

Reports of the City Works Committee Meeting held at 7.30pm on Tuesday, 20 October 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 20 October 2015

Present

His Worship the Mayor, Councillor P Hawker
Councillor F Borg
Councillor G Brticevic
Councillor W Glynn
Councillor C Mead
Director Business Services - Mr M Sewell
Acting Director Community Services - Ms J Uluibau
Director City Works - Mr W Rylands
Acting Manager Customer Service - Ms M James
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 Library Services - Mr G White
Manager Operational Services - Mr A Davies
Manager Property Services - Mr J Milicic
Manager Technical Services - Mr K Lynch
Business Review and Improvement Officer - Mr C Taylor
Executive Assistant - Mrs K Peters

Apology

(Borg/Brticevic)

That the apology from Councillors Chanthivong, Dobson and Lake be received and accepted.

CARRIED

Acknowledgement of Land

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

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

1. Minutes of the Local Traffic Committee Meeting of 10 September 2015 (contained within this report)
2. Minutes of the Campbelltown Traffic Committee Meeting of 10 September 2015 (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 10 September 2015.

Report

RECOMMENDATIONS OF THE LOCAL TRAFFIC COMMITTEE ON 10 OCTOBER 2015

Reports Listed for Consideration

LTC 15/30 Claymore Urban Renewal Project - Stage 1 and 2

1. That Council approve the submitted SMEC Drawings for the signs and markings for Stage 1 and 2, Claymore Renewal Project: Plans 77639.1A.CC801_ [E], 77639.1A.CC802_ [E], 77639.1B.CC801_ [C], 77639.1A.CC409_ [D], 77639.01.DA811_[A], 77639.1A.CC951_ [E], 77639.1A.CC952_ [E]. 77639 01 ID008, 77639.2A.CC801_ [D], 77639.2A.CC802_ [D], 77639.2B.CC801_ [C] subject to the amendments and comments described in the body of the report.
 2. That Council request that the amended plans be resubmitted to Council prior to the issuing of construction certificate.
 3. That Council request Urban Growth to review the design of the ultimate traffic signal arrangement for the intersection of Badgally Road and Glenroy Road in regards to turning movements of the design vehicle.
 4. That the Developer further review the intersections of Roads 4, 5 and 7 with Dobell Road to resolve sight line and access issues to the satisfaction of Council.
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5. That the Developer give consideration to the provision of a future bus stop in Glenroy Road northbound between Badgally Road and Norman Crescent.
6. That the Developer provide warrant criteria for the pedestrian crossing and stop signs for consideration and approval by the Traffic Committee and RMS.

LTC 15/31 East West Collector Road, Leppington - signs and Line markings

1. That Council approve the signs and line markings for the East West Collector Road, Leppington subject to the amendments as stipulated in the body of the report.
2. That the developer resubmits amended shared path signage plans (600319-DACC4-1-1450 Rev B and 600319-DACC4-1-1452 Rev B) with the changes requested to Council Officers for final approval.

RECOMMENDATIONS OF THE CAMPBELLTOWN TRAFFIC COMMITTEE ON 10 OCTOBER 2015

Reports Listed for Consideration

CTC 15/21 Kangaroo March Special Event

1. That Council approve the Kangaroo March through the proposed route between Menangle Park and Campbelltown for Saturday 10 October 2015 as a Class 4 Special Event that will be supervised by the NSW Police.
2. That as part of the Kangaroo March detailed in (1), Council support the rolling closures of Queen Street between Bradbury Avenue and Railway Parade.
3. That Council advertise the event and liaise with businesses on Queen Street.

General Business

CTC 15/22 M31 OFF Ramp onto Narellan Road

That the information be noted.

CTC 15/23 Rose Payten Drive and Campbelltown Road - Removal of 70kph Patch

That the RMS follow up the request for the removal of the 70kph patch as requested on Campbelltown Road, north of Rose Payten Drive.

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 10 September 2015 be adopted.

Committee's Recommendation: (Borg/Mead)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 27 October 2015: (Hawker/Borg)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 192

That the Officer's Recommendation be adopted.

ATTACHMENT 1



LOCAL TRAFFIC COMMITTEE MINUTES

10 September 2015

LOCAL TRAFFIC COMMITTEE

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



Minutes Summary

ITEM	TITLE
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LOCAL TRAFFIC COMMITTEE MINUTES	
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- | | |
|-----------|---|
| 1. | ATTENDANCE |
| 2. | APOLOGIES |
| 3. | CONFIRMATION OF MINUTES |
| 4. | BUSINESS ARISING FROM MINUTES |
| 5. | REPORTS LISTED FOR CONSIDERATION |

LTC 15/30	Claymore Urban Renewal Project - Stage 1 and 2
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LTC 15/31	East West Collector Road, Leppington - Signs and Line markings
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6.	LATE ITEMS
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No reports this round

7.	GENERAL BUSINESS
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No reports this round

8.	DEFERRED ITEMS
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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 10 September 2015

1. ATTENDANCE

Campbelltown City Council

Coordinator Traffic and Road Design - Mr A Arora (Chairperson)
Team Leader Traffic Investigation - Mr F Sirc
Administrative Assistant - Mrs S Lambert

Roads and Maritime Services

Ms K Russell
Mr M Carruthers

Police Representatives

Sergeant M Cotton
Senior Constable M Davies

Bus Companies

Nil

Representatives of Local Members of Parliament

Mr R James

Acknowledgement of Land

An Acknowledgement of Land was presented by the Chairperson, Coordinator Traffic and Road Design.

2. APOLOGIES

Councillor G Greiss

3. CONFIRMATION OF MINUTES

The Minutes of the previous meeting held on 13 August 2015 were recommended by the City Works Committee on 8 September 2015 and adopted by Council on 15 September 2015.

