Local Traffic Committee
Business Paper

Committee Meeting
5 November 2019

Meeting Rooms 1 & 2

LOCAL TRAFFIC COMMITTEE
05 November 2019

Dear Sir/Madam

You are advised that the next Local Traffic Committee is scheduled for 5 November 2019, commencing at 9.30am at Meeting Rooms 1 & 2.

Local Traffic Committee members are issued with a full set of business papers of proposed items with supportive information where required. Site inspections are recommended to help minimize the Committee's business and improve member's understanding of the issues reported in this Agenda.

Should you require and further information prior to the meeting please contact Council's Traffic Engineer Mr Sophak Eng (4645 5026).

Your sincerely

Patrick Mulqueeney
Acting Director Community Assets

Local Traffic Committee

Background

The Roads and Maritime Services (RMS) is legislated as the Authority responsible for the control of traffic on all NSW Roads. In order to deal with the large number and range of traffic related matters, RMS has delegated certain aspects of the control of traffic on local roads to Council (under the Transport Administration Act 1988). To exercise this delegation, Councils must establish a Local Traffic Committee (LTC) and obtain the advice of the RMS and NSW Police.

Role of the Committee

The LTC is primarily a technical review and advisory committee which considers the technical merits of proposals and ensures that current technical guidelines are considered. It provides recommendations to Council on traffic and parking control matters and the provision of traffic control facilities and prescribed traffic control devices for which Council has delegated authority. The Committee also advises on traffic matters arising from development applications (regulatory signage and line marking only), special events and road safety issues.

Committee Delegations

The LTC has no decision-making powers. Council must refer all traffic related matters to the Local Traffic Committee prior to exercising its delegated functions. Matters related to State Roads or functions that have not been delegated to Council must be referred directly to the RMS or relevant organisation.

The Committee provides recommendations to Council. Council is not bound by the advice of its LTC. Council can choose not to proceed with a recommendation of the Local Traffic Committee by not endorsing it at a Council Meeting where the minutes are presented.

Should Council wish to act contrary to the advice of the Committee or if that advice is not supported unanimously by the Committee members, Council must write to both the RMS and NSW Police, who may then choose to appeal to the Regional Traffic Committee within 14 days.

Committee Membership

The LTC is made up of four formal voting members. The members are as follows:

- one representative of Council as nominated by Council;
- one representative of the NSW Police from each Local Area Command (LAC) within the LGA;
- one representative from the RMS; and
- the local State Member(s) of Parliament (MP) or their nominee.

Where the Council area is represented by more than one MP or covered by more than one Police LAC, representatives are only permitted to vote on matters within their electorate or LAC.

The role of the four voting members is to:

- review the information provided to the committee.
- advise whether or not the technical justification of facilities meet the relevant guidelines and standards (facilities include lines, signs and devices).
- ensure that the recommendations conform to the matters being referred to and should be recommended for Council to endorse.

In relation to this:

I. The council representatives and Local Members of Parliament (or representative) typically consider the interests of Council and its constituents. Both representatives on the Committee provide valued local knowledge.
II. The Road and Maritime Services (RMS) representative provides advice on compliance of the matters with regards to various standards and guidelines.
III. The NSW Police representative provides input on implications for the road network, particularly where a proposal may affect road safety.

The Committee may also have additional informal (non-voting) advisors. These may include:

- Council Officers
- Chamber of Commerce representatives
- Bus Operator representatives
- Other representatives as determined from time to time.

The informal advisors are not required to attend every LTC meeting. Their attendance is only necessary when items appear on the Agenda which affect their area of expertise or responsibility. The informal advisors are not entitled to a vote.

Please note there is no public gallery for these meetings.

LTC Business Paper

Council is responsible for preparing an LTC agenda and circulates to all formal members and informal advisors of the committee approximately one week prior to the meeting. This will allow members to fully consider the issues and determine their response on each item.

Council encourages each member of the LTC to undertake a site visit prior to considering any proposal. Site visits may be undertaken individually or organised with Council's Traffic Engineer(s).

COMMON ABBREVIATIONS

BCA	Building Code of Australia
CC	Construction Certificate
CLEP	Camden Local Environmental Plan
CP	Contributions Plan
CRSO	Community Road Safety Officer
DA	Development Application
DCP	Development Control Plan
DDCP	Draft Development Control Plan
DPI	Department of Planning & Infrastructure
DoT	NSW Department of Transport
EEP	Enhanced Enforcement Programs
EIA	Environmental Impact Assessment
EIS	Environmental Impact Statement
EP&A Act	Environmental Planning & Assessment Act
GLS	Graduated Licensing Scheme
LEP	Local Environmental Plan
LAP	Local Approvals Policy
LBR	Log Book Run
LGA	Local Government Area
LTC	Local Traffic Committee
MACROC	Macarthur Regional Organisation of Councils
MYDAP	Macarthur Young Drivers Assistance Program
PAMP	Pedestrian Access and Mobility Plan
REP	Regional Environmental Plan
RMS	Roads & Maritime Services (incorporating former Roads & Traffic Authority)
RTA	Roads and Traffic Authority of NSW (now part of RMS)
RTC	Regional Traffic Committee
SEPP	State Environmental Planning Policy
SETMP	Special Event Transport Management Plan
SRA	State Rail Authority “Rail Corp”
SREP	Sydney Regional Environmental Plan
SSP	School Safety Program
TCP	Traffic Control Plan
TIA	Traffic Impact Assessment
TMP	Traffic Management Plan
TfNSW	Transport for New South Wales, also commonly referred to as the NSW Department of Transport
WSROC	Western Sydney Regional Organisation of Councils

LOCAL TRAFFIC COMMITTEE

ORDER OF BUSINESS - LOCAL TRAFFIC COMMITTEE

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Local Traffic Committee Tuesday 5 November 2019

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BUSINESS WITHOUT NOTICE

DATE OF NEXT LOCAL TRAFFIC COMMITTEE MEETING - TUESDAY 3 DECEMBER 2019

INFORMAL ITEMS

LOCAL TRAFFIC COMMITTEE

LTC01

SUBJECT: **BUSINESS ARISING FROM THE COMMITTEE'S LAST REPORT**
FROM: Director Community Assets
TRIM #: 19/311269

The Local Traffic Committee report dated 3 September 2019 was presented to the Council meeting on 8 October 2019. Council adopted the Local Traffic Committee's recommendations without amendment.

RECOMMENDED

That the adoption by Council of the Committee's recommendations dated 3 September 2019 be noted.

LOCAL TRAFFIC COMMITTEE

LTC02

SUBJECT: **STATUS OF LOCAL TRAFFIC COMMITTEE RECOMMENDATIONS AND ACTIONS**
FROM: Director Community Assets
TRIM #: 19/311315

Work instructions have been issued for recommendations of the Local Traffic Committee from the meeting on 3 September 2019.

RECOMMENDED

That the status report on outstanding Local Traffic Committee recommendations and actions be noted.

LOCAL TRAFFIC COMMITTEE

LTC03

SUBJECT: WILLIAM MANNIX AVE, CURRANS HILL - EDGELINE MARKING
FROM: Director Community Assets
TRIM #: 19/310995

PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for the installation of edge line marking in William Mannix Avenue between Currans Hill Drive and Brookview Street.

BACKGROUND

Concerns have been raised regarding motorists driving in a manner that compromises road user safety on William Mannix Avenue. Measures are proposed to help address these concerns.

MAIN REPORT

William Mannix Avenue is a local collector road with residential frontages and varied road width. It measures 10.5 metres for 210 metres northwards from the intersection with Currans Hill Drive and then reduces to 8 metres for the remainder of the road.

William Mannix Avenue currently has centre line marking between Currans Hill Drive and Cooper Place. Edge lines are proposed along the wider section of road, ensuring travel lane widths of 3.2 metres. The edge lines seek to address speeding concerns raised by residents and encourage motorists to reduce their speed. This measure has been proven to be effective in other locations as it gives motorists a perception of a reduced travel lane, encouraging them to reduce their speeds.

Consultation was undertaken by with adjacent owners and occupants regarding the proposed line marking. One response was received. The respondent supported the proposal.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

It is proposed that the cost of the installation be funded from the RMS Block Grant (Traffic Facilities component) for the 2019/20 financial year at an approximate cost of $1500.

CONCLUSION

Concerns have been raised about vehicles driving in a manner which compromised the safety of road users, it is recommended that edge line marking is implemented to address the concerns.

RECOMMENDED

The Local Traffic Committee recommends that Council approves in William Mannix Avenue, Currans Hill, edgeline (E1) markings for 210 metres northwards of the intersection with Currans Hill Drive.

ATTACHMENTS

1. Attachment 1

Attachment 1

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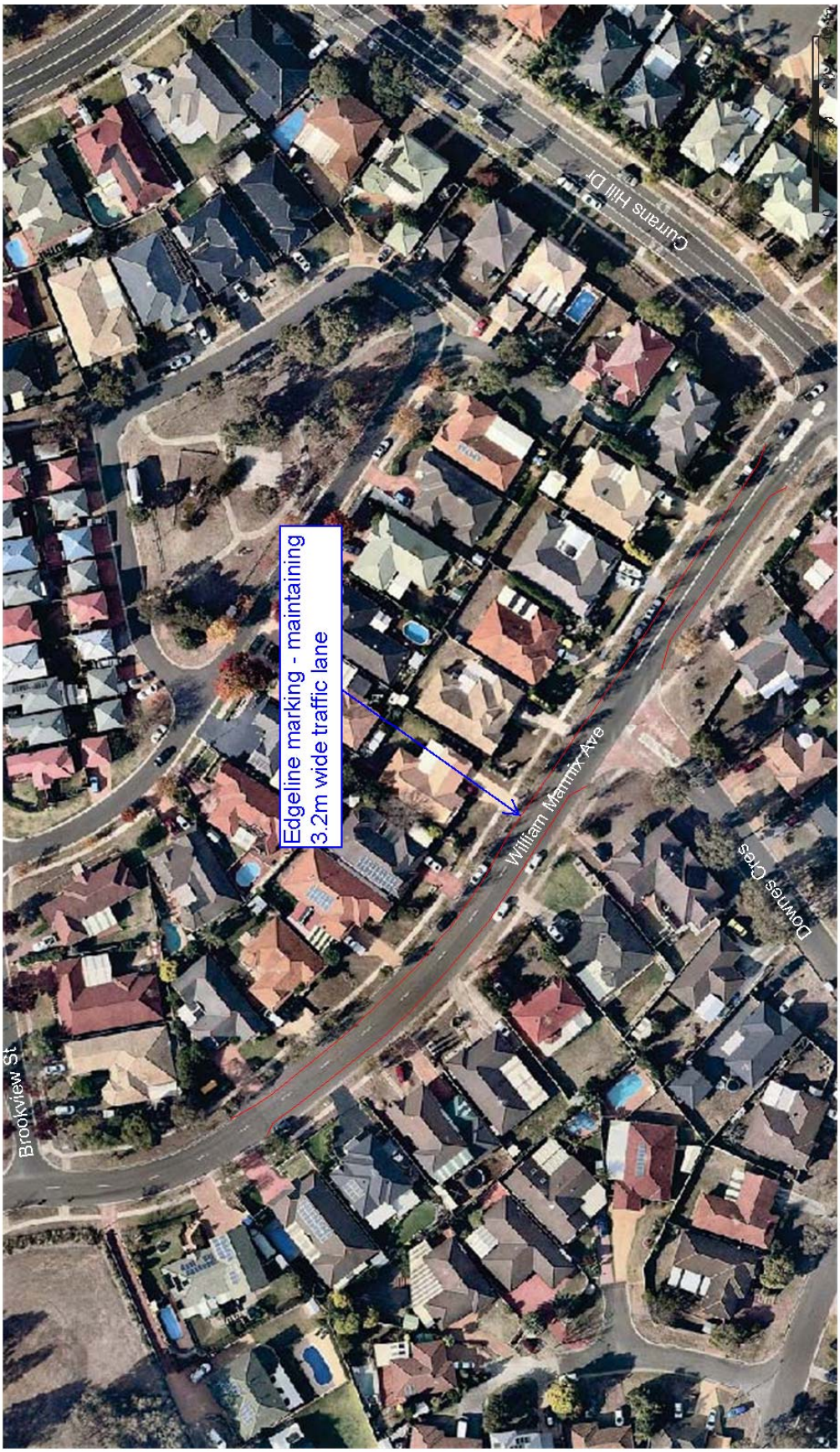

Subject Site

William Mannix Ave, Currans Hill

Map Scale: 1:1200
Projection: GDA 94 / MGA zone 56
Date: 7/05/2019 2:20 PM

Camden Council
70 Central Ave
CRAN PARK NSW 2570
Telephone: 02 4654 7777
Fax: 02 4654 7829
Email: mail@camden.nsw.gov.au

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Attachment 1

LTC03

LOCAL TRAFFIC COMMITTEE

LTC04

SUBJECT: SOUTH CIRCUIT, ORAN PARK - CENTRELINE AND EDGELINE MARKING
FROM: Director Community Assets
TRIM #: 19/311390

PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for the installation of centreline and edgeline marking in South Circuit between Oran Park Drive and Dick Johnson Drive.

BACKGROUND

Concerns have been raised regarding motorists driving in a manner that compromises road user safety on South Circuit. Additional linemarking is proposed to help address these concerns.

MAIN REPORT

South Circuit is a local collector road with residential frontages. It is 11 metres wide along most of its length with kerb extensions at intersections. East of Oran Park Drive, South Circuit currently has double barrier centrelines and edgelines. However, west of Oran Park Drive there is linemarking only on approach to intersections. An overview plan is shown in **Attachment 1**.

Double barrier centrelines and edgelines are proposed along the western side of South Circuit between Oran Park Drive and Dick Johnson Drive (**Attachment 2**), consistent with the treatment on the eastern side. This would maintain 3.3-metre-wide travel lanes and 2.2-metre-wide parking lanes.

The linemarking seeks to address speeding concerns raised by residents and encourage motorists to reduce their speed. This measure has been proven effective in numerous other locations as it gives motorists a perception of a reduced travel lane, encouraging them to reduce speeds.

Consultation was undertaken with adjacent owners and occupants regarding the proposed line marking. Three responses were received, none of whom objected to the proposal. However, one respondent suggested speed humps and police enforcement of excessive speeding.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

It is proposed that the cost of the installation be funded from the RMS Block Grant (Traffic Facilities component) for the 2019/20 financial year at an approximate cost of $2,500.

CONCLUSION

Concerns have been raised about vehicles speeding and it is recommended that

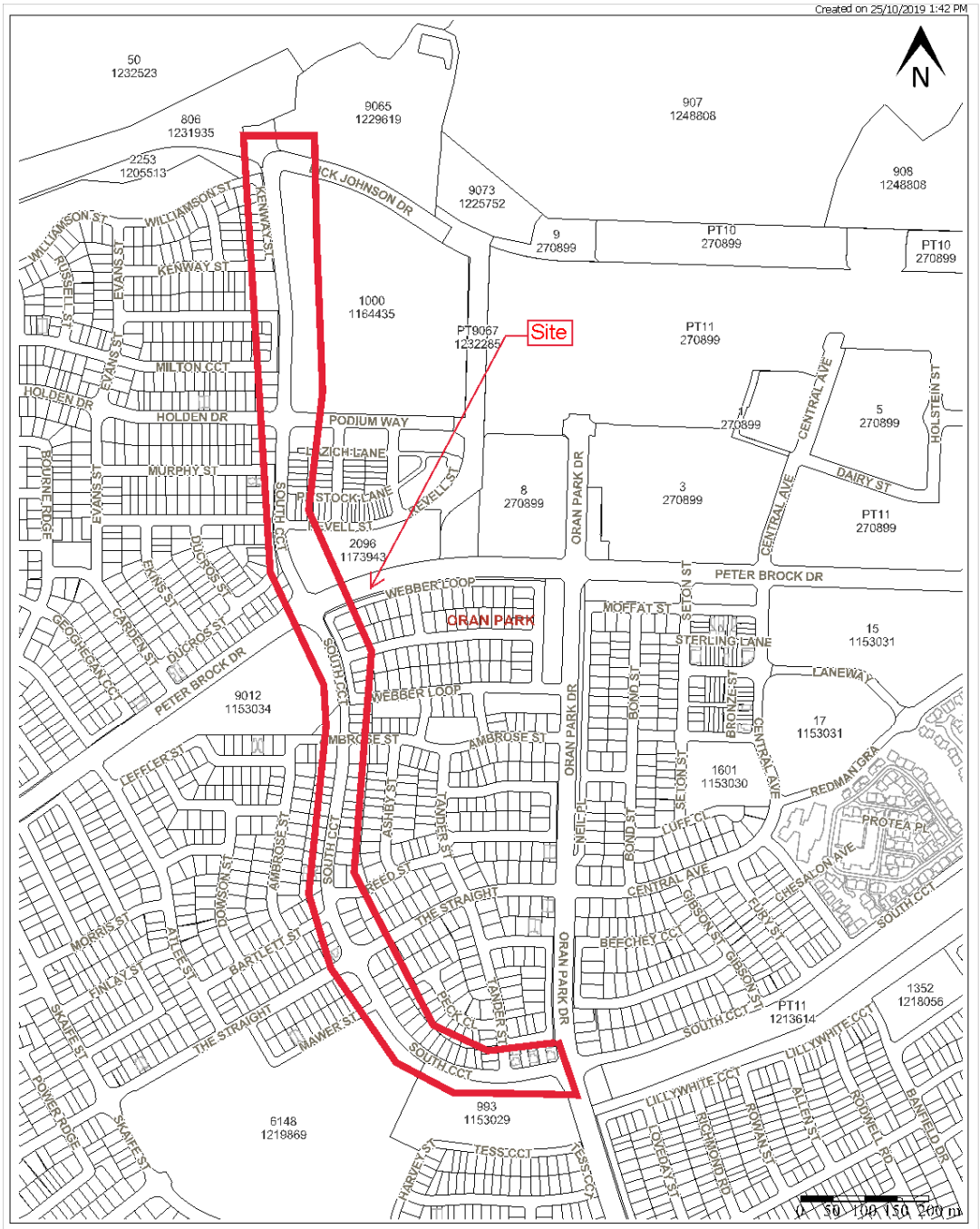
centreline and edgeline markings be supported to address the concerns.

RECOMMENDED

The Local Traffic Committee recommends that Council approves in South Circuit, Oran Park, double barrier (BB) centrelines and edgelines (E1) from Oran Park Drive westwards to Dick Johnson Drive.

ATTACHMENTS

1. Attachment 2 - South Circuit - Centerline and edgeline
2. Attachment 1 - South Circuit - Centerline edgeline



Subject Site

Camden Council
70 Central Ave
ORAN PARK NSW 2570
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Map Scale: 1:7800
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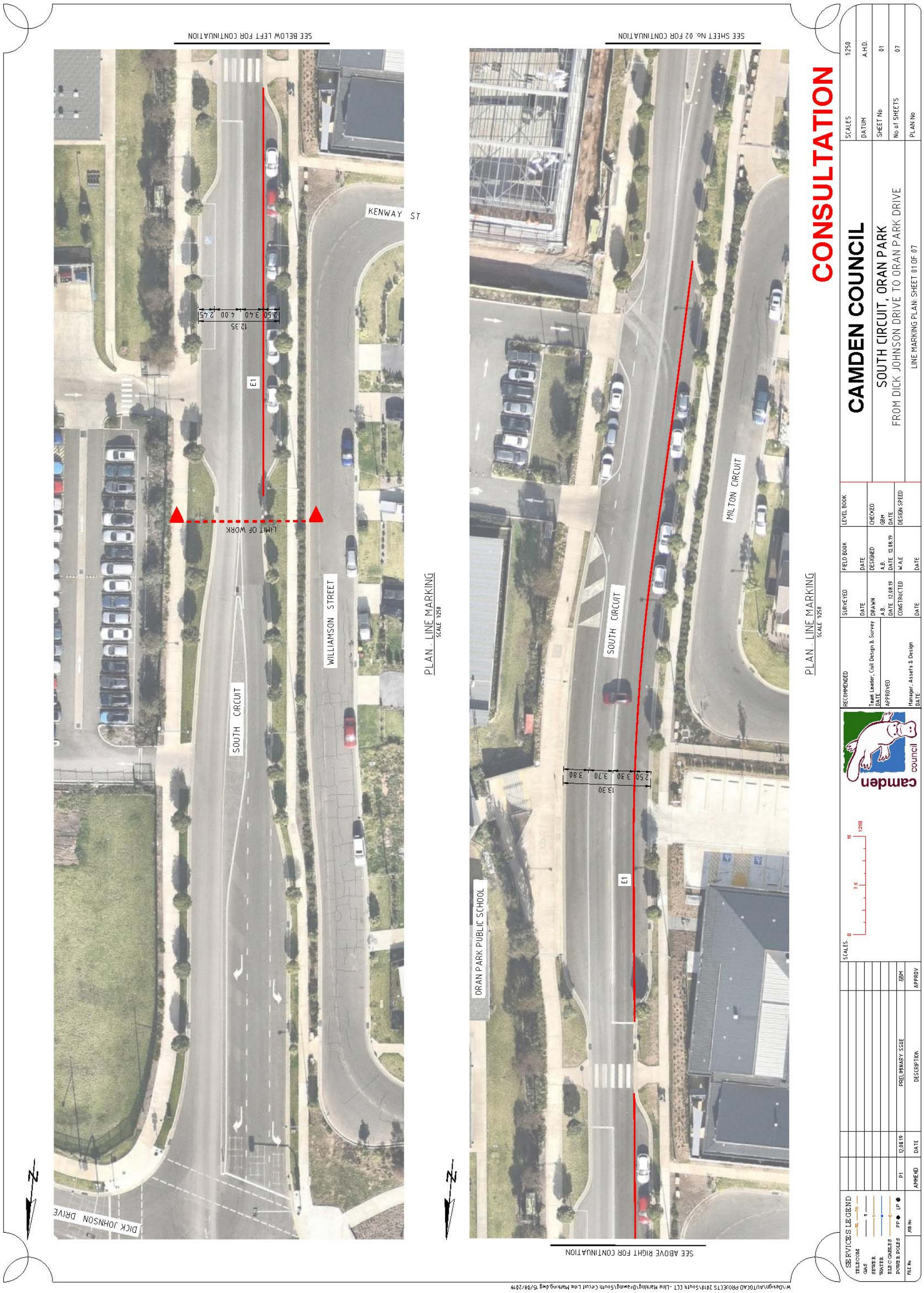
LTC04

Attachment 1



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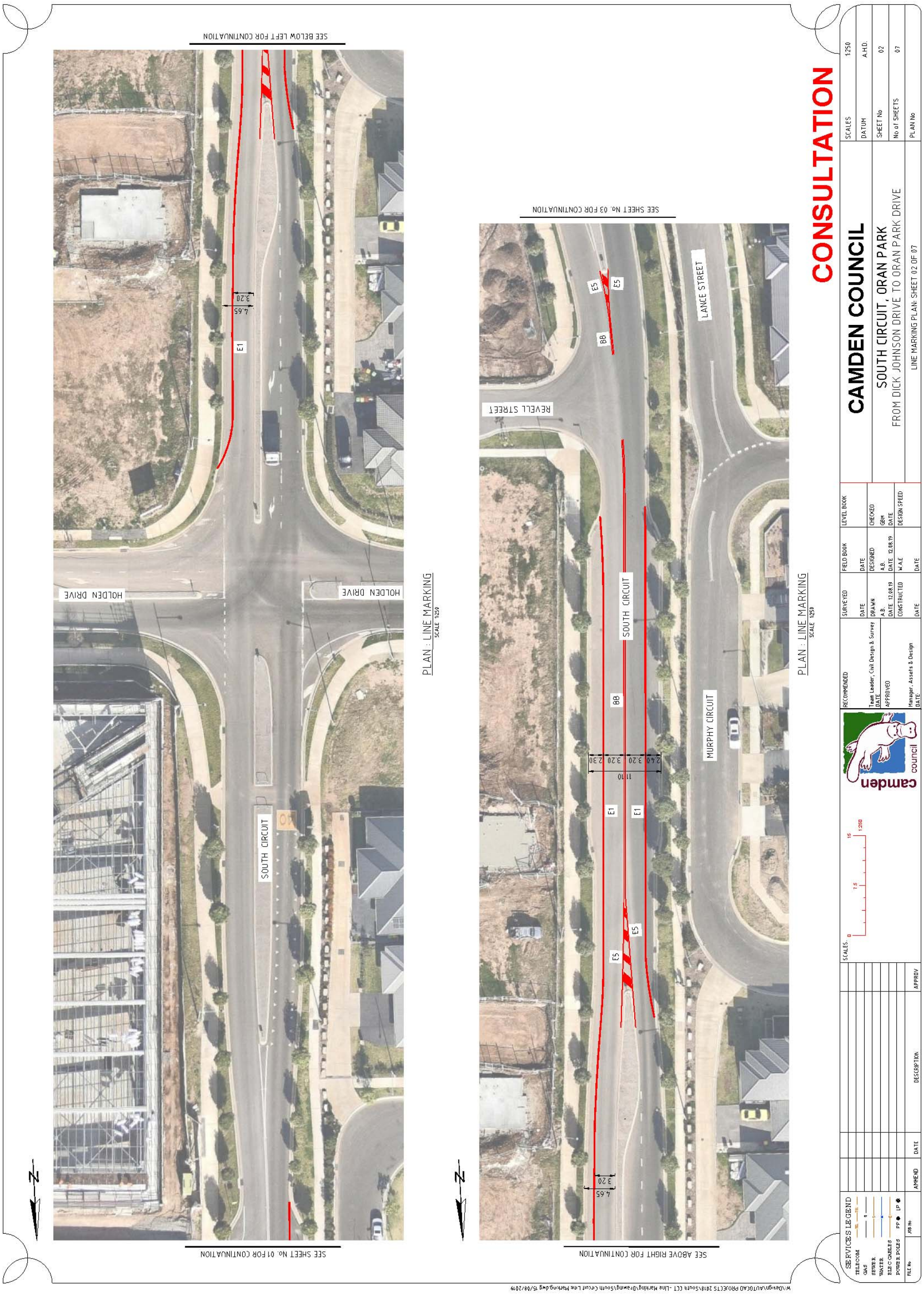

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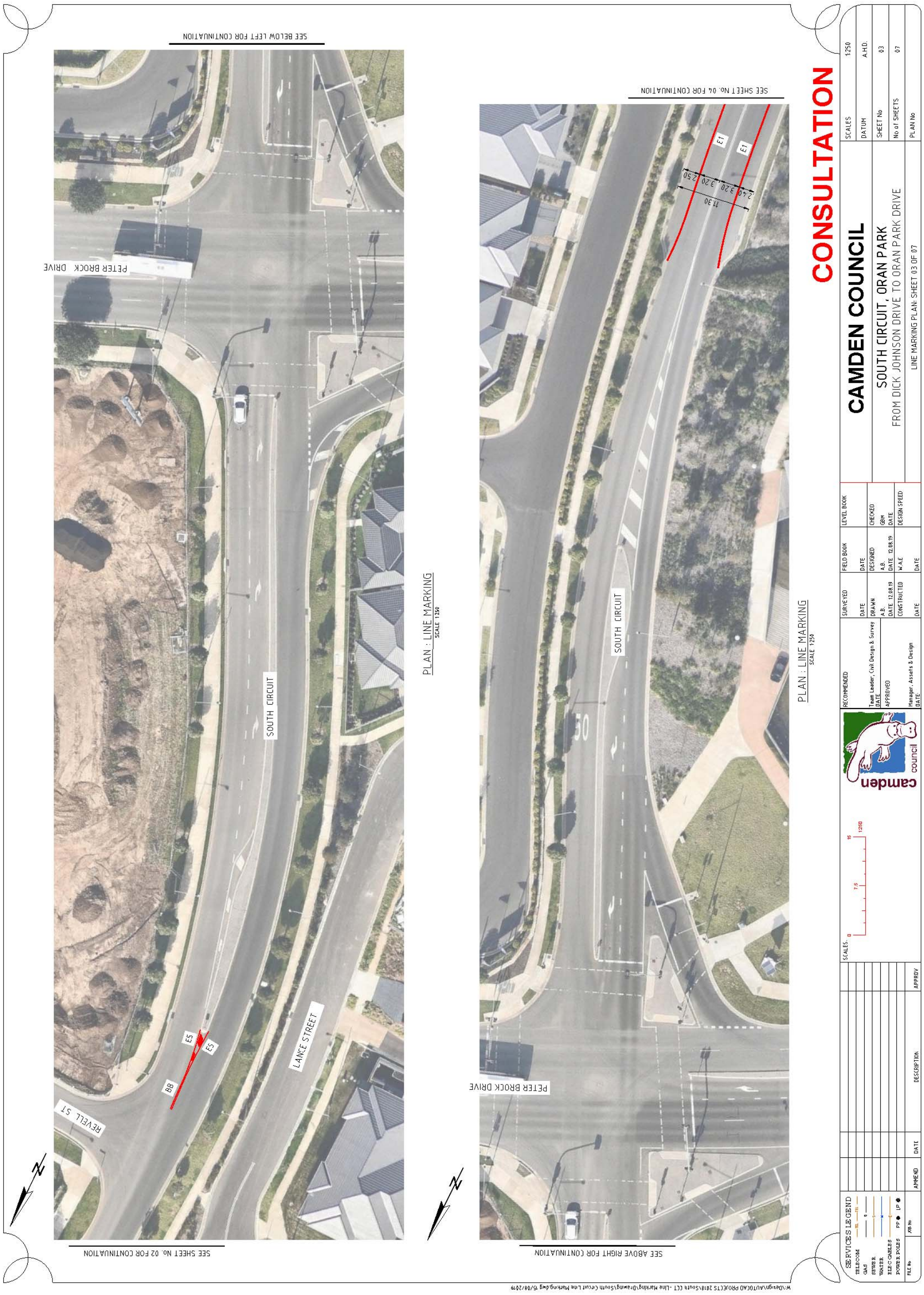

LTC04

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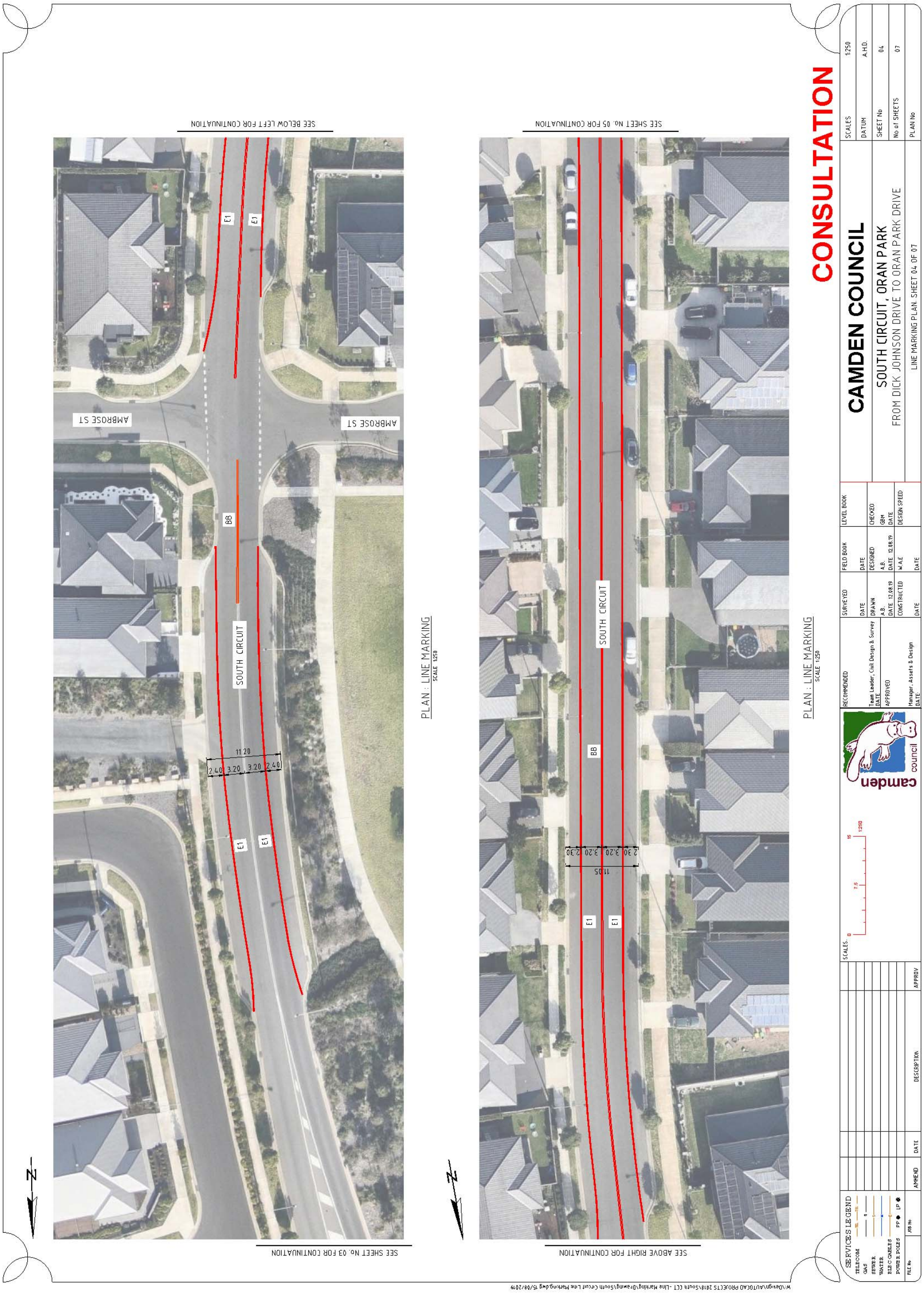

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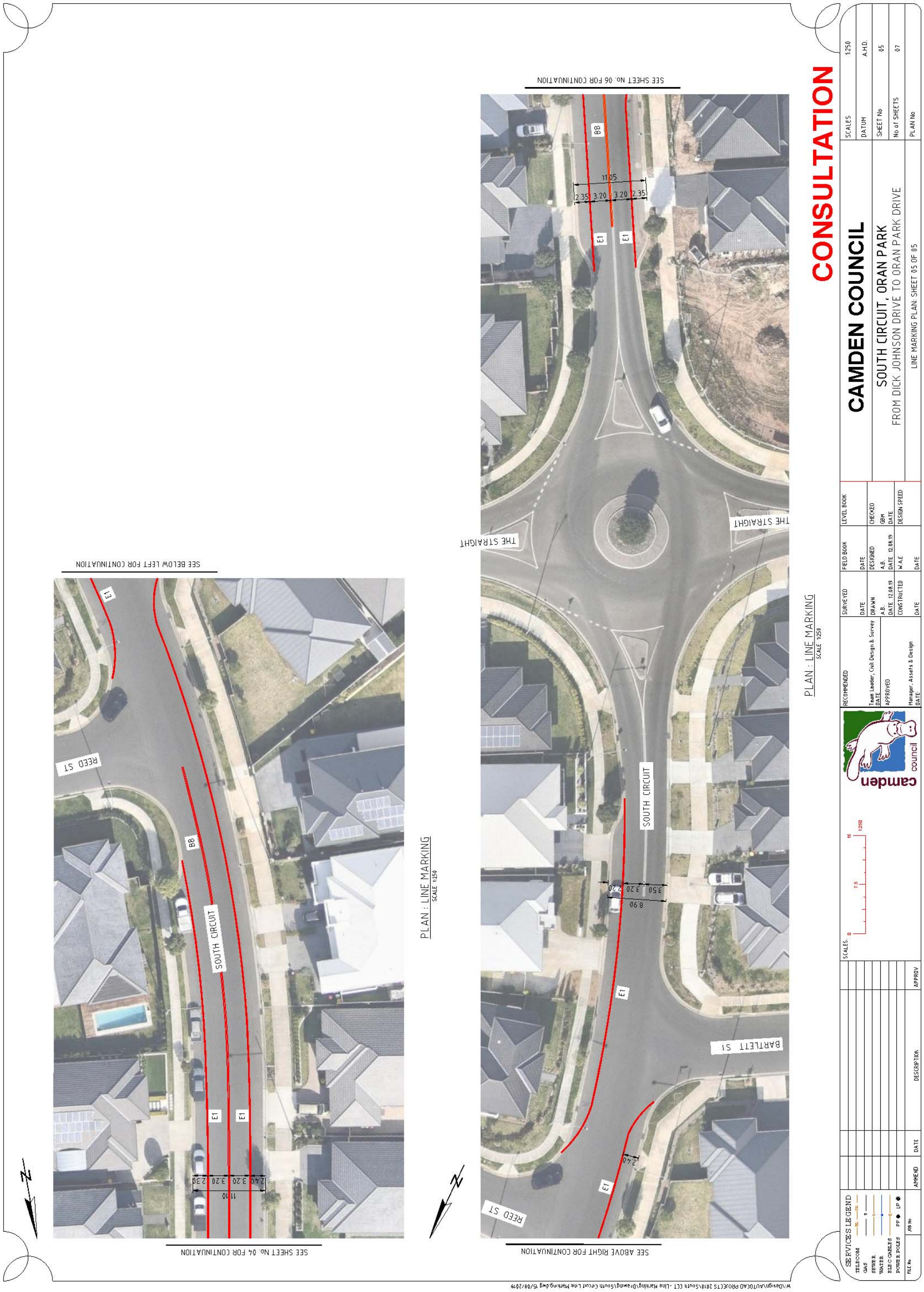

