



Local Traffic Committee Business Paper

Committee Meeting
17 October 2017

Council Office
70 Central Avenue
Oran Park



LOCAL TRAFFIC COMMITTEE
17 October 2017

Dear Sir/Madam

You are advised that the next Local Traffic Committee is scheduled for 17 October 2017, commencing at 9.30am at Council Office, 70 Central Avenue, Oran Park.

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

Vince Capaldi
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.

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 17 October 2017

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BUSINESS WITHOUT NOTICE

**DATE OF NEXT LOCAL TRAFFIC COMMITTEE MEETING - TUESDAY 21
NOVEMBER 2017**

LOCAL TRAFFIC COMMITTEE

LTC01

SUBJECT: BUSINESS ARISING FROM THE COMMITTEE'S LAST REPORT
FROM: Acting Manager Assets, Design & Traffic Services
TRIM #: 17/311662

The Local Traffic Committee report dated 15 August 2017 was presented to the Council meeting on 12 September 2017. Council adopted the Local Traffic Committee's recommendations without amendment.

RECOMMENDED

That the adoption by Council of the Committee's recommendations dated 15 August 2017 be noted.



LOCAL TRAFFIC COMMITTEE

LTC02

**SUBJECT: STATUS OF LOCAL TRAFFIC COMMITTEE RECOMMENDATIONS
AND ACTIONS**

FROM: Acting Manager Assets, Design & Traffic Services

TRIM #: 17/311725

Work instructions have been issued for recommendations of the Local Traffic Committee from the meeting on 15 August 2017.

RECOMMENDED

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

LOCAL TRAFFIC COMMITTEE

LTC03

SUBJECT: WIRE LANE, CAMDEN SOUTH - NO STOPPING RESTRICTIONS AND LANE LINEMARKING

FROM: Acting Manager Assets, Design & Traffic Services

TRIM #: 17/133681

PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for signage and line marking in Wire Lane, Camden South approaching the intersection with Remembrance Driveway.

BACKGROUND

A new housing development is being undertaken on the corner of Wire Lane and Remembrance Driveway, Camden South. To manage traffic from this development and the wider precinct, additional controls are proposed on Wire Lane.

MAIN REPORT

Wire Lane is a collector road under the joint control of Camden Council (northern side) and Wollondilly Shire Council (southern side). Remembrance Driveway is a State Road at the intersection with Wire Lane. Between Crookston Drive and Remembrance Driveway, Wire Lane is 13 metres wide with 3.2 metre wide travel lanes and 3.3 metre wide parking lanes. It is a local bus route westbound.

The former motel site on the corner of Wire Lane and Remembrance Driveway is being developed for medium density housing and it is considered that the combined traffic generation of the development, the existing residential precinct and the Camden Valley Inn will place increased demand on Wire Lane. It is necessary to ensure that the road is not parked up by people accessing the new housing or Camden Valley Inn to ensure a reasonable level of service at the intersection.

On the northern (eastbound) side of Wire Lane it is proposed that left and right turning lanes are introduced with associated markings and parking restrictions as follows:

- No Stopping restrictions (R5-400 signage) on Wire Lane for 70 metres and Remembrance Driveway for 20 metres;
- C1 and L3 line marking for 50 metres delineating the lane line – replacing the existing edgeline (E1); and
- Left and right turn arrows (RA2 line marking).

It is also proposed to replace the Give Way line marking that was inadvertently not reinstated during roadworks in 2014 and install a Give Way (R1-2) sign, in accordance with the Australian Standard which recommends give way controls at intersections with arterial roads.



FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

It is proposed that the cost of the signage and line marking be funded from the RMS Block Grant (traffic facilities component) for the 2017/18 financial year at an approximate cost of \$2,000.

CONCLUSION

In consideration of increased traffic on Wire Lane, Camden South measures are proposed to provide additional traffic capacity.

RECOMMENDED


The Local Traffic Committee recommends that Council approves in Wire Lane, Camden South, on the northern side at the approach to the intersection with Remembrance Driveway:

- i. **No Stopping restrictions (R5-400 signage) for 70 metres;**
- ii. **No Stopping restrictions (R5-400 signage) for 20 metres on Remembrance Driveway;**
- iii. **C1 and L3 line marking for 50 metres;**
- iv. **Left and right turn arrows (RA2 line marking); and**
- v. **Give Way signage and line marking (R1-2 signage and TB/TB1 line marking).**

ATTACHMENTS


1. Proposed No Stopping Restrictions and Line Marking - Wire Lane, Camden South






Camden Council
70 Central Ave
OCEAN PARK NSW 2570
Telephone: 02 4654 7777
Fax: 02 4654 7929
Email: mail@camden.nsw.gov.au

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Drawn By: Sophak Eng
Projection: GDA94 / MGA zone 56
Date: 5/10/2017 8:47 AM



Proposed No Stopping

R5-400



Proposed Give Way

R1-2



LOCAL TRAFFIC COMMITTEE

LTC04

SUBJECT: HINES PLACE, MOUNT ANNAN - NO U-TURN SIGN**FROM:** Acting Manager Assets, Design & Traffic Services**TRIM #:** 17/310636

PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for the placement of a No U-turn sign in a traffic median in Hines Place at the intersection of Welling Drive, Mount Annan.

BACKGROUND

Council has extended a median island in Hines Place, Mount Annan to deter u-turning. This report considers a No U-turn sign in the median.

MAIN REPORT

In July 2015, Council installed a sign prohibiting u-turning at the intersection of Welling Drive and Hines Place, placed on a refuge island in Welling Drive. Council undertook a video survey in 2016 which indicated that there are still significant numbers of motorists performing u-turns at the intersection, behind a traffic island in Hines Place.

This issue was considered at the Local Traffic Committee in August 2016 which recommended that:

Council approves an extension of the existing traffic island in Hines Place, Mount Annan at the Welling Drive intersection for a further two metres and other line marking, signage and kerb ramp works associated with the proposed extension.

These works were undertaken in July 2017 but it has been reported that u-turning is still occurring. Further extension of the island is not possible because the distance between the kerbs and the island is at the minimum of 3.7 metres.

Consideration is therefore requested for an additional No U-Turn sign (R2-5) to reinforce the existing restriction at the intersection. This would be placed on the same post as the Keep Left signs on the Hines Place traffic island, shown in the image below. It is noted that the island is 1.2 metres wide and the sign width (size A) is 450mm. The distance between the island kerb edge and each side of the sign would therefore be 375mm.

It is noted that the resident that raised the issue has been advised and does not believe that the additional sign will be effective.



FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

It is proposed that the installation cost be funded from the RMS Block Grant (traffic facilities component) for the 2017/18 financial year at an estimated cost of \$400.

CONCLUSION

An additional No U-turn sign is proposed in Hines Place, Mount Annan to reinforce the restriction at the intersection with Welling Drive.

RECOMMENDED

The Local Traffic Committee recommends that Council approves a No U-turn sign (R2-5) in the existing median island in Hines Place, Mount Annan at the intersection with Welling Drive.



LOCAL TRAFFIC COMMITTEE

LTC05

SUBJECT: OXLEY STREET, CAMDEN - TIMED PARKING
FROM: Director Community Assets
TRIM #: 17/274157

PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for timed parking on the eastern side of Oxley Street, Camden and within the adjacent off street car park.

BACKGROUND

Council is constructing a new car park facility in Oxley Street, Camden to provide additional parking spaces to the visitors and shoppers in the Camden CBD. As a result, parking restrictions on the eastern side have been reviewed and a number of changes are proposed to enhance parking provision.

MAIN REPORT

The eastern side of Oxley Street is fronted by the Camden Civic Centre and Council owned car parks. The construction of a decked car park is anticipated to be completed by mid-November 2017. Currently, temporary Works Zone restrictions are in place along the kerbside of the car park frontage. An overview plan is provided in **Attachment 1**.

The previous at grade car parks were restricted to 3 hours, 2 hours and dedicated Council staff parking, respectively. 1 hour (1P) parking restrictions have been in place along the length of the eastern side of Oxley Street with the exception of a disability parking bay, No Parking restrictions adjacent to the Civic Centre to allow loading, drop off and pick up and No Stopping restrictions across a pram ramp and three previous car park accesses.

The new car park facility has a single access from Oxley Street and reconfiguration of the existing parking restrictions is therefore required. Following detailed surveys of parking in the Camden Town Centre it has been assessed that parking demand and turnover is lower further from Argyle Street and that extending some of the timed parking would make more efficient use of the kerb space. Furthermore, community concerns have been raised about the pram ramp for the current disability parking space (which is located in the middle between two trees). A number of changes are proposed as shown in **Attachment 2**.

1P parking (Monday to Friday 8.30am – 6pm; Saturday 8.30am to 12.30pm) (R5-1 signage) is proposed to replace the No Stopping restrictions across the two car park accesses that have now been removed, tying in to the existing adjacent 1P parking. The retained driveway has been widened to 8.5 metres and it is proposed to extend the No Stopping restriction to five metres beyond each side of the driveway edge.

Following consultation with Civic Centre staff, it is proposed to replace 1P kerbside parking with 2P parking (R5-2 signage) north of the new car park. It is also proposed to

relocate the disability parking (R5-1-3 signage) 1 metre to ensure the correct location of the pram ramps and replace the No Parking restrictions with a Loading Zone.

The new decked car park will provide 150 car parking spaces. This includes two disability parking spaces and signed parking dedicated for adjacent tenants. It is proposed that all other spaces are time limited to 3 hours - 3P parking (Monday to Friday 8.30am – 6pm; Saturday 8.30am to 12.30pm) (R5-3 signage) which is consistent with the previous restrictions and other car parks in Camden CBD.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

The cost of signage installation associated with the decked car park will be funded from the existing car park construction budget. The changes to parking restrictions along Oxley Street would be funded from the RMS Block Grant (Traffic Facilities component) for the 2017/18 financial year at an approximate cost of \$7,000.

CONCLUSION

Following completion of a new decked car park, parking surveys and community feedback, parking changes are proposed on Oxley Street, Camden and within the new car park.

RECOMMENDED



The Local Traffic Committee recommends that Council approves in Oxley Street, Camden, on the eastern side:

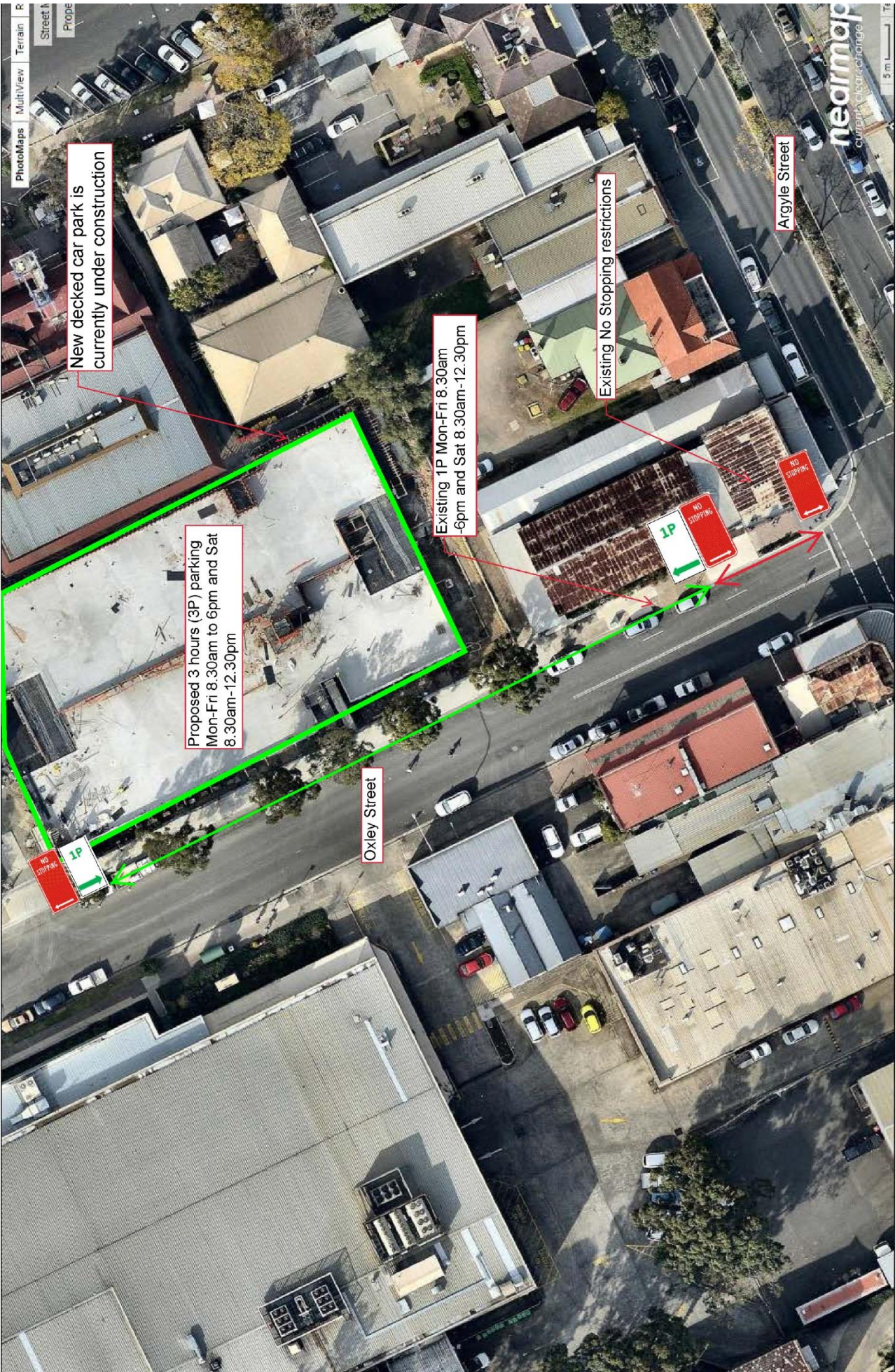
- i. 1P parking (Monday to Friday 8.30am – 6pm; Saturday 8.30am to 12.30pm) (R5-1 signage) to replace the No Stopping restrictions (R5-400 signage) across the two car park accesses that have been removed;**
- ii. 18.5 metres of No Stopping restriction (R5-400 signage) across the retained car park access;**
- iii. Relocation of the disability parking (R5-1-3 signage) with a linemarked bay (6.7m x 3.2m) by 1 metre;**
- iv. 8 metres of Loading Zone replacing No Parking restriction;**
- v. 2P parking (Monday to Friday 8.30am – 6pm; Saturday 8.30am to 12.30pm) (R5-2 signage) replacing 1P parking on the Civic Centre frontage; and**
- vi. 3P parking (Monday to Friday 8.30am – 6pm; Saturday 8.30am to 12.30pm) (R5-3 signage) within the off street car park, unless signed otherwise.**

ATTACHMENTS

1. Site Location - Oxley Street, Camden
2. Proposed Parking Changes - Oxley Street, Camden



 <p>Camden Council 70 Central Ave CREAN PARK NSW 2570 Telephone: 02 4654 7777 Fax: 02 4654 7829 Email: enq@camden.nsw.gov.au</p>	<p>Important Notice! This map is not a precise survey document. Accurate locations can only be determined by a survey on the ground. This information has been prepared for Council's internal purpose and for no other purpose. No statement is made about the accuracy or suitability of the information for use for any purpose (whether the purpose has been notified to Council or not), while every care is taken to ensure the accuracy of this data, neither the Camden Council nor the LPI makes any representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, costs, damages (including indirect or consequential damages) and costs which you might incur as a result of the data being inaccurate or incomplete in any way and for any reason. © The State of New South Wales (Land and Property Information), © Camden Council.</p>		<p>Drawn By: Sophal Eng Projection: GDA94 / MGA zone 56 Date: 9/10/2017 1:14 PM</p>	<p>Map Scale: 1:1500 at A4</p>
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Attachment 2

LTC05



LOCAL TRAFFIC COMMITTEE

LTC06

SUBJECT: NORRIS PLACE AND WATERWORTH DRIVE, NARELLAN VALE - NO STOPPING RESTRICTIONS

FROM: Acting Manager Assets, Design & Traffic Services

TRIM #: 17/274727

PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for No Stopping restrictions at the intersection of Norris Place with Waterworth Drive, Narellan Vale.

BACKGROUND

Community concerns have been raised regarding motorists parking close to the intersection of Norris Place with Waterworth Drive, Narellan Vale.

MAIN REPORT

The intersection is situated 50 metres from Narellan Vale Public School. Parking demand is at a premium during peak school time pick up and drop off periods. As a result, community concerns have been raised relating to vehicles parking close to the intersection and obstructing sightlines when exiting Norris Place onto Waterworth Drive. It is proposed to implement No Stopping (R5-400) signage around the radii of the intersection for 10 metres along Waterworth Drive and 15 metres along Norris Place.

Consultation was undertaken and no responses were received.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

It is proposed that the cost be funded from the RMS Block Grant (Traffic Facilities Component) for the 2017/18 financial year.

CONCLUSION

Concerns have been raised regarding sightline issues for vehicles exiting Norris Place onto Waterworth Drive and it is recommended that the Committee supports the implementation of the No Stopping restrictions to help address this issue.

RECOMMENDED

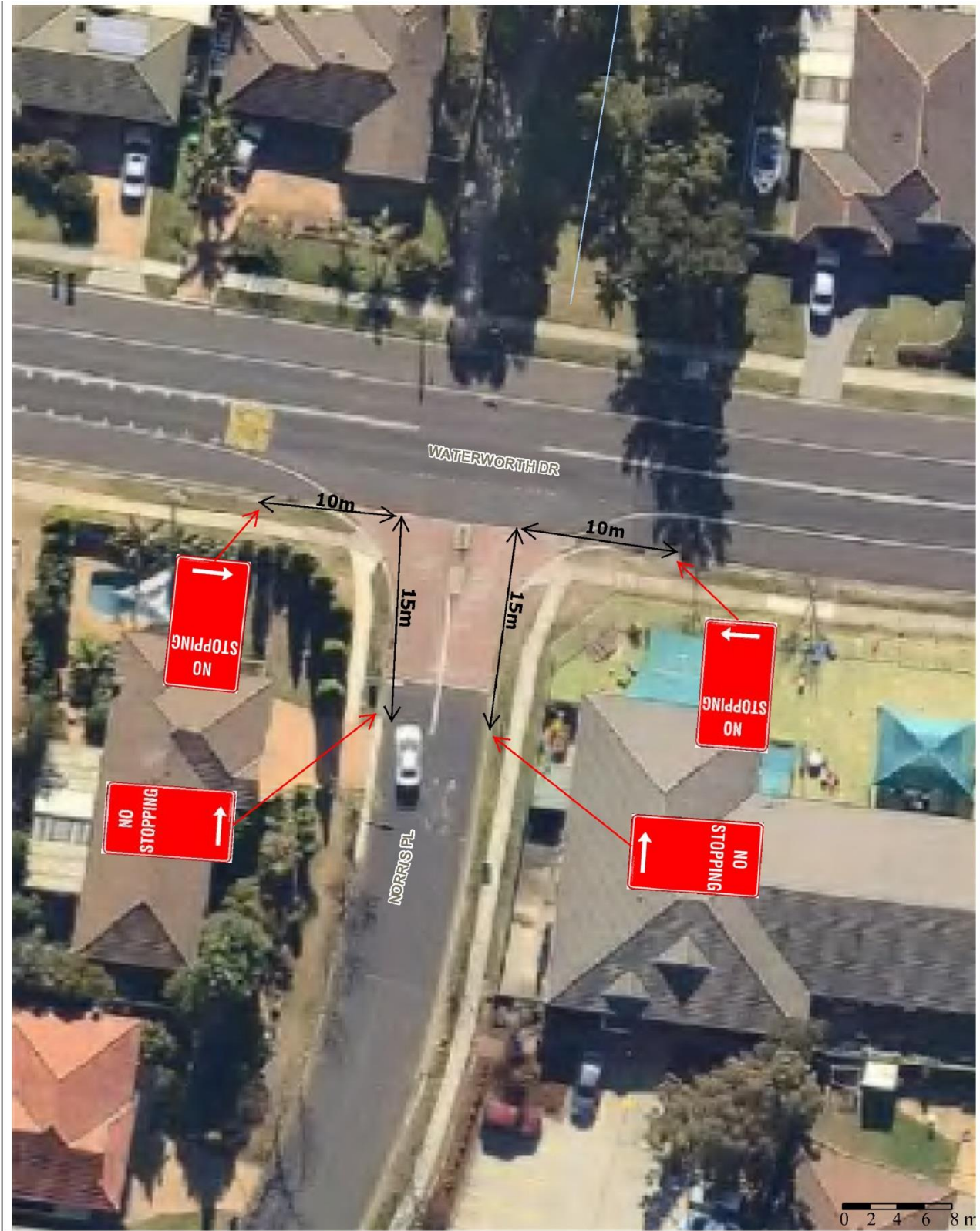
The Local Traffic Committee recommends that Council approves in the vicinity of Waterworth Drive and Norris Place, Mount Annan:

- i. No Stopping restrictions (R5-400 signage) for 10 metres to the east and west on the southern side of Waterworth Drive; and**
- ii. No Stopping restrictions (R5-400 signage) for 15 metres on the eastern and western sides of Norris Place.**



ATTACHMENTS

1. Proposed No Stopping Restrictions - Norris Place and Waterworth Drive, Narellan Vale



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<p>Camden Council 70 Central Ave ORAN PARK NSW 2570 Telephone: 02 4654 7777 Fax: 02 4654 7829 Email: pa1@camden.nsw.gov.au</p>			<p>Map Scale: 1:369 at A4</p>	



LOCAL TRAFFIC COMMITTEE

LTC07

SUBJECT: CALEDONIA CRESCENT, GLEDSDOOD HILLS - CENTRELINE MARKING AND GIVE WAY TREATMENT

FROM: Acting Manager Assets, Design & Traffic Services

TRIM #: 17/312178

PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for centre line marking in the vicinity of Caledonia Crescent, Gledswood Hills.

BACKGROUND

Community concerns have been raised regarding motorists not keeping left when travelling along the bend towards the eastern end of Caledonia Crescent, Gledswood Hills and also concerns relating to the modified T intersection with Amberley Street.

MAIN REPORT

Caledonia Crescent is an 8 metre wide local access road in Gledswood Hills that links Amberley Street with Devlin Drive. There is unrestricted parking and no line marking, and the speed limit is 50km/h.

The road width and vehicles parking along the bend was assessed to be a factor in vehicles not keeping to the left at the bend at the eastern bend. It is therefore proposed to install 24 metres of double barrier (BB) lines to encourage vehicles to keep to the left, thereby restricting kerbside parking adjacent to this line (see **Attachment 1**).

Also, there is currently an unapproved give way (TB) line on the northern end of Caledonia Crescent at the modified T-intersection with Amberley Street. It is proposed to formalise the Give Way treatment and implement signage (R1-2) and complete the line marking by inserting TB1 and 10 metres of BB lines.

A consultation was undertaken with adjacent owners and occupiers regarding the barrier line installation. One response was received in favour of the proposal.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

It is proposed that the cost of the signage and line marking be funded from the RMS Block Grant (traffic facilities component) for the 2017/18 financial year at an approximate cost of \$500.

CONCLUSION

Concerns have been raised regarding driver behaviour in Caledonia Crescent, Gledswood Hills and it is recommended that the Committee supports the installation of double barrier lines to help address the issues. Also, an existing give way treatment is required to be formalised at the modified T-intersection in order to ensure safety of motorists.

