

Reports of the City Works Committee Meeting held at 5.30pm on Tuesday 25 March 2003

Declarations of Interest

- Pecuniary Interests
 - Conflict of Interest
 - Other Disclosures
1. **Property and Support Services**
 - 1.1 Proposed introduction of ban on Consumption of Alcohol – Manaleuka Park, Raby
 - 1.2 Transfers of Public Reserves – Lot 6076 DP 848524 and Lot 7089 DP 818104 St Helens Park
 - 1.3 Conditions of Hire at Bradbury Hall – 21st Birthday Parties
 2. **Technical Services**
 - 2.1 Traffic Committee
 - 2.2 Appin Road, Campbelltown
 - 2.3 2001/2002 Annual Report for the NSW Roads and Traffic Authority
 - 2.4 State Road Funding in the Campbelltown Local Government Area
 - 2.5 Natural Gas Connections
 - 2.6 Campbelltown Community Safety Committee Meeting
 - 2.7 Ingleburn Community Safety Committee Meeting
 - 2.8 Taxi Shelters – Queen Street
 - 2.9 2003 Floodplain Management Conference
 - 2.10 Alternative Access to Wedderburn
 - 2.11 Brooks Road, Ingleburn
 3. **Operational Services**
 - 3.1 Rainwater Utilisation at Council Playing Fields

Agenda Summary continued

4. Contract and Supply Services

- 4.1 Road Preventative Maintenance Analysis - 2003-2004 Budget
- 4.2 Illuminated Street Lighting Report
- 4.3 Contract 94/12 Advertising Bus Seats – Adshel Pty Ltd Reassignment Request to Clan Design Pty Ltd
- 4.4 Tender T03/02 Provision of Flood Study of Bow Bowing/Bunbury Curran Creek Catchment
- 4.5 Contract for the Supply of Advertising Bus Shelters

5. Emergency Services

- 5.1 Zone Service Level Agreement – NSW Rural Fire Service and Campbelltown City Council
- 5.2 Rural Fire Service – Minto Heights 25 Year Anniversary

8. Confidential Items

- 8.1 Lease - Shop 3 Milgate Arcade by Macarthur Community Options

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Minutes of the Meeting of the City Works Committee held on Tuesday 25 March 2003

Present: His Worship the Mayor – Councillor B Banfield
Councillor F Borg (Chairperson)
Councillor C Cagney
Councillor S Chaytor
Councillor V Fowler
Councillor R Lewis
Councillor A Rule
General Manager – Mr P Tosi
Deputy General Manager – Mr B Daley
Director City Works – Mr J Hely
Director Community Services – Mrs S Cannon
Manager Waste and Recycling Services – Ms B Philip
Manager Information Management and Technology – Mr C Gardner
Manager Healthy Lifestyles – Mr G Knights
Manager Support Services – Mr P Holland
Manager Technical Support – Mr D Webb
Manager Contract and Supply Services – Mr G Mitchell
Manager Executive Services – Mr N Smolonogov
Manager Human Resources – Mr J Dodd
Coordinator Roads and Drainage – Mr A Davies
Corporate Projects Coordinator – Mr I Hudson
Executive Support – Mrs S Lambert

Apology: (Lewis/Cagney)

That the apology be received and accepted from Councillor P Sinclair.

CARRIED

Declarations of Interest

There were no Declarations of Interest at this meeting.

Committee Note:

Mr Richard Cotterill of the Macarthur Rural Fire Service addressed the Committee in regard to Item 5.1 on the progress of the Zone Service Level Agreement.

Mr Ron Taylor and Mr Bruce Butcher, Members of the Minto Heights Rural Fire Service attended the meeting in regard to Items 5.2.

1. Property and Support Services

1.1 Proposed introduction of ban on Consumption of Alcohol – Manaleuka Park, Raby

F18612

Attachment [Locality Plan](#)

Preamble

Council has been approached by a number of residents and the Macquarie Fields Police requesting Council to consider the introduction of a ban on the consumption of alcohol in Manaleuka Park, Raby.

The request for the implementation of such restriction has been instigated by the anti social activities derived from the excessive consumption of alcohol in the area surrounding the Manaleuka Park.

Report of Manager Property and Support Services

Council at its meeting of 7 November 1995 considered the introduction of restrictions on the consumption of alcohol in Council's parks and reserves following a lengthy public notification process.

After consideration of the facts presented which included the results of the public consultation process and legal advice, Council resolved as follows:

1. "That Council decline to introduce a blanket ban on the use of alcohol in Council's parks and reserves.
2. That any complaints regarding the abuse of alcohol in Council's parks and reserves be dealt with on an individual basis by investigation and when necessary a report be presented to Council."

Legal advice by Council's Solicitors received in May 1995 indicates that Council is empowered under Section 632 (1) of the Local Government Act 1993 to implement restrictions on activities to be carried out in Council's parks and reserves.

This means that Council may erect notices relating to the taking onto or consumption of alcohol in all Council owned parks, fields and reserves should Council wish to ban such activities. Under this particular legislation, Council is empowered to issue a fine of up to 10 penalty units to any individual who may fail to comply with this particular restriction.

It should be noted however, that Council does not have the regulatory power to require police to enforce its regulations.

Concerns raised by the residents and Macquarie Fields Police indicate that individuals frequently engage in anti-social behaviour presumably as a consequence of the excessive consumption of alcohol.

Council officers have inspected the subject site corroborating evidence of anti social behaviour with broken bottles scattered throughout the reserve.

Representatives from the Macquarie Fields Police have indicated that due to the limited number of Police officers in this area and the fact that the consumption of alcohol in this particular reserve has not been formally banned by Council, opportunities for reducing anti-social behaviour are restricted.

It is anticipated that the potential for anti-social activities associated with the consumption of alcohol will be minimised by the introduction of appropriate signage prohibiting the consumption of alcohol and making members of the public aware of the fines applicable to offenders.

Council has previously approved a ban on consumption of alcohol at Eagle Farm Reserve and this has proved successful in reducing the level of anti social behaviour.

In view of the increasing number of reports and complaints by local residents and community groups regarding the anti-social activities derived from the excessive consumption of alcohol, it is recommended that the proposed introduction of such restriction on Manaleuka Park be considered.

Officer’s Recommendation:

1. That the proposed introduction of a ban on the consumption of alcohol at Manaleuka Park, Raby be placed on public exhibition for 28 days.
2. That following the public consultation process a further report be presented to Council for further consideration of this matter.

Committee’s Recommendation (Rule/Cagney)

That the Officer’s recommendation be adopted.

CARRIED

Council Meeting 1 April 2003 (Borg/Matheson)

That the Officer’s recommendation be adopted.

Council Resolution Minute number 54

That the Officer’s recommendation be adopted.

1.2 Transfers of Public Reserves – Lot 6076 DP 848524 and Lot 7089 DP 818104 St Helens Park

F69064

Attachment [Locality Plan](#)

Preamble

In 1995 Landcom completed the residential development of land owned by the NSW Department of Housing at St Helens Park.

As part of the development it was identified that two portions of land currently known as Lot 6076 DP 848524 (part of Mary Brookes Park) and Lot 7089 DP 818104 (Fiveash Reserve) were to be dedicated to Council as public reserves.

Report of Manager Property and Support Services

The dedication of this land to Council was to be effected by notice in the Government Gazette however, due to an oversight by Landcom the dedication of the land to Council was never completed.

Recent title searches confirmed that the two portions of land are still in the ownership of Landcom.

Lot 6076 has a total area of 7,677m² whilst Lot 7089 also known as Fiveash Reserve, has a total area of 3,969m². The subject properties are zoned 6 (a) Local Open Space under the provisions of the Campbelltown Local Environmental Plan 2001.

At the time of the subdivision of the residential land Council and Landcom entered into an agreement under the conditions of which Landcom was responsible for the ongoing maintenance of the two reserves for a period of 12 months. This maintenance agreement is now expired.

Recent statutory changes within the State Government have resulted in Landcom losing their dedication powers which in the past would have allowed this organisation to directly dedicate the two portions of public reserve to Council. Dedication of land by Landcom can only be achieved by direct transfer. In this respect Landcom has approached Council requesting agreement to the transfer of the two above mentioned reserves.

Landcom has confirmed their commitment to cover all costs associated with the transfer of the two properties to Council.

In view of the facts outlined in this report and in particular the inability of Landcom to undertake the dedication of the two portions of land directly to Council due to the statutory changes outlined above, it is recommended that Council accept the transfer of Lot 6076 DP 848524 and Lot 7089 DP 818104 for a nominal fee of \$1.00.

Officer’s Recommendation:

1. That Council accepts the transfer of Lot 6076 DP 848524 and Lot 7089 DP 818104 for a nominal fee of \$1.00.

- 2. That the two subject portion of land be classified as Community Land under the provisions of the Local Government Act 1993.
- 3. That all documentation associated with the transfer of the subject portions of land to Council be executed under the Common Seal of Council.