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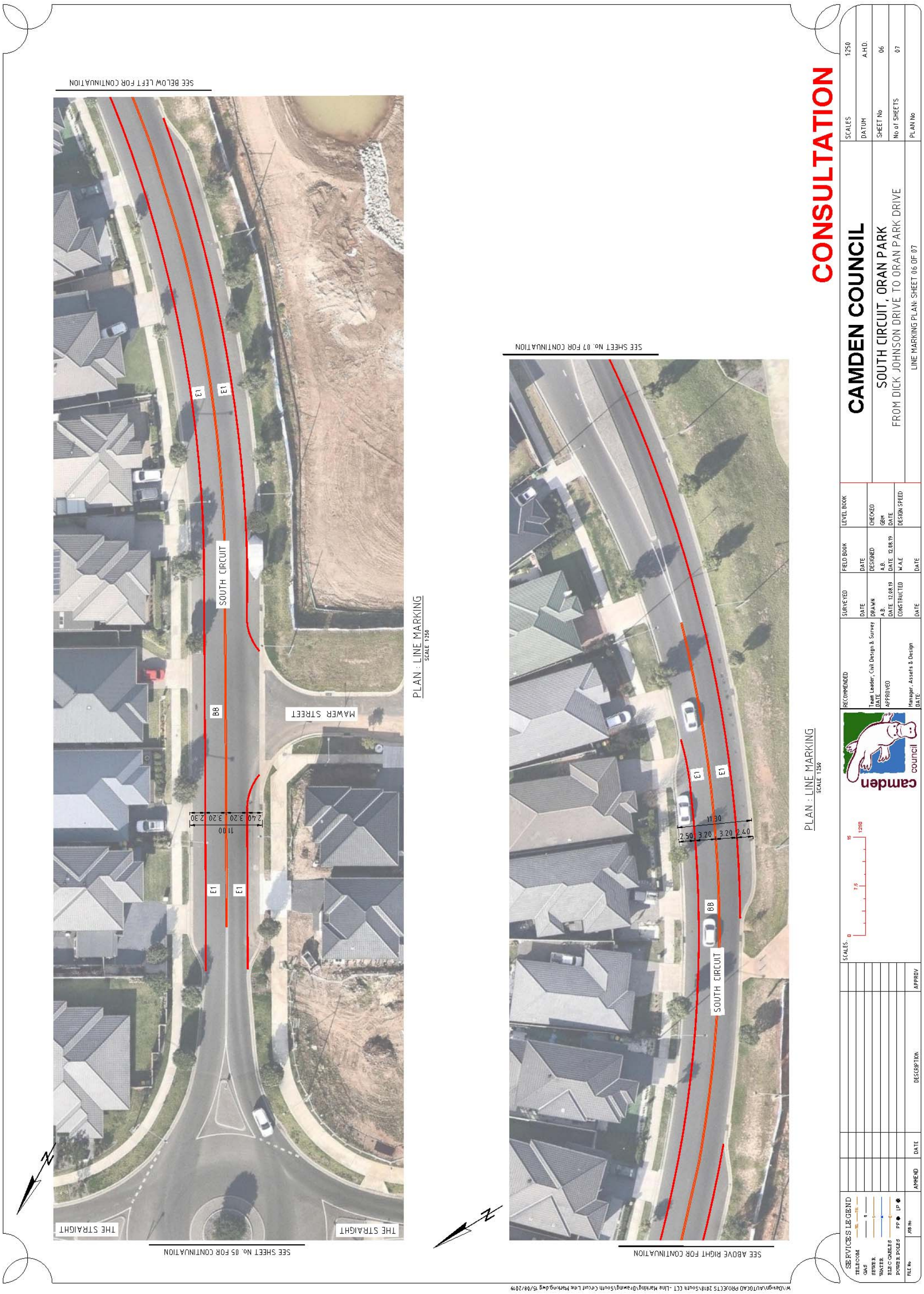

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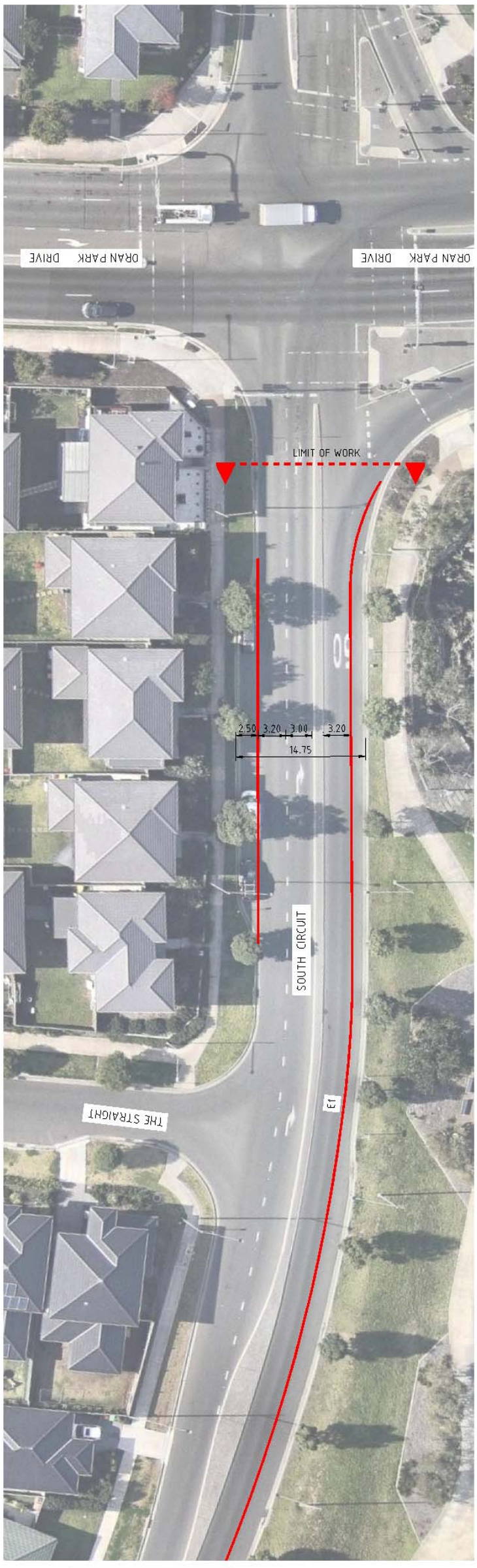


PLAN : LINE MARKING
SCALE 1:250

SEE SHEET No. 06 FOR CONTINUATION

CONSULTATION

CAMDEN COUNCIL

SOUTH CIRCUIT, ORAN PARK
FROM DICK JOHNSON DRIVE TO ORAN PARK DRIVE

LINE MARKING PLAN: SHEET 07 OF 07

SCALES	1:250
DATUM	A.H.D.
SHEET No	07
No of SHEETS	07
PLAN No	

RECOMMENDED
Team Leader, Civil Design & Survey
DATE
APPROVED
Manager, Assets & Design
DATE

SURVEYED DATE
DRAWN A.B. DATE 12.08.19
CONSTRUCTED W.A.E
DATE

FIELD BOOK DATE
DESIGNED A.B. DATE 12.08.19
W.A.E
DATE

LEVEL BOOK
CHECKED GBM DATE
DESIGN SPEED

camden council

SCALES: 0 7.5 15 1250

SERVICES LEGEND
TELECOM — TL —
GAS — G —
SEWER — S —
WATER — W —
ELEC CABLES — E —
POWER POLES PP ● LP ✱

FILE No	JOB No	AMMEND	DATE	DESCRIPTION	APPROV

W:\Design\AUTOCAD PROJECTS 2018\South CCT -Line Marking\Drawing\South Circuit Line Marking.dwg 15/08/2019

LOCAL TRAFFIC COMMITTEE

LTC05

SUBJECT: **SKAIFE STREET AND STEWARD DRIVE, ORAN PARK - CENTRELINE AND EDGELINE MARKING**
FROM: Director Community Assets
TRIM #: 19/312831

PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for the installation of centreline and edgeline marking in Skaife Street and Steward Drive, Oran Park Drive.

BACKGROUND

Concerns have been raised regarding motorists driving in a manner that compromises road user safety on Skaife Street. Additional linemarking is proposed to help address these concerns.

MAIN REPORT

Skaife Street and Steward Drive are both local collector road with residential frontages. They are 11 metres wide along most of their length with kerb extensions at intersections. An overview plan is shown in **Attachment 1**.

Broken centrelines and edgelines are proposed along these roads to maintain a 3.3-metre-wide travel lane and 2.2-metre-wide parking lane. The linemarking seeks to address speeding concerns raised by residents and encourage motorists to reduce their speed. This measure has been proven effective in numerous other locations as it gives motorists a perception of a reduced travel lane, encouraging them to reduce speeds. It is also proposed install 15 meters of double barrier centrelines on Larkham Street at the intersection with Skaife Street and on Steward Street on the approaches to the four-way intersection with Bourne Ridge, to help manage traffic at these intersections. **Attachment 2** provides details of proposal.

Consultation was undertaken with adjacent owners and occupants regarding the proposed line marking. Three responses were received, two responses were supportive of proposal, however, suggested that speed humps should also be installed. One response was objected to the proposal and stated that the line marking would not be effective in slowing down speeding vehicles. The respondent stated they had previously submitted concerns about the intersection of Skaife Street and Peter Brock Drive due to fears about people trying to cross this intersection at peak school time with numerous drivers completing these dangerous U-turns in Skaife Street. They noted that “I don’t think a sign will do the job, physical barriers, (bollards/ medium fencing) is the only thing that will stop this practice.”

Council comment

In response to complaints about drivers performing illegal turns at the intersection of Skaife Street / Peter Brock Drive / Steward Drive, Council previously installed lane dividers. Further, Council reported this matter to the NSW Police for appropriate enforcement action. The intersections was designed with the ability to accommodate

traffic lights in the future but approval has not at this time been given from the RMS to install them. Council is reviewing options for upgrading the intersection but this is subject to funding, approvals, community consultation and detailed design.

However, in an interim, it is recommended that No U-turn sign be installed to reinforce the message to drivers.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

It is proposed that the cost of the installation be funded from the RMS Block Grant (Traffic Facilities component) for the 2019/20 financial year at an approximate cost of $5,000.

CONCLUSION

Concerns have been raised about vehicles speeding and not maintaining their lane and it is recommended that centreline and edgeline marking be supported to address the concerns.

RECOMMENDED

The Local Traffic Committee recommends that Council approves in Skaife Street and Steward Drive, Oran Park:

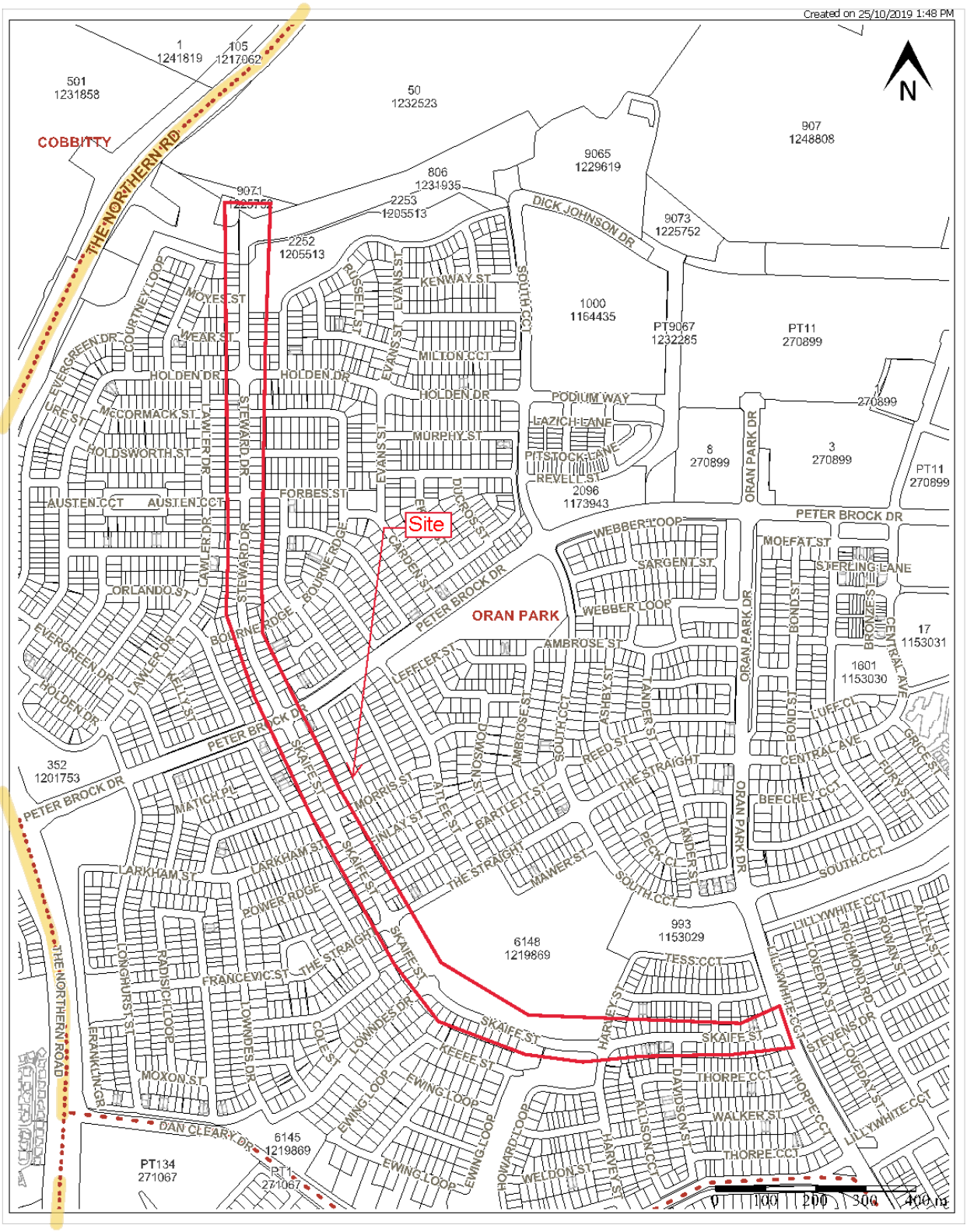
i. **Centrelines (S1) and edgelines (E1) along the length of the roads;**
ii. **15 meters of double barrier (BB) centrelines in Larkham Street at the intersection with Skaife Street intersection;**
iii. **15 meters of double barrier (BB) centrelines in Steward Drive on the approaches to the intersection with Bourne Ridge; and**
iv. **A No U-Turn (R2-5) sign on Peter Brock Drive in the intersection with Skaife Street, facing westwards.**

ATTACHMENTS

1. Attachment 1 - Skaife Road - centreline and edgeline
2. Attachment 2 - Skaife Street and Steward Drive - proposed line marking and no u turn

LTC05

Attachment 1



Subject Site

Camden Council
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Telephone: 02 4654 7777
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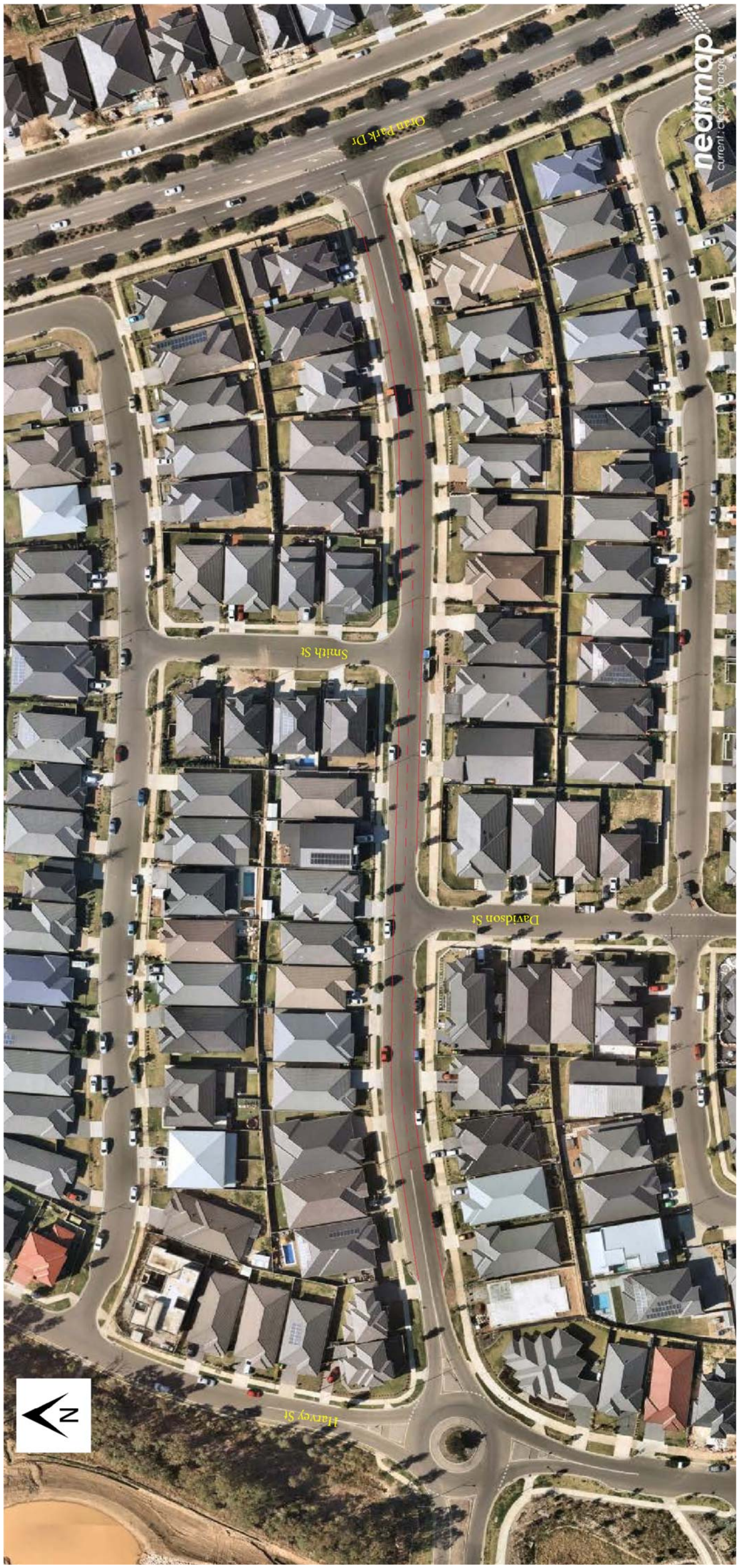
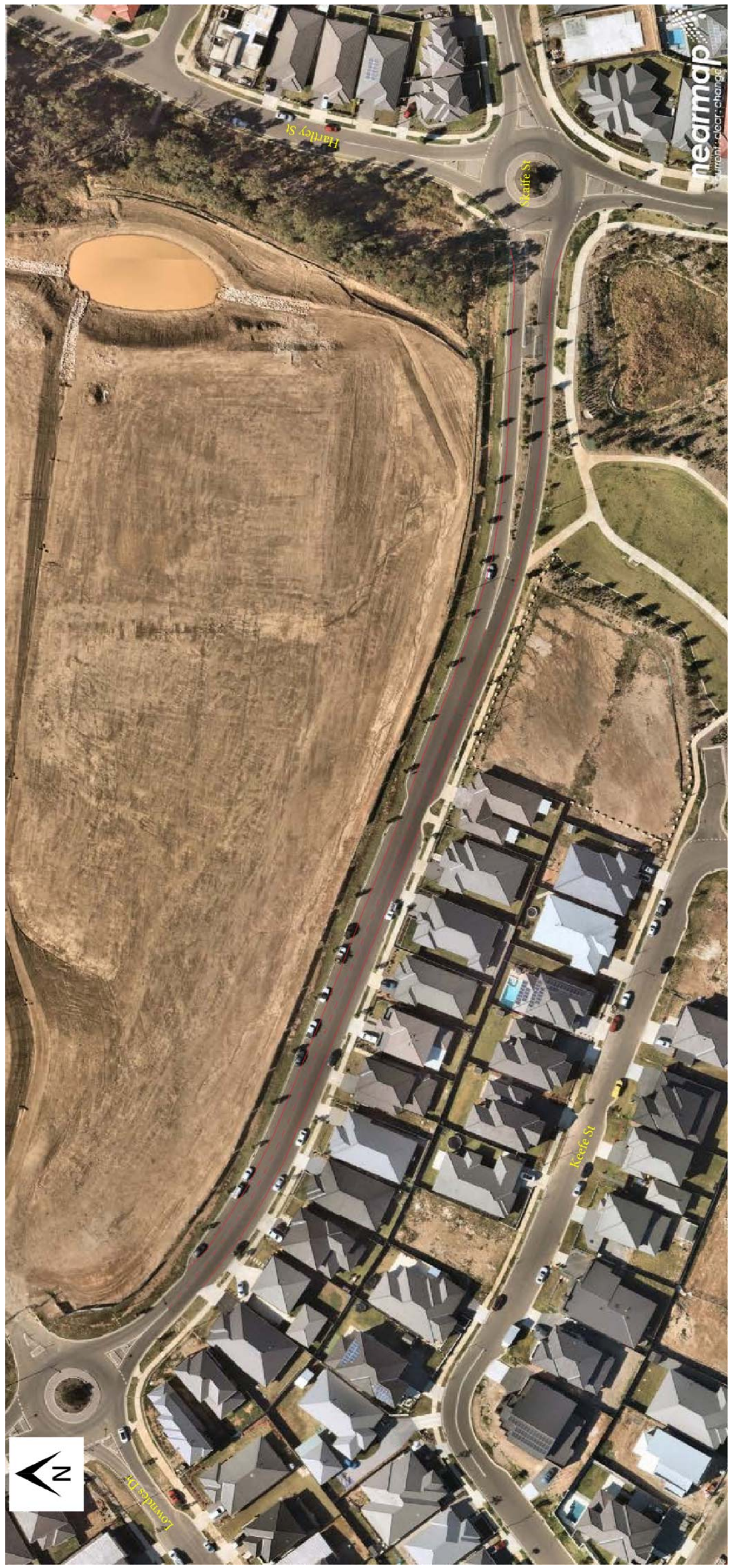


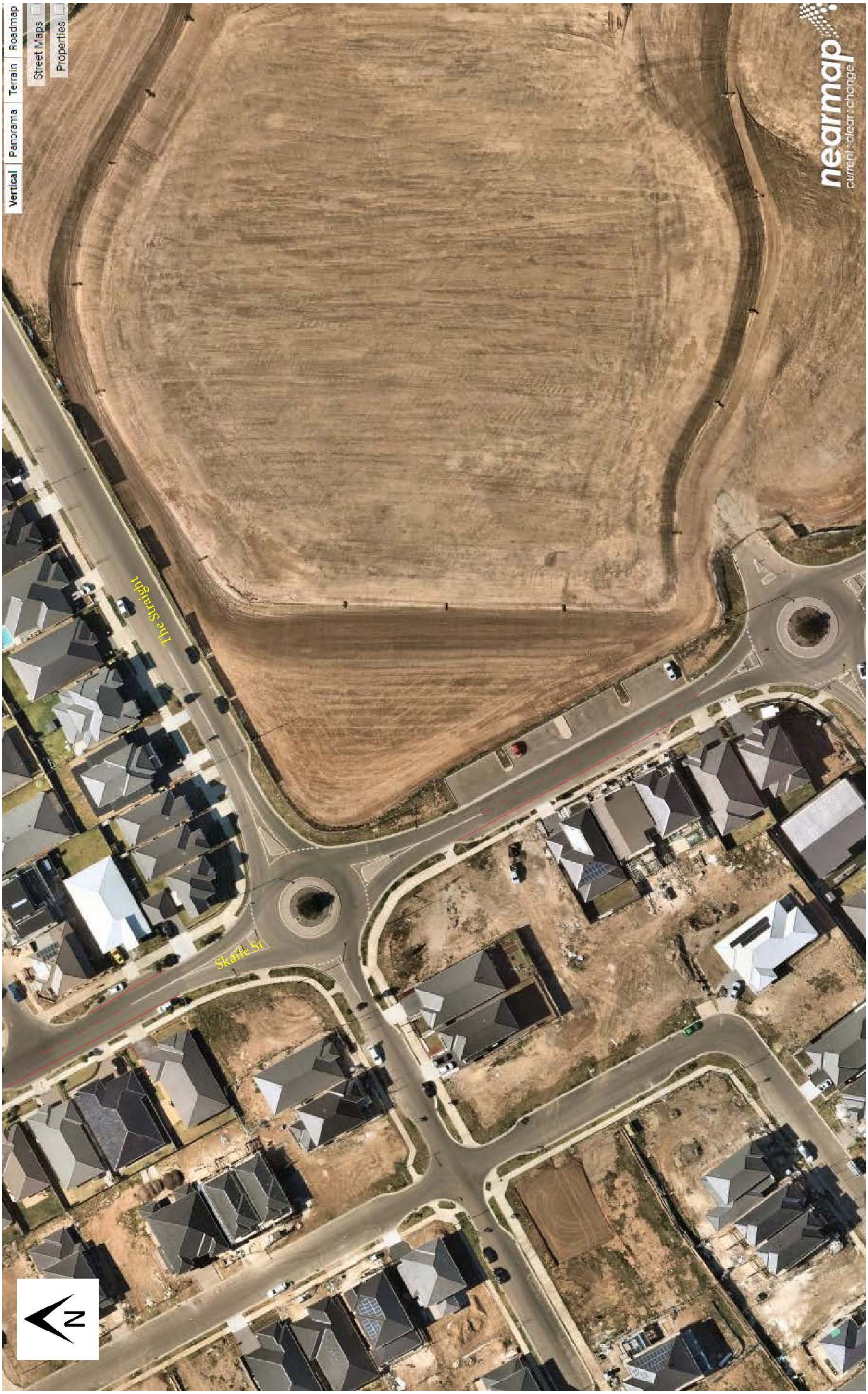
LTC05

Attachment 2

LTC05

Attachment 2

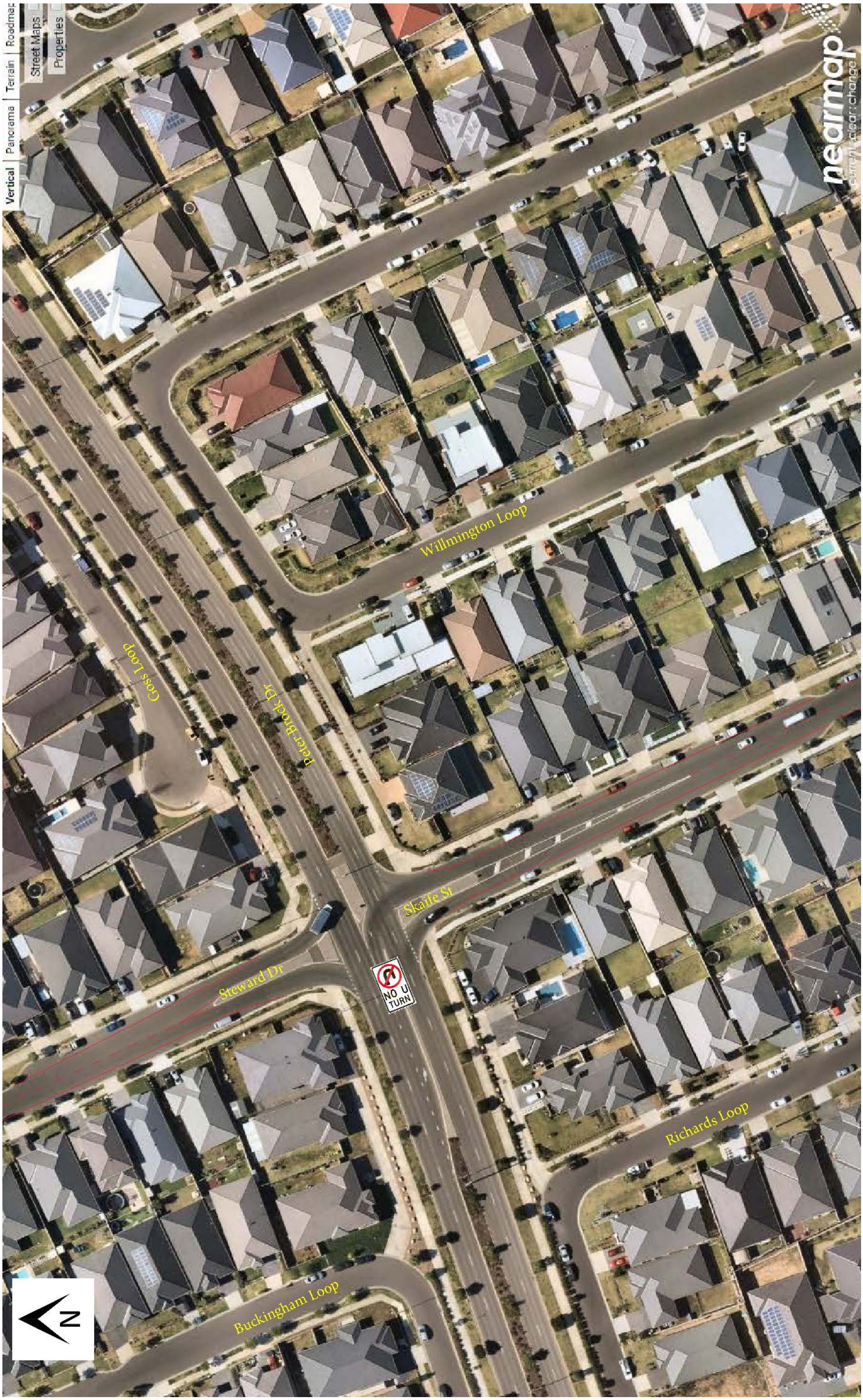




Attachment 2 LTC05

LTC05

Attachment 2

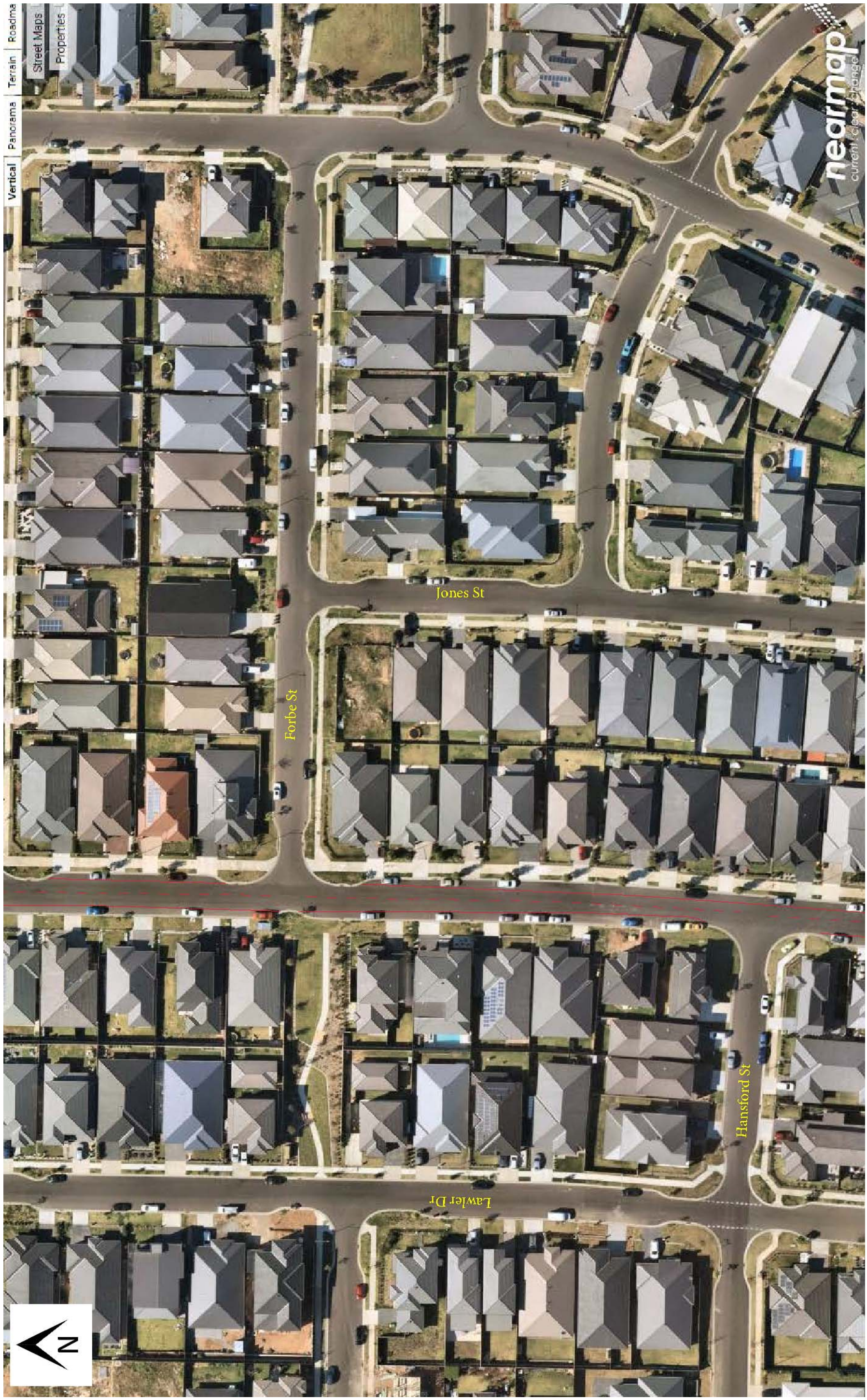


LTC05

Attachment 2

LTC05

Attachment 2

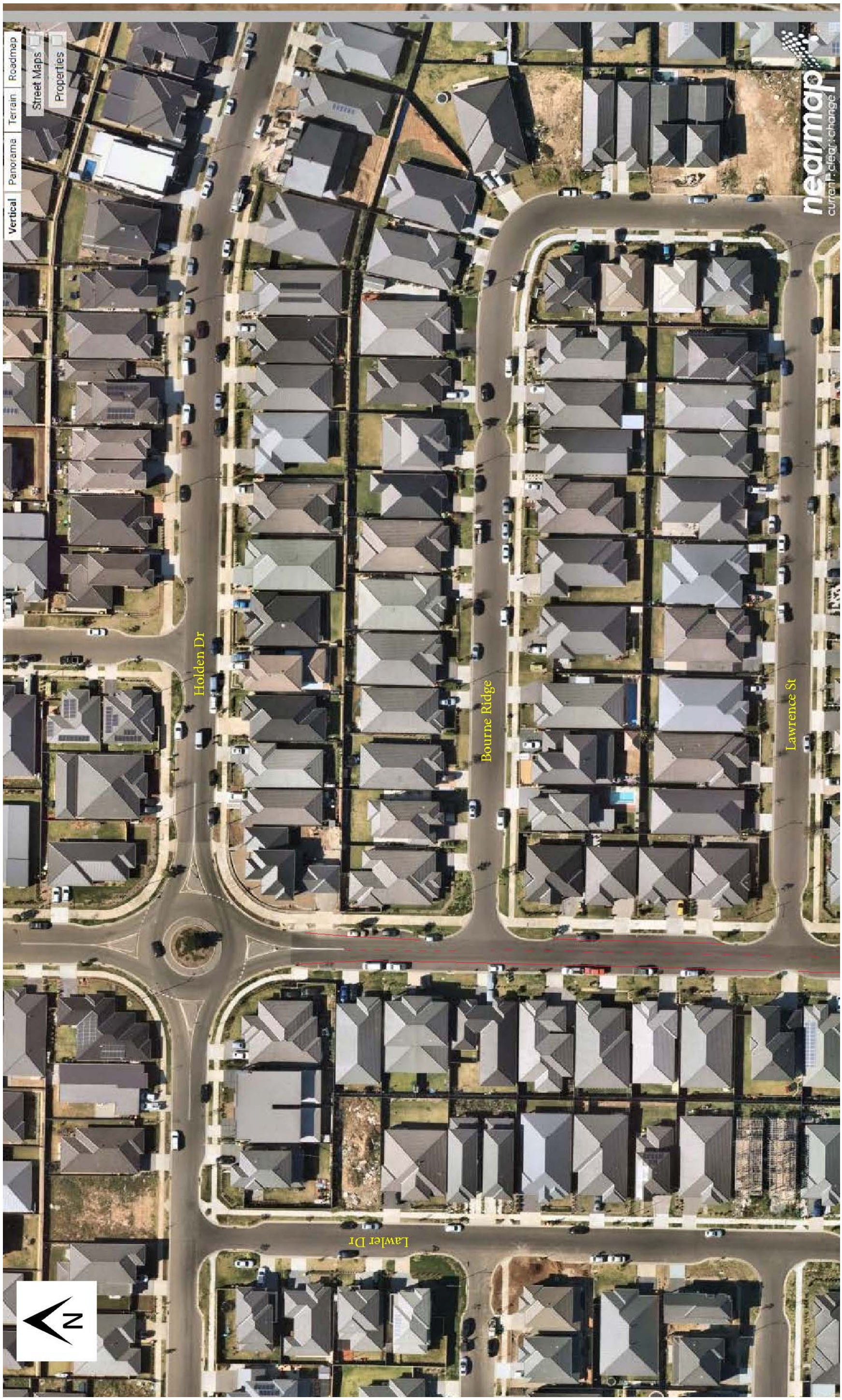


LTC05

Attachment 2

LTC05

Attachment 2



LOCAL TRAFFIC COMMITTEE

LTC06

SUBJECT: **GRAHAMS HILL ROAD, NARELLAN - CENTRELINES AND PARKING RESTRICTIONS AT THE INTERSECTION WITH BELLINGHAM STREET**
FROM: Director Community Assets
TRIM #: 19/315184

PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for the installation of double barrier centrelines and No Stopping restrictions on Grahams Hill Road, opposite Bellingham Street, Narellan.

