population in feeling secure in their surroundings and able to live and move about in a safe community)
- Engage youth to serve their community in a positive way by participating in service and learning leadership skills.

Current activities/ partnerships

Graffiti

Our focus is to maintain a clean, welcoming city by reducing incidents of graffiti as quickly as possible. We do this by promptly removing graffiti from public buildings including roads, signs, playgrounds and public buildings.

We have two Graffiti Action Teams who remove graffiti. We also employ a contractor for locations that require the use of specialised equipment and chemicals for the removal of graffiti.

We advise the community on how to remove graffiti and ways to protect their property. Free graffiti removal kits are available for residents or local business owners affected by graffiti vandalism.

White Ribbon

Is an event in which we work with the Campbelltown Domestic Violence Committee on an annual basis and also participate in a number of projects during the 16 Days of Activism.

Park Smart

Is a free education program which is run with the LGA using past tours across an area as a means to highlight the importance of park safety. This year has this project is run by 123 in collaboration with Campbell Council and Camden, Campbelltown and Macquarie Fields Police.



Crime Prevention Through Environmental Design (CPTED)

Community safety officers are able to review and comment on new developments in the area with a safer by design focus. In addition we provide assistance in conducting community safety audits when requested by Police, Council or the community.

Safe is Happy

Is a child protection program being delivered in partnership with Campbelltown Police that involves teaching children to speak up when something is not right in relation to their safety and encouraging good relationships between Police and local young children aged 5 - 7 years old. This program is facilitated by Council and Police.

Inspire Youth

Is a leadership program designed for primary school children aged 10 - 12 years and teaches them about becoming responsible community members. This program is led by Council and Youth Liaison Police and Facilitated by Police along with a number of organisations and services.

Partnership Project

Is the aim to develop and maintain internal and external partnerships to support crime prevention initiatives, facilitate Community Safety Sub Committees, support and promote key organizational projects to include a crime prevention and community safety approach as well as identify and target strategic partnership alliances within Council and external organisations.

Road Safety

Road Safety run programs to keep you safe and informed on our roads. Community safety officers work closely with road safety in assisting and promoting road safety events and information.

Crime profile

The crime profile for the Campbelltown LGA was developed with the assistance of the NSW Bureau of Crime Statistics and Research (BOCSAR), both Campbelltown and Macquarie Fields Local Area Commands and assistance from the crime prevention division of the Department of Justice NSW. Crime in the Campbelltown LGA over the past two to four years has been steady or declining for most crime categories. Below is a table outlining seven priority crime categories and a statistical analysis from BOCSAR. 2014 ranking will be available in April 2015.

	2011	2012	2013	2014
Motor vehicle theft				
CAMPBELLTOWN LGA				
Rate per 100,000 population	401.8	385.6	322.4	267.3
Number of Incidents	621	565	492	408
Rank	17	18	17	

	2011	2012	2013	2014
Steel from person				
CAMPBELLTOWN LGA				
Rate per 100,000 population	104.6	93.2	73.4	

	2011	2012	2013	2014
Domestic assault				
CAMPBELLTOWN LGA				
Rate per 100,000 population	651.4	595.1	591.0	658.4
Number of Incidents	985	908	902	1020
Rank	23	28	25	70.8

	2011	2012	2013	2014
Robbery				
CAMPBELLTOWN LGA				
Rate per 100,000 population	111.8	95.7	69.2	72.7
Number of Incidents	169	146	104	111
Rank	8	13	17	

	2011	2012	2013	2014
Break and enter				
CAMPBELLTOWN LGA				
Rate per 100,000 population	905.8	714.3	741.1	617.9
Number of Incidents	1400	1104	1131	943
Rank	18	33	27	

	2011	2012	2013	2014
Steel from motor vehicle				
CAMPBELLTOWN LGA				
Rate per 100,000 population	689.7	714.3	702.4	588.4
Number of Incidents	1066	1184	1072	896
Rank	46	30	41	

	2011	2012	2013	2014
Malicious damage				
CAMPBELLTOWN LGA				
Rate per 100,000 population	1667.4	1493.4	1416.0	1332.8
Number of Incidents	2577	2308	2161	2004
Rank	36	44	39	

	2011	2012	2013	2014
Assault - non domestic				
CAMPBELLTOWN LGA				
Rate per 100,000 population	896.9	601.1	592.2	515.0
Number of Incidents	1077	929	913	786
Rank	31	39	46	



Local crime priorities

Steal from motor vehicle

State ranking

Campbelltown is ranked 41 in the state. This category is considered stable by BOCSAR which indicates that there is not a significant change in statistics over the past 24 months, however, it still has significant numbers as seen in figure 3. There were a total of 1072 incidents in 2013 and 898 during 2014.

