



# Local Traffic Committee Business Paper

**Committee Meeting**  
**4 June 2019**

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**Meeting Rooms 1 & 2**



**LOCAL TRAFFIC COMMITTEE**  
**04 June 2019**

Dear Sir/Madam

You are advised that the next Local Traffic Committee is scheduled for 4 June 2019, commencing at 9.30am at Meeting Rooms 1 & 2.

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

Should you require and further information prior to the meeting please contact Council's Traffic Engineer, Mr Sophak Eng on (02) 4645 5026.

Your sincerely

Sandra Kubecka  
**DIRECTOR COMMUNITY ASSETS**

## Local Traffic Committee

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### **Background**

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

### **Role of the Committee**

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

### **Committee Delegations**

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

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

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

### **Committee Membership**

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

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

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

The role of the four voting members is to:

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

In relation to this:

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

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

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

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

Please note there is no public gallery for these meetings.

### **LTC Business Paper**

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

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

## COMMON ABBREVIATIONS

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

# LOCAL TRAFFIC COMMITTEE

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Local Traffic Committee Tuesday 4 June 2019

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**BUSINESS WITHOUT NOTICE**

**DATE OF NEXT LOCAL TRAFFIC COMMITTEE MEETING - TUESDAY 2 JULY 2019**

**INFORMAL ITEMS**





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## LOCAL TRAFFIC COMMITTEE

LTC01

**SUBJECT: BUSINESS ARISING FROM THE COMMITTEE'S LAST REPORT**  
**FROM:** Manager Traffic, Depot & Buiding Services  
**TRIM #:** 19/100265

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The Local Traffic Committee report dated 18 December 2018 was presented to the Council meeting on 12 February 2019. Council adopted the Local Traffic Committee's recommendations without amendment.

### RECOMMENDED

**That the adoption by Council of the Committee's recommendations dated 18 December 2018 be noted.**



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## LOCAL TRAFFIC COMMITTEE

**LTC02**

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

**FROM:** Manager Traffic, Depot & Buiding Services

**TRIM #:** 19/100276

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Work instructions have been issued for recommendations of the Local Traffic Committee from the meeting on 18 December 2018.

### **RECOMMENDED**

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

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## LOCAL TRAFFIC COMMITTEE

LTC03

**SUBJECT: ORAN PARK DRIVE, ORAN PARK - BUS STOPS IN THE VICINTIY OF DAN CLEARY DRIVE**

**FROM:** Manager Traffic, Depot & Buiding Services

**TRIM #:** 19/100489

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### PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for the installation of bus stops on Oran Park Drive, north of the Dan Cleary Drive intersection.

### BACKGROUND

A request has been received for consideration of additional bus stops in Oran Park Drive, Oran Park. Two new bus stops are proposed in the vicinity of Dan Cleary Drive.

### MAIN REPORT

At the Local Traffic Committee on 18 December 2018, the representative from Interline Bus Services asked for consideration of additional bus stops on Oran Park Drive between South Circuit and Harrington Parkway due to the spacing between existing stops which is in the order of 900 metres. Housing construction in the adjacent subdivisions is substantially complete.

It is proposed that stops are proposed on either side of Oran Park Drive, north of the intersection with Dan Cleary Drive. This would place the stops near the crest of the road to afford good visibility. They would also be in reasonable proximity to the traffic signals to where pedestrians can cross the road but not so close as to significantly impact on the signals operation. Bus Zone signage for 30 metres on each side would replace the existing No Stopping restrictions which run along the length of the road. **Attachment 1** provides details of the proposal.

### FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

The estimated cost to install the bus stops is \$3,000 and it is proposed that the cost be funded from the RMS Block Grant (Traffic Facilities Component) for the 2019/20 financial year.

### CONCLUSION

An investigation into a request for a new bus stop on Oran Park Drive has established that there is a valid reason for a new bus stop to be provided in the vicinity of Dan Cleary Drive.

### RECOMMENDED

**The Local Traffic Committee recommends that Council approves on the western and eastern sides of Oran Park Drive, Oran Park, bus stops 50 metres and 70 metres north of Dan Cleary Drive, respectively, with 30 metres of associated Bus Zone (R5-20) restrictions.**

ATTACHMENTS

1. Proposed Bus Stops - Oran Park Drive, Oran Park



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## LOCAL TRAFFIC COMMITTEE

LTC04

**SUBJECT: LAVENDER STREET, NARELLAN - CENTRELINES AT THE INTERSECTION WITH WILTON STREET**

**FROM:** Manager Traffic, Depot & Buiding Services

**TRIM #:** 19/100638

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### PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for the installation of centre lines at the intersection of Lavender Street and Wilton Street, Narellan.

### BACKGROUND

Concerns have been raised regarding motorists cutting the corner when turning at the intersection of Lavender Street and Wilton Street, Narellan. Centrelines are therefore proposed.

### MAIN REPORT

Lavender Street and Wilton Street are both local roads. They are 7.3 metres wide with the general urban speed limit of 50km/h. The intersection of these roads is busy in the mornings and afternoons because of drop off and pick up from the preschool on Wilton Street. It has been reported that motorists are regularly not keeping on to the correct side of road when turning at the intersection and therefore causing a hazard.

To address the road safety raised, it is recommended that double barrier centrelines be installed on Lavender Street for 10 metres at Wilton Street as shown in **Attachment 1**.

Owners and occupiers adjacent to the proposal and have been invited to provide feedback. No responses have been received.

### FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

It is proposed that the cost of signage installation be funded from the RMS Block Grant (Traffic Facilities component) for the 2019/20 financial year at an approximate cost of \$400.

### CONCLUSION

Concerns have been raised about vehicles turning at the intersection of Lavender Street and Wilton Street, Narellan and it is recommended that the Committee supports the installation of double barrier centre lines to help address the issue.

### RECOMMENDED

**The Local Traffic Committee recommends that Council approves on Lavender Street, Narellan, double barrier (BB) centrelines 10 metres in length at the intersection with Wilton Street.**

### ATTACHMENTS

1. Proposed double centreline marking - Lavender Street, Narellan

Created on 28/02/2019 11:17 AM



### WILTON ST / LAVENDER ST INTERSECTION - PROPOSED DOUBLE BARRIER LINE



Camden Council  
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DRAN PARK NSW 2570  
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## LOCAL TRAFFIC COMMITTEE

LTC05

**SUBJECT: CAMDEN VALLEY WAY, NARELLAN - PARKING RESTRICTIONS  
BETWEEN RICHARDSON ROAD AND CAMDEN VIEW DRIVE**

**FROM:** Manager Traffic, Depot & Buiding Services

**TRIM #:** 19/101071

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### PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for the installation of No Stopping and Bus Zone signage along Camden Valley Way between Richardson Road and Camden View Drive.

### BACKGROUND

Concerns have been raised regarding parking along Camden Valley Way and measures are proposed to address these concerns.

### MAIN REPORT

Camden Valley Way, between Richardson Road and Camden View Drive, is a sub-arterial road with direct access to residential and business frontages, and is a bus route for services 893, 894 and Picton bound services. It has two travel lanes in each direction and the speed limit is 60km/h. There is existing No Stopping and Bus Zone restrictions on the southern side between Wilson Crescent (eastern end) and Richardson Road. There is an existing bus stop with Bus Zone restriction on the northern side adjacent to No 263A and bus stops without restrictions on both sides adjacent to Nos. 235 and 242.

At the Local Traffic Committee on 18 December 2018, the representative from NSW Police raised concern regarding parking along this section of Camden Valley Way. The problem is compounded when vehicles are waiting to turn right, particularly into commercial premises on the northern side, holding up through traffic. This impacts on buses, police and other emergency vehicles. To address the issue, it is proposed that parking restrictions be introduced with either No Stopping or Bus Zone signage as shown in **Attachment 1**

Consultation has been undertaken with adjacent owners and occupants regarding the proposal. Two response were received which were in support of the proposal.

### FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

It is proposed that the cost of installation be funded from the RMS Block Grant (Traffic Facilities Component) for the 2019/20 financial year at an approximate cost of \$2,000.

### CONCLUSION

Concerns have been raised regarding parking on Camden Valley Way and it is recommended that the Committee supports parking restrictions to address this issue.



## **RECOMMENDED**

**The Local Traffic Committee recommends that Council approves in Camden Valley Way, Narellan, between Richardson Road and Camden View Drive:**

- i. No Stopping (R5-400 signage) on both sides with 30 meters of Bus Zone (R5-20 signage) adjacent to the existing bus stops outside Nos. 235 and 242.**

## ATTACHMENTS

1. Propose No Stopping - Camden Valley Way, Narellan



**NOTES**

- PROPOSED NO STOPPING
- EXISTING NO STOPPING
- EXISTING BUS ZONE
- PROPOSED CONVERSION OF EXISTING BUS STOP TO BUS ZONE



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**PROPOSED NO STOPPING ON CAMDEN VALLEY WAY BETWEEN RICHARDSON ROAD AND WILSON CRESCENT, NARELLAN**



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## LOCAL TRAFFIC COMMITTEE

LTC06

**SUBJECT: JAMBOREE AVE, LEPPINGTON - EDGELINES BETWEEN  
WILLOWDALE DRIVE AND BADEN POWELL AVENUE**

**FROM:** Manager Traffic, Depot & Buiding Services

**TRIM #:** 19/102278

---

### PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for the installation of edgelines in Jamboree Avenue, Leppington between Willowdale Drive and Baden Powell Avenue.

### BACKGROUND

Concerns have been raised regarding vehicles traveling at speed on Jamboree Avenue presenting a risk to pedestrians seeking to cross the road to access the park and bus stops located along this stretch of road.

### MAIN REPORT

Jamboree Avenue is a collector road with residential frontages and is also situated along a bus route. It measures 11 metres in width along most of its length with kerb extensions at intersections. Traffic counts were undertaken and found that the 85<sup>th</sup> percentile speed was approximately 55km/h.

Edgeline are proposed to provide travel lanes of 3.3 metres wide with parking lanes of 2.2 metres wide. This is aimed at reducing speeds.

Consultation has been undertaken with adjacent owners and occupants regarding the proposed line marking. Two responses were received. One response was in support and requested that the line marking be extended beyond Baden Powell Avenue and also requested that a zebra crossing be installed. The second respondent did not support the proposal and believed that the edgelines will provide no benefit, they requested that a zebra crossing be installed to accommodate the children that cross the road to access the bus stops.