BACKGROUND

Concerns have been raised about road safety in Grahams Hill Road due to increased volumes of traffic, driveway accesses and parked vehicles. Linemarking and signage is proposed to address these concerns.

MAIN REPORT

Grahams Hill Road is an industrial road and functions as a collector road between Camden Valley Way and the Northern Road (via Porrende Street). In the vicinity of the intersection of Bellingham Street it is 10.1 metres wide.

Safety concerns have been raised about sight distances when exiting driveways near the intersection, particularly if heavy vehicles are parked. A request has been made for No Stopping restrictions be installed at this location. Observations indicate a relatively high demand for on street parking in the vicinity and the heavy vehicles are not parked for extensive periods of time. However an increase in precinct traffic is acknowledged which exacerbates the issue, particularly at this intersection.

In response, Council invited affected properties / businesses to provide feedback on a proposal to install double barrier centrelines to assist in managing traffic at the intersection. If placed in the centre of the carriageway, this would prohibit parking of wider vehicles on the eastern side.

Two responses were received indicating support. However, one respondent suggested that No Stopping restrictions should be extended to imporve sightlines at this location.

Based on the feedback it is therefore proposed to offset the centrelines which facilitate parking. The following is therefore proposed:

- 15 metres of double barrier centrelines on Grahams Hill Road, either side of Bellingham Street, off-set to provide 5.5 metres width northbound and 4.5 metres southbound.
- No Stopping restrictions on the north east and south east corner.

Attachment 1 provides details of this proposal.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

It is proposed that the cost of signage and linemarking be funded from the RMS Block Grant (Traffic Facilities component) for the 2019/20 financial year at an approximate cost of $1,200.

CONCLUSION

Concerns have been regarding poor visibility when accessing a driveway and as a result number of changes have been recommended to address the concern.

RECOMMENDED

The Local Traffic Committee recommends that Council approves in Grahams Hill Road, Narellan, at the intersection with Bellingham Street:

i. **Double barrier (BB) centrelines for 15 metres on each leg of the intersection off-set by 0.5 metres; and**
ii. **No Stopping restrictions (R5-400 signage) on the north east and south east corner.**

ATTACHMENTS

1. Attachment 1 - Grahams Hill Road - proposed line marking and no stopping

PROPOSED PARKING RESTRICTIONS - GRAHAM HILL ROAD / BELLINGHAM STREET INTERSECTION

Camden Council
70 Central Ave
ORAN PARK NSW 2570
Telephone: 02 4654 7777
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Map Scale: 1:450
Projection: GDA94 / MGA zone 56
Date: 29/07/2019 11:48 AM

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LOCAL TRAFFIC COMMITTEE

LTC07

SUBJECT: **BARSDEN STREET, CAMDEN - NO STOPPING RESTRICTIONS AT ROSE COTTAGE ACCESS ROAD**
FROM: Director Community Assets
TRIM #: 19/315317

PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for the installation of No Stopping restrictions on Barsden Street, Camden at the Rose Cottage.

BACKGROUND

Concerns have been raised regarding motorists parking in Barsden Street impacting on vehicles visibility when exiting the Rose Cottage Over 55s complex.

MAIN REPORT

Barsden Street is a 10.50-metre-wide collector road in Camden CBD and is delineated by edgelines and centrelines. Rose Cottage complex is near Barsden Reserve and on street parking occurs regularly at this location.

Sightlines for vehicles exiting the access road from the Rose Cottage complex on to Barsden Street are impacted if vehicles are parked too close to the driveway. Concerns have been reported to Council about this issue a number of times in recent years with photographic evidence recently supplied. Taking into consideration the number of residences that use this access road, to address these concerns, No Stopping restrictions are proposed. The restriction would extend 10 metres on the east side and 22 metres on the west side, to also cover the driveway to Barsden Reserve. The proposal would result in the loss of on-street parking for up to four vehicles. It is noted however that there is a public car park in the adjacent Barsden Reserve.

Owners and occupiers adjacent to the proposal. Three responses were received, all supportive of the proposal.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

It is proposed that the cost of signage installation be funded from the RMS Block Grant (Traffic Facilities component) for the 2018/19 financial year at an approximate cost of $400.

CONCLUSION

Concerns have been raised regarding motorists parking vehicles too close to the access road at Rose Cottage, and it is recommended that the Committee supports No Stopping restrictions to address this issue.

RECOMMENDED

The Local Traffic Committee recommends that Council approves, in Barsden Street, Camden, No Stopping (R5-400) restrictions from 22 metres on the west side to 10 metres on the east side of the Rose Cottage Access Road.

ATTACHMENTS

1. Attachment 1 - Barsden Street - proposed no stopping

Attachment 1 **LTC07**

LOCAL TRAFFIC COMMITTEE

LTC08

SUBJECT: PORRENDE STREET - ROUNDABOUT MODIFICATION
FROM: Director Community Assets
TRIM #: 19/316060

PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for the installation of signage, linemarking and devices associated with modified roundabout at the intersection of Porrende Street and the Narellan Sports Hub, Narellan.

BACKGROUND

Council is undertaking an upgrade of the roundabout on Porrende Street. The purpose of this report is to seek concurrence from the Local Traffic Committee for the installation of signage, linemarking and devices associated with these works.

MAIN REPORT

The Camden to Narellan Corridor Upgrade is made up of a number of separate projects between Camden and Narellan, designed to improve road network operation, journey times, safety and travel reliability for residents, employees and visitors in the area.

Recent studies have indicated that the intersection of roundabout on Porrende Street requires enlarging to safely manage existing and future traffic. A separate investigation is underway to assess phasing of the traffic signals at The Northern Road during Saturday sports activities in the vicinity. On behalf of Camden Council, Acor Consultants has undertaken a detailed design of the roundabout modification. A location plan is shown in **Attachment 1**.

A signage and linemarking plan (Drawing Number: NE170023 C10.01 Issue 01) has been prepared by as detailed in **Attachment 2**. It is noted that No Stopping restrictions are already in place on the western side. It is proposed that No Stopping restrictions be installed on the eastern side from the intersection with The Northern Road for 180 metres, south of the curve Porrende Street.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

The intersection upgrade is being funded through a grant from the Western Sydney Infrastructure Plan Local Roads Package being considered by Council on 12 November 2019.

CONCLUSION

Detailed design has been undertaken for the upgrade of the roundabout on Porrende Street and it is recommended that the Committee supports the associated signage, linemarking and devices.

RECOMMENDED

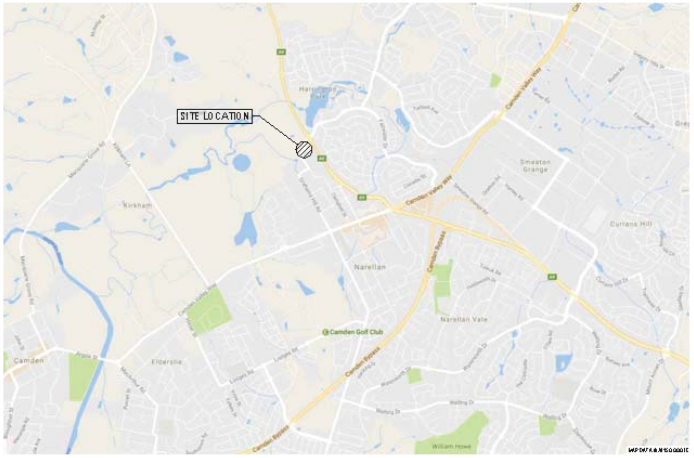
The Local Traffic Committee recommends that Council approves, at the intersection of Porrende Street with the Narellan Sports Hub, Narellan:

- **i. signage, linemarking and devices associated with the upgrade of the roundabout detailed in Drawing Number NE170023 C10.01 Issue 01, and**
- **ii. No Stopping restrictions (R5-400 signage) on the eastern side for 180 metres southwards from the intersection with The Northern Road.**

ATTACHMENTS

1. Attachment 1 - Porrende Street
2. Attachment 2 - Porrende Street

PORRENDE STREET
ROUNDABOUT UPGRADE
ENTRY TO COUNCIL'S NARELLAN SPORTS HUB
CONSTRUCTION ISSUE



LOCALITY PLAN
NOT TO SCALE

DRAWING SCHEDULE	
DRAWING No.	DESCRIPTION
C00.01	COVER SHEET, LOCALITY PLAN AND DRAWING SCHEDULE
C01.01	CONSTRUCTION NOTES SHEET 1
C01.02	CONSTRUCTION NOTES SHEET 2
C01.03	TYPICAL DETAILS SHEET 1
C01.04	TYPICAL DETAILS SHEET 2
C02.01	KEY PLAN
C03.01	EXISTING SURVEY AND UTILITES PLAN SHEET 1
C03.02	EXISTING SURVEY AND UTILITES PLAN SHEET 2
C03.03	SURVEY, PROPOSED KERBS AND PROPERTY ACQUISITION PLAN
C04.01	ALIGNMENT CONTROL PLAN SHEET 1
C04.02	ALIGNMENT CONTROL PLAN SHEET 2
C04.03	ALIGNMENT CONTROL SETOUT DETAILS SHEET 1
C04.04	ALIGNMENT CONTROL SETOUT DETAILS SHEET 2
C05.01	GENERAL ARRANGEMENT PLAN SHEET 1
C05.02	GENERAL ARRANGEMENT PLAN SHEET 2
C05.03	CONTOUR PLAN
C05.04	LANDSCAPING PLAN SHEET 1
C05.05	LANDSCAPING PLAN SHEET 2
C06.01	KR01, KR02, KR03 AND KR04 LONGITUDINAL SECTIONS
C07.01	CONTROL LINES CR01, CR02 AND CR03 LONGITUDINAL SECTIONS
C07.02	CONTROL LINES MK02, MK03, MK04 AND MK05 LONGITUDINAL SECTIONS
C08.01	ROUNDABOUT CENTRAL ISLAND PLAN AND LONGITUDINAL SECTION
C08.02	ROUNDABOUT AND SPLITTER ISLAND DETAILS
C09.01	STORMWATER AND SUBSOIL PLAN
C09.02	STORMWATER DETAILS SHEET 1
C09.03	STORMWATER DETAILS SHEET 2
C09.04	STORMWATER DETAILS SHEET 3
C10.01	PAVEMENT MARKING AND SIGNAGE PLAN SHEET 1
C10.02	PAVEMENT MARKING AND SIGNAGE PLAN SHEET 2
C11.01	EROSION AND SEDIMENT CONTROL PLAN, LEGEND AND NOTES SHEET 1
C11.02	EROSION AND SEDIMENT CONTROL PLAN, LEGEND AND NOTES SHEET 2
C11.03	EROSION AND SEDIMENT CONTROL DETAILS

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Pre survey has been completed and all possible survey has been checked and approved by: SDGS TRAILAND SURVEYS Office NPEP

Issue	Description	Date	Drawn	Approved
D1	ISSUED FOR CONSTRUCTION	D1 12.11	JER	KHS

Client: CAMDEN COUNCIL
70 CENTRAL AVENUE
ORAN PARK NSW 2570
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ENGINEERS | MANAGERS | INFRASTRUCTURE PLANNERS | DEVELOPMENT CONSULTANTS

Project: ROUNDABOUT UPGRADE
ENTRY TO COUNCIL'S NARELLAN SPORTS HUB
COUNCIL PLAN NUMBER: 2017 024
PORRENDE STREET
NARELLAN, NSW 2567

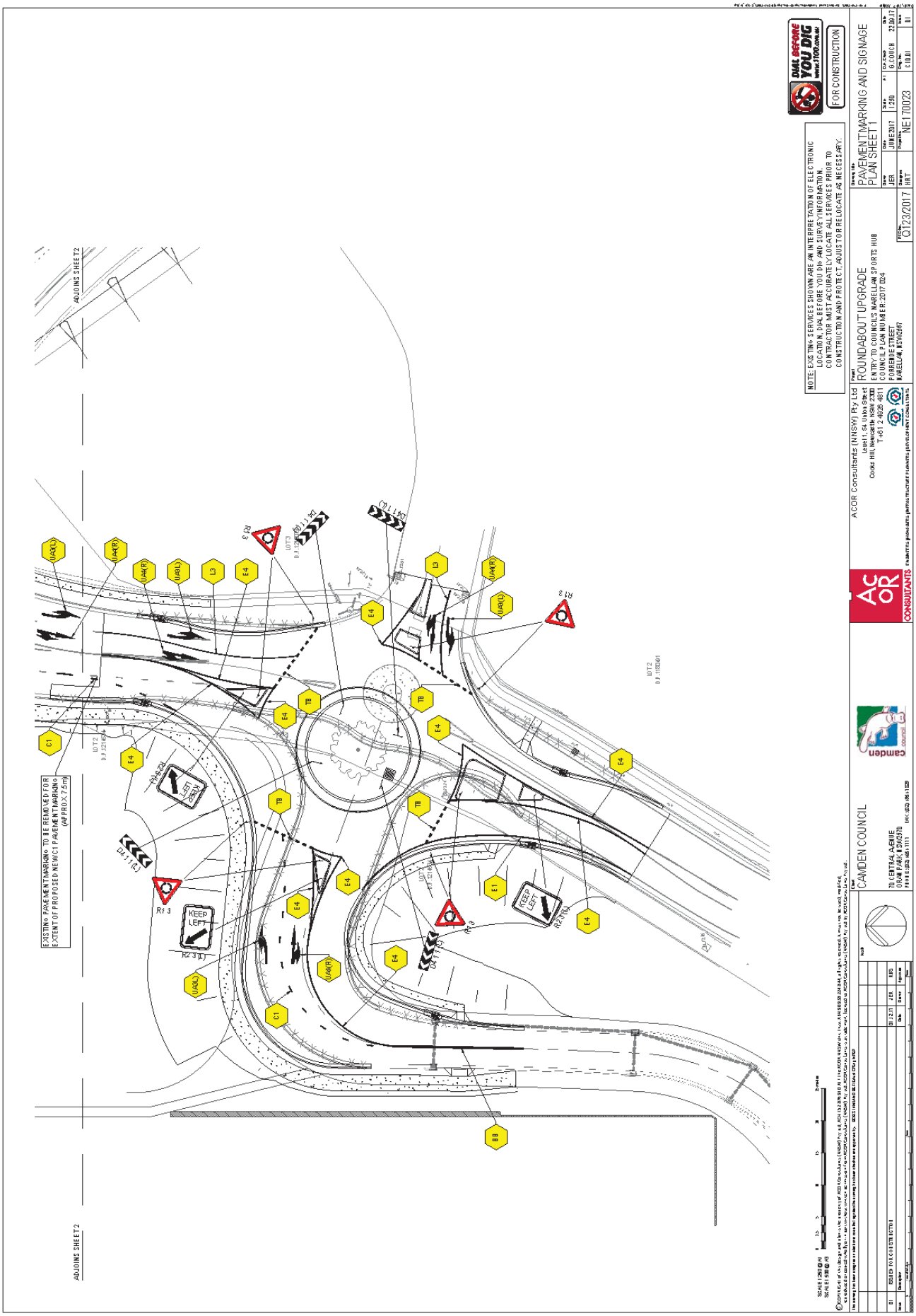
Drawing Title: COVER SHEET, LOCALITY PLAN AND DRAWING SCHEDULE

Drawn	Date	Scale A1	DA Check	Date
JER	JUNE 2017	N.T.S	S.CORCH	22.09.17
Designer	Projection		Dwg. No.	Issue
HRT	NE170023		C00.01	D1

PID No. Q123/2017

LTC08

Attachment 2



LOCAL TRAFFIC COMMITTEE

LTC09

SUBJECT: **CAMDEN VALLEY WAY, LEPPINGTON - NO STOPPING RESTRICTIONS AT FOUR LANTERNS ESTATE SERVICE ROAD**
FROM: Director Community Assets
TRIM #: 19/316386

PURPOSE OF REPORT

To seek the Local Traffic Committee concurrence for parking restrictions on the service road the Four Lanterns Estate in Leppington.

BACKGROUND

Concerns have been raised about vehicles parking in the service road which accesses the Four Lanterns Estate off Camden Valley Way. Parking restrictions are proposed to help address this.

MAIN REPORT

A public service road was constructed off Camden Valley Way by the Roads and Maritime Services in 2016 providing access for the Four Lanterns Estate and one other rural property in Leppington. This was done as part of Camden Valley Way upgrade to dual carriageway. The road is 7 metres wide and incorporates 31 angled parking spaces on the eastern side.

Parking is reported to occur on the road near the access to the Four Lanterns Estate, assumed to be visitors to the estate, impeding access. To address the issue raised, it is proposed no stopping restrictions be installed on both sides of the access road as shown in **Attachment 1**. Parking would remain available in the angled parking spaces.

The Four Lanterns Estate Manager supports the proposal. The other affected owner was invited to provide input on the proposal but did not respond.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

It is proposed that the cost of signage installation be funded from the RMS Block Grant (Traffic Facilities component) for the 2019/20 financial year at an approximate cost of $1,200.

RECOMMENDED

The Local Traffic Committee recommends that Council approves in the Camden Valley Way, Leppington, No Stopping restrictions (R5-400 signage) on either side of the service road to the Four Lanterns Estate.

ATTACHMENTS

1. Attachment 1 - Four Lantern retirement village - no stopping

LTC09

Attachment 1

LOCAL TRAFFIC COMMITTEE

LTC10

SUBJECT: THE HERMITAGE WAY, GLEDSWOOD HILLS - EDGELINES BETWEEN GREGORY HILLS DRIVE AND PARAMOOR STREET
FROM: Director Community Assets
TRIM #: 19/316540

PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for the installation of edgelines in The Hermitage Way.

BACKGROUND

Concerns have been raised regarding road safety on The Hermitage Way and additional linemarking is proposed to help address these concerns.

MAIN REPORT

The Hermitage Way is a collector road with residential frontages and a bus route along the southern sections. It has an 11.2-metre-wide carriageway with centreline marking between Paramoor Street and Digitaria Drive and a 13-metre-wide carriageway with 1-metre-wide median island between Digitaria Drive and Gregory Hills Drive. An overview plan is shown in **Attachment 1**.

Edgelines are proposed along this roads to maintain a 3.3-metre-wide travel lane with 2.4-metre-wide parking lane north of Digitaria Drive and 2.7-metre-wide parking lane south of Digitaria Drive. The additional linemarking seeks to address speeding concerns raised by residents and encourage motorists to reduce their speed. This measure has been proven effective in numerous other locations as it gives motorists a perception of a reduced travel lane, encouraging them to reduce speeds (**Attachment 2**).

Consultation has been undertaken with adjacent owners and occupants regarding the proposed line marking. Two responses were received. One respondent did not state support or opposition to the proposal but rather questioned if the line marking would result in parking restrictions. The edgeline marking would not impact on on-street parking.

The second response noted that the Development Control Plan for the area specifically notes that edgeline marking not be utilised unless collector roads are widened. They note concern that this would raise the hierarchy of the road and attract more traffic. Whilst the DCP is acknowledged, the road infrastructure in this precinct has now been constructed and the DCP does not therefore not apply in this regard. The proposed edgeline is consistent with Australian Standards, Austroads, RMS Delineation Guidelines and Council's current practice. There is no evidence that edgelines attract more traffic.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

It is proposed that the cost of installation be funded from the RMS Block Grant (Traffic Facilities component) for the 2019/20 financial year at an approximate cost of $3,000.

CONCLUSION

Concerns have been raised regarding road safety on The Hermitage Way and it is recommended that the committee supports edgelines to address the issue.

RECOMMENDED

The Local Traffic Committee recommends that Council approves in The Hermitage Way, Gledswood Hills, edgelines (E1) between Paramoor Street and Gregory Hills Drive.

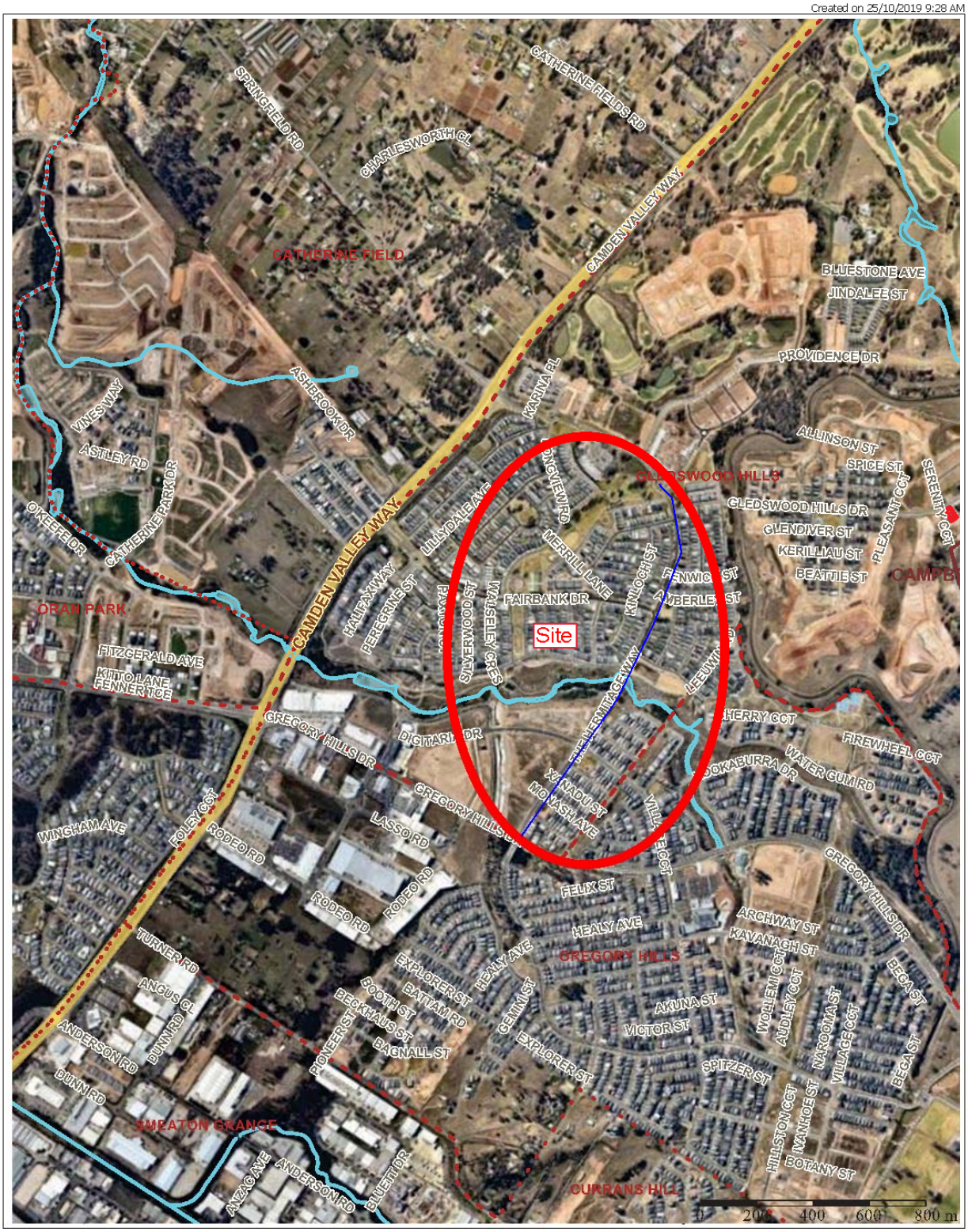
ATTACHMENTS

1. Attachment 1 - The Hermitage way
2. Attachment 2 - The Hermitage Way

LTC10

Attachment 1

Created on 25/10/2019 9:28 AM



camden council

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ORAN PARK NSW 2570
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Subject Site

The Hermitage Way, Gledswood Hills

Map Scale: 1:18056
Projection: GDA94 / MGA zone 56
Date: 25/10/2019 9:28 AM

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LTC10

Attachment 2

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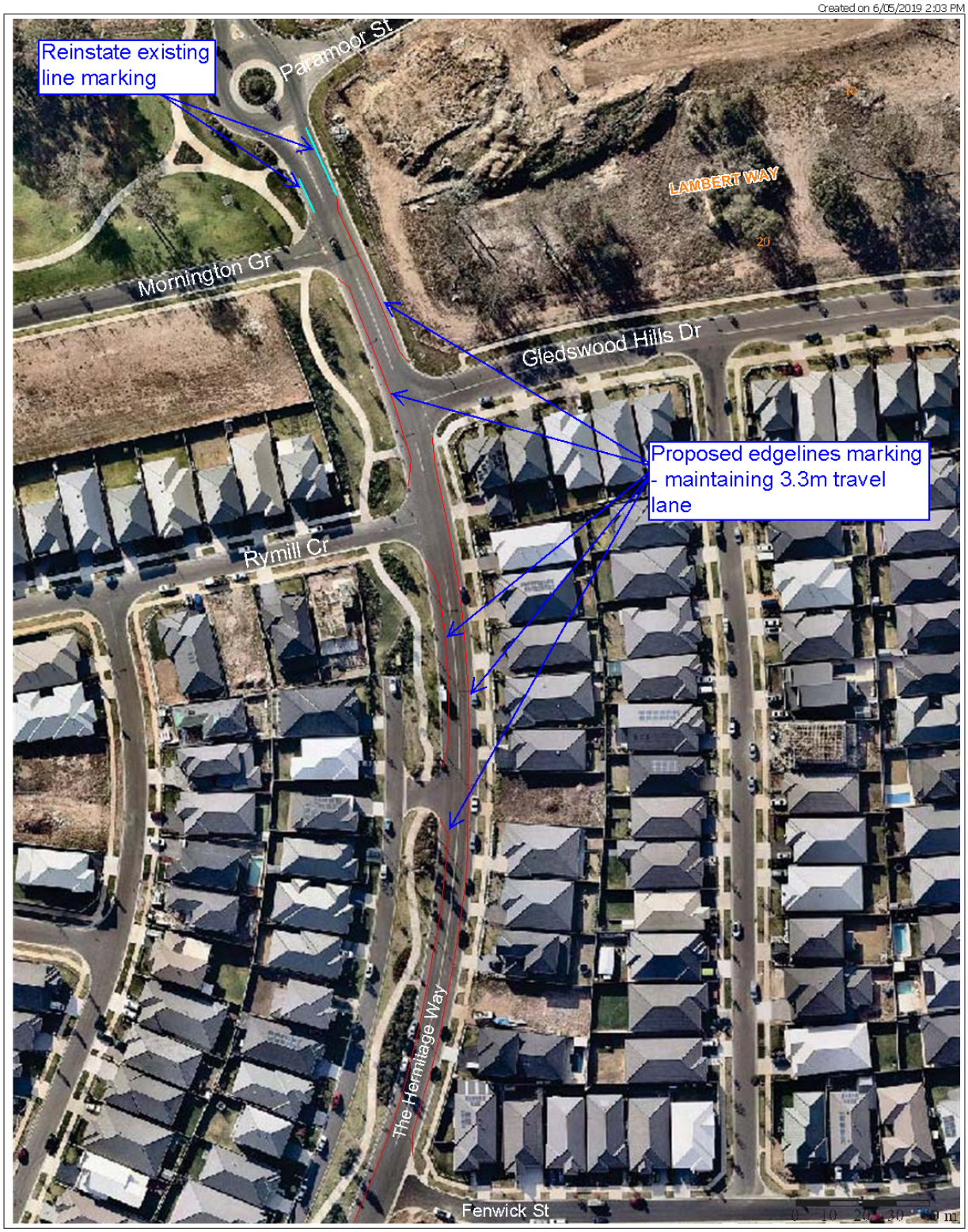

Camden Council
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Subject Site

The Hermitage Way, Gledswood Hills

Map Scale: 1:1500
Projection: GDA94 / MGA zone 56
Date: 6/05/2019 2:03 PM

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Created on 6/05/2019 2:43 PM

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Fax: 02 4654 7829
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Subject Site

The Hermitage Way, Gledswood Hills 2

Map Scale: 1:1600
Projection: GDA94 / MGA zone 56
Date: 6/05/2019 2:43 PM

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LTC10

Attachment 2

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Subject Site

The Hermitage Way, Gledswood Hills 3

Map Scale: 1:1600
Projection: GDA94 / MGA zone 56
Date: 6/05/2019 2:43 PM

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LTC10

Attachment 2

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Camden Council
70 Central Ave
ORAN PARK NSW 2570
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Email: mail@camden.nsw.gov.au

Subject Site

The Hermitage Way, Gledswood Hills
4

Map Scale: 1:1600
Projection: GDA94 / MGA zone 56
Date: 6/05/2019 2:43 PM

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LTC11

LOCAL TRAFFIC COMMITTEE

LTC11

SUBJECT: LASSO ROAD, GREGORY HILLS - CENTRELINES AND EDGELINES
FROM: Director Community Assets
TRIM #: 19/316877

PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for the installation of double barrier lines and edgeline in Lasso Road.

BACKGROUND

Concerns have been raised about poor visibility when exiting driveways. A number of recommendations are made to address this.

MAIN REPORT

Lasso Road is a 13-metre-wide industrial road which is primary used to provide vehicular and pedestrian access to businesses in Gregory Hills. Kerbside parking is permitted on both sides of the road and parking occupancy is relatively high.

A review of crash data indicates that there have been two injury crashes, noting that this data does not include near misses or tow-away crashes. Sightlines were not a contributor factor of these crashes. Drivers error / behaviour were likely to be the key contributor of the crashes.

In order to assist in management of traffic and parking, it is proposed that double barrier centrelines and edgelines to be installed in Lasso Road. The proposed measure seeks to reduce their speed. It has been proven effective in numerous other locations as it gives motorists a perception of a reduced travel lane, encouraging them to reduce speeds.

Community consultation was undertaken with adjacent owners, occupiers and original complainant. Three response were received which are summarised below:

- Requests for Council to have regard to the approved driveway locations of future developments in Lasso Road.
- Supportive of proposal. However, requests for no parking restrictions to be implemented at least 1 metre across all driveways in Lasso Road. Also request for speed humps to be installed along Lasso Road.
- Considers that linemarking will be ineffective. The situation coming out of a child care centre is dangerous and worse at night and also in wet weather. Considers that parking restrictions are required.

Council comments

- Linemarking

Before and after speed surveys at several locations in Camden LGA have shown a reduction in speed after the installation of double barrier centrelines and edgelines.

- Speed humps

Traffic management treatments such as speed humps may slow down traffic. However, they are not suitable for industrial precincts with higher numbers of heavy vehicles.

- Sightlines

Commercial driveways in Lasso Road have been designed and constructed by developer to meet the requirements of relevant standards or guidelines. It is not the Council's practice to restrict parking across driveways in areas that do not have general parking restrictions. However, Council does consider individual business requests for parking restrictions on a case-by-case basis, subject to the concurrence of the Local Traffic Committee.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

It is proposed that the cost of signage installation and linemarking be funded from the RMS Block Grant (Traffic Facilities Component) for the 2019/20 financial year at an approximate cost of $3,000.

CONCLUSION

Following community concerns, site observations and technical reviews in Lasso Road, a number of traffic control measures are recommended.

RECOMMENDED

The Local Traffic Committee recommends that Council approves in Lasso Road, Gregory Hills, double barrier (BB) centrelines and edgelines (E1).

ATTACHMENTS

1. Attachment 1 - Lasso Road proposed BB and edgeline marking

LASSO ROAD, GREGORY HILLS - PROPOSED EDGELINE AND CENTRE LINEMARKING

Camden Council
70 Central Ave
ORAN PARK NSW 2570
Telephone: 02 4654 7777
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Map Scale: 1:2500
Projection: GDA94 / MGA zone 56
Date: 14/08/2019 8:55 AM

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LOCAL TRAFFIC COMMITTEE

LTC12

SUBJECT: **ELDRIDGE LANE AND BRAEMORE LANE, CATHERINE FIELD - PROPOSED CHANGE TO ONE-WAY DIRECTION**
FROM: Director Community Assets
TRIM #: 19/321055

PURPOSE OF REPORT

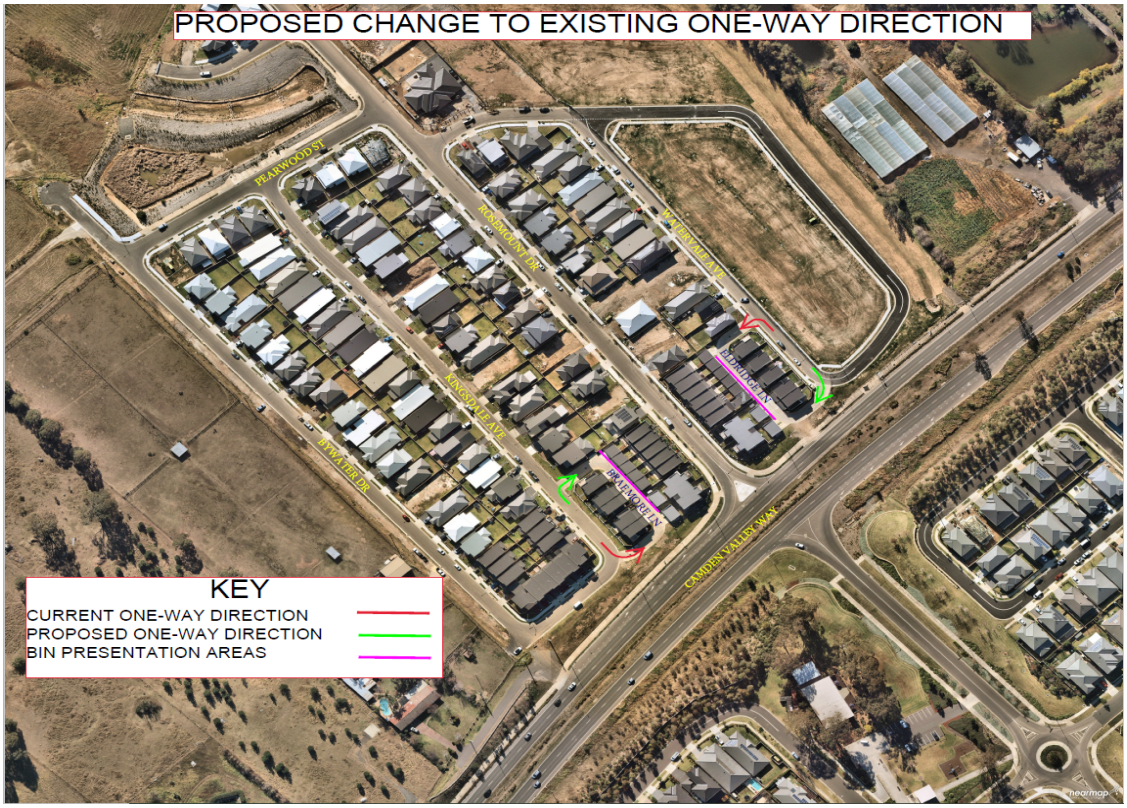
To seek the Local Traffic Committee concurrence for change of the one-way traffic direction in laneways in Catherine Field.

BACKGROUND

Concerns have been raised by the Council's Waste Branch of difficulty in collecting waste in Eldgridge Lane and Braemore Lane. Changing to current direction of traffic flow is proposed to help address this.

MAIN REPORT

Eldgridge Lane and Braemore Lane are both existing one-way 5-metre-wdie laneways. It has been reported that the current direction of travel does not allow waste vehicles to collect bins from the rear of properties due to the waste vehicle being left-handed. To address the issue raised, it is proposed to change the current traffic direction in these laneways as shown below (**Attachment 1**).



Affected owners and occupiers were invited to provide feedback on the proposal. No response was received. The change in direction of the existing one-ways would have minimal impact on local residents due to the short length of the laneways.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

It is proposed that the cost of signage installation be funded from the RMS Block Grant (Traffic Facilities component) for the 2019/20 financial year at an approximate cost of $1,000.