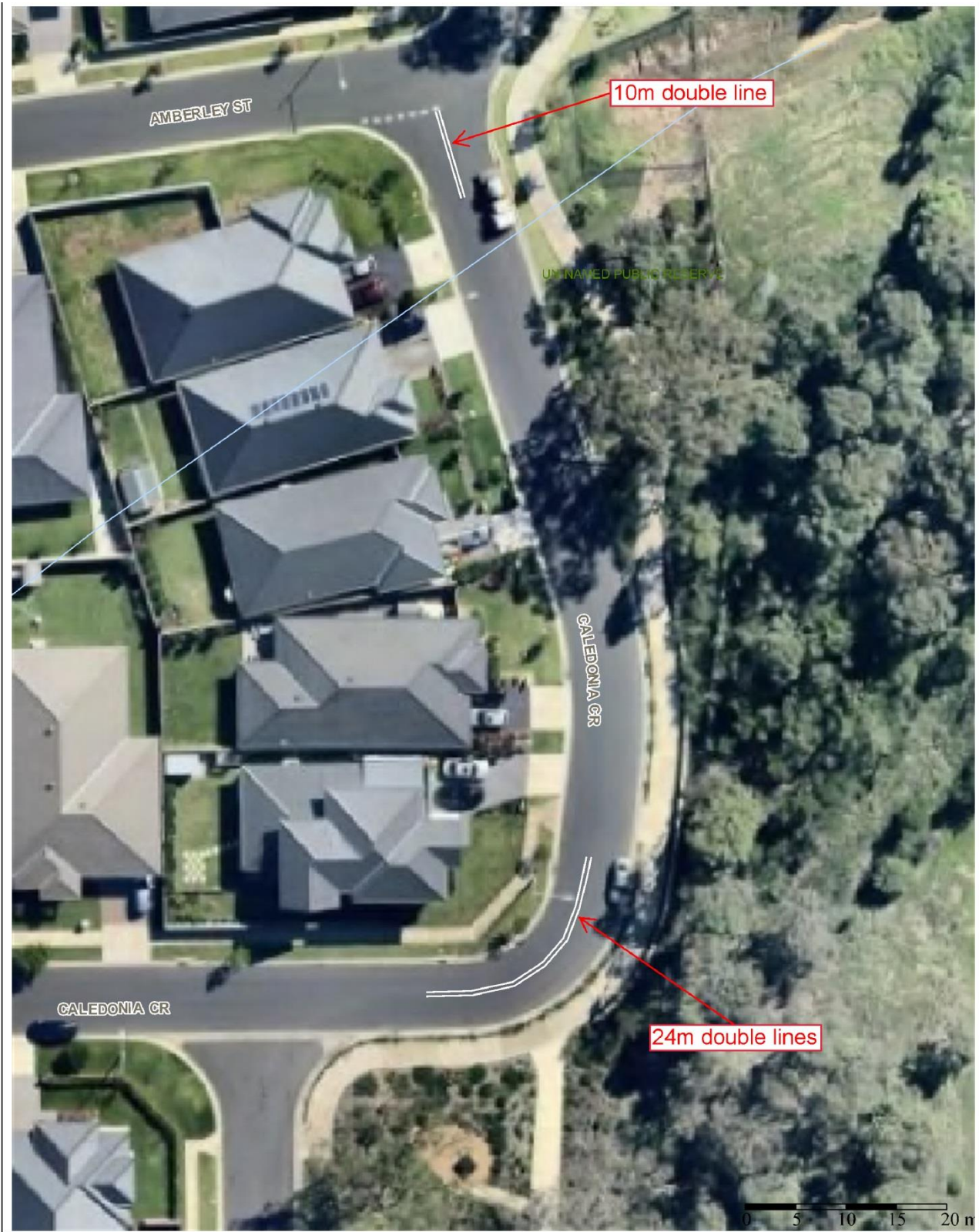
RECOMMENDED



The Local Traffic Committee recommends that Council approves in the vicinity of Caledonia Crescent, Gledswood Hills:

- i. 24 metres of double barrier (BB) lines around the bend at the eastern end;
and**
- ii. Give Way signage, TB1 line and 10m of double barrier (BB) lines at the intersection with Amberley Street.**

ATTACHMENTS

- 1. Proposed Line Marking - Caledonia Crescent, Gledswood Hills**



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LOCAL TRAFFIC COMMITTEE

LTC08

SUBJECT: INGLEBURN ROAD, LEPPINGTON - BUS ZONE
FROM: Acting Manager Assets, Design & Traffic Services
TRIM #: 17/314150

PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for installing Bus Zone signage at an existing bus stop in Ingleburn Road, Leppington.

BACKGROUND

Further to a query about bus stop signage at the existing bus stop on Ingleburn Road, Leppington near Camden Valley Way, an investigation has been carried out and as a result, Bus Zone signage is recommended to be installed at this location.

MAIN REPORT

As part of the Camden Valley Way Upgrade, Roads and Maritime Services upgraded the intersection of Camden Valley Way and Ingleburn Road to a four-way signalised intersection. The upgrades included but not limited to constructing a dedicated left turn lane, incorporating No Stopping restrictions and a bus stop on Ingleburn Road, which is a collector road under the control of Council.

An investigation established that the bus stop signage was installed in a No Stopping zone. This means that buses are not legally able to stop to pick up or drop off passengers. In order to address this issue, it is recommended that Bus Zone (R5-20) signage be installed at this bus stop as shown in **Attachment 1**.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

An estimated cost to install the signage is \$400 and it is proposed that the cost be funded from the RMS Block Grant (Traffic Facilities Component) for the 2017/18 financial year.

CONCLUSION

A bus stop has been installed on the northern side of Ingleburn Road near Camden Valley Way. It requires the No Stopping restriction to be changed to Bus Zone in order for buses to legally use the facility.

RECOMMENDED

The Local Traffic Committee recommends that Council approves in Ingleburn Road, Leppington, a Bus Zone (R5-20 signage) for 15 metres at the existing bus stop on the northern side, 80 metres west of Camden Valley Way.



ATTACHMENTS

1. Proposed Bus Zone Signage - Ingleburn Road, Leppington





LOCAL TRAFFIC COMMITTEE

LTC09

**SUBJECT: CENTRAL AVENUE, ORAN PARK - FESTIVAL OF LIGHTS 2017
SPECIAL EVENT TRANSPORT MANAGEMENT PLAN**

FROM: Acting Manager Assets, Design & Traffic Services

TRIM #: 17/310563

PURPOSE OF REPORT

To seek the Local Traffic Committee concurrence for the temporary closure of sections of Central Avenue and Dairy Street in Oran Park for the Festival of Lights Special Event in October 2017.

BACKGROUND

Council is undertaking the Festival of Lights Special Event in Oran Park in October 2017. To facilitate this event, sections of Central Avenue and Dairy Street are required to be temporarily closed to traffic.

MAIN REPORT

The Festival of Lights is a brand new community event being held on 21 October 2017 in Oran Park. The event is being held in the Town Park, opposite the Camden Council Administration Building between 10am and 2pm. The event is planning to attract up to 500 people.

It is proposed to close to traffic a section of Dairy Street from the Council car park to Central Avenue as well as Central Avenue, north of Dairy Street. Central Avenue, south of Dairy Street will be closed at that time to facilitate a road construction project.

Visitors will be directed to park in the car park behind the Council Administration Building via South Circuit. Alternative parking is available at the Oran Park Podium. The Traffic Management Plan is provided in **Attachment 1**.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

Camden Council's Fees and Charges stipulate a charge of \$109.80 (incl. GST) for Special Event Transport Management Plan applications.

CONCLUSION

To facilitate the Festival of Lights Special Event, sections of Central Avenue and Dairy Street, Oran Park are planned to be closed to traffic on Saturday, 21 October 2017.

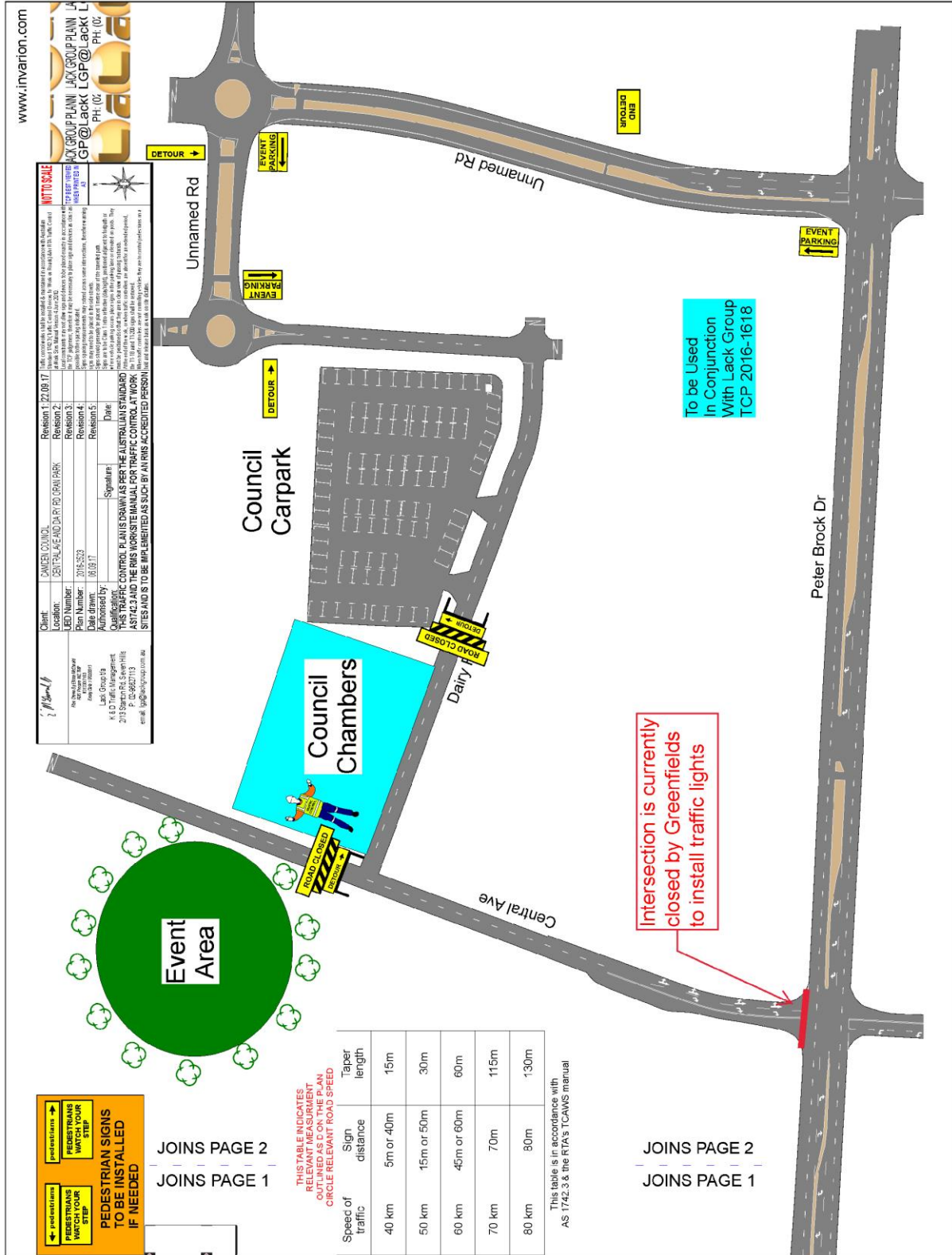
RECOMMENDED

The Local Traffic Committee recommends that Council give concurrence to the temporary closure of Central Avenue, Oran Park from Dairy Street northwards and Dairy Street between Central Avenue and the Council car park access, on Saturday 21 October 2017 between 9.30am and 2.30pm as per the certified Traffic Control Plan (Drawing No. 2016.2523), to facilitate the Festival of Lights Special Event, subject to:

- i. The event is classified as a Class 3 event under the RMS Guide to Traffic and Transport Management for Special Events;
- ii. Traffic management arrangements shall be implemented in accordance with the approved Special Event Transport Management Plan and Traffic Control Plans;
- iii. Traffic controllers shall be accredited by the RMS and be in position at all times as indicated in the Traffic Control Plans;
- iv. The organisers shall obtain NSW Police concurrence to the Special Event Approval;
- v. The organisers shall maintain access for emergency vehicles along the closed road sections;
- vi. The organisers shall advertise the road closure in a local newspaper prior to the event; and
- vii. The organisers securing any other necessary consents as advised by Council.

ATTACHMENTS

1. Traffic Management Plan - Festival of Lights 2017



LOCAL TRAFFIC COMMITTEE

LTC10

**SUBJECT: THE CASCADES, MOUNT ANNAN - CHRISTMAS LIGHTS DISPLAYS
2017 TRAFFIC MANAGEMENT CONSIDERATIONS**

FROM: Director Community Assets

TRIM #: 17/310631

PURPOSE OF REPORT

To seek direction regarding traffic management associated with the display of Christmas lights in Mount Annan (The Cascades).

BACKGROUND

Community concerns have been raised about the traffic impacts in Mount Annan as a result of high visitation throughout December to houses displaying Christmas lights. This report considers options available to help address the concerns.

MAIN REPORT

Christmas lights displays occur in different suburbs in any given year, depending on demographics and enthusiasm of local communities. Council does not consider the display of Christmas lights to be an event requiring approval from Council. However it is acknowledged that some suburbs are popular for displays and generate traffic accordingly including The Cascades precinct in Mount Annan (see **Attachment 1**).

Ongoing observations indicate that in the evenings in December, traffic is slower on some wide collector roads such as Waterworth Drive but does not have an undue impact. However some narrower local roads experience congestion, with slow traffic speeds. In the past two years Council has implemented temporary parking restrictions throughout evenings in December in The Rapids, which has been particularly popular with visitors to the Christmas lights displays. Consideration has been given to a number of temporary measures:

The Rapids - Parking Restrictions or Manned Road Closure (see **Attachment 2**)

Option A: Last year, No Stopping restrictions were implemented on the southern (house) side of The Rapids during December from 8 to 11pm. Observations indicated that these restrictions worked well in managing vehicles on The Rapids. This could be extended to cover part of The Cascades in the vicinity of the intersection with The Rapids.

Option B: Alternatively, a temporary road closure could be considered however this would need to be set up, manned at all times and taken down each night by a suitably qualified traffic controller. Temporary No Stopping restrictions may still be desirable on The Cascades with this option.

Advice is sought as to which option would be suitable to progress this year. It is proposed that Council consults the local community on the preferred option.

The Cascades - Parking Restrictions or One-way Working (see **Attachment 3**)



One way working in The Cascades would impact a wide area requiring a high number of traffic controllers and signs. There are also significant safety concerns due to the confusion this could cause and frustration from local residents about the length of detours. Ongoing assessment over previous years indicates that traffic is manageable without the need of one way working and this is not therefore recommended.

The biggest traffic impact on The Cascades is at the northern end of the road near The Rapids, the adjacent reserve and the roundabout intersection with The Watermark. It therefore proposed that Council consults local residents on permanent No Stopping in the vicinity of the roundabout where parking is hazardous at any.

Coaches - Information Signs Advising Against Access

The width of roads in The Cascades makes them unsuitable for coaches. Corflute signage advising against coach access is considered appropriate at entry points off Waterworth Drive and Welling Drive, noting that these signs are unenforceable.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

It is proposed that the cost of permanent signage be funded from the RMS Block Grant (Traffic Facilities Component) for the 2017/18 financial year at an approximate cost of \$5,000. Temporary corflute signs would be funded from Council's signage budget at an approximate cost of \$900. Temporary parking restriction signage would be funded from Council's signage budget at an approximate cost of \$2,000. The temporary road closure, including traffic devices and traffic controllers, has been estimated to cost \$18,000 (excluding GST). At this time a budget has not been established for a temporary road closure.

CONCLUSION

Concerns have been raised about the traffic impacts of high visitation to displays of Christmas lights in Mount Annan. Measures are proposed to help address this situation.

RECOMMENDED



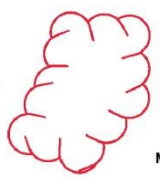
The Local Traffic Committee recommends that Council, in The Cascades, Mount Annan, during the 2017 season:

- i. Approves in the vicinity of The Rapids, subject to community consultation, either:
Option A: Temporary timed No Stopping restrictions 8 – 11pm; or
Option B: Temporary road closure 8 – 11pm;**
- ii. Undertakes community consultation on permanent parking restrictions at the intersection of The Cascades and The Watermark;**
- iii. Installs temporary corflute information signs at various locations advising against coach access; and**
- iv. requests Police to consider enforcement of driver behaviour in this area.**

ATTACHMENTS

1. Attachment 1 - The Cascades
2. Attachment 2 - The Cascades
3. Attachment 3- The Cascades - No Stopping Restrictions



 <p>Camden Council 70 Central Ave Camden NSW 2570 Telephone: 02 4654 7777 Fax: 02 4654 7829 Email: enq@camden.nsw.gov.au</p>	<p>Important Notice! This map is not a precise survey document. Accurate locations can only be determined by a survey on the ground. This information has been prepared for Council's internal purpose and for no other purpose. No statement is made about the accuracy or suitability of the information for use for any purpose (whether the purpose has been notified to Council or not), while every care is taken to ensure the accuracy of this data, neither the Camden Council nor the LPI makes any representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, costs, damages (including indirect or consequential damages) and costs which you might incur as a result of the data being inaccurate or incomplete in any way and for any reason. © The State of New South Wales (Land and Property Information), © Camden Council.</p>		<p>Drawn By: Tom Allen Projection: GDA94 / MGA zone 56 Date: 6/10/2017 2:46 PM</p>		<p>Traffic measures considered in this area Map Scale: 1:5000 at A4</p>
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Option B: Temporary Road Closed from 8:00PM to 11PM from 1 to 31 December 2017

Option A: Temporary No Stopping "8:00PM to 11PM" from 1 December 2017 to 7 January 2018

The Rapids

The Cascades

Spoonbill Way





Scale: 1:1000

Traffic Management Options for The Rapids



This map has been prepared from Council records by Land Information section. If you intend to rely on this information you should have this verified.
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 <p>Camden Council 79 Central Ave ORAN PARK NSW 2570 Telephone: 02 4654 7777 Fax: 02 4654 7829 Email: info@camden.nsw.gov.au</p>	<p>Important Notice! This map is not a precise survey document. Accurate locations can only be determined by a survey on the ground. This information has been prepared for Council's internal purposes and for no other purpose. No statement is made about the accuracy or suitability of the information for use for any purpose (whether the purpose has been notified to Council or not). While every care is taken to ensure the accuracy of this data, neither the Camden Council nor the LPI makes any representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages (including indirect or consequential damage) and costs which you might incur as a result of the data being inaccurate or incomplete in any way and for any reason. © The State of New South Wales (Land and Property Information). © Camden Council.</p>		<p>Drawn By: Tom Allen Projector: QDA94 / MGA zone 56 Date: 6/10/2017 11:02 AM</p>	<p>The Cascades - No Stopping Restrictions Map Scale: 1:500 at A4</p>
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LOCAL TRAFFIC COMMITTEE

LTC11

**SUBJECT: ARGYLE STREET, CAMDEN - LIGHT UP CAMDEN FESTIVAL 2017,
SPECIAL EVENT TRANSPORT MANAGEMENT PLAN**

FROM: Acting Manager Assets, Design & Traffic Services

BINDER: 17/314742

PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for the closure of streets in the Camden CBD to conduct the Light-Up Camden Festival 2017.

BACKGROUND

Council has received an application from the Camden Chamber of Commerce to conduct the annual Light-Up Camden Festival, which proposes road closures as part of the festival. The event is conducted each year during November to promote the Christmas festive season.

MAIN REPORT

The Camden Chamber of Commerce has successfully conducted the Light-Up Camden Festival for a number of years. The closure of roads is required to undertake a street festival with stall holders, festival amusements and entertainment. The event is scheduled for Saturday 18 November 2017.

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:

1. John Street Closure

To assist with setting up of the fair, a section of Larkin Place car park, John Street (northern end) between Argyle Street and Mitchell Street and John Street (southern end) between Argyle Street and John Street/Hill Street car park driveway will be closed to normal traffic operations, from 10am to 11pm. Temporary bus stops will be provided on Mitchell Street at the John Street intersection.

Proposed traffic management arrangements are detailed in the Traffic Control Plan 1, Drawing No. 15174E.

2. Argyle Street Closure

Closure of:

- Argyle Street between Elizabeth Street and Oxley Street;
- John Street from the John Street/Hill Street parking area to Mitchell Street, and
- Hill Street (northbound) from the John Street/Hill Street parking area to Argyle Street.



The requested closure time is from 12pm, with the event formally closing by 10pm and the roads reopening by 11pm, allowing time for packing up.

Proposed traffic management arrangements are detailed in the Traffic Control Plan 2, Drawing No. 15174E.

The plans are considered satisfactory subject to changes as per marked up.

Public Transport

The proposed road closure will have an impact on bus services. Council has consulted with bus companies, who have no objection to the proposal, subject to a Marshall being provided at the proposed temporary bus zones on Mitchell Street.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

Camden Council's Fees and Charges stipulate a charge of \$112 (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 celebrate Light-Up Camden 2017. 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.

RECOMMENDED

The Local Traffic Committee recommend that Council, for the Light Up Camden Festival; 2017 event on Saturday 18 November 2017:

- (a) gives concurrence for the closure of a section of Larkin Place car park, John Street (northern end) between Argyle Street and Mitchell Street and John Street (southern end) between Argyle Street and John Street/Hill Street car park driveway, Camden, from 10am to 11pm, as per the certified Traffic Control Plan 1 (Drawing No. 15174E); and**
- (b) gives concurrence for the closure of the following roads between 12noon and 11pm, as per the certified Traffic Control Plan 2 (Drawing No. 15174E) for the following roads:**
 - i. Argyle Street between Elizabeth Street and Oxley Street;**
 - ii. John Street from the John Street/Hill Street parking area to Mitchell Street; and**
 - iii. Hill Street (northbound) from the John Street/Hill Street parking area to Argyle Street.**

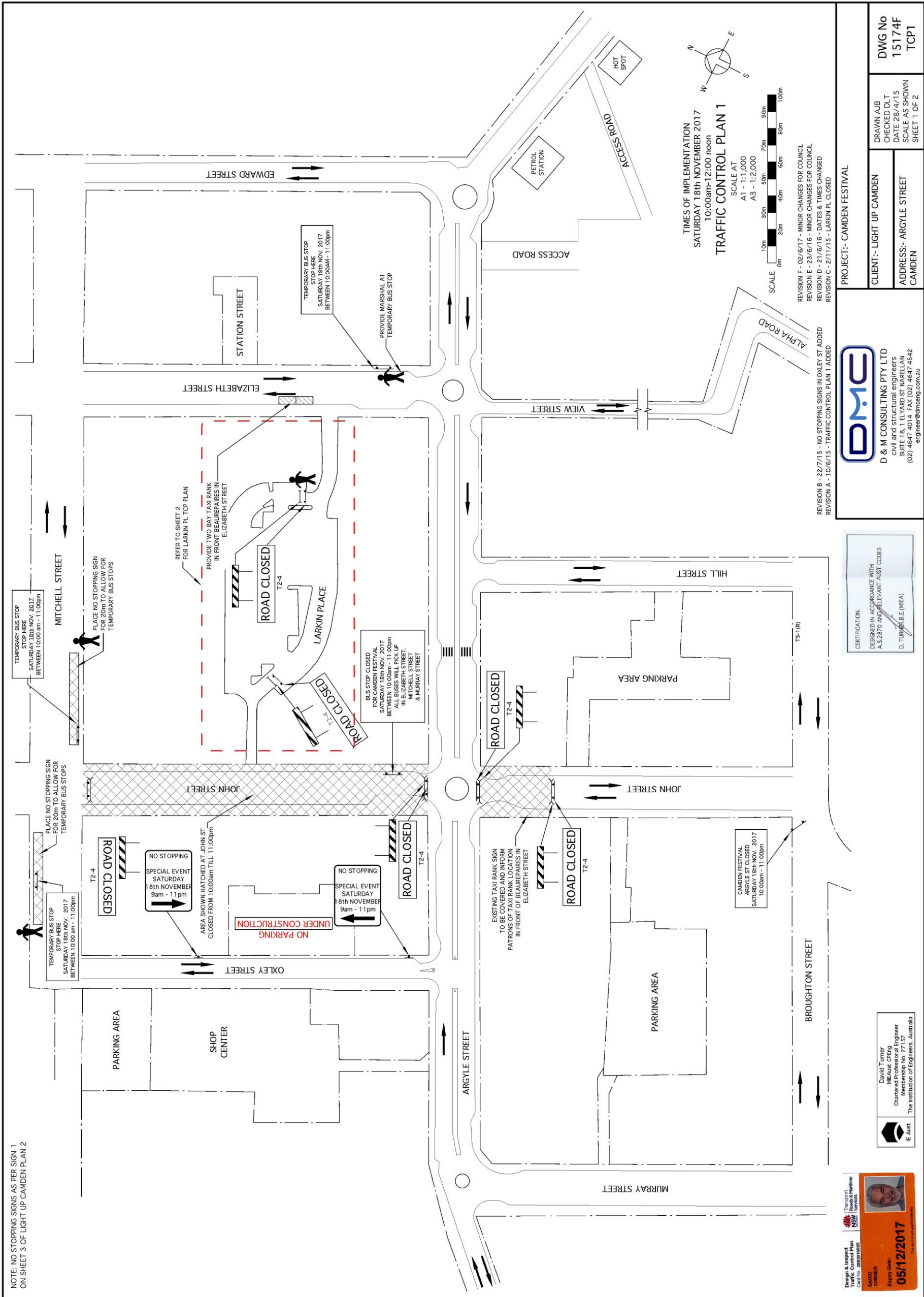
This approval is subject to the following conditions:

- 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 2 (Plan No. 15174E);**
- c. Traffic controllers shall be accredited by the RMS and be in position at all times as**