Comparison analysis

Campbelltown has a significantly higher rate of steal from motor vehicle compared to the rest of NSW. The NSW trend is down by 7.5%.

Capacity

Council is committed to working with the community and other services to educate and promote how residents can protect their vehicles from being broken into.

Council will work in partnership with the local police to impact this crime category. There is a realistic chance this can be achieved due to an existing program. There was a significant drop in incidents in December and January 2013 after the park smart program was launched and this may have been a contributing factor (see figure 3). Due to the significant number of incidents in residential areas and car parks, these two areas will be key focus points for this plan.

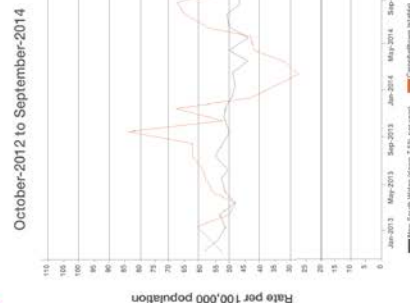


Figure 3 – Incidents of theft (steal from motor vehicle)

Incidents of Theft (steal from motor vehicle) in Campbelltown Local Government Area, Oct 2013 to Sep 2014 by Premises

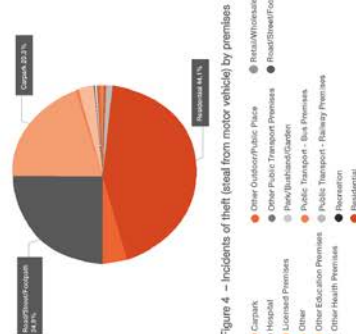


Figure 4 – Incidents of theft (steal from motor vehicle) by premises

Break and enter

Incidents of theft (Break & enter dwelling) in Campbelltown Local Government Area, from October-2012 to September-2014

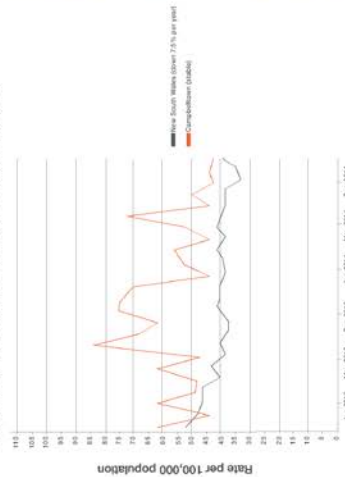


Figure 5 – Incidents of Theft (break and enter dwelling)

State ranking

Campbelltown LGA is ranked 27 in the state. This category is considered stable by BOCSAR which indicates that there is not a significant change in statistics over the past 24 months, however, numbers are still quite significant, (1131 during 2013 and 943 during 2014).

Comparison analysis

As shown in figure 5, Campbelltown compared significantly higher than the average for NSW. NSW is also on a downward trend by 8.7%.

Capacity

Council is committed to working with the community and local organisations to impact this crime category. Council has given full support to projects in the past, such as the break and enter prevention project during 2013 and 2014 and we will continue that support throughout the term of this plan.

How the priority crimes were selected

The two priority crimes were selected based on data collected from the BOCsAR, police data, and in consultation with the NSW Justice Department and the NSW Police. To ensure the plan was achievable, two crime categories were selected to specifically focus on – break and enter and steal from motor vehicle.

Council's Community Safety Sub Committee was presented with the information and strategy recommendations. The committee had the opportunity to comment on the crime types and action plans before the document was finalised.

Representatives from the following group make up the membership of the committee:

- Councillor as appointed by Council
- Campbelltown Police LAC
- Macquarie Fields Police LAC
- Housing NSW
- PCYC serving member
- Two community members.