It is noted that the volume of pedestrian activity along Jamboree Avenue would not meet RMS warrants to install a zebra crossing. Consideration is being given to a pedestrian refuge crossing. Consideration is also being given to extension of the edgelines south of Baden Powell Avenue.

### FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

It is proposed that the cost of installation be funded from the RMS Block Grant (Traffic Facilities Component) for the 2019/20 financial year at an approximate cost of \$2,000.

### CONCLUSION

Concerns have been raised about vehicles speeding along Jamboree Avenue and it is recommended that the Committee supports edgelines to help address the issue.

## **RECOMMENDED**

**The Local Traffic Committee recommends that Council approves in Jamboree Avenue, Leppington, edgelines (E1) between Willowdale Drive and Baden Powell Avenue.**

### ATTACHMENTS

1. Attachment 1
2. Attachment 2
3. Attachment 3

Created on 13/03/2019 3:42 PM



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**Subject Site**  
 Jamboree Ave, Leppington

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**Subject Site**

Jamboree Ave, Leppington Plan 1: 23958/2018

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**Edgeline (E1)**  
 maintaining min 3.3m  
 travel lane and 2.2m  
 parking lane



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**Subject Site**

Jamboree Avenue, Leppington P/Lan 2: 23958/2018

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## LOCAL TRAFFIC COMMITTEE

LTC07

**SUBJECT: SOUTH CIRCUIT, ORAN PARK - ZIG-ZAG LINEMARKING AT ZEBRA CROSSING**

**FROM:** Manager Traffic, Depot & Buiding Services

**TRIM #:** 19/102542

---

### PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for the installation of zig-zag line marking on the approaches to the zebra crossing on South Circuit, Oran Park.

### BACKGROUND

Concerns have been raised regarding motorists not having clear sightlines to identify the location of the zebra crossing outside Oran Park Public School.

### MAIN REPORT

South Circuit is a collector road of varying road width. The existing zebra crossing is situated outside of Oran Park Public School and near a proposed childcare centre.

The crossing is situated on a gradient and north of a curve in the road. On the northbound approach, the signage is visible however, the line marking is not and subsequently, some motorists have reported not having due warning of the crossing location.

Zig-zag lines are therefore proposed to advise motorists of a pedestrian crossing ahead. Photographs from the site (northbound) are included in the attachments.

### FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

It is proposed that the cost of installation be funded from the RMS Block Grant (Traffic Facilities Component) for the 2019/20 financial year at an approximate cost of \$1,500.

### CONCLUSION

Concerns have been raised regarding the visibility of the existing zebra crossing on South Circuit and it is recommended that the Committee supports the zig-zag line marking to address visibility issues.

### RECOMMENDED

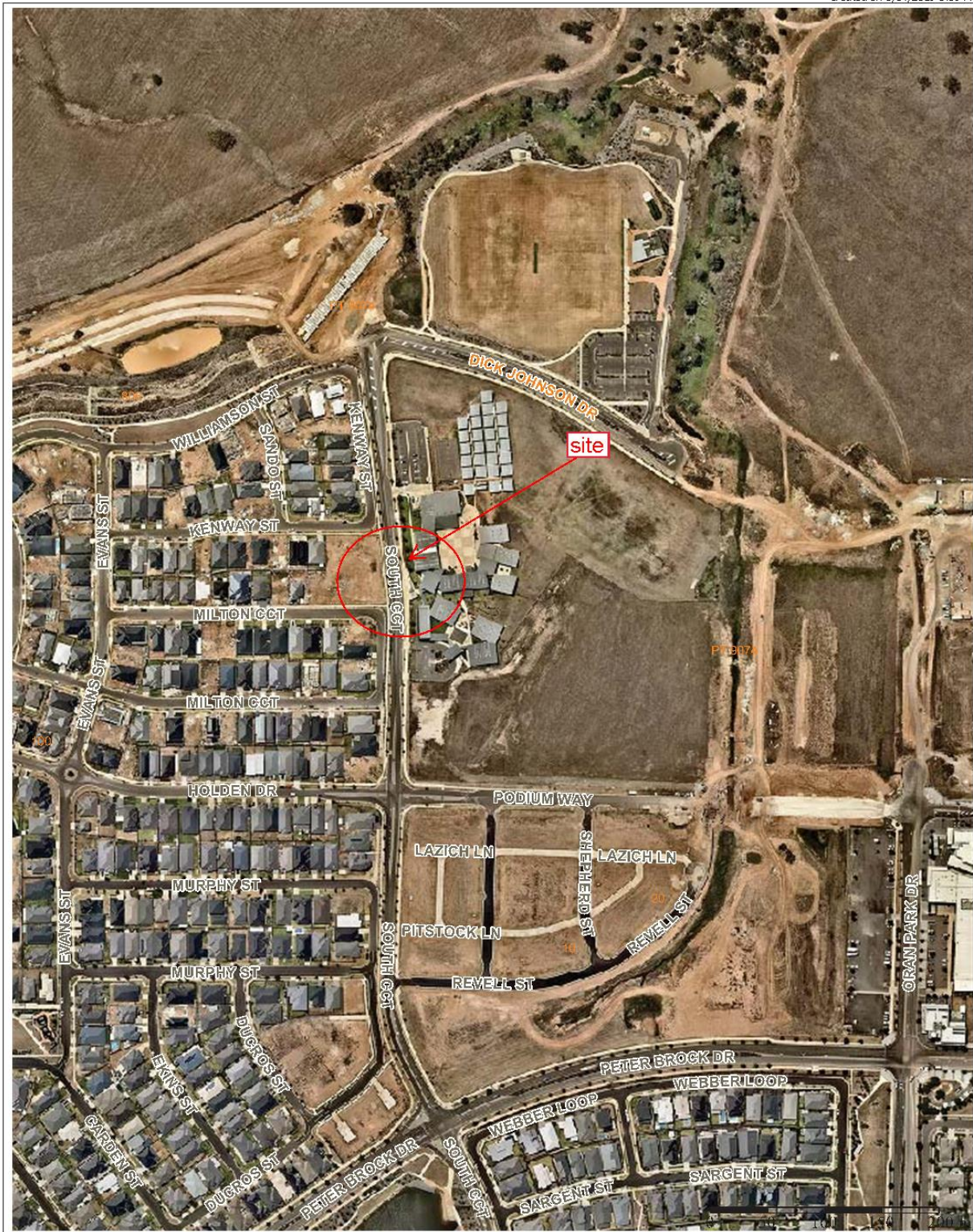
**The Local Traffic Committee recommends that Council approves in South Circuit, Oran Park, zig-zag linemarking on approaches to the zebra crossing at Oran Park Public School.**

### ATTACHMENTS

1. Attachment 1
2. Attachment 2
3. Attachment 3



Created on 8/04/2019 3:59 PM



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**Subject Site**

South Circuit, Oran Park

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**Subject Site**  
 South Circuit, Oran Park

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## LOCAL TRAFFIC COMMITTEE

LTC08

**SUBJECT: HOLDSWORTH DRIVE, MOUNT ANNAN - BUS ZONE NEAR WATERWORTH DRIVE**

**FROM:** Manager Traffic, Depot & Buiding Services

**TRIM #:** 19/103126

---

### PURPOSE OF REPORT

To seek Local Traffic Committee concurrence to install Bus Zone signage at an existing bus stop in Holdsworth Drive, Mount Annan.

### BACKGROUND

Concern has been raised about motorists parking too close to a bus stop on Holdsworth Drive, near Waterworth Drive in Mount Annan town centre, and it is proposed to install bus zone restrictions.

### MAIN REPORT

The NSW Road Rules prohibit parking on approach and departure of a bus stop however community feedback has identified that parked vehicles sometimes impede the bus stop on Holdsworth Drive in Mount Annan town centre, opposite Coles supermarket. It is therefore proposed to install Bus Zone signage. By relocation the bus stop a short distance southwards it is possible to make the bus zone 20 metres long and utilise the existing No Stopping on the approach to the roundabout for the bus to draw out. This results in a net gain of legal parking for the community whilst assisting bus services accessing the stop. **Attachment 1** provides details of the proposal.

### FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

It is proposed that the cost be funded from the RMS Block Grant (Traffic Facilities Component) for the 2019/20 Financial Year. The estimated cost of the recommended work is \$400.

### CONCLUSION

It is recommended that the Committee supports the proposed installation of a bus zone at the existing bus stop on Holdsworth Drive, Mount Annan.

### RECOMMENDED

**The Local Traffic Committee recommends that Council approves in Holdsworth Drive, Mount Annan, Bus Zone signage (R5-20) for 20 metres at the existing bus stop on the eastern side, north of the intersection with Waterworth Drive.**

### ATTACHMENTS

1. Proposed Bus Zone - Holdsworth Drive, Mount Annan



---

## LOCAL TRAFFIC COMMITTEE

LTC09

**SUBJECT: CASTLEMAINE CIRCUIT, HARRINGTON PARK - NO STOPPING RESTRICTIONS AND GIVE WAY TREATMENT AT THE INTERSECTION WITH STARLIGHT RETREAT**

**FROM:** Manager Traffic, Depot & Buiding Services

**TRIM #:** 19/104213

---

### PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for No Stopping restrictions on Castlemaine Circuit, Harrington Park and a give way treatment at the intersection of Starlight Retreat.

### BACKGROUND

Community concerns have been raised regarding motorists not giving way at the intersection Starlight Retreat with Castlemaine Circuit which is a modified T-intersection. There have also been concerns regarding safety concerns at the bend on Castlemaine Circuit particularly when vehicles are parked on both sides.

### MAIN REPORT

Castlemaine Circuit is an 8-metre-wide road that loops within Harrington Park and connects with Governor Drive at two points. Starlight Retreat is an 8-metres-wide cul-de-sac that comes off Castlemaine Circuit. There is unrestricted parking, no line marking, and the default urban speed limit of 50km/h on both roads.

The modified T-intersection configuration is assessed to be a factor in vehicles not giving way to vehicles on Castlemaine Circuit, as the right of way is not clear. It is therefore proposed to install a Give Way treatment with 10-metre-long barrier lines on Starlight Retreat at the intersection with Castlemaine Circuit.

The configuration of Castlemaine Circuit is causing safety concern for motorists when vehicles are parked along the bend. It is proposed that 45 metres of No Stopping restrictions are installed on the western side of the bend.

Consultation was undertaken with adjacent owners and occupants regarding the Give Way treatment and the No Stopping restrictions. Two responses were received, both supporting the proposal.

### FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

It is proposed that cost of the signage and line marking be funded from the RMS Block Grant (Traffic Facilities Component) for the 2019/20 financial year at an approximate cost of \$1200.

### CONCLUSION

Concerns have been raised regarding driver behaviour at the intersection of Starlight Retreat with Castlemaine Circuit. There have also been concerns regarding safety

along the bend on Castlemaine Circuit. It is recommended that the Committee supports the installation of the Give Way treatment and double barrier lines to address issues at the intersection and No Stopping on Castlemaine Circuit.

### **RECOMMENDED**

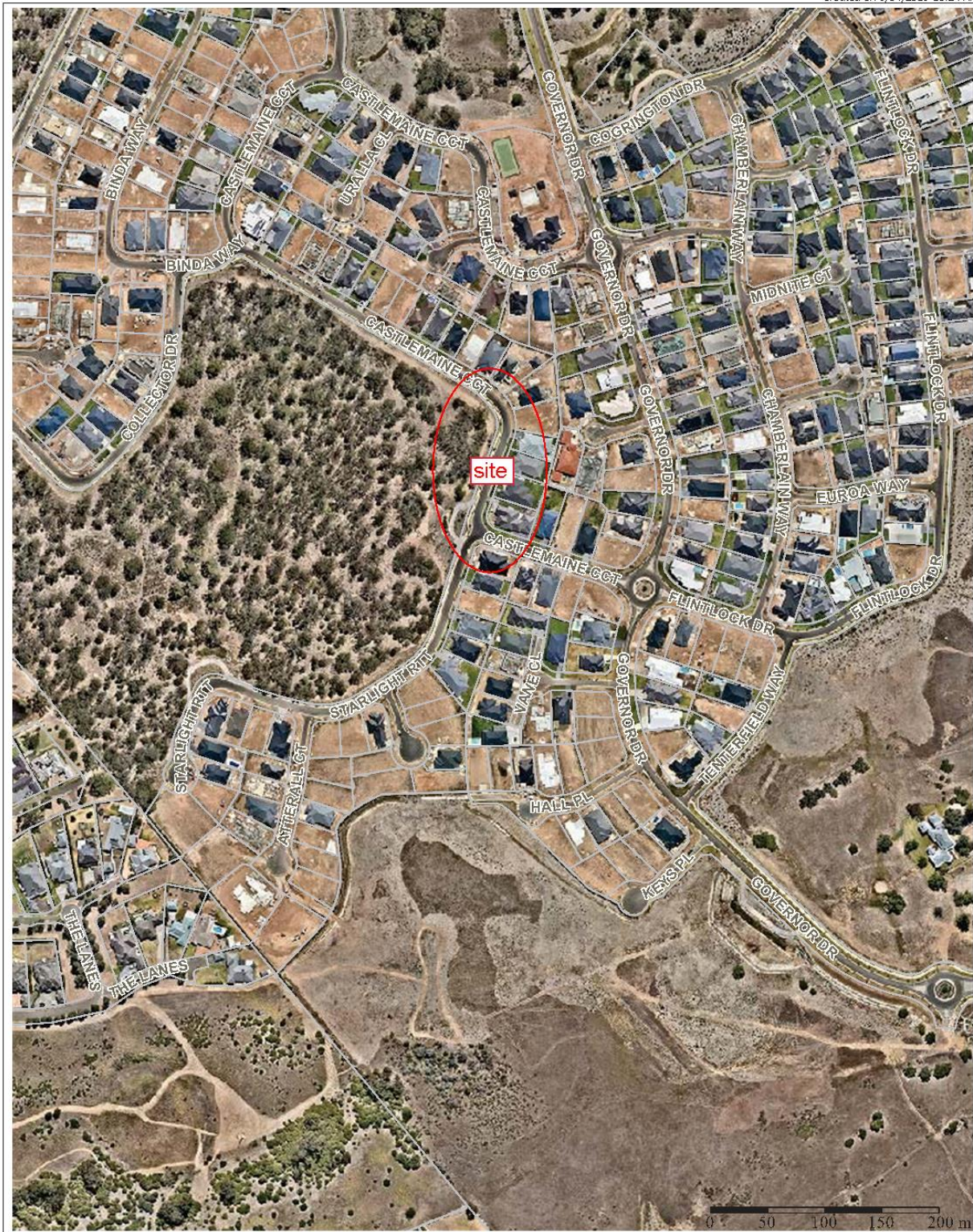
**The Local Traffic Committee recommends that Council approves in Castlemaine Circuit, Harrington Park:**

- i. Give way treatment (R1-2 sign and TB, TB1 linemarking) on Starlight Retreat;**
- ii. 10 metres of double barrier (BB) centrelines on Starlight Retreat; and**
- iii. 45 metres of No Stopping restriction (R5-400 signage) on the western side around the bend north of Starlight Retreat.**

### ATTACHMENTS

1. Attachment 1
2. Attachment 2

Created on 9/04/2019 10:24 AM



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**Subject Site**

Stalight Retreat / Castlemaine Cct,  
Harrington Park

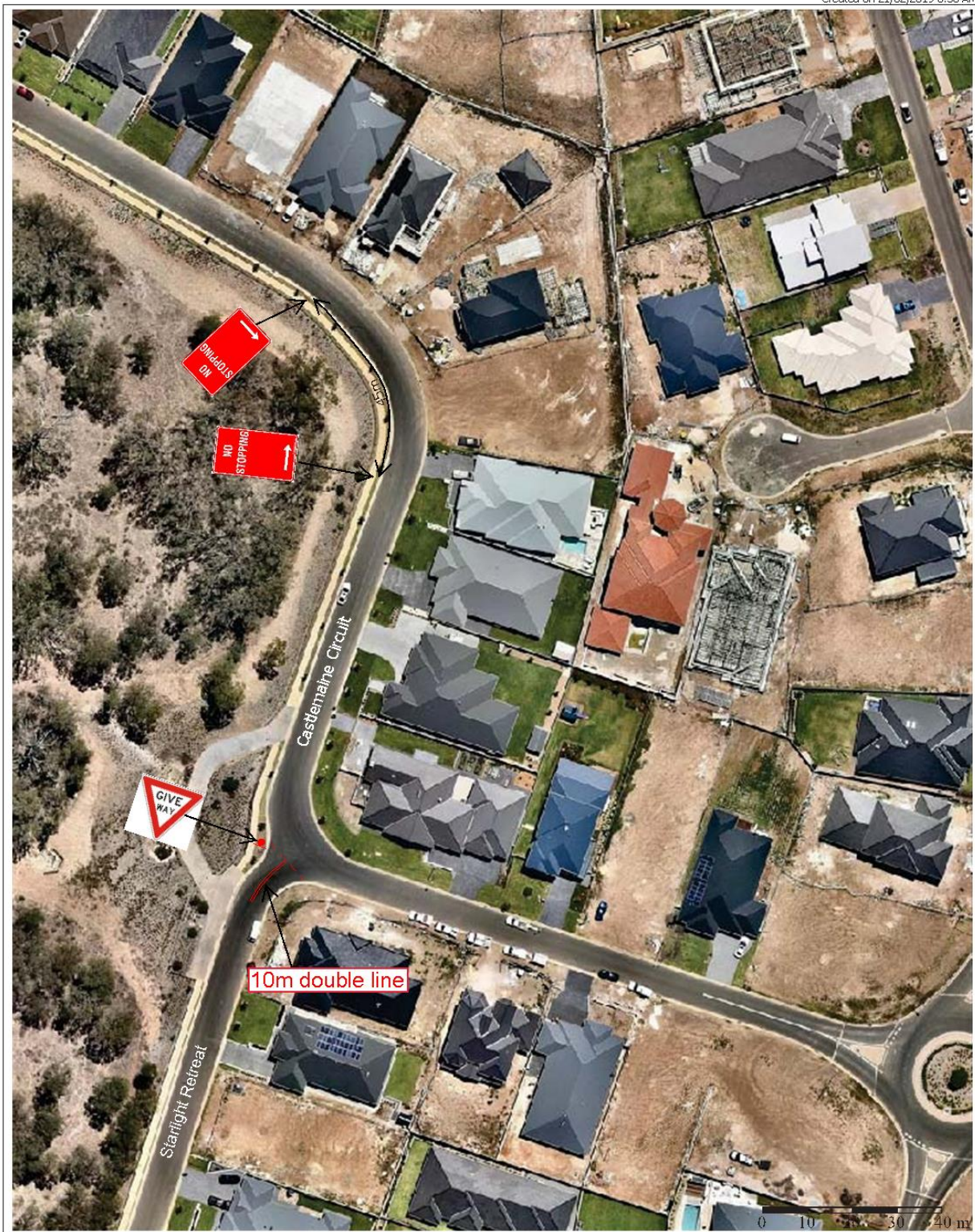
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**Subject Site**  
 Castlemaine Cct, Harrington Park

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## LOCAL TRAFFIC COMMITTEE

LTC10

**SUBJECT: THE CASCADES, MOUNT ANNAN - SPEED CUSHIONS**  
**FROM:** Manager Traffic, Depot & Buiding Services  
**TRIM #:** 19/107828

---

### PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for the installation of speed cushions on The Cascades, Mount Annan near the intersection with The Waters.

### BACKGROUND

Speed Cushions are proposed on The Cascades to reduce vehicle speeds on the approach to the intersection with The Waters. This is to improve safety for vehicles exiting The Waters onto The Cascades.

### MAIN REPORT

The Cascades, Mount Annan is a primary access road between Welling Drive and Waterworth Drive in Mount Annan. It is 7.5 metres wide and has a default speed limit of 50km/h. Traffic speed and volume counts were undertaken in July 2018. These identified average daily volumes of 3,338 vehicles and 85<sup>th</sup> percentile speed of 49.5 km/h. Council has referred speeding complaints to NSW Police a number of times over a period of years.

The road has a horizontal and vertical curve south of the intersection with The Waters. The bend compromises sightlines for motorists exiting The Waters when vehicles are traveling along The Cascades. A STOP sign and line were installed at this location in late 2017. However, to address ongoing concerns speeding concerns, speed cushions are proposed at this location. Warning signage would be installed together with hump markings in accordance with Australian Standard AS 1742.13.