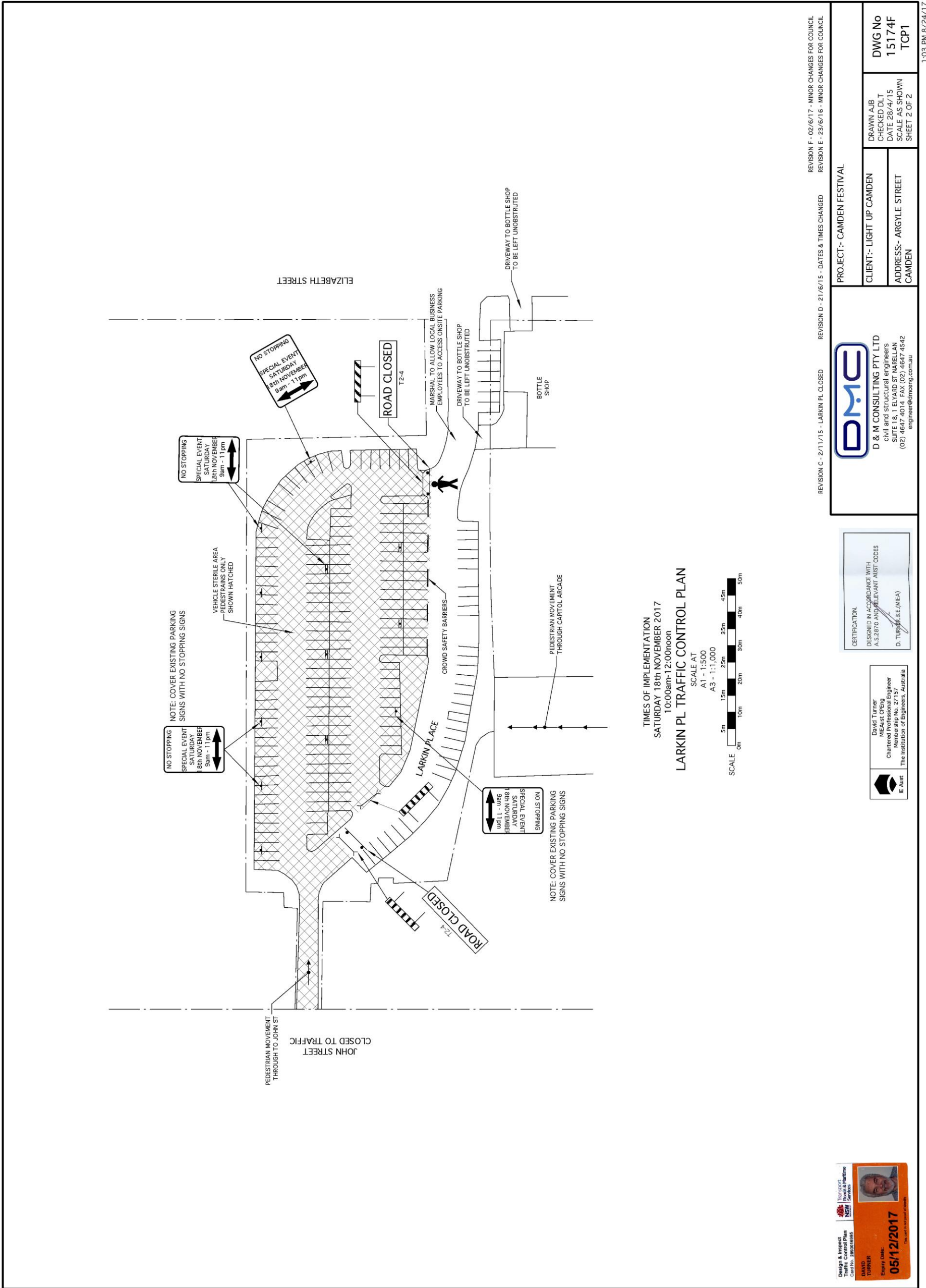
-
- indicated in the Traffic Control Plans;
- d. The organisers providing proof of a minimum \$20 million Public Liability Insurance Policy noting Camden Council as an interested party;
 - e. The organisers shall obtain NSW Police concurrence to the Special Event Approval;
 - f. The organisers shall 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 11pm on the day of the event;
 - j. No Stopping "Special Event" signage is erected at 7am on the day of the event to help ensure the roads to be closed are clear of parked vehicles;
 - k. Placement of barriers and marshals along the areas for the temporary bus stops and taxi zone on Mitchell Street and Elizabeth Street at 8am to help ensure these locations are clear of parked vehicles;
 - l. The organisers securing any other necessary consents as advised by Council; and
 - m. The organisers provide a disestablishment plan for the removal of all temporary signage within 24 hours of the event completion.

ATTACHMENTS

1. Light up Camden



1:03 PM 8/24/17



REVISION F - 02/6/17 - MINOR CHANGES FOR COUNCIL	REVISION E - 23/6/16 - MINOR CHANGES FOR COUNCIL
REVISION D - 21/6/15 - DATES & TIMES CHANGED	REVISION C - 2/11/15 - LARKIN PL CLOSED
PROJECT:- CAMDEN FESTIVAL	
CLIENT:- LIGHT UP CAMDEN	DWG No 15174F
ADDRESS:- ARGYLE STREET CAMDEN	TCP1
DRAWN A:JB	CHECKED DLT
DATE 28/4/15	SCALE AS SHOWN
SHEET 2 OF 2	

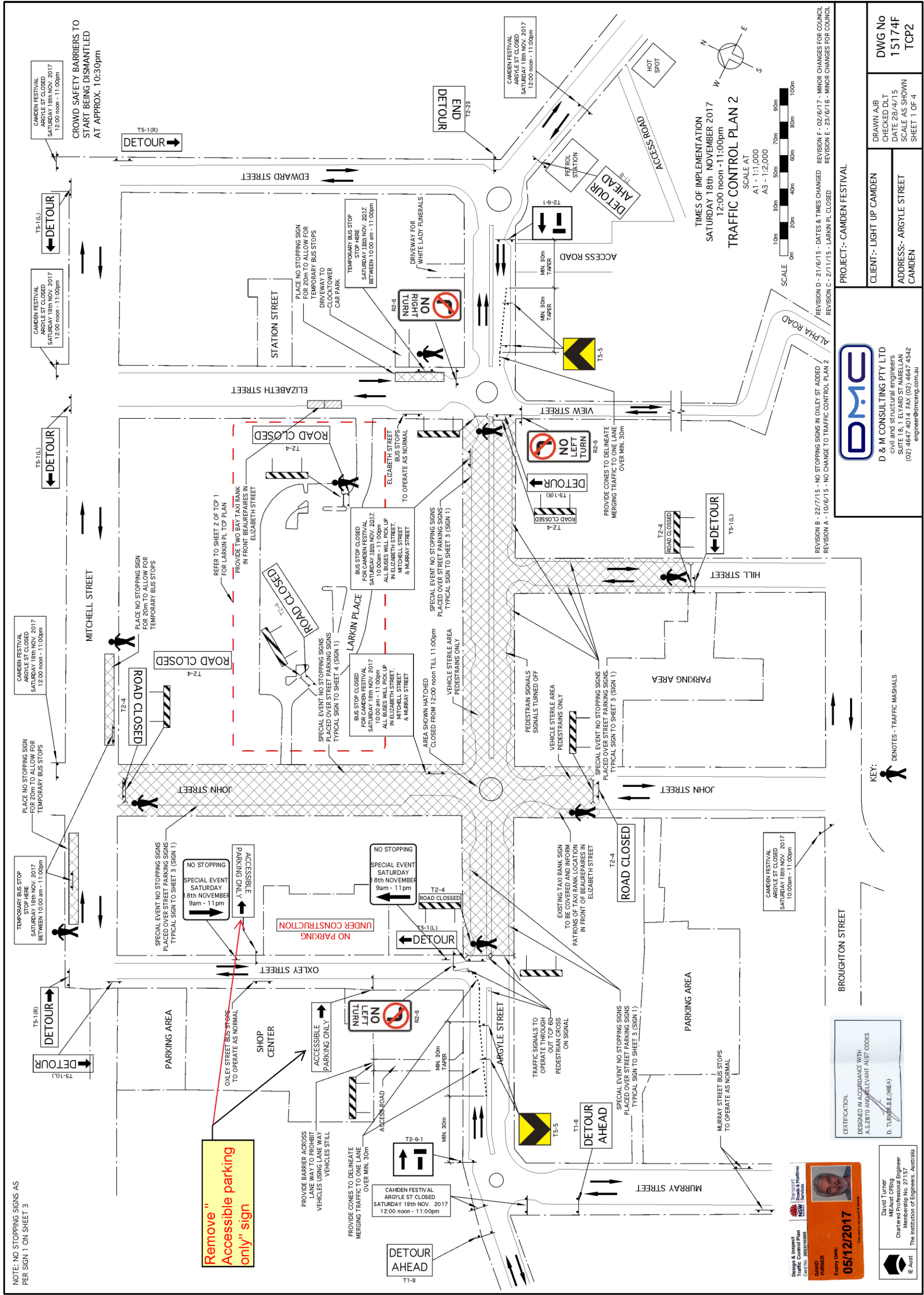
D.M.C.
D & M CONSULTING PTY LTD
 Civil and structural engineers
 SUITE 16, 1 ELYARD ST NARELLAN
 (02) 4647 4647 FAX (02) 4647 4542
 engineers@dmccng.com.au

CERTIFICATION:
 DESIGNED IN ACCORDANCE WITH
 A.S.1670 AND RELEVANT AUST CODES
 D. TURNER B.E.(M.E.A)

David Turner
 M.E.Aust CPEng
 Chartered Professional Engineer
 Membership No. 271157
 The Institution of Engineers, Australia

Design & inspect Traffic Control Plan
 NSW Roads & Maritime Services
 05/12/2017
 David Turner

1:03 PM 8/24/17



PROJECT:- CAMDEN FESTIVAL

CLIENT:- LIGHT UP CAMDEN

**ADDRESS:- ARGYLE STREET
CAMDEN**

**DWG No
15174F
TCP2**

**DRAWN A/JB
CHECKED DLT
DATE 28/4/15
SCALE AS SHOWN
SHEET 1 OF 4**

D & M CONSULTING PTY LTD
 civil and structural engineers
 SUITE 16, 1 ELVARD ST WARELLAN
 (02) 4644 4010 (02) 4644 4942
 engineer@dmeng.com.au

CERTIFICATION:
 DESIGNED IN ACCORDANCE WITH
 A.S.2870 AND RELEVANT AUSTRALIAN STANDARDS

D. TURNER (S.E. (M.E.A.))

Design & Inspect Traffic Control Plan
 Source: 255201616

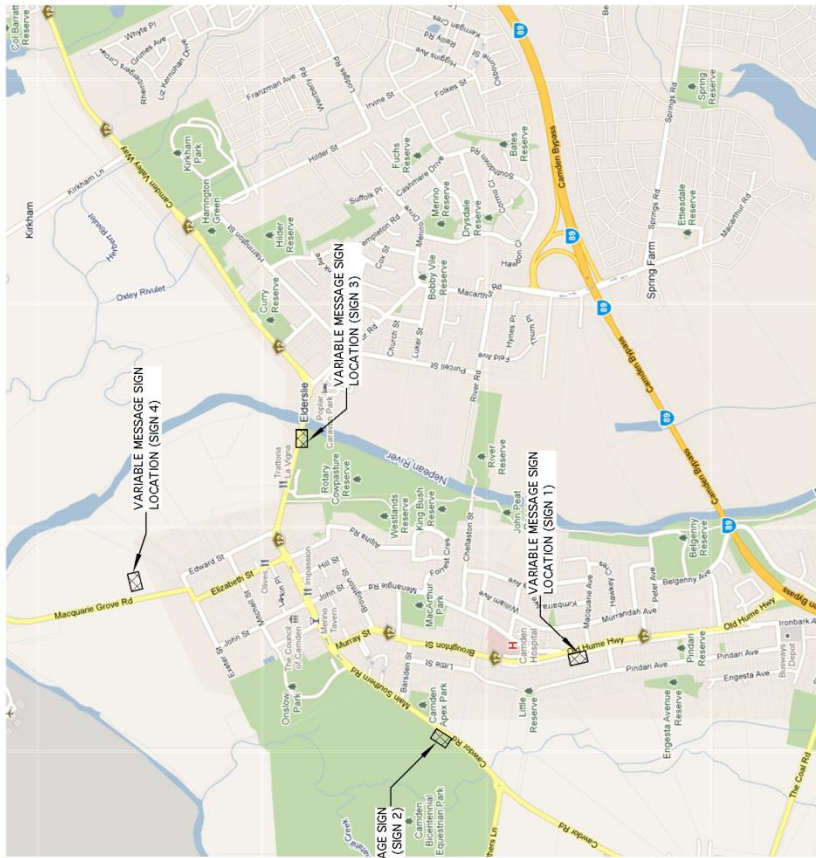
David Turner
 Chartered Professional Engineer
 Membership No. 27157
 The Institution of Engineers, Australia

05/12/2017

David Turner
 Chartered Professional Engineer
 Membership No. 27157
 The Institution of Engineers, Australia

1:03 PM 8/24/17

<p>LIGHT UP CAMDEN 18th NOVEMBER</p>	<p>ACCESSIBLE PARKING OFF OXLEY ST</p> <p>Remove this sign</p>
<p>LIGHT UP CAMDEN ARGYLE ST CLOSED</p>	<p>JOHN ST BETWEEN ARGYLE ST & MITCHELL ST CLOSED FROM 10am - 12pm</p>
<p>ARGYLE ST CLOSED FROM 12 NOON - 11PM</p>	<p>EVENT PARKING IN BICENTENIAL EQUESTRIAN PARK OFF ARGYLE ST</p>

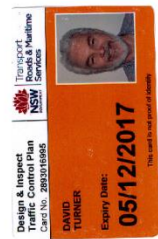
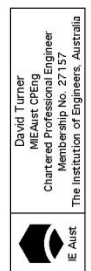
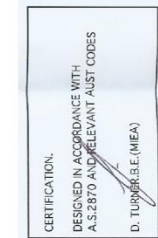


TRAFFIC CONTROL PLAN
VARIABLE MESSAGE SIGN LOCATIONS
SCALE: NTS

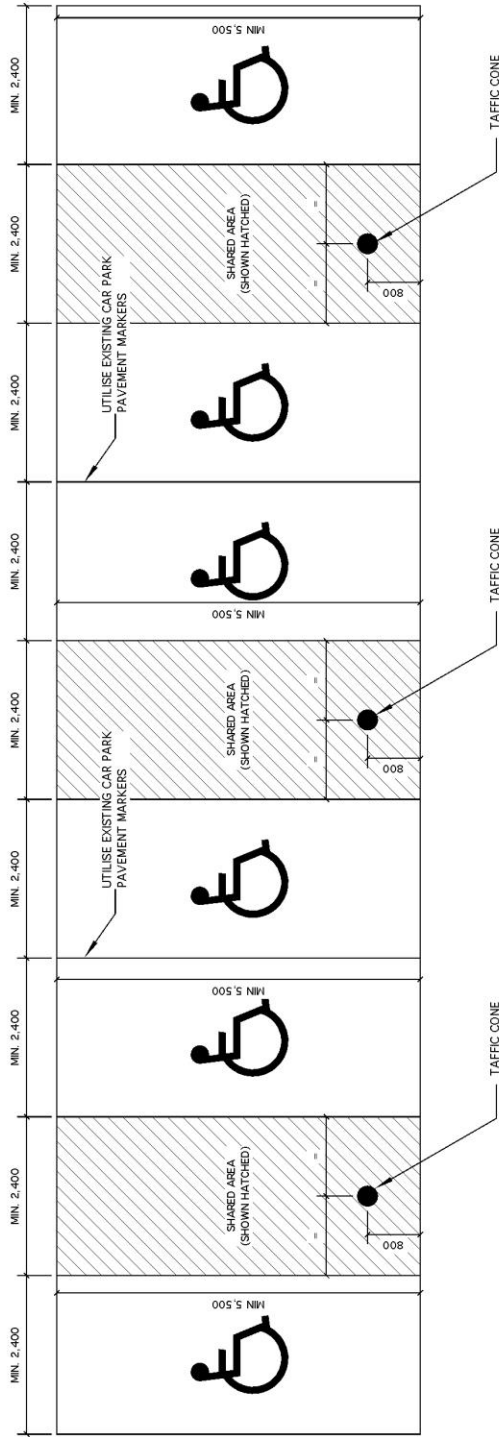
VARIABLE MESSAGE SIGN
DISPLAY

REVISION F - 02/6/17 - NO CHANGE TO SHEET 2
 REVISION E - 23/6/16 - MINOR CHANGES FOR COUNCIL
 REVISION D - 21/6/15 - DATES & TIMES CHANGED
 REVISION C - 2/11/15 - LARKIN PL CLOSED
 REVISION B - 22/7/15 - NO STOPPING SIGNS IN OXLEY ST ADDED
 REVISION A - 10/6/15 - VARIABLE MESSAGE SIGN FOR PARKING REMOVED

PROJECT:- CAMDEN FESTIVAL	
CLIENT:- LIGHT UP CAMDEN	DWG No 15174F TCP2
ADDRESS:- ARGYLE STREET CAMDEN	CHECKED D/LT DATE 28/4/15 SCALE AS SHOWN SHEET 2 OF 4

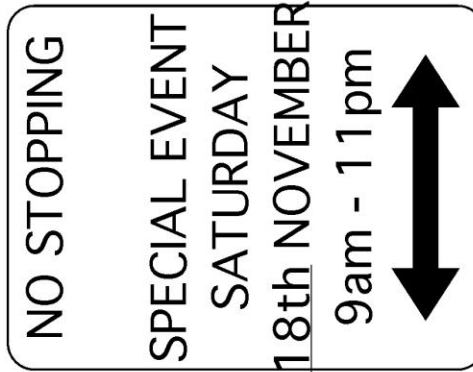


NOTE: NO STOPPING SIGNS/PARKING RESTRICTIONS TO BE CABLE TIED TO EXISTING PARKING RESTRICTION SIGNS TWO DAYS BEFORE EVENT

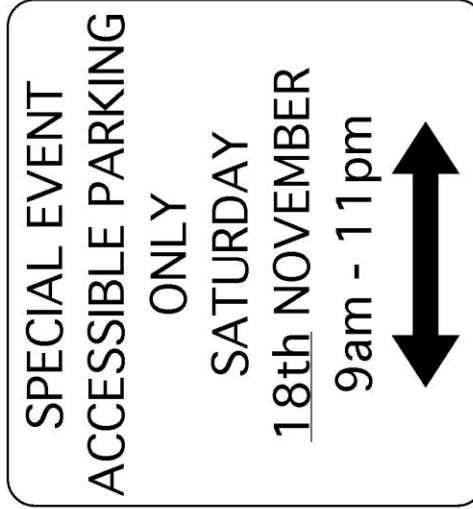


ACCESSIBLE CARPARKING
TYPICAL LAYOUT TO AS2890.6

SCALE
AT A1 1:50
AT A3 1:100



SPECIAL EVENT NO STOPPING SIGN
SIGN 1



SPECIAL EVENT ACCESSIBLE PARKING
SIGN 2

REVISION F - 02/6/17 - NO CHANGE TO SHEET 3
REVISION E - 23/6/16 - MINOR CHANGES FOR COUNCIL
REVISION D - 21/6/15 - DATES & TIMES CHANGED
REVISION C - 21/11/15 - LARKIN PL CLOSED
REVISION B - 22/7/15 - NO STOPPING SIGNS IN OXLEY ST ADDED
REVISION A - 10/6/15 - NO CHANGE TO SHEET 3

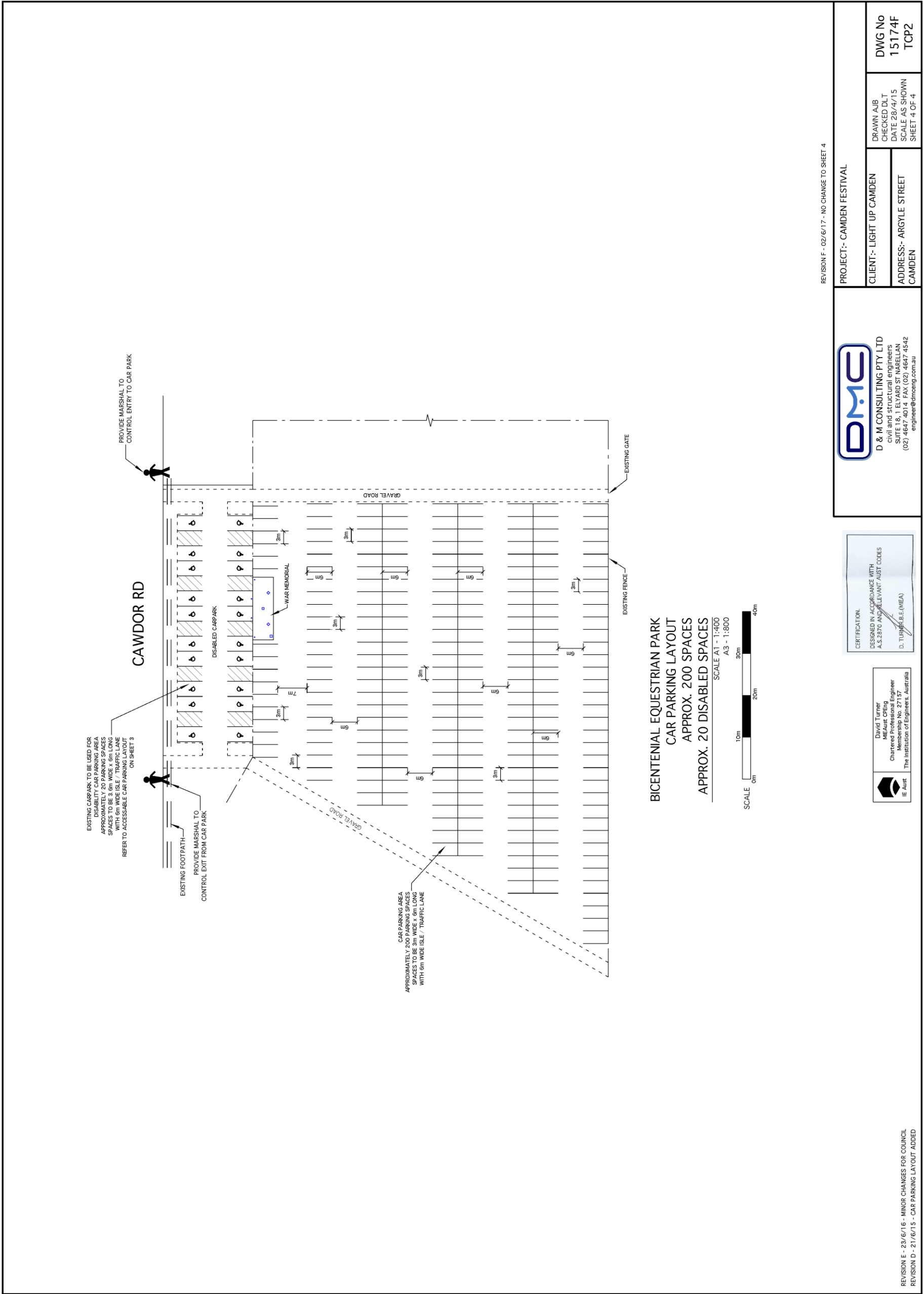


PROJECT:- CAMDEN FESTIVAL
CLIENT:- LIGHT UP CAMDEN
ADDRESS:- ARGYLE STREET
CAMDEN

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DATE 28/4/15
SCALE AS SHOWN
SHEET 3 OF 4

DWG No
15174F
TCP2

1:03 PM 8/24/17



REVISION F - 02/6/17 - NO CHANGE TO SHEET 4

PROJECT:- CAMDEN FESTIVAL

CLIENT:- LIGHT UP CAMDEN

ADDRESS:- ARGYLE STREET CAMDEN

DWG No 15174F TCP2

DRAWN AJB

CHECKED DLT

DATE 28/4/15

SCALE AS SHOWN

SHEET 4 OF 4

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CERTIFICATION
 DESIGNED IN ACCORDANCE WITH
 A.S.2870 AND RELEVANT AUSTRALIAN STANDARDS
 D. TURNER (B.E./M.E.A.)

David Turner
 M.E.Aust. CPEng
 Chartered Professional Engineer
 Membership No. 27157
 The Institution of Engineers, Australia

REVISION E - 23/6/16 - MINOR CHANGES FOR COUNCIL
 REVISION D - 21/6/15 - CAR PARKING LAYOUT ADDED

1:03 PM 8/24/17

LOCAL TRAFFIC COMMITTEE

LTC12

SUBJECT: ORAN PARK TOWN - MEASURES TO ADDRESS INAPPROPRIATE DRIVER BEHAVIOUR

FROM: Director Community Assets

TRIM #: 17/310645

PURPOSE OF REPORT

To consider the issue of inappropriate driver behaviour in Oran Park and measures to address the issue.

BACKGROUND

Council has been advised of inappropriate driver behaviour in Oran Park Town and has been asked what programs are in place to reduce this. The Local Traffic Committee cannot make a formal resolution on this matter but can consider as in Informal Item.