RECOMMENDED

The Local Traffic Committee recommends that Council approves, in Catherine Field:

i. Change one-way direction in Eldgridge Lane from north-south direction to south-north direction; and

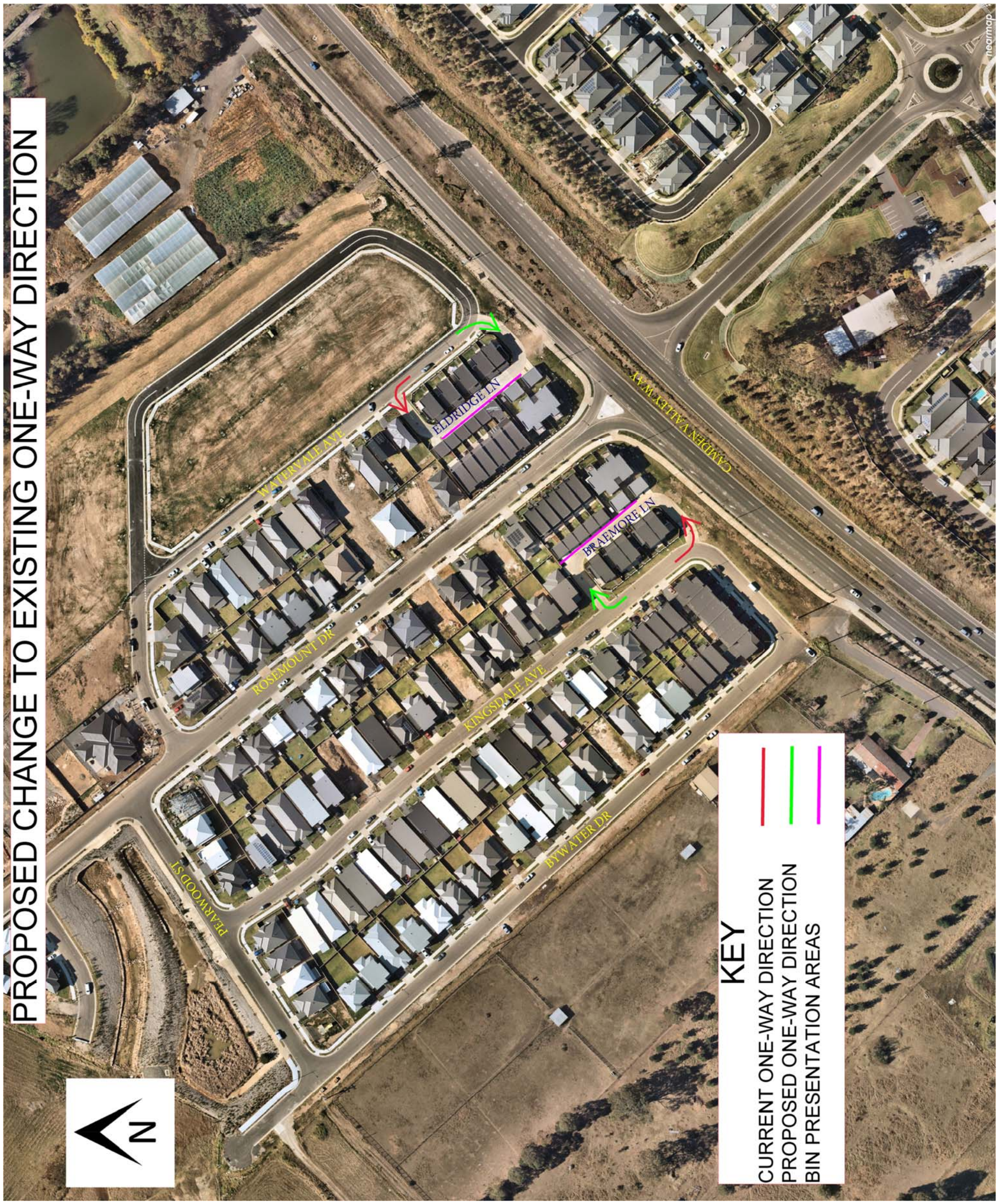
ii. Change one-way direction in Braemore Lane from south-north direction to north-south direction.

ATTACHMENTS

1. Attachment 1 - Eldgridge Lane and Braemore Lane - traffic traffic direction

LTC12

Attachment 1



LOCAL TRAFFIC COMMITTEE

LTC13

SUBJECT: **THE RAPIDS, THE CASCADES AND DEEP POOL WAY MOUNT ANNAN - TEMPORARY NO STOPPING RESTRICTIONS**
FROM: Manager Traffic, Depot & Building Services
TRIM #: 19/315606

PURPOSE OF REPORT

To seek the Local Traffic Committee concurrence for the installation of temporary No Stopping restrictions in Mount Annan.

BACKGROUND

Following concerns from local residents, temporary No Stopping restrictions have been proposed on various locations in Mount Annan to assist in traffic management during the Christmas season.

MAIN REPORT

In response to concerns raised in previous years about parking issues in Mount Annan during the Christmas season, Council proposed temporary No Stopping restrictions in The Rapids, The Cascades and Deep Pool Way, Mount Annan. Temporary restrictions were applied on the southern side of the Rapids in previous years. However, following community feedback, it is proposed to extend these restrictions to The Cascades and Deep Pool Way this year as well.

Consultation was undertaken with adjacent owners and occupants regarding the proposal. Three responses were received and were supportive of proposal. However, one respondent suggests that no stopping restrictions should also apply on both sides of the Rapids and the southern side of the Cascades between the Watermark and the Rapids.

Council's comments

Based on observations from previous years, it is proposed to extend parking restrictions on the southern side of Deep Pool Way and the Cascades opposite the Deep Pool Way and The Rapids intersections at this time. Dependent on the community feedback from this year restrictions, Council could extend the restrictions if deemed warranted.

Attachment 1 shows the proposal.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

The estimated cost of the recommended work is $3,000. It is proposed that the cost be funded from the RMS Block Grant (Traffic Facilities Component) for the 2019/20 financial year.

CONCLUSION

Following concerns raised about parking issues and traffic congestion in Mount Annan during the Christmas season, it is proposed that temporary no stopping restrictions be introduced from 1 December 2019 to 2 January 2020.

RECOMMENDED

Local Traffic Committee recommends that Council approves timed No Stopping restrictions "8:00PM – 11:00PM" (R5-402 signage) from 1 December 2019 to 2 January 2020:

i. **along the southern side of The Rapids and around the intersection of The Rapids and The Cascades;**
ii. **The Cascades, opposite The Rapids and Deep Pool Way intersection; and**
iii. **the southern side of Deep Pool Way between The Cascades and the Highwater.**

ATTACHMENTS

1. Attachment 1 - Mount Annan Christmas light - no stopping restrictions

LTC13

Attachment 1

LOCAL TRAFFIC COMMITTEE

LTC14

SUBJECT: LOCAL BEHAVIOURAL PROGRAMS
FROM: Director Community Assets
TRIM #: 19/315105

PURPOSE OF REPORT

To advise the Local Traffic Committee of local behavioural campaigns being undertaken to improve road safety and community safety in the Camden Local Government Area.

BACKGROUND

The Community and Road Safety Action Plan is developed on a yearly basis to provide direction to the Community Road Safety Officer (CRSO). Projects and programs that are implemented in the Camden Local Government Area (LGA) are developed from both research and statistical analysis undertaken.

This report outlines the progress of projects being implemented in the 2019/2020 financial year.

MAIN REPORT

Project	Target Issue	Current Status
RBT Plan B Campaign	Drink Driving *To educate and inform the community about the dangers of drink driving, to influence responsible road safety behaviour, and to work with the Camden LAC to reduce the incidence of drink driving.*	The CRSO continues to work with Camden Highway Patrol and the Camden Liquor Accord on coordinated approaches to reducing the incidence of drink driving. Information continues to be distributed to licensed premises in order to get the drink drive message across to the community.
Drive 2 Stay Alive – Year 11 Students	Young drivers *In-school program designed to provide road safety awareness to Year 11 students in Term 3 to reduce the incidence of casualty and fatality crashes in young drivers. The sessions include information about police enforcement, drug and alcohol impairment, licensing and heavy vehicle awareness.*	Program planning has been undertaken with all participating schools booked in as follows; • Oran Park Anglican College – 23 September 2019; • Mount Annan High School – 25 September 2019; • Magdalene Catholic High School – 1 November; • Mount Annan Christian College – 3 September 2019; and • Elizabeth Macarthur High School – 15 October 2019

Project	Target Issue	Current Status
School Safety Program	Vulnerable road users, pedestrians, road users around schools *Program designed to address road safety issues around schools, improve safety and education amongst road users, parents and students in school zones.*	The School Safety Program continues to work on identifying and improving traffic facilities and driver behaviour around schools. Other engineering and road safety issues have been investigated and actioned as they arise, and as appropriate. The CRSO, Rangers and Police target as many of the local primary schools as possible on a regular basis. The CRSO and Police have also commenced delivery of the Kinder Orientation road safety presentations. These are aimed at the new parents of the school, educating them as to how to use the parking and traffic facilities around the schools.
Slow Down	Speed *Raise awareness and reduce the incidence of speeding on local roads. Work with Camden LAC to further reduce the incidence of speeding.*	50km/hr Slow Down bus shelter advertisements are still in place at identified sites throughout the LGA where the 50 km/hr general urban speed limit applies. CRSO is continuing to work with Camden LAC Traffic Section and Camden Highway Patrol to address speed complaints from residents. CRSO continues to forward any resident speed or traffic complaints to Camden LAC Traffic Services and Highway Patrol for investigation as necessary. A new community education campaign is in the development phase with the aim of being rolled out in the next few months
Choose Right Buckle Right	Child Restraints *To educate and increase awareness of the importance of correct child restraint use and fitting. To provide free child restraint fitting and checking days to the community.*	The last even was held on 12 September 2019, with over 53 child restraints fitted and/or checked. The next community event will be held on Thursday 12 December 2019.
Graduated Licensing Scheme Workshops (GLS)	Parents and supervisors of learner drivers *Educational workshops for parents and supervisors of learner drivers, delivered to assist awareness and knowledge of the graduated licensing scheme.*	The GLS workshops are incorporated into the presentation given to supervisors of learner drivers at the Log Book Run events. The next presentation will be at the next Log Book Run event being held on 8 December 2019.

Project	Target Issue	Current Status
Log Book Run (LBR) – Drives for Learners In Macarthur	Young drivers *Increase on-road experience obtained by learner drivers and disseminate road safety messages and resources*	The last day Log Book Run event was held on Sunday 8 September 2019. The next day event is scheduled to be held on Sunday 8 December.
Crime Prevention	General community safety related issues *Identify and introduce community safety and crime prevention programs and initiatives in the Camden LGA as appropriate.*	The CRSO continues to work on identifying and implementing community safety programs, audits and works as appropriate. The CRSO continues to work with the Camden Police Crime Prevention Officer to monitor and address community safety issues as they arise. Grant funding has been utilised for safety upgrade works at the Narellan Urban Forest, with the first stage of lighting now completed. From the beginning of 2019 the CRSO has presented to new Police Crime Prevention Officers at the Goulburn Police Academy 5 March 2019 and 22 October 2019, on the best way to work with local government, has undertaken Community Safety Inspections with the Crime Prevention Officer at Camden PAC, attended Camden Wollondilly Domestic Violence Committee meetings. Council has also been successful in receiving Grant funding from NSW Department of Justice, for a crime prevention project targeting Hostile Vehicle Mitigation in public spaces. This is currently in the planning stage.
Park Smart	Community safety, Steal from Motor Vehicle offences	This program will continue to target local shopping centre car parks, plus commuter car parks. Dates are scheduled in the lead up to Christmas at Leppington Train Station and Narellan Town Centre.
Camden Liquor Accord	Drink Driving, community safety, alcohol related issues *Implementing programs and educating the community to reduce the incidence of alcohol related problems, drink driving and antisocial behaviour.*	The CRSO continues to work through the Camden Liquor Accord to implement and address community and road safety issues related to alcohol consumption. The Liquor Accord is working on a number of community education and alcohol harm minimisation programs, to reduce alcohol related issues in the Camden LGA.
Bike Safety Awareness Program	Bike safety *To promote safe cycling.*	Planning for the 2019/2020 to be undertaken in consultation with Community Planning and Development, as part of their Children's and Families program for 2020.

Project	Target Issue	Current Status
Seniors Safety Morning Teas	Seniors Safety *Partnership with Camden Police and Barnes Driving School to promote and educate regarding best practice pedestrian and personal safety and licensing conditions for older drivers*	Future dates for the 2019/2020 financial year are being worked on in partnership with Council's Community Project Officer – Seniors. A talk is scheduled to be held at Oran Park Anglican Village on 28 October 2019.
Graffiti Education	Graffiti prevention, community safety, young people *To assist in the reduction of graffiti offences through early intervention education*	Council has committed to running this program in schools again in 2020. Programming is underway.
Traffic Offenders Program	Driving offenders, speed and drink driving offenders, general road safety improvement. *To reduce the incidents of recidivist driving offences and to educate driving offenders to reduce re-offending.*	The PCYC Traffic Offenders Intervention Program (TOIP) continues to be held, with a presentation on "Low Risk Driving" delivered by the CRSO. PCYC TOIP runs monthly on a Saturday.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

Program funding has been identified in 2019/2020 through Roads and Maritime Services grant funding with a contribution from Council. The Child Restraint Fitting and Bike Education Session is funded through Council's National Families Week budget.

RECOMMENDED

The Local Traffic Committee recommends that Council receives and notes the Local Behavioural Programs report for November 2019.

LOCAL TRAFFIC COMMITTEE

LTC15

SUBJECT: PERMANENT ITEMS
FROM: Director Community Assets
TRIM #: 19/317231

i. Bike Plan

Funding applications submitted to the RMS Cycling Program for 2019/20 were not successful. Potential projects for 2020/21 are being developed.

ii. Pedestrian Access Mobility Plan (PAMP)

The following funding application submitted to the RMS Walking Program for 2019/20 was successful. Potential projects for 2020/21 are being developed.

Location	Project
Richardson Road, Spring Farm	Design and construction of new pedestrian refuges and indented bus bay

A pedestrian refuge proposed on South Circuit is being delivered by a developer.

iii. Black Spot / Safer Roads

Council has accepted funding under the Safer Roads Program in 2019/20 for:

- Holdsworth Drive, Mount Annan - Design and construction of kerb extensions on approach to Main Street – Community consultation on proposed design is complete. Survey and Design is underway.
- Broughton Street, Camden - Design and construction measures including kerb extensions at Barsden Street - Community consultation on proposed design is complete. Survey and Design is underway.

Projects for 2020/21 have been submitted, as follows:

- The Northern Road / Bringelly Road, Bringelly - Improving alignment of lanes at traffic signals on the residual section of road being handed to Council.
- Welling Drive / Waterworth Drive / Main Street - Improving deflection angle on Main Street and re-vegetating island to improve sightlines.

iv. Major Road Works / Upcoming Events involving Public Roads

Works / Event (Proponent)	Location	Program
Bringelly Road Upgrade – Stages 1 and 2 (RMS)	Bringelly Road	Ongoing
The Northern Road Upgrade – Stages 2 (RMS)	The Northern Road	Ongoing
Murray Street / Broughton Street Intersection Upgrade	Murray Street, Camden	August to November 2019

Oran Park Drive / Harrington Parkway – traffic lights installation	Oran Park	September to February 2020
Jacaranda Festival	Argyle Street, Camden	23 November 2019

RECOMMENDED

The Local Traffic Committee recommends that Council receives and notes the Permanent Items report for November 2019.

LOCAL TRAFFIC COMMITTEE

LTC16

SUBJECT: **GLEDSWOOD HILLS SUBDIVISION, ORAN PARK - SIGNAGE, LINEMARKING AND DEVICES**
FROM: Manager Traffic, Depot & Buiding Services
TRIM #: 19/315406

ELECTRONIC MEETING ITEM DATE: 23 August 2019

PURPOSE OF REPORT

To document approval previously provided by the Local Traffic Committee through an Electronic Meeting for signage and linemarking plans associated with the Construction of Entry Road in Gledswood Hills.

MAIN REPORT

Signage and line marking plans have been received by Council for the construction of the Entry Road from the RMS road network at Camden Valley Way to the internal road network of The Hermitage subdivision in Gledswood Hills to deliver approximately 184 lots. The location is highlighted on **Attachment 1**. This is related to DA number DA/2018/496/1.

The Engineering Drawing No. 180032-32B-C11.01, Rev.E, 180032-32B-C11.02 , Rev. E, 180032-32B-C11.03, Rev. E prepared by Enspire solutions Consulting provides details of the proposed signage and line marking (**Attachment 2).** The plans are considered to be in accordance with Austroads, Australian Standards and RMS supplements for the placement of regulatory signage and line marking and it is recommended that LTC supports the proposed measures.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2019/44	**The Local Traffic Committee recommends that Council approves the regulatory signs and line marking associated with the construction of Entry Road in Gledswood Hills as shown on the Engineering Drawing No. 180032-32B-C11.01, Rev.E, 180032-32B-C11.02 , Rev. E, 180032-32B-C11.03, Rev. E subject to:** **i. Give Way sign (r1-2) being installed at Access Road / Road No.03 intersection;** **ii. Give Way sign (r1-2), TB and TB1 being removed at Road 01/ Road 03;** **iii. The installation being completed by the applicant at its cost;** **iv. All signage being sign size A;** **v. Street lighting levels for intersection and devices being in accordance with Australian Standard AS/NZS 1158, subject to further Council approval of the lighting design; and** **vi. Speed limit signage plan being referred to Roads and Maritime Services for review and approval.**

This recommendation was supported unanimously by the four voting members.

This recommendation has been resolved by a Council Officer under Delegated Authority.

RECOMMENDED

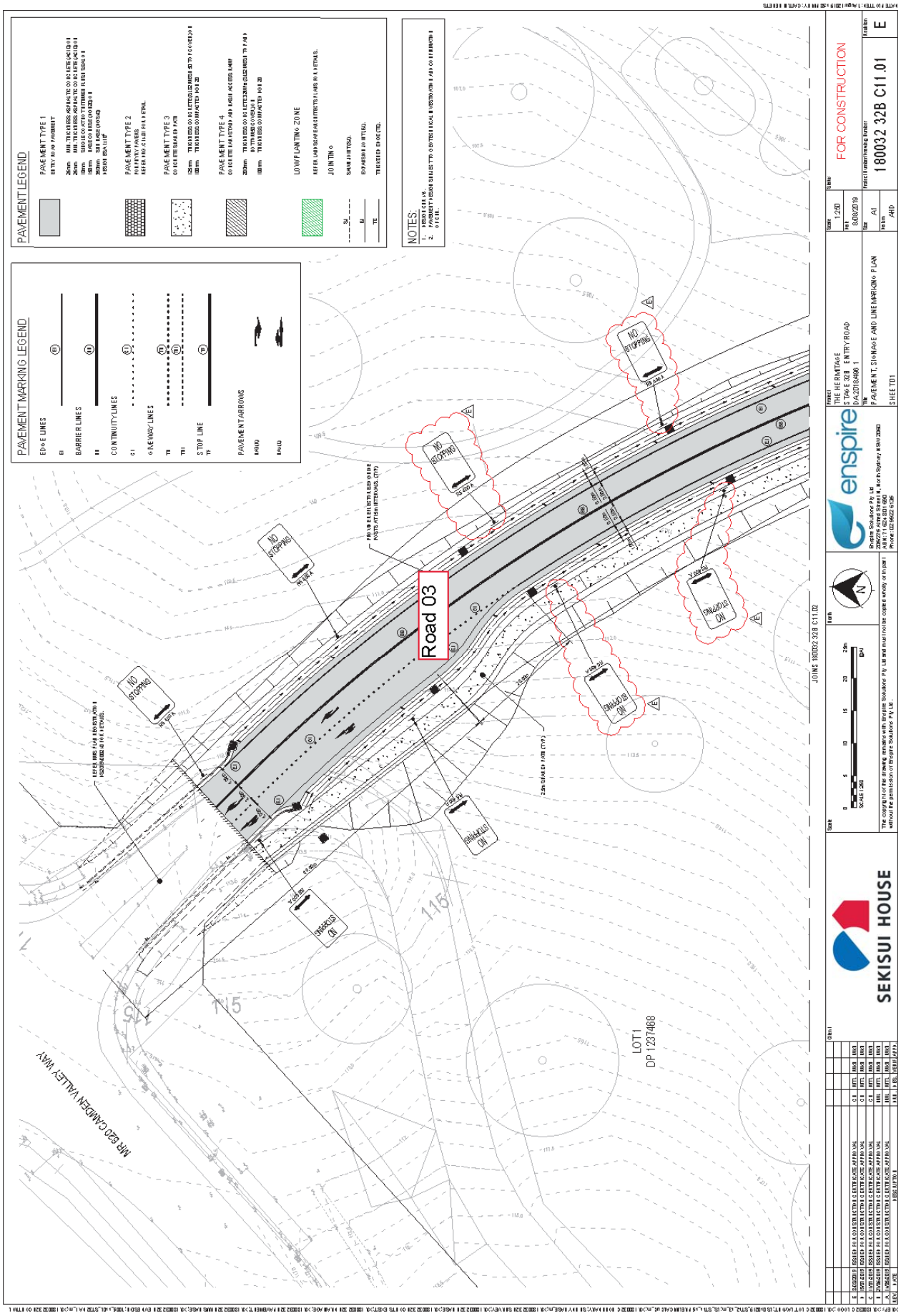
That Council receives and notes the report on Gledswood Hills Subdivision, Oran Park – Signage Linemarking and Devices.

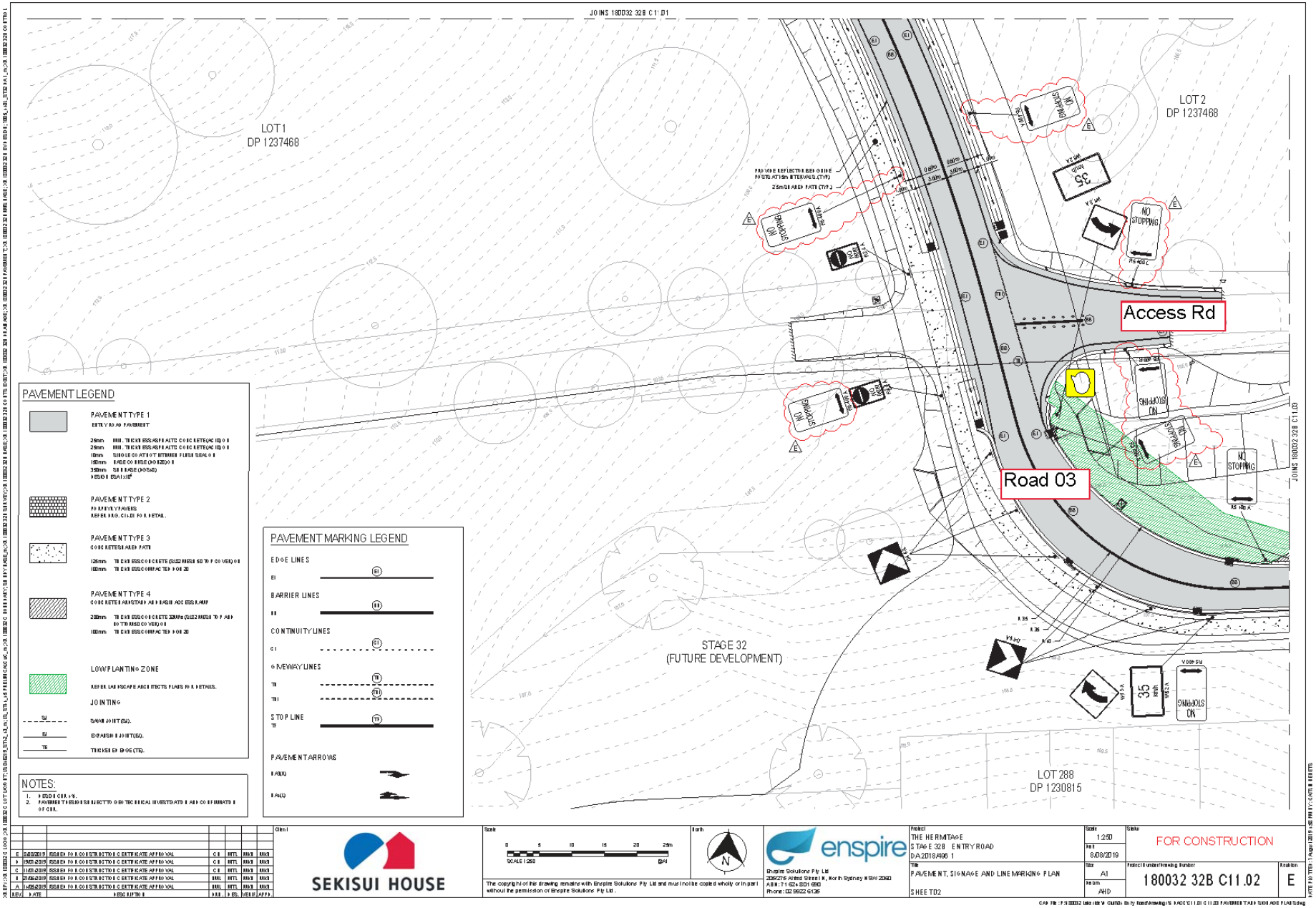
ATTACHMENTS

1. Attachment - Gledswood Hills Subdivision

LTC16

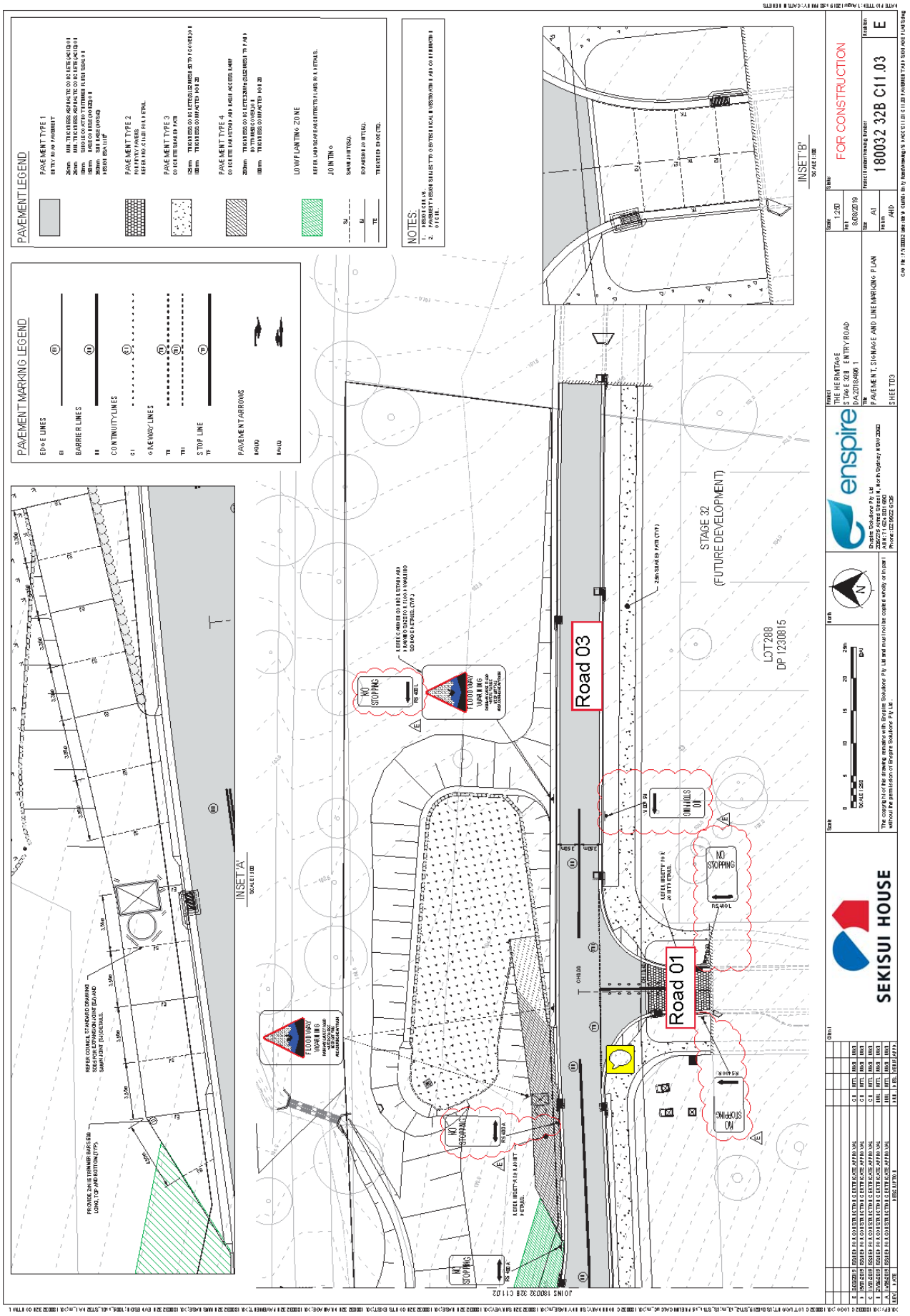
Attachment 1




LOT 1
DP 1237468
LOT 2
DP 1237468
Access Rd
Road 03
STAGE 32
(FUTURE DEVELOPMENT)
LOT 288
DP 1230815
NO STOPPING
35
PAVEMENT LEGEND
PAVEMENT TYPE 1
PAVEMENT TYPE 2
PAVEMENT TYPE 3
PAVEMENT TYPE 4
LOW PLANTING ZONE
JOINTING
PAVEMENT MARKING LEGEND
EDGE LINES
BARRIER LINES
CONTINUITY LINES
GIVEWAY LINES
STOP LINE
PAVEMENT ARROWS
NOTES:
SEKISUI HOUSE
enspire
THE HERMITAGE
STAGE 32B ENTRY ROAD
DA2018/496/1
PAVEMENT, SIGNAGE AND LINE MARKING PLAN
SHEET 02
1:250
8/08/2019
A1
AHD
FOR CONSTRUCTION
180032 32B C11.02
E

LTC16

Attachment 1



LOCAL TRAFFIC COMMITTEE

LTC17

SUBJECT: **36 BYRON ROAD, LEPPINGTON - SIGNAGE, LINEMARKING AND DEVICES**
FROM: Manager Traffic, Depot & Buiding Services
TRIM #: 19/315559

ELECTRONIC MEETING ITEM DATE: 23 August 2019

PURPOSE OF REPORT

To document approval previously provided by the Local Traffic Committee through an Electronic Meeting for signage and linemarking plans associated with the development of 36 Byron Road, Leppington.

MAIN REPORT

A signage and line marking plan has been received by Council for the construction of new roads associated with the development of 36 Byron Road, Leppington. The location is highlighted on **Attachment 1**. This is related to DA number DA/2017/594/1.

The Engineering Drawing No. 15890, Rev.F prepared by Calibre Consulting provides details of the proposed signage and line marking (**Attachment 2).** The plan is considered to be in accordance with Austroads, Australian Standards and RMS supplements for the placement of regulatory signage and line marking and it is recommended that LTC supports the proposed measures.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2019/45	**The Local Traffic Committee recommends that Council on and in the vicinity of Byron Road approves the regulatory signs and line marking associated with the development of 36 Byron Road, Leppington as shown on the Engineering Drawing No. 15890, Rev.F subject to:** **i. The installation being completed by the applicant at its cost;** **ii. All signage being sign size A;** **iii. Street lighting levels for intersection and devices being in accordance with Australian Standard AS/NZS 1158, subject to further Council approval of the lighting design; and** **iv. Speed limit signage plan being referred to Roads and Maritime Services for review and approval.**

This recommendation was supported unanimously by the four voting members.

This recommendation has been resolved by a Council Officer under Delegated Authority.

RECOMMENDED

That Council receives and notes the report on 36 Byron Road, Leppington – Signage, Linemarking and Devices.

ATTACHMENTS

1. Location - 36 Byron Road, Leppington
2. Sinage and Linemarking Plan - 36 Byron Road Leppington

DA 2017/594/1

ENGINEERING PLAN
FOR PROPOSED SUBDIVISION OF
LOT 50B DP 8979
AT 36 BYRON ROAD,
LEPPINGTON, NSW
L.G.A. CAMDEN CITY COUNCIL

LOCALITY PLAN

PLAN INDEX TABLE

SHEET No.	SHEET TITLE	REV	REV DATE
GENERAL			
001	FACE SHEET	E	9/08/2019
002	CONSTRUCTION NOTES	E	9/08/2019
SEDIMENT & EROSION CONTROL			
051	SEDIMENT & EROSION CONTROL PLAN	E	9/08/2019
052	SEDIMENT & EROSION DETAILS	E	9/08/2019
053	TREE REMOVAL PLAN	E	9/08/2019
SERVICES			
101	SERVICES PLAN	E	9/08/2019
SITE REGRADING			
151	CUT FILL DEPTH PLAN	E	9/08/2019
152	CUT FILL SECTIONS AA, BB	E	9/08/2019
153	CUT FILL SECTIONS CC, DD, EE	E	9/08/2019
ENGINEERING PLANS			
201	PROPOSED CIVIL WORKS PLAN	E	9/08/2019
ROAD WORKS			
251	ROAD DETAILS	E	9/08/2019
252	ROAD LONGITUDINAL SECTIONS ROAD 1	E	9/08/2019
253	ROAD LONGITUDINAL SECTIONS ROAD 2, 3 & 4	E	9/08/2019
254	TYPICAL DETAILS	E	9/08/2019
255	ROAD CROSS SECTIONS ROAD 1 CH 18.896 - m2.377	E	9/08/2019
256	ROAD CROSS SECTIONS ROAD 1 CH 174.718 - 277.819	E	9/08/2019
257	ROAD CROSS SECTIONS ROAD 2	E	9/08/2019
258	ROAD CROSS SECTIONS ROAD 3 & 4	E	9/08/2019
INTERSECTION PLANS			
261	KERB RETURNS 1, 2, 3 & 4	E	9/08/2019
262	KERB RETURNS 5, 6, 7 & 8	E	9/08/2019
263	TEMPORARY TURN HEAD CONTOUR PLAN	E	9/08/2019
DRAINAGE			
301	OVERALL CATCHMENT PLAN	E	9/08/2019
302	INTERNAL CATCHMENT PLAN	E	9/08/2019
303	DRAINAGE ANALYSIS - ULTIMATE	E	9/08/2019
304	DRAINAGE ANALYSIS - TEMPORARY	E	9/08/2019
305	DRAINAGE LONGITUDINAL SECTIONS LINE 2	E	9/08/2019
306	DRAINAGE LONGITUDINAL SECTIONS LINES 3 & 4	E	9/08/2019
307	DRAINAGE LONGITUDINAL SECTIONS LINES 5, 6, 7 & 8	E	9/08/2019
308	DRAINAGE LONGITUDINAL SECTIONS LINES 9, 10, 11	E	9/08/2019
309	DRAINAGE LONGITUDINAL SECTIONS LINES 12-14,51,52	E	9/08/2019
351	BASIN CATCHMENT PLAN	E	9/08/2019
352	BASIN PLAN AND TYPICAL DETAILS	E	9/08/2019
353	BASIN PLANTING DETAILS	E	9/08/2019
RETAINING WALL DETAILS			
601	BASIN RETAINING WALL DETAILS	E	9/08/2019
MISCELLANEOUS WORKS			
501	LOT CALCULATION & LANDSCAPING PLAN	E	9/08/2019
502	SWEPT PATH PLAN	E	9/08/2019
503	LINE MARKING PLAN	E	9/08/2019
BYRON ROAD WORKS			
601	BYRON ROAD WORKS FACE SHEET	E	9/08/2019
602	BYRON ROAD WORKS CONSTRUCTION NOTES	E	9/08/2019
603	BYRON ROAD WORKS SERVICES PLAN	E	9/08/2019
604	BYRON ROAD WORKS CIVIL WORKS PLAN 1	E	9/08/2019
605	BYRON ROAD WORKS SEDIMENT & EROSION CONTROL PLAN	E	9/08/2019
606	BYRON ROAD WORKS SEDIMENT & EROSION DETAILS	E	9/08/2019
607	BYRON ROAD WORKS CUT FILL DEPTH PLAN	E	9/08/2019
608	BYRON ROAD WORKS BYRON ROAD LONG SEC, CROSS SEC & TYPICAL SEC	E	9/08/2019
609	BYRON ROAD WORKS KERB RETURNS 1 & 2	E	9/08/2019
610	BYRON ROAD WORKS INTERNAL CATCHMENT PLAN	E	9/08/2019
611	BYRON ROAD WORKS DRAINAGE ANALYSIS	E	9/08/2019
612	BYRON ROAD WORKS DRAINAGE LONG SECTIONS LINE 1	E	9/08/2019
613	BYRON ROAD WORKS SIGNAGE & LANDSCAPING PLAN	E	9/08/2019
614	BYRON ROAD WORKS SWEPT PATH PLAN	E	9/08/2019

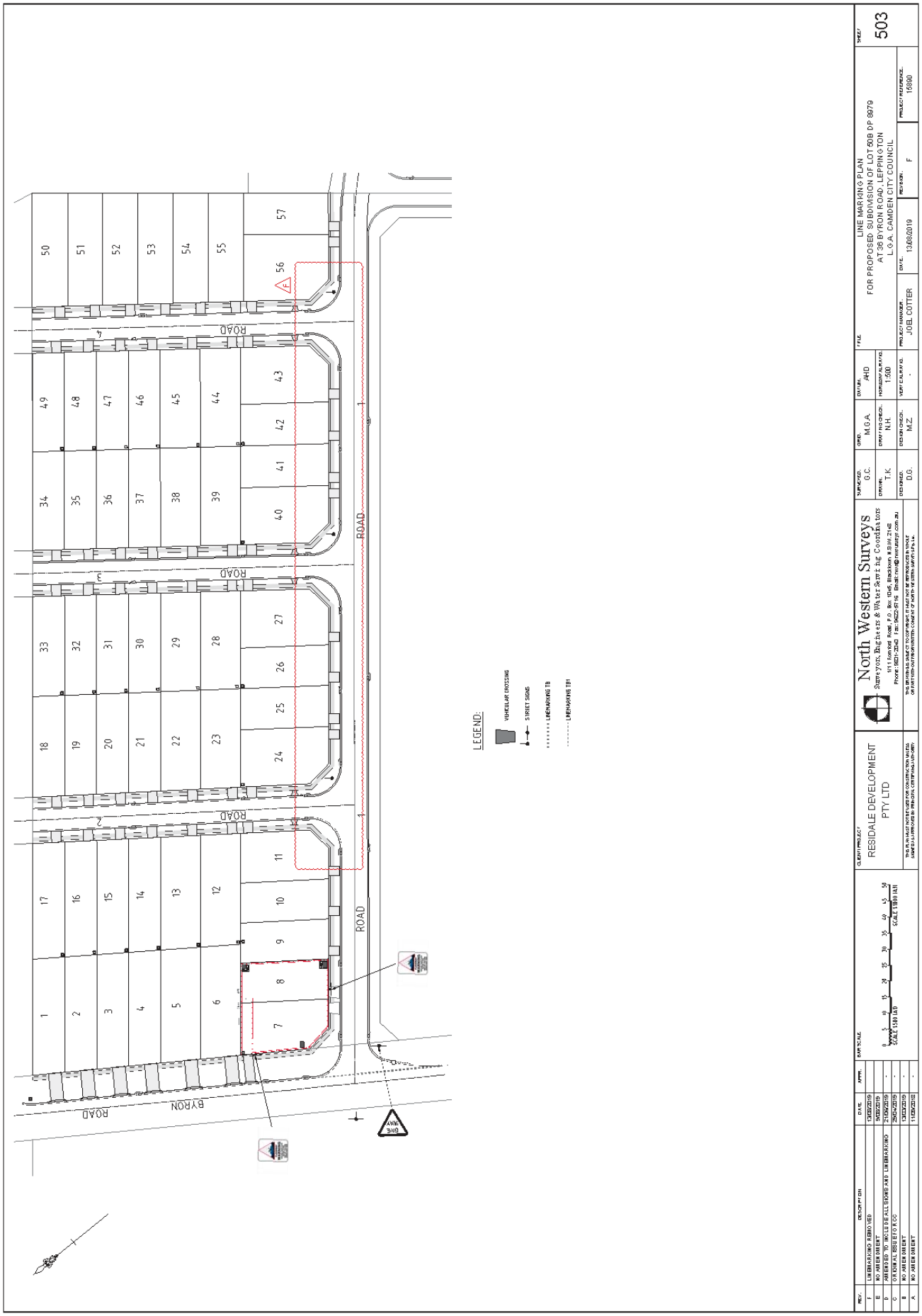
CLIENT:
RESIDALE DEVELOPMENT PTY LTD

North Western Surveys
Surveyors, Engineers & Water Servicing Coordinators
1/11 Romford Road, P.O. Box 1045, Blacktown N.S.W. 2148
Phone: 9831-2040 Fax: 9622-5716 Email: nws@nwsurveys.com.au

APPROVED COMPANY ISO 9001 Quality Management Systems QMS Certification Services

DIAL BEFORE YOU DIG www.1100.com.au

PROJECT REFERENCE: 15890
REVISION: F
SHEET: 001



LTC17

Attachment 2

LOCAL TRAFFIC COMMITTEE

LTC18

SUBJECT: **CENTRAL AVENUE, ORAN PARK - BACKYARD BASH - TRAFFIC MANAGEMENT PLAN**
FROM: Manager Traffic, Depot & Buiding Services
TRIM #: 19/315603

ELECTRONIC MEETING ITEM DATE: 6 September 2019

PURPOSE OF REPORT

To document approval previously provided by the Local Traffic Committee through an Electronic Meeting for concurrence for the proposed Traffic Management Plans associated with the Backyard Bash event to be held on Saturday 21 September 2019.