Committee’s Recommendation (Rule/Fowler)

That the Officer’s recommendation be adopted.

CARRIED

Council Meeting 1 April 2003 (Borg/Matheson)

That the Officer’s recommendation be adopted.

Council Resolution Minute number 54

That the Officer’s recommendation be adopted.

1.3 Conditions of Hire at Bradbury Hall – 21st Birthday Parties

F8738

Preamble

Council at its meeting of 15 October 2002 resolved to cease all teenage parties at Bradbury Hall and allow a six month trial period for 21st birthday parties. At the 21st parties all music was to cease at 11.30pm and two security guards were required as well as the adult person responsible for hiring the hall to remain on the premises during the party and until all guests had cleared the hall and car park area. It was also resolved to liaise with the local Police in regard to activities in the area.

Report of Manager Property and Support Services

The above conditions were put in place mainly because of the problems with under age persons obtaining liquor through a secondary person and becoming intoxicated and creating disturbances in the area of the hall and Bradbury Inn especially when teenage parties were held at the hall.

According to Council's records there have been three 21st birthday parties, three adult parties, an engagement party, a family get together and a christening since this resolution was passed.

Discussions have been held with the Licensing Division of Campbelltown Police and there have not been any anti-social problems to report since the implementation of the above conditions.

Hirers of Bradbury Hall have generally accepted the additional conditions of hire for 21st birthday parties but they have had reservations about the necessity of employing two security guards when the majority of guests attending 21st birthday parties are usually family members and people over the legal age for drinking.

Another aspect is the variable 11.30pm cut out for music. Other user groups have access to the hall for music up till midnight. It is considered that this could be extended for 21st birthday functions till midnight. There is additional work for Council in adjusting the cut out switch and the re-setting after the 21st birthday parties. If not adjusted premature cut out of power may lead to potential damage of sophisticated equipment at subsequent parties.

The Manager of the Bradbury Inn has not had any concerns with the parties that have been held at the hall. Discussions have indicated there are no reports of excess noise from nearby residents that could be attributed to the hall.

It is recommended that the music continue until midnight and that only one guard be used as this will reduce the cost to users yet still provide adequate protection. A backup guard is available within 10 minutes if necessary, and this additional cost can be deducted from the bond. There are alternate facilities available for teenage parties and it is considered appropriate that this prohibition be retained at Bradbury Hall.

Officer's Recommendation:

That Council allow the Bradbury Hall to be hired for 21st birthday parties with the music continuing until midnight and also the number of security guards be reduced to one.

Committee’s Recommendation (Cagney/Lewis)

That the Officer’s recommendation be adopted.

CARRIED

Council meeting 1 April 2003 (Borg/Matheson)

That the Officer’s recommendation be adopted.

Amendment (Cagney/Thompson)

1. That Council allow the Bradbury Hall to be hired for birthday parties with the music continuing until midnight and also that the number of security guards be reduced to one.
2. That the situation continue to be monitored and a further report presented to Council in six months time.

WON and became part of the Motion.

Council Resolution Minute number 54

That the above amendment be adopted.

1.4 Minor Capital Works (Item of General Business)

F16341

Committee's Recommendation (Chaytor/Rule)

That a report be presented on the status of the Minor Capital Works Program for 2002/2003 including advice on which projects have been completed.

CARRIED

Council Meeting 1 April 2003 (Borg/Matheson)

That the Committee's recommendation be adopted.

Council Resolution Minute number 54

That the Committee's recommendation be adopted.

1.5 Banners – Ingleburn/Campbelltown (Item of General Business)

F193565/F103566

Committee’s Recommendation (Chaytor/Rule)

That a policy be developed regarding the community use of banners in Ingleburn and Campbelltown.

CARRIED

Council Meeting 1 April 2003 (Borg/Matheson)

That the Committee’s recommendation be adopted.

Council Resolution Minute number 54

That the Committee’s recommendation be adopted.

2. Technical Services**2.1 Traffic Committee****F88663****Attachment** [Minutes of Campbelltown Traffic Committee Meeting held on 6 March 2003](#)**Report of Manager Technical Services**

The Minutes of the Campbelltown Traffic Committee Meeting held on 6 March 2003 are presented to Council and recommended for adoption.

The recommendations of the Committee are detailed below:

Business arising from Minutes:**TC. 131/02 Harrow Road (east), Glenfield – 50 km/h Speed Zone**

That it be noted that the Roads and Traffic Authority have approved a speed limit reduction from 60 km/h to 50 km/h in Harrow Road, Belmont Road and Fawcett Street, east of Canterbury Road, Glenfield.

TC. 162/02 Riverside Drive, Airds – Local Area Traffic Management/On-Road Cycleway (Concept Plan)

1. That the amended plan (No. 11521, Sheet 1 and 2) for proposed traffic calming devices and on-road cycleway in Riverside Drive, Airds, be approved, and the design plans formalised.
2. That Council consult with residents adjacent to the physical devices.
3. That a previously identified marked pedestrian crossing for Riverside Drive, near Airds Shopping Centre, be incorporated into the plan (as described in the body of the report), and a copy of the plan forwarded to the Department of Housing for comment regarding the traffic calming proposal, and advice regarding the timing of installation of the pedestrian facility.
4. That Council check the location of bus stops along Riverside Drive.

TC. 18/03 B-Double Route Assessments

1. That the applicant seeking B-Double access to the Rosemeadow and Eagle Vale Petrol Plus sites be informed of Council's resolution not to support the proposed routes to/from the site, as described in the body of the report.
2. That it be noted that a temporary permit will be sought for the Ambarvale Petrol Plus site (only) to enable a 19 metre B-Double site assessment.
3. That a report be presented to a future meeting advising of the outcome of Council's site assessment for the Ambarvale site.

NB: Items 1, 2 and 3 are consistent with Council's Resolution No 32 of 25 February 2003.

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..... General Manager Chairperson

TC. 21/03 Warby Street, Campbelltown – Traffic Assessment at new MET School

1. That Council approve an 18 metre 'Bus Zone' (School Days 8.00am – 9.30pm and 2.30pm – 4.00pm), on the departure side of the driveway access into MET school in Warby Street, Campbelltown.
2. That Council approve a 'No Stopping' zone, on the northern side of Warby Street, adjacent to the School pedestrian gate, as indicated on the tabled sketch plan.
3. That Council require the MET School to fund the proposed signposting installations, and to cover all costs associated with the future installation of a pedestrian facility, once required.

Reports listed for consideration:

TC. 29/03 On Street Truck Parking – Designated Areas

That the proposal to provide 'permissive-parking' signs on nominated industrial roads in the Campbelltown LGA for parking of heavy and long vehicles, as described in the body of the report, and at sites resolved by the Committee, be deferred pending advice from the RTA's Policy Division.

TC. 30/03 Harrow and Belmont Roads, Glenfield – Speeding Concerns at School Zone

1. That the information in the body of the report be noted.
2. That Council write to the Police Service for enforcement of the 40 km/h 'School Zone' in Harrow Road and Belmont Road, adjacent to Glenwood Public School, Glenfield.

TC. 31/03 Lindesay Street, Campbelltown – New Bus Stop

1. That the proposed south-bound bus stop adjacent to No.'s 54/56 Lindesay Street, near Burns Road, Leumeah, be approved.
2. That a further report be presented at the completion of discussions with Busways regarding the recent route changes.

TC. 32/03 Resident Concerns Requiring Police Advice

Site 1: Williamson and Stennett Roads, Ingleburn

That the information be noted.

TC. 33/03 Queen Street/Dumaresq Street, Campbelltown – Pavement Arrows Review

1. That Council write to the Roads and Traffic Authority requesting:
 - a) grinding off of the right turn pavement arrows in Dumaresq Street, on the east-bound approach to Queen Street, Campbelltown, to minimise the possibility of the pavement arrows becoming visible again.

- b) removal of existing right turn pavement arrows in Queen Street, on the north-bound approach to Dumaresq Street, Campbelltown.