MAIN REPORT

Inappropriate driver behaviour has been reported to occur on some new roads in Oran Park including speeding and burn outs. Road safety considerations are inherent in the design of new estates and narrower roads tend to lead to slower speeds. Issues are regularly picked up during the development application process and assessment of signage, line marking and devices at the subdivision certificate stage. However, as new subdivisions develop, reports of inappropriate driving do sometimes occur before houses are built. Reports of this behaviour tends to reduce as driveways, parked vehicles and additional traffic make drivers more cautious and new residents provide passive surveillance.

Council Officers liaise periodically with Camden Local Area Command Traffic Services. Information is exchanged through a Memorandum of Understanding regarding consideration of engineering responses by Council and tasking enforcement by Police. Engineering responses in urban areas typically include line marking, signage, road narrowing, traffic islands and crossing facilities. Additionally, Council and Police regularly present at schools and through traffic offenders programs about these issues.

News articles in July 2017 noted that Hume City Council in Victoria has laid a coarse stone chip seal on bitumen which burns through the rubber of tyres faster than on a smooth surface if a driver spins a vehicle (see **Attachments 1 and 2**). This pavement specification is typical for rural roads however it is noisier for residents, is less durable on more heavily trafficked roads and it is less suitable for line marking. Additionally, the community expectation in new residential developments is that roads are provided with a smooth asphalt finish and other engineering and enforcement responses are therefore considered more appropriate.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

There are no financial or asset management implications to this report.



CONCLUSION

Consideration has been given to inappropriate driving behaviour in new precincts and Oran Park in particular. Council continues to work in partnership with Camden Local Area Command through a Memorandum of Understanding to assess and implement appropriate engineering and enforcement measures.

RECOMMENDED

The Local Traffic Committee recommends that Council receives and notes the report on Oran Park Town – Measures to Address Inappropriate Driver Behaviour and requests Police to consider further enforcement of driver behaviour in this area.

ATTACHMENTS

1. Hoon drivers targeted by road spray that burns through rubber of tyres - The Age, 31 July 2017
2. The question is: where aren't the hoons? - The Courier, 2 August 2017

[The Age](#)

[Print this article](#) | [Close this window](#)

Hoon drivers targeted by road spray that burns through rubber of tyres

Emily Woods

Published: July 31 2017 - 1:56PM

Are you tired of hoons speeding down your street? A Melbourne council has a solution that they say will stop dangerous drivers in their tracks.

Hume City Council workers have laid a coarse spray seal on bitumen, which can burn through rubber tyres, to stop dangerous driving in hooning hot spots.

Sustainable Infrastructure and Services director Peter Waite said the seal did not affect vehicles "driving appropriately".

"If a driver attempts to drive dangerously on this type of road, it would be difficult for a driver to spin their wheels," he said.

"If they did manage it, they would burn through the rubber of tyres faster than on a smooth road surface."

He said seal was applied by spreading an aggregate spray over the top of bitumen. The surface would need to be re-applied every 10 to 15 years depending on the amount of wear.

Hume police inspector Anthony Brown said the locations of the new surface were top secret.

"We chose sites that had high-risk driving activity, and known hoon gathering areas," he said.

The new surface would only shred the rubber on tyres "when the wheels lost traction on the road", he said.

"Normal driving speed it's not going to affect you but if you're engaging in intentionally high-risk behaviour, it would reduce the life cycle of your tyre dramatically."

Inspector Brown disputed reports that Hume was the hooning capital of Melbourne, and said police in that area were just very good at catching dangerous drivers.

"We have maintained a focus on it, so we impound more vehicles than other areas," he said. "It's a problem across Melbourne, and we're addressing it as a local issue here."

He said social hoon gatherings led to "people being seriously injured or killed".

"It's a serious risk of death or serious injury to both the drivers and the bystanders, and it's not just them having a fun time, it poses a serious risk to themselves and other people," Inspector Brown said.

This story was found at: <http://www.theage.com.au/victoria/hoon-drivers-targeted-by-road-spray-that-burns-through-rubber-of-tyres-20170731-gxm38x.html>

The question is: where aren't the hoons?

The Courier - 2 Aug 2017

<http://www.thecourier.com.au/story/4824925/the-question-is-where-arent-the-hoons/>

Are you tired of hoons speeding down your street in Ballarat?

A Melbourne council has a radical solution that they say will stop dangerous drivers in their tracks.

We want you to let us know the streets in Ballarat that are hooning hotspots and if you think a similar trial would work in our city.

Workers at Hume City Council, in the outer northwest of Melbourne, have laid a coarse spray seal on bitumen, which can burn through rubber tyres, to stop dangerous driving in hooning hot spots.

Sustainable Infrastructure and Services director Peter Waite said the seal did not affect vehicles "driving appropriately".

"If a driver attempts to drive dangerously on this type of road, it would be difficult for a driver to spin their wheels," he said.

"If they did manage it, they would burn through the rubber of tyres faster than on a smooth road surface."

He said seal was applied by spreading an aggregate spray over the top of bitumen. The surface would need to be re-applied every 10 to 15 years depending on the amount of wear.

Hume police inspector Anthony Brown said the locations of the new surface were top secret.

"We chose sites that had high-risk driving activity, and known hoon gathering areas," he said.

The new surface would only shred the rubber on tyres "when the wheels lost traction on the road", he said.

"Normal driving speed it's not going to affect you but if you're engaging in intentionally high-risk behaviour, it would reduce the life cycle of your tyre dramatically."

Inspector Brown disputed reports that Hume was the hooning capital of Melbourne, and said police in that area were just very good at catching dangerous drivers.

"We have maintained a focus on it, so we impound more vehicles than other areas," he said. "It's a problem across Melbourne, and we're addressing it as a local issue here."

He said social hoon gatherings led to "people being seriously injured or killed".

"It's a serious risk of death or serious injury to both the drivers and the bystanders, and it's not just them having a fun time, it poses a serious risk to themselves and other people," Inspector Brown said.

LOCAL TRAFFIC COMMITTEE

LTC13

SUBJECT: NICHOLSON PARADE, SPRING FARM - MEASURES TO ADDRESS TRUCK SPEEDING AND ROAD NOISE

FROM: Director Community Assets

TRIM #: 17/312512

PURPOSE OF REPORT

To consider the issue of speeding and road noise in Nicholson Parade, Spring Farm and measures to help address the issue.

BACKGROUND

Council has been advised of excessive speed and noise generated by trucks in Nicholson Parade which is a temporary truck route until other roads are constructed.

MAIN REPORT

In mid May 2017, UrbanGrowth commenced construction of a new road (east of Richardson Road) as part of a new subdivision. This was previously a private access called Glenlee Road utilised by businesses in the Glenlee industrial precinct. Due to the complexity of the construction, UrbanGrowth determined that access could not be maintained during the construction of the new road. UrbanGrowth is required to provide 24 hour access to the public road network for existing industrial businesses in Glenlee.

A temporary diversion route has therefore been put in place by UrbanGrowth to divert all Glenlee traffic via a new collector road for the Spring Farm Eastern Village, Nicholson Parade. This road was constructed in late 2015 and affords access to the newly constructed section of Liz Kernohan Drive. Nicholson Parade has a median and each carriageway is 6 metres wide, suitable to accommodate a parked vehicle and a passing heavy vehicle. The default general urban speed limit of 50km/h applies. House construction along Nicholson Parade is substantially complete.

This temporary route will be removed once the works are complete and truck access for the Glenlee precinct will be via either Springs Road or a new Haul Road between Liz Kernohan Drive and Glenlee that is currently under construction.

Since the implementation of the temporary diversion route, Council has received a number of complaints from residents on Nicholson Parade regarding excessive speeding and noise generated by trucks using Nicholson Parade, particularly early in the morning.

In order to understand truck movements and speeds, 7-day speed surveys were carried out by Council at two locations as shown in the image below. The 85 percentile speed results for an average 7-day period are summarised in Table 1.1.

Speed survey locations:



Table 1.1

Location	Northbound	Southbound
ATC 1	52.7km/h	50.6km/h
ATC 2	51.3km/h	53.4km/h

The above table shows that the 85 percentile speeds are at a reasonable level. Further detailed analysis of heavy vehicle speeds did not identify a significant issue. The main concern from the community seems to be from the noise generated by vehicles early in the morning as they head to various work sites.

In order to determine whether there was anything further Council could do to address the concern about excessive speed and noise, the following options have been considered:

1. Enforcement

Enforcement of speed limits and inappropriate driver behaviour is the responsibility of NSW Police. Council has reported the complaints about excessive speeding and inappropriate driver behaviour to the local police for appropriate action. It has been confirmed by the Police Representative that the Highway Patrol has been tasked to undertake periodic speed enforcement on Nicholson Parade.

2. Mediation

Council has written to all truck operators in the Glenlee Road precinct requesting the need for their drivers to drive appropriately in accordance with road rules. It has been confirmed that notices to the truck drivers and staff have been displayed at their depot regarding speed and noise on Nicholson Parade.

3. Advisory signage

Council requested UrbanGrowth to install “Reduce Noise Please Limit Compression Braking in Residential Areas” signs along Nicholson Parade to encourage trucks drivers to limit compression braking.

4. Traffic Devices

Nicolson Parade has two roundabouts to assist managing traffic volumes and speeds. Each carriageway also has parking edgelines a bicycle lanes linemarked. These measures were given concurrence by the Local Traffic Committee in February 2012.

Speed humps can be effective in keeping vehicle speeds down. However their use in collector roads can increase traffic noise and vibration, may damage vehicles if traversed at too great a speed and slow down emergency vehicles. Research indicates that noise and vibration from heavy vehicles passing over speeds humps is significantly higher than cars.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

There are no financial or asset management implications to this report.

CONCLUSION

Consideration has been given to truck speeding and noise in Nicholson Parade. After thorough analysis of traffic survey data and liaison with the developer, police, and truck operators, a number of measures have been implemented.

RECOMMENDED

The Local Traffic Committee recommends that Council receives and notes the report on truck speeding and road noise in Nicholson Parade, Spring Farm, and requests Police to consider further enforcement of driver behaviour in this area.



LOCAL TRAFFIC COMMITTEE

LTC14

SUBJECT: LOCAL BEHAVIOURAL PROGRAMS
FROM: Acting Manager Assets, Design & Traffic Services
TRIM #: 17/311729

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 2017/2018 financial year.

MAIN REPORT

Project	Target Issue	Current Status
RBT Plan B Campaign	Drink Driving <i>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.</i>	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. Mobile Drug Testing is now also a priority, with heightened Police operations being held.
Drive 2 Stay Alive – Year 11 Students	Young drivers <i>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.</i>	The program has now been finalised for 2017 with all four participating schools having the program held in the second half of the year. CRSO also assisted with the Rotary U Turn the Wheel program at St Benedict's Catholic High School in May, Elderslie High School in June and Camden High School in July. Program dates for Drive 2 Stay Alive rollout were; 18 August – Magdalene Catholic HS, 28 August – Elizabeth Macarthur HS, 1 September – Mount Annan Christian College, 20 September – Mount Annan HS.

Project	Target Issue	Current Status
School Safety Program	<p>Vulnerable road users, pedestrians, road users around schools</p> <p><i>Program designed to address road safety issues around schools, improve safety and education amongst road users, parents and students in school zones.</i></p>	<p>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.</p> <p>CRSO, Rangers and Police target as many of the local primary schools as possible on a regular basis. Recent schools targeted include; Harrington Park PS, Camden South PS, Spring Farm PS, Mount Annan PS, Elderslie PS and Narellan Vale PS</p> <p>The next phase of the Yellow Pedestrian Safety Line (YPSL) has now been rolled out at Narellan Vale PS and Mt Annan PS. This was done in conjunction with the school and involved an education phase. The final school for the current roll out will be Currans Hill PS and it is anticipated that the roll out for this school will occur in Term 4.</p>
Slow Down	<p>Speed</p> <p><i>Raise awareness and reduce the incidence of speeding on local roads. Work with Camden LAC to further reduce the incidence of speeding.</i></p>	<p>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.</p> <p>CRSO continues to forward any resident speed or traffic complaints to Camden LAC Traffic Services and Highway Patrol for investigation as necessary.</p>
Choose Right Buckle Right	<p>Child Restraints</p> <p><i>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.</i></p>	<p>The last child restraint fitting and checking day was held on 7 September 2017 and this event was fully booked. The next event is scheduled to be held on 7 December 2017.</p>
Graduated Licensing Scheme Workshops (GLS)	<p>Parents and supervisors of learner drivers</p> <p><i>Educational workshops for parents and supervisors of learner drivers, delivered to assist awareness and knowledge of the graduated licensing scheme.</i></p>	<p>Planning for the next session is currently underway. It is envisioned this will be held in partnership with Campbelltown City Council.</p>



Project	Target Issue	Current Status
Log Book Run (LBR) – Drives for Learners In Macarthur	Young drivers <i>Increase on-road experience obtained by learner drivers and disseminate road safety messages and resources</i>	The last Day Log Book Run event was held on 3 September 2017. The next Day Log Book Run is scheduled to be held on 10 December 2017.
Community Safety Plan	General community safety <i>Identify and introduce community safety programs and initiatives in the Camden LGA as appropriate.</i>	CRSO continues to work on identifying and implementing community safety programs, audits and works as appropriate. CRSO continues to work with the Camden Police Crime Prevention Officer to monitor and address community safety issues as they arise. CRSO is attending the NSW Police Counter Terrorism – Crowded Places Forum on 12 October 2017.
Park Smart	Community safety, Steal from Motor Vehicle offences	The 2017 rollout of the program is underway, with the new northern section of the Narellan Town Centre car park targeted on 11 July 2017. Further rollouts at shopping car parks will be undertaken, particularly in the lead up to Christmas. Leppington Station will also be targeted. More sites will be identified and scheduled, with plans to once again partner with Campbelltown LAC and Campbelltown City Council to roll out the program at Campbelltown, Leumeah and Macarthur train station car parks, as many Camden residents still use these for their daily commute.
Camden Liquor Accord	Drink Driving, community safety, alcohol related issues <i>Implementing programs and educating the community to reduce the incidence of alcohol related problems, drink driving and antisocial behaviour.</i>	CRSO continues to work through the Camden Liquor Accord to implement and address community and road safety issues related to alcohol consumption. The last Camden Liquor Accord meeting was held on 26 September 2017, and the next meeting is scheduled to be held on 14 November 2017.
Bike Safety Awareness Program	Bike safety <i>To promote safe cycling. A bike safety education program aimed to teach best safety practices when riding a bicycle.</i>	Cycling education and programs are currently being considered, subject to funding availability.

Project	Target Issue	Current Status
Seniors Safety Morning Teas	Seniors Safety – Pedestrian safety <i>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</i>	Planning for the program rollout and venues for the 2017/2018 is currently underway. The program was held at Wivenhoe on 13 September 2017 and Camden Men’s Shed on 27 September 2017.
Graffiti Education	Graffiti prevention, community safety, young people <i>To assist in the reduction of graffiti offences through early intervention education</i>	Council has committed to running this program in schools again in 2018. The final reports for 2017 have been finalised and planning has now commenced for the 2018 rollout of the program.
Traffic Offenders Program	Driving offenders, speed and drink driving offenders, general road safety improvement. <i>To reduce the incidents of recidivist driving offences and to educate driving offenders to reduce re-offending.</i>	Both the Smart Driving Program and the PCYC Traffic Offenders Intervention Program (TOIP) continued to be held, with a presentation on “Low Risk Driving” delivered by the CRSO. The Smart Driving Program runs once per month, and the PCYC TOIP runs bi-monthly. Both programs are conducted on a Saturday.
Staff Driver Training	Staff fleet vehicle users – safer driving refresher (organised by Council’s Risk Management Officer)	A theory only training session was undertaken by NRMA with 40 staff on 7 June 2017 covering a range of safety issues such as safe stopping distances, crash avoidance and road rules.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

Program funding has been identified in 2017/2018 through Roads and Maritime Services grant funding with a contribution from Council. A report is being prepared to Council for formal acceptance of program funding.

RECOMMENDED

The Local Traffic Committee recommends that Council receives and notes the Local Behavioural Programs report for October 2017.



LOCAL TRAFFIC COMMITTEE

LTC15

SUBJECT: PERMANENT ITEMS

FROM: Acting Manager Assets, Design & Traffic Services

TRIM #: 17/311737

i. Bike Plan

2017/18 Program

Council has accepted funding for:

- Shared Path Signage and Line Marking - LGA-wide.

Funding applications are being prepared for the 2018/19 program.

ii. Pedestrian Access Mobility Plan (PAMP)

2017/18 Program

Pedestrian Infrastructure Safety Around Schools Program:

- Old Hume Highway, Camden (Camden South Public School) – enhanced pedestrian crossing – detailed design is complete and consultation is underway.
- Elyard Street, Narellan (Narellan Public School) – enhanced pedestrian crossing - detailed design is complete and consultation is underway.

Funding applications are being prepared for the 2018/19 program.

iii. Black Spot Identification/Evaluation/Treatment

2016/17 Program

- Deepfields Road, Catherine Field – shoulder and intersection upgrades – construction is underway;
- Burragorang Road/Cawdor Road, Cawdor - intersection upgrade – construction is underway.

2018/19 Program

Council has accepted funding for under the Safer Roads Program for:

- Welling Drive/Waterworth Drive/Henrietta Street roundabout upgrade.

A funding submission has been made for:

- Catherine Field Road – shoulder enhancements

iv. Upcoming Major Road Works / 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 1 and 2 (RMS)	The Northern Road	Ongoing
Narellan Road Upgrade – Stage 2 (RMS)	Narellan Road	Ongoing
Badgally Road Extension (Developer – Dartwest)	Gregory Hills Drive	Opening programmed for November 2017
Springs Road and Liz Kernohan Drive eastern extensions (Developer – Urban Growth)	Springs Road / Liz Kernohan Drive / Haul Road, Spring Farm	June 2017 to March 2018
Deepfields Road intersection and shoulder upgrades (Council)	Deepfields Road, Catherine Field	July – December 2017
Oran Park traffic lights installation (Council and Greenfields)	Oran Park Drive / Dan Cleary Drive; Peter Brock Drive / Central Avenue and South Circuit, Oran Park	Completion programmed for late 2017
Burratorang Road traffic lights upgrade (Council)	Burratorang Road / Cawdor Road, Cawdor	October to December 2017
Macarthur Road intersection upgrade with traffic lights (Council)	Camden Valley Way / Macarthur Road, Elderslie	November 2017 to late 2018
Grahams Hill Road intersection upgrade (Council)	Camden Valley Way / Grahams Hill Road, / Richardson Road, Narellan	March 2018 to late 2018
Cobbitty Road reconstruction (Council)	Cobbitty Road, Cobbitty, between Governor Drive and Macquarie Grove Road	May to October 2017
Festival of Lights (Council and Greenfields)	Central Avenue, Oran Park, north of Peter Brock Drive	21 October 2017
Light Up Camden (Camden Chamber of Commerce)	Argyle Street / John Street, Camden	18 November 2017

RECOMMENDED

The Local Traffic Committee recommends that Council receives and notes the Permanent Items report for October 2017.



LOCAL TRAFFIC COMMITTEE

LTC16

SUBJECT: RODEO ROAD, GREGORY HILLS - DEVELOPMENT STAGES 1, 2, 3 AND 5 - SIGNAGE, LINE MARKING AND DEVICES
FROM: Acting Manager Assets, Design & Traffic Services
TRIM #: 17/254424

ELECTRONIC MEETING ITEM DATE: 9 August 2017

PURPOSE OF REPORT

To document approval previously provided by the Local Traffic Committee through an Electronic Meeting for signage and line marking plans associated with the development Gregory Hills, Stages 1, 2, 3 and 5.

MAIN REPORT

Signage and line marking plans have been received by Council for the development Gregory Hills, Stages 1, 2, 3 and 5. The location is highlighted on **Attachment 1**. This is related to DA number DA/2009/985/1.

The Engineering Drawing No. 294092-1R-650, 294092-1R-651 and 294092-1R-652 Rev.02, 294092-2-600, Rev.D, 294092-3 AND 6-650 Rev.4 and 294092-5-650 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 it is recommended that the Local Traffic Committee supports the proposed measures.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2017/31	<p>The Local Traffic Committee recommends that Council, on and in the vicinity of Rodeo Road, Gregory Hills approves the regulatory signs and line marking associated with the subdivision of Gregory Hills development Stages 1, 2, 3 and 5 as shown on the Engineering Drawing No. 294092-1R-650, 294092-1R-651 and 294092-1R-652 Rev.02, 294092-2-600 Rev.D, 294092-3 and 6-650 Rev.4 and 294092-5-650 Rev.C subject to:</p> <ul style="list-style-type: none"> i. the installation being completed by the applicant at their cost; ii. all signage being sign size A; and iii. street lighting levels for devices being in accordance with Australian Standard AS/NZS 1158, subject to further Council approval of the lighting design.

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 Rodeo Road, Gregory Hills Development Stages 1, 2, 3 and 5 – Signage, Line Marking and Devices.