4. BUSINESS ARISING FROM MINUTES

No reports this round

5. REPORTS LISTED FOR CONSIDERATION

LTC 15/30 Claymore Urban Renewal Project - Stage 1 and 2

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

Attachments

1. Claymore Urban Renewal Concept Plan (Locality Plan)
2. Claymore Renewal Stage 1A proposed subdivision (SMEC Drawing: 77639.1A.CC001_[D])
3. Stage 1A and 1B Signs and Markings Plans SMEC Drawings: 77639.1A.CC801_ [E], 77639.1A.CC802_ [E], 77639.1B.CC801_ [C], 77639.1A.CC409 [D]
4. Stage 1A, Temporary intersection, Badgally Road and Gilroy Road, SMEC Drawings: 77639.1A.CC951_ [E], 77639.1A.CC952_ [E]. 77639 01 ID008
5. Stage 2A and 2B Signs and Markings Plans SMEC Drawings: 77639.2A.CC801_ [D], 77639.2A.CC802_ [D], 77639.2B.CC801_ [C]

Background (10/9/2015)

Council is in receipt of a development application from Urban Growth NSW for the first two stages of the redevelopment of the Claymore area.

According to the Urban Growth NSW's submission, the Concept Plan (refer Attachment 1) approval was granted on 24 May 2013 by the Minister for Planning for the Claymore Urban Renewal Project providing generally for approximately 1,490 dwellings including 100 seniors housing units, the creation of a town centre, a revised street layout, public areas and upgrades to existing utilities. Under the entire development, approximately 948 dwellings will be demolished and redeveloped with the remaining structures being upgraded.

The Concept Plan involves the long term rejuvenation of the estate involving:

- The increase in dwellings from 1,123 to approximately 1,490 dwellings
- Creation of a new retail centre
- New or upgraded urban infrastructure, street layout, Utilities etc
- Staging Plan
- Street tree and landscaping strategy.

Stages 1 and 2 (refer Attachment 2) involves the subdivision of 247 lots for housing, 2 lots for Medium Density Senior and Accessible (Disability) Living complexes, 1 open space and 4 residual allotments, associated works, landscaping and retaining works. Approval for this development application was issued by the Joint Regional Planning Panel.

In Stages 1 and 2, Dobell Road's existing alignment is not amended. There is a new collector road entering the estate from Badgally Road at the existing roundabout at Clydesdale Drive. This new collector road, Glenroy Road, will cut across the estate

ultimately connecting with Dobell Road opposite Claymore Public School (existing Gidley Crescent intersection). The connection of Glenroy Road to Badgally Road as a fourth leg to the existing roundabout is a temporary solution with the intersection ultimately being upgraded to traffic signals.

In accordance with the development application approval for Stage 1 and 2 the consultants for Urban Growth NSW, SMEC Australia have submitted signs and line marking plans for the Local Traffic Committee's endorsement.

Some further salient features of the plans are as follows:

- The new access off Badgally Road, Glenroy Road, is created as a fourth leg of the roundabout with Clydesdale Drive.
- A roundabout is to be constructed at the intersection of Glenroy Road, Norman and Gidley Crescents.
- The introduction of a central median, approximately 110m long, in Dobell Road, from the roundabout at Badgally Road. This provides a left in and left out treatment for the first intersection with road No. 1.
- Road No. 4 has been extended to Dobell Road. This road extension was not previously part of the planning approval.
- Extended kerb returns creating road narrowing points at intersections.
- A raised threshold pedestrian crossing (Wombat Crossing) midblock Glenroy Road, between Badgally Road and Norman Crescent.

Council Officers have examined the plans and have the following comments:

1. The approval and installation of the School Zone treatment in Glenroy Road off Badgally Road is subject to the approval of the Roads and Maritime Services (RMS). (Refer Attachment 3 A)
 2. The sign posting for the pedestrian crossing in Glenroy Road shall be in accordance with RMS requirements. (Refer Attachment 3 A)
 3. The length of the zig zag line markings in Glenroy Road are to be in accordance with RMS Delineation Guidelines. (Refer Attachment 3 A)
 4. The crossing intersection of Road No.10 and Road No.1 requires intersection controls, recommending Give Way treatment on Road No.10. (Refer Attachment 3 A)
 5. That No Parking restriction be introduced on both sides of Road No.10. This is required to allow vehicle manoeuvrability out of driveways due to the narrowness of lots and the narrow 6m carriageway of Road No.10. (Refer Attachment 3 A)
 6. Only one Give Way sign is required at each entry to the roundabout at Glenroy Road and Norman Crescent. The sign on each leg of the roundabout should be behind the kerb return in a clear line of sight for drivers. (Refer Attachment 3 D))
 7. The 130mm high median kerb on the outer 2m wide roundabout annulus be redesigned with a flush concrete apron as per Council's standard drawing SD-R15. (Refer Attachment 3 D)
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8. That the angle of chevron line marking on the south western kerb of the Glenroy Road and Badgally Road roundabout be reversed as per RMS guidelines. (Refer Attachment 4A)
9. That the intersection of Roads No. 4, 5 and 7 with Dobell Road be further reviewed with the developer to resolve sight line and vehicle access issues.

It is recommended that the submitted SMEC Drawings, signs and line marking plans, for Stages 1 and Stage 2 Claymore Renewal Project, be approved subject to comments as described in the body of this report.

It is also recommended that the amended plans be resubmitted to Council prior to the issuing of a construction certificate.