2. That the resident who raised the issue in 1a) above be informed of Council's resolution.

TC. 34/03 2003 Eagle Vale Fun Run

1. That the application from St Mary's Catholic Primary School for temporary road closures in Aquamarine Drive and Emerald Drive, Eagle Vale, on Sunday, 25 May 2003, for Eagle Vale Fun Run, as described in the body of the report, be approved, with the following conditions:
 - a) That an amended Traffic Control Plan be forwarded to Council incorporating changes to the buffer zone in Eagle Vale Drive, in accordance with changes to the Australian Standards.
 - b) That advance notification signs regarding the fun run be installed prior to the event.
 - c) That the organisers advise fun run participants that they must obey Police at the intersection of Emerald Drive/Eagle Vale Drive.
 - d) That the organisers ensure that marshals advise motorists at the commencement to the St Gregory's College driveway that they must take care when travelling past fun run participants inside the College grounds.
2. That it be noted that the Committee's Roads and Traffic Authority representative will check to determine if a temporary 40 km/h 'Construction Zone' can be introduced to Emerald Drive, from Aquamarine Drive to Eagle Vale Drive, to reduce the speed of motorists during the fun run.
3. That the applicant's amended Traffic Management Plan be forwarded to the Roads and Traffic Authority for their endorsement.
4. That the organiser provide Council with a copy of their Public Liability Insurance, indemnifying Council to the sum of ten million dollars.
5. That advertisements be placed in local newspapers regarding the temporary road closures, and detour routes, and that the cost of the advertisements be covered by the applicant.
6. That letters be sent to emergency services, public authorities and transport organisations regarding the temporary road closures and detour routes.
7. That the positioning of forward warning signs, barricades, witches hats and traffic control be carried out in accordance with the details on the amended Traffic Control Plan.
8. That the applicant advise Council if additional witches hats are required to accommodate the amended buffer zone on Emerald Drive, and that estimated numbers be advised.

TC. 35/03 Delegations of Authority – Local Traffic Committee Operation

1. That Council request the Roads and Traffic Authority to give appropriate authority, under Division 1C, Part 6, of the Transport Administration Act 1988, for the person holding the position of Manager Technical Services of Campbelltown City Council to undertake particular functions, as described in the body of the report.
2. That during every quarter, a list of all sites where delegated authority has been used over that period be presented to the Local Traffic Committee for its information only.

General Business:

TC. 36/03 Australian Road Rules - Double Barrier Linemarking

That the information be noted.

TC. 37/03 Traffic Committee Operation - Schedule 1 and 2 Items

That it be noted that the Committee’s RTA representative will investigate current requirements for RTA prioritisation and assessment of Traffic Committee Agenda reports by the RTA representative.

TC. 38/03 Painted Roundabouts Review

That the information be noted.

TC. 39/03 St Johns Road/Campbellfield Avenue, Bradbury – Sight Distance Concerns

That the residents’ concerns regarding the bus stop in St Johns Road, in the vicinity of Campbellfield Avenue, Bradbury, as detailed in the body of the report, be further evaluated and details presented to a future Traffic Committee Meeting.

TC. 40/03 Signposting Maintenance

Bradley Street, Ingleburn:

1. That ‘No Stopping’ signs in Bradley Street, Ingleburn, be rationalised.

Shuttleworth Avenue, Raby:

2. That the information be noted.

Lithgow Street, Campbelltown:

3. That parking restrictions on the southern side of Lithgow Street, Campbelltown, opposite the Multi-Deck Carpark, be rationalised.

TC. 41/03 St Andrews Road, Varroville – Gate Relocation Request

That the issues regarding anti-social activity at the western end of St Andrews Road, Varroville, be investigated.

TC. 42/03 Kellerman Drive, St Helens Park – Traffic Concerns at St Helens Park Public School

1. That the concerns and suggestions to improve traffic operation in Kellerman Drive, in the vicinity of St Helens Park Public School be investigated, and a report presented back to the local Traffic Committee at a future meeting.
2. That the resident who raised this issue be advised of Council’s resolution.

TC. 43/03 Interim Review of Lest We Forget Run

That a report be presented to a future Traffic Committee Meeting with specific details regarding management of the Lest We Forget Run.

NB: Due to insufficient time to prepare and review traffic management details for this event, including assessment by the Roads and Traffic Authority, this event has been cancelled.

Officer’s Recommendation:

That the recommendations of the Campbelltown Traffic Committee as detailed in the Minutes of the Meeting held on 6 March 2003 be adopted with the exception of TC.43/03 noting that this event has now been cancelled.

Committee’s Recommendation (Rule/Chaytor)

That the Officer’s recommendation be adopted.

CARRIED

Council Meeting 1 April 2003 (Borg/Matheson)

That the Officer’s recommendation be adopted.

Council Resolution Minute number 54

That the Officer’s recommendation be adopted.

2.2 Appin Road, Campbelltown

F1033

Attachment [Copy of Correspondence from Parliamentary Secretary for Roads received 24 February 2003](#)

Preamble

Council recently wrote to the Honourable Carl Scully MP, State Minister for Roads seeking a reduction in the speed limit on Appin Road between the Campbelltown/Wollondilly boundary and Appin.

Report of Manager Technical Services

Tony Stewart MP, Parliamentary Secretary for Roads, has replied advising that a number of improvements have been completed on Appin Road over the past two years including the widening and sealing of roadside verges, new linemarking, replacement of raised pavement markers, removal of trees and trimming of vegetation, additional signposting, clearing of drains and resurfacing works. In addition, an overtaking lane has been provided near the Campbelltown/Wollondilly boundary.

The Secretary for Roads states that during this time the speed limit was also reviewed and adjusted from 90 to 80 km/h between Campbelltown and Wollondilly Shire boundary to better reflect changes in travel conditions resulting from adjoining residential development and installation of new roundabouts. The speed limit has been maintained at 90 km/h within Wollondilly Shire in view of the limited changes to roadside development. It provides the best balance between road safety, road capacity and the proximity of property entrances.

The Secretary for Roads further advises that the speed limit on Appin Road between the Campbelltown/Wollondilly boundary and Appin will continue to be regularly monitored by the Roads and Traffic Authority, and adjustments made in the event of any significant changes in traffic conditions.

Officer's Recommendation:

1. That the information be noted.
2. That Council staff continue to monitor accident trends along Appin Road both in Campbelltown and Wollondilly area.

Committee's Recommendation (Rule/Chaytor)

That the Officer's recommendation be adopted.

CARRIED

Council Meeting 1 April 2003 (Borg/Matheson)

That the Officer's recommendation be adopted.

Council Resolution Minute number 54

That the Officer's recommendation be adopted.

2.3 2001/2002 Annual Report for the NSW Roads and Traffic Authority

F63390

Attachment Copy of Annual Report to be tabled (CD – ROM)

Preamble

Council has received the 2001/2002 Annual Report for the NSW Roads and Traffic Authority (RTA).

Report of Manager Technical Services

For the first time the RTA has incorporated “triple bottom line” principles in the Annual Report, with a section on sustainability to accompany each chapter. This means the RTA reports on the social, environmental and economic sustainability of its activities, alongside the usual financial reporting and information about the year’s achievements. The RTA also reports against the performance measures contained in our strategic plan.

The RTA have advised that they will continue to expand and improve the way in which they report against the triple bottom line over the coming years.

To save paper and reduce costs, the RTA advises that minimal numbers of the report have been provided in hard copy form and the copy forwarded to Council is on CD-ROM. Additional copies are available from the RTA’s Information and Reference Centre on (02) 8837 0151. The full report is also available on the RTA’s website at www.rta.nsw.gov.au.

Officer’s Recommendation:

That the information be noted.

Committee’s Recommendation (Rule/Chaytor)

That the Officer’s recommendation be adopted.

CARRIED

Council Meeting 1 April 2003 (Borg/Matheson)

That the Officer’s recommendation be adopted.

Council Resolution Minute number 54

That the Officer’s recommendation be adopted.

2.4 State Road Funding in the Campbelltown Local Government Area

F32739

Attachment [Letter from Parliamentary Secretary for Roads received 12 February 2003](#)

Preamble

At the Council meeting dated 3 September 2002 it was resolved to write to the NSW State Government to request funding for State Roads such as Collins Promenade/Minto Road at its intersection with Oxford Road and also Campbelltown Road due to their condition and inadequacy.

Report of Director City Works

Correspondence has been received from the Parliamentary Secretary for Roads advising that the Roads and Traffic Authority (RTA) has recently completed the construction of an overtaking lane on Appin Road near Campbelltown Council’s southern boundary.

The Parliamentary Secretary for Roads further advises that the RTA’s forward plans include repair work to Collins Promenade between Cumberland Road and Saywell Road and on Campbelltown Road between the F5 Freeway and Williamson Road. It is advised that this work is likely to consist of heavy patching followed by an asphalt overlay. The exact pavement treatments are still to be finalised.

Additional to this advice, it is noted that works have commenced on the widening of Appin Road, between Fitzgibbon Lane and Woodlands Road.

Officer’s Recommendation:

That the information be noted.

Committee’s Recommendation (Chaytor/Rule)

That the Officer’s recommendation be adopted.

CARRIED

Council Meeting 1 April 2003 (Borg/Matheson)

That the Officer’s recommendation be adopted.

Council Resolution Minute number 54

That the Officer’s recommendation be adopted.