MAIN REPORT

Backyard Bash is a free community event that will focus on bringing the community together for a relaxing night of fun, food and fantastic memories.

The Traffic management Plans, as shown in **Attachment 1** provide details of arrangements on how traffic will be managed during the course of the event. This includes but is not limited to:

- A full closure of Central Ave at Dairy Street from 11am to 11pm with no Access for any vehicles other than Emergency Vehicles and store holders
- The Heavy Vehicle Mitigation (H.V.M) devices used will be concrete barriers. These barriers should be installed no more than 1m apart & should not obstruct the natural pedestrian walkway across Central Ave.
- Traffic controllers will be provided onsite to assist with pedestrian and to provide direction to the most practical parking.

The measures proposed in the Traffic Management Plan is considered satisfactory to safely control pedestrian and vehicle movement during the course of the event. It is recommended that the event, with these associated measures, is supported subject to the conditions listed below.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2019/46	**The Local Traffic Committee recommends that Council approves the temporary Closure of Central Avenue between Dairy Road and turning circle at the end of Central Avenue between 11am and 11pm on Saturday 21 September 2019 as per the traffic mangement Plans for the Backyard Bash subject to:** **i. traffic management arrangements be implemented in accordance with the approved Special Event Transport Management Plan and associated certified Traffic Control Plans;** **ii. access for emergency vehicles be maintained at all times;**

	iii. the organisers obtain NSW Police concurrence to the Special Event approval; **iv. the organisers provide proof of a minimum $20 million Public Liability Insurance Policy noting Council as an interested party;** **v. temporary signage associated with the Traffic Control Plan be installed and removed at the end of the event at no cost to Council; and** **vi. traffic management arrangements are advertised in local newspapers, and on street signage a minimum of 7 days prior to the event.**

This recommendation was supported unanimously by the four voting members.

This recommendation has been resolved by a Council Officer under Delegated Authority.

RECOMMENDED

That Council receives and notes the report on Central Avenue, Oran Park – Backyard Bash – Traffic Management plan.

ATTACHMENTS

1. Backyard Bash - Traffic Management Plan

LTC18

Attachment 1

GENERAL NOTES

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH AS1742.3 & TCAWS 2010
2. ALL TRAFFIC CONTROL DIAGRAMS TO BE READ CONJUNCTION WITH THE TCAWS 2010.
3. NON- APPLICABLE EXISTING SIGNAGE SHALL BE COVERED E.G., SPEEDS SIGNS DUE TO THE TEMPORARY SPEED ZONE.
4. ALL SIGNAGE DISTANCE SHALL COMPLY WITH AS 1742.3 & TCAWS 2010
5. IN ACCORDANCE WITH TCAWS 2010 TRAFFIC CONTROLLERS TO ASSIST PEDESTRIANS WITH MOVEMENT THROUGH & AROUND THE WORKSITE.
6. SIGNAGE SHALL BE PLACED ON THE SIDE OF THE ROAD ADJACENT TO THE TRAFFIC FLOW.
7. REMOVAL OF TRAFFIC CONTROL SIGNS AND DEVICES SHOULD BE UNDERTAKEN IN THE REVERSE ORDER OF ERECTION, PROGRESSING FROM THE WORK AREA OUT TOWARD THE APPROACHES.

RECOMMENDED TAPER LENGTH

APPROXIMATE SPEED OF TRAFFIC KM/H	TRAFFIC CONTROL AT BEGINNING OF TAPER	LATERAL SHIFT TAPER	MERGE TAPER
45 OR LESS	15	0	15
46 - 55	15	15	30
56 - 65	30	30	60
66 - 75	N/A	70	115
76 - 85	N/A	80	130
86 - 95	N/A	90	145
96 - 105	N/A	100	160
> 105	N/A	110	180

DIMENSON "D"

SPEED OF TRAFFIC KM/H	DIMINESON D=M AS.1742.3	TC@WS
45 OR LESS	15m	15m
46 - 55	15m	50m
56 - 65	45m	60m
GREATER THAN 65 KM/H	EQUAL TO POSTED SPEED	

TOLERANCES

POSITIONING OF SIGNS
MINIMUM 10% LESS THAN THE DISTANCE OR LENGTHS GIVEN
MAXIMUM 25% MORE THAN THE DISTANCE OR LENGTHS GIVEN
SPACING OF DELINEATING DEVICES
MAXIMUM 10% MORE THAN THE SPACING GIVEN
NO MINIMUM

LANE WIDTHS

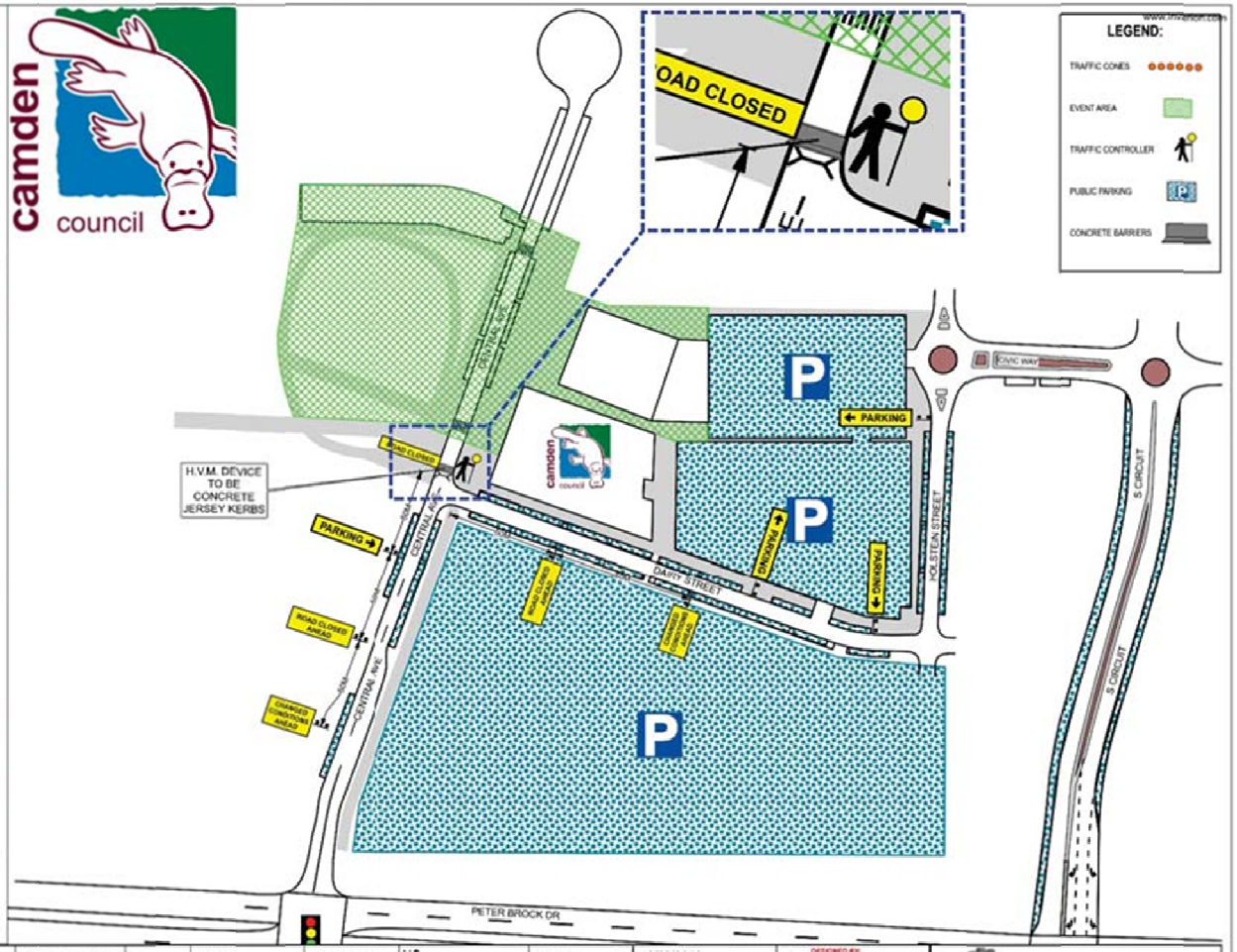
THE MIN LANE WIDTH TO BE PROVIDED THROUGH OR PAST THE WORKSITE SHALL BE 3.0m (3.5m DESIRABLE 2.8m min)

QUEUE MANAGEMENT PLAN

AT ALL TIMES DURING THE COURSE OF THE WORK TRAFFIC QUEUES SHALL BE MONITORED TO ENSURE THAT TRAFFIC DOES NOT EXCEED BEYOND THE LIMITS OF ADVANCED WARNING SIGNS

VEHICLE MOVEMENT PLAN

ALL WORK VEHICLES TO ENTER AND EXIT WORKSITE UNDER THE DIRECTION OF TRAFFIC CONTROLLER WITH THE TRAFFIC FLOW ON DESIGNATED UHF CHANNEL



Client:	CAMDEN COUNCIL	Term:	SHORT	ROL Required:	NO	Date Prepared:	13/03/2019	DESIGNED BY ASHLEY BURKE
Road Name:	CENTRAL AVE	Road Type:	2 LANE 2 WAY	ROL Number:	N/A	Date Approved:	13/03/2019	0039450032 EXP 08/03/20
Suburb:	ORAN PARK	Speed Limit:	50 KM/H	Road Classification:	COUNCIL ROAD	TC@WS Reference:	BASED ON TCP 54	PREPARE WORK ZONE
T/Cs Required:	2 TCs	Travelled Path:	PAST	Speed Reduction	N/A	TCP Ref NO:	VG.19.139	
Vehicles Required:	1 UTE	Operation:	ROAD CLOSURE	N.C.S:	DAIRY ST	Work Activity:	EVENT CLOSURE	APPROVED

THIS PLAN IS NOT TO SCALE

LTC18

Attachment 1

14

LOCAL TRAFFIC COMMITTEE

LTC19

SUBJECT: **CASABLANCA BOULEVARD, GLEDSWOOD HILLS - SIGNAGE, LINEMARKING AND DEVICES**
FROM: Manager Traffic, Depot & Buiding Services
TRIM #: 19/315662

ELECTRONIC MEETING ITEM DATE: 10 September 2019

PURPOSE OF REPORT

To document approval previously provided by the Local Traffic Committee through an Electronic Meeting for signage and linemarking plans associated with the construction of new roads associated with the development of Gledswood Hill.

MAIN REPORT

Signage and line marking plans have been received by Council for the construction of new roads associated with the development of Gledswood Hill. The location is highlighted on **Attachment 1**. This is related to DA number DA/2018/1328/1.

The Engineering Drawing No. 180032-32B-EC-C11.01, Rev. D, 180032-32B-EC-C11.02, Rev. E and 180032-32B-EC-C11.03, Rev.E prepared by Enspire Consulting provides details of the proposed signage and line marking (**Attachment 2).** The plans are considered to be in accordance with Austroads, Australian Standards and RMS supplements for the placement of regulatory signage and line marking and it is recommended that LTC supports the proposed measures.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2019/47	**The Local Traffic Committee recommends that Council on and in the vicinity of Casablanca Boulevard, Gledswood Hill approves the regulatory signs and line marking associated with the development of Gledswood Hill as shown on the Engineering Drawing No. 180032-32B-EC-C11.01, Rev. D, 180032-32B-EC-C11.02, Rev. E and 180032-32B-EC-C11.03, Rev.E subject to:** **i. The installation being completed by the applicant at its cost;** **ii. All signage being sign size A;** **iii. Street lighting levels for intersection and devices being in accordance with Australian Standard AS/NZS 1158, subject to further Council approval of the lighting design; and** **iv. Speed limit signage plan being referred to Roads and Maritime Services for review and approval.**

This recommendation was supported unanimously by the four voting members.

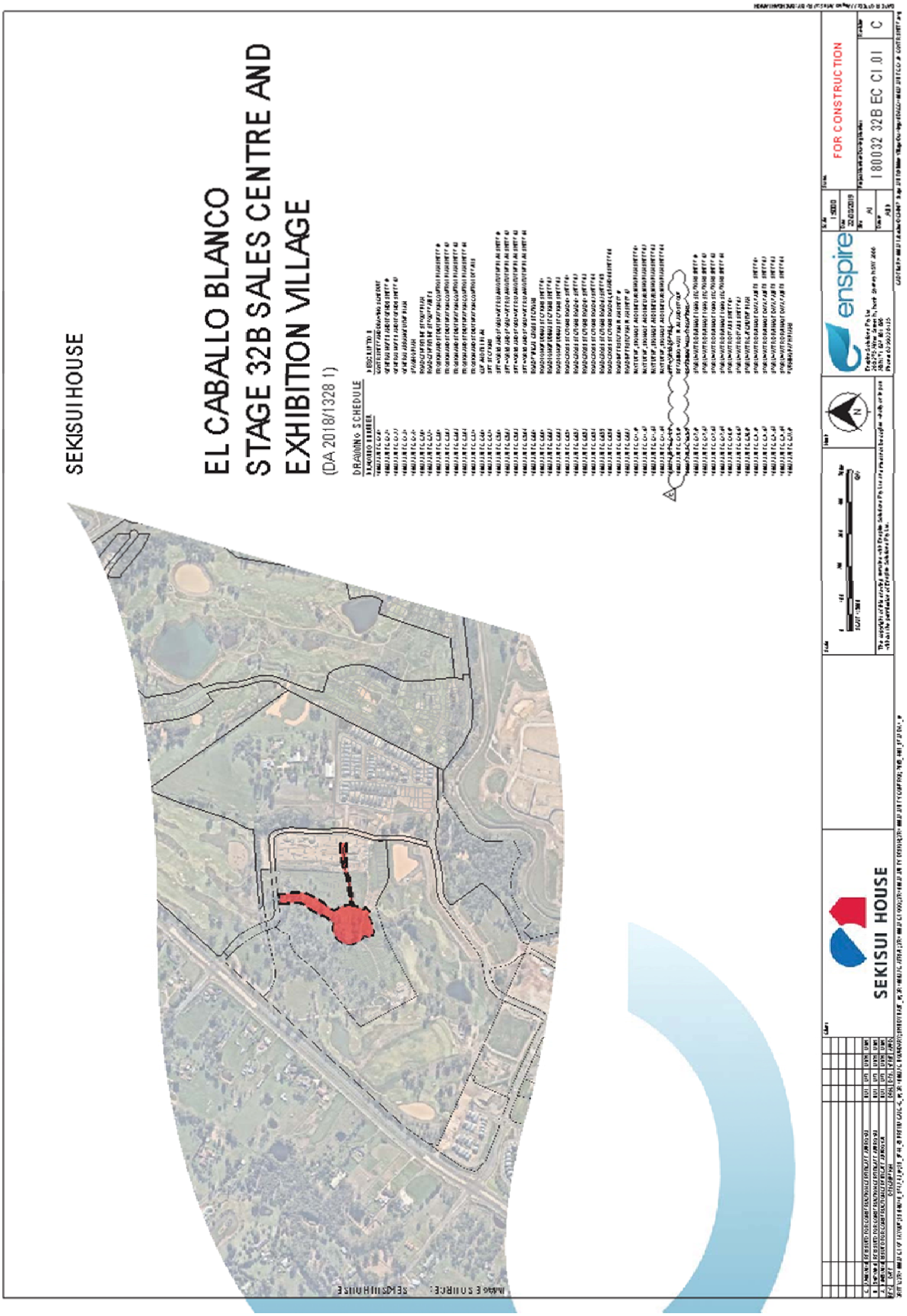
This recommendation has been resolved by a Council Officer under Delegated Authority.

RECOMMENDED

That Council receives and notes the report on Casablanca Boulevard, Gledswood Hills – Signage, Linemarking and Devices.

ATTACHMENTS

1. Location - Casablanca Boulevard, Gledwood Hills
2. Signage and Linemarking Plan - Casablanca Boulevard

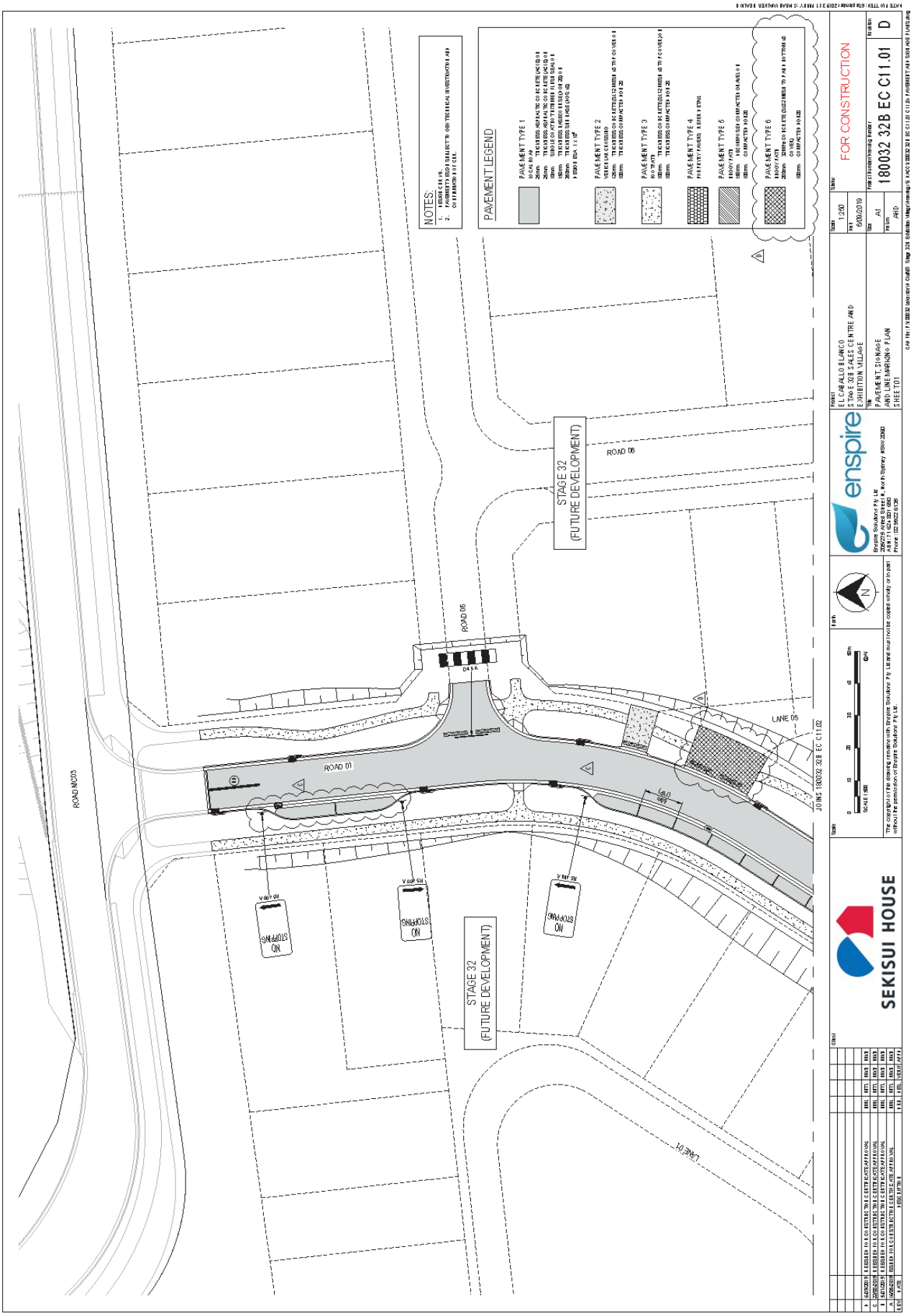


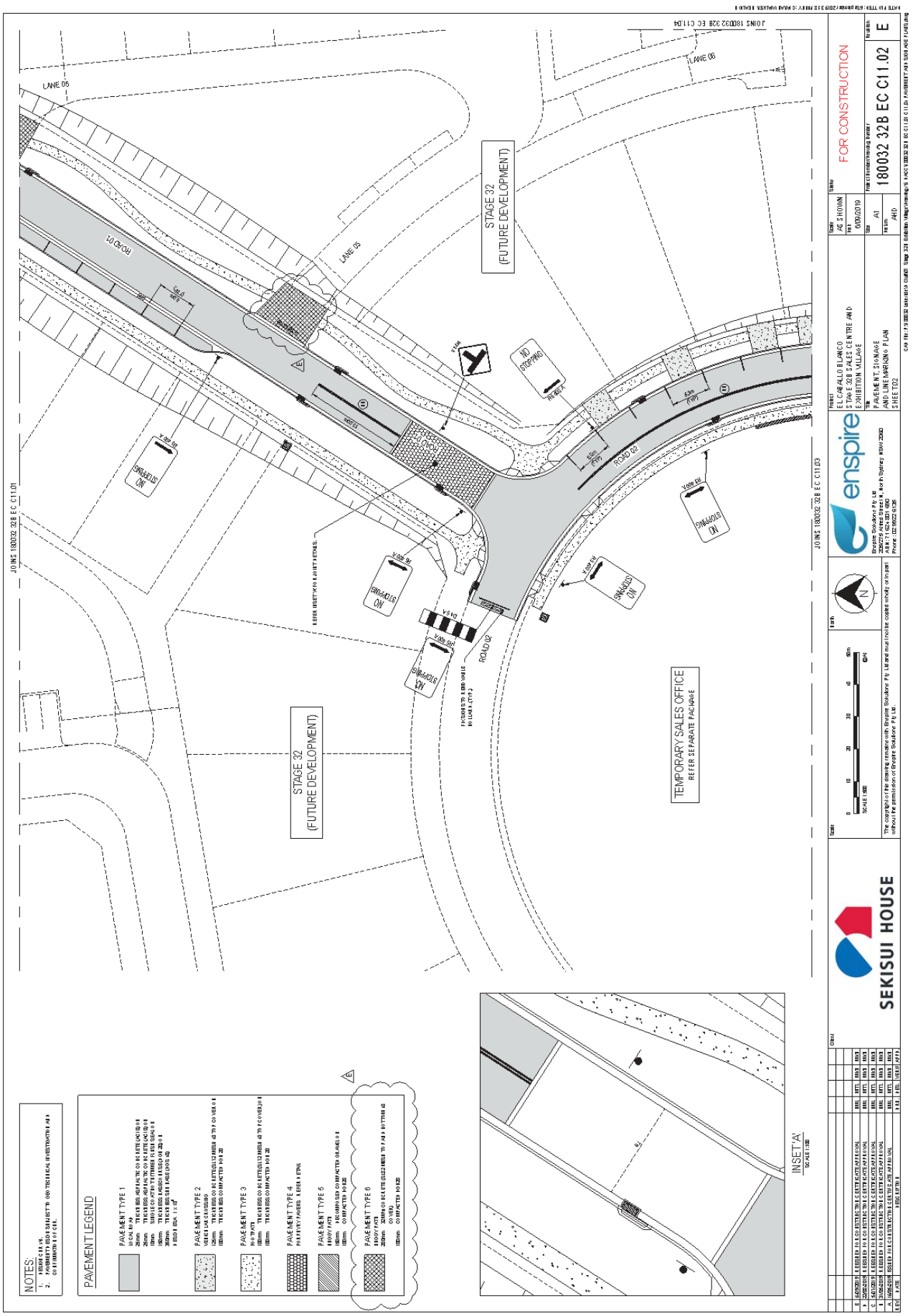
Attachment 1

LTC19

LTC19

Attachment 2



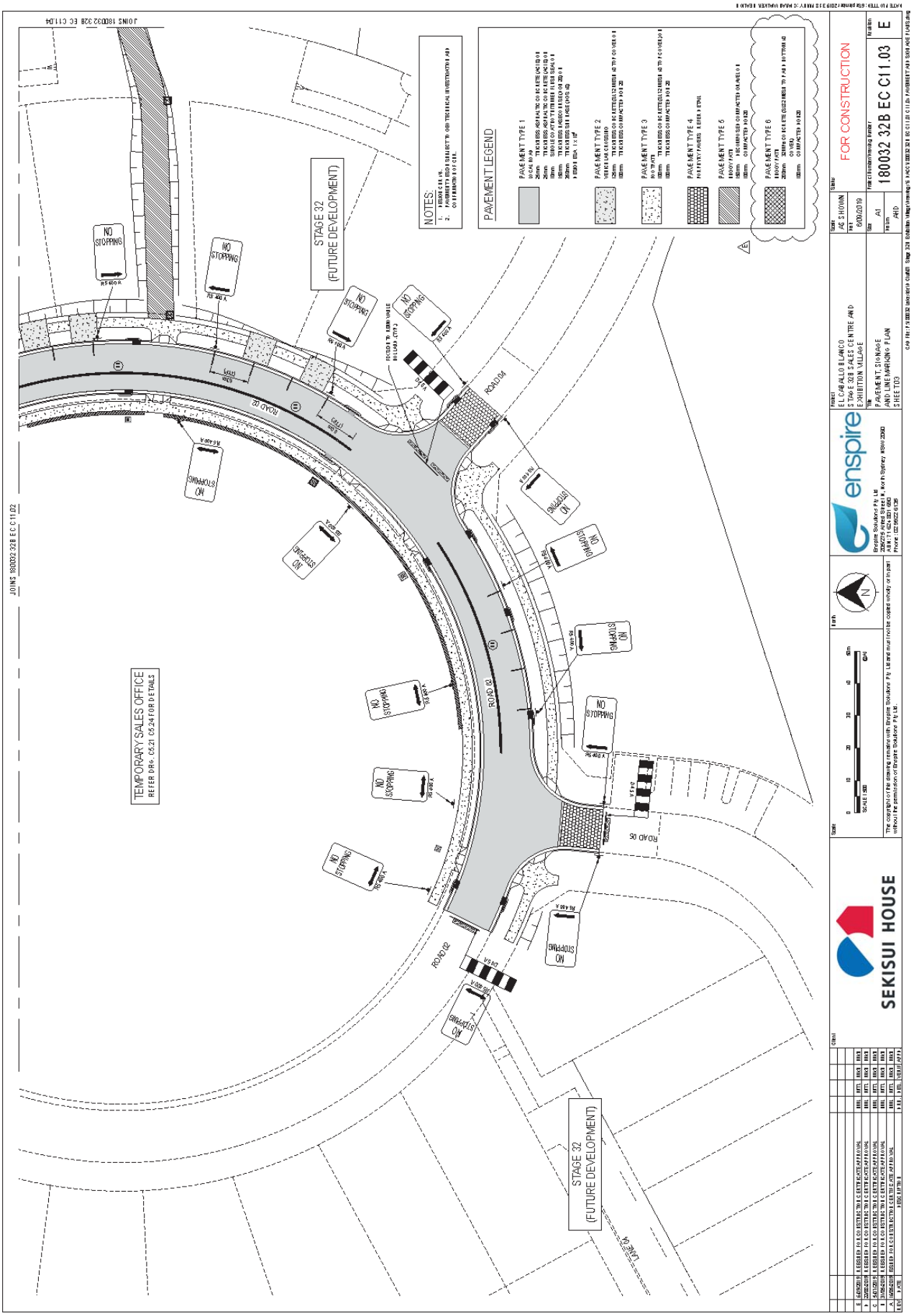


LTC19

Attachment 2

LTC19

Attachment 2



LOCAL TRAFFIC COMMITTEE

LTC20

SUBJECT: **JOHN STREET AND EXETER STREET, CAMDEN - TASTE FESTIVAL 2019 - TRAFFIC MANAGEMENT PLAN**
FROM: Manager Traffic, Depot & Buiding Services
TRIM #: 19/316913

ELECTRONIC MEETING ITEM DATE: 10 September 2019

PURPOSE OF REPORT

To document approval previously provided by the Local Traffic Committee through an Electronic Meeting for proposed Traffic Management plans associated with the Taste Festival to be held on Sunday 29 September 2019.

MAIN REPORT

Taste festival is a Food, Wine and Music Festival celebrating local food and wine suppliers, and local musicians by showcasing a number of these suppliers at a fun filled, family friendly event. There are live cooking demonstrations from celebrity chefs, as well as kids cooking workshops, jumping castle, face painting and live music performances

The Traffic management Plans, as shown in Attachment 1 provide details of arrangements on how traffic will be managed during the course of the event. This includes but is not limited to:

- A full closure of John Street between Mitchell Street and Exeter Street from 7am to 7pm with no access for any vehicles other than Emergency Vehicles
- A partial closure of Exeter Street between Elizabeth Street and John Street from 7am to 7pm with no access for any vehicle other than Emergency Vehicles, residents and Disabled Parking Permit Holders
- The Heavy Vehicle Mitigation (H.V.M) devices used will be water filled barriers. These barriers should be installed no more than 1m apart & should not obstruct the natural pedestrian walkway.
- Traffic controllers will be provided onsite to assist with pedestrian and to provide direction to the most practical parking.
- Traffic control plan associated with event car park on Macquarie Grove Road.

The event has been determined as a Class 3 Event Category. Traffic Control Plans have been prepared to ensure appropriate traffic management measures are implemented as part of the road closures and is considered satisfactory to safely control pedestrian and vehicle movement during the course of the event. It is recommended that the event, with these associated measures, is supported subject to the conditions listed below.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2019/48	**The Local Traffic Committee recommends that Council approves the temporary Closure of John Street and Exeter Street between 7am and 7pm on Sunday 29 September 2019 as per the traffic management Plans for the Taste Festival 2019 subject to:** **i. traffic management arrangements be implemented in accordance with the approved Special Event Transport Management Plan and associated certified Traffic Control Plans;** **ii. access for emergency vehicles be maintained at all times;** **iii. the organisers obtain NSW Police concurrence to the Special Event approval;** **iv. the organisers provide proof of a minimum $20 million Public Liability Insurance Policy noting Council as an interested party;** **v. temporary signage associated with the Traffic Control Plan be installed and removed at the end of the event at no cost to Council; and** **vi. traffic management arrangements are advertised in local newspapers, and on street signage a minimum of 7 days prior to the event.**

This recommendation was supported unanimously by the four voting members.

This recommendation has been resolved by a Council Officer under Delegated Authority.

RECOMMENDED

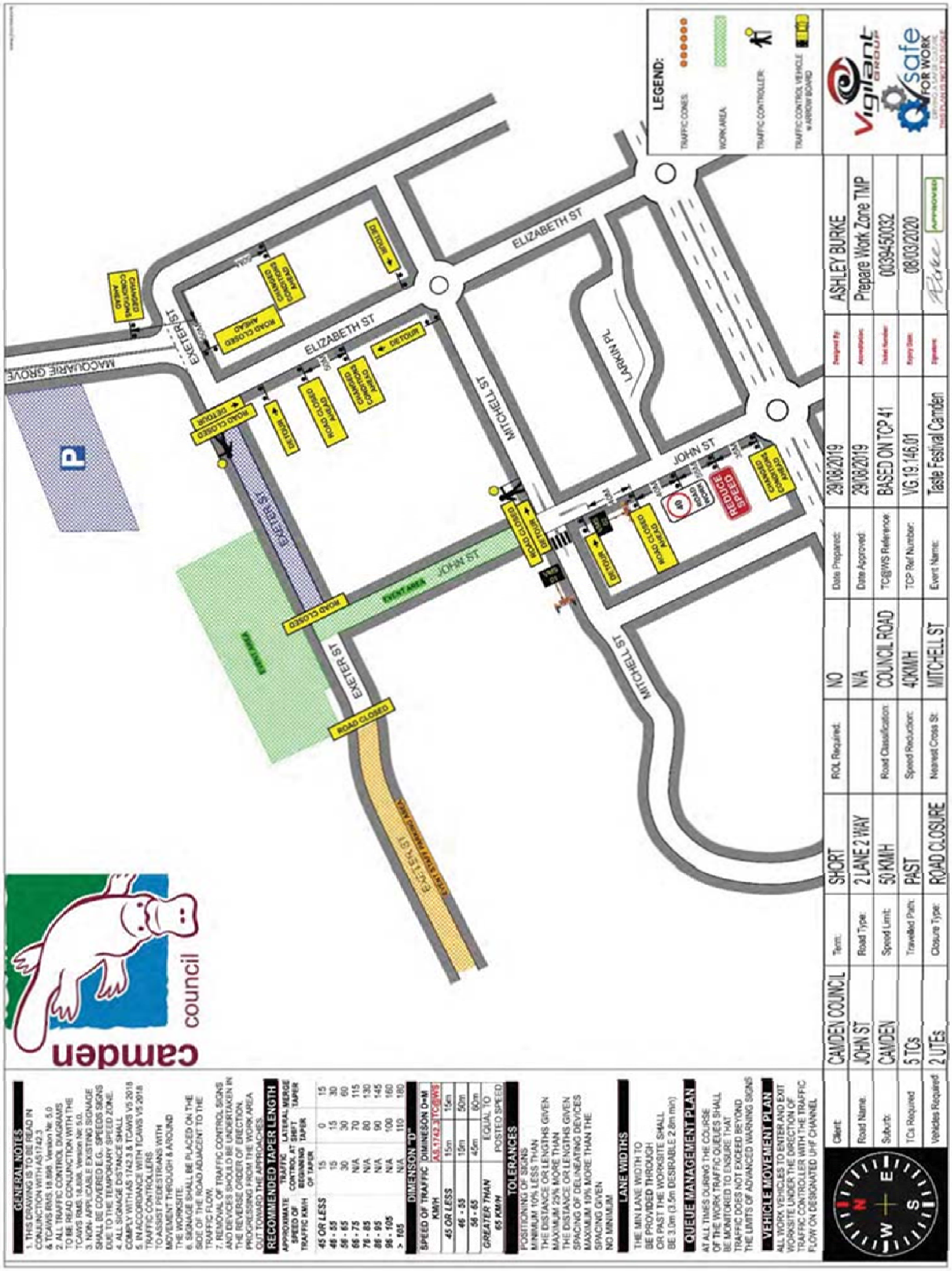
That Council receives and notes the report on John Street and Exeter Street, Camden – Taste Festival 2019 – Traffic Management Plan.