Consultation has been undertaken with affected owners and occupiers in the vicinity. Ten responses were received. Nine were in support, six of whom requested that Council consider implementing additional speed humps. One requested that The Cascades be closed off at Welling Drive to stop vehicles using it as a thoroughfare to Mount Annan Drive and Narellan Road. The site will be monitored, and additional measures considered if deemed necessary. Another submission opposed the proposal, stating that the noise generated would impact on residential amenity. Whilst it is acknowledged that speed humps can generate noise, data shows that trucks using the road are of smaller size and numbers are relatively low. These vehicles are also wide enough to straddle the cushions to reduce noise.

### FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

It is proposed that the installation cost be funded from Council's Minor Traffic Facilities budget for the 2019/20 financial year.

## **CONCLUSION**

It is considered that the speed cushions would cater for improved motorist safety at the intersection of The Waters with The Cascades and it is recommended that the committee supports these facilities.

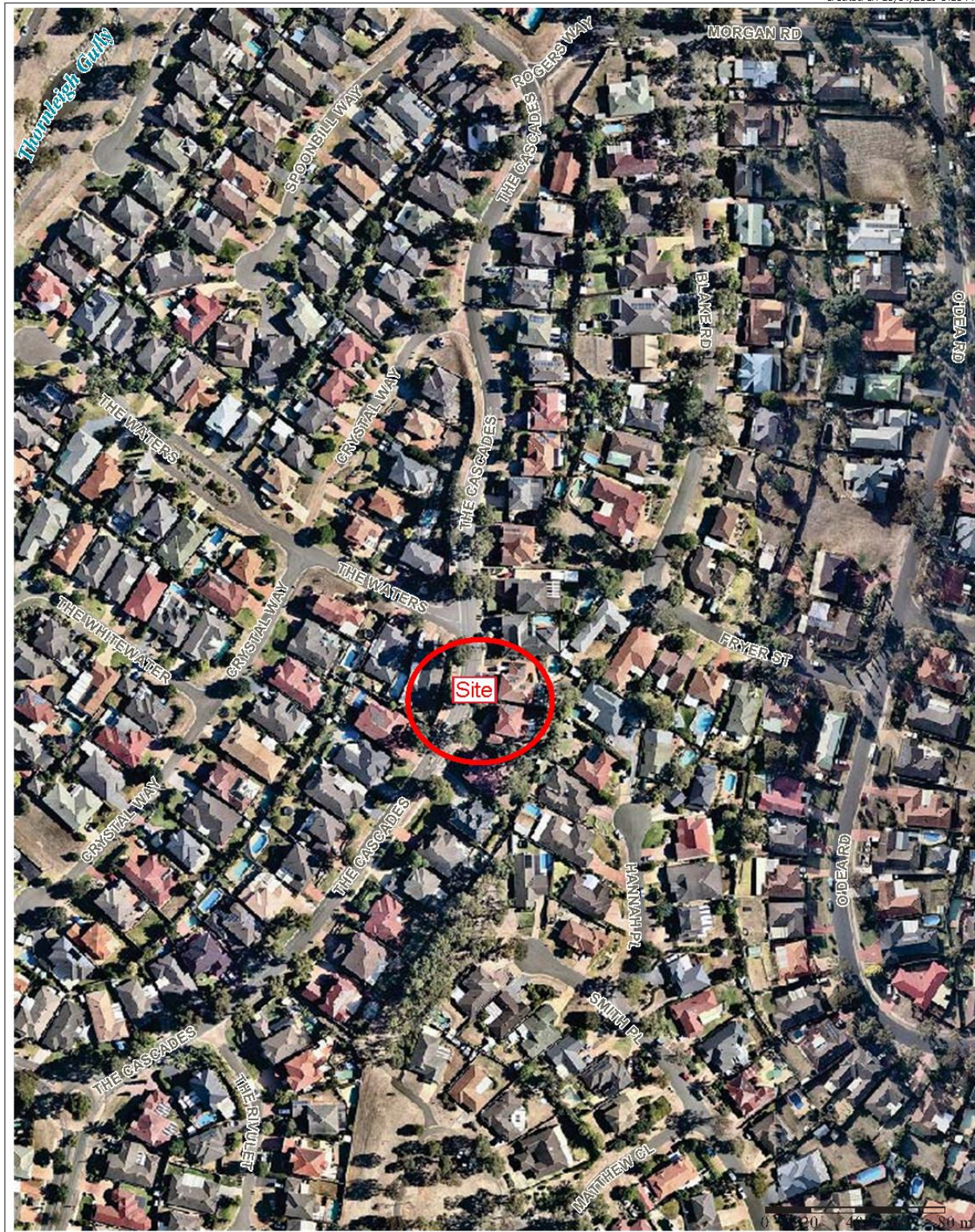
## **RECOMMENDED**

**The Local Traffic Committee recommends that Council approves in The Cascades, Mount Annan, a set of two speed cushions with associated linemarking and signage (W3-4 and W5-10) near the intersection with The Waters.**

## ATTACHMENTS

1. Attachment 1
2. Attachment 2

Created on 10/04/2019 3:13 PM



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**Subject Site**

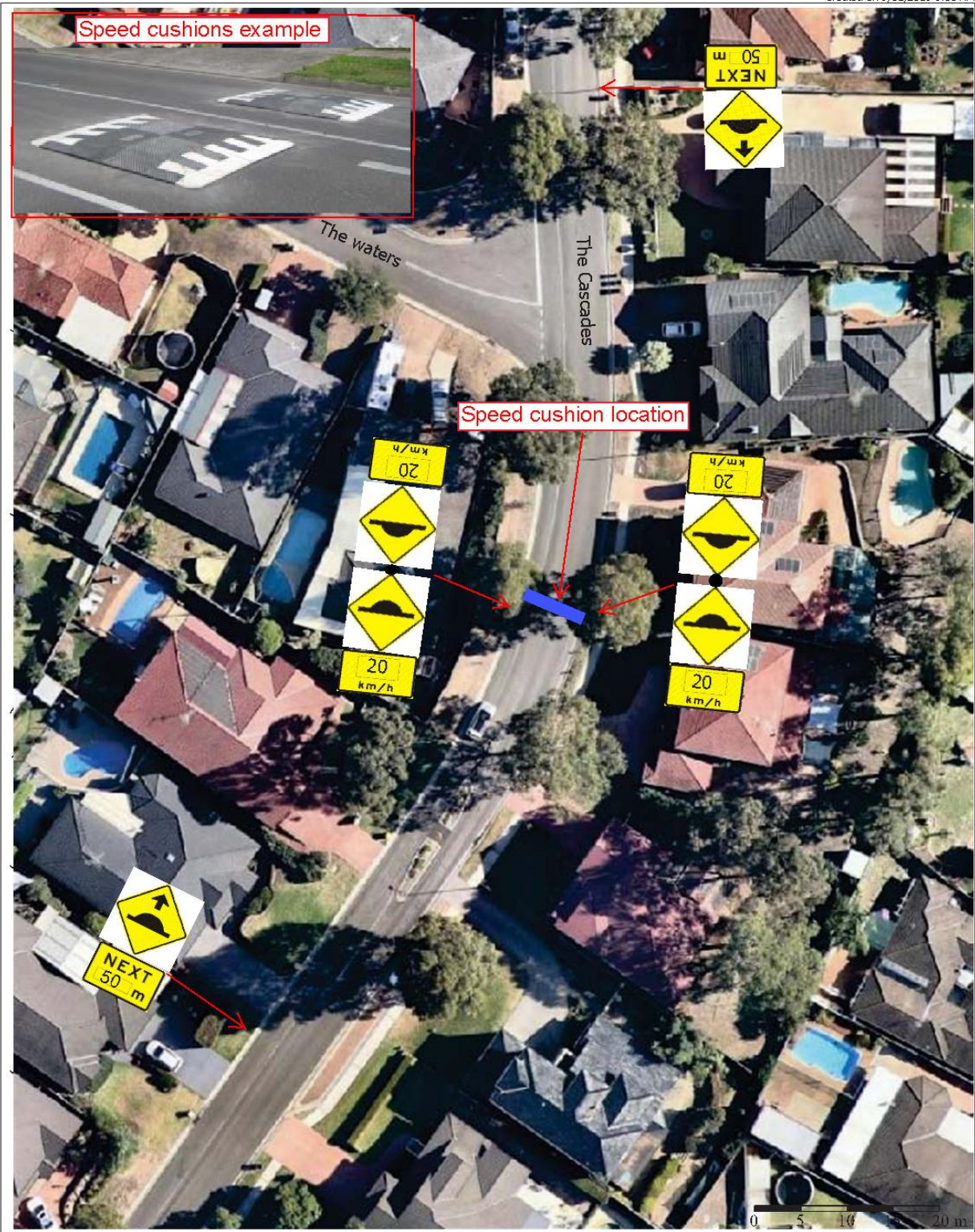
The Cascades, Mount Annan

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**Subject Site**  
 The Cascades, Mount Annan

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## LOCAL TRAFFIC COMMITTEE

LTC11

**SUBJECT: ALCHORNEA CIRCUIT, MOUNT ANNAN - CENTRELINES**  
**FROM:** Manager Traffic, Depot & Buiding Services  
**TRIM #:** 19/108906

---

### PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for the installation of double barrier lines on Alchornea Circuit, Mount Annan.

### BACKGROUND

Concerns have been raised regarding motorists parking on a curve in Alchornea Circuit, creating road safety concerns for residents.

### MAIN REPORT

Alchornea Circuit is a local access road and is 7 metres wide. Parking is unrestricted on both sides.

Observations indicate that due to the narrowness of Alchornea Circuit and the sharp curve, double barrier lines 23 metres in length are warranted to assist in managing traffic and ensure lines of sight are maintained (see **Attachment 1**). The double barrier lines will also legally restrict parking along the adjacent kerb line due to the width of the roadway.

Owners and occupiers adjacent to the proposal have been consulted. No responses have been received.

### FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

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

### CONCLUSION

Concerns have been raised regarding motorists parking vehicles on a curve on Alchornea Circuit, creating road safety concerns, and it is recommended that the Committee supports double barrier lines to address this issue.

### RECOMMENDED

**The Local Traffic Committee recommends that Council approves in Alchornea Circuit, Mount Annan, 23 metres of double barrier (BB) centrelines around the curve at the western end.**

### ATTACHMENTS

1. Attachment 1 - Alchornea Circuit BB marking

Created on 28/02/2019 11:50 AM



### Alchornea Circuit, Mount Annan - Proposed Double Barrier line marking



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## LOCAL TRAFFIC COMMITTEE

LTC12

**SUBJECT: DONCASTER AVENUE, NARELLAN - CENTRELINES**  
**FROM:** Manager Traffic, Depot & Buiding Services  
**TRIM #:** 19/108956

---

### PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for centreline marking on Doncaster Avenue, Narellan.

### BACKGROUND

Community concerns have been raised regarding motorists speeding along Doncaster Avenue.