ATTACHMENTS


1. Site Location - Rodeo Road, Gregory Hills
2. Signage and Line Marking Plans - Rodeo Road, Gregory Hills





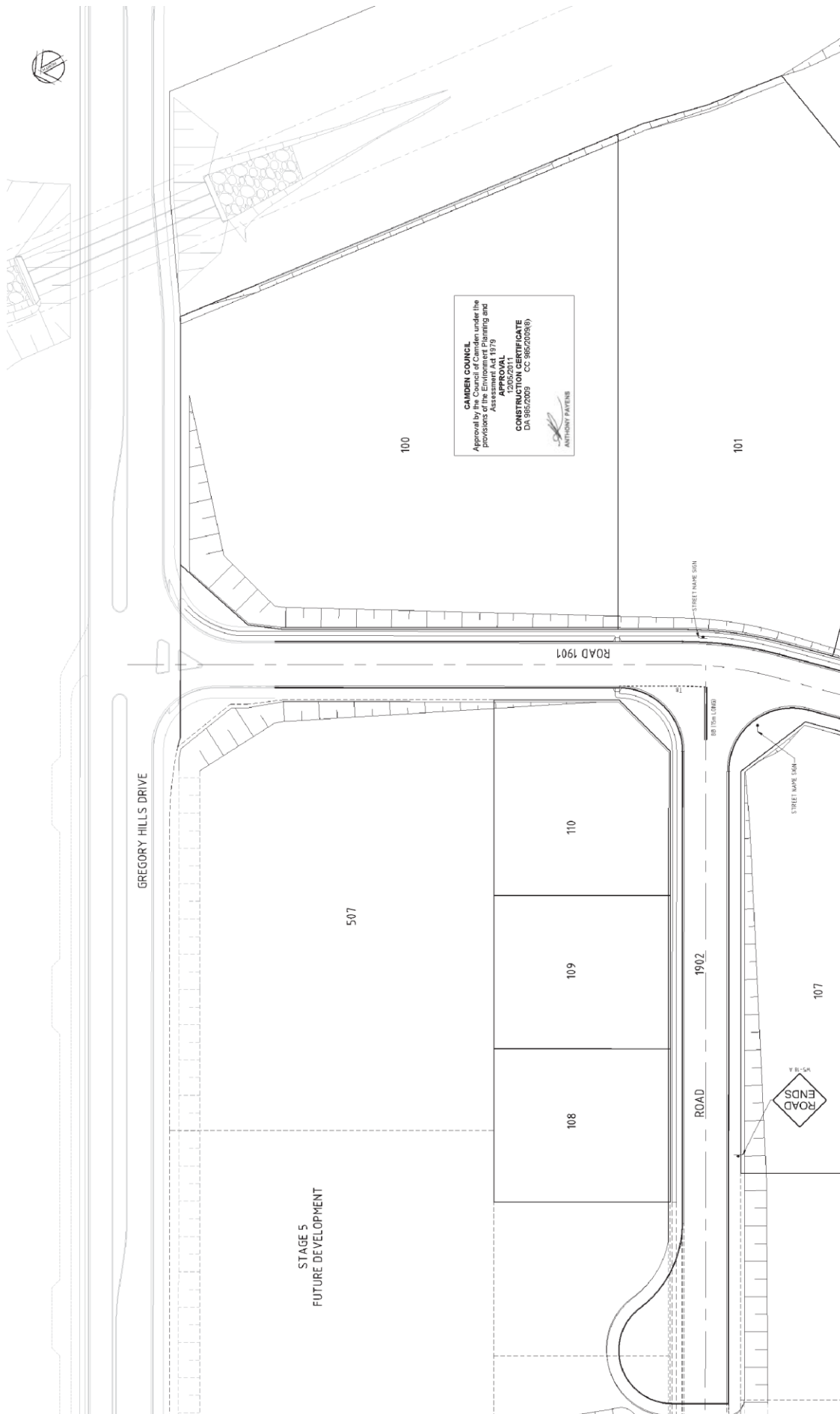
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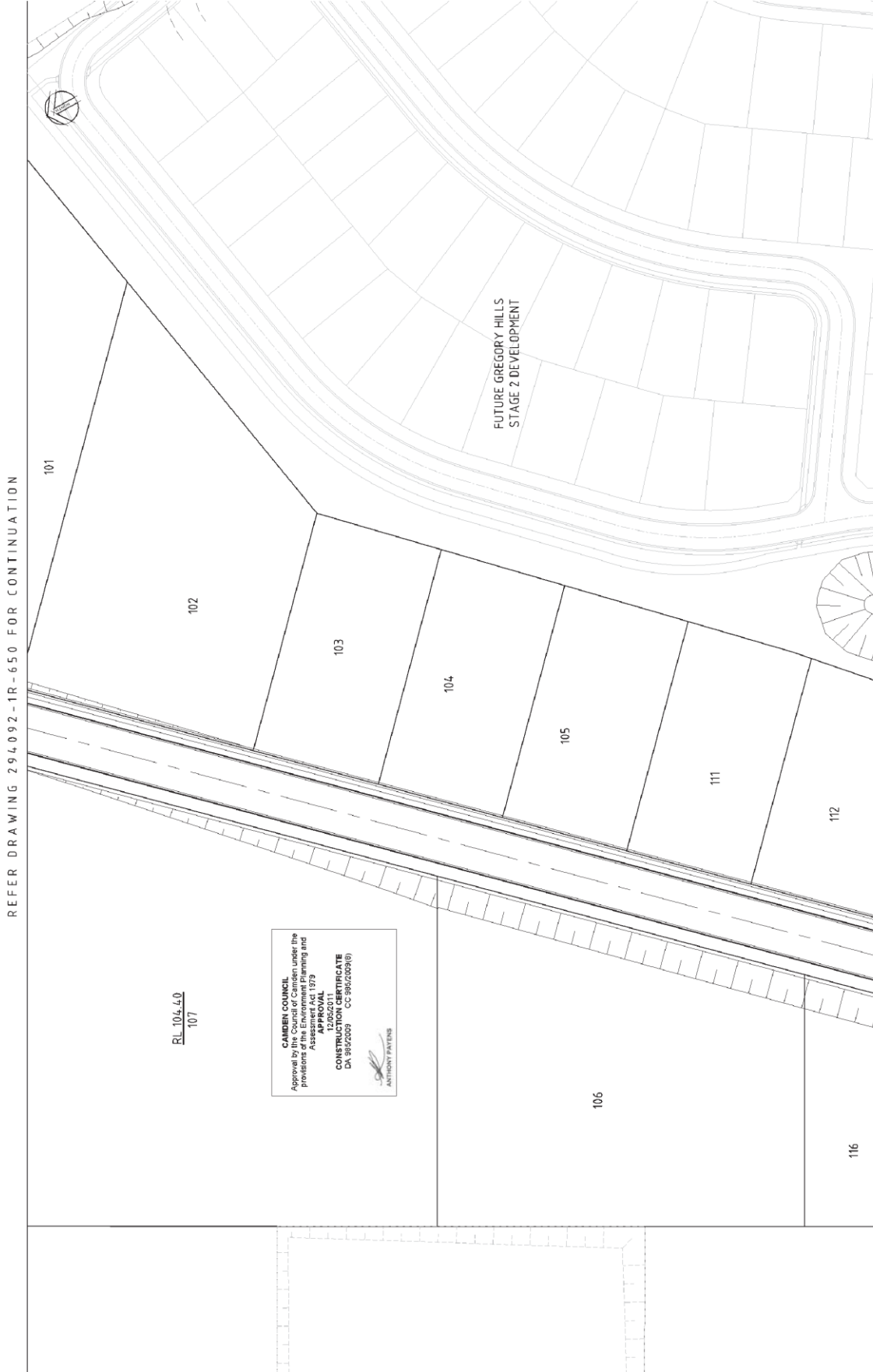
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CAMDEN COUNCIL
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APPROVAL
 2005/0009
CONSTRUCTION CERTIFICATE
 DA 985/2009 CC 985/2009(6)
 ARCHITECT PARTNER

REFER DRAWING 294.092 - IR - 651 FOR CONTINUATION

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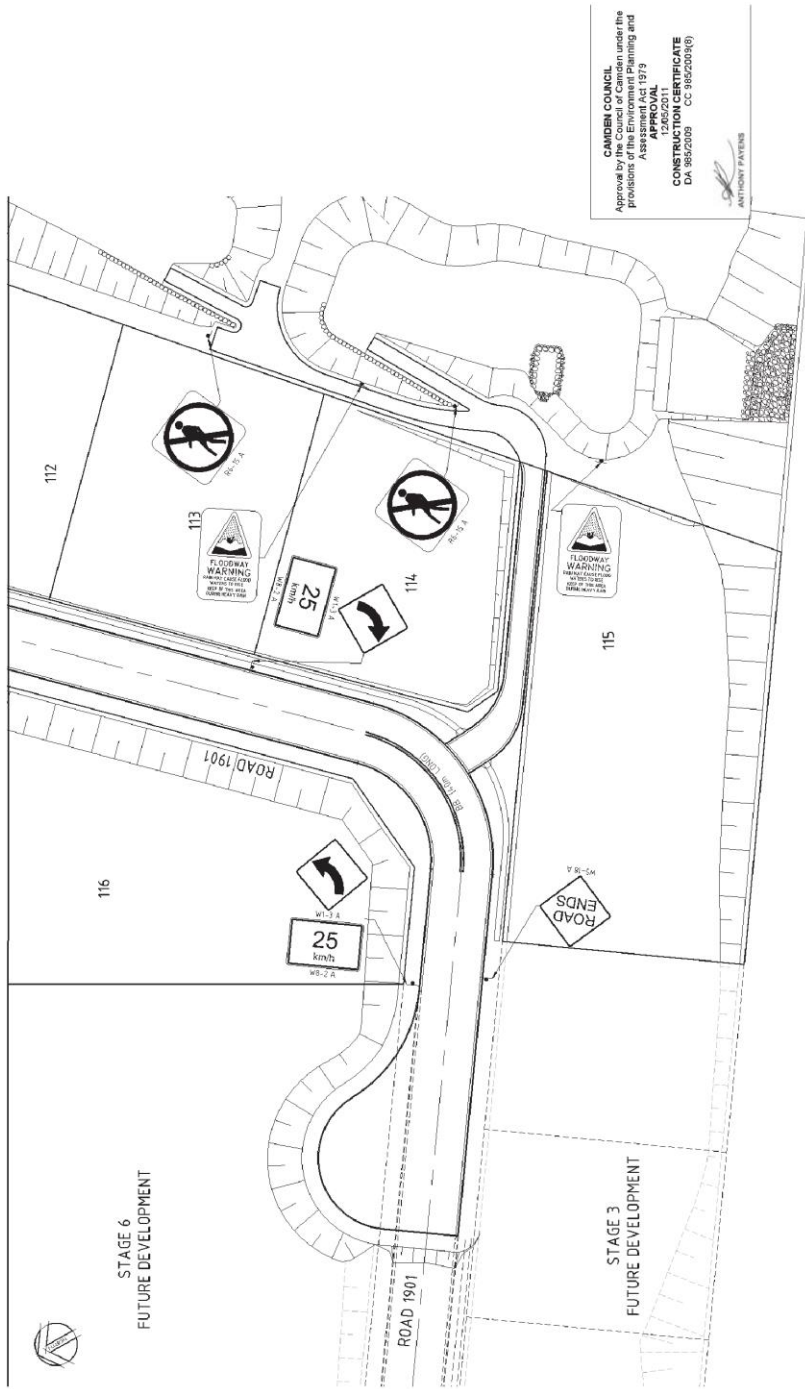
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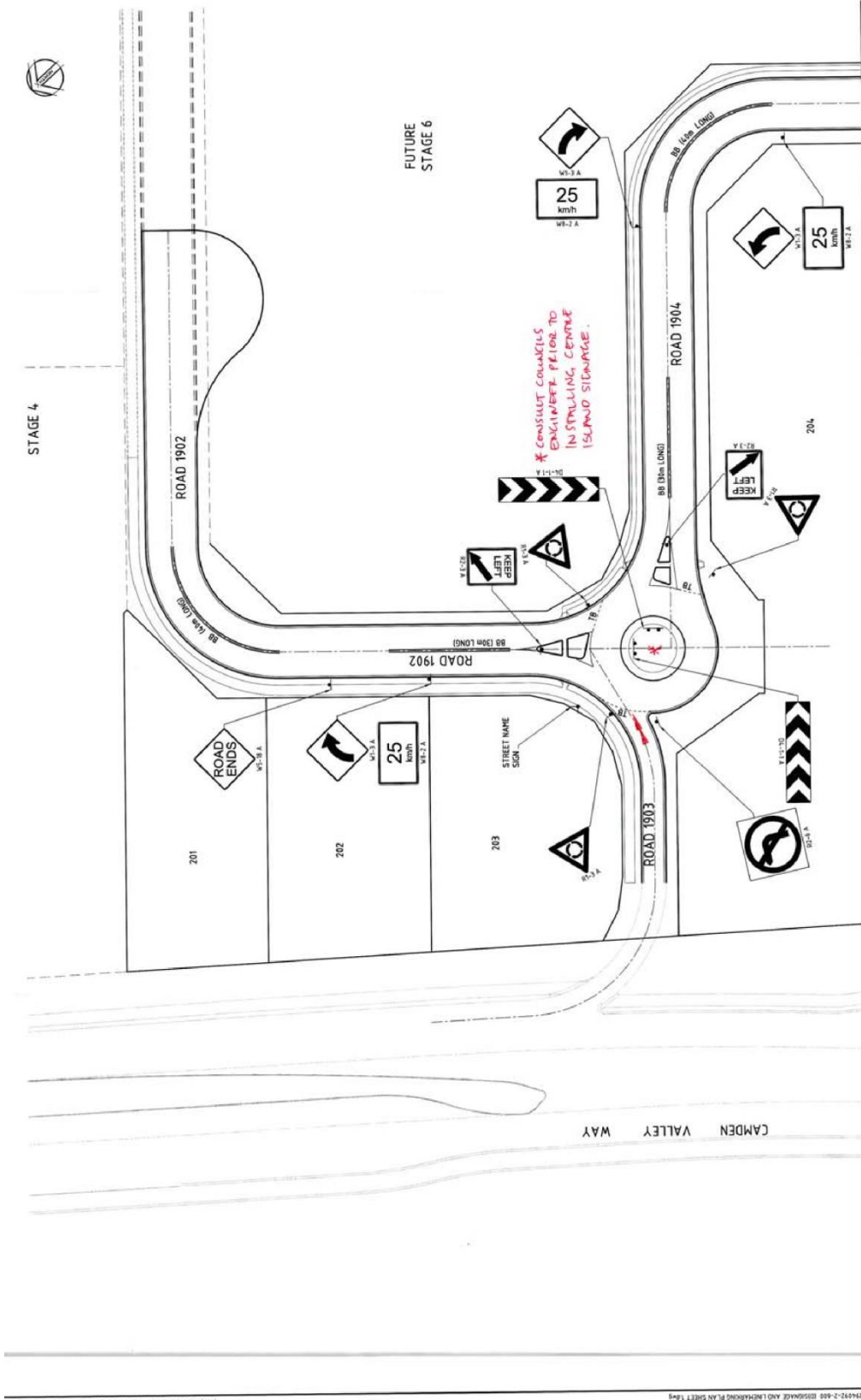
<p>© Copyright 2008 All Rights Reserved This document is intended for use as a reference only. It is not to be used for any other purpose without the prior written consent of the copyright owner.</p>		<p>DART WEST DEVELOPMENTS CENTRAL HILLS BUSINESS PARK STAGE 1</p>	
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CLASSIFICATION
 APPROVAL
 17 DEC 2013
 CONSTRUCTION CERTIFICATE
 DATE: 17 DEC 2013

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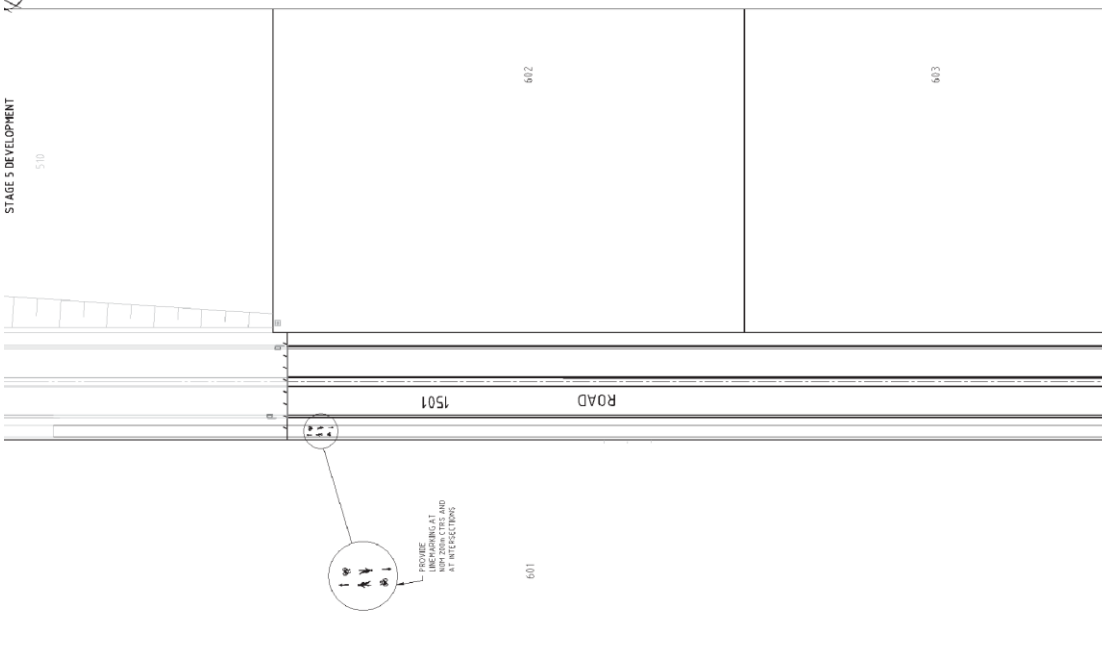
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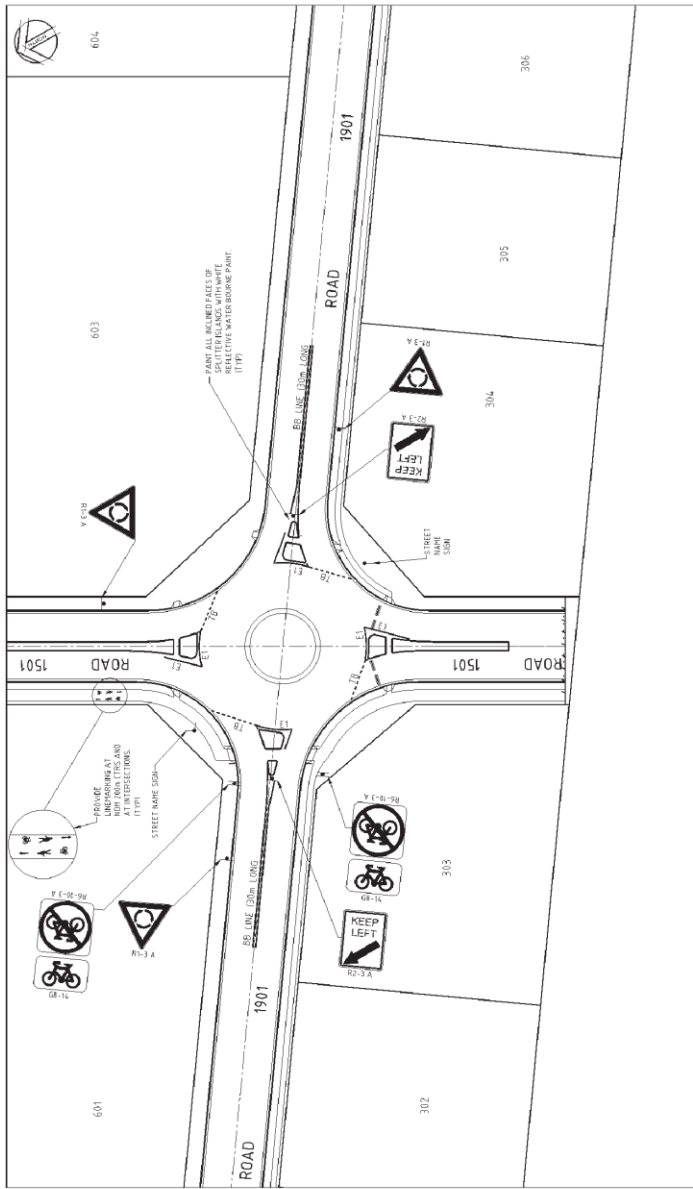
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STAGE 5 DEVELOPMENT



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DATE	DESCRIPTION	SCALE	BY
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29/09/2011	ISSUE FOR REVIEW	1:500	DA

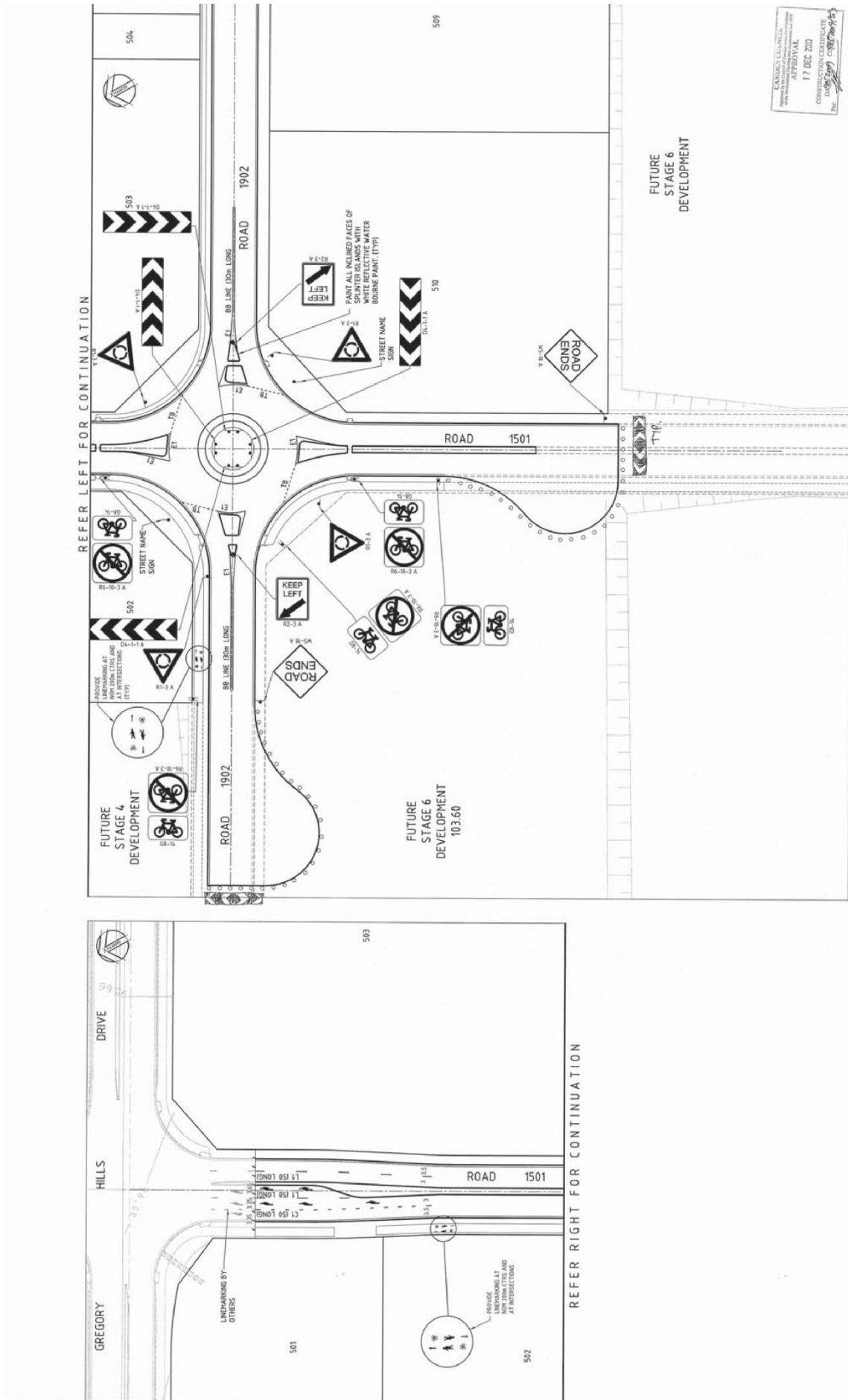
DART WEST DEVELOPMENTS
 CENTRAL HILLS BUSINESS PARK STAGE 3 & 6
 SIGNAGE AND LINE-MARKING PLAN

DATE	DESCRIPTION	SCALE	BY
29/09/2011	ISSUE FOR REVIEW	1:500	DA
29/09/2011	ISSUE FOR REVIEW	1:500	DA
29/09/2011	ISSUE FOR REVIEW	1:500	DA

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DATE	DESCRIPTION	SCALE	BY
29/09/2011	ISSUE FOR REVIEW	1:500	DA
29/09/2011	ISSUE FOR REVIEW	1:500	DA
29/09/2011	ISSUE FOR REVIEW	1:500	DA

DATE	DESCRIPTION	SCALE	BY
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29/09/2011	ISSUE FOR REVIEW	1:500	DA
29/09/2011	ISSUE FOR REVIEW	1:500	DA



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<p>DATE: 17 DEC 2017</p>	<p>DATE: 17 DEC 2017</p>	<p>DATE: 17 DEC 2017</p>	<p>DATE: 17 DEC 2017</p>	<p>DATE: 17 DEC 2017</p>	<p>DATE: 17 DEC 2017</p>



LOCAL TRAFFIC COMMITTEE

LTC17

SUBJECT: SPRINGS ROAD, SPRING FARM - SIGNAGE, LINE MARKING AND DEVICES ASSOCIATED WITH THE DEVELOPMENT OF NO. 81

FROM: Acting Manager Assets, Design & Traffic Services

TRIM #: 17/295519

ELECTRONIC MEETING ITEM DATE: 10 August 2017

PURPOSE OF REPORT

To document approval previously provided by the Local Traffic Committee through an Electronic Meeting for signage and line marking plans associated with the development of 71 Springs Road, Spring Farm.

MAIN REPORT

Signage and line marking plans have been received by Council for the construction of a new road associated with the development of 71 Springs Road, Spring Farm. The location is highlighted on **Attachment 1**. This is related to DA number DA/2011/832/1.

The Engineering Drawing No. 300178113.1A.CC801 Rev. A prepared by SMEC 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 the Local Traffic Committee supports the proposed measures.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2017/32	<p>The Local Traffic Committee recommends that Council, in the vicinity of Springs Road, Spring Farm approves the regulatory signs and line marking associated with the subdivision of 71 Springs Road, Spring Farm as shown on the Engineering Drawing No. 300178113.1A.CC801 Rev. A subject to:</p> <ul style="list-style-type: none">i. the installation being completed by the applicant at their cost;ii. all signage being sign size A; andiii. street lighting levels for devices being in accordance with Australian Standards AS/NZS 1158, subject to further Council approval of the lighting design.

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 Springs Road, Spring Farm – Signage, Line Marking and Devices associated with the Development of No. 81.