ATTACHMENTS

1. Attachment 1 - Taste 2019 - Traffic Management plan

LTC20

Attachment 1



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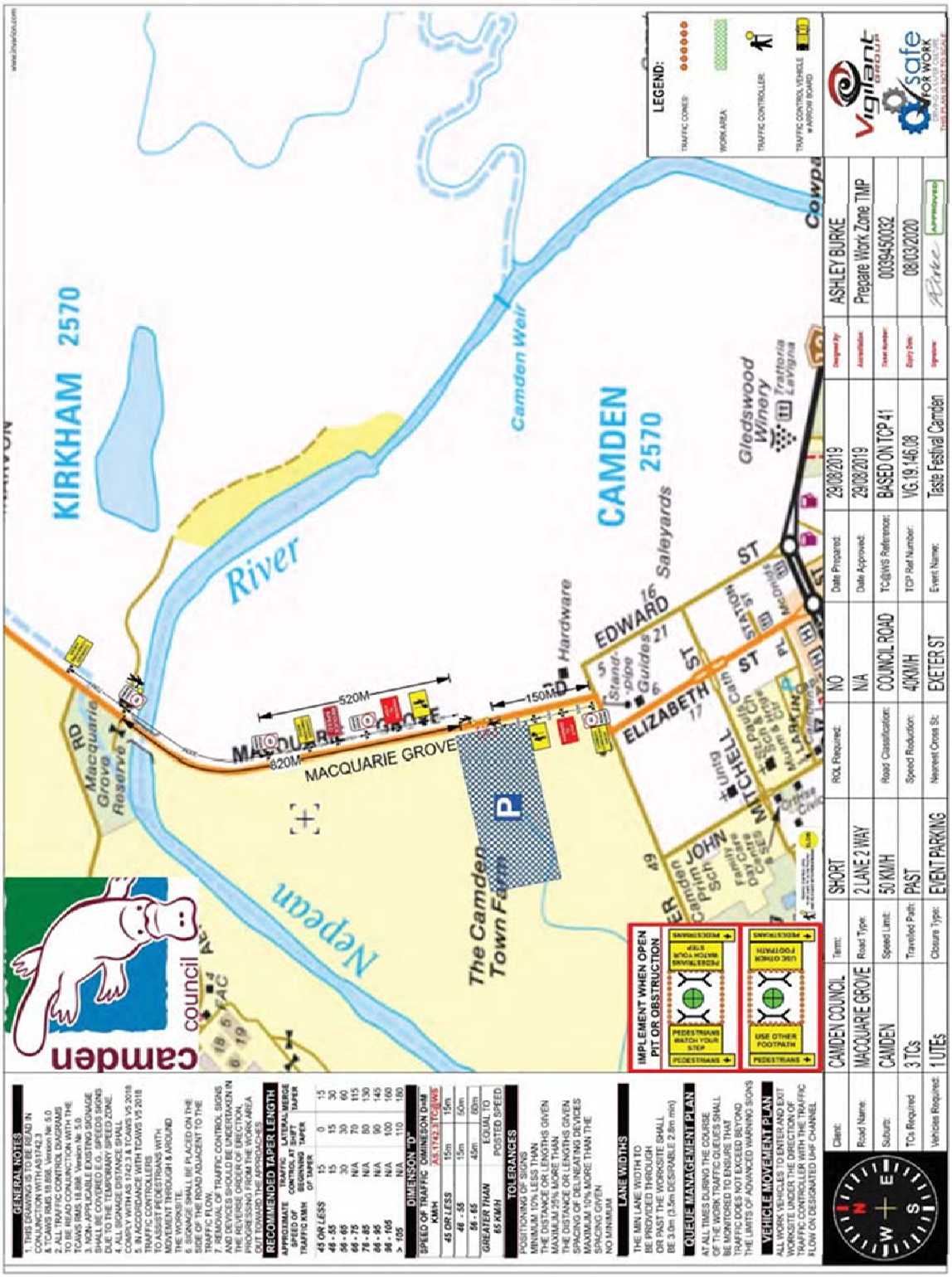
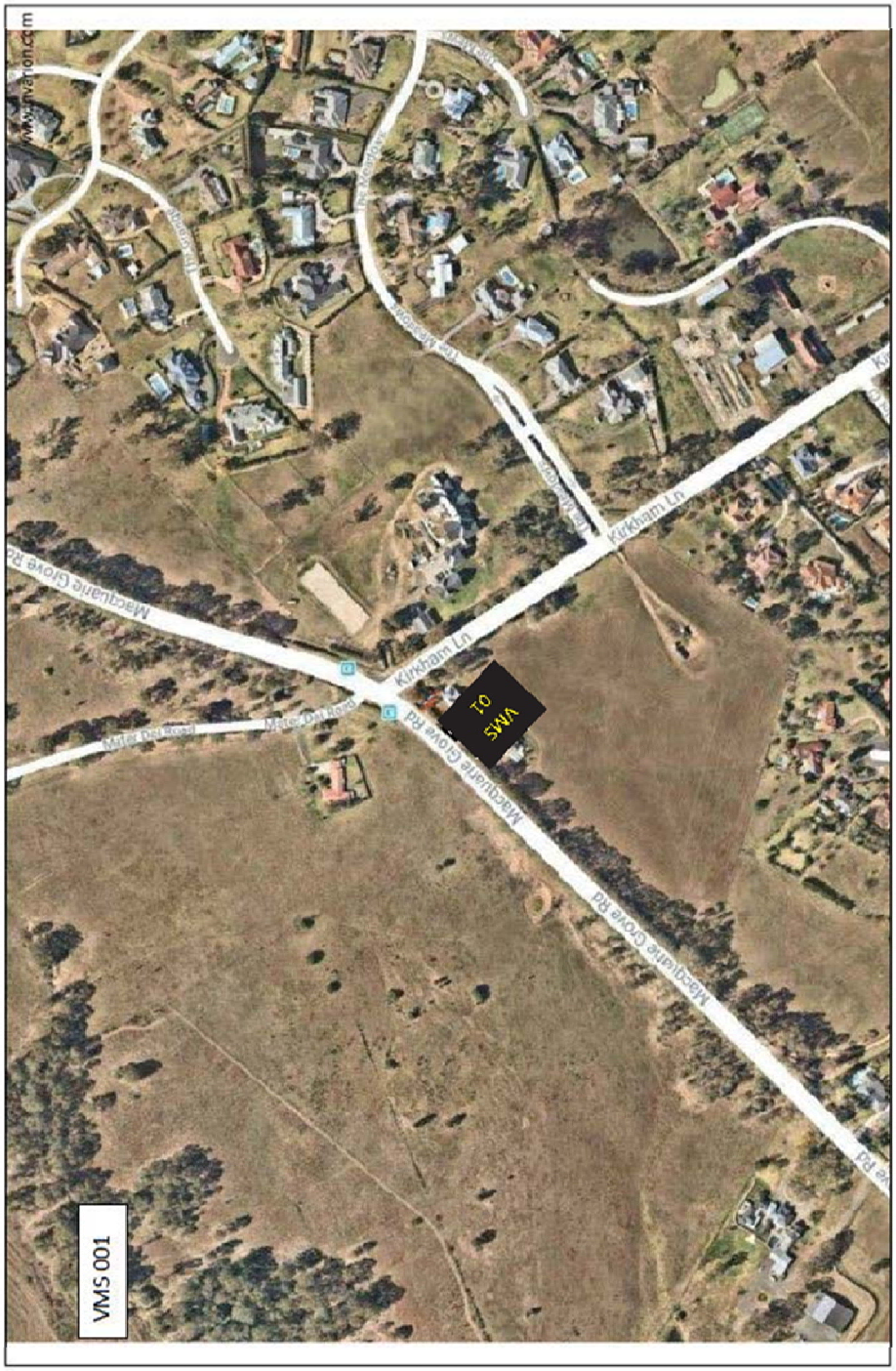
Attachment 1



LTC20

23

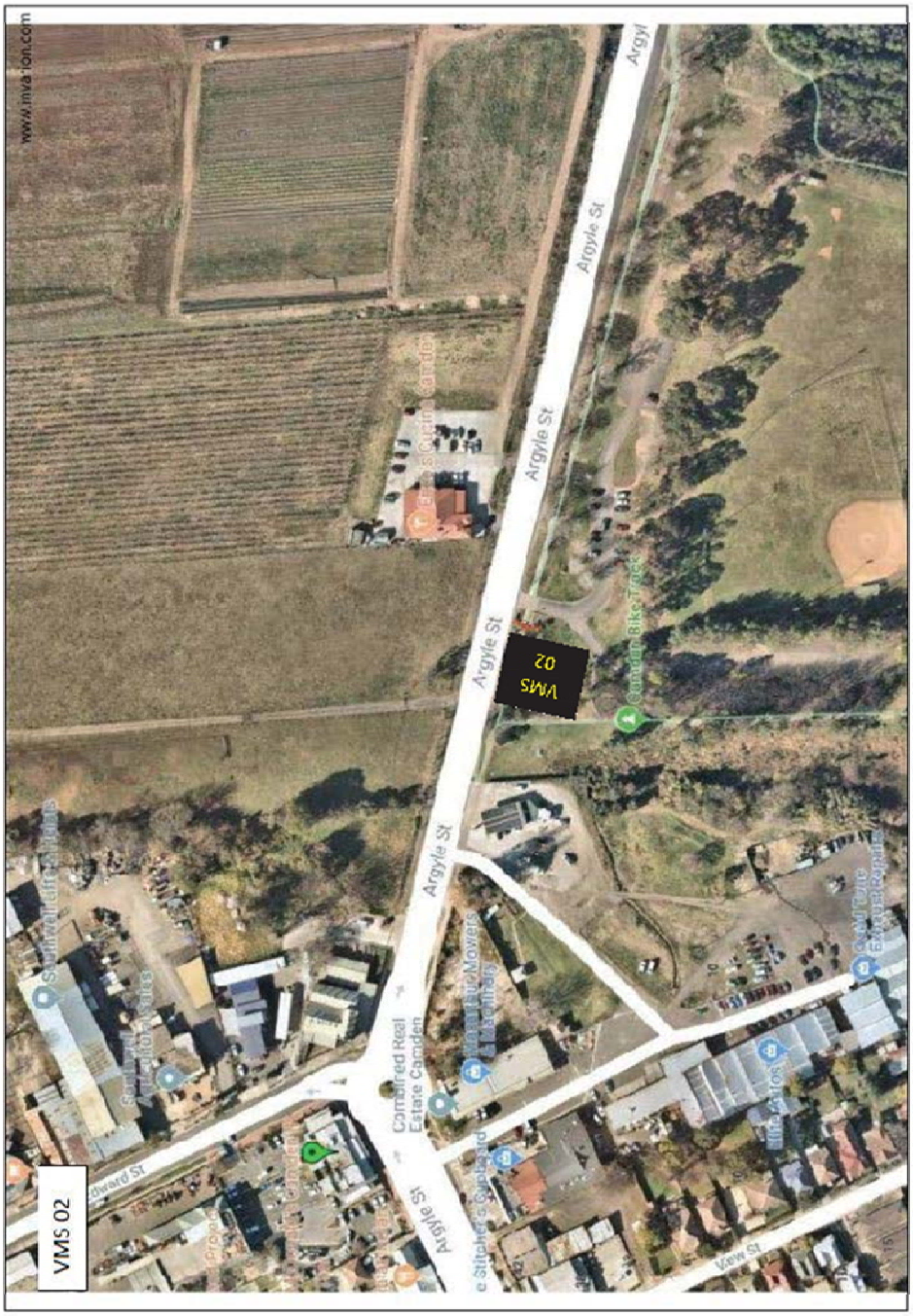
Attachment 1



LTC20

Attachment 1

24



LOCAL TRAFFIC COMMITTEE

LTC21

SUBJECT: **RICKARD ROAD, LEPPINGTON - PARKING RESTRICTIONS SOUTH OF BUS ZONE**
FROM: Director Community Assets
TRIM #: 19/316993

ELECTRONIC MEETING ITEM DATE: 20 September 2019

PURPOSE OF REPORT

To document approval previously provided by the Local Traffic Committee through an Electronic Meeting for signage and linemarking plans associated with the construction of a parking lane and footpath on the eastern side of Rickard Road, south of the existing Bus Zone at Leppington Public School.

MAIN REPORT

A signage and line marking plan has been prepared by Council associated with the construction of a parking lane and footpath on the eastern side of Rickard Road south of the existing Bus Zone at Leppington Public School. The location is highlighted on **Attachment 1**. The works have been scoped in partnership with the school to provide additional parking and supplement the recently constructed kiss and ride area which was recommended by the Committee in March 2019. The school speed zone, edgelines and centrelines are existing.

The Engineering Drawing No. 2019-029 Sheet 10 provides details of the proposed signage and line marking (**Attachment 2**). The plans are considered to be in accordance with Austroads, Australian Standards and RMS supplements for the placement of regulatory signage and line marking and it is recommended that LTC supports the proposed measures.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2019/49	**The Local Traffic Committee recommends that Council approves in Rickard Road, Leppington, as detailed in Engineering Drawing No. 2019-029 Sheet 10:** **i. No Stopping restrictions (R5-400 signage) for 13 metres;** **ii. 2 hour parking restrictions (8:30am-6:30pm School days) (R5-2 signage) for 30 metres;** **iii. No Stopping restrictions (R5-400 signage) for 10 metres; and** **iv. 2 hour parking restrictions (8:30am-6:30pm School days) (R5-2 signage) for 55 metres.**

This recommendation was supported unanimously by the four voting members.

This recommendation has been resolved by a Council Officer under Delegated Authority.

RECOMMENDED

That Council receives and notes the report on Rickard Road, Leppington – Parking Restrictions South of Bus Zone.

ATTACHMENTS

1. Location - Rickard Road - South of the exsisting Bus Zone at Leppington Public School
2. Signage and Linemarking Plan - Rickard Road, Leppington

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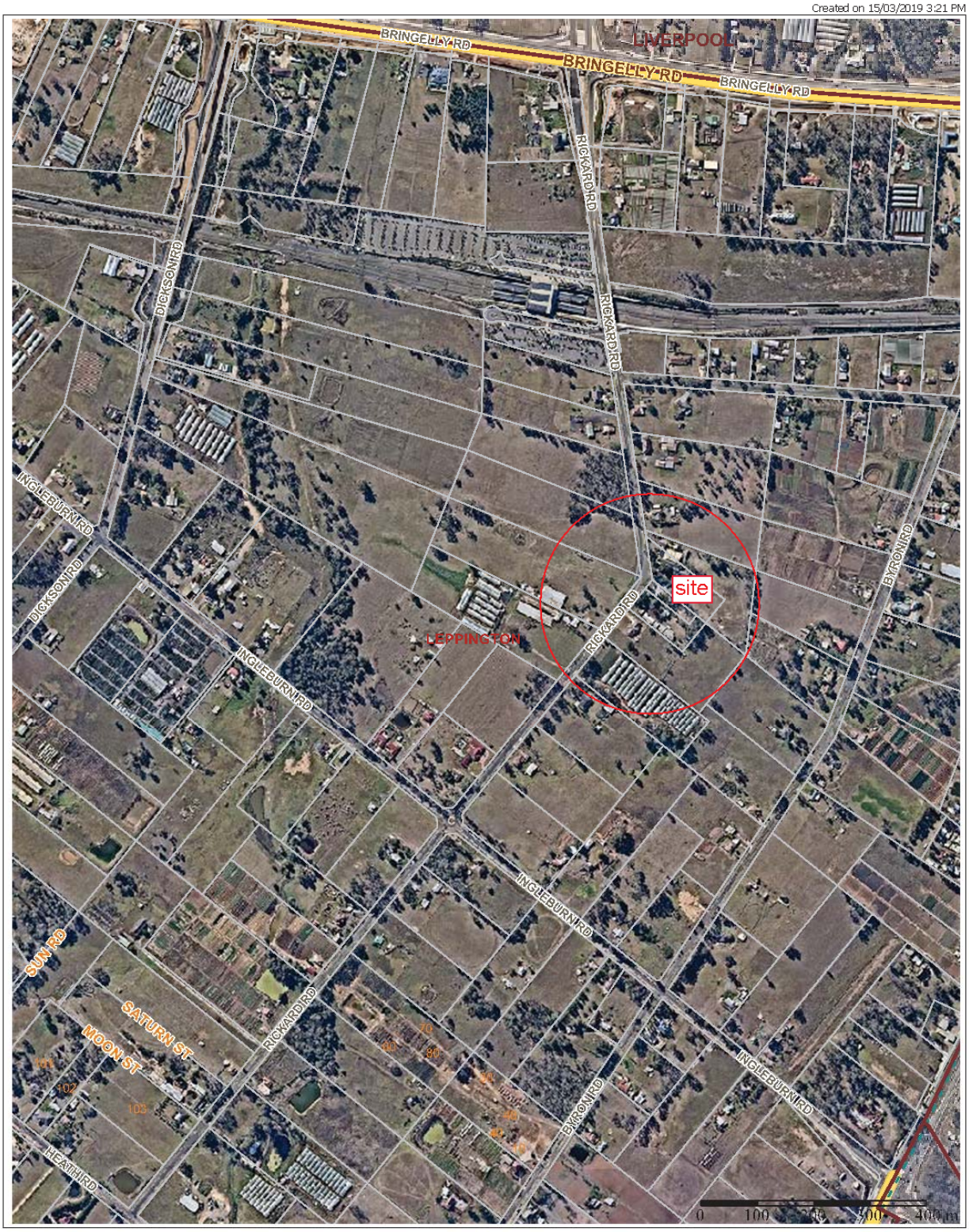

Camden Council
70 Central Ave
ORAN PARK NSW 2570
Telephone: 02 46547777
Fax: 02 46547829
Email: mail@camden.nsw.gov.au

Subject Site

Leppington Public School

Map Scale: 1:9028
Projection: GDA94 / MGA zone 56
Date: 15/03/2019 3:21 PM

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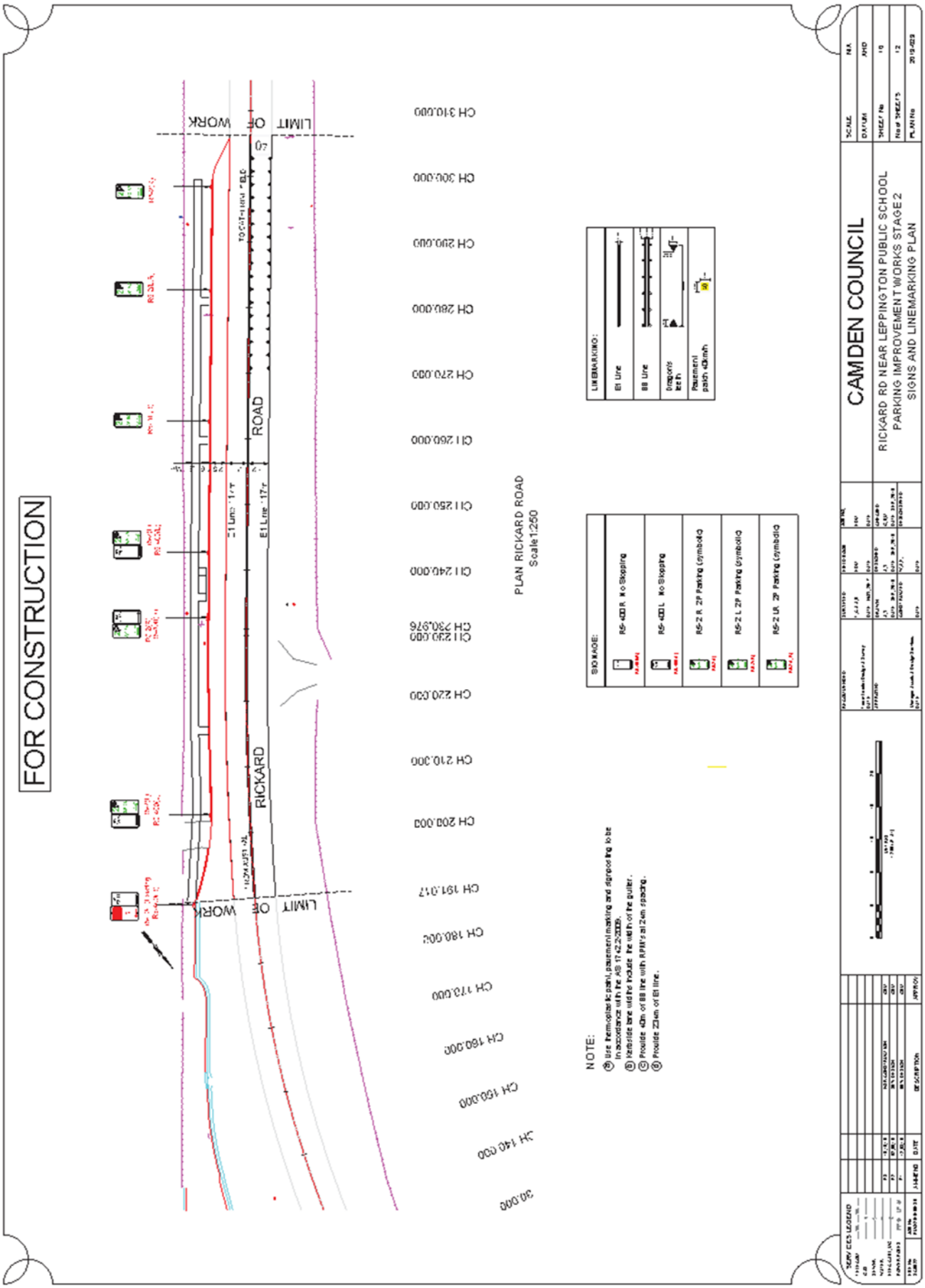
LTC21

Attachment 2



LOCAL TRAFFIC COMMITTEE

LTC22

SUBJECT: **HARLAND ROAD, SPRING FARM - PARKING RESTRICTIONS**
FROM: Director Community Assets
TRIM #: 19/317801

ELECTRONIC MEETING ITEM DATE: 20 September 2019

PURPOSE OF REPORT

To document approval previously provided by the Local Traffic Committee through an Electronic Meeting for signage and linemarking plans associated with parking restrictions on Harland Road, adjacent to Spring Farm Public School.

MAIN REPORT

A signage and line marking sketch has been prepared by Council for Harland Road adjacent to Spring Farm Public School. The location is highlighted on **Attachment 1**. The works have been scoped in partnership with the school to facilitate drop off and pick up and supplement the measures that were recommended by the Committee in March 2019.

The sketch provides details of the proposed signage and line marking (**Attachment 2**). The plans are considered to be in accordance with Austroads, Australian Standards and RMS supplements for the placement of regulatory signage and line marking and it is recommended that LTC supports the proposed measures.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2019/50	**The Local Traffic Committee recommends that Council approves in Harland Road, Spring Farm, on the northern side adjacent to Spring Farm Public School:** **i. No Parking restrictions (R5-40 signage) for 55 metres around the temporary turning head;** **ii. 10 minute parking restrictions (8am – 8.50am; 2.30 – 2.50pm school days) (R5-14 signage) with No Parking restrictions (8.50am – 9.30am; 2.50 – 4pm school days) (R5-41 signage) for 12 metres;** **iii. No Parking restrictions (8am – 9.30am; 2.30 – 4pm school days) (R5-41 signage) for 55 metres;** **iv. Disability parking (signage) for 8 metres; and** **v. Double barrier (BB) line on Harland Road for 100 metres including tear drop in the temporary turning head.**

This recommendation was supported unanimously by the four voting members.

This recommendation has been resolved by a Council Officer under Delegated Authority.

RECOMMENDED

That Council receives and notes the report on Harland Road, Spring Farm – Parking Restrictions.

ATTACHMENTS

1. Attachment 1 - location - Harland Road Adjacent to Spring Farm Public School
2. Attachment 2 - Sketch Providing details of Proposed Signange and Linemarking

LTC22

Attachment 1

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Camden Council
70 Central Ave
ORAN PARK NSW 2570
Telephone: 02 46547777
Fax: 02 46547829
Email: mail@camden.nsw.gov.au

Subject Site

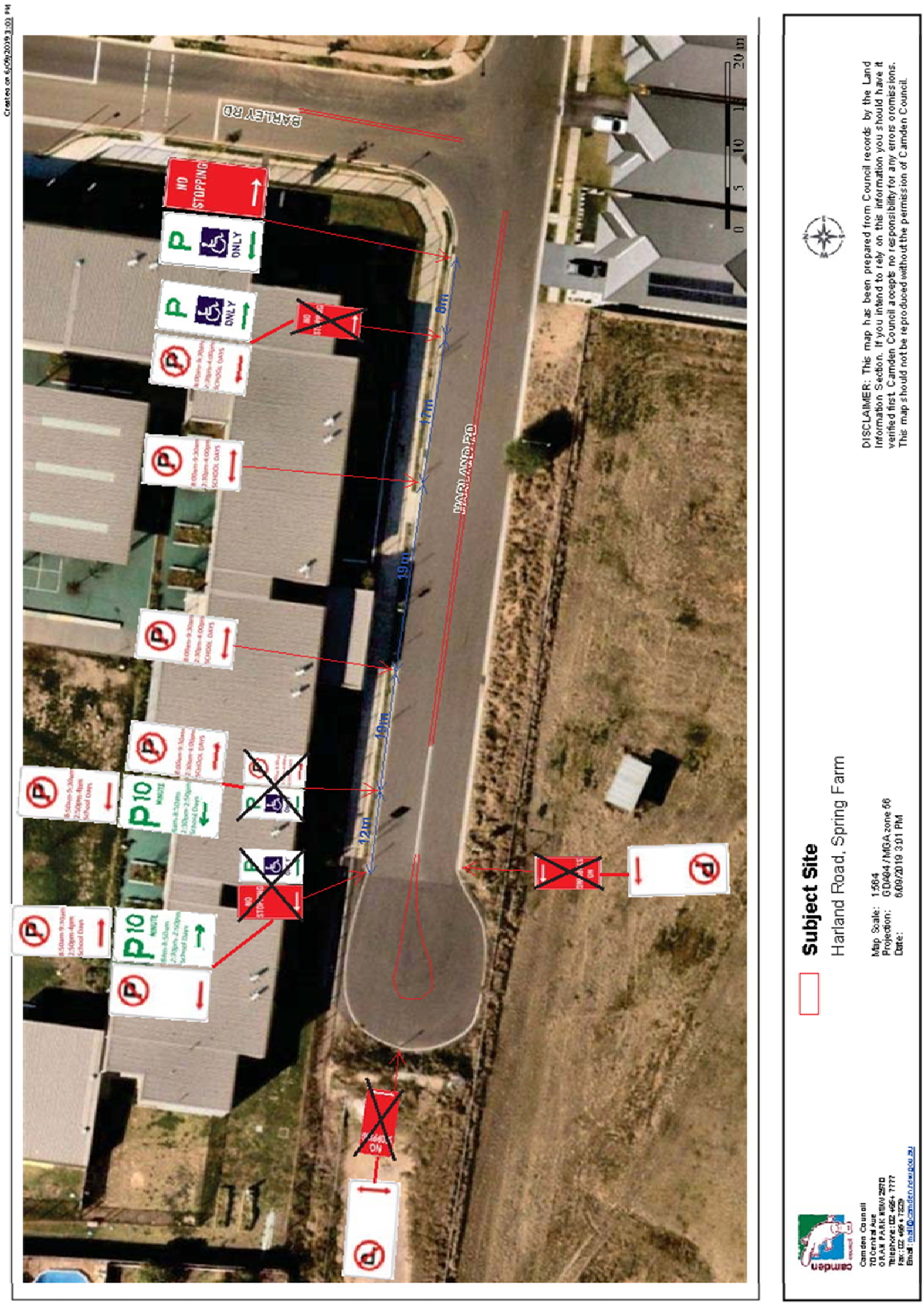
Spring Farm Public School

Map Scale: 1:4514
Projection: GDA94 / MGA zone 56
Date: 14/03/2019 4:08 PM

DISCLAIMER: This map has been prepared from Council records by the Land Information Section. If you intend to rely on this information you should have it verified first. Camden Council accepts no responsibility for any errors or omissions. This map should not be reproduced without the permission of Camden Council.

LTC22

Attachment 2



LOCAL TRAFFIC COMMITTEE

LTC23

SUBJECT: **INGALL LOOP, ORAN PARK SOUTH - SIGNAGE, LINEMARKING AND DEVICES**
FROM: Manager Traffic, Depot & Buiding Services
TRIM #: 19/318002

ELECTRONIC MEETING ITEM DATE: 27 September 2019

PURPOSE OF REPORT

To document approval previously provided by the Local Traffic Committee through an Electronic Meeting for signage and linemarking plans associated with the development of Oran Park South Tranche 34, Stage 2.

MAIN REPORT

Signage and line marking plans have been received by Council for the construction of new roads associated with the development of Oran Park South Tranche 34, stage 2. The location is highlighted on **Attachment 1**. This is related to DA number DA/2017/1330/1.

The Engineering Drawing No. 82016098-03-C2060, Rev. C and 82016098-03-C2061, Rev. C prepared by Cardno Consulting provides details of the proposed signage and line marking (**Attachment 2).** The plans are considered to be in accordance with Austroads, Australian Standards and RMS supplements for the placement of regulatory signage and line marking and it is recommended that LTC supports the proposed measures.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2019/51	**The Local Traffic Committee recommends that Council on and in the vicinity of Ingall Loop, Oran Park South approves the regulatory signs and line marking associated with the development of Oran Park South Tranche 34, stage 2 as shown on the Engineering Drawing No. Oran Park South Tranche 34, stage 2 subject to:** **i. The installation being completed by the applicant at its cost;** **ii. All signage being sign size A;** **iii. Street lighting levels for intersection and devices being in accordance with Australian Standard AS/NZS 1158, subject to further Council approval of the lighting design; and** **iv. Speed limit signage plan being referred to Roads and Maritime Services for review and approval.**

This recommendation was supported unanimously by the four voting members.

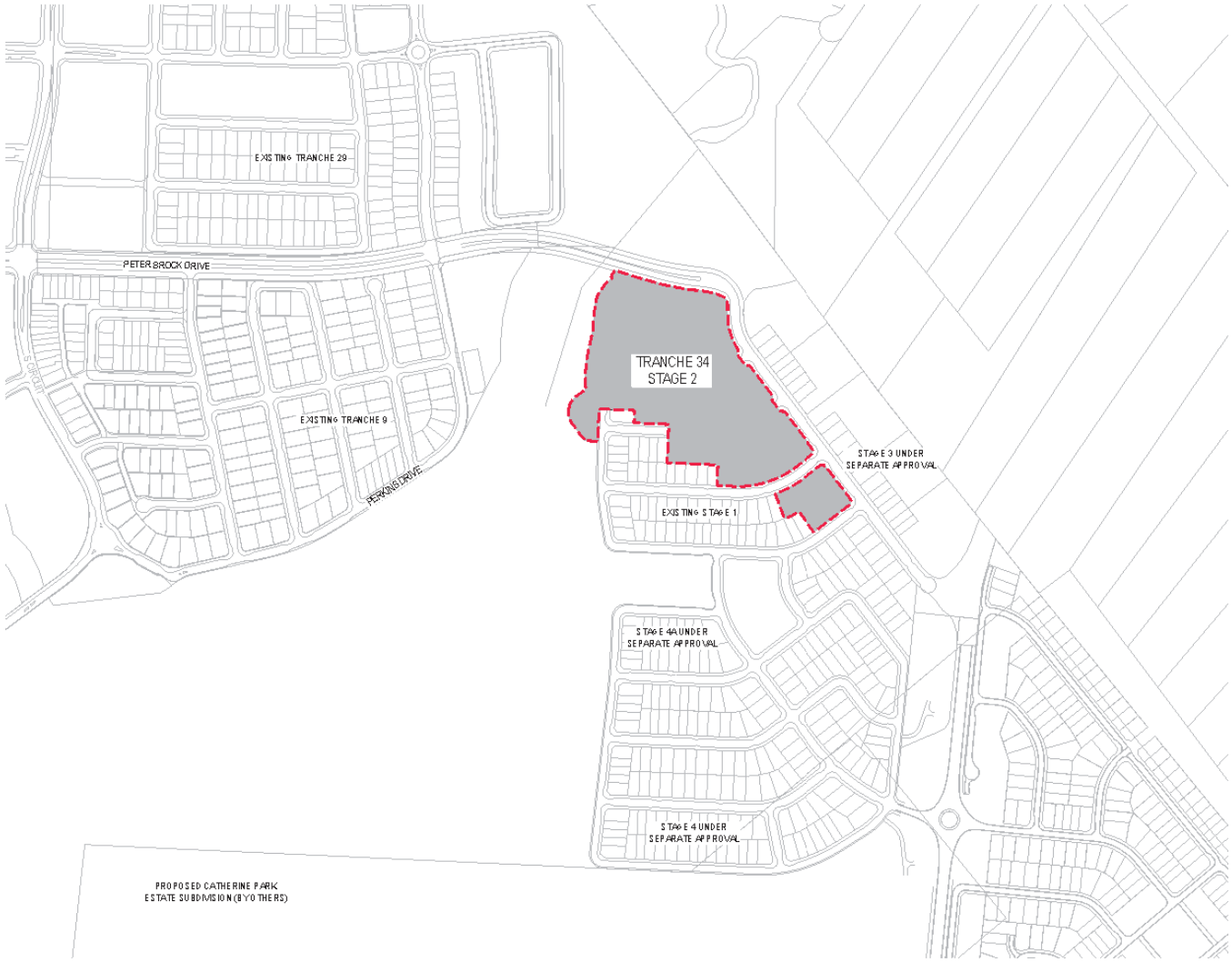
This recommendation has been resolved by a Council Officer under Delegated Authority.

RECOMMENDED

That Council receives and notes the report on Ingall Loop, Oran Park South – Signage, Linemarking and Devices.