### MAIN REPORT

Doncaster Avenue is a collector road in the Narellan precinct that varies between 10 and 12.5 metres wide and it has a default urban speed limit of 50km/h. There is an existing double barrier centreline around the bend in the vicinity of Woodland Crescent.

To help address concerns, it is proposed to install broken centreline (S1) marking along Doncaster Avenue south of Woodland Crescent (see **Attachment 1**) to provide improved road delineation for motorists. The proposal will not impact on-street parking.

Public consultation was undertaken proposing the line marking and one response was received in support of the proposal.

### FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

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

### CONCLUSION

Concerns have been raised about motorists speeding in Doncaster Avenue, and it is recommended that the Committee supports additional road markings to help address the issue.

### RECOMMENDED

**The Local Traffic Committee recommends that Council approves in Doncaster Avenue, Narellan, a broken (S1) centreline between Woodland Crescent and Queen Street.**

### ATTACHMENTS

1. Attachment 1 - Doncaster Avenue S1 marking





**Doncaster Avenue, Narellan - Proposed Broken Centreline**



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## LOCAL TRAFFIC COMMITTEE

LTC13

**SUBJECT: BARSDEN STREET, CAMDEN - KERB EXTENSION, NO STOPPING SIGNAGE AND MARKING AT INTERSECTION WITH BROUGHTON STREET**

**FROM:** Manager Traffic, Depot & Buiding Services

**TRIM #:** 19/111715

---

### PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for the installation of kerb extensions, No Stopping signage and edgeline marking at the Broughton Street / Barsden Street intersection.

### BACKGROUND

Council has successfully secured funding under the NSW Safer Roads Program to install kerb extensions at the intersection of Broughton Street and Barsden Street, Camden.

### MAIN REPORT

The NSW Government is providing funding for the construction of kerb extensions at the intersection of Broughton Street and Barsden Street, Camden, as part of the NSW Safer Roads Program. This program provides treatments to address locations where there are clusters of crashes on local and regional roads. The NSW Road Safety Strategy 2012-2021 aims to make NSW roads safer and reduce the risk, incidence and severity of all crashes on the road network.

A detailed proposal is shown in **Attachment 1**. This includes kerb extensions around the corners of the intersection with No Stopping restrictions and realigned edgelines. It is also proposed to move the existing Stop sign and linemarking forward by 2.2 metres to improve sight lines.

Adjacent owners and occupiers were consulted on this proposal. No responses were received.

### FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

The works are budgeted at \$55,000, funded by a grant from the NSW Safer Roads Program in the 2019/20 financial year, as approved by Council on 26 March 2019.

### CONCLUSION

Council is constructing kerb extensions and associated signage and marking at the Broughton Street / Barsden Street intersection to treat crashes at this intersection.

## **RECOMMENDED**

**The Local Traffic Committee recommends that Council approves on Barsden Street, Camden, kerb extensions, No Stopping restrictions (R5-400 signage), realigned edgelines (E5) and relocation of the Stop control (R1-1 sign and TF/TB1 linemarking) 2.2 metres at the intersection with Broughton Street.**

## ATTACHMENTS

1. Kerb extensions - Broughton Street / Barsden Street intersection, Camden



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## LOCAL TRAFFIC COMMITTEE

LTC14

**SUBJECT: BANDARA CIRCUIT, SPRING FARM - PARKING RESTRICTIONS AND CENTRELINES**

**FROM:** Manager Traffic, Depot & Buiding Services

**TRIM #:** 19/114320

---

### PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for the installation of centreline marking and No Stopping signs.

### BACKGROUND

Community concerns have been raised regarding motorists parking on a curve in Bandara Circuit, Spring Farm.

### MAIN REPORT

Bandara Circuit is a local road 7.8 metres wide with unrestricted parking on both sides. Occasional on-street parking is generated by the park north of the intersection with Abel Road. Due to the relatively narrow nature of the road and the sharp bend at the park access, double barrier lines are considered helpful to assist in managing traffic and ensure lines of sight are maintained. The double barrier lines would legally restrict parking on either side of the line due to the width of roadway. However, No Stopping signs are proposed to further reinforce the barrier lines and extending the restriction on the eastern side, south of the bend. Parking would still be afforded on the western side at this location.

Community consultation was undertaken with residents in the vicinity. Three responses were received in addition to the original customer query. One response supported the proposal and requested speed zone signage, which is not within the delegation of the Committee. Another requested a minor amendment to a sign location which has been accommodated. The third requested off-street parking to resolve the issue. The park is designated a Neighbourhood Park and has several accesses from the local precinct. The proposal will accommodate some on street parking adjacent to the park access on with western side of Bandara Circuit whilst still allowing two-way traffic next to any parked vehicles. As such, off street parking is not considered warranted.

### FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

It is proposed that the cost be funded from the RMS Block Grant (Traffic Facilities component) for the 2019/20 financial year at an approximate cost of \$1,800.

### CONCLUSION

Concerns have been raised regarding motorists parking vehicles on a curve creating road safety concerns and it is recommended that Committee supports barrier centrelines and parking restrictions to address the issue.

## **RECOMMENDED**

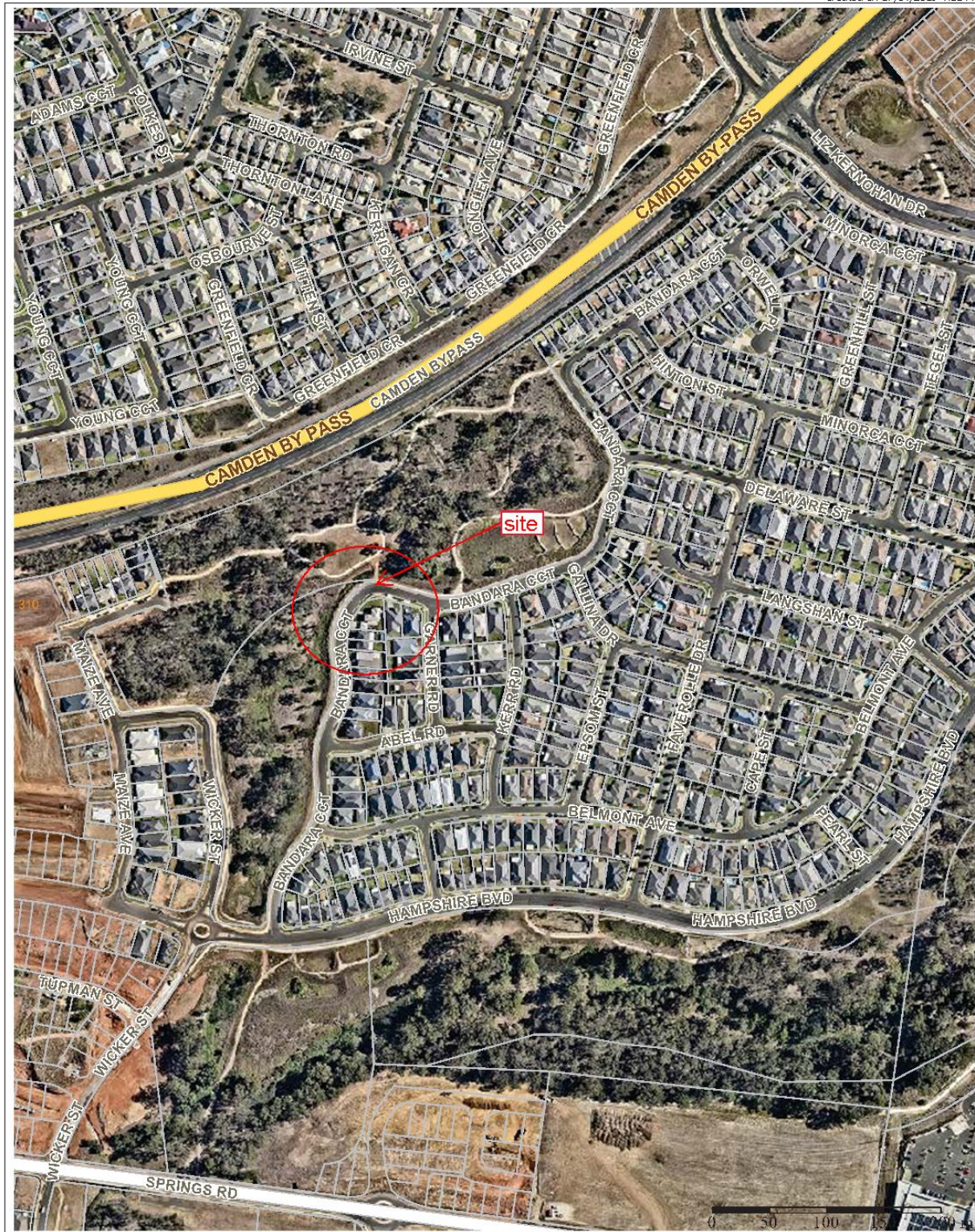
The Local Traffic Committee recommends that Council approves in Bandara Circuit, Spring Farm, in the vicinity of the curve north of Abel Road:

- i. **Double barrier (BB) lines for 25 metres;**
- ii. **No Stopping (R5-400 signage) restrictions for 56 metres on the south-eastern side; and**
- iii. **No Stopping (R5-400 signage) restrictions for 30 metres on the north-western side.**

## ATTACHMENTS

1. Attachment 1
2. Attachment 2

Created on 17/04/2019 4:11 PM



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**Subject Site**

Bandara Circuit, Spring Farm

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Bandara Circuit, Spring Farm

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# LOCAL TRAFFIC COMMITTEE

**LTC15**

**SUBJECT: LOCAL BEHAVIOURAL PROGRAMS**  
**FROM:** Manager Traffic, Depot & Buiding Services  
**TRIM #:** 19/100286

## 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 2018/2019 financial year.

## MAIN REPORT

<b>Project</b>	<b>Target Issue</b>	<b>Current Status</b>
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>	The CRSO continues to work with Camden Highway Patrol and the Camden Liquor Accord on coordinated approaches to reducing the incidence of drink driving. Information continues to be distributed to licensed premises in order to get the drink drive message across to the community. 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>	Program planning has been undertaken with all participating schools booked in as follows; <ul style="list-style-type: none"> <li>• Oran Park Anglican College – 23 September 2019;</li> <li>• Mount Annan High School – 25 September 2019;</li> <li>• Magdalene Catholic High School – 1 November;</li> <li>• Mount Annan Christian College – 3 September 2019; and</li> <li>• Elizabeth Macarthur High School – 15 October 2019</li> </ul>