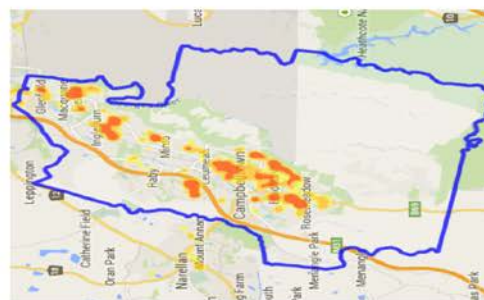


Figure 6 – Break and enter hotspot map

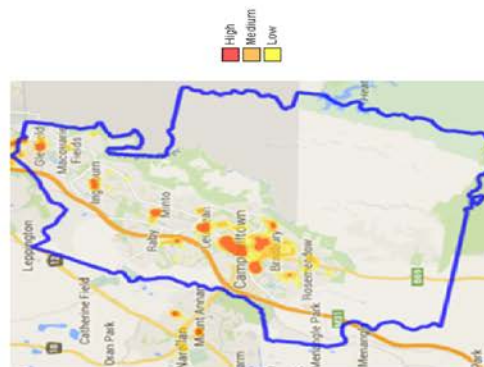


Figure 7 – Steal from motor vehicle hotspot map

Situational Analysis

Offence	Hot spots	Priority times	Victims and Offenders
Steal from Motor Vehicle	Residential streets, driveways and car parks. See hotspot map (figure 7) and (figure 4).	Residential streets, driveways and car parks. See hotspot map (figure 7) and (figure 4).	<p>Residents parking cars at home and community members parking at shopping centres.</p> <p>Victim analysis over 12 month period to February 2015: 249 female victims 343 male victims</p> <p>Female age 20 – 29yr: 75 total 30 – 39yr: 69 total 40 – 49yr: 43 total</p> <p>Male age 20 – 29yr: 93 total 30 – 39yr: 95 total 40 – 49yr: 60 total</p> <p>Offenders are opportunistic. 62% are males aged between 13 and 29 years.</p>
Steal from Motor Vehicle	See hotspot map (figure 6). Suburbs include: Campbelltown, Rosemeadow, Macquarie Fields and Ingelbourn.	Weekday - early morning.	<p>Victims are both female and male aged over 20 years of age. The data suggests it is fairly even.</p> <p>Offenders: 52% are males aged between 13 and 29.</p>



Action	Performance Measures	Time frames from project start	Funding required	Milestones
1. Community Awareness and Education	<p>1. Continuation of Park Smart project in partnership with NSW Police.</p> <p>This project consists of retail information stalls, retail car park audits, and the distribution of information and vehicle safety promotions at commuter railway stations within the LGA.</p>		\$2,000	<ul style="list-style-type: none"> - 3 x Park Smart retail information stalls throughout the LGA per year. Centres included but are not limited to: Rosemeadow Market Place, Market Fair, Minto Mall and Glenside Town Centre. - Stalls held at Council events: Festival of Father's Ghost and Ingelium Alive. - 3 x Park Smart retail car park audits per year. Each car park will be selected at the time within hotspot locations. - 3 x commuter railway information stalls per year.
2. Community Engagement	2. Implementation of social media and advertising campaign: Facebook, YouTube, back of buses, Road and mobile signage at hotspot car parks. Anti-theft screens installed to number plates when made available.	Ongoing 12 month project for new media such as YouTube	\$3,000 – \$10,000	<ul style="list-style-type: none"> - Number of advertisements implemented. - Minimum 100 placards changed per year when they are available.
3. Safety Audit	3. Car Park Safety Audit on request of Police or community. Implement changes via funding and Council approval.	Ongoing	10,000	- Upon request by Council, Police or community.
	4. Car park spot checks with feedback to owners in partnership with Police.	Ongoing	1,000	- 2 spot check audits per year. Selected at the time within hotspot locations.
	5. Residential hotspot audits including delivering information.	Ongoing	1,000	- 3 hotspot audits per year. Selected at the time within hotspot locations.
4. Monitoring and Evaluation	3. Monitor and evaluate the success of the project performance measures and milestones.	Ongoing	0	- Six monthly monitoring reports regarding project milestone progress and success.

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Target Offence:

Steal from Motor Vehicle

Project

The Steal from Motor Vehicle project aims to reduce theft from motor vehicles within the LGA. Strategies to achieve this aim will focus heavily on community awareness and engagement.

Rationale

Victims of steal from motor vehicle can help prevent this occurring by following a number of steps such as taking valuables with them and locking their vehicle. By making the community aware it is hoped the project will reduce steal from motor vehicle offences. The car park and residential audits will be conducted according to where the offence is taking place. Car parks and residential areas are selected because 23% of SFMV occur in car parks and 41% in residential areas (figure 4).