2.5 Natural Gas Connections

F2471

Attachment [Correspondence from AGL dated 20 February 2003](#)

Preamble

At the Council meeting 17 December 2002 a report was requested on information involving the process for natural gas connections in the Campbelltown Local Government Area.

Report of Manager Technical Services

Correspondence was forwarded to AGL and a reply has been received advising that the current standard fee for gas connection to an existing home in New South Wales is \$495.00 inclusive of GST. AGL advises that if the property is located on a high traffic/RTA road and has difficult site conditions in the front yard or if the service length exceeds 25 metres, the request will need to be quoted and there may be additional charges.

The standard connection entails the Company's Network Services opening the gas main at the street, installing a t-junction, laying the inlet service to the nominated meter location and installing the gas meter. If the customer is located in a unit, diplex, townhouse, or on a battle axe block, the nature of the connection may vary, as may the costs involved.

AGL advises customers are made aware that gas is not available to all streets in NSW, If the customer is interested in connecting gas to their property, they should contact AGL on their Connection Hotline on 1300 653 770 to check gas availability. A request will then be sent to the Company's Network Services for confirmation of whether a suitable mains runs outside the property.

With regard to gas connections to brand new homes, or industrial/commercial sites, other factors apply. Should Council be contacted by building companies regarding the connection of natural gas to new homes, they should be referred to AGL New Homes Connections on 02 9757 7327.

For all other connections whether domestic, medium density, high density, new subdivisions, or industrial/commercial customers should be referred to AGL's Connection Hotline mentioned previously.

To obtain a Natural Gas Application Form or to check that gas is available to a property, customers should call the AGL Connection Hotline to speak to a Customer Service Representative for 24 hour assistance.

The connection timeframe will vary depending on the type of connection. For domestic customers, the connection will be completed within 20 working days of AGL receiving their signed Connection Application form and payment, weather permitting. Should the customer's connection be classified as variable and require a quotation, this will prolong the connection timeframe.

Once gas is connected, the customer is liable for costs associated with the supply of gas to their property. For domestic customers, this means a quarterly supply fee plus natural gas costs. Customers should carefully read the terms and conditions on their Natural Gas Connection

Application form before signing. The application form effectively forms a contract. Should the customer sign, they are thereby submitting to the terms and conditions.

Officer's Recommendation:

1. That the information be noted.
2. That Council provide a link to AGL on its web site.

Committee's Recommendation (Cagney/Fowler)

That the Officer's recommendation be adopted.

CARRIED

Council Meeting 1 April 2003 (Borg/Matheson)

That the Officer's recommendation be adopted.

Council Resolution Minute number 54

That the Officer's recommendation be adopted.

2.6 Campbelltown Community Safety Committee Meeting

F71865

Attachment [Minutes of meeting held on 20 February 2003](#)

Preamble

Council has established Community Safety Committees of Ingleburn and Campbelltown CBDs, to investigate the implementation of CCTV systems, along with other crime reduction strategies.

The second meeting of the Campbelltown Committee was held on 20 February 2003.

Report of Manager Technical Services

The minutes of the meeting are included in the attachment.

The Committee now includes a representative from the Main Street Association, as well as Campbelltown’s Main Street Ambassador, in response to the Committee’s previous invitation to attend. Issues raised during the meeting included the following:

- A key comment to the Committee was that crime figures appear to have fallen in recent times, which was confirmed at the previous meeting by the Police.
- Lighting was identified as an important consideration, particularly for bike and car patrols by the Police. The new Lighting Guidelines adopted by Council support this.
- Feedback from the Police indicated that CCTV systems can have an initial positive impact, but over time that benefit may be lost.

The next meeting is to be held following a presentation to Council by Dave Brogden of the Police Service, on CCTV issues.

Officer’s Recommendation:

That the information be noted.

Committee’s Recommendation (Rule/Cagney)

That the Officer’s recommendation be adopted.

CARRIED

Council Meeting 1 April 2003 (Borg/Matheson)

That the Officer’s recommendation be adopted.

Council Resolution Minute number 54

That the Officer’s recommendation be adopted.

2.7 Ingleburn Community Safety Committee Meeting

F71865

Attachment [Minutes of meeting held on 17 February 2003](#)

Preamble

Council has established Community Safety Committees for Ingleburn and Campbelltown CBD's, to investigate the implementation of CCTV systems along with other crime reduction strategies.

The second meeting of the Ingleburn Community Safety Committee was held on 17 February 2003.

Report of Manager Technical Services

The minutes of the meeting are included in the attachment. Several key issues are highlighted below.

At the meeting the Police representatives provided an overview of recent research in the Ingleburn area, including surveys of adjacent residents and shop keepers, as well as a Safety Audit of the CBD. Additional work is required to finalise the report, and prepare an action plan. Police advised that the Ingleburn CBD does not stand out as a crime hotspot.

Further actions arising from the meeting include the undertaking of an evening site walk around the CBD, to assess the results of the Safety Audit, as well as the provision of up to date information on graffiti in the Macquarie Fields Local Area Command.

The Safety Audit, when completed, will be actioned by the Glenfield, Ingleburn, Macquarie Fields Minto (GIMM) Group, and progress reported to the Ingleburn Community Safety Committee and to the PACT Committee for Macquarie Fields Local Area Command.

Officer's Recommendation:

That the information be noted.

Committee's Recommendation (Rule/Cagney)

That the Officer's recommendation be adopted.

CARRIED

Council Meeting 1 April 2003 (Borg/Matheson)

That the Officer's recommendation be adopted.

Council Resolution Minute number 54

That the Officer's recommendation be adopted.

2.8 Taxi Shelters – Queen Street

F110376

Preamble

Council at its meeting of 25 February 2003 resolved as follows:

“That a report be presented on the possibility of provision of a shelter at the Queen Street entrance of Campbelltown Mall where taxi seating is currently located. Report to include consultation with Campbelltown Mall for contribution to cost”.

Report of Manager Technical Services

Council had previously resolved at its meeting of 18 December 2001 to include the installation of a shelter at the taxi rank in Queen Street in future programs.

In accordance with later resolutions of Council regarding shelter designs, and in response to further requests by residents and the Main Street Association, a double shelter is currently being installed at the taxi rank. Work will also include the provision of a trolley rack.

Discussions held previously with the Campbelltown Mall Management had not progressed, as the Mall Management had arranged for an alternate taxi rank within the Mall on the lower level next to the multi deck car park, and were of the view that they had contributed significantly to taxi patron comfort and were not prepared to contribute to the provision of additional shelters in Queen Street.

Officer’s Recommendation:

1. That information be noted.
2. That signs be erected advising that these shelters have been provided by Campbelltown City Council.

Committee’s Recommendation (Rule/Cagney)

That the Officer’s recommendation be adopted.

CARRIED

Council Meeting 1 April 2003 (Borg/Matheson)

That the Officer’s recommendation be adopted.

Council Resolution Minute number 54

That the Officer’s recommendation be adopted.

2.9 2003 Floodplain Management Conference

F98917

Attachment Conference documentation to be tabled

Preamble

Councillor Borg, the Manager Technical Services and the Floodplain Engineer recently attended the Floodplain Management Conference at Forbes, New South Wales.

Report of Manager Technical Services

The Conference was held at Forbes, NSW from the 25 to the 28 February 2003. The Conference was opened by the Honourable John Aquilina, Minister for Land and Water Conservation. The Minister’s key announcement was an increase in flood mitigation funding of \$16M over the next 4 years. The current annual allocation of flood mitigation funding by the State is nearly \$14M.

While the additional funding offers are welcome, it is important to realise that any funding is dependent on each Council agreeing to fund one third of agreed projects. Campbelltown Council generally allocates \$200,000 per year to implement the adopted Floodplain Strategy, attracting a grant of \$400,000 from the NSW State Government. Therefore, for Council to be able to seek any additional grant funding, Council’s current allocation of \$200,000 would have to be increased.

Other issues brought to the attention of the State representatives included:

- The need to implement a 3 year rolling program, so that forward funding and budgeting by Councils can be undertaken with more certainty.
- The gazettal of the Government’s Floodplain Manual has yet to occur, 2 years after its release. This Manual provides an overall indemnity to Councils, where floodplain policies and plans are compliant with the Manual. The Flood Mitigation Authorities (FMA) Executive have been pursuing this for some time now.
- The funding formula which requires a minimum one third construction by local councils could be reviewed, particularly for smaller Councils which struggle to fund the required contribution.
- A number of Councils have been slow in implementing their funded projects, notwithstanding the late notification of projects by the Federal Government, where Federal funds are involved.

Other features of the Conference were:

- The accuracy of flood warnings continues to increase, as the Bureau and Meteorology expands its monitoring stations, automates existing stations and utilises better computer models. Generally 75% of flood warnings are now considered to be within the required accuracy.