<b>Project</b>	<b>Target Issue</b>	<b>Current Status</b>
School Safety Program	Vulnerable road users, pedestrians, road users around schools <i>Program designed to address road safety issues around schools, improve safety and education amongst road users, parents and students in school zones.</i>	The School Safety Program continues to work on identifying and improving traffic facilities and driver behaviour around schools. Other engineering and road safety issues have been investigated and actioned as they arise, and as appropriate. The CRSO, Rangers and Police target as many of the local primary schools as possible on a regular basis, with a particular focus in the beginning of the school year in order to assist new parents with the road and parking conditions around schools. Schools targeted so far this year include; Narellan Vale PS, Oran Park PS, Leppington PS, Spring Farm PS.
Slow Down	Speed <i>Raise awareness and reduce the incidence of speeding on local roads. Work with Camden LAC to further reduce the incidence of speeding.</i>	50km/hr Slow Down bus shelter advertisements are still in place at identified sites throughout the LGA where the 50 km/hr general urban speed limit applies. CRSO is continuing to work with Camden LAC Traffic Section and Camden Highway Patrol to address speed complaints from residents. CRSO continues to forward any resident speed or traffic complaints to Camden LAC Traffic Services and Highway Patrol for investigation as necessary.
Choose Right Buckle Right	Child Restraints <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>	The first event for 2019 was held on 7 March 2019, with over 45 child restraints fitted and/or checked. The next community event will be held on Thursday 6 June 2019. An extra fitting event is also being held as part of Council's National Families Week 2019 at Chellaston Reserve on 16 May 2019.
Graduated Licensing Scheme Workshops (GLS)	Parents and supervisors of learner drivers <i>Educational workshops for parents and supervisors of learner drivers, delivered to assist awareness and knowledge of the graduated licensing scheme.</i>	Planning for the next GLS session is currently underway. It is envisioned this will be held in partnership with Campbelltown City Council.
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 first Log Book Run event for 2019 was held on Sunday 3 March 2019. The next day event is scheduled to be held on Sunday 16 June, and the dusk event will be held on 9 May 2019.

<b>Project</b>	<b>Target Issue</b>	<b>Current Status</b>
Crime Prevention	General community safety related issues <i>Identify and introduce community safety and crime prevention programs and initiatives in the Camden LGA as appropriate.</i>	The CRSO continues to work on identifying and implementing community safety programs, audits and works as appropriate. The CRSO continues to work with the Camden Police Crime Prevention Officer to monitor and address community safety issues as they arise. Grant funding has been utilised for safety upgrade works at the Narellan Urban Forest, with the first stage of lighting now completed. From the beginning of 2019 the CRSO has presented to new Police Crime Prevention Officers at the Goulburn Police Academy 5 March 2019, on the best way to work with local government, undertaken Community Safety Inspections with the Crime Prevention Officer at Camden PAC, attended Camden Wollondilly Domestic Violence Committee meetings, attended the Police and Principals forum held by Camden Police and attended Community Safety Precinct meeting at Narellan Police Station.
Park Smart	Community safety, Steal from Motor Vehicle offences	This program will continue to target local shopping centre car parks, plus commuter car parks.
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>	The CRSO continues to work through the Camden Liquor Accord to implement and address community and road safety issues related to alcohol consumption. The Liquor Accord is progressing the "Ask for Angela" initiative, which assists patrons who may need help within the licensed premise. Council is providing funds towards this campaign.
Bike Safety Awareness Program	Bike safety <i>To promote safe cycling.</i>	A Bike Education Session for children is being run at Chellaston Reserve on 16 May 2019 through the Council's National Families Week 2019 program, in partnership with NSW Police.
Seniors Safety Morning Teas	Seniors 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>	The program has been rolled out to Gledswood Hills Probus on 3 April 2019. Future dates in 2019 are being worked on in partnership with Council's Community Project Officer – Seniors.

<b>Project</b>	<b>Target Issue</b>	<b>Current Status</b>
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 2019. Programming is underway with most schools booked for 2019.
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>	The PCYC Traffic Offenders Intervention Program (TOIP) continues to be held, with a presentation on “Low Risk Driving” delivered by the CRSO. PCYC TOIP runs bi-monthly on a Saturday.

### **FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS**

Program funding has been identified in 2018/2019 through Roads and Maritime Services grant funding with a contribution from Council. The Child Restraint Fitting and Bike Education Session is funded through Council’s National Families Week budget.

### **RECOMMENDED**

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

# LOCAL TRAFFIC COMMITTEE

**LTC16**

**SUBJECT: PERMANENT ITEMS**

**FROM:** Manager Traffic, Depot & Buiding Services

**TRIM #:** 19/100287

i. Bike Plan

Funding applications have been submitted for the 2019/20 program as follows:

Location	Project
Cawdor Road, Cawdor – Sheathers Lane to Camden High School	Design of shared path to school and land acquisition
Waterworth Drive, Mount Annan - Shared path	Design and construction of a shared path from Narellan Road to Mount Annan Leisure Centre
Camden Valley Way, Elderslie – Shared Path	Design and construction of a shared path through Herberts Hill Reserve

ii. Pedestrian Access Mobility Plan (PAMP)

Funding applications have been submitted for the 2019/20 program as follows:

Location	Project
Crookston Drive, Camden South	Design and construction of new pedestrian refuge near retirement village
The Hermitage Way, Gledswood Hills	Design and construction of new pedestrian refuge near park
South Circuit, Oran Park	Design and construction of new pedestrian refuge near retirement village
Higgins Avenue, Elderslie	Design and construction of new pedestrian refuge near school
Richardson Road, Spring Farm	Design and construction of new pedestrian refuges

The South Circuit facility

iii. Black Spot / Safer Roads

a. 2018/19 Financial year

Council has accepted funding under the Safer Roads Program in 2018/19 for:

- Welling Drive / Waterworth Drive / Henrietta Street roundabout upgrade – Construction is substantially complete.
- Catherine Field Road – shoulder enhancements – Design complete and construction commenced.

b. 2019/20 Financial year

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

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

iv. Major Road Works / Upcoming Events involving Public Roads

<b>Works / Event (Proponent)</b>	<b>Location</b>	<b>Program</b>
Bringelly Road Upgrade – Stages 1 and 2 (RMS)	Bringelly Road	Ongoing
The Northern Road Upgrade – Stages 1 and 2 (RMS)	The Northern Road	Stage 1 substantially complete. Stage 2 ongoing
Argyle Street – Town centre Upgrade – Stage 4	Hill Street to Elizabeth Street, Camden	September 2018 to June 2019
Greendale Road Reconstruction – Stage 3	From 500 metres west of The Northern Road, Bringelly	March to May 2019
Welling Drive / Waterworth Drive / Henrietta Street roundabout re-construction	Welling Drive / Waterworth Drive / Henrietta Street intersection, Narellan Vale	March to May 2019
Catherine Field Road – shoulder enhancements	In the vicinity of Chisholm Road and Heatherfield Close, Catherine Field	March to May 2019
John Street / Mitchell Street Intersection Upgrade	John Street / Mitchell Street, Camden	March to May 2019

**RECOMMENDED**

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

# LOCAL TRAFFIC COMMITTEE

**LTC17**

**SUBJECT: DERBYSHIRE ROAD, SPRING FARM - SIGNAGE, LINEMARKING AND DEVICES ASSOCIATED WITH THE DEVELOPMENT OF SPRING FARM, STAGE 4**

**FROM:** Manager Traffic, Depot & Buiding Services

**TRIM #:** 19/84785

**ELECTRONIC MEETING ITEM DATE: 10 December 2018**

**PURPOSE OF REPORT**

To document approval previously provided by the Local Traffic Committee through an Electronic Meeting for signage and linemarking plans associated with the development of Spring Farm, Stage 4.

**MAIN REPORT**

Signage and linemarking plans have been received by Council for the construction of new roads for the development of Gregory Hills, Stage 13A and 17A. The locations are highlighted on **Attachment 1**. This is related to development application number DA/2017/1286.

The Engineering Drawing No. 210153-13A&17A-CC651, Rev.4 and 210153-13A&17A-CC652, Rev.04 prepared by Cardno consulting provide details of the proposed signage and line marking (**Attachments 2**). The plans are considered to be in accordance with Austroads, Australian Standards and RMS supplements for the placement of regulatory signage and linemarking and it is recommended that LTC supports the proposed measures.

<b>Electronic Meeting Reference</b>	<b>Agreed recommendation of the Local Traffic Committee</b>
<b>2019/01</b>	<p><b>The Local Traffic Committee recommends that Council approves the regulatory signs, linemarking and devices, on and in the vicinity of Derbyshire Road, associated with the development of Spring Farm, Stage 4 as shown on the Engineering Drawing No. 300177927.04.CC801, Rev.B and 300177927.04.CC802, Rev.C subject to:</b></p> <ul style="list-style-type: none"> <li><b>i. the installation being completed by the applicant at its cost;</b></li> <li><b>ii. all signage being sign size A; and</b></li> <li><b>iii. street lighting levels for devices being in accordance with Australian Standard AS/NZS 1158, subject to further Council approval of the lighting design.</b></li> </ul>

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 Derbyshire Road, Spring Farm – Signage, Linemarking and Devices associated with the Development of Spring Farm, Stage 4.**