ATTACHMENTS

1. Site Location - 71 Springs Road, Spring Farm
2. Signage and Line Marking Plan - 71 Springs Road, Spring Farm



Camden Council
 2005 BANK NSW 2320
 Telephone: 02 4654 7777
 Fax: 02 4654 7853
 Email: council@camden.nsw.gov.au

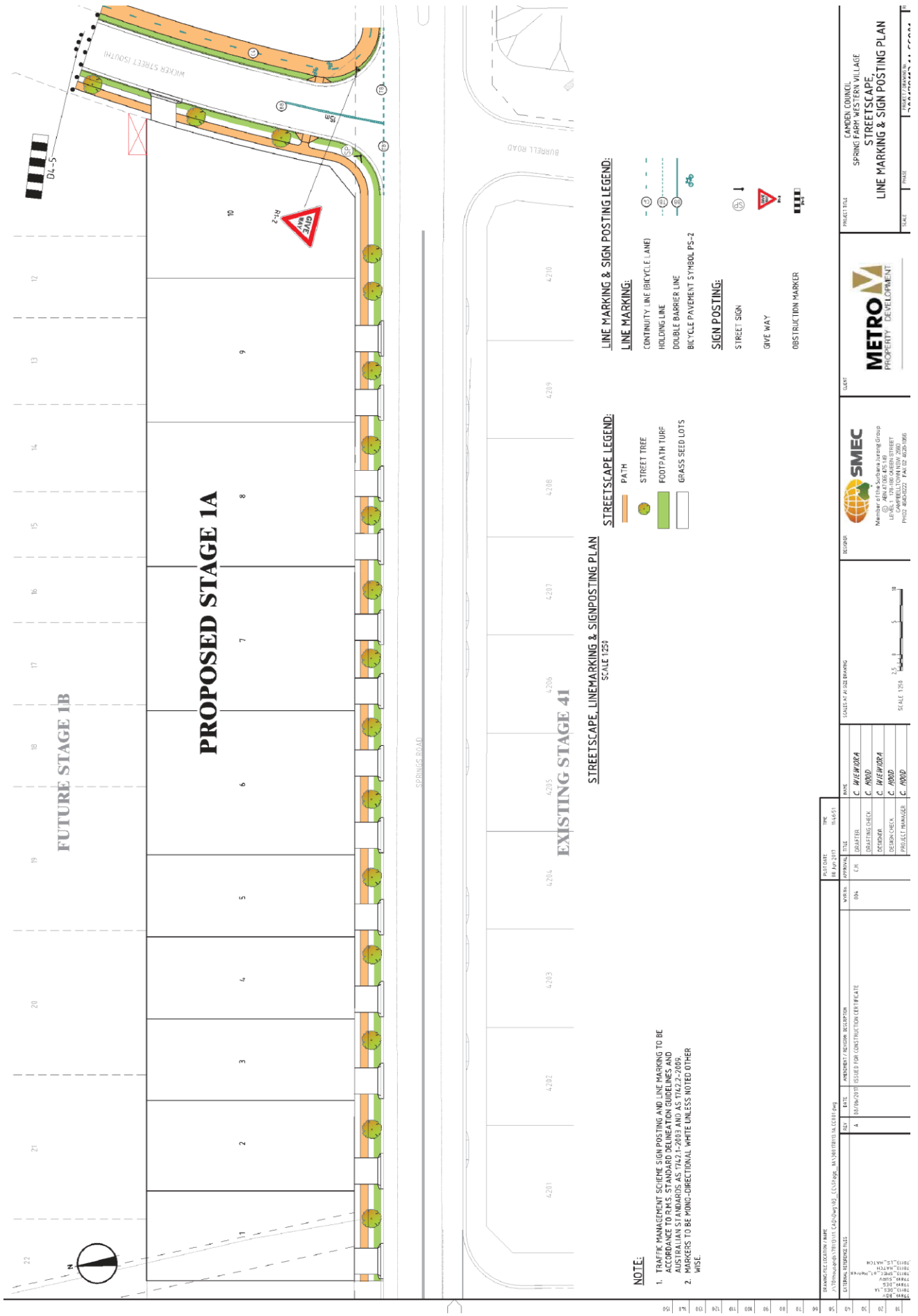
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Projection: GDA04 / MGA zone 56
Date: 10/08/2017
Drawn By: Roy El Kazzi

71 Springs Road, Spring Farm

Map Scale: 1:2185 at A4



NOTE:
 1. TRAFFIC MANAGEMENT SCHEME SIGNPOSTING AND LINE MARKING TO BE ACCORDANCE TO A.S.T. STANDARD DELINEATION GUIDELINES AND AUSTRALIAN STANDARDS AS 1742.1-2003 AND AS 1742.2-2009.
 2. MARKERS TO BE MONO-DIRECTIONAL, WHITE UNLESS NOTED OTHER WISE.

- LINE MARKING & SIGN POSTING LEGEND:**
- LINE MARKING:**
- CONTINUITY LINE (BICYCLE LANE)
 - HOLDING LINE
 - DOUBLE BARRIER LINE
 - BICYCLE PAVEMENT SYMBOL PS-2
- SIGN POSTING:**
- STREET SIGN
 - GIVE WAY
 - OBSTRUCTION MARKER

- STREETSCAPE LEGEND:**
- PATH**
- STREET TREE
 - FOOTPATH TURF
 - GRASS SEED LOTS

STREETSCAPE, LINEMARKING & SIGNPOSTING PLAN
 SCALE 1:250

NO.	DATE	REVISION / DESCRIPTION	BY	CHECKED	DATE
1	18/10/2017	ISSUED FOR CONSTRUCTION (E/F/F/F/F/F)			
2					
3					
4					
5					

SMEC
 Member of the Sphera Spring Group
 L30 ABUL006 8/5 1/0
 CAMPBELL TOWN NSW 2800
 PH: 08 4502 2277 FAX: 08 4502 1895

METRO PROPERTY DEVELOPMENT

PROJECT TITLE: SPRING FARM WESTERN VILLAGE
STREETSCAPE, LINEMARKING & SIGNPOSTING PLAN

SCALE: 1:250

LOCAL TRAFFIC COMMITTEE

LTC18

SUBJECT: SPRINGS ROAD, SPRING FARM - SIGNAGE, LINE MARKING AND DEVICES ASSOCIATED WITH THE DEVELOPMENT OF NO. 109B

FROM: Acting Manager Assets, Design & Traffic Services

TRIM #: 17/297808

ELECTRONIC MEETING ITEM DATE: 10 August 2017

PURPOSE OF REPORT

To document approval previously provided by the Local Traffic Committee through an Electronic Meeting for signage and line marking plans associated with the development 109B Springs Road, Spring Farm.

MAIN REPORT

Signage and line marking plans have been received by Council for the construction of a new road associated with the development of 109B Springs Road, Spring Farm. The location is highlighted on **Attachment 1**. This is related to DA number DA/2016/1161/1.

The Engineering Drawing No. 300177927.2.DA801 Rev. 06 prepared by SMEC 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 of regulatory signage and line marking and it is recommended that the Local Traffic Committee supports the proposed measures.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2017/33	<p>The Local Traffic Committee recommends that Council, in the vicinity of Springs Road, Spring Farm approves the regulatory signs and line marking associated with the subdivision of 109B Springs Road, Spring Farm as shown on the Engineering Drawing No. 300177927.2.DA801 Rev. 06 subject to:</p> <ul style="list-style-type: none">i. the installation being completed by the applicant at their cost;ii. all signage being size A; andiii. street lighting levels for devices being in accordance with Australian Standards AS/NZS 1158, subject to further Council approval of the lighting design.

This recommendation was supported unanimously by the four voting members.

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



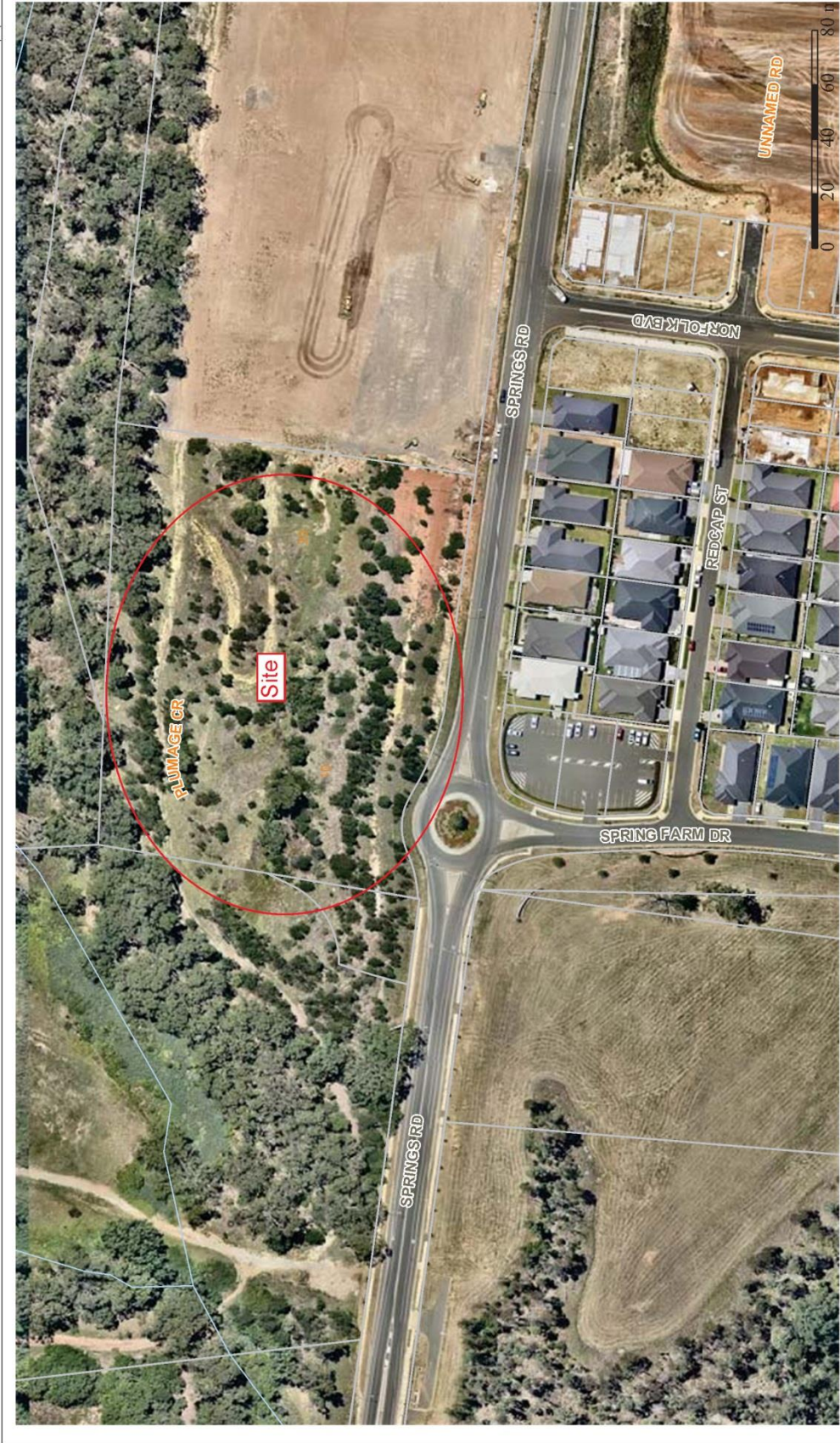
RECOMMENDED

That Council receives and notes the report on Springs Road, Spring Farm – Signage, Line Marking and Devices associated with the Development of No. 109B.

ATTACHMENTS

1. Site Location - 109B Springs Road, Spring Farm
2. Signage and Line Marking Plan - 109B Springs Road, Spring Farm

Created on 10/08/2017 9:23 AM



Camden Council
 75 Centre Ave
 DUNEDIN 9016
 Phone: 03 464 7929
 Fax: 03 464 7929
 Email: info@camden.govt.nz

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Projection: GDA94 / MGA zone 56
 Date: 10/08/2017
 Drawn By: Roy El Kazli

109B Springs Road, Spring Farm
 Map Scale: 1:1927 at A4



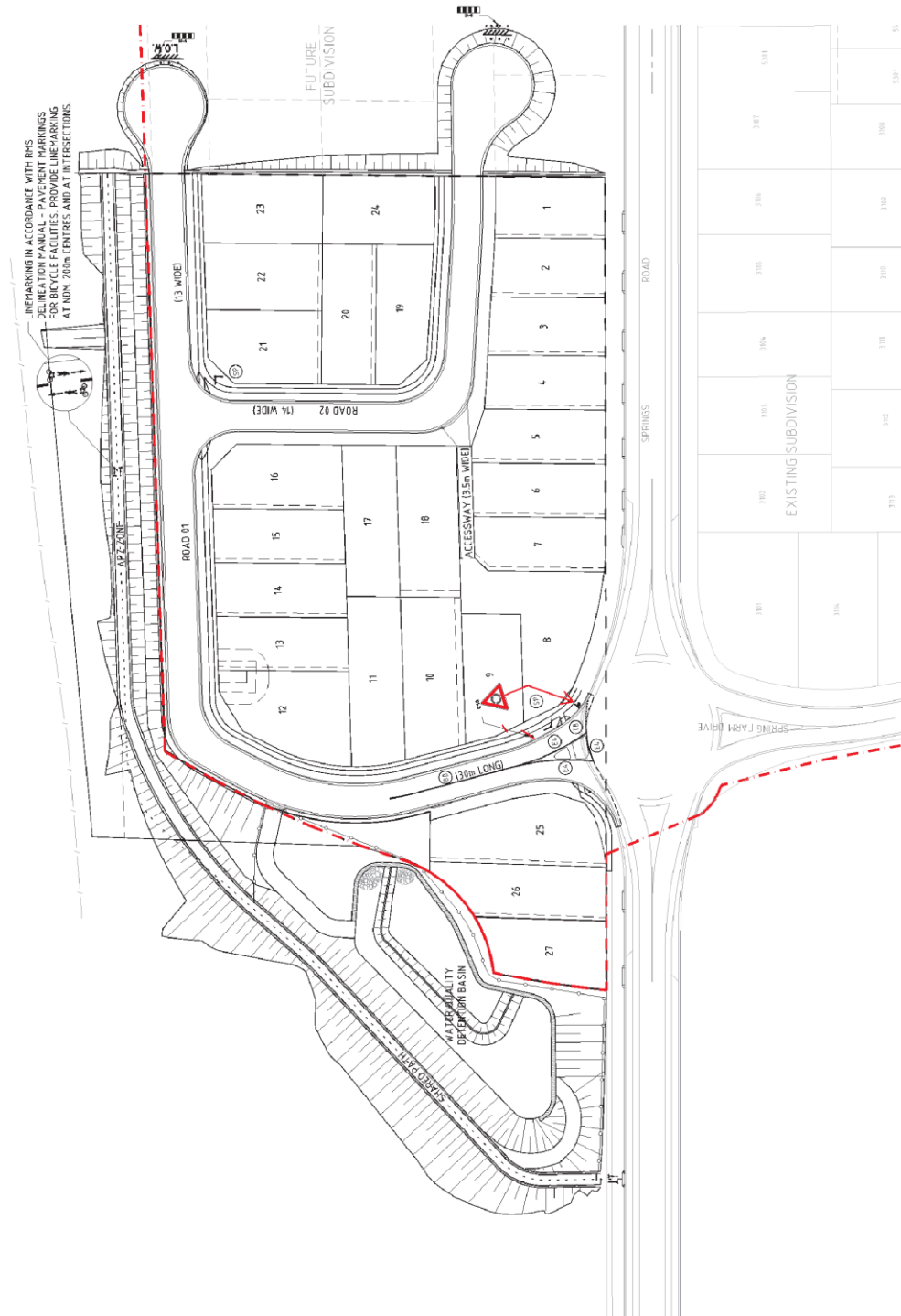
- LINE MARKING:**
- (1) HOLDING LINE
 - (2) HOLDING LINE
 - (3) HOLDING LINE
 - (4) DOUBLE BARRIER LINE
 - (5) SEPARATION LINE
 - (6) OUTLINE OF TRAFFIC ISLAND
 - (7) OUTLINE OF PAINTED MEDIAN
 - (8) LEFT HAND EDGE LINE

NOTE:
 MARKERS TO BE MONO-DIRECTIONAL WHITE
 REFLECTIVE UNLESS NOTED OTHERWISE.

SIGN POSTING:

- GIVE WAY
- ROUNDABOUT
- ROUNDABOUT WARNING
- STOP SIGN
- STREET SIGN (S027)
- KEEP LEFT SIGN
- NO STOPPING SIGN
- GUIDE POSTS
- DIRECTIONAL CHEVRON SIGN
- OBSTRUCTION MARKER SIGN
- UNIDIRECTIONAL HAZARD MARKER
- ROAD CLOSED SIGN
- PEDESTRIAN CROSSING
- SPEED HUMP
- DISABLED PARKING

NOTE:
 1. TRAFFIC MANAGEMENT SCHEME SIGN POSTING AND
 LINE MARKING TO BE IN ACCORDANCE TO 2. M.S. (R.T.A.)
 STANDARD DELINEATION GUIDE LINES AND
 AUSTRALIAN STANDARDS AS T1422-2009. SIGNS
 SHOWN ARE DIAGRAMMATIC ONLY.



SPRING FARM
 AVENINGS STAGE 2
 CAMDEN COUNCIL
 LINE MARKING & SIGN POSTING PLAN

Project Lead:
 Designed:
 P. D'ORLANDO
 B. MCGRAWSON
 Checked:
 P. D'ORLANDO
 G. FLEMING

Scale 1:1
 0 5 10 20
 1:500

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Drawing No. 300177927.2.DA801
 Dev. App. No.
 Sheet No. 22 of 22

Rev 06

109B SPRINGS ROAD
 11 BROOKHOLLOW AVENUE
 BARKHAM HILL NSW 2153

01 ISSUED FOR DEVELOPMENT APPROVAL
 02 ISSUED FOR DEVELOPMENT APPROVAL
 03 ISSUED FOR DEVELOPMENT APPROVAL
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 27 ISSUED FOR DEVELOPMENT APPROVAL

LOCAL TRAFFIC COMMITTEE

LTC19

SUBJECT: RODEO ROAD, GREGORY HILLS - LINE MARKING BETWEEN CAMDEN VALLEY WAY AND STEER ROAD

FROM: Acting Manager Assets, Design & Traffic Services

TRIM #: 17/304880

ELECTRONIC MEETING ITEM DATE: 18 August 2017

PURPOSE OF REPORT

To document approval previously provided by the Local Traffic Committee through an Electronic Meeting for line marking plans associated with Rodeo Road, Gregory Hills between Camden Valley Way and Steer Road.

MAIN REPORT

At its meeting held on 15 August 2017, the Local Traffic Committee resolved to defer the proposed line marking on Rodeo Road, Gregory Hills between Camden Valley Way and Steer Road pending further investigation.

In response, the proposed line marking has been revised and the proposed changes are as follows:

- Install a “LEFT LANE MUST TURN LEFT” on Rodeo Road for southbound traffic into Steer Road
- Install No Stopping signs around the Rodeo Road/Steer Road Intersection and extend to the existing No Stopping area on Rodeo Road
- Install Bus Zone at existing Bus Stop
- Install 30 metres of BB on Rodeo Road and extend existing No Stopping on Steer Road to 30 metres

Attachment 1 provides details of the proposed signage and line marking.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2017/34	<p>The Local Traffic Committee recommends that Council, in the vicinity of Rodeo Road, Gregory Hills between Camden Valley Way and Steer Road:</p> <ul style="list-style-type: none"> i. install a “LEFT LANE MUST TURN LEFT” (R2-9L) on Rodeo Road for southbound traffic into Steer Road; ii. install No Stopping signs (R5-400) around the Rodeo Road/Steer Road intersection and extend to the existing No Stopping area on Rodeo Road; iii. install Bus Zone signs (R5-20) at existing Bus Stop; and iv. install 30 metres of BB on Rodeo Road and extend existing No Stopping on Steer Road to 30 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 Rodeo Road, Gregory Hills – Line Marking Between Camden Valley Way and Steer Road.

ATTACHMENTS

1. Signage and Line Marking Plan - Rodeo Road, Gregory Hills



Camden Council
 100 Central Ave
 2155 Park NSW 2570
 Telephone: 02 4654 7777
 Fax: 02 4654 7829
 Email: mail@camden.nsw.gov.au

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Projection: GD094 / MGA zone 56
 Date: 17/09/2017
 Drawn By: Saphak Eng
 Map Scale: 1:1000 at A3



LOCAL TRAFFIC COMMITTEE

LTC20

SUBJECT: LONGVIEW ROAD, GLEDSDOOD HILLS - HERMITAGE WESTERN PRECINCT STAGE 19 SIGNAGE AND LINE MARKING

FROM: Acting Manager Assets, Design & Traffic Services

TRIM #: 17/306734

ELECTRONIC MEETING ITEM DATE: 28 August 2017

PURPOSE OF REPORT

To document approval previously provided by the Local Traffic Committee through an Electronic Meeting for a signage and line marking plan associated with the development of the Hermitage Western Precinct Stage 19.

MAIN REPORT

A signage and line marking plan has been received by Council for the construction of new roads associated with the development of the Hermitage Western Precinct Stage 19, located on the western side of Longview Road. The location is highlighted on **Attachment 1**. This is related to DA number DA/2016/111/1.

The Engineering Drawing No. TR19-CI-505, Issue 03 prepared by Arcadis 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 the Local Traffic Committee supports the proposed measures.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2017/35	<p>The Local Traffic Committee recommends that Council, in the vicinity of Longview Road, Gledswood Hills, approves the regulatory signs and line marking associated with the subdivision of the Hermitage Western Precinct, Stage 19 as shown on the Engineering Drawing No. TR19-CI-505, Issue 03 subject to:</p> <ul style="list-style-type: none"> i. the installation being completed by the applicant at their cost; ii. all signage being size A; and iii. street lighting levels for devices being in accordance with Australian Standards AS/NZS 1158, subject to further Council approval of the lighting design.

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 Longview Road, Gledswood Hills - Hermitage Western Precinct Stage 19 Signage and Line Marking.

ATTACHMENTS

1. Site Location - 23 Longview Avenue, Gledswood
2. Signage and Line Marking Plan - 23 Longview Avenue, Gledswood

DA 2016/1111/1

THE HERMITAGE WESTERN PRECINCT STAGE 19 CONSTRUCTION CERTIFICATE



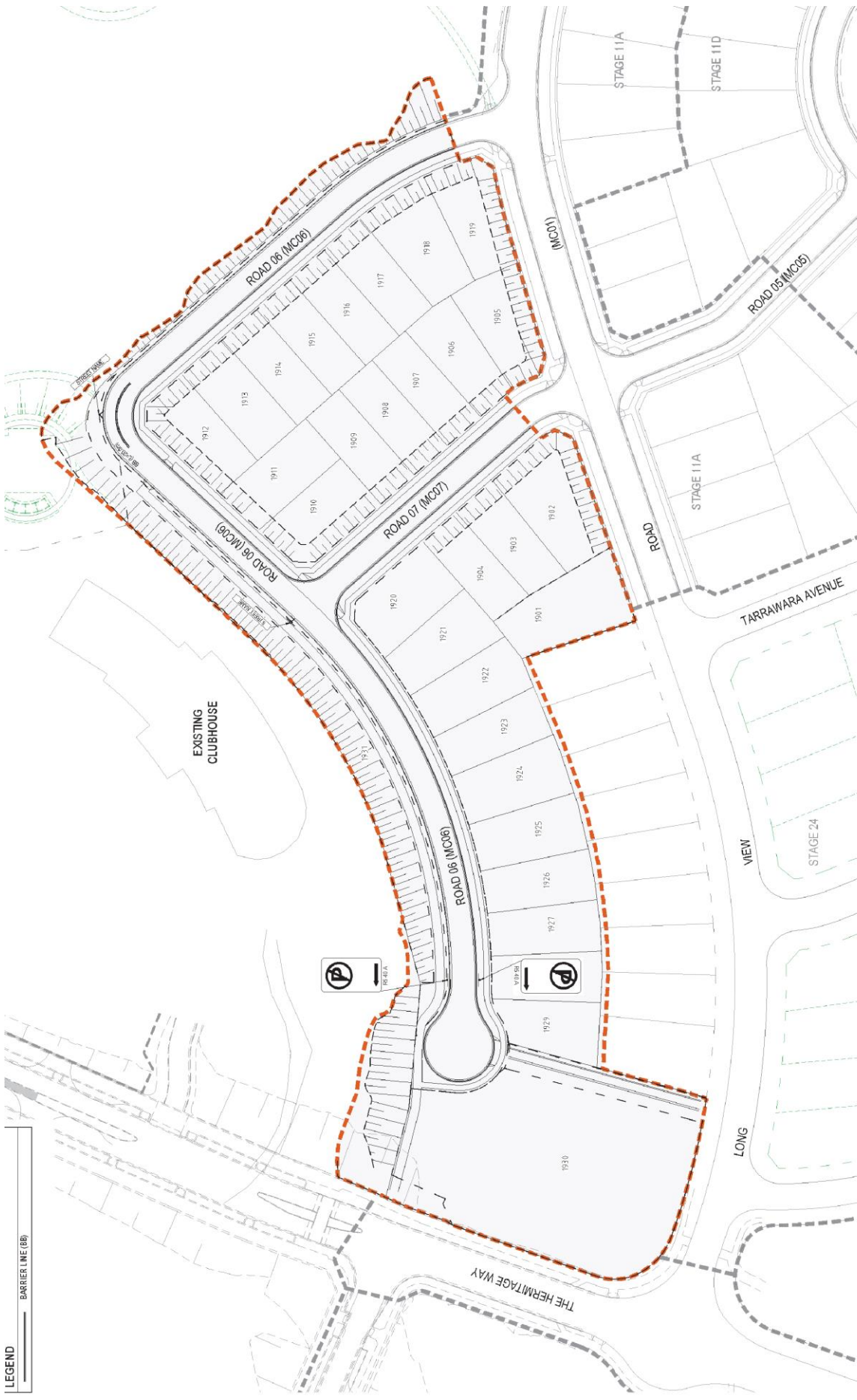
LOCALITY PLAN

DRAWING LIST	
GENERAL	COVER SHEET AND DRAWING LIST
TR19-Q-001	GENERAL NOTES AND LEGENDS
TR19-Q-002	GENERAL ARRANGEMENT PLAN
EROSION AND SEDIMENT CONTROLS	EROSION AND SEDIMENT CONTROL PLAN
TR19-Q-100	EROSION AND SEDIMENT CONTROL PLAN
TR19-Q-200	BULK EARTHWORKS
TR19-Q-300	BULK EARTHWORKS
SITE SECTIONS	SITE SECTION SHEET 1 OF 2
TR19-Q-301	SITE SECTION SHEET 1 OF 2
TR19-Q-302	SITE SECTION SHEET 2 OF 2
ROADWORKS AND DRAINAGE PLAN	ROADWORKS AND DRAINAGE PLAN
TR19-Q-300	ROADWORKS AND DRAINAGE PLAN
CONTROL LINE SETOUT	CONTROL LINE SETOUT PLAN
TR19-Q-306	CONTROL LINE SETOUT PLAN
TR19-Q-308	CONTROL LINE SETOUT TABLES
ROADWORKS LONGITUDINAL SECTIONS	ROAD 06 (MCD) LONGITUDINAL SECTION
TR19-Q-310	ROAD 06 (MCD) LONGITUDINAL SECTION
TR19-Q-316	RETAINING WALL LONGITUDINAL SECTION SHEET 1 OF 3
TR19-Q-317	RETAINING WALL LONGITUDINAL SECTION SHEET 2 OF 3
TR19-Q-315	RETAINING WALL LONGITUDINAL SECTION SHEET 3 OF 3
CROSS SECTIONS	ROAD 06 (MCD) CROSS SECTIONS SHEET 1 OF 3
TR19-Q-326	ROAD 06 (MCD) CROSS SECTIONS SHEET 1 OF 3
TR19-Q-327	ROAD 06 (MCD) CROSS SECTIONS SHEET 2 OF 3
TR19-Q-328	ROAD 07 (MCD) CROSS SECTIONS