- The Conference provided an opportunity to access some of the latest flood modelling software, which will enable the selection of the best option for the Floodplain Risk Management Plan, which is about to commence in the Campbelltown LGA.
- Community consultation issues were again a key theme of the Conference, providing feedback on successful consultation processes.

Next year's Conference will be held at Coffs Harbour. The date is yet to be confirmed, as the FMA agreed to have all future Conferences in February to better link with the State and Federal budget processes.

Officer's Recommendation:

That the information be noted.

Committee's Recommendation (Rule/Cagney)

That the Officer's recommendation be adopted.

CARRIED

Council Meeting 1 April 2003 (Borg/Matheson)

That the Officer's recommendation be adopted.

Council Resolution Minute number 54

That the Officer's recommendation be adopted.

2.10 Alternative Access to Wedderburn

F11750

Attachment	1.	Council Minute – Item of Urgent Business 22 October 2002
	2.	Report to Council 19 November 2002
	3.	Preliminary Project Cost Summary

Preamble

Council at its meeting 22 October 2002 adopted a number of resolutions regarding access for the Wedderburn Community.

One of the resolutions adopted by Council was:

2. *That Council separately initiate urgent action to determine*
 - a. *The viability of creating a separate “rear” access route out of Wedderburn by extending Blackburn Road through to Appin Road,*
 - b. *The cost of providing such a route.*
 - c. *The time it will take to acquire the route and then construct an all weather rural road.*

Council at its meeting 19 November 2002 reviewed a report outlining actions regarding alternative access for the Wedderburn Community.

On Tuesday 4 March 2003 an information briefing was provided to Councillors on the above issues. This report covers the briefing notes with additional information on the alternative access for the Wedderburn Community via the extension of Blackburn Road westward to Appin Road.

Report of Director City Works

As part of the process of investigating the issues of viability, cost and timing of extending Blackburn Road to Appin Road, Council staff have been in liaison with representatives of the Local Emergency Services, State Government Agencies and Wollondilly Shire Council. In particular Council staff attended a meeting convened by the Regional Coordinator South Western Sydney, NSW Premiers Department on 28 November 2002. At this meeting it was confirmed that the State Government owned land on the western side of the Georges River, including a 20 metre corridor could accommodate the option of extending Blackburn Road to Appin Road.

Previous Cost Estimates

In reports previously presented to Council on the cost to construct a “flood free access” via the extension of Blackburn Road to the Wedderburn Community, estimates were based on a high level bridge that required significant adjustments to the topography in the vicinity of the Georges River to provide a high standard of road grading and alignment. This information was

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..... General Manager Chairperson

reported to Council on 28 July 1987 and 17 August 1999 (with updated estimates). The cost of construction estimated in 1999 for this high standard approach was \$1.93M to \$2.44M. In today's dollars the cost is estimated at \$2.53M to \$3.2M excluding land acquisition costs and environmental studies.

To provide a flood free access, significant environmental impacts would result, particularly in the immediate approaches to the river. Also with the provision of a high standard access there can be expected to be some negative social and environmental impacts due to increased traffic volumes to Blackburn Road and Lysaght Road.

Revised Concept

The revised concept, is to provide a sealed rural road with a general design speed of 60 kph with the possibility of some sections on the approach to the river having reduced speed sections to minimise disturbance to the natural surface. The road design would take advantage of the natural contours to the Georges River with a crossing at or very near to the existing fire trial that would enable removal of the existing low level crossing and reinstatement of the river bed. On the eastern approach to the river, to minimise disturbance to the local environment, the concept alignment could impact on the adjacent (private) land holding.

The viability of extending Blackburn Road to Appin Road has previously been reported. With the amended concept alignment involving a lower design speed (generally 60 kph) and suitable river crossing structure to accommodate a 1 in 20 year flood, a viable concept alignment is possible that significantly reduces environmental impact at a cost substantially lower to that previously reported for a high level bridge. An estimate of cost to provide this facility is \$1,370,000 (not including costs associated in obtaining the route for the road alignment).

It is important to note that any route alignment will be subject to detail and extensive environment studies.

Availability of Government Grants

On 19 February 2003 the Roads and Traffic Authority (RTA) verbally advised that the Authority was considering support funding for this access route for a future RTA program. Funding of one third of the project cost, up to \$0.5m was suggested to the grant funding level.

It is understood that funding support is to be considered in the 2004 – 2006 financial period. Confirmation of this Grant and specific details on timing are yet to be provided to Council.

Review Process

In regard to the time it will take to obtain the route and construct the access road, a number of steps are involved, including:

1. That detailed survey of the route be undertaken to provide the basis for preliminary design of the road alignment and area of environmental studies.

2. That design and environmental studies be scheduled with funding for studies to be considered in 2003 – 2004.
3. That Council staff liaise with property owners that may be affected by the route alignment.
4. That negotiations commence with State Government agencies regarding access to Government owned land between the Georges River and Appin Road on the basis of, pursuing this objective at minimal or no cost to Council.
5. That Council staff negotiate with the Roads and Traffic Authority to determine the required intersection treatment to link the Blackburn Extension to Appin Road.
6. Pending the findings of the necessary studies, outcome of property negotiations and requirements of the Roads and Traffic Authority, detail cost estimates be presented to Council for future funding consideration.

To enable Council to consider the provision of an alternative access for the Wedderburn Community, it is recommended that these steps be endorsed with a further report being targeted for March 2004 together with reports presented through 2003.

Officer’s Recommendation:

1. That Council proceed with steps as outlined in the body of the report in regard to the development of plans for the alternative access route to the Wedderburn Community via the extension of Blackburn Road to Appin Road.
2. That Council be kept informed of the progress of investigations associated with the review of the alternative access to the Wedderburn Community.
3. That Council be kept informed of the progress of investigations associated with the review of the alternative access to the Wedderburn Community.

Committee’s Recommendation (Cagney/Rule)

1. That Council proceed with steps as outlined in the body of the report in regard to the development of plans for the alternative access route to the Wedderburn Community via the extension of Blackburn Road to Appin Road.
2. That Council be kept informed of the progress of investigations associated with the review of the alternative access to the Wedderburn Community.

CARRIED

Council Meeting 1 April 2003 (Borg/Matheson)

That the Committee’s recommendation be adopted.

Addendum (Fowler/Sinclair)

3. That the potential extension of Blackburn Road, Wedderburn be listed for inspection.

WON and became part of the Motion.

A further Addendum (Matheson/Kremmer)

4. That Council continue to pursue the public use of the Lysaght Road Fire Trail.

WON and became part of the Motion.

Council Resolution Minute Number 54

That the Committee's recommendation incorporating both addendums be adopted.

2.11 Brooks Road, Ingleburn

F1185.8

Preamble

In a report to Council on 19 November 2002 a request was considered from the Roads and Traffic Authority for the support to the naming of the bridge where Brooks Road crosses the F5 Freeway at Ingleburn.

Report of Director City Works

Council did not support the request of the Road and Traffic Authority advising the Authority to investigate the possibility for establishing a separate memorial to prior fatalities away from the accident sites.

Since Council’s assessment of this matter Mr and Mrs Stacey, parents of Darren Stacey, have provided additional background information to the reasons for the request for the naming of the bridge, seeking Council’s further consideration.

As previously reported to Council, Mr Darren Stacey was in training for the Ironman Triathlon when he was killed by a semi trailer in the breakdown lane of the F5 Freeway at Ingleburn in March 2000.

The proposed naming of the bridge is suggested as part of a campaign by the Stacey family to make the main roads safer for the innocent users, particularly the cyclists and those needing to use the break down lane of the road system.

The circumstances that resulted in the death of Darren Stacey involved a driver of a long distance heavy vehicle that suffered a sleeping disorder (sleep apnoea). By increasing the awareness of the dangers of this sleep disorder the Stacey family hope that the tragic death of their son will encourage the drivers in the trucking industry and the Authorities in assessing drivers from the industry take further steps to find and remove drivers that are determined to have this sleep disorder.

By the proposed naming of the bridge, the Stacey family believe that it will act as a constant reminder to the driving and wider community the circumstance that resulted in their son’s death.

This further information is presented to Council to assist in further consideration to the request by the Stacy family and supported by the Roads and Traffic Authority for the naming of the subject bridge ie:

Brooks Road
Darren Stacey Bridge

Officer’s Recommendation:

That Council advise the Roads and Traffic Authority of its support to the proposed naming of the bridge as the Darren Stacey Bridge where Brooks Road crosses the F5 Freeway at Ingleburn.

Committee’s Recommendation (Rule/Banfield)

1. That Council advise the Roads and Traffic Authority of its support to the proposed naming of the bridge as the Darren Stacey Bridge where Brooks Road crosses the F5 Freeway at Ingleburn.
2. That Council request that the Roads and Traffic Authority take appropriate steps to inform the public as to the reason for the naming of the bridge the Darren Stacey Bridge.
3. That Council’s Road Safety Officer institutes an educational program around the issue of driver fatigue/sleep apnoea.