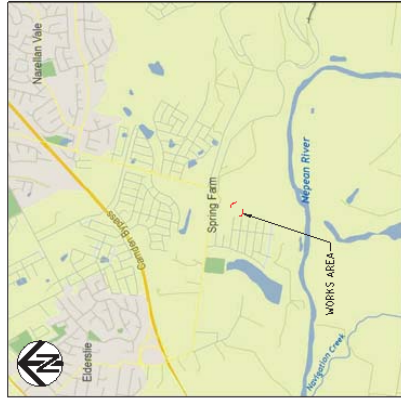
### ATTACHMENTS

1. Site location - Derby Shire Road, Spring Farm
2. Signage and linemarking plans - Derby Shire Road, Spring Farm



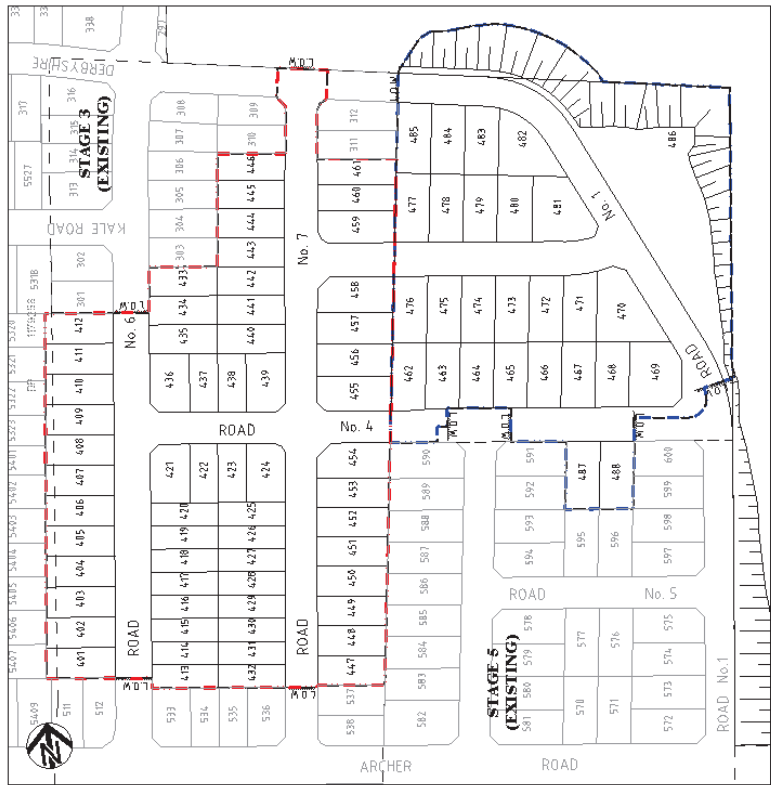


# PROPOSED SUBDIVISION STAGE 4 - AVJENNINGS SPRING FARM CONSTRUCTION CERTIFICATE



LOCALITY PLAN  
SCALE 1:5

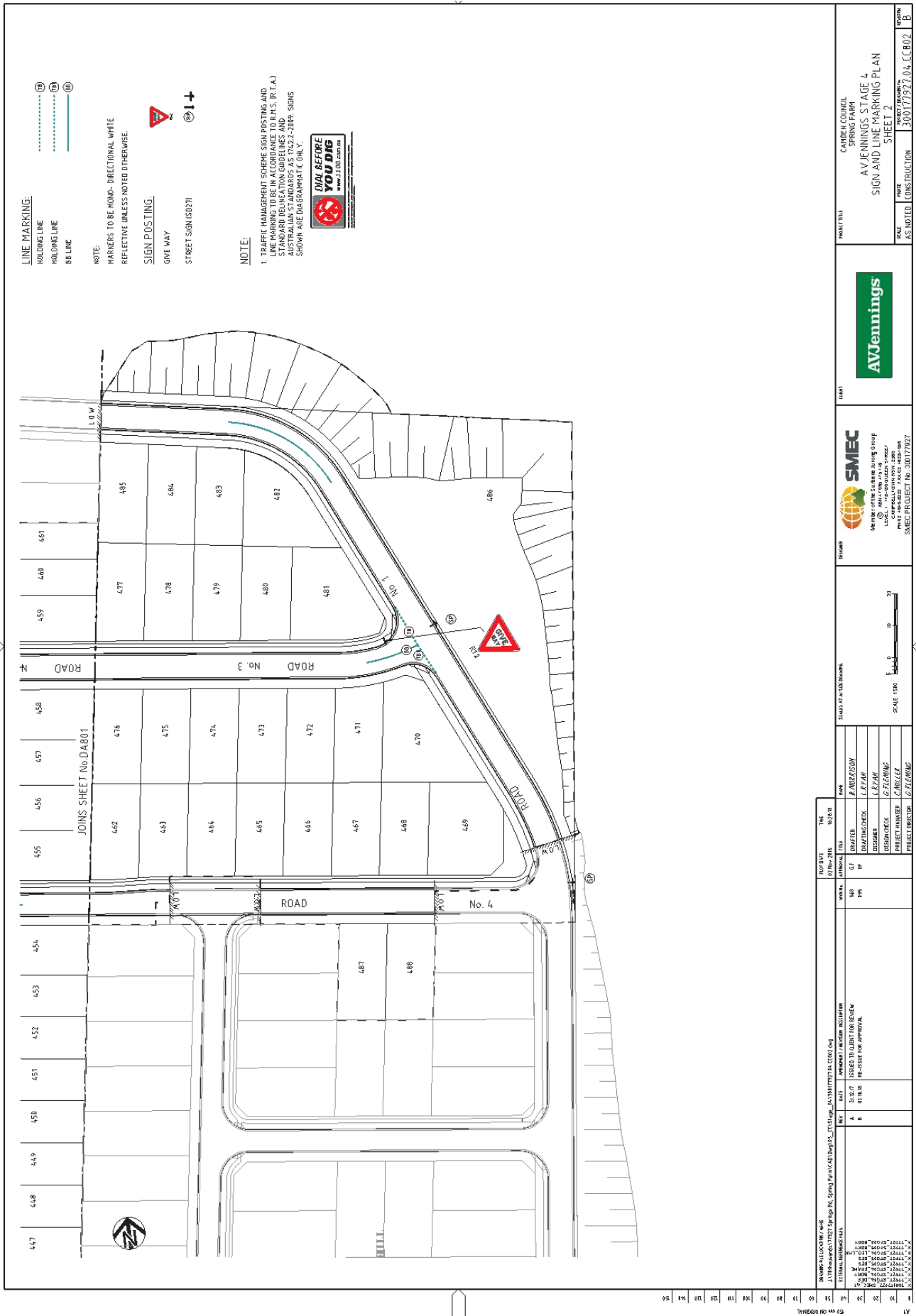
- LEGEND**
- STAGE 4A - 401 - 461
  - STAGE 4B - 462 - 488
  - PROPOSED LOTS
  - EXISTING LOTS
  - STAGE BOUNDARY
  - EXISTING CADASTRAL BOUNDARY



SITE PLAN  
SCALE 1:1000

PROJECT TITLE DA 224-1/2017 CAMDEN COUNCIL SPRING FARM AVJENNINGS STAGE 4 COVER SHEET SITE PLAN & LOCALITY PLAN		SCALE AS NOTED WORK CONSTRUCTION PROJECT NUMBER 300177927.04.CC001		CLIENT 		DESIGNER Member of the Surbana Jurong Group Level 11, 111 Robinson Road Singapore 068973 P.O. Box 12222 Singapore 112122 SMC PROJECT NO. 300177927	
DRAWN BY G.F.	CHECKED BY J. ANDERSON	DATE 01/11/19	TITLE SITE PLAN	SCALE 1:1000	PROJECT MANAGER G. WILKIE	PROJECT DIRECTOR G. FLEMING	SHEET NO. 11
DATE 01/11/19	ACTION ISSUED TO CLIENT FOR REVIEW REQUESTER FOR APPROVAL	WORKS 600 600	APPROVAL IP	NAME G. FLEMING L. BLAIR G. FLEMING	PROJECT MANAGER G. WILKIE	PROJECT DIRECTOR G. FLEMING	SHEET NO. 11





**PROJECT TITLE**  
CARMEN COUNCIL  
SPRING FARM  
AVJENNINGS STAGE 4  
SIGN AND LINE MARKING PLAN  
SHEET 2

**SCALE**  
AS NOTED

**PROJECT NUMBER**  
300177927.04.CC802

**STATION**  
B

Member of the Suncorp Group  
LLOYD'S, 110-120 WALKER STREET  
SYDNEY NSW 2000  
PHONE: 02 9252 1234  
FAX: 02 9252 1235  
SMC PROJECT NO. 300177927

NO.	DATE	DESCRIPTION
A	21/07/19	ISSUED TO CLIENT FOR REVIEW
B	01/11/19	RESUBMIT FOR APPROVAL

NO.	DATE	NAME
01	01/11/19	J. ARADATSON
02	01/11/19	L. BLAIR
03	01/11/19	G. FLEMING
04	01/11/19	C. MILLER
05	01/11/19	G. FLEMING

NO.	DATE	TIME
01	01/11/19	14:30

# LOCAL TRAFFIC COMMITTEE

**LTC18**

**SUBJECT: EMERALD HILLS STAGE 7-8 - SIGNAGE, LINEMARKING AND DEVICES ASSOCIATED WITH THE DEVELOPMENT OF EMERALD HILLS ESTATE, STAGE 7-8**

**FROM:** Manager Traffic, Depot & Buiding Services

**TRIM #:** 19/84855

**ELECTRONIC MEETING ITEM DATE: 11 December 2018**

**PURPOSE OF REPORT**

To document approval previously provided by the Local Traffic Committee through an Electronic Meeting for signage and linemarking plans associated with the development of Emerald Hills Estate, Stage 7-8.

**MAIN REPORT**

Signage and linemarking plans have been received by Council for the construction of new roads associated with the development of Emerald Hills, Stage 7-8. The locations are highlighted on **Attachment 1**. This is related to development application number DA/2017/1275/1.

The Engineering Drawing No. NA50613004-032-CI-CC-7601, Rev.3, NA50613004-032-CI-CC-7602, Rev. 3 and NA50613004-032-CI-CC-7603, Rev.4 prepared by Cardno Consulting provide details of the proposed signage and linemarking (**Attachments 2**). The plans are considered to be in accordance with Austroads, Australian Standards and RMS supplements for the placement of regulatory signage and linemarking subject to a supplementary plate saying "AUTHORISED VEHICLES EXCEPTED" being placed under proposed No Parking signs on Road No. 55.

<b>Electronic Meeting Reference</b>	<b>Agreed recommendation of the Local Traffic Committee</b>
2019/02	<p><b>The Local Traffic Committee recommends that Council approves the regulatory signs, linemarking and devices associated with the development of Emerald Hills, Stage 7-8, as shown on the Engineering Drawing No. NA50613004-032-CI-CC-7601, Rev.3, NA50613004-032-CI-CC-7602, Rev. 3 and NA50613004-032-CI-CC-7603, Rev.4 subject to:</b></p> <ul style="list-style-type: none"> <li><b>i. supplementary plate "AUTHORISED VEHICLES EXCEPTED" being placed under the proposed No Parking signs on Road No.55;</b></li> <li><b>ii. the installation being completed by the applicant at its cost;</b></li> <li><b>iii. all signage being sign size A; and</b></li> <li><b>iv. street lighting levels for devices being in accordance with Australian Standard AS/NZS 1158, subject to further Council approval of the lighting design.</b></li> </ul>

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 Emerald Hills Stage 7-8 – Signage, Linemarking and Devices associated with the development of Emerald Hills Estate, Stage 7-8.**

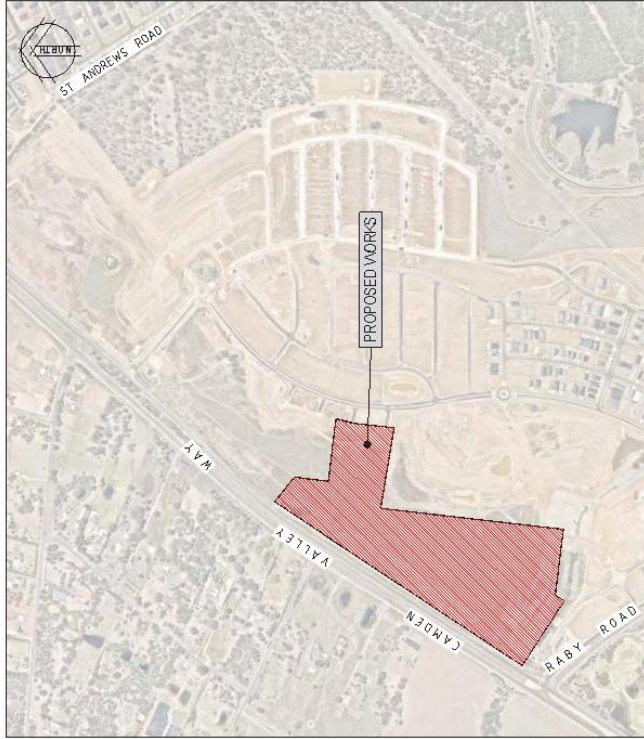
ATTACHMENTS

1. Site Location - Emerald Hills Stage 7-8
2. Signage and linemarking plans - Emerald Hills Stage 7-8

**Cardno**  
 Shaping the Future  
 Cardno (NSW/ACT) Pty Ltd | ABN 95 001 145 036  
 Level 9, The Forum, 203 Pacific Highway  
 St Leonards, NSW 2066  
 Tel: 02 9436 7100 Fax: 02 9439 4170  
 Web: www.cardno.com.au

MACARTHUR DEVELOPMENTS

**EMERALD HILLS ESTATE  
 STAGE 7 & 8 CIVIL WORKS  
 CONSTRUCTION CERTIFICATE  
 DA CONSENT NUMBER DA 2017/1275/1  
 TITLE SHEET**



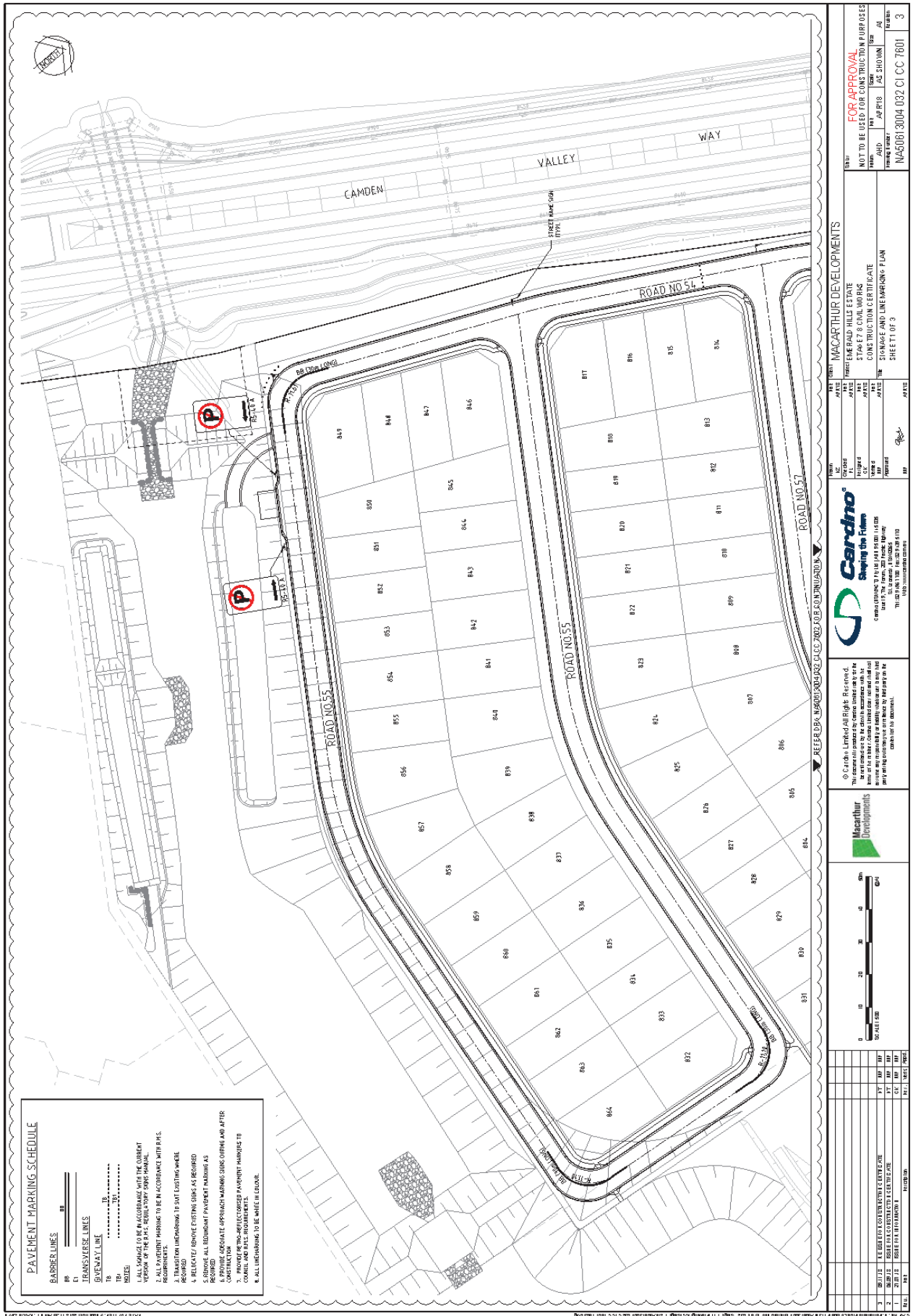
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9	20/01/2017	AS	FOR APPROVAL
10	20/01/2017	AS	FOR APPROVAL

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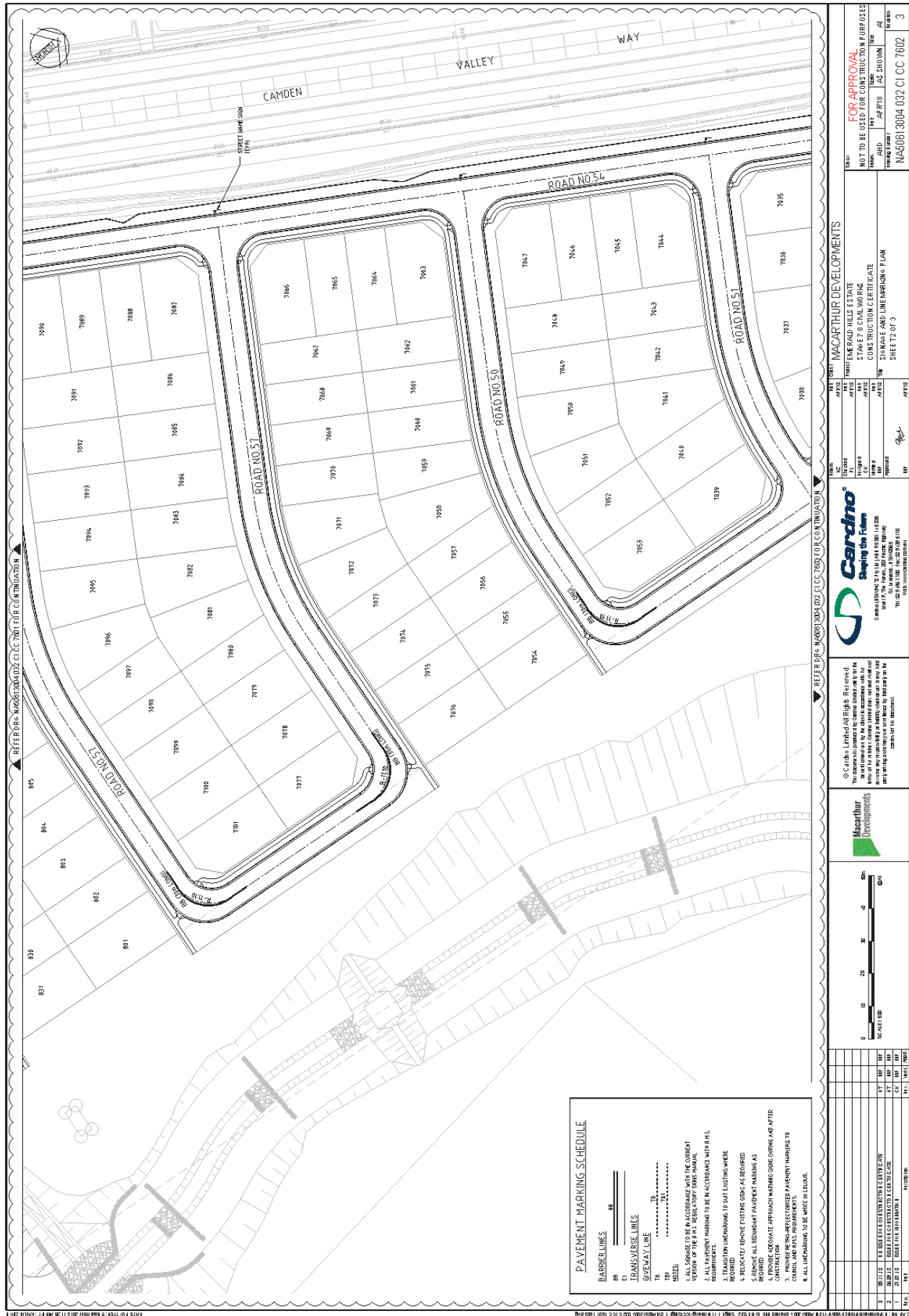


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