Objective

To reduce steal from motor vehicle offences by 10% over four years.

Expected outcomes

Partnerships are established and hotspots areas are improved for the welfare of our population, helping them to feel more secure in their surroundings and able to live and move about in a safe community.

Performance measures

Performance measures are listed in the action plan below.

Lead Agency/partners

Campbelltown City Council, Campbelltown and Macquarie Fields Police and Department of Justice NSW.

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Target Offence:

Break and Enter from Dwelling

Project

To engage and educate the community of Campbelltown with regard to break and enter prevention information such as access control, target hardening and crime prevention through environmental design principles (CPTED).

Rationale

A number of Break and Enters from dwellings are preventable, and can be reduced through increased access control, target hardening and implementing CPTED principles. It is anticipated that once residents, particularly potential victims and high risk households have benefited from Council's specific Break and Enter prevention and awareness campaign, that the number of break and enters will reduce.

Objective

To achieve a 10% reduction in Break and Enter from dwellings across the Campbelltown LGA over four years.

Expected outcome

A reduction in break and enter offences from dwellings will directly affect the perception of crime within residential areas. It is anticipated that with a reduction in the offence, residents will feel safer with regard to their neighbourhood which in turn will support a more cohesive community.

Performance measures

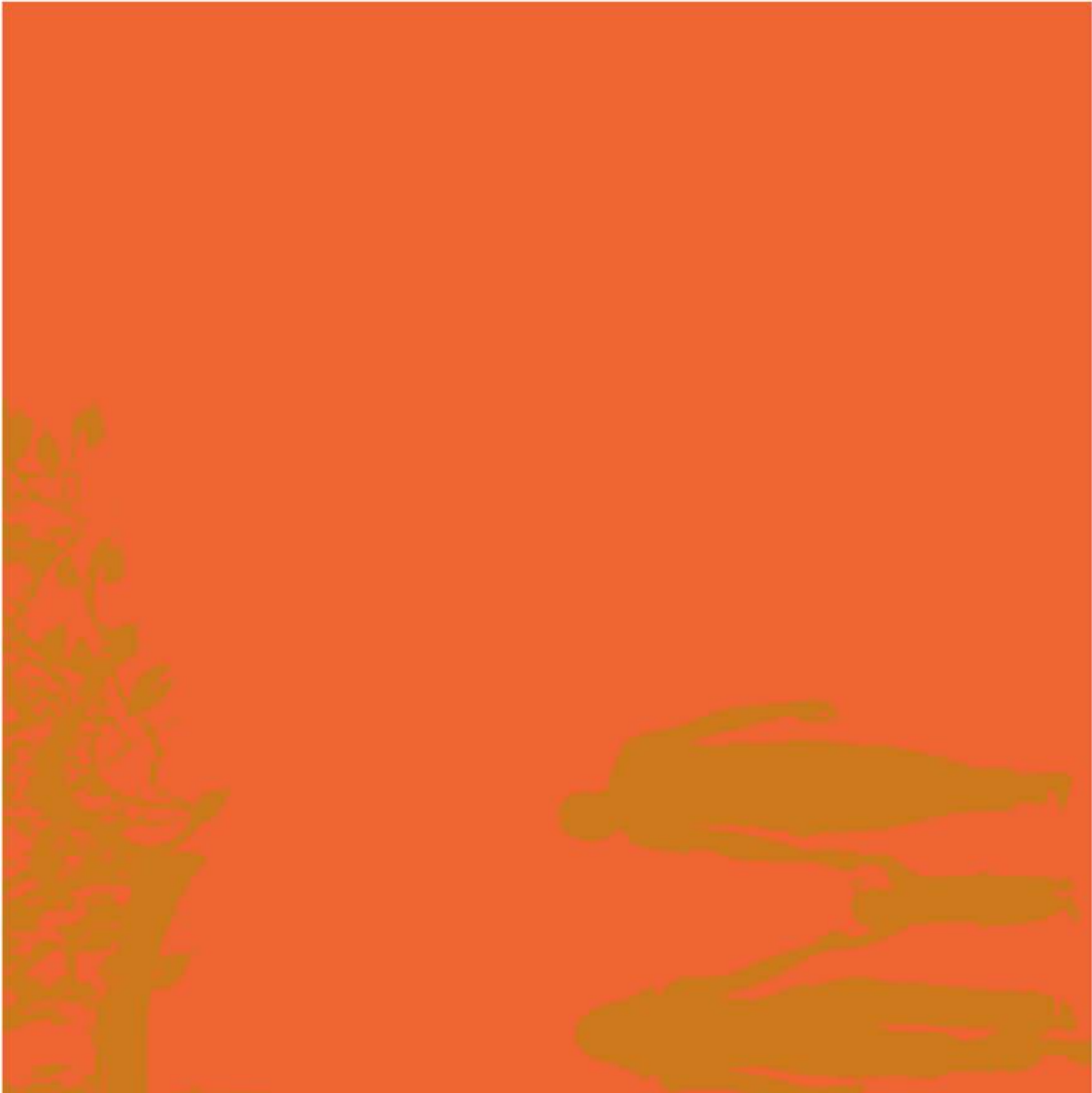
Performance measures are listed in the action plan below.