CARRIED

Council Meeting 1 April 2003 (Borg/Matheson)

That the Committee’s recommendation be adopted.

Addendum (Chaytor/Oates)

4. That Council make the necessary arrangements to repair the road surface on the ramps and for the removal of rubbish in the vicinity of the ramps.

WON and became part of the Motion.

Council Resolution Minute Number 54

That the Committee’s recommendation incorporating the addendum be adopted.

3. Operational Services

3.1 Rainwater Utilisation at Council Playing Fields

F8081

Preamble

The Council, at its meeting on 19 November 2002, called for a report that identified Council owned fields, parks or recreational reserves that has a Council building located within the boundary that can be connected to a rainwater tank and the water used to assist in the watering of the grounds/gardens.

Report of Manager Operations

The use of rainwater to supplement mains water holds a number of advantages for the Council operations. The water can be used to supplement that which is used to water the oval and within the toilet areas of the amenities itself and also at other Council premises. Water used within the amenities would need to be restricted to use within the toilets only as we would be unable to secure the integrity of the water and therefore could not be used for human consumption.

Council has a number of grounds that have an amenity building constructed on them with an average roof size of 300 square meters. For each 25mm of rain, this roof area would capture 7.5 kilolitres of water.

During a typical summer Council's fields are watered three times a week. This of course varies depending on the season and the usage of the field. The average rugby league size oval and surrounds is about 15000 square meters and each time they are watered, 50 kilolitres of water is used. With the average mean monthly rainfall during summer in Campbelltown being 103 mm our rainwater collection via the amenities buildings would only contribute 0.025 % of the season's requirements per oval. Over the roof area of the amenities it would take 160mm of rain to provide enough water to water the oval once.

Within the existing playing fields the infrastructure that is required to allow the roof water to be collected and filtered into the existing irrigation tanks would vary for each oval. In real terms, this water supplement will not provide any significant reduction in Council's mains water usage.

The rainwater, if utilised in the toilet facilities of the amenities, would also not provide sufficient water to run the facilities and would need to be supplemented from mains water. Of course in this scenario the rainwater would go a lot closer to meeting the water demand. The estimated cost of installing 5000 litre concrete water tanks and connecting them to the toilet only system is of the order of \$10,000. In order for this type of installation to be the most economical, it is best considered at the concept stages of the project. This approach will be adopted in the design of future amenities. The Raby 5 sporting fields are being finalised and the amenities to the fields are currently under construction. Arrangements have been made to have the plumbing modified to allow for an isolated pipe system to the toilet area and therefore allow easier connect of a tank system in the future.

The main difficulty that is faced at the playing fields is the limited roof area available to collect water. If the available roof area was significantly larger the collection of the water could have a greater impact on reducing the amount of mains water used.

A project that is being investigated through the Stormwater Management Committee is the installation of large water storage tanks at the Minto Depot. These tanks would collect water from the various buildings within the depot and then be utilised within the wash bay, by the mobile water tanker and street sweepers. The Depot project is at its early stage but will be reported to the Council once more detail is available. The available roof area within the Depot provides a considerable catchment area and therefore could provide a significant supplement to the water usage at the Depot. On the completion of investigations, funding for the project will be included in a future budget for consideration.

The investigation works carried out for the Depot project will provide the insight that can be applied to other Council buildings and therefore allow a greater ability for consideration of rainwater utilisation at these sites. Water sensitive design will have budget implications for the organisation and any projects will need to be considered within the budgetary process at the appropriate time.

Officer’s Recommendation:

1. That the information be noted.
2. That water sensitive design principles be considered in all future Council construction projects.

Committee’s Recommendation (Rule/Cagney)

That the Officer’s recommendation be adopted.

CARRIED

Council Meeting 1 April 2003 (Borg/Matheson)

That the Officer’s recommendation be adopted.

Council Resolution Minute number 54

That the Officer’s recommendation be adopted.

4. Contract and Supply Services

4.1 Road Preventative Maintenance Analysis - 2003-2004 Budget

F99124

Preamble

The purpose of the report is to provide background information to the 2003 - 2004 budget funding requests with respect to maintenance of Campbelltown’s Road Network.

Report of Manager Contract and Supply Services

One of the principal activities of Council’s Asset Management Program is to monitor the asset performance as well as assess effectiveness of the completed pavement maintenance treatments relative to Campbelltown’s Road Network.

Staff constantly monitor roughness, rutting, cracking and strength of road pavements in all streets and investigate skid resistance on problem streets. At this time, rutting is not a major concern for any of Council’s classes of roads while the level of roughness and cracking is of concern and can be improved.

Most maintenance treatments are intended to have one or both of the following effects:

- An immediate change in the value of a condition parameter; and
- Slowing the rate of change of the condition parameter over time.

Pavement Condition Index

With respect to the above, pavement condition is measured with **pavement condition index** or as it is commonly referred to as **PCI**. Campbelltown’s Road Network average PCI as at 1 January 2003 is **6.51**. The average pavement condition index as at 1 January 1995 was 5.87, however this deteriorated with the allocation of limited insufficient funds from 1997-99. (See below)

Year	Budget	PCI
1998	\$752,000	5.67
1999	\$3.5 million	5.45
2000	\$2.85 million	6.06
2001	\$2.35 million	6.72
2002	\$2.35 million	6.62
2003	\$2.25million	6.51

The condition improvement in the last 5 years is approximately **14%**, this improvement occurred due to a significant amount of funding allocation in the past years from Council, Landcom, State and Federal Governments.

Funding distribution in different classes of roads is equitable as the average PCI for different classes of roads. This average has been determined from a report prepared for Austroads in 2001 on evaluation of pavement maintenance treatments using the following measurable condition items:

- pavement roughness
- pavement rutting (transverse profile)
- Pavement macrotexture (wave lengths between 0.5mm and 50mm)
- Pavement surface cracking
- Skid resistance of the pavement surface; and
- Pavement strength.

Projected Funding for PMS Modelling

Council staff have completed the PMS modelling projections for the next 5 years and have determined the consequences of different levels of funding on pavement conditions. If funding is made available and maintained, the results (PCI) can be summarised as follows:

Funding Level/Year	2003	2004	2005	2006	2007
\$0.00	6.51	6.01	5.52	5.04	4.53
\$2.5 million	6.51	6.30	6.26	6.32	6.35
\$2.75 million	6.51	6.32	6.37	6.40	6.42
\$3.0 million	6.51	6.42	6.45	6.50	6.59
\$3.20 million	6.51	6.49	6.57	6.60	6.71

Based on these findings, Suburbs that will be critical within the next 2 to 3 years are Airds, Bradbury, Glenfield, Long Point.

Allocating sufficient funds in this asset category to maintain and where possible improve the PCI is the preferred position. To maintain Campbelltown’ PCI average of 6.75, Council should continue to increase funding where possible towards resealing and asphalt overlay projects to the forecasted amounts indicated in its PMS system.

Council’s Success in Acquiring Road Repair Grants

To aid in the funding process, staff have been involved in managing several grants to offset the funding impact on Council as per below:

1	\$207,000	RTA Block Grant Program
2	\$667,555	Commonwealth Government under the Roads to Recovery Program.
3	\$247,000	RTA, Council has again been successful in obtaining a repair grant for 2 sections of Regional Arterial Roads. Council is required to match this from its own resources \$247,000 to utilise this grant.
4	\$1.037M	Federal Government Road Grants to \$1.037million due to the increased roads and bridge lengths
	\$2,405,555	Total Funding from Grants 2003-04 with \$247,000 matching funding from Council

Funding Shortfall

As can be seen there is a shortfall of the funding to the amount of approximately \$800,000 for Council to maintain a PCI level of 6.75. Pending other priorities to be considered by Council in the 2003 – 2004 Budget process this shortfall will vary.

Long Term Affect

In 2002 and 2003, Council’s PCI dropped below 6.75 to 6.51. Staff continually benchmarks Council’s result against the average of twenty-five other Councils. The average of these Council’s PCI is 7.268.

In trying to maintain Council’s PCI, staff will consider alternative pavement techniques that will provide 5 to 7 year relief as against its preferred 10 to 15 year repair program. Although short term, these activities will minimise the downward trend of Council’s PCI, however, a concerted program of additional funding over the next few years will be needed for see an upward direction in the PCI.

In addition, the current Roads to Recovery program will cease in 2005. Council’s grant is \$667,000 for 2003 – 2004 and \$528,000 for 2004 – 2005. The ceasing of this program will add a further burden to Council’s budget process unless the Federal Government introduces further grant programs. Future programs will be linked to the Auslink Program to be developed by the Federal Government.

Officer’s Recommendation:

That the information be noted.