DRAWING LIST	
KERB RETURN	KERB RETURN PROFILE AND SETOUT TABLE SHEET 1 OF 2
TR19-Q-340	KERB RETURN PROFILE AND SETOUT TABLE SHEET 1 OF 2
TR19-Q-341	KERB RETURN PROFILE AND SETOUT TABLE SHEET 2 OF 2
STORMWATER DRAINAGE	CATCHMENT PLAN
TR19-Q-400	CATCHMENT PLAN
TR19-Q-401	STORMWATER MANAGEMENT PLAN
TR19-Q-402	STORMWATER MANAGEMENT PLAN
TR19-Q-403	STORMWATER DRAINAGE LONGITUDINAL SECTIONS SHEET 1 OF 3
TR19-Q-404	STORMWATER DRAINAGE LONGITUDINAL SECTIONS SHEET 2 OF 3
TR19-Q-405	STORMWATER DRAINAGE LONGITUDINAL SECTIONS SHEET 3 OF 3
TR19-Q-410	STORMWATER DRAINAGE CALCULATION SHEET 1 OF 5
TR19-Q-411	STORMWATER DRAINAGE CALCULATION SHEET 2 OF 5
TR19-Q-412	STORMWATER DRAINAGE CALCULATION SHEET 3 OF 5
TR19-Q-413	STORMWATER DRAINAGE CALCULATION SHEET 4 OF 5
TR19-Q-414	STORMWATER DRAINAGE CALCULATION SHEET 5 OF 5
TR19-Q-420	STORMWATER DRAINAGE PIT SCHEDULE
PAVEMENT	PAVEMENT PLAN
TR19-Q-500	PAVEMENT PLAN
SIGNAGE AND LINEMARKING	SIGNAGE AND LINEMARKING PLAN
TR19-Q-600	SIGNAGE AND LINEMARKING PLAN
DETAILS	TYPICAL CROSS SECTIONS AND DETAILS DETAILS
TR19-Q-601	EROSION AND SEDIMENT CONTROL DETAILS
TR19-Q-602	STORMWATER DRAINAGE DETAILS SHEET 1 OF 2
TR19-Q-603	STORMWATER DRAINAGE DETAILS SHEET 2 OF 2
TR19-Q-604	RETAINING WALL DETAILS

PREPARED BY: [Name]
CHECKED BY: [Name]
DATE: [Date]

<p>Project: THE HERMITAGE STAGE 19</p>		<p>Project No: AA007447</p>	
<p>Client: [Name]</p>		<p>Drawings: TR19 CI 000</p>	
<p>Scale: N.T.S.</p>		<p>Issue: 01</p>	
<p>Author: [Name]</p>		<p>Checked: [Name]</p>	
<p>Drawn: [Name]</p>		<p>Approved: [Name]</p>	
<p>Doc: [Name]</p>		<p>Date: [Date]</p>	
<p>Issue: [Date]</p>		<p>Revision: [Date]</p>	
<p>Description: [Text]</p>		<p>Drawn: [Name]</p>	
<p>Date: [Date]</p>		<p>Issue: [Date]</p>	



LEGEND

	BARRIER LINE (OB)
--	-------------------

ARCADIS
ARCADIS CONSULTANTS
 100 SOUTH BRIDGE ROAD
 SINGAPORE 0486238
 Tel: +65 (0)3 8197 9888
 Fax: +65 (0)3 8197 9888

Project: TR 19 CI 505 - AA007442 - 03

**THE HERMITAGE
STAGE 19**

**SIGNAGE
AND LINEMARKING PLAN**

CONSTRUCTION CERTIFICATE

Scale:	1:500	Current Issue Signature:	
Drawn:	AI	Checked:	
Checked:	MSA	Drawn:	
Scale:	MSA	Checked:	
Scale:		Checked:	

SEKISUI HOUSE

**THE HERMITAGE
STAGE 19**

Scale: 1:500

Issue	Description	Date
01	ISSUE FOR CONSTRUCTION CERTIFICATE	20/07/17
02	REVISION/REWORK	14/07/17
03	ISSUE FOR CONSTRUCTION CERTIFICATE BULK CATCH CANS	13/07/17



LOCAL TRAFFIC COMMITTEE

LTC21

SUBJECT: LODGES ROAD, ELDESLIE - STAGE 4A SUBDIVISION SIGNAGE, LINE MARKING AND DEVICES

FROM: Acting Manager Assets, Design & Traffic Services

TRIM #: 17/306864

ELECTRONIC MEETING ITEM DATE: 29 August 2017

PURPOSE OF REPORT

To document approval previously provided by the Local Traffic Committee through and Electronic Meeting for a signage and line marking plan associated with the development Lodges Road, Elderslie Stage 4A Subdivision.

MAIN REPORT

A signage and line marking plan has been received by Council for the construction of new roads associated with the development in Lodges Road, Elderslie Stage 4A Subdivision. The location is highlighted on **Attachment 1**. This is related to DA number DA/2016/963/1.

The Engineering Plan No. 9908/CC712, Rev. A prepared by J. Wyndham Price 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 the Local Traffic Committee supports the proposed measures.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2017/36	<p>The Local Traffic Committee recommends that Council, on and in the vicinity of Lodges Road, Elderslie approves the regulatory signs and line marking associated with the development of Lodges Road, Elderslie Stage 4A as shown on the Engineering Plan No. 9908/CC712 , Rev. A subject to:</p> <ul style="list-style-type: none"> i. the installation being completed by the applicant at their cost; ii. all signage being sign size A; and iii. street lighting levels for devices being in accordance with Australian Standards AS/NZS 1158, subject to further Council approval of the lighting design.

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 Lodges Road, Elderslie - Stage 4A Subdivision Signage, Line Marking and Devices

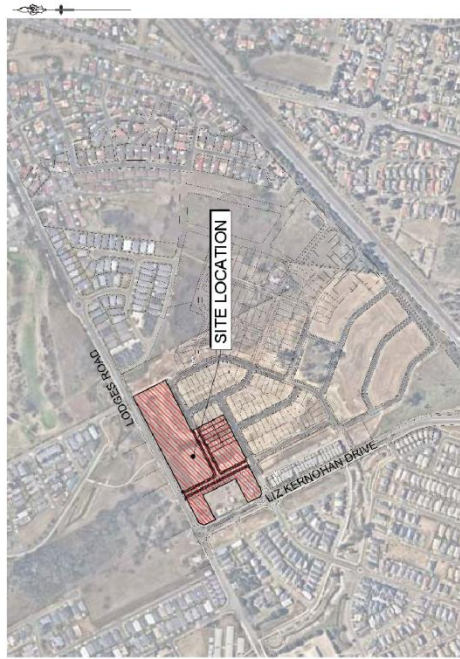
ATTACHMENTS

1. Site Location - Lodges Road, Elderslie Stage 4A
2. Signage and Line Marking Plan - Lodges Road, Elderslie Stage 4A



LODGES ROAD, ELDERSLIE PROPOSED STAGE 4A SUBDIVISION ROAD AND DRAINAGE WORKS CONSTRUCTION CERTIFICATE

DA No. 2016/963/1



LOCALITY SKETCH

Prepared By:

J. WYNDHAM PRINCE
CONSULTING CIVIL INFRASTRUCTURE ENGINEERS
& PROJECT MANAGERS

PO Box 4366 PENRITH WESTFIELD NSW 2750

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W www.jwprince.com.au

E jwp@jwprince.com.au

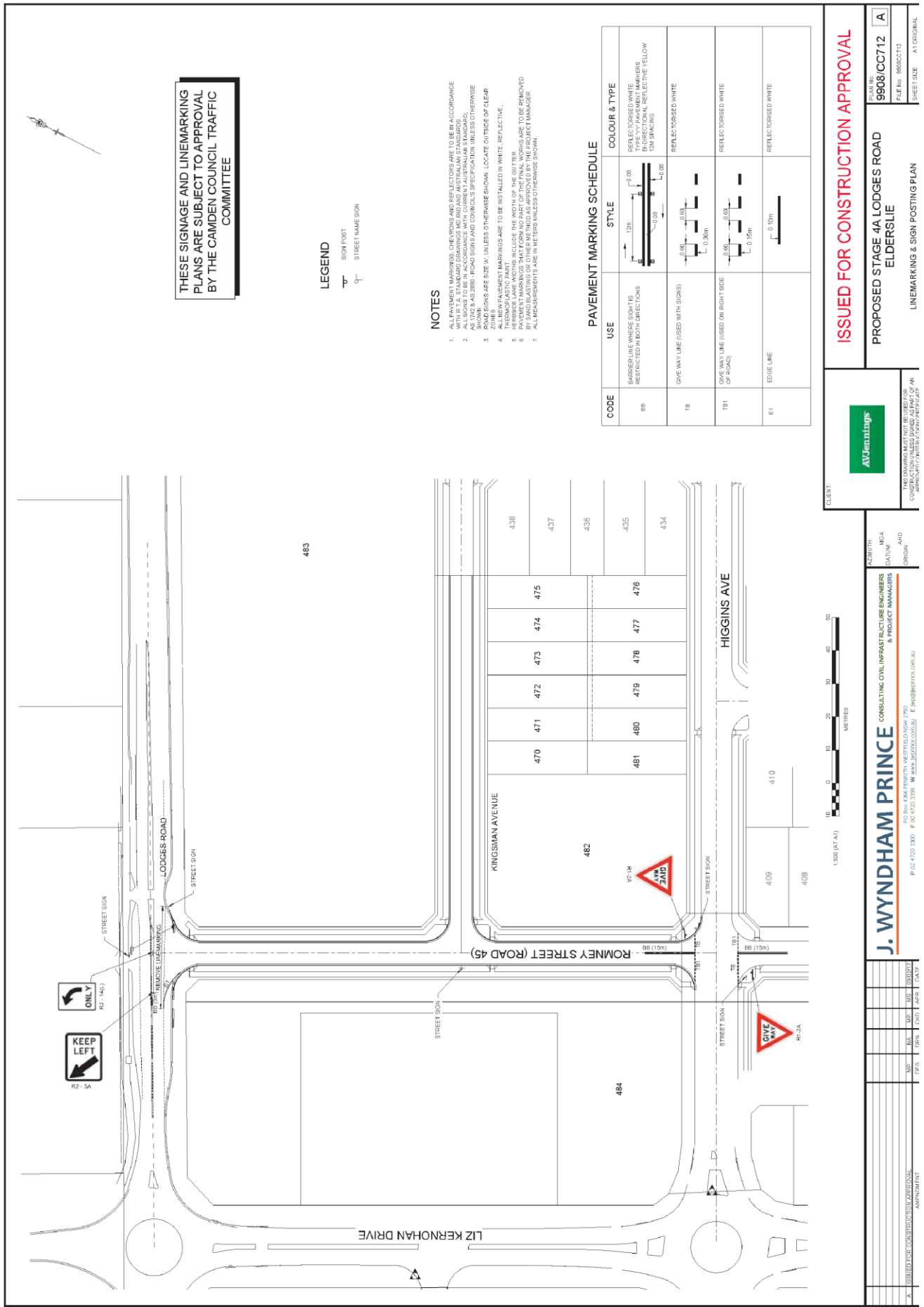
Drawn By: PROUST AND GARDNER
 RETAIL SURVEY
 FILE
 • REVISED BASE: 2 JULY 2015
 • FINAL DESIGN MODEL: 17 DEC 2016
 • LODGE ROAD DETAIL NORTH SIDE: 31 JAN 2017

CONSTRUCTION CERTIFICATE
 Approved by the Council of Councils under the jurisdiction
 of the Environment Planning and Assessment Act 1979
 APPROVAL
 11/20/2017
 CONSTRUCTION CERTIFICATE
 DA/963/2016/CC/16/2016/963/1

ISSUED FOR CONSTRUCTION APPROVAL

DA No. 9908/CC700

FILE No. 9908/CC700



THESE SIGNAGE AND LINEMARKING PLANS ARE SUBJECT TO APPROVAL BY THE CAMDEN COUNCIL TRAFFIC COMMITTEE

LEGEND
 T SIGN POST
 T STREET NAME SIGN

NOTES
 1. ALL PAVEMENT MARKINGS, CHEVRONS AND REFLECTORS ARE TO BE IN ACCORDANCE WITH THE AUSTRALIAN ROAD RESEARCH BOARD (ARRB) ROAD MARKING MANUAL (AS 1742) AND THE AUSTRALIAN ROAD RESEARCH BOARD (ARRB) ROAD SIGNING MANUAL (AS 1743).
 2. ALL SIGNS TO BE INSTALLED IN ACCORDANCE WITH THE AUSTRALIAN ROAD RESEARCH BOARD (ARRB) ROAD SIGNING MANUAL (AS 1743).
 3. AS 1742 (AS 2899) - ROAD SIGNS AND CONICOLS SPECIFICATION UNLESS OTHERWISE SPECIFIED.
 4. ROAD SIGNS ARE TO BE 'A' UNLESS OTHERWISE SHOWN. LOCATE OUTSIDE OF CLEAR ZONES.
 5. PAVEMENT MARKINGS ARE TO BE INSTALLED IN WHITE, REFLECTIVE, THERMOPLASTIC PAINT.
 6. ALL SIGNS AND MARKINGS TO BE INSTALLED IN ACCORDANCE WITH THE AUSTRALIAN ROAD RESEARCH BOARD (ARRB) ROAD SIGNING MANUAL (AS 1743).
 7. PAVEMENT MARKINGS THAT FORM PART OF THE ROAD WORKS ARE TO BE REMOVED BY SANDBLASTING OR OTHER METHOD AS APPROVED BY THE PROJECT MANAGER.
 8. ALL MEASUREMENTS ARE IN METERS UNLESS OTHERWISE SHOWN.

PAVEMENT MARKING SCHEDULE

CODE	USE	STYLE	COLOUR & TYPE
BB	BARRIER LINE WHERE SIGHTS ARE RESTRICTED IN BOTH DIRECTIONS		REFLECTORISED WHITE TYPE 'Y' PAVEMENT MARKERS
TB	GIVE WAY LINE (USED WITH SIGNS)		REFLECTORISED YELLOW 15M SPACING
TE1	GIVE WAY LINE (USED ON RIGHT SIDE OF ROAD)		REFLECTORISED WHITE
E1	EDGE LINE		REFLECTORISED WHITE

ISSUED FOR CONSTRUCTION APPROVAL

CLIENT: **AV Jennings**

PROPOSED STAGE 4A LODGES ROAD ELDERSLIE
 LINEMARKING & SIGN POSTING PLAN

DATE: 9/8/2017
 FILE NO: 98002219
 SHEET SIZE: A1 ORIGINAL

THE DRAWING MUST NOT BE USED FOR ANY OTHER PROJECT WITHOUT THE APPROPRIATE PERMISSION FROM THE CLIENT.

PROJECT MANAGER: **J. WYNNDHAM PRINCE**
 CONSULTING CIVIL INFRASTRUCTURE ENGINEERS & PROJECT MANAGERS
 10/100-1306 FERRITH VESTIBLEDOWN 270
 P.O. BOX 470 2204 WARRIEWOOD NSW 2120
 P: 02 9730 3300 F: 02 9730 2294 W: www.jwprincem.com.au C: jwprince@jwprincem.com.au

SCHEMATIC: GA
 DATE: 14/02/17
 AND
 ORIGIN: AHD

NO.	REVISION	DATE	BY	CHKD	APPD	DATE
1	ISSUED FOR CONSTRUCTION APPROVAL	14/02/17	MP	MP	MP	14/02/17
2	AMENDMENT		MP	MP	MP	



LOCAL TRAFFIC COMMITTEE

LTC22

**SUBJECT: EVERGREEN DRIVE, ORAN PARK - TRANCHE 10, STAGE 5
SUBDIVISION SIGNAGE AND LINE MARKING**
FROM: Acting Manager Assets, Design & Traffic Services
TRIM #: 17/307031

ELECTRONIC MEETING ITEM DATE: 11 September 2017

PURPOSE OF REPORT

To document approval previously provided by the Local Traffic Committee through an Electronic Meeting for signage and line marking plans associated with the development of Oran Park Tranche 10, Stage 5.

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 Tranche 10, Stage 5 subdivision. The location is highlighted on **Attachment 1**. This is related to DA number DA/2016/1049.

The Engineering Drawing No. 705, Rev. 0, Project No. L06002.147 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 the Local Traffic Committee supports the proposed measures.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2017/37	<p>The Local Traffic Committee recommends that Council approves the regulatory signs and line marking in the vicinity of Evergreen Drive, Oran Park, associated with the development of Oran Park Tranche 10, Stage 5 as shown on the Engineering Drawing No. 705, Rev. 0, Project No. L06002.147 subject to:</p> <ul style="list-style-type: none"> i. the installation being completed by the applicant at their cost; ii. all signage being sign size A; and iii. street lighting levels for devices being in accordance with Australian Standard AS/NZS 1158, subject to further Council approval of the lighting design.

This recommendation was supported unanimously by the four voting members.

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

RECOMMENDED

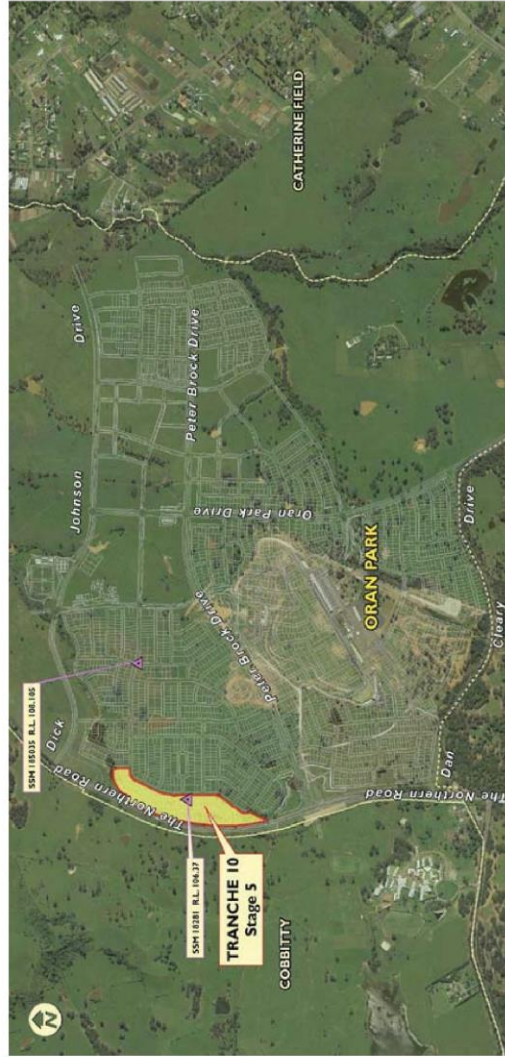
That Council receives and notes the report on Evergreen Drive, Oran Park - Tranche 10, Stage 5 Subdivision Signage and Line Marking.

ATTACHMENTS

1. Site Location - Oran Park Tranche 10, Stage 5
2. Signage and Line Marking Plan - Oran Park Tranche 10, Stage 5

ORAN PARK DEVELOPMENT TRANCHE 10 STAGE 5

FOR CONSTRUCTION CERTIFICATE



LOCALITY PLAN
N.T.S.