ATTACHMENTS

1. Attachment 1 - Location - Signange and Linemarketing Plan
2. Attachment 2 - Ingall Loop, Oran Park South



LOCALITY PLAN
SCALE 1:2500

0 50 100 150 200 250m
SCALE 1:2500 (A1), 1:5000 (A3)

SCHEDULE OF DRAWINGS	
DRAWING No.	DESCRIPTION
82016098 03 C2000	COVER SHEET
82016098 03 C2001	LOCALITY PLAN AND DRAWING SCHEDULE
82016098 03 C2002	GENERAL NOTES
82016098 03 C2003	NOTUSED
82016098 03 C2004	BULK EARTHWORKS LAYOUT PLAN
82016098 03 C2005	GENERAL ARRANGEMENT KEY PLAN
82016098 03 C2006	GENERAL ARRANGEMENT LAYOUT PLAN SHEET 1 OF 2
82016098 03 C2007	GENERAL ARRANGEMENT LAYOUT PLAN SHEET 2 OF 2
82016098 03 C2008	TYPICAL ROAD SECTIONS
82016098 03 C2009	ROAD SECTIONS SHEET 1 OF 2
82016098 03 C2010	ROAD SECTIONS SHEET 2 OF 2
82016098 03 C2011	ROAD CROSS SECTIONS SHEET 1 OF 3
82016098 03 C2012	ROAD CROSS SECTIONS SHEET 2 OF 3
82016098 03 C2013	ROAD CROSS SECTIONS SHEET 3 OF 3
82016098 03 C2014	PAVEMENT LAYOUT PLAN
82016098 03 C2015	TYPICAL CIVIL DETAILS
82016098 03 C2016	ROAD BUSTERS DETAIL PLAN
82016098 03 C2020	STORMWATER MANAGEMENT LAYOUT PLAN SHEET 1 OF 2
82016098 03 C2021	STORMWATER MANAGEMENT LAYOUT PLAN SHEET 2 OF 2
82016098 03 C2022	STORMWATER MANAGEMENT CATCHMENT LAYOUT PLAN SHEET 1 OF 2
82016098 03 C2023	STORMWATER MANAGEMENT CATCHMENT LAYOUT PLAN SHEET 2 OF 2
82016098 03 C2024	STORMWATER MANAGEMENT LONGSECTIONS SHEET 1 OF 5
82016098 03 C2025	STORMWATER MANAGEMENT LONGSECTIONS SHEET 2 OF 5
82016098 03 C2026	STORMWATER MANAGEMENT LONGSECTIONS SHEET 3 OF 5
82016098 03 C2027	STORMWATER MANAGEMENT LONGSECTIONS SHEET 4 OF 5
82016098 03 C2028	STORMWATER MANAGEMENT FIT SCHEDULE
82016098 03 C2029	TYPICAL STORMWATER DETAILS
82016098 03 C2030	STORMWATER MANAGEMENT DISTRIBUTION LAYOUT PLAN
82016098 03 C2031	STORMWATER MANAGEMENT EMBOK STORMSEWER TABULATIONS
82016098 03 C2032	STORMWATER MANAGEMENT EMBOK STORMSEWER TABULATIONS
82016098 03 C2033	OVERSITE RETENTION BASIN KEY PLAN AND NOTES
82016098 03 C2034	NOTE RETENTION OVERSITE RETENTION BASIN LAYOUT PLAN SHEET 1 OF 2
82016098 03 C2035	SHEET 2 TBA
82016098 03 C2036	OVERSITE RETENTION BASIN TYPICAL DETAILS
82016098 03 C2040	SEWERAGE LAYOUT PLAN SHEET 1 OF 2
82016098 03 C2041	SEWERAGE LAYOUT PLAN SHEET 2 OF 2
82016098 03 C2050	SOIL AND WATER MANAGEMENT LAYOUT PLAN
82016098 03 C2051	SOIL AND WATER MANAGEMENT NOTES AND DETAILS SHEET 1 OF 2
82016098 03 C2052	SOIL AND WATER MANAGEMENT NOTES AND DETAILS SHEET 2 OF 2
82016098 03 C2060	SIGHT SCREEN LINEMARKING LAYOUT PLAN SHEET 1 OF 2
82016098 03 C2061	SIGHT SCREEN LINEMARKING LAYOUT PLAN SHEET 2 OF 2
82016098 03 C2062	VEHICLE TRACKING PATH LAYOUT PLAN SHEET 1 OF 5
82016098 03 C2063	VEHICLE TRACKING PATH LAYOUT PLAN SHEET 2 OF 5
82016098 03 C2064	VEHICLE TRACKING PATH LAYOUT PLAN SHEET 3 OF 5
82016098 03 C2065	VEHICLE TRACKING PATH LAYOUT PLAN SHEET 4 OF 5
82016098 03 S2001	STRUCTURAL NOTES
82016098 03 S2002	STORMWATER MANAGEMENT DISTRIBUTION DETAILS
82016098 03 S2003	SEALED ROADWAY PAVEMENT 220 METRE LAYOUT PLAN
82016098 03 S2004	TYPICAL CONCRETE PAVEMENT DETAILS

Rev.	Date	Description	Dwn.	Verif.	Appd.
C	3/10/2019	ISSUED FOR APPROVAL	CHW	MFK	CSB
B	29/01/2019	ISSUED FOR APPROVAL	CHW	MFK	CSB
A	11/03/2019	ISSUED FOR APPROVAL	MAB	MFK	HMS

GREENFIELDS Development Company

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Drawn	Date	
LAB	27/10/2011	
Checked	Date	
MFK	1/20/2019	
Designed	Date	
MAB	27/10/2011	
Verified	Date	
MFK	1/20/2019	
Approved		
HMS	1/20/2019	

Client: GREENFIELDS DEVELOPMENT COMPANY No.2

Project: ORAN PARK SOUTH TRANCHE 34
STAGE 2
DETAILED DESIGN

Title: LOCALITY PLAN AND DRAWING SCHEDULE

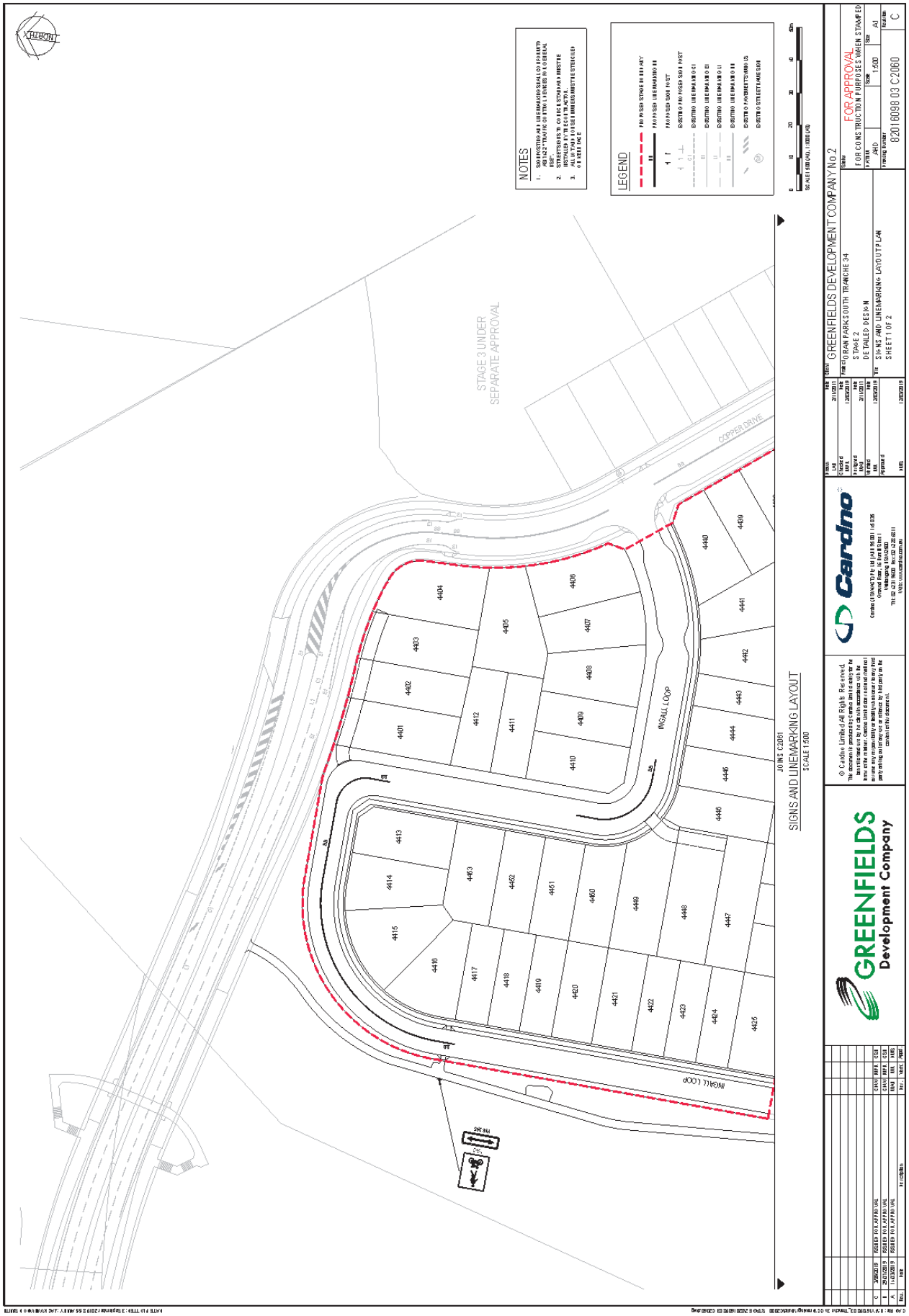
Status: FOR APPROVAL
FOR CONSTRUCTION PURPOSES WHEN STAMPED

Drawn	Scale	Size
AHD	1:2500	A1

Drawing Number: 82016098 03 C2001
Revision: C

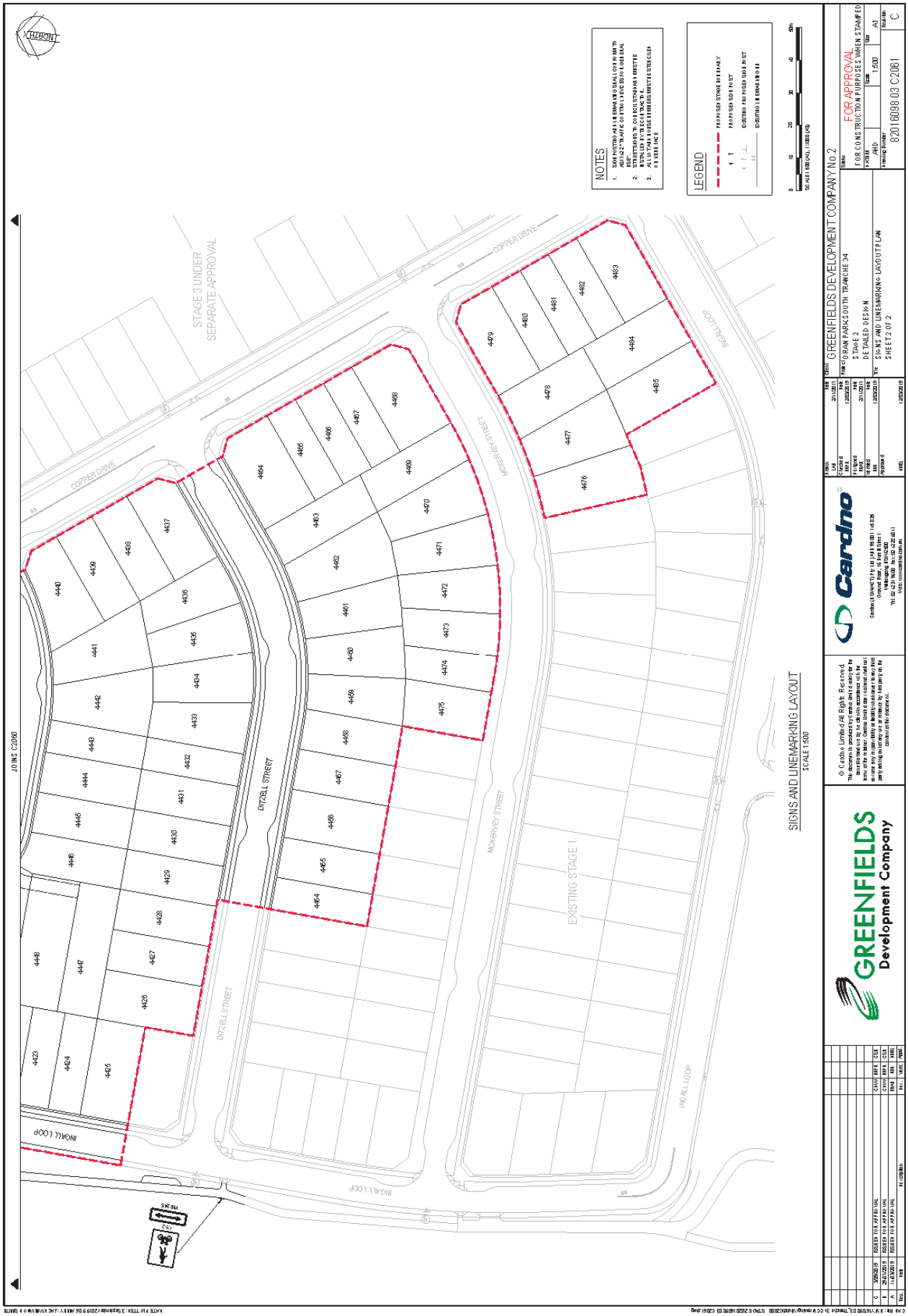
LTC23

Attachment 2



LTC23

Attachment 2



LTC24

LOCAL TRAFFIC COMMITTEE

LTC24

SUBJECT: ARGYLE STREET, CAMDEN - CAMDEN JACARANDA FESTIVAL 2019 - SPECIAL EVENT TRANSPORT MANAGEMENT PLAN
FROM: Director Community Assets
TRIM #: 19/304164

ELECTRONIC MEETING ITEM DATE: 11 October 2019

PURPOSE OF REPORT

To document approval previously provided by the Local Traffic Committee through an Electronic Meeting for the closure of streets in the Camden CBD to conduct the Camden Jacaranda Festival 2019.

MAIN REPORT

Council has received an application to conduct the Camden Jacaranda Festival 2019, which proposes road closures as part of the festival.The event is conducted to promote the Christmas festive season.

The closure of roads is required to undertake a street festival with stall holders, festival amusements and entertainment. The event is scheduled for Saturday 23, November 2019.

A Special Event Transport Management Plan with associated Traffic Control Plans has been prepared for this year's event (**Attachment 1**). They incorporate the following elements:

Road Closure

- A full closure of Argyle St at Murray St, at the western end & Elizabeth St at the Eastern end. (Hostile Vehicle Mitigation) HVM will be in place. Traffic control (TC) vehicles will block the inbound lanes & Nominated Council or Earth moving vehicles will block the outbound lanes. A Traffic Controller will present to move TC vehicle if required for Emergency access
- John St (North of Argyle St) will be closed at Mitchell St, with HVM in place. TC will patrol this point to assist pedestrians, monitor Church driveways & guide vehicles.
- John St, (South of Argyle St) will be closed at the entry to the Council Carpark between John St & Hill St. HVM will be in place.
- Oxley St will be closed at the entry to the Woolworths under cover car park. HVM will be in place behind a second portable stage set-up.
- TCs will be positioned at all Road Closures to provide Managed access for store holders & event staff accessing Event area
- Hill St, (South of Argyle St) will be closed at the entry to the Council Carpark between John St & Hill St. HVM will be in place.
- Murray St North bound will have a 1 lane of 2 lane closure, closing lane 2 of 2 to merge traffic into 1 lane before the roundabout at Cawdor Rd x Murray St. this is to ensure a single file of traffic will either turn left & follow the appropriate Detour/s or turn around at the roundabout & continue southbound on Murray

St. This is the report submitted to the Local Traffic Committee held on 5 November 2019 - Page 2

- Argyle St (westbound) will have a 1 lane of 2 lane closure, closing lane 1 of 2 to merge traffic into 1 lane before the roundabout at Argyle St x Elizabeth St. parking will still be available in front of the shops & allowances will be made for existing driveways.

Public Transport

The proposed road closure will have an impact on bus services. All buses will be diverted to Onslow Oval. Council has consulted with bus companies, who have no objection to the proposal.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

Camden Council's Fees and Charges stipulate a charge of $115 (Incl. GST) for Special Event Transport Management Plan applications.

CONCLUSION

The relevant documentation has been received by Camden Council for the closure of roads in Camden Town Centre, to conduct the Camden Jacaranda Festival. Traffic and public transport arrangements have been organised in accordance with the attached plans. It is therefore recommended that the Local Traffic Committee gives concurrence to this Special Event subject to the conditions detailed in the recommendation.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2019/52	**The Local Traffic Committee recommend that Council, for the Camden Jacaranda Festival 2019 event:** **i. gives concurrence for the closure of roads in Camden, on Saturday 23 November 2019 from 10am to 11.30pm, as per the certified Traffic Control Plan TCP01, TCP02, TCP03, Drawing No: VG 19.153** **This approval is subject to the following conditions:** **a) The event is classified as a Class 2 event under the RMS Guide to Traffic and Transport Management for Special Events;** **b) Traffic management arrangements shall be implemented in accordance with the approved Special Event Transport Management Plan and marked up Traffic Control Plans TCP01, TCP02 and TCP03 (Plan No. VG 19.153);** **c) Traffic controllers shall be accredited by the RMS and be in position at all times as indicated in the Traffic Control Plans;** **d) The organisers providing proof of a minimum $20 million Public Liability Insurance Policy noting Camden Council as an interested party;** **e) The organisers shall obtain NSW Police concurrence to the Special Event Approval;** **f) The organisers shall maintain access for emergency vehicles along the closed road sections;** **g) The organisers shall advertise the road closure in the local papers a minimum of 28 days prior to the event and erect on street**

	signage advising of the closure a minimum of 7 days prior to the event; **h) The organisers shall advise about the traffic management operations, in writing, to businesses along the closed road sections, local bus companies and Camden Wollondilly Cabs;** **i) Advisory temporary bus stop and temporary taxi bay signage is erected two days prior to the event, indicating that changes will remain in effect between 10am and 11.30pm on the day of the event;** **j) Placement of barriers and marshals along the areas for the temporary bus stops and taxi zone to help ensure these locations are clear of parked vehicles;** **k) The organisers securing any other necessary consents as advised by Council; and** **l) The organisers provide a disestablishment plan for the removal of all temporary signage within 24 hours of the event completion.**

This recommendation was supported unanimously by the four voting members.

This recommendation has been resolved by a Council Officer under Delegated Authority.

RECOMMENDED

That Council receives and notes the report on Argyle Street, Camden – Camden Jacaranda Festival 2019 – Special Event Transport Management Plan.

ATTACHMENTS

1. Attachment 1 - The Camden Jacaranda Festival - Traffic Management Plan

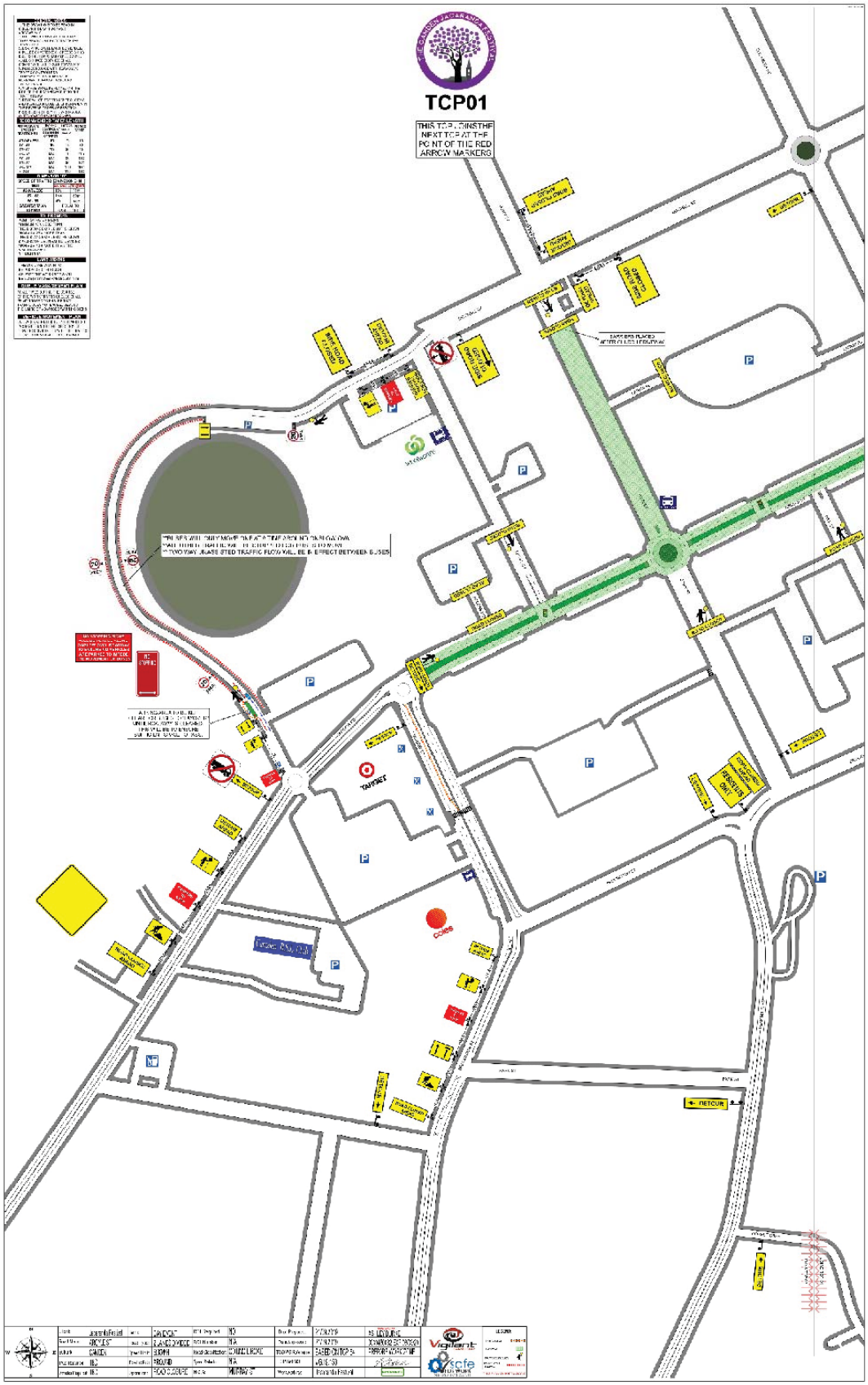
LTC24

Attachment 1

TRAFFIC CONTROL PLANS

LTC24

Attachment 1



Page 12

LTC24

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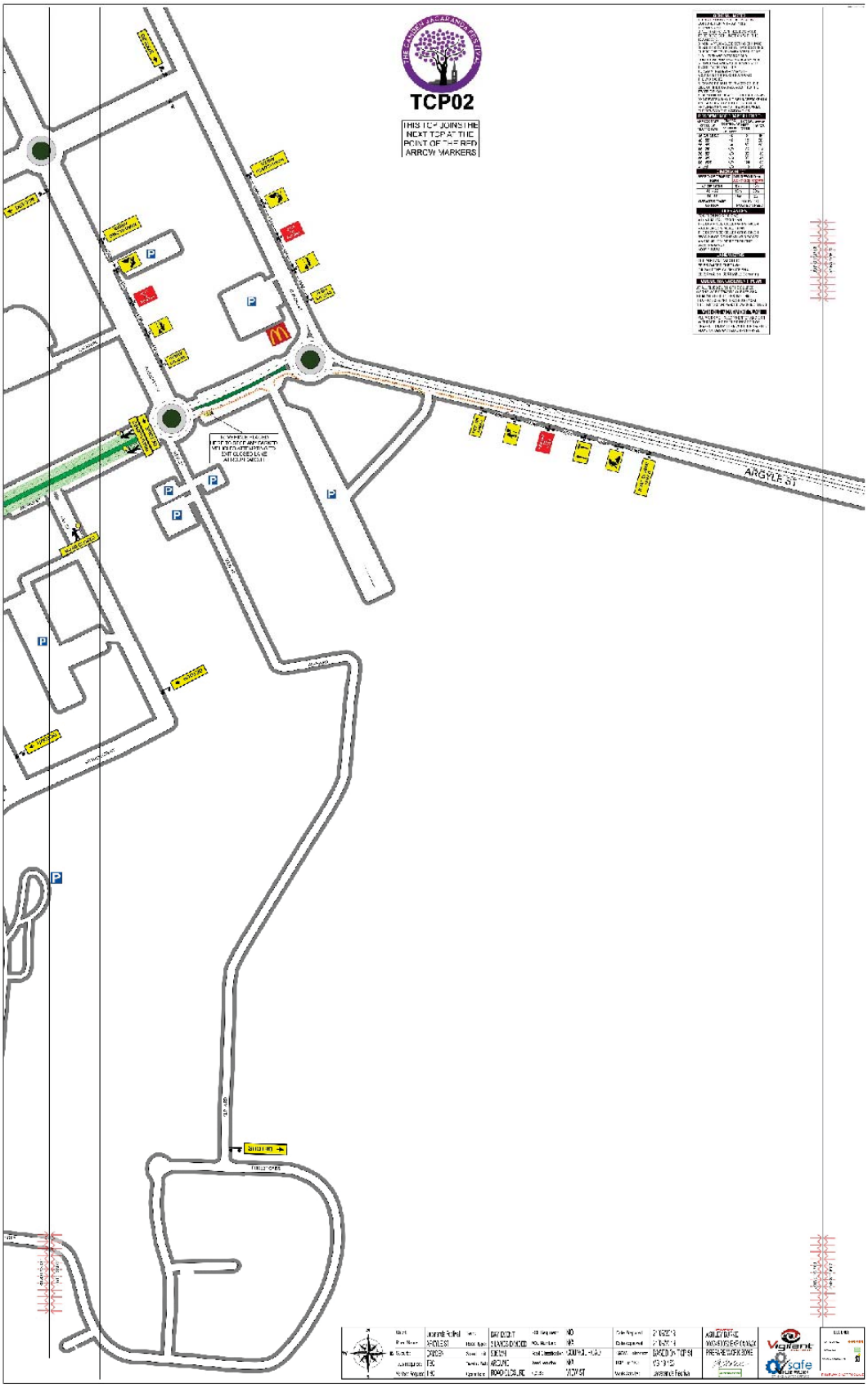

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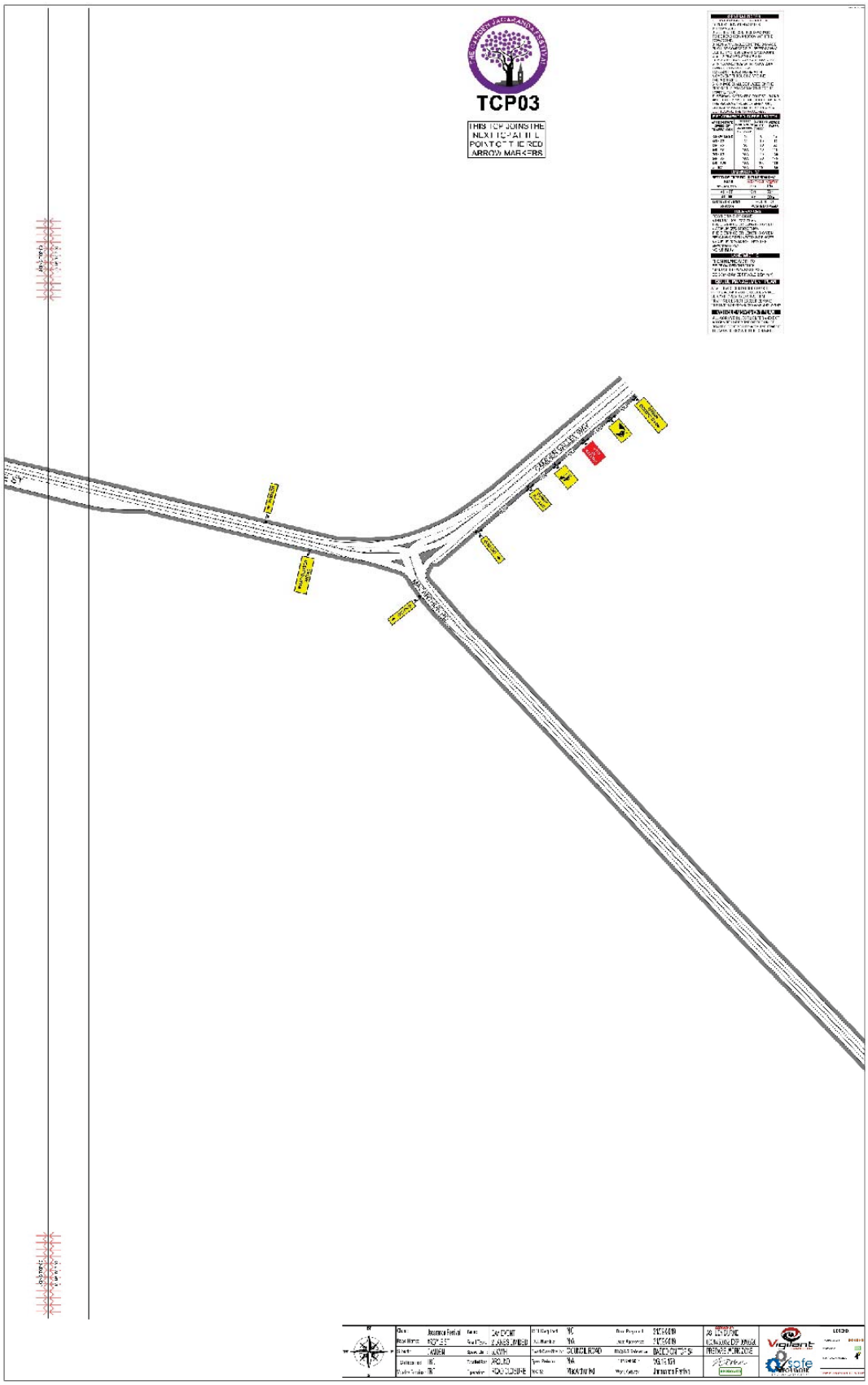
LTC24

Attachment 1



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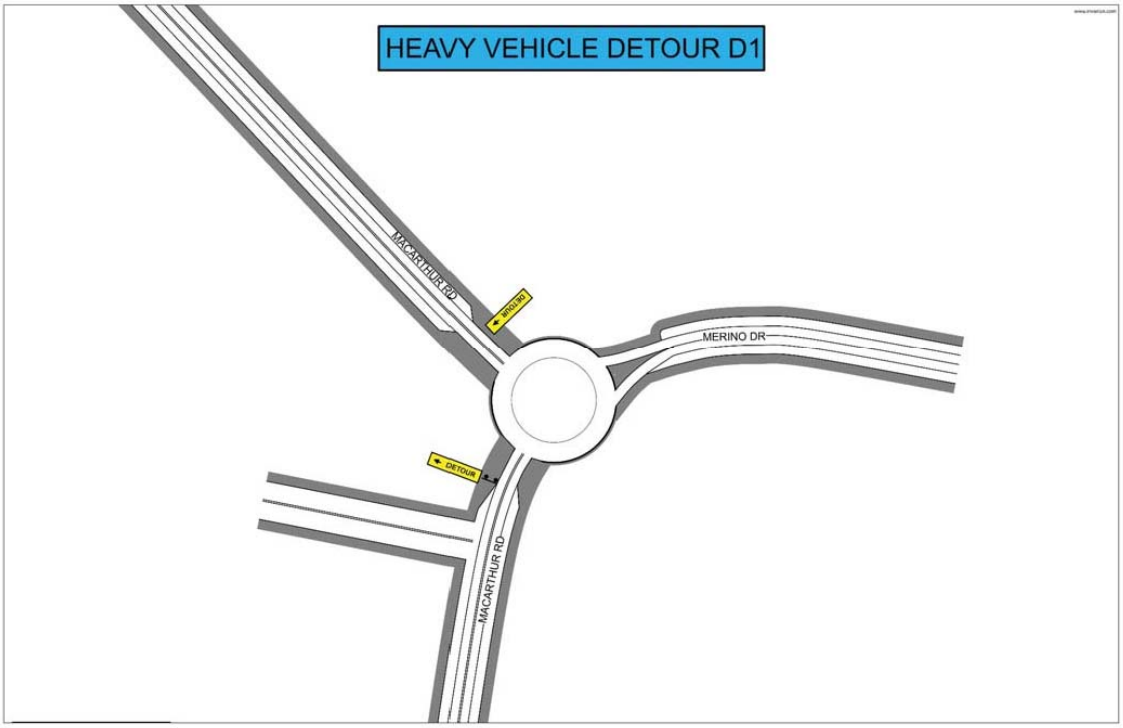
DETOUR PLANS

LTC24

Attachment 1



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LTC24

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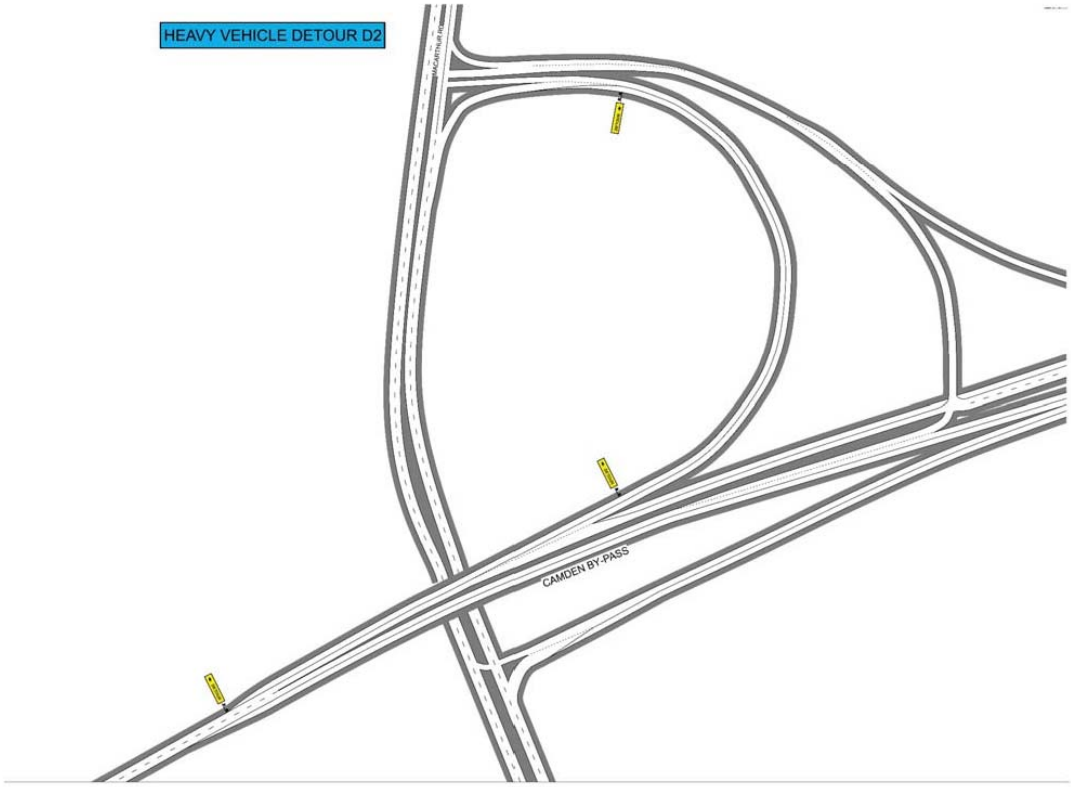

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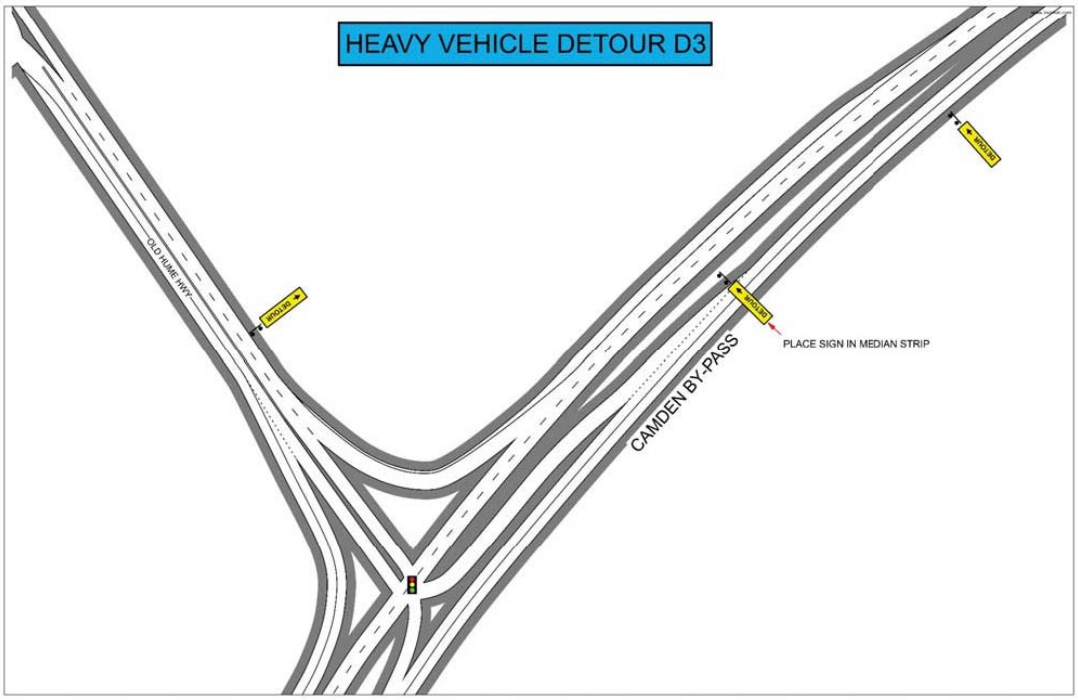
LTC24

Attachment 1



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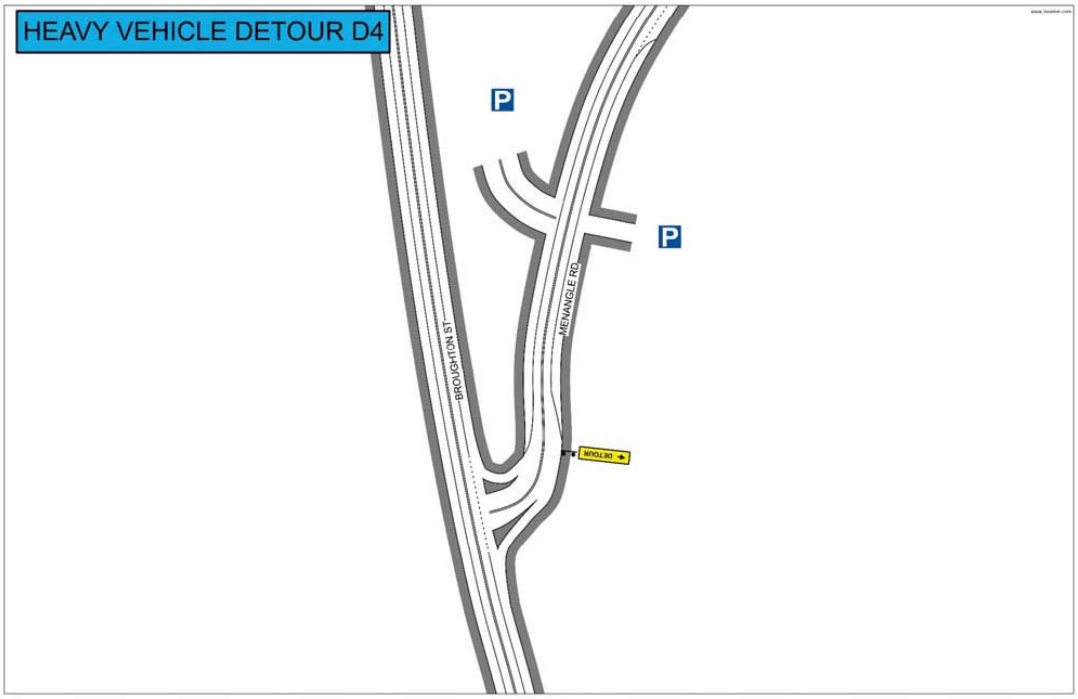
LTC24

Attachment 1



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HOSTILE VEHICLE MITIGATION PLANS (HVM)

(HVM) HOSTILE VEHICLE MITIGATION PLAN FOR JACARANDA FESTIVAL

www.invarion.com

GENERAL NOTES

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH AS1742.3 & TCAWS 2010
2. ALL TRAFFIC CONTROL DIAGRAMS TO BE READ CONJUNCTION WITH THE TCAWS 2010.
3. NON- APPLICABLE EXISTING SIGNAGE SHALL BE COVERED E.G.. SPEEDS SIGNS DUE TO THE TEMPORARY SPEED ZONE.
4. ALL SIGNAGE DISTANCE SHALL COMPLY WITH AS 1742.3 & TCAWS 2010
5. IN ACCORDANCE WITH TCAWS 2010 TRAFFIC CONTROLLERS TO ASSIST PEDESTRIANS WITH MOVEMENT THROUGH & AROUND THE WORKSITE
6. SIGNAGE SHALL BE PLACED ON THE SIDE OF THE ROAD ADJACENT TO THE TRAFFIC FLOW.
7. REMOVAL OF TRAFFIC CONTROL SIGNS AND DEVICES SHOULD BE UNDERTAKEN IN THE REVERSE ORDER OF ERECTION, PROGRESSING FROM THE WORK AREA OUT TOWARD THE APPROACHES.