Lead agency/partners

Campbelltown City Council, NSW Police – Campbelltown and Macquarie Fields Local Area Commands, Department of Justice NSW.



Action	Performance Measures	Time frames from project start	Funding required	Milestones
1. Community Awareness and Education	1.1 Number of Council Break and Enter Prevention Information Packages distributed to residents. Packages contain information on increasing home security, property marking and reporting all crime, including new technology available such as applications so devices can be tracked.	Ongoing	\$12,000	- Minimum mail out distribution of 6,000 packages to residents in hotspot suburbs for break and enter at the time of the project. - 5% reduction in repeat break and enter victim rates.
	1.2 Implementation of a mixed media communication strategy consisting of radio advertisements, newspaper advertisements, Compas newsletter articles, break and enter news updates on councils website and social media such as Facebook.	12 month project minimum	\$8,000	- 2 x 4 week blocks of radio advertisements per year aired during peak tradant times during the morning timeslot. - 12 x newspaper advertisements per year listed monthly. - 2 x Compas articles per year on how to protect your home. - Monthly website and Facebook updates.
	1.3 Property marking system made available to residents		\$7,000	Number of systems delivered
2. Community Engagement and Audits	2.1. Number of Home Security Audits provided to residents of Campbelltown city. The audit will include a safety assessment with recommendations and provide residents with information to increase dwelling security through CPTED methods and target hardening. To implement recommendations, funding will be required. 2.2 Number of information stalls at local shopping centres. Residents will be provided with information regarding break and enter prevention and property marking.	Ongoing	\$12,000 - \$25,000	- Minimum number 20 of Home Security Audits provided per year. - 3 x break and enter information stalls at local shopping centres throughout the LGA per year. Centres include but are not limited to - Rosemeadow Market Place, Market Fair, Minto Mall and Glenquarie Town Centre. Stalls also held at Council events - Festival of Fisher's Ghost and Ingleburn Alive.
3. Monitoring and Evaluation	3. Monitor and evaluate the success of the performance measures and milestones.	Ongoing	0	Six monthly monitoring reports regarding B & E milestone progress and success.



Acronyms and definitions

CCPP	Campbelltown Crime Prevention Plan
CCC	Campbelltown City Council
BOCSAR	Bureau of Crime Statistics and Research
LGA	Local Government Area
NSW	New South Wales
LAC	Local Area Command
Community	the people who live, work or study in the Campbelltown Local Government Area
Stakeholder	a person or group who has an interest or stake in a group
CPTED	Crime Prevention Through Environmental Design
SFMV	Steal from motor vehicle
B&E	Break and enter

References

NSW Police data
NSW Bureau of crime statistics and research
NSW Government Crime Prevention website
www.crimeprevention.nsw.gov.au
Australian Bureau of Statistics compiled and presented in profile.id.com.au
Census data compiled and presented in profile.id.com.au
Campbelltown City Council Crime Prevention Plan 2009 – 2012
Campbelltown City Council Community Strategic Plan

2. OPERATIONAL SERVICES

No reports this round

3. ASSETS AND SUPPLY SERVICES

3.1 Hallinan Park, Ingleburn - Additional Seating

Reporting Officer

Director City Works

Attachments

Nil

Purpose

To advise Council on the feasibility of providing additional seating at Hallinan Park, Ingleburn.

History

At Council's meeting of 17 March 2015 a report was requested regarding the feasibility of providing increased seating at Hallinan Park. Hallinan Park was a small district park constructed in 1906. The park was located in Boots Lane adjacent to the old Ingleburn RSL car park.