LGA CAMDEN COUNCIL
D.A 1049/2016
LOT 200
D.P. 1201753

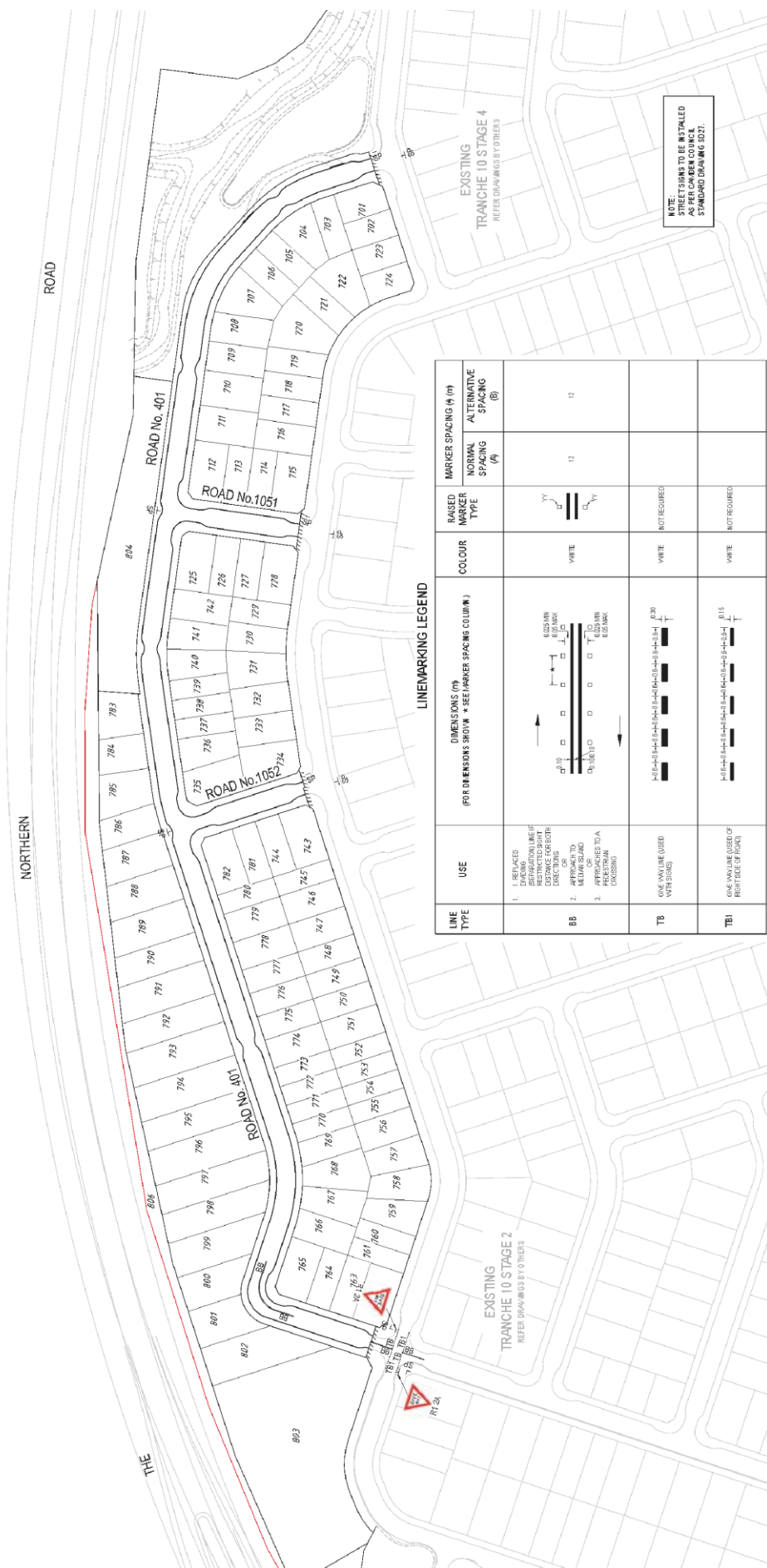


DRAWING LIST

- GENERAL
- 000 COVER SHEET
- 001 SHEET LAYOUT PLAN
- 002 GENERAL NOTES & LEGEND
- SEDIMENT & EROSION CONTROL
- 101 SOIL & WATER MANAGEMENT PLAN
- 102 SOIL & WATER MANAGEMENT NOTES & DETAILS
- BULK EARTHWORKS PLANS
- 201 BULK EARTHWORKS PLAN SHEET 01 OF 02
- 202 BULK EARTHWORKS PLAN SHEET 02 OF 02
- 203 SITE SECTION AA
- 204 SITE SECTIONS B B A C
- 205 SITE SECTIONS D D E E F F G G
- ENGINEERING PLANS
- 301 ENGINEERING PLAN 01 OF 02
- 302 ENGINEERING PLAN 02 OF 02
- 303 LOT DIMENSIONS PLAN 01 OF 02
- 304 LOT DIMENSIONS PLAN 02 OF 02
- ROAD LONGITUDINAL SECTIONS
- 401 ROAD No.401 LONGITUDINAL SECTIONS
- 402 ROAD TYPICAL CROSS SECTIONS
- ROAD CROSS SECTIONS
- 501 ROAD No.401 CROSS SECTIONS SHEET 01 OF 08
- 502 ROAD No.401 CROSS SECTIONS SHEET 02 OF 08
- 503 ROAD No.401 CROSS SECTIONS SHEET 03 OF 08
- 504 ROAD No.401 CROSS SECTIONS SHEET 04 OF 08
- 505 ROAD No.401 CROSS SECTIONS SHEET 05 OF 08
- 506 ROAD No.401 CROSS SECTIONS SHEET 06 OF 08
- 507 ROAD No.401 CROSS SECTIONS SHEET 07 OF 08
- 508 ROAD No.401 CROSS SECTIONS SHEET 08 OF 08
- 509 ROAD No.1051 AT 162. CROSS SECTIONS
- INTERSECTION PLANS
- 601 INTERSECTION DETAILS KERB RETURNS No.1051,1052,1053 & 1054
- 602 EXISTING INTERSECTION PLAN
- MISCELLANEOUS ROADWORKS PLANS
- 701 PAVEMENT PLAN
- 702 STORAGE & LIGHT MARKING PLAN
- 703 TRAFFIC MANAGEMENT PLAN
- DRAINAGE
- 800 DRAINAGE PLAN
- 801 DRAINAGE LONGITUDINAL SECTIONS No.15A,15B & 15C
- 802 DRAINAGE LONGITUDINAL SECTIONS No.15D,15E & 15F
- 803 DRAINAGE LONGITUDINAL SECTIONS No.15G,15H & 15I
- 804 DRAINAGE LONGITUDINAL SECTIONS No.15J,15K & 15L
- 805 DRAINAGE LONGITUDINAL SECTIONS No.15M,15N & 15O
- 806 DRAINAGE LONGITUDINAL SECTIONS No.15P,15Q & 15R
- 807 DRAINAGE LONGITUDINAL SECTIONS No.15S,15T,15U,15V,15W,15X,15Y & 15Z
- 808 DRAINAGE CALCULATIONS SHEET 01 OF 04
- 809 DRAINAGE CALCULATIONS SHEET 02 OF 04
- 810 DRAINAGE CALCULATIONS SHEET 03 OF 04
- 811 DRAINAGE CALCULATIONS SHEET 04 OF 04
- 812 100 YEAR ROAD CROSS SECTIONS
- 850 STACK ROCK HEADWALL & RIP RAP DETAILS
- STRUCTURAL DETAILS
- 901 STRUCTURAL FIT DETAILS
- 902 STRUCTURAL FIT No.1508 15 DETAIL
- 910 RETAINING WALL DETAILS SHEET 01 OF 02
- 911 RETAINING WALL DETAILS SHEET 02 OF 02
- 912 RETAINING WALL LAYOUT PLAN
- 915 RETAINING WALL No.501 LONGITUDINAL SECTION

ORAN PARK DEVELOPMENT
TRANCHE 10 STAGE 5

Project No: L06002.147
 Sheet: 5
 Milestone: CC
 Revision Date: 14/06/2017
 Drawing No: 000



LINE-MARKING LEGEND

LINE TYPE	USE	DIMENSIONS (M) (FOR DIMENSIONS SHOWN *SEE MARKER SPACING COLUMN)	COLOUR	RAISED MARKER TYPE	MARKER SPACING (M) (A)	ALTERNATIVE SPACING (M) (B)
BB	1. REPAIRS TO EXISTING LINE MARKING 2. APPROACH TO JUNCTIONS OR CROSSINGS 3. PRESENTING TO A CROSSING		WHITE		12	12
TB	ONE WAY LINE (USED WITH SIGNS)		WHITE	NOT REQUIRED	NOT REQUIRED	NOT REQUIRED
TBI	USE ONLY IN CASES OF ROAD TAPER (IF ANY)		WHITE	NOT REQUIRED	NOT REQUIRED	NOT REQUIRED

CONSTRUCTION CERTIFICATE

FOR

ORAN PARK DEVELOPMENT
TRANCHE 10 STAGE 5

PROJECT NO: 1707

DATE: 17/10/2017

BY: TDBY/TAMES

SCALE: 1:1000 (M)

SCALE: 1:200 (M)

GREENFIELDS
Development Company

calibre
CONSULTING

PROJECT: SIGNAGE & LINE-MARKING PLAN

DATE: 17/10/2017

TIME: 5:00

REVISION: 0



LOCAL TRAFFIC COMMITTEE

LTC23

**SUBJECT: HOLLAND DRIVE, ORAN PARK - TRANCHE 7 SUBDIVISION
SIGNAGE, LINE MARKING AND DEVICES**

FROM: Acting Manager Assets, Design & Traffic Services

TRIM #: 17/307820

ELECTRONIC MEETING ITEM DATE: 13 September 2017

PURPOSE OF REPORT

To document approval previously provided by the Local Traffic Committee through an Electronic Meeting for signage and line marking plans associated with the development Oran Park Tranche 7.

MAIN REPORT

A signage and line marking plan has been received by Council for the construction of new roads associated with the development of Holland Drive, Oran Park - Tranche 7 Subdivision. The location is highlighted on **Attachment 1**. This is related to DA number DA/2015/746.

The Engineering Plan No. 5507-7 Rev.10 prepared by YSCO GEOMATICS Consulting provides details of the proposed signage and line marking (**Attachment 2**). It shows a proposed one way for Lane No. 705 for the purpose of maintaining complete traffic manoeuvrability during waste collection. As the waste collection point for this laneway is located at the back of the laneway, there would be difficulties in allowing two way traffic into Lane No. 705, between Roads No. 702 and No. 701 because while bin collection is taking place, two way traffic will not be possible.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2017/38	<p>The Local Traffic Committee recommends that Council, on and in the vicinity of Holland Drive, Oran Park approves the regulatory signs and line marking associated with the subdivision of Oran Park Tranche 7 as shown on the Engineering Plan No. 5507-7 Rev.10 subject to:</p> <ul style="list-style-type: none"> i. changes as per marked up plan shown on Attachment 2; ii. the installation being completed by the applicant at their cost; iii. all signage being sign size A; and iv. street lighting levels for devices being in accordance with Australian Standards AS/NZS 1158, subject to further Council approval of the lighting design.

This recommendation was supported unanimously by the four voting members.

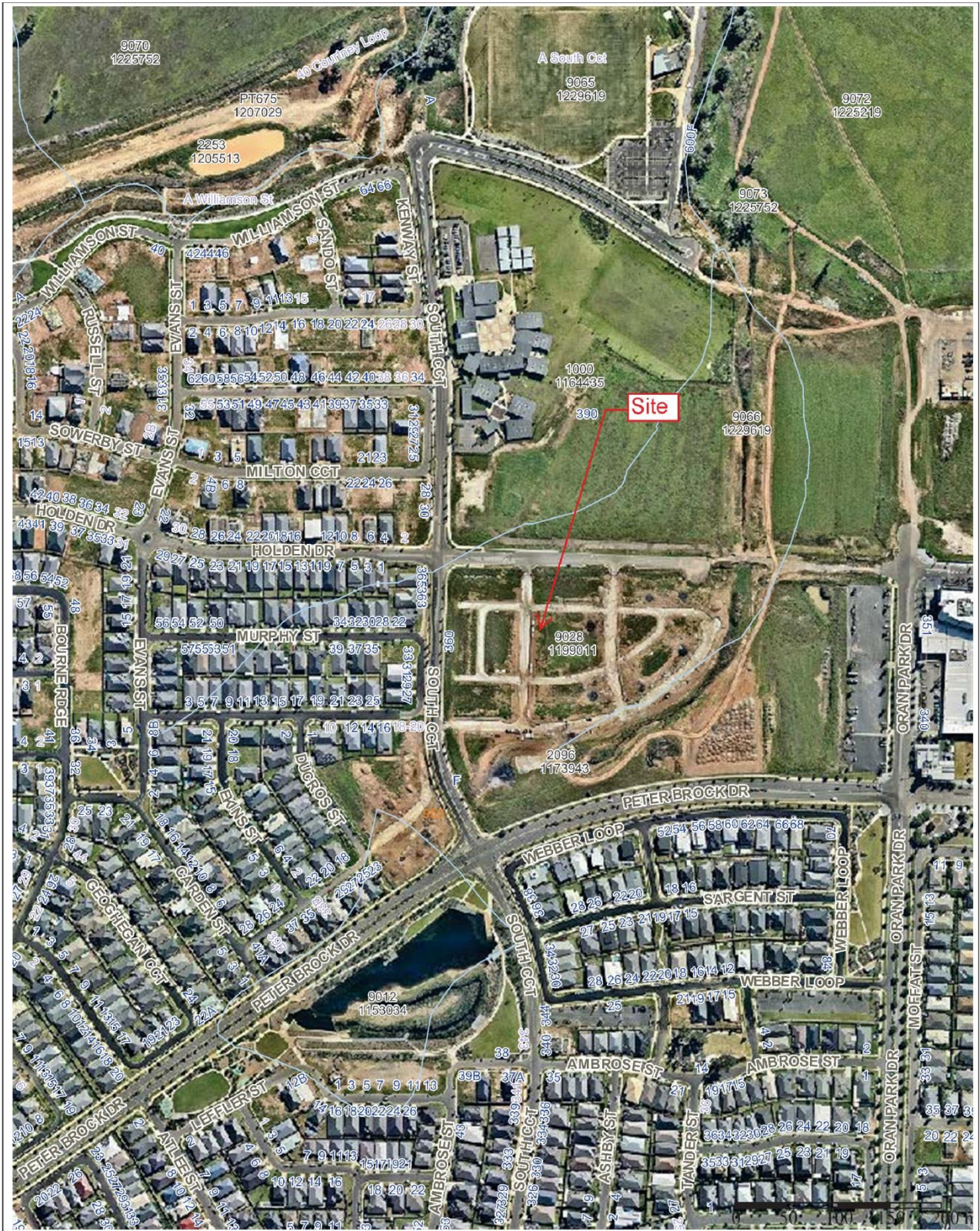
This recommendation has been resolved by a Council Officer under Delegated Authority.



RECOMMENDED

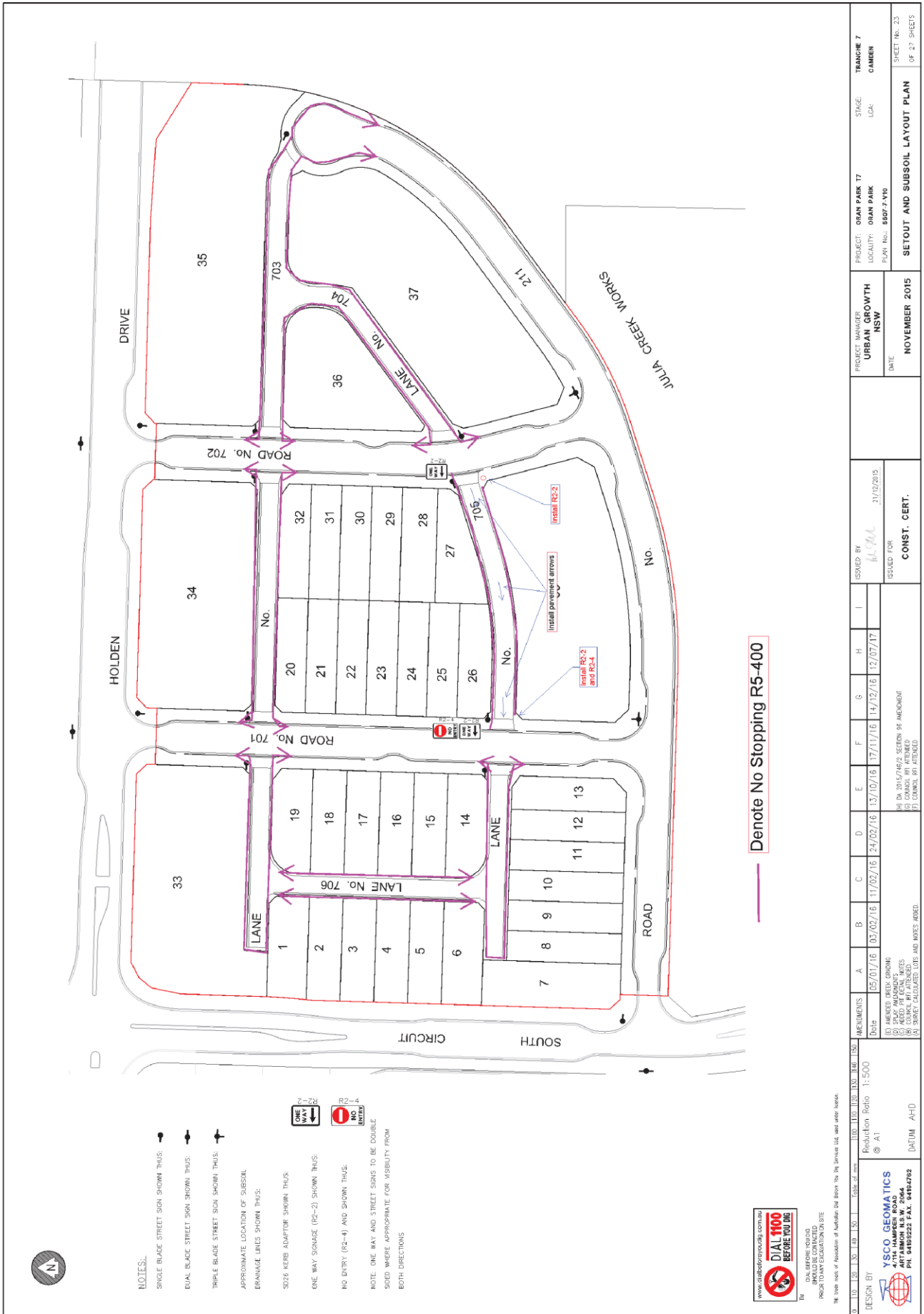
That Council receives and notes the report on Holland Drive, Oran Park - Tranche 7 Subdivision Signage, Line Marking and Devices.

ATTACHMENTS

1. Site Location - Holland Drive, Oran Park Tranche 7
2. Signage and Line Marking Plan - Holland Drive, Oran Park Tranche 7



 <p>Camden Council 70 Central Ave ORAN PARK NSW 2570 Telephone: 02 4654 7777 Fax: 02 4654 7829 Email: mail@camden.nsw.gov.au</p>	<p>Important Notice! This map is not a precise survey document. Accurate locations can only be determined by a survey on the ground. This information has been prepared for Council's internal purpose and for no other purpose. No statement is made about the accuracy or suitability of the information for use for any purpose (whether the purpose has been notified to Council or not). While every care is taken to ensure the accuracy of this data, neither the Camden Council nor the LPI makes any representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages (including indirect or consequential damage) and costs which you might incur as a result of the data being inaccurate or incomplete in any way and for any reason. © The State of New South Wales (Land and Property Information). © Camden Council.</p>		<p>Drawn By: Sophia Eng Projection: GDA94 / MGA zone 56 Date: 15/09/2017 2:22 PM</p>	<p>Map Scale: 1:5000 at A4</p>
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LOCAL TRAFFIC COMMITTEE

LTC24

SUBJECT: AUDLEY CIRCUIT, GREGORY HILLS - GREGORY HILLS TOWN CENTRE PRECINCT STAGE 12 SIGNAGE, LINE MARKING AND DEVICES

FROM: Acting Manager Assets, Design & Traffic Services

TRIM #: 17/308362

ELECTRONIC MEETING ITEM DATE: 22 September 2017

PURPOSE OF REPORT

To document approval previously provided by the Local Traffic Committee through an Electronic Meeting for signage and line marking plans associated with the development Gregory Hills Stage 12.

MAIN REPORT

Signage and line marking plans have been received by Council for the construction of new roads associated with the development of Gregory Hills Town Centre Precinct Stage 12. The location is highlighted on **Attachment 1**. This is related to DA number DA/2016/949.

The Engineering Plan No. 210153-12-CC651 Rev 4 prepared by Calibre Consulting provides details of the proposed signage and line marking (**Attachments 2 and 3**) including Give Way signage and line marking at a four-way intersection and a modified T-intersection.

The plans are considered to be in accordance with Austroads, Australian Standards and RMS supplements for the placement of regulatory signage subject to the mark up attached.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2017/39	<p>The Local Traffic Committee recommends that Council approves in Audley Circuit, Gregory Hills the regulatory signs and line marking associated with the subdivision of Gregory Hills Town Centre Precinct Stage 12 as shown on the Engineering Plan No. 210153-12-CC651 Rev 4 subject to:</p> <ul style="list-style-type: none"> i. the installation being completed by the applicant at their cost; ii. all signage being sign size A; and iii. street lighting levels for devices being in accordance with Australian Standard AS/NZS 1158, subject to further Council approval of the lighting design.

This recommendation was supported unanimously by the four voting members.

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

RECOMMENDED

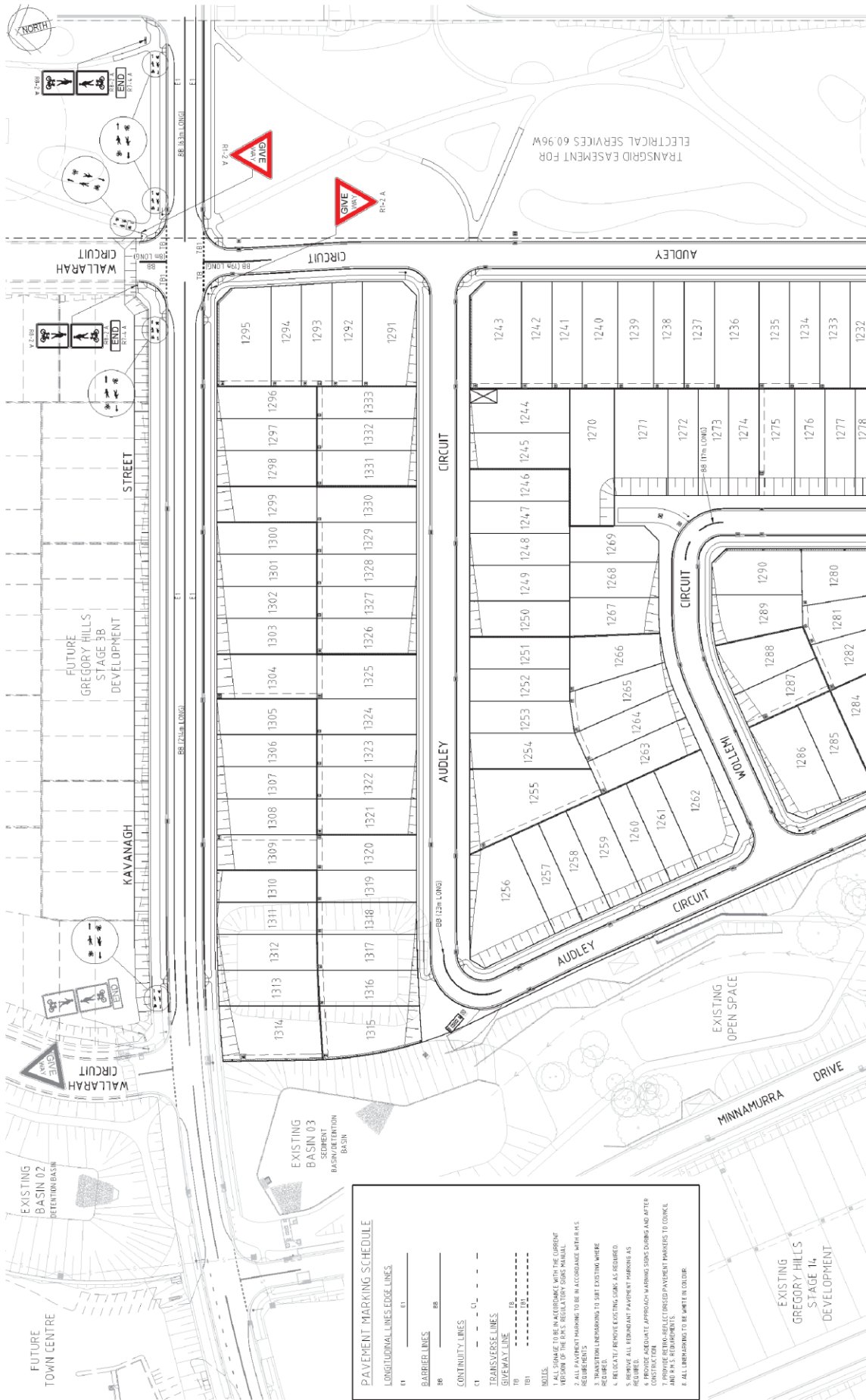
That Council receives and notes the report on Audley Circuit, Gregory Hills – Gregory Hills Town Centre Precinct Stage 12 Signage, Line Marking and Devices.

ATTACHMENTS

1. Site Location - Audley Circuit, Gregory Hills Stage 12
2. Signage and Line Marking Plan 1 - Audley Circuit, Gregory Hills
3. Signage and Line Marking Plan 2 - Audley Circuit, Gregory Hille



	<p>Important Notice! This map is not a precise survey document. Accurate locations can only be determined by a survey on the ground. This information has been prepared for Council's internal purposes and for no other purpose. No statement is made about the accuracy or suitability of the information for use for any purpose (whether the purpose has been notified to Council or not). While every care is taken to ensure the accuracy of this data, neither the Camden Council nor the DPI makes any representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages (including indirect or consequential damage) and costs which you might incur as a result of the data being inaccurate or incomplete in any way and for any reason. © The State of New South Wales (Land and Property Information), © Camden Council.</p>		<p>Drawn By: Tom Allen Projection: GDA94 / MGA zone 56 Date: 22/09/2017 1:21 PM</p>	<p>Map Scale: 1:4000 at A4</p>
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PAVEMENT MARKING SCHEDULE

LONGITUDINAL LINES/EDGE LINES

E1 ————

BARRIER LINES

B6 ————

CONTINUITY LINES

C1 - - - -

TRANSVERSE LINES

T6 ————

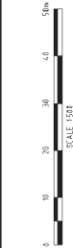
SIDEWALK LINE

S1 - - - -

NOTES:

1. ALL WORK IS TO BE IN ACCORDANCE WITH THE CURRENT VERSION OF THE ROAD REGULATORY CODES NATIONAL REGULATIONS - MARKING TO BE IN ACCORDANCE WITH A.S. REQUIREMENTS - MARKING TO BE IN ACCORDANCE WITH A.S. REQUIREMENTS.
2. TRANSITIONAL MARKING TO SUIT EXISTING WHERE REQUIRED.
3. RELOCATE / REMOVE EXISTING SIGNS AS REQUIRED.
4. REMOVE ALL EXISTING PAVEMENT MARKINGS AS PROPOSED APPROACH APPROXIMATE SIGNS DURING AND AFTER CONSTRUCTION.
5. PROVIDE RETRO REFLECTIVE ORISED PAVEMENT MARKINGS TO SUIT A.S. REQUIREMENTS.
6. ALL MARKINGS TO BE WHITE IN COLOR.

FOR CONTINUATION REFER DRAWING 210153-12-CC652



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 NZ Lic: 28253476

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DATE	BY	DESCRIPTION
MAY 17	AP	DESIGNED
MAY 17	AP	DRAWN
MAY 17	AP	CHECKED
MAY 17	AP	APPROVED

DATE	BY	DESCRIPTION
MAY 17	AP	DESIGNED
MAY 17	AP	DRAWN
MAY 17	AP	CHECKED
MAY 17	AP	APPROVED

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MAY 17	AP	APPROVED