Although the Civil Works Plan for the ultimate arrangement for the traffic signals at the intersection of Badgally Road and Glenroy Road is not part of Stage 1 and 2 development, Council Officers have noted that there may be issues with a 12.5m design vehicle turning left from Badgally Road into Glenroy Road and that the matter should be investigated by Urban Growth.

It should also be noted that Glenroy Road between Badgally Road and Norman Crescent is proposed to be a future bus route. The proposed parking lane widths in Glenroy Road does not allow for any future bus stop within this section of road. The developer is to give consideration to this in light of the current proposal.

Officer's Recommendation

1. That Council approve the submitted SMEC Drawings for the signs and markings for Stage 1 and 2, Claymore Renewal Project: Plans 77639.1A.CC801_ [E], 77639.1A.CC802_ [E], 77639.1B.CC801_ [C], 77639.1A.CC409_ [D], 77639.01.DA811_ [A], 77639.1A.CC951_ [E], 77639.1A.CC952_ [E], 77639 01 ID008, 77639.2A.CC801_ [D], 77639.2A.CC802_ [D], 77639.2B.CC801_ [C] subject to the amendments and comments described in the body of the report.
2. That Council request that the amended plans be resubmitted to Council prior to the issuing of construction certificate.
3. That Council request Urban Growth to review the design of the ultimate traffic signal arrangement for the intersection of Badgally Road and Glenroy Road in regards to turning movements of the design vehicle.
4. That the Developer further review the intersections of Roads 4, 5 and 7 with Dobell Road to resolve sight line and access issues to the satisfaction of Council.
5. That the Developer give consideration to the provision of a future bus stop in Glenroy Road northbound between Badgally Road and Norman Crescent.

Discussion (10/9/2015)

The Committee were given an extensive overview of the proposed development.

The RMS representative advised that a few meetings have taken place between RMS and the developer in regard to the design of traffic lights at the intersection of Badgally Road and

Glenroy Road. The developer needs to design the intersection with 12.5m vehicles turning left into Glenroy Road from Badgally Road.

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

Recommendation of Local Traffic Committee

1. That Council approve the submitted SMEC Drawings for the signs and markings for Stage 1 and 2, Claymore Renewal Project: Plans 77639.1A.CC801_ [E], 77639.1A.CC802_ [E], 77639.1B.CC801_ [C], 77639.1A.CC409_ [D], 77639.01.DA811_ [A], 77639.1A.CC951_ [E], 77639.1A.CC952_ [E], 77639 01 ID008, 77639.2A.CC801_ [D], 77639.2A.CC802_ [D], 77639.2B.CC801_ [C] subject to the amendments and comments described in the body of the report.
 2. That Council request that the amended plans be resubmitted to Council for approval prior to the issuing of construction certificate.
 3. That Council request Urban Growth to review the design of the final traffic signal arrangement for the intersection of Badgally Road and Glenroy Road, with respect to turning movements of the design vehicle.
 4. That the Developer further review the intersections of Roads 4, 5 and 7 with Dobell Road to resolve sight line and access issues to the satisfaction of Council.
 5. That the Developer give consideration to the provision of a future bus stop in Glenroy Road northbound between Badgally Road and Norman Crescent.
 6. That the Developer provide warrant criteria for the pedestrian crossing and stop signs for consideration and approval by the Traffic Committee and RMS.
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LTC 15/31 East West Collector Road, Leppington - Signs and Line markings

Previous Report: LTC 13/30
Electorate: Macquarie Fields
Author Location: Traffic and Road Design Unit

Attachments

1. East Leppington Stage Plan (600319-SK1166)
2. East West Collector Road – Signs and line marking plans (600319-DACC4-1-1450 Rev B, 600319-DACC4-1-1451 Rev B and 600319-DACC4-1-1452 Rev B)

Background (10/9/2015)

The East Leppington Precinct is part of the State Government's South West Growth Centre that was released for development by the Minister for Planning and Infrastructure. Campbelltown City Council had approved bulk earthworks associated with this residential development of East Leppington (refer attachment 1).

As part of the East Leppington development the East West Collector Road is a vital infrastructure component that connects Denham Court Road and Precinct 1 (Stage 1) development. The signs and line marking plans for Precinct 1 development were presented to the Local Traffic Committee on 03/10/13. East West Collector Road also functions as a main internal road, which will carry local traffic through the Precinct 1 to Denham Court Road and Camden Valley Way. It also provides direct access to the future retail, medium density and retirement living precincts.

Council has received signs and line marking plans for East West Collector Road, Leppington from the developer Stocklands. These plans are being presented to the Traffic Committee for endorsement.

Council Officers have reviewed the submitted plans and have noted the following concerns;

- a. The shared path signs (R8-2 A and R7-4 A) are not facing in the right direction. These signs should be provided as marked on the attachment 2A and 2C.
- b. Shared path signs are required to be provided on the western side of the East West Collector Road as marked on the attachment 2A and 2C.

It is recommended that the developer resubmits amended plans (600319-DACC4-1-1450 Rev B and 600319-DACC4-1-1452 Rev B) to Council Officers in accordance with the above comments for approval.

It is further recommended that the signs and line markings for the East West Collector Road, Leppington be approved.

Officer's Recommendation

1. That Council approve the signs and line markings for the East West Collector Road, Leppington subject to the amendments as stipulated in the body of the report.
2. That the developer resubmits amended shared path signage plans (600319-DACC4-1-1450 Rev B and 600319-DACC4-1-1452 Rev B) to Council Officers for approval.

Discussion (10/9/2015)

The Committee were advised that the developer will submit amended plans to Council for approval.

Recommendation of Local Traffic Committee

1. That Council approve the signs and line markings for the East West Collector Road, Leppington subject to the amendments as stipulated in the body of the report.
2. That the developer resubmits amended shared path signage plans (600319-DACC4-1-1450 Rev B and 600319-DACC4-1-1452 Rev B) with the changes requested to Council Officers for final approval.