Committee’s Recommendation (Lewis/Rule)

That the Officer’s recommendation be adopted.

CARRIED

Council Meeting 1 April 2003 (Borg/Matheson)

That the Officer’s recommendation be adopted.

Council Resolution Minute number 54

That the Officer’s recommendation be adopted.

4.2 Illuminated Street Lighting Report

F91579

Attachment

1. [Picture of Mains Powered unit at Blaxland Rd](#)
2. [New Identilite Mains Powered and Solar Powered Units](#)
3. [Illuminated Street Sign Example](#)

Preamble

Council at its meeting of 7 November 2000, awarded a contract to Claude Neon (formerly Claude Outdoor) for the provision of Illuminated Street Signs for a period of 10 years. A condition of the contract was that Council would approve through its Development Application process suitable locations for the erection of a mains powered illuminated street sign and Council would be provided \$500 per annum plus CPI adjustment over the term of the contract.

Report of Manager Contract and Supply Services

The first Development Application (DA) request was received for a location at the corner of Badgally and Blaxland Roads, Campbelltown. The installation was completed in July 2001 and was in accordance with the approved contracted item.

In June 2002, Claude Neon lodged another eight DA's for Council's consideration and approval was granted at Council's meeting of the 23 July 2002 for the further units. It was subsequently brought to Council's attention that the solar power unit did not contain an illuminated street sign.

Claude Neon installed the solar powered units in August 2002. Council's staff brought to Claude Neon's attention that the street signs were not in accordance with the contracted item and several units were installed at incorrect locations to the approved plans. There have been ongoing negotiations with Claude Neon for rectification of the signs.

Discussions with Claude Neon

At a meeting in December 2002, Council's staff confirmed to Claude Neon that should they not replace the existing Solar Illuminated Street Signs with the original approved contract item they would be in breach of contract and Council would proceed with termination of contract. At a further meeting in January 2003, Claude Neon asked if Council would consider the Solar Powered Illuminated Street Sign in a redesigned format.

New Solar Design

Through recent LED technology, Claude Neon has now developed an illuminated street sign that only draws one amp of power. This illuminated street sign can be retro fitted to the existing solar units should Council agree with the design.

The new solar powered street sign design contains the street name in black lettering on yellow background and smaller white print on black for the suburb underneath. The unit is same the dimensions as the mains powered unit at 1000mm x 350mm as per the attachment.

Should Council approves the new solar street signs, Claude Neon have agreed to liase with Council to move the existing units to their correct positions. Should Council not approve the LED street sign attachment, Claude Neon will remove all existing solar powered units and replace with the new Identilite mains powered unit at the correct locations, as the older version is no longer available.

Contract Approved Items

Claude Neon has been advised that it is necessary that whenever there is a change in design or model of a previously contracted item that the substitute is submitted to Council for approval prior to any DA process to ensure the DA process considers Council approved designs.

There is merit in having a solar powered unit and a mains powered unit under contract. The flexibility of this arrangement allows for the best option to be selected dependent on the location and this should be decided during the DA process. The solar powered unit can only have a maximum of two illuminated street signs where as the mains operated unit can have four street signs.

Officer’s Recommendation:

1. That Council approve the new Solar Powered Street Sign attachment, and all existing solar powered units installed in Campbelltown’s LGA be fitted with the new street sign. In addition, Claude Neon be required to rectify the units that are incorrectly positioned as required under the original Development Application.
2. That should Council agree with the above recommendation approval be granted to the new Solar Powered Street Sign and the new Identilite Main Powered Street Sign for contract and the decision as to which unit is suitable be decided through the Development Application process.
3. That should Council not agree with the above recommendation that Claude Neon be instructed to replace the existing solar units with the new mains powered Identilite Street Sign and the new Solar Powered unit not be included as a contract item.

Committee’s Recommendation (Chaytor/Rule)

1. That Council approve the new Solar Powered Street Sign attachment, and all existing solar powered units installed in Campbelltown’s LGA be fitted with the new street sign. In addition, Claude Neon be required to rectify the units that are incorrectly positioned as required under the original Development Application.
2. That should Council agree with the above recommendation approval be granted to the new Solar Powered Street Sign and the new Identilite Main Powered Street Sign for contract and the decision as to which unit is suitable be decided through the Development Application process.
3. That reflective material be used.
4. That these signs only be installed on the corner of named roads.

CARRIED

Council Meeting 1 April 2003 (Borg/Matheson)

That the Committee's recommendation be adopted.

Council Resolution Minute number 54

That the Committee's recommendation be adopted.

NOTE: Councillors Cagney, Hawkins and Fowler asked that their names be recorded in opposition to the resolution in regard to Item 4.2 – Illuminated Street Lighting Report.

4.3 Contract 94/12 Advertising Bus Seats – Adshel Pty Ltd Reassignment Request to Clan Design Pty Ltd

F64600.2

Preamble

At its meeting 19 November 2002, Council deferred a request by Adshel Pty Ltd for a reassignment of its contract to Clan Design Pty Ltd as Adshel had decided to remove themselves from this type of advertising market. Council asked that further negotiations take place with Adshel Pty Ltd prior to reassignment of the contract.

Report of Manager Contract and Supply Services

Council staff contacted Adshel in December 2002 and January 2003 requesting additional information on the request for reassignment. Adshel Pty Ltd advised in February 2003 that they withdraw their request for reassignment and will maintain the contract until it expires on 30 November 2006.

Officer’s Recommendation:

That the information be noted.

Committee’s Recommendation (Lewis/Cagney)

That the Officer’s recommendation be adopted.

CARRIED

Council Meeting 1 April 2003 (Borg/Matheson)

That the Officer’s recommendation be adopted.

Council Resolution Minute number 54

That the Officer’s recommendation be adopted.

4.4 Tender T03/02 Provision of Flood Study of Bow Bowing/Bunbury Curran Creek Catchment

F108925

Attachment [Tender Comparison Tables](#)

Preamble

Council will be preparing a Floodplain Risk Management Plan, in accordance with NSW State Government Policy. The first stage to preparing this Plan is undertaking a flood study to determine the current extent of flooding in the Local Government Area, including flooding associated with the Probable Maximum Flood (PMF). Funding for this purpose is available on the basis of one third from Federal funds, one third from the State Department of Land and Water Conservation and one third contribution from Council. These funds have been identified in the 2002 – 2003 Budget.

Report of Manager Contract and Supply Services

Invitations to Tender for the Provision of a Flood Study of Bow/Bowing/Bunbury Curran Creek Catchment for Council was advertised 21 January 2003 in the Sydney Morning Herald, The Advertiser and notifications have been sent to Campbelltown and Ingleburn Chambers of Commerce and Industry. Tenders closed at 2.30pm on Tuesday 11 February 2003.

Thirteen on time tenders were received from the following companies in apparent price order:

Water Studies Pty Ltd	\$63,239.00
Cardno Willing (NSW) Pty Ltd	\$76,461.00
Webb Mckeown & Associates Pty Ltd	\$79,100.00
GHD Pty Ltd	\$87,738.00
Patterson Britton & Partners Pty Ltd	\$89,300.00
Maunsell Australia Pty Ltd	\$89,540.00
Connell Wagner Pty Ltd	\$91,273.50
SMEC Australia Pty Ltd	\$96,190.00
WBM Oceanics Australia	\$98,973.00
Lawson & Treloar Pty Ltd	\$130,304.00
Young Consulting Engineers Pty Ltd	\$166,000.00
Ove Arup Pty Ltd	\$194,650.00
Sinclair Knight Merz Pty Ltd	\$195,569.00

Tenders were assessed by a Panel consisting of Senior Council staff from the Technical Services and Contracts and Supply Sections as well as a representative from the Department of Land and Water Conservation.

The Tender submissions were evaluated on the basis of the criteria set out in the tender document. Water Studies Pty Ltd met all the requirements and has extensive experience in the preparation of similar Flood Studies for both Local and NSW State Government. Their references have been contacted and confirm a history of satisfactory performance. The Panel members are confident that the individuals nominated by Water Studies have the expertise and experience to fulfil Council requirements for this study.

No other tenders offered advantages to Council that would outweigh their added costs. Therefore it is the recommendation of the Panel that Council accept the offer of Water Studies Pty Ltd for

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..... General Manager Chairperson

their Scenario 3 using TUFLOW software, which is a recent flood modelling product, that provides easily understood flood maps, showing direction of flow, depth of flow and flow velocities.

Officer’s Recommendation:

1. That Council approve awarding the contract to Water Studies Pty Ltd for the Provision of a Flood Study of Bow Bowing/Bunbury Creek Catchment for Campbelltown City Council for a lump sum fee of \$63,239.00 plus GST.
2. That the contract documents be executed under the Common Seal of Council.
3. That all other tenderers be notified that their tenders were unsuccessful.