In 2008 the original RSL and School of Arts buildings were demolished to make way for a new Library and Community Centre. Council elected to keep the front façade of the old School of Arts buildings because of its significant heritage history.

Report

A requirement of the design brief for the project was that Hallinan Park had to have suitable shade and seating equipment.

With regard to the feasibility of providing further seating, the architects were required to include an amphitheatre feature that provided at least thirty metres of five rows of concrete seating.

In addition, Council added another three park benches that face towards the play equipment so parents have a good line of sight of their children playing on the play equipment. Further to this, Council has also installed another park bench near the memorial on Cumberland Road.

If further seating is required, an additional park bench could be located at the memorial and play equipment locations.

Officer's Recommendation

That the information be noted.

Committee's Recommendation: (Brticevic/Borg)

1. That the information be noted.
2. That an additional park bench be installed at Hallinan Park.

CARRIED

Council Meeting 19 May 2015 (Lake/Brticevic)

That the Committee's Recommendation be adopted.

Council Resolution Minute Number 82

That the Committee's Recommendation be adopted.

3.2 Replacement of Workshop at Junction Road Waste Management Depot

Reporting Officer

Manager Assets and Supply Services and Manager Waste and Recycling Services

Attachments

Nil

Purpose

To advise Council of the requirement to replace the workshop at the Junction Road Waste Management Depot, and to seek Council's authorisation to allocate the funds required.

History

Councillors will recall that on 28 April 2015 a briefing was presented outlining the condition of the workshop, and a recommendation for its replacement.

Report

The Junction Road Waste Management Depot is used by Council's contractor, SUEZ Environnement (formerly SITA Australia), for the administration and operation of Council's domestic waste collection services.

SUEZ is responsible for the maintenance of the facility and for repairs to damage caused by their negligence. Council is responsible for the maintenance and replacement of major capital items, and for repairs caused by normal wear and tear. The workshop operates full time and is used by SUEZ staff to service and repair the trucks that are used solely to service Council's domestic waste collection contract.

While the administration and amenities building is modern and in a most satisfactory condition, the workshop which is estimated to be approximately 50 years old, is in a poor state of repair. It is understood that this building was not purpose-built, and was originally a shed used to house plant and equipment associated with the operation of the old landfill which was located on the land adjacent to this site.

SUEZ recently provided Council with a report on the condition of the workshop following an inspection and risk assessment by its Environment, Health and Safety personnel. The report brought to Council's attention some electrical and structural safety issues, as well as some potential environmental issues. Subsequent inspection by Council's Assets and Supply Services staff revealed additional problems with the building, including water entering the building from various sources. During and after rain, water enters the building from various leaks in the roof, and also from underneath the concrete slab.

3.2 Replacement Of Workshop At Junction Road Waste Management Depot

The assessment by Council's Assets and Supply staff identifies the following works required to bring the workshop to an acceptable standard:

- New roof sheeting
- Replacement of some structural steel elements
- Re-wiring
- New concrete slab
- Major earth and rock works behind the workshop to address stormwater and groundwater penetration
- Waterproofing the service pit
- Replacement of wall sheeting.

Given the estimated cost of these works, Council's Assets and Supply Services Manager has assessed that the building is beyond economical repair. It is therefore proposed that a new workshop be constructed. The estimated cost is approximately \$900,000. As the workshop is directly related to the provision of domestic waste services, Council can fund this expenditure from its Domestic Waste Reserve. Funds are currently available in this reserve, and therefore this expenditure would not impact on ratepayers' annual domestic waste management charges. The proposed expenditure is included in the Council report 'Quarterly Budget Review Statement as at 31 March 2015' which is provided in the Corporate Governance section of the current Council business paper.

Due to the poor condition of the workshop, it is proposed to commence works as soon as possible.

Officer's Recommendation

1. That subject to approval of a development application, Council construct a new workshop at its Waste Management Depot at 59 Junction Road, Leumeah.
2. That the cost to build the workshop be funded from Council's Domestic Waste Reserve.

Committee's Recommendation: (Borg/Brticevic)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 19 May 2015 (Lake/Brticevic)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 82

That the Officer's Recommendation be adopted.

4. EMERGENCY SERVICES

No reports this round

5. GENERAL BUSINESS

Nil.

21. CONFIDENTIAL ITEMS

No reports this round

There being no further business the meeting closed at 8:03pm.

P Lake
CHAIRPERSON