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 9.27am.

A Arora
CHAIRPERSON

ATTACHMENT 2



CAMPBELLTOWN TRAFFIC COMMITTEE MINUTES

10 September 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

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CTC 15/21	Kangaroo March Special Event	
6.	LATE ITEMS	
No reports this round		
7.	GENERAL BUSINESS	
CTC 15/22	M31 Off Ramp onto Narellan Road	
CTC 15/23	Rose Payten Drive and Campbelltown Road - Removal of 70kph Patch	
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 10 September 2015

1. ATTENDANCE

Campbelltown City Council

Coordinator Traffic and Road Design - Mr A Arora (Chairperson)
Team Leader Traffic Investigation - Mr F Sirc
Administrative Assistant - Mrs S Lambert

Roads and Maritime Services

Ms K Russell
Mr M Carruthers

Police Representatives

Sergeant M Cotton
Senior Constable M Davies

Bus Companies

Nil

Representatives of Local Members of Parliament

Mr R James

Acknowledgement of Land

An Acknowledgement of Land was presented by the Chairperson, Coordinator Traffic and Road Design.

2. APOLOGIES

Councillor G Greiss
Director City Works - Mr W Rylands
Manager Technical Services - Mr K Lynch

3. CONFIRMATION OF MINUTES

The Minutes of the previous meeting held on 13 August 2015 were recommended by the City Works Committee on 8 September 2015 and adopted by Council on 15 September 2015.

4. BUSINESS ARISING FROM MINUTES

No reports this round

5. REPORTS LISTED FOR CONSIDERATION

CTC 15/21 Kangaroo March Special Event

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

Attachments

Route Map: Menangle Park to Queen Street/Showground

Background (10/9/2015)

The Kangaroo March Centenary Re-enactment Association has organised a re-enactment of the original Kangaroo March to commemorate the Anzac Centenary in memory of those who joined the march to participate in World War One. The March will commence from Wagga Wagga on 3 September 2015 and will arrive at Menangle Park Paceway on 9 October 2015. The participants will camp overnight at the Paceway. The March through Campbelltown LGA will commence on Saturday the 10 October 2015.

At the Traffic Committee of 13 August 2015, Police Representative sought Council's assistance for the management of the March through Campbelltown LGA. It was advised that the Police will supervise the March from Menangle Park to Campbelltown Showgrounds and hence, the event is considered as a 'Class 4 Special Traffic Management Event'. Council has received advice that Roads and Maritime Services are not supportive of participants walking along Menangle Road, which is a state classified road.

The NSW Police Special Planning Unit although has not objected to the event and have stipulated some conditions on the organisers for the March, which includes obtaining Council's support and implementation of standard Traffic Control Plans for various scenarios.

Council Officers are presently preparing a Traffic Management Plan in consultation with Campbelltown Police, which provides for the route from the Paceway to Campbelltown Showground. The Traffic Management Plan will include Traffic Control Plans with specific times for the closure of local roads. The March route as highlighted in the attachment will be as follows;

1. The parade will leave the Paceway at approximately 8.45-9.00am, Saturday 10 October 2015, moving through private property of the Former National Equestrian Sports Centre, utilising a rail underpass to access Glenlee Road.
 2. The parade will cross Menangle Road at the crest near Glenlee Road under Police point duty.
 3. The parade will move northward on the Department of Planning and Environment land which runs parallel to Menangle Road (eastern side).
-

1.1 Traffic Committee

4. The parade will reconnect to the formal footpath on Menangle Road at Glen Alpine Drive.
5. The parade will cross to the western footpath on Menangle Road at the pedestrian crossing between Tailby and Geary Streets. The parade will make its way across the frontage of Macarthur Rail Station to the end of the Menangle Road where it will continue under Narellan Road.
6. The parade will make its way across Hurley Street at the traffic signals to Koshigaya Park for assembly before making their way up Queen Street.
7. The parade will use the footpath on the west side of Queen Street up to Bradbury Avenue.
8. From Bradbury Avenue, the march will make its final leg of the journey on Queen Street with temporary rolling road closures to stop traffic travelling south in Queen Street as they approach Mawson Park and Showground.

In assisting the Police, Council will provide personnel and barriers at key locations to direct and close roads. Council will advertise the event and have its Main Street Ambassador liaise with businesses regarding the short term event.

Officer's Recommendation

1. That Council approve the Kangaroo March through the proposed route between Menangle Park and Campbelltown for Saturday 10 October 2015 as a Class 4 Special Event that will be supervised by the NSW Police.
2. That as part of the Kangaroo March detailed in recommendation one, Council support the rolling closures of Queen Street between Bradbury Avenue and Railway Parade.
3. That Council advertise the event and liaise with businesses on Queen Street.

Discussion (10/9/2015)

The NSW Police representative raised concerns regarding the number of participants in the Kangaroo March and requested he be advised prior to the March.

Council Officers advised that they are assisting the NSW Police with the preparation of the Traffic Control Plan and Traffic Management Plan.

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

Recommendation of Campbelltown Traffic Committee

1. That Council approve the Kangaroo March through the proposed route between Menangle Park and Campbelltown for Saturday 10 October 2015 as a Class 4 Special Event that will be supervised by the NSW Police.
 2. That as part of the Kangaroo March detailed in recommendation one, Council support the rolling closures of Queen Street between Bradbury Avenue and Railway Parade.
 3. That Council advertise the event and liaise with businesses on Queen Street.
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6. LATE ITEMS

No reports this round

7. GENERAL BUSINESS

CTC 15/22 M31 Off Ramp onto Narellan Road

Previous Report: C15/20
Electorate: All Electorates
Author Location: Traffic and Road Design Unit

Attachments

Nil.

Discussion (10/9/2015)

The NSW Police representative that following discussions from the previous meeting on 13 August 2015 a number of penalty notices have been issued between 4.00pm and 6.00pm on the following dates:

25 August 2015	Notice issued for U turn offences	21
	Lane change offences	32
3 September 2015	Notice issued for U turn offences	38
	Lane change offences	85

The RMS representative advised that as this development will continue for some time she would organise a meeting with the Project Manager of the development which would also involve the NSW Police representative.

Officer's Recommendation

That the information be noted.

**CTC 15/23 Rose Payten Drive and Campbelltown Road - Removal
of 70kph Patch**

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

Attachments

Nil

Discussion (10/9/2015)

The Committee was advised that the speed patch of 70kph was replaced by 80kph on Campbelltown Road past Rose Payten Drive heading north.

The speed patch of 70kph is still visible and the RMS are requested to follow up with the removal of the 70kph patch as requested.

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

Officer's Recommendation

That the RMS follow up the request for the removal of the 70kph patch as requested.

8. DEFERRED ITEMS

No reports this round

There being no further business the meeting closed at 10.03am.

A. Arora
CHAIRPERSON

1.2 Campbelltown and Ingleburn CBD's - Accessible Parking and Toilet Facilities

Reporting Officer

Manager Technical Services

Attachments

1. Map showing location and opening hours (contained within this report)
2. Map showing accessible parking spaces (contained within this report)
3. Draft static map showing centre (contained within this report)

Purpose

To update Council on the development of maps showing accessible parking and toilets within the Campbelltown and Ingleburn CBD's.

History

Council at the meeting of 21 July 2015, Corporate Governance Committee item 6.1 resolved that a report be presented investigating the feasibility of Council developing a map that indicates accessible parking, toilets and other accessible facilities in the Campbelltown and Ingleburn CBD's.

Report

A review has been undertaken of the available information on accessible parking and toilets and a number of websites have been discovered that provide information not just for the Campbelltown and Ingleburn CBD's but for the whole of the country.

In terms of accessible toilets there is a national site run by the Federal Government called National Public Toilet Map (<https://toiletmap.gov.au/Find>). This site is very extensive showing not only public toilets but also toilets in private businesses. The maps pin point exactly where the toilets are and the hours of operation (see Attachment 1). The page is also readily printed so the person can take it with them. This website has many features which allow the person to plan their trip if they are going to multiple locations.

In terms of parking there is a site called parkopedia which is a privately run site (<http://www.parkopedia.com>) that also covers Australia's main cities. The information on this website is supplied by many different sources and a review of the information has shown the parking area listings are not comprehensive. The site, as can be seen in attachment 2, does identify accessible parking spaces.

It should be noted that the information can be updated externally on both websites. As such, Council officers are undertaking a detailed review of the information and will update it with the current details.

Council officers are also preparing static maps (see attachment 3) of each of the centres which will be placed on Council's website. This will detail the required information on accessible parking and toilets as well as providing wayfinding information. These maps are being designed for both web content and printed brochures.

Council officers will provide links to the two websites mentioned above on Council's website. This will provide residents with accurate information that is easy to access and will assist them in locating accessible parking and toilets.

Council has also undertaken a review of a range of mobile device applications (apps) and both sites mentioned above have mobile apps which display the same information as the web page.

Council officers will continue to update our user friendly maps and consider how this information can best be incorporated into Council's web page as part of the current website redesign project.

Officer's Recommendation

1. That the information be noted.
2. That Council officers establish links on Council's website to the information found on the toiletmap and parkopedia websites.
3. That Council officers finalise the brochures that identify accessible parking and toilet sites in the Campbelltown and Ingleburn CBD's.

Committee's Recommendation: (Glynn/Brticevic)

That the Officer's Recommendation be adopted.

CARRIED

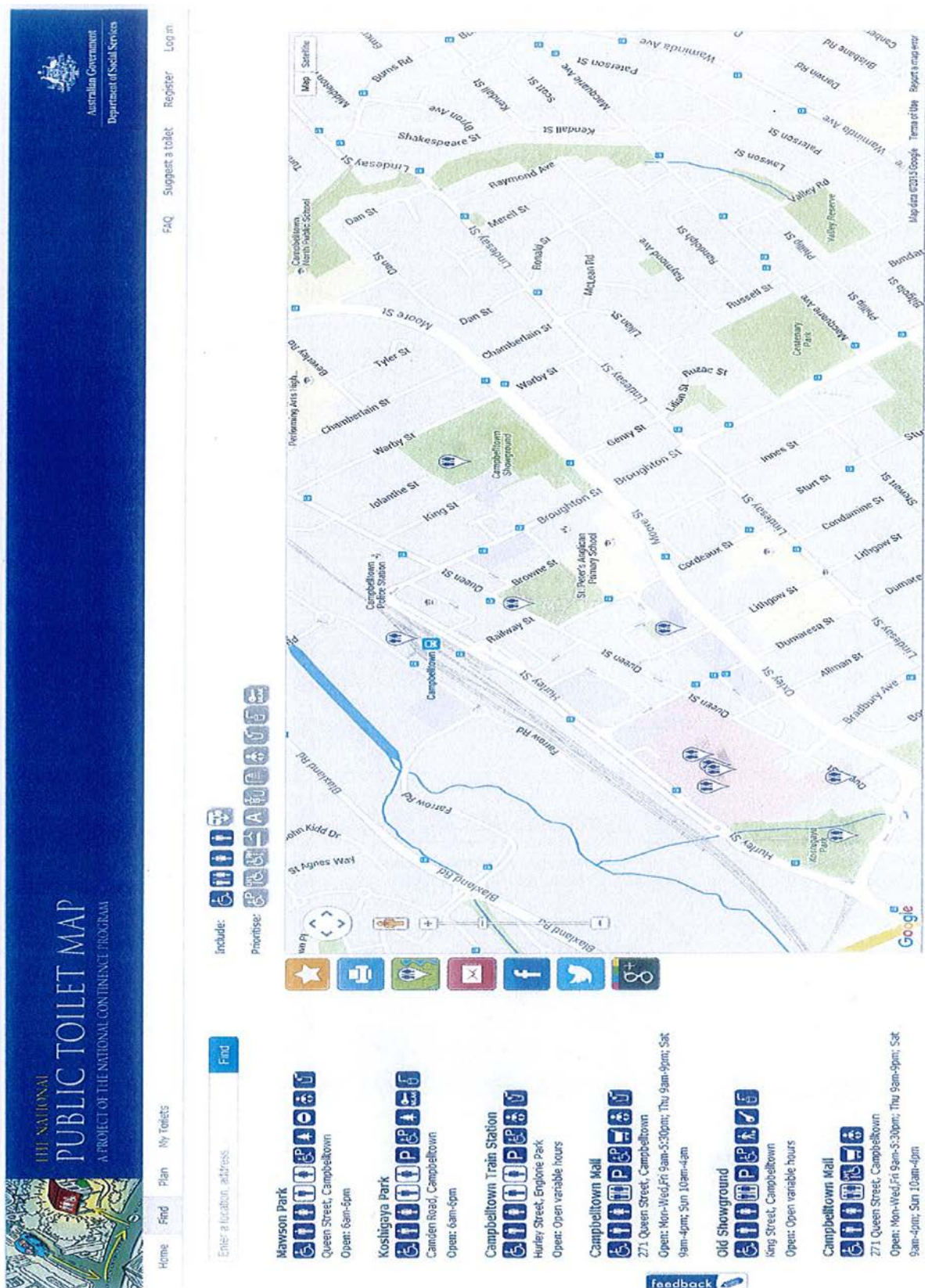
Council Meeting 27 October 2015: (Hawker/Borg)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 192

That the Officer's Recommendation be adopted.

ATTACHMENT 1



ATTACHMENT 2

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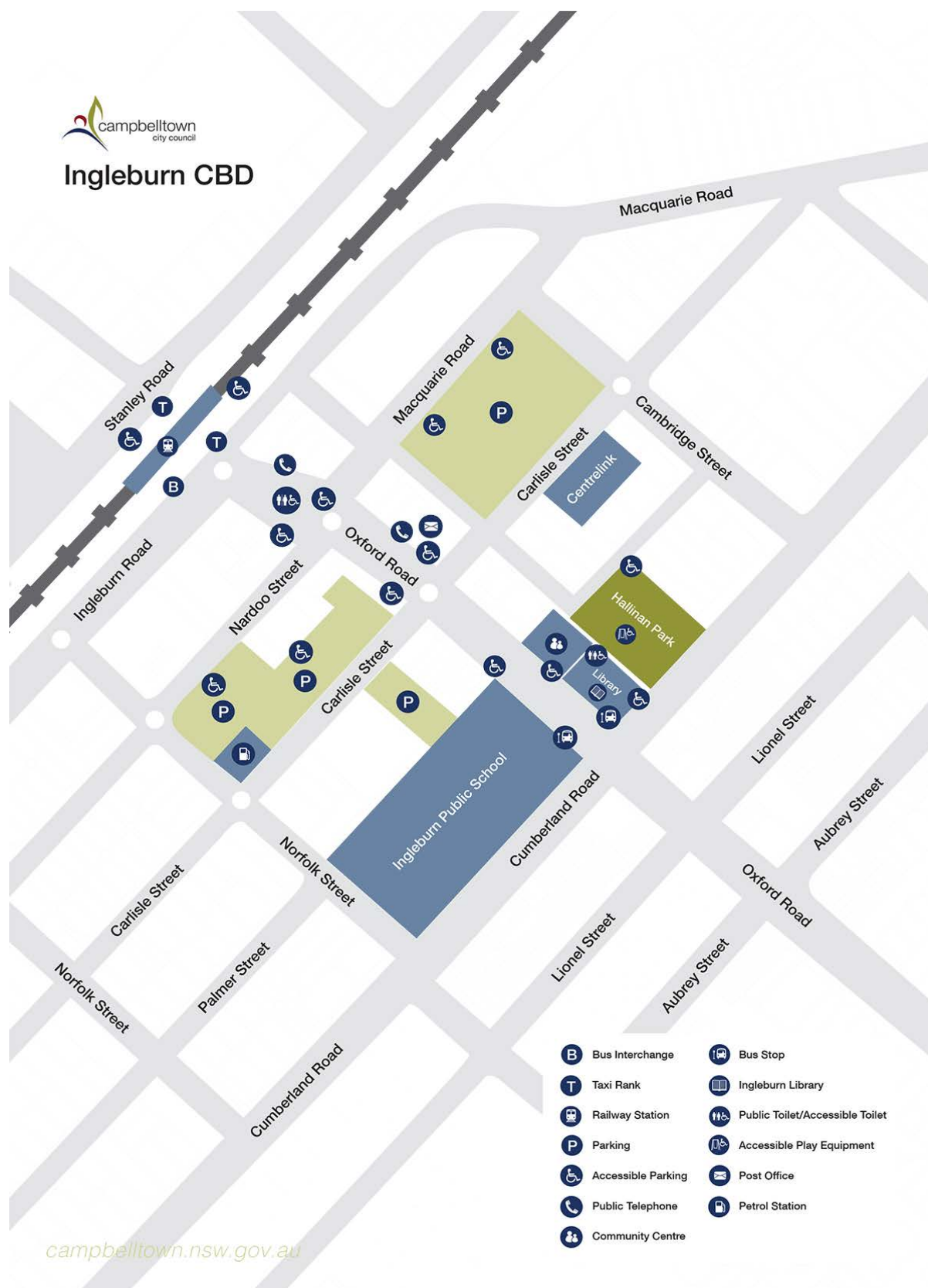
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Features: Disabled Spaces, Toilets
Number of spaces: 250

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ATTACHMENT 3



1.3 Rail Corridor Noise Barriers in Campbelltown LGA

Reporting Officer

Manager Technical Services

Attachments

1. Extract City Works Report 30 May 2006 - Item 2.10 - Southern Sydney Freight Line Noise Issues (contained within this report)
2. Locality Plan identifying assessed receiver sites at Ingleburn (contained within this report)

Purpose

To outline the effectiveness of sound barriers and assessment of noise levels along the rail corridor from Glenfield to Macarthur.

History

At the Council meeting of 21 July 2015 a petition was tabled with 34 signatures of residents in Redfern Street, Gordon Avenue and James Street, Ingleburn seeking Council's support to approach the State Government to erect noise barriers along the rail corridor.

It was resolved:

1. That Council write to the appropriate Minister and Department requesting the urgent installation of a noise barrier adjacent to the rail corridor along Redfern Road between Gordon Avenue and James Street, Ingleburn.
2. That Council writes to the Local Member requesting his support in the matter.
3. That following the completion of recommendation one and two a report be presented outlining how much noise reduction would be made through the installation of noise barriers along the rail corridor and investigate other areas in the Glenfield to Macarthur rail corridor where noise barriers would be appropriate.

In response to Council's resolution, Council has received a response from the Local Member advising his support to Council's motion and has written to the Minister seeking his investigation and advice. Council has yet to receive a reply from the Minister.

Further to this, and for the information of Councillors an extract of a City Works Committee Report of 30 May 2006 regarding an environmental assessment of the Southern Sydney Freight Line is provided in attachment 1. A locality plan identifying the assessed receiver sites is provided as attachment 2.

Report

There is a strong body of evidence that the use of noise barriers is an effective method of abating transport noise. The decibel scale (dBA) is used to represent noise (sound pressure level) and the overall noise is expressed in terms of dBA.

Generally between 5dBA and 10dBA reduction in noise is achieved by noise barriers ranging from 2m to 6m in height. Noise barriers erected to a height that blocks the line of sight between the source of the noise and the receiver of the noise would reduce noise by approximately 5dBA. A further reduction of 1 to 5dBA is generally achieved for every additional 1m height of the wall.

The height of the noise barrier above the line of sight is a factor in determine how effectively the noise path is interrupted therefore the degree to which the noise is reduced at a nearby residential property (the receiver).

The distance of the receiver from the noise wall is also a factor for consideration such that where a noise wall is constructed, there will still be a noise impact (although lesser) from diffractive noise emanating from the top of the wall. Various styles of wall design and different types of materials also provide different noise reduction characteristics.

In order to determine the location of properties that are adversely impacted by noise generated from the railway corridor and those that may benefit from the erection of noise barriers, detailed analysis and noise modelling is required to be carried out. This analysis would include both a noise survey and a physical survey of the local area, with electronic noise loggers installed in various locations which would include the rail corridor (noise source) and the receiver.

Each location has to be modelled individually in order to understand whether or not there would be a tangible benefit from the erection of a noise wall, with noise data being collected from both at the noise source and at the receiver. Local factors that can influence the outcome of the noise survey include local topography, existing vegetation, house design, the distance between the noise source and the receiver, and the existence of buildings or other structures between the noise source and the receiver. Factors that would also be taken into consideration would be the ambient noise levels (noise levels when the noise from the railway corridor is excluded) of the local area.

Until this highly specialised assessment is carried out, the effectiveness of a noise wall constructed along the Glenfield to Macarthur rail corridor or the level of benefit of such a device cannot be known.

Notwithstanding the above, Council currently has no funds set aside to undertake such an assessment. Given this, Council will look to work with staff from Transport for NSW to have the specialised assessment undertaken. Council staff will notify the residents of this action, and will endeavour to keep them informed as the assessment progresses.

Officer's Recommendation

1. That the information be noted.
2. That Council notify the residents of the action being taken.

Committee's Recommendation: (Mead/Borg)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 27 October 2015: (Hawker/Borg)

That the Officer's Recommendation be adopted.

Amendment: (Greiss/Mead)

That this matter be deferred until a response from the appropriate Minister is received.

LOST

Council Resolution Minute Number 192

That the Officer's Recommendation be adopted.

ATTACHMENT 1

Extract City Works Committee Report 30 May 2006

2.10 Southern Sydney Freight Line - Environmental Assessment

Noise Issues

Noise impacts have been identified as a key issue for the project. The guidelines established for the project (in conjunction with the Department of Environment and Conservation) are:

- For exceedances of the planning goals less than 5dBA, mitigation should focus on strategic source control measures, such as longer term rolling stock improvements
- For exceedances of 5dBA or greater, consideration be given to feasible and reasonable measures such as barriers and acoustic dwelling treatments

Noise measurements undertaken as part of the assessment have identified that the existing noise levels exceed the recommended target noise environment. The SSFL proposal is exempted from providing any physical mitigation measures in this circumstance, subject to the proposal not increasing existing levels.

Noise modelling focussed on several 2008 options (with and without the freight line) and several 2018 options (with and without the freight line).

Generally, noise levels on the same side as the SSFL would immediately increase by 1-2 dBA after opening of the project in 2008, due to moving all freight services to the edge of the rail corridor, and by 3-4 dBA in 2018, due to growth in freight traffic.

Noise levels on the eastern side of the rail corridor would decrease immediately after 2008, and would gradually increase to a level either slightly lower or less than 0.5dBA higher than existing levels.

In areas where the criteria exceed the planning levels, noise walls of 3 to 4 metres in height are proposed. At one location, at a place of worship in Watsford Road, Campbelltown, specific building protection measures will be required to achieve the target noise levels.

Short sections of noise wall are proposed at the rear of Watsford Road, along Somerset Street and at two locations along Stanley Road. The walls will include anti reflective treatments on the rail side to reduce noise impacts on the opposite side of the rail corridor.

Comment:

In view of the proposed noise walls, it is considered appropriate to seek decorative treatments to the noise walls, and/or landscaping treatments, to reduce the visual impact of the walls, and reduce graffiti opportunities.

It is further recommended that an Acoustic consultant be engaged to conduct a peer review of the acoustic components of the proposal.

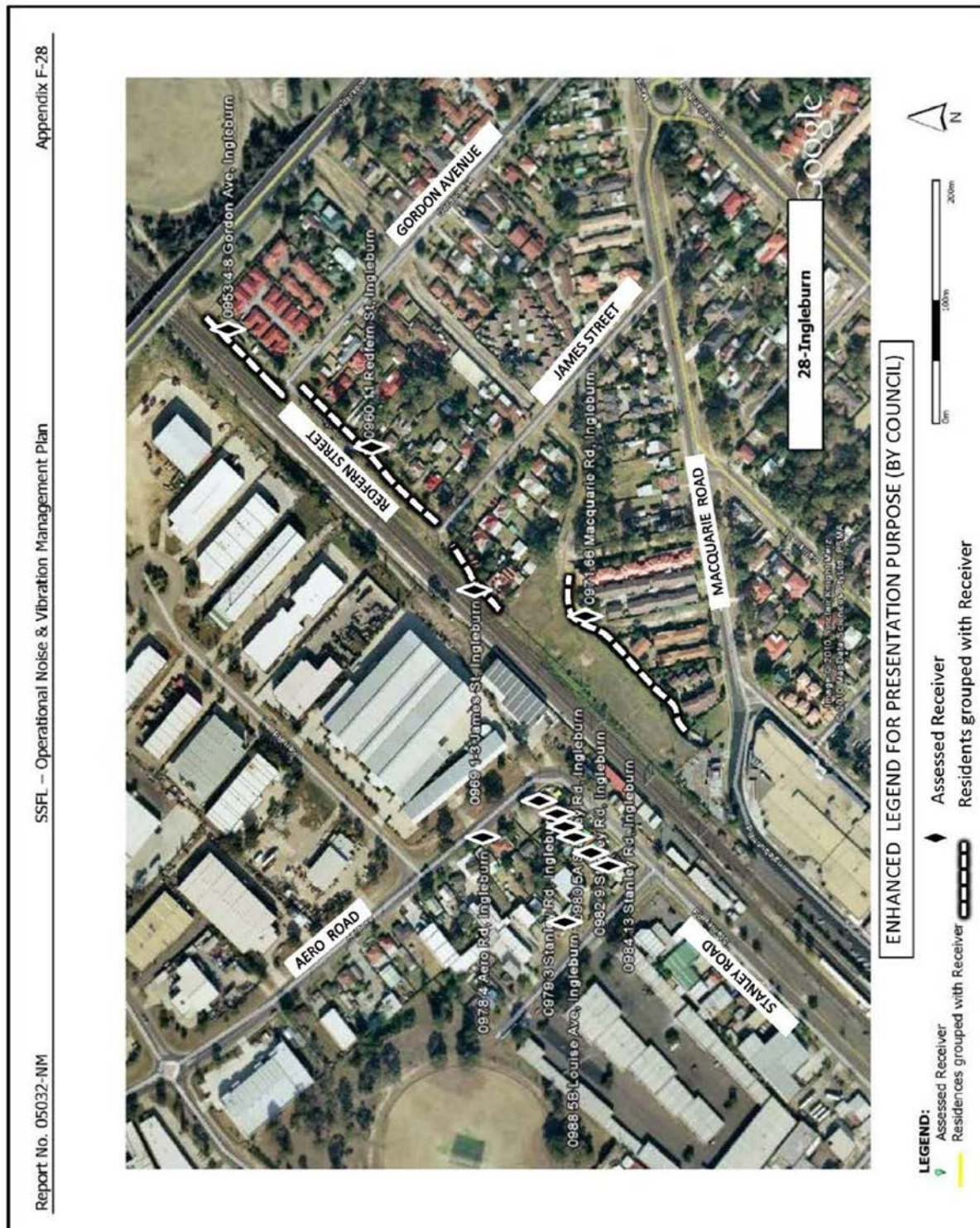
Committee's Recommendation: (Chaytor/Borg)

1. That an appropriate submission be provided to the Department of Planning by the revised due date of 3 July 2006.
2. That Council investigate options to increase access to Campbelltown Station from Narellan Road adjacent to the railway line as part of the freight line project.

CARRIED

ATTACHMENT 2

Map F-28 Ingleburn, Appendix F from Southern Sydney Freight Line Operational Noise and Vibration Management Plan showing Assessed Receiver Sites Ingleburn



2. OPERATIONAL SERVICES

No reports this round

3. ASSETS AND SUPPLY SERVICES

No reports this round

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 7.56pm.

P Hawker
CHAIRPERSON