Committee’s Recommendation (Lewis/Fowler)

That the Officer’s recommendation be adopted.

CARRIED

Council Meeting 1 April 2003 (Borg/Matheson)

That the Officer’s recommendation be adopted.

Council Resolution Minute number 54

That the Officer’s recommendation be adopted.

4.5 Contract for the Supply of Advertising Bus Shelters

F107067

Attachment [Example of Bus Shelter](#)

Preamble

There have been protracted negotiations with Adshel in regard to the supply of advertising bus shelters. Council at its meeting on 25 February 2003 resolved to agree to Adshel's terms and conditions as set out in their original tender.

Report of Manager Contract and Supply Services

Council staff advised Adshel on 27 February that they had been accepted for this contract. In a letter dated 3 March 2003, Adshel advised Council that they have changed their position in regard to providing advertising bus shelters and were no longer seeking new partnerships in this market. This position had been taken following a recent Board meeting which examined the prolonged depressed advertising market which they anticipate will not improve in the near future.

The decision by Adshel, we believe, is in direct response to SEPP 64, which curtails advertising signage on roadways. With this response from Adshel, Council now has the opportunity to take control of its bus shelter program and it is proposed that the eight shelters already on order be installed as soon as practicable in the locations previously determined. Three of these shelters will be installed by the time this report reaches Council – two in Queen Street at The Mall and one in Hurley Street at The Mall.

These shelters have a glass advertising panel and a report will be submitted in the near future on Council's policy to market the advertising rights at these locations in accordance with a resolution recently passed by Council *"A report be provided examining ways by which Council's Communications and Marketing Section can assist in the sales and marketing of advertising on bus shelters/seats."*

It is also proposed that a less aesthetic lower cost robust bus shelter be purchased as per the attached, for locations that may be subject to increased degrees of vandalism or damage. These bus shelters are in Federation Green and can be purchased for \$3,500 per unit, which is approximately one third of the cost of the more aesthetic model. Council staff are also investigating the possibility of building an equivalent robust design shelter at the depot.

Under these new arrangements, Council will be responsible for the maintenance of all shelters together with the control of advertising.

Officer's Recommendation:

1. That the information be noted.
2. That Council approve the alternative robust design for sites of non-advertising and high damage potential.

Committee's Recommendation (Rule/Fowler)

That the Officer's recommendation be adopted.

CARRIED

Council Meeting 1 April 2003 (Borg/Matheson)

That the Officer's recommendation be adopted.

Council Resolution Minute number 54

That the Officer's recommendation be adopted.

4.6 Road Reserve – Minto/Ingleburn Industrial Estates (Item of General Business)

F107471

Committee’s Recommendation (Chaytor/Rule)

That a report be presented to Council on the feasibility of creating a road reserve between Minto and Ingleburn Industrial Estates along the railway line.

CARRIED

Council Meeting 1 April 2003 (Borg/Matheson)

That the Committee’s recommendation be adopted.

Council Resolution Minute number 54

That the Committee’s recommendation be adopted.

4.7 Traffic Pedestrian Lights – Minto Public School (Item of General Business)

F10438

Committee’s Recommendation (Chaytor/Rule)

That a report be presented to Council on the provision of traffic pedestrian lights between Minto Public School and Red Rooster, Minto.

CARRIED

Council Meeting 1 April 2003 (Borg/Matheson)

That the Committee’s recommendation be adopted.

Council Resolution Minute number 54

That the Committee’s recommendation be adopted.

5. Emergency Services

5.1 Zone Service Level Agreement – NSW Rural Fire Service and Campbelltown City Council

F55181.3

Attachment Draft Zone Service Level Agreement to be tabled.

Preamble

Subsequent to the transfer of Rural Fire Service (RFS) staff to NSW State Government employment on 1 July 2001, a District Service Level Agreement was developed and agreed to between Council and the RFS.

The RFS has since commenced a program to develop Zones across the State by the consolidation of numerous Districts, with staff resources being better utilised in the management of core streams of business management, operations, community safety, and learning and development.

Report of Director City Works

Council, after a consultative process with RFS volunteers and staff, has agreed to support the Zoning process to incorporate the Districts of Campbelltown, Camden and Liverpool into a Zone. Both Camden and Liverpool Councils have agreed to support the Zoning process.

To complete this process, and facilitate operations and management as a Zone, it is now necessary for the three Councils to agree on a Zone Service Level Agreement. Some changes are incorporated into the Draft Zone Service Level Agreement.

The changes contained within the Draft Zone Service Level Agreement are predominantly editorial, identifying the three Councils or Districts where a single Council or District was previously identified, to reflect the consolidation of the three Council areas (Districts) into a Zone.

The exceptions to this are as follows:

Zone Service Level Agreement

Agreement to Zoning (Page 3 – “Recitals” part C) – confirms the agreement of the three Councils and the Commissioner to operate and manage the Districts as a Zone, giving effect to the Zone Service Level Agreement.

Zone Liaison Committee (Page 5 – “Liaison Committee” part 4.1) – Identifies participants of an expanded Liaison Committee to facilitate the functions of that Committee within the Zone.

Cost Sharing Arrangements (Page 7 – “Administrative, accounting and maintenance services” part 8.2) – Is an agreement by the constituent Councils to meet any costs-sharing arrangements that might be detailed in Schedule 5 in relation to said services. No cost-sharing arrangements are in place at present, with each constituent Council submitting individual bids and estimates.

Schedule 1

Disbandment of Brigades Function - One change in this Schedule (inclusion of section 17 of the Rural Fires Act 1997) leaves the function of disbandment of Brigades with Council, and is consistent with the current District agreements in Camden and Liverpool. This links to Part 2 of Schedule 3.

Schedule 2

One editorial change in this Schedule negates any joint or shared contributions of constituent Councils in relation to use of premises, so that current funding arrangements are maintained.

Schedule 3

Disbandment of Brigades Process (Part 2 page 2) – amendment in relation to section 17 of the Rural Fires Act 1997, “Disbandment of Rural Fire Brigades”, leaves the disbandment process with Council, and is consistent with Camden and Liverpool Council arrangements. This links to the inclusion of this item in Schedule 1.

Services provided to Councils (Part 4 pages 3 and 4) – expand upon current services provided to Councils.

Schedule 5

Reorganisation of Services Provided - Changes effect reorganisation or expansion of existing services provided under the current District agreement.

Upcoming Review and Changes

It should be noted that further changes will be made to Service Level Agreements as a result of business planning processes, including outcomes of the RFS Service Delivery Model, and recent legislative changes, such as bush fire hazard reduction processes and issue of section 66 notices.

It is intended that these changes be incorporated into a completed Zone Service Level Agreement.

Officer’s Recommendation:

That Council support the review process and the development of a Zone Service Level Agreement including the details highlighted in the body of this report.

Committee’s Recommendation (Rule/Lewis)

That the Officer’s recommendation be adopted.

CARRIED

Council Meeting 1 April 2003 (Borg/Matheson)

That the Officer’s recommendation be adopted.

Council Resolution Minute number 54

That the Officer's recommendation be adopted.

5.2 Rural Fire Service – Minto Heights 25 Year Anniversary

F55181.3

Attachment [Invitation](#)

Preamble

On 14 June 2003 the Minto Heights Volunteer Rural Fire Brigade will be celebrating their 25 Year Anniversary.

Report of Director City Works

The Brigade was officially formed in June 1978 and was known as the East Minto Brigade. The name was changed to Minto Heights Bush Fire Brigade, which later became known as Minto Heights Volunteer Rural Fire Brigade with the introduction of the Rural Fires Act 1997.

Three of the Minto Heights members will also be awarded their 25-year Long Service Awards and National Medal clasps at these celebrations. These volunteers are foundation members of the Brigade when it was formed.

Minto Heights is one of the most active Brigades within the Campbelltown District, attending on average 150 calls per year, often providing out of area assistance when required. They currently have 31 active volunteer fire fighters.

Invitations will be extended to the Commissioner of the NSW Rural Fire Service, Mr Phil Koperberg, NSW Rural Fire Service, Region East Manager, Council Senior Management Staff and Councillors.

The Brigade has also requested Council’s assistance in helping to offset the cost of the celebration and in accordance with Council’s recently adopted Donations Policy, the Brigade’s request meets the criteria and it is proposed that a donation of \$500 be made in accordance with the Policy.

Officer’s Recommendation:

1. That this information be noted.
2. That Council assist with the printing of invitations and commemorative booklets for this occasion.

Committee’s Recommendation (Lewis/Rule)

That the Officer’s recommendation be adopted.

CARRIED

Council Meeting 1 April 2003 (Borg/Matheson)

That the Officer’s recommendation be adopted.

Council Resolution Minute number 54

That the Officer's recommendation be adopted.

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