RECOMMENDED TAPER LENGTH

APPROXIMATE SPEED OF TRAFFIC KM/H	TRAFFIC CONTROL AT BEGINNING OF TAPER	LATERAL SHIFT	MERGE TAPER
45 OR LESS	15	0	15
46 - 55	15	15	30
56 - 65	30	30	60
66 - 75	N/A	70	115
76 - 85	N/A	80	130
86 - 95	N/A	90	145
96 - 105	N/A	100	160
> 105	N/A	110	180

DIMENSON "D"

SPEED OF TRAFFIC KM/H	DIMINESON D=M	
	AS 1742.3	TCAWS
45 OR LESS	15m	15m
46 - 55	15m	50m
56 - 65	45m	80m
GREATER THAN 65 KM/H	EQUAL TO POSTED SPEED	

TOLERANCES

POSITIONING OF SIGNS
MINIMUM 10% LESS THAN
THE DISTANCE OR LENGTHS GIVEN
MAXIMUM 20% MORE THAN
THE DISTANCE OR LENGTHS GIVEN
SPACING OF DELINEATING DEVICES
MAXIMUM 10% MORE THAN THE
SPACING GIVEN
NO MINIMUM

LANE WIDTHS

THE MIN LANE WIDTH TO
BE PROVIDED THROUGH
OR PAST THE WORKSITE SHALL
BE 3.0m (3.5m DESIRABLE)

QUEUE MANAGEMENT PLAN

AT ALL TIMES DURING THE COURSE
OF THE WORK TRAFFIC QUEUES SHALL
BE MONITORED TO ENSURE THAT
TRAFFIC DOES NOT EXCEED BEYOND
THE LIMITS OF ADVANCED WARNING SIGNS

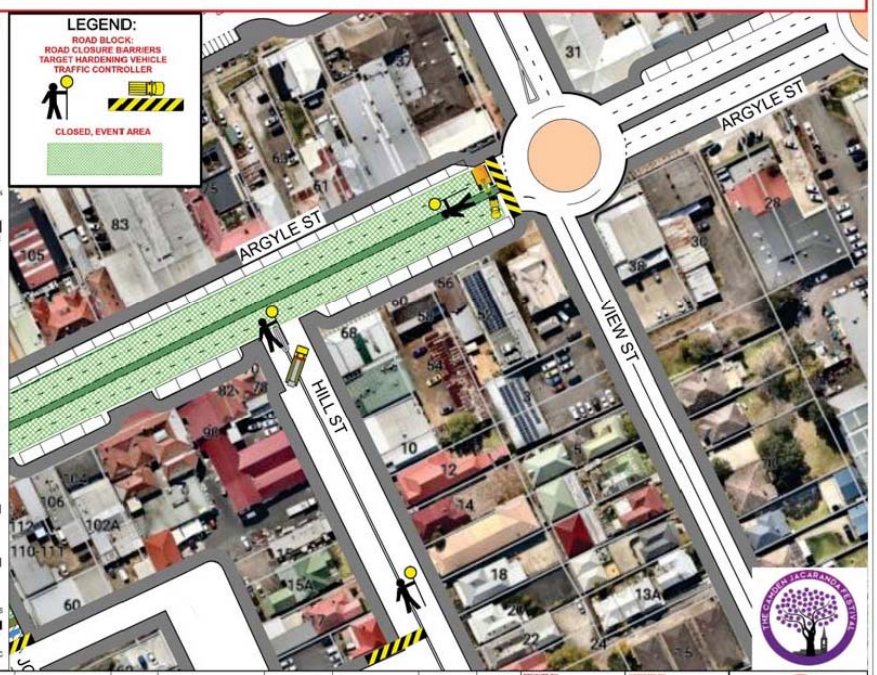
VEHICLE MOVEMENT PLAN

ALL WORK VEHICLES TO ENTER AND EXIT
WORKSITE UNDER THE DIRECTION OF
TRAFFIC CONTROLLER WITH THE TRAFFIC
FLOW ON DESIGNATED UHF CHANNEL

LEGEND:

ROAD BLOCK:
ROAD CLOSURE BARRIERS
TARGET HARDENING VEHICLE
TRAFFIC CONTROLLER

CLOSED, EVENT AREA



Event:	JACARANDA FESTIVAL	Term:	SHORT	ROL Required:	-	DATE PREPARED:	05/11/18	DESIGNED BY ASHLEY BURKE	REPORTED BY RAMIE ABOUCHAKRA
Road Name:	ARGYLE ST	Road Type:	2 LANE DIVIDED	ROL Number:	N/A	DATE REVISED:		0039450032 EXP 08/03/20	002059179 EXP 02/04/2018
Suburb:	CAMDEN	Speed Limit:	60 KM/H	Road Classification:	STATE RD	TC@WS REFERENCE:	TCP 54	PREPARE WORK ZONE	DESIGN & INSPECT TCPs
T/Cs Required:	6 TCs	Travelled Path:	PAST	Speed Reduction:	40 KM/H	DATE APPROVED:	30/09/19		
Vehicles Required:	4 UTES	Operation:	ROAD CLOSURE	N.C.S:	JOHN ST	APPROVED		PLAN REF NO:	VG.18.290

THIS PLAN IS NOT TO SCALE

LTC24

Attachment 1

(HVM) HOSTILE VEHICLE MITIGATION PLAN FOR JACARANDA FESTIVAL

www.invarion.com

GENERAL NOTES

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6. SIGNAGE SHALL BE PLACED ON THE SIDE OF THE ROAD ADJACENT TO THE TRAFFIC FLOW.
7. REMOVAL OF TRAFFIC CONTROL SIGNS AND DEVICES SHOULD BE UNDERTAKEN IN THE REVERSE ORDER OF ERECTION, PROGRESSING FROM THE WORK AREA OUT TOWARD THE APPROACHES.

RECOMMENDED TAPER LENGTH

APPROXIMATE SPEED OF TRAFFIC KM/H	TRAFFIC CONTROL AT BEGINNING OF TAPER	LATERAL SHIFT TAPER	MERGE TAPER
45 OR LESS	15	0	15
46 - 55	15	15	30
56 - 65	30	30	60
66 - 75	N/A	70	115
76 - 85	N/A	80	130
86 - 95	N/A	90	145
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DIMENSON "D"

SPEED OF TRAFFIC KM/H	DIMINESON D=M AS.1742.3	TC@WS
45 OR LESS	15m	15m
46 - 55	15m	50m
56 - 65	45m	60m
GREATER THAN 65 KM/H	EQUAL TO POSTED SPEED	

TOLERANCES

POSITIONING OF SIGNS
MINIMUM 10% LESS THAN
THE DISTANCE OR LENGTHS GIVEN
MAXIMUM 25% MORE THAN
THE DISTANCE OR LENGTHS GIVEN
SPACING OF DELINEATING DEVICES
MAXIMUM 10% MORE THAN THE
SPACING GIVEN
NO MINIMUM

LANE WIDTHS

THE MIN LANE WIDTH TO
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AT ALL TIMES DURING THE COURSE
OF THE WORK TRAFFIC QUEUES SHALL
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THE LIMITS OF ADVANCED WARNING SIGNS

VEHICLE MOVEMENT PLAN

ALL WORK VEHICLES TO ENTER AND EXIT
WORKSITE UNDER THE DIRECTION OF
TRAFFIC CONTROLLER WITH THE TRAFFIC
FLOW ON DESIGNATED UHF CHANNEL

LEGEND:

ROAD BLOCK:
ROAD CLOSURE BARRIERS
TARGET HARDENING VEHICLE
TRAFFIC CONTROLLER

CLOSED, EVENT AREA

Event:	JACARANDA FESTIVAL	Term:	SHORT	ROL Required:	-	DATE PREPARED:	05/11/18	DESIGNED BY ASHLEY BURKE	MANNED BY RAMIE ABOUCHAKRA
Road Name:	ARGYLE ST	Road Type:	2 LANE DIVIDED	ROL Number:	N/A	DATE REVISED:		00394500032 EXP 08/03/20	00205179 EXP 02/04/2018
Suburb:	CAMDEN	Speed Limit:	60 KM/H	Road Classification:	STATE RD	TC@WS REFERENCE:	TCP 54	PREPARE WORK ZONE	DESIGN & INSPECT TCPs
T/Cs Required:	6 TCs	Travelled Path:	PAST	Speed Reduction:	40 KM/H	DATE APPROVED:	30/09/19		
Vehicles Required:	4 UTES	Operation:	ROAD CLOSURE	N.C.S:	JOHN ST	APPROVED		PLAN REF NO:	VG.18.290

THIS PLAN IS NOT TO SCALE

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LTC24

Attachment 1

(HVM) HOSTILE VEHICLE MITIGATION PLAN FOR JACARANDA FESTIVAL

www.invarion.com

GENERAL NOTES

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TOLERANCES

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MAXIMUM 25% MORE THAN
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SPACING OF DELINEATING DEVICES
MAXIMUM 10% MORE THAN THE
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NO MINIMUM

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VEHICLE MOVEMENT PLAN

ALL WORK VEHICLES TO ENTER AND EXIT WORKSITE UNDER THE DIRECTION OF TRAFFIC CONTROLLER WITH THE TRAFFIC FLOW ON DESIGNATED UHF CHANNEL

LEGEND:

ROAD BLOCK:
ROAD CLOSURE BARRIERS
TARGET HARDENING VEHICLE
TRAFFIC CONTROLLER

CLOSED, EVENT AREA

N	Event:	JACARANDA FESTIVAL	Term:	SHORT	ROL Required:	-	DATE PREPARED:	05/11/18	DESIGNED BY ASHLEY BURKE	REVIEWED BY RAMIE ABOUCHAKRA
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S	Suburb:	CAMDEN	Speed Limit:	60 KM/H	Road Classification:	STATE RD	TCAWS REFERENCE:	TCP 54	PREPARE WORK ZONE	DESIGN & INSPECT TCPs
	T/Cs Required:	6 TCs	Travelled Path:	PAST	Speed Reduction:	40 KM/H	DATE APPROVED:	30/09/19		
	Vehicles Required:	4 UTES	Operation:	ROAD CLOSURE	N.C.S:	JOHN ST	APPROVED		PLAN REF NO:	VG.18.290

THIS PLAN IS NOT TO SCALE

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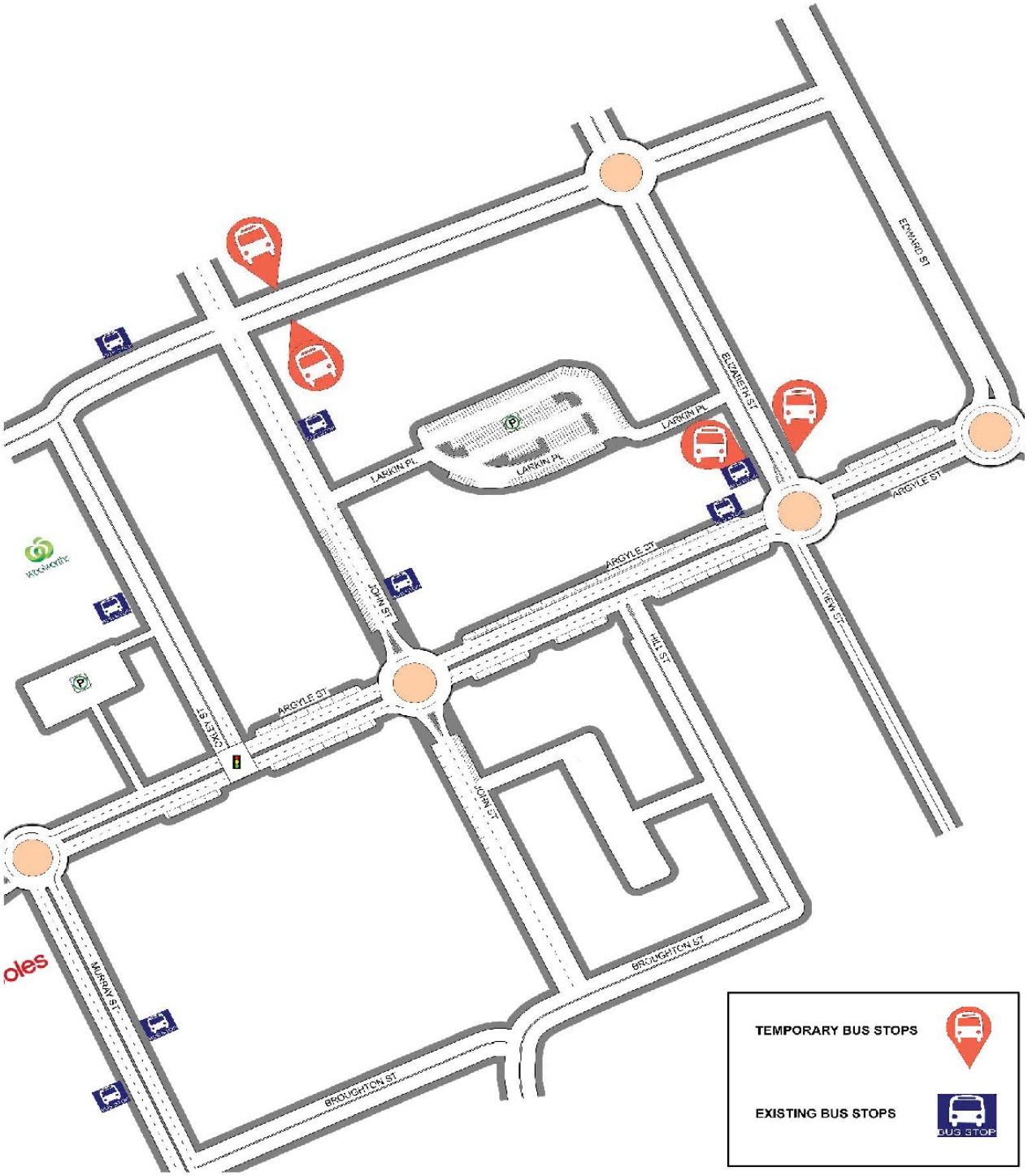
TEMPORARY BUS STOP LOCATIONS

LTC24

Attachment 1

TEMPORARY BUS STOP LOCATIONS. TBS**01



11. TMP Approvals

Endorsement by:

Ashley Burke	Operations Manager Vigilant Group		
Name	Delegation	Signature	Date

Endorsement by:

Anthony Molden	Director Safe for Work		
Name	Delegation	Signature	

Endorsement by:

Andrew Valciukas	The Argyle St Business Collective		
Name	Delegation	Signature	

Document Created By

Ashley Burke	PWZTMP: 0039450032 EXP: 08/03/2020		
Name	Ticket Number	Signature	

LOCAL TRAFFIC COMMITTEE

LTC25

SUBJECT: **ELECTRONIC MEETING ITEM - ST. ANDREWS, EMERALD HILLS - SIGNAGE, LINEMARKING AND DEVICES**
FROM: Manager Traffic, Depot & Building Services
TRIM #: 19/321116

ELECTRONIC MEETING ITEM DATE: 22 October 2019

PURPOSE OF REPORT

To document approval previously provided by the Local Traffic Committee through an Electronic Meeting for signage and linemarking plans associated with the development of Emerald Hills.

MAIN REPORT

A signage and line marking plan have been received by Council for the construction of reconstruction of St. Andrews Road associated with the development of Emerald Hills. The location is highlighted on **Attachment 1**. This is related to DA number DA/2018/475/1.

The Engineering Drawing No. NA50613004-050-CI-CC-1001, Rev. 2 prepared by Cardno Consulting provides details of the proposed signage and line marking (**Attachment 2).** The plan is considered to be in accordance with Austroads, Australian Standards and RMS supplements for the placement of regulatory signage and line marking and it is recommended that LTC supports the proposed measures.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2019/54	**The Local Traffic Committee recommends that Council on and in the vicinity of St. Andrews Road approves the regulatory signs and line marking associated with the development of Emerald Hills as shown on the Engineering Drawing No. NA50613004-050-CI-CC-1001, Rev. 2 subject to:** **i. The installation being completed by the applicant at its cost;** **ii. All signage being sign size A;** **iii. Street lighting levels for intersection and devices being in accordance with Australian Standard AS/NZS 1158, subject to further Council approval of the lighting design; and** **iv. Speed limit signage plan being referred to Roads and Maritime Services for review and approval.**

This recommendation was supported unanimously by the four voting members.

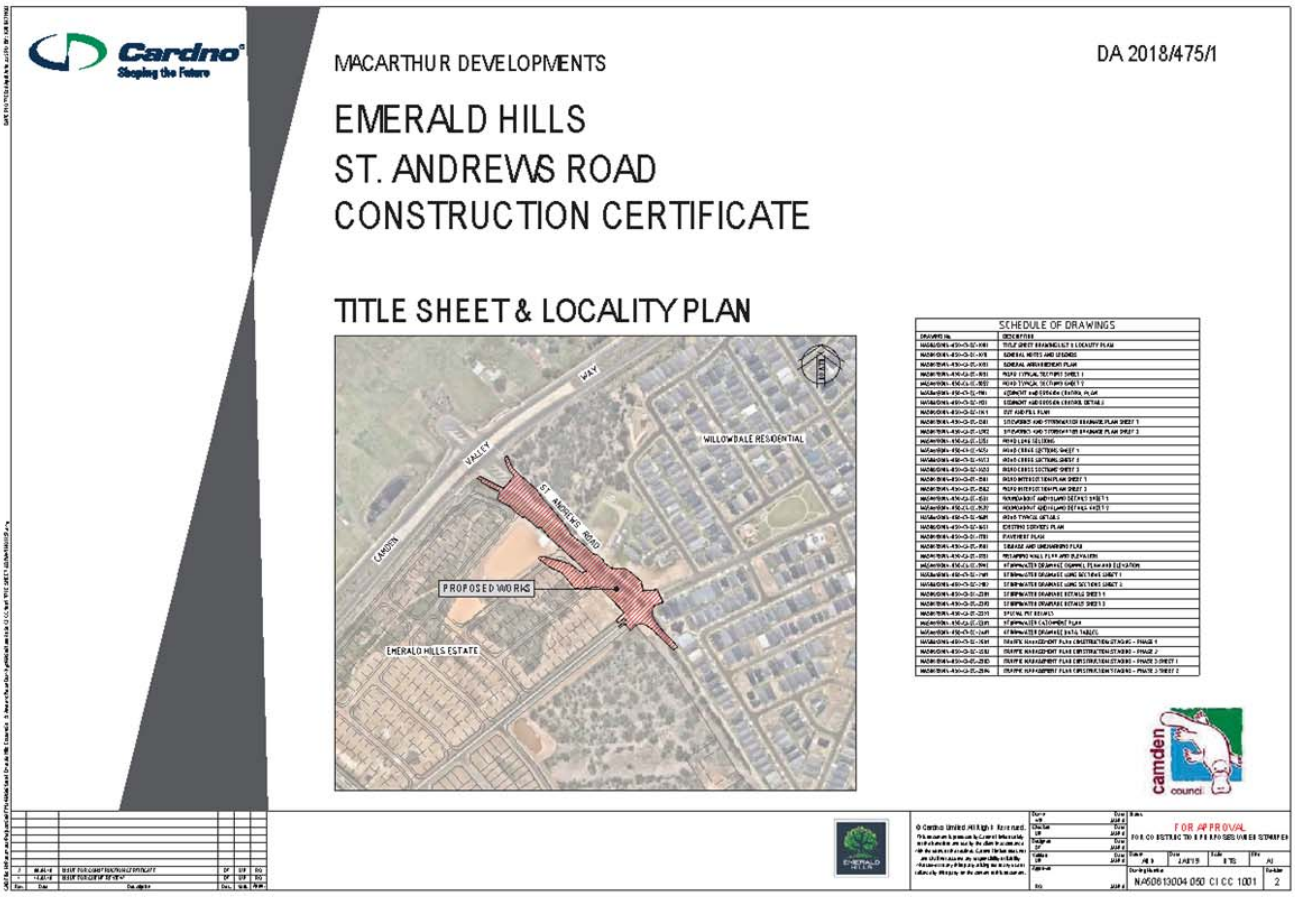
This recommendation has been resolved by a Council Officer under Delegated Authority.

RECOMMENDED

That Council receives and notes the report on St Andrews, Emerald Hills – Signage, Linemarking and Devices.

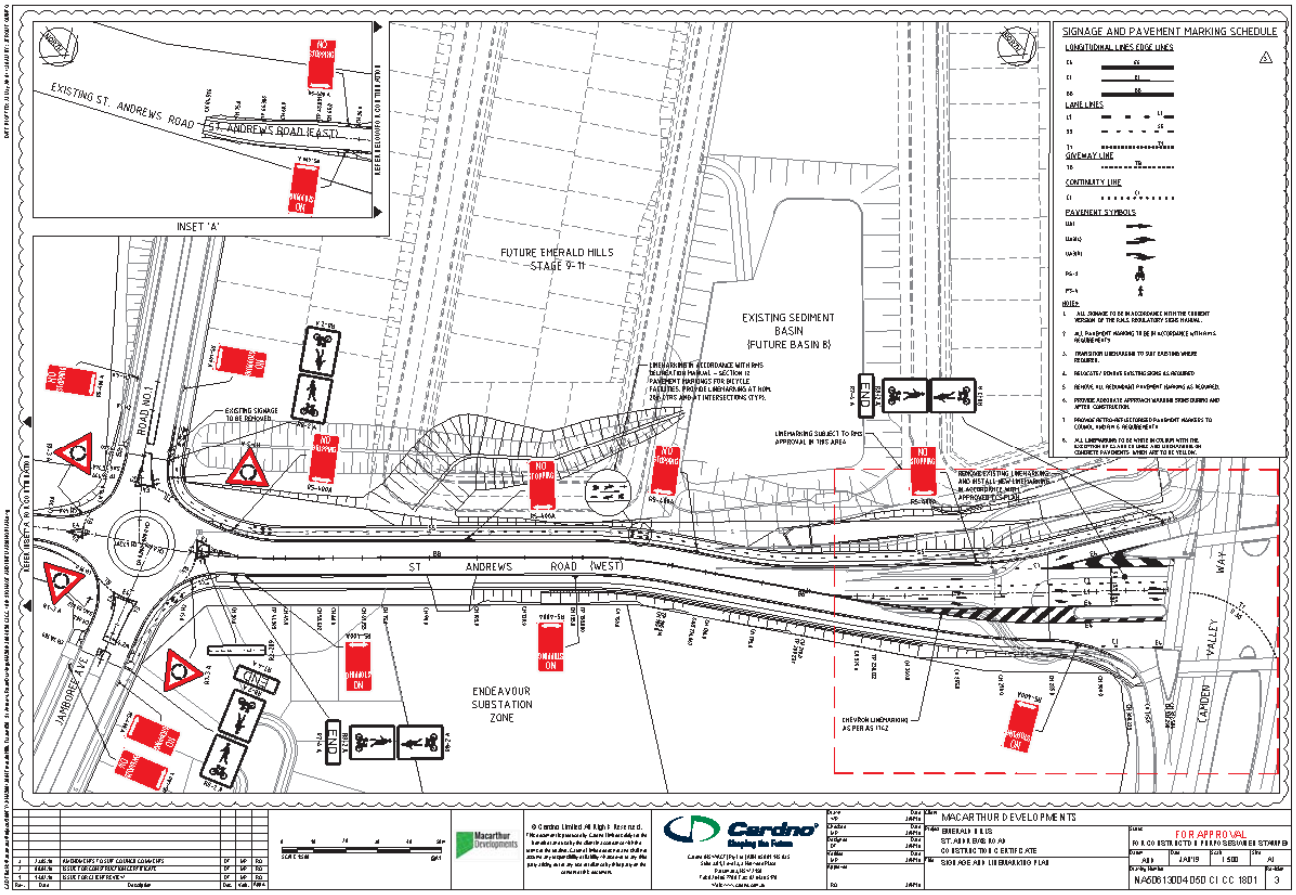
ATTACHMENTS

1. Attachment 1 - Location - Construction of reconstruction of St Andrews Road/ development of Emerald Hills.
2. Attachment 2 - Plan providing details of the proposed signage and linemarking


Cardno
Shaping the Future
MACARTHUR DEVELOPMENTS
DA 2018/475/1
EMERALD HILLS
ST. ANDREWS ROAD
CONSTRUCTION CERTIFICATE
TITLE SHEET & LOCALITY PLAN
WILLOWDALE RESIDENTIAL
VALLEY
ST. ANDREWS ROAD
CAMDEN
PROPOSED WORKS
EMERALD HILLS ESTATE
SCHEDULE OF DRAWINGS
camden
council
FOR APPROVAL

LTC25

Attachment 2



LOCAL TRAFFIC COMMITTEE

LTC26

SUBJECT: **ENTERPRISE CIRCUIT, CURRAN HILLS - SIGNAGE, LINEMARKING AND DEVICES**
FROM: Manager Traffic, Depot & Building Services
TRIM #: 19/321179

ELECTRONIC MEETING ITEM DATE: 22 August 2019

PURPOSE OF REPORT

To document approval previously provided by the Local Traffic Committee through an Electronic Meeting for signage and linemarking plans associated with the development of Turner Road precinct.

MAIN REPORT

A signage and line marking plan has been received by Council for the construction of new roads associated with the development of Turner Road precinct. The location is highlighted on **Attachment 1**. This is related to DA number DA/2019/366/1.

The Engineering Drawing No. 300178018.01.CC801, Rev. D prepared by SMEC Consulting provides details of the proposed signage and line marking (**Attachment 2).** The plan is considered to be in accordance with Austroads, Australian Standards and RMS supplements for the placement of regulatory signage and line marking and it is recommended that LTC supports the proposed measures.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2019/55	**The Local Traffic Committee recommends that Council on and in the vicinity of Enterprise Circuit approves the regulatory signs and line marking associated with the development of Turner Road precinct as shown on the Engineering Drawing No. 300178018.01.CC801, Rev. D subject to:** **i. The installation being completed by the applicant at its cost;** **ii. All signage being sign size A;** **iii. Street lighting levels for intersection and devices being in accordance with Australian Standard AS/NZS 1158, subject to further Council approval of the lighting design; and** **iv. Speed limit signage plan being referred to Roads and Maritime Services for review and approval.**

This recommendation was supported unanimously by the four voting members.

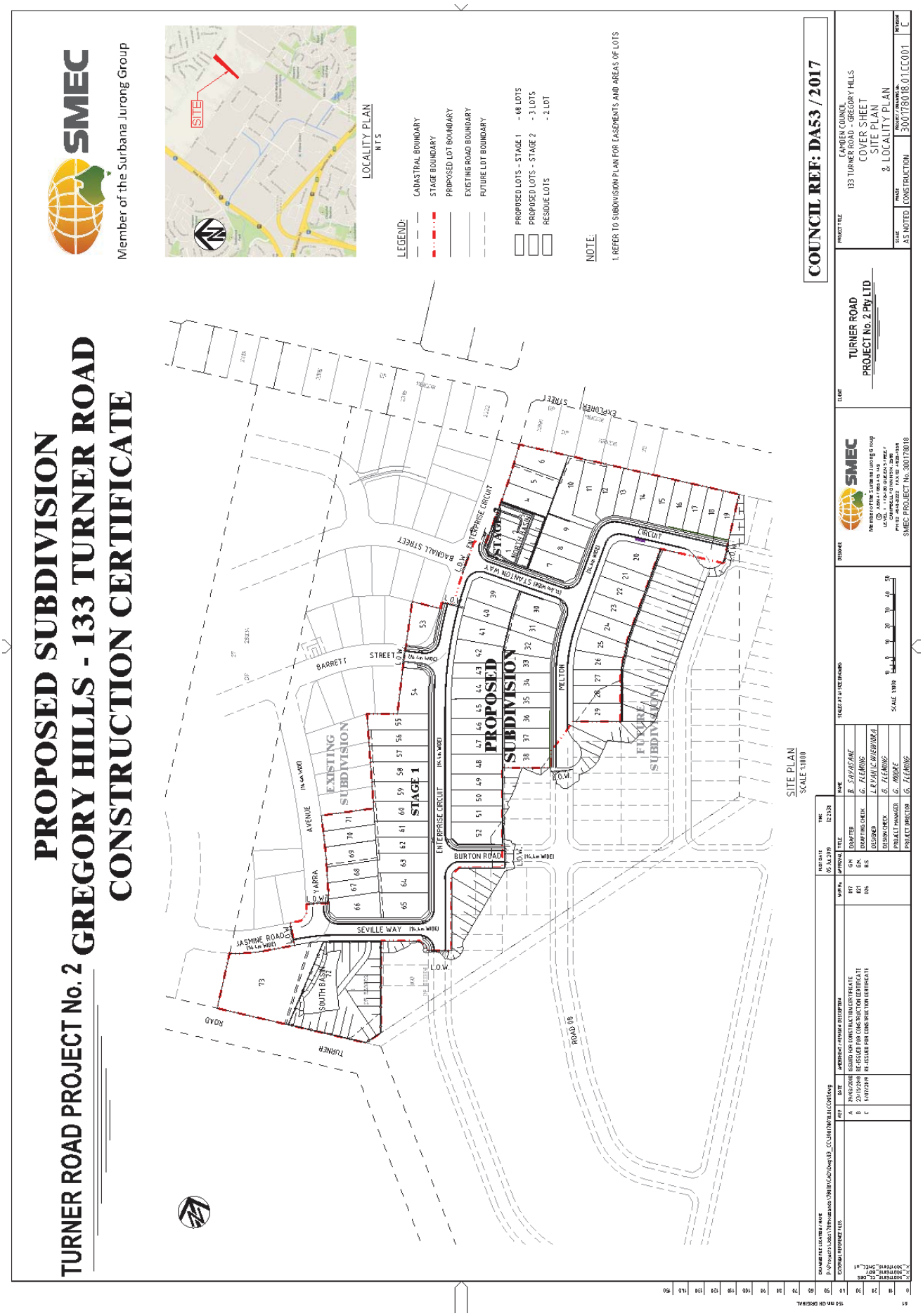
This recommendation has been resolved by a Council Officer under Delegated Authority.

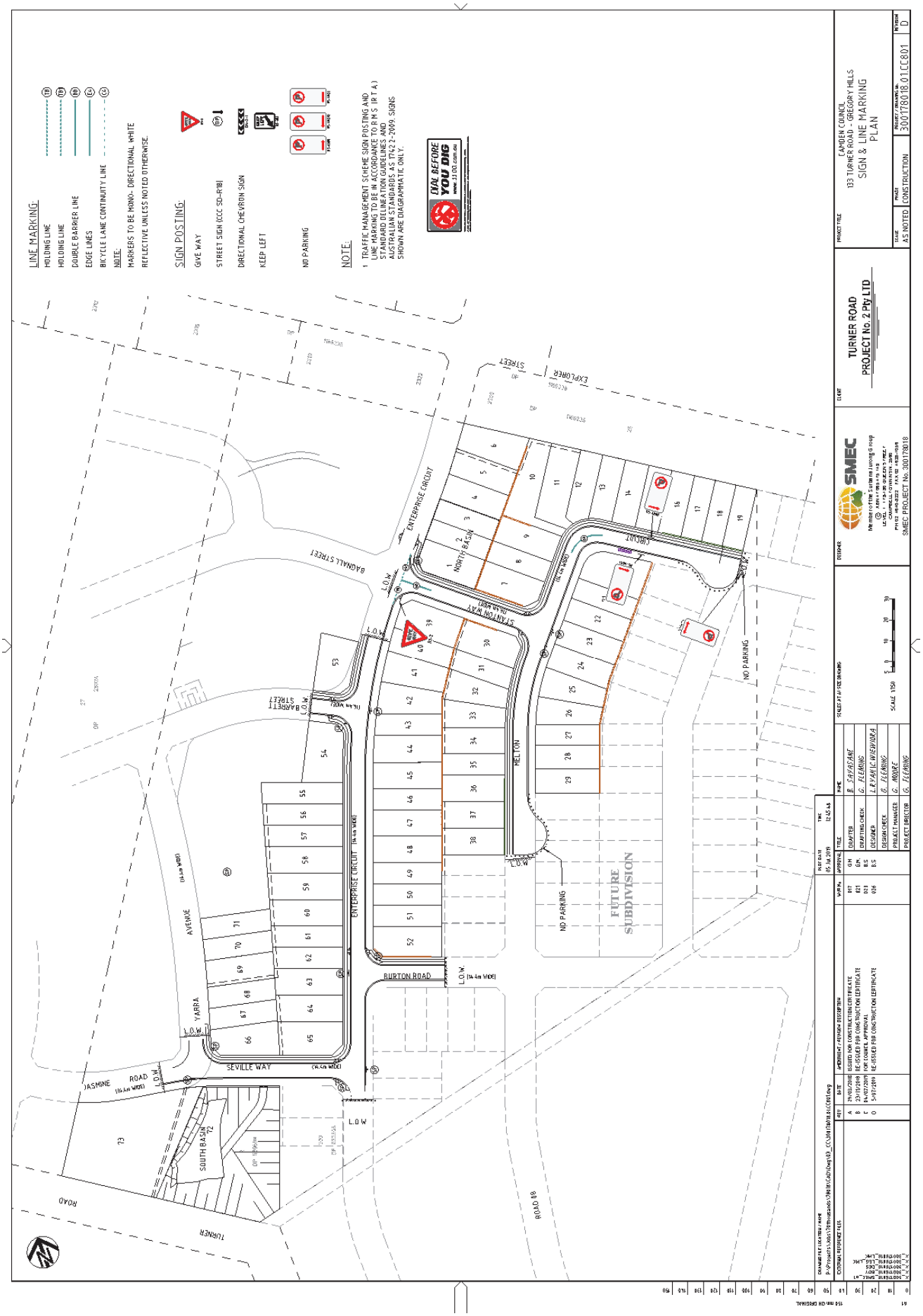
RECOMMENDED

That Council receives and notes the report on Enterprise Circuit, Currans Hills – Signage, Linemarking and Devices.

ATTACHMENTS

1. Attachment 1 - Plan associated with constructon of new roads - development of Turner Road precient
2. Attachment 2 - Drawing - Providing details of the proposed signage and linemarking


PROPOSED SUBDIVISION
GREGORY HILLS - 133 TURNER ROAD
CONSTRUCTION CERTIFICATE
TURNER ROAD PROJECT No. 2
SMEC
Member of the Surbana Jurong Group
LOCALITY PLAN
N.T.S.
SITE
LEGEND:
CADASTRAL BOUNDARY
STAGE BOUNDARY
PROPOSED LOT BOUNDARY
EXISTING ROAD BOUNDARY
FUTURE LOT BOUNDARY
PROPOSED LOTS - STAGE 1 - 68 LOTS
PROPOSED LOTS - STAGE 2 - 3 LOTS
RESIDUE LOTS - 2 LOT
NOTE:
1. REFER TO SUBDIVISION PLAN FOR EASEMENTS AND AREAS OF LOTS
COUNCIL REF: DA53 / 2017
SITE PLAN
SCALE 1:1000
EXISTING SUBDIVISION
PROPOSED SUBDIVISION
FUTURE SUBDIVISION
STAGE 1
STAGE 2
BARRETT STREET
YARRA AVENUE
JASMINE ROAD
SEVILLE WAY
ENTERPRISE CIRCUIT
BURTON ROAD
MELTON CIRCUIT
STATION WAY
BANNAL STREET
EXPLORER STREET
TURNER ROAD
ROAD 06
SOUTH BASIN
TURNER ROAD
PROJECT No. 2 Pty LTD
CAMDEN COUNCIL
133 TURNER ROAD - GREGORY HILLS
COVER SHEET
SITE PLAN
& LOCALITY PLAN
AS NOTED
CONSTRUCTION
300178018.01CC001
SMEC PROJECT No. 300178018


LINE MARKING
HOLDING LINE
HOLDING LINE
DOUBLE BARRIER LINE
EDGE LINES
BICYCLE LANE CONTINUITY LINE
NOTE:
MARKERS TO BE MONO- DIRECTIONAL WHITE
REFLECTIVE UNLESS NOTED OTHERWISE.
SIGN POSTING
GIVE WAY
STREET SIGN (CCC SD-R18)
DIRECTIONAL CHEVRON SIGN
KEEP LEFT
NO PARKING
NOTE:
1 TRAFFIC MANAGEMENT SCHEME SIGN POSTING AND LINE MARKING TO BE IN ACCORDANCE TO R M S (R T A) STANDARD DELINEATION GUIDELINES AND AUSTRALIAN STANDARDS AS 1742.2-2009. SIGNS SHOWN ARE DIAGRAMMATIC ONLY.
CALL BEFORE YOU DIG
www.1100.com.au
TURNER ROAD
PROJECT No. 2 Pty LTD
CAMDEN COUNCIL
133 TURNER ROAD - GREGORY HILLS
SIGN & LINE MARKING PLAN
SMEC
SMEC PROJECT No. 30017818
AS NOTED
CONSTRUCTION
300178018.01CC801
D
ENTERPRISE CIRCUIT
BARNALL STREET
STANTON WAY
MELTON
NORTH BASIN
EXPLORER STREET
BURTON ROAD
SEVILLE WAY
JASMINE ROAD
YARRA AVENUE
SOUTH BASIN
TURNER ROAD
ROAD 08
FUTURE SUBDIVISION
NO PARKING
L.O.W.
SCALE 1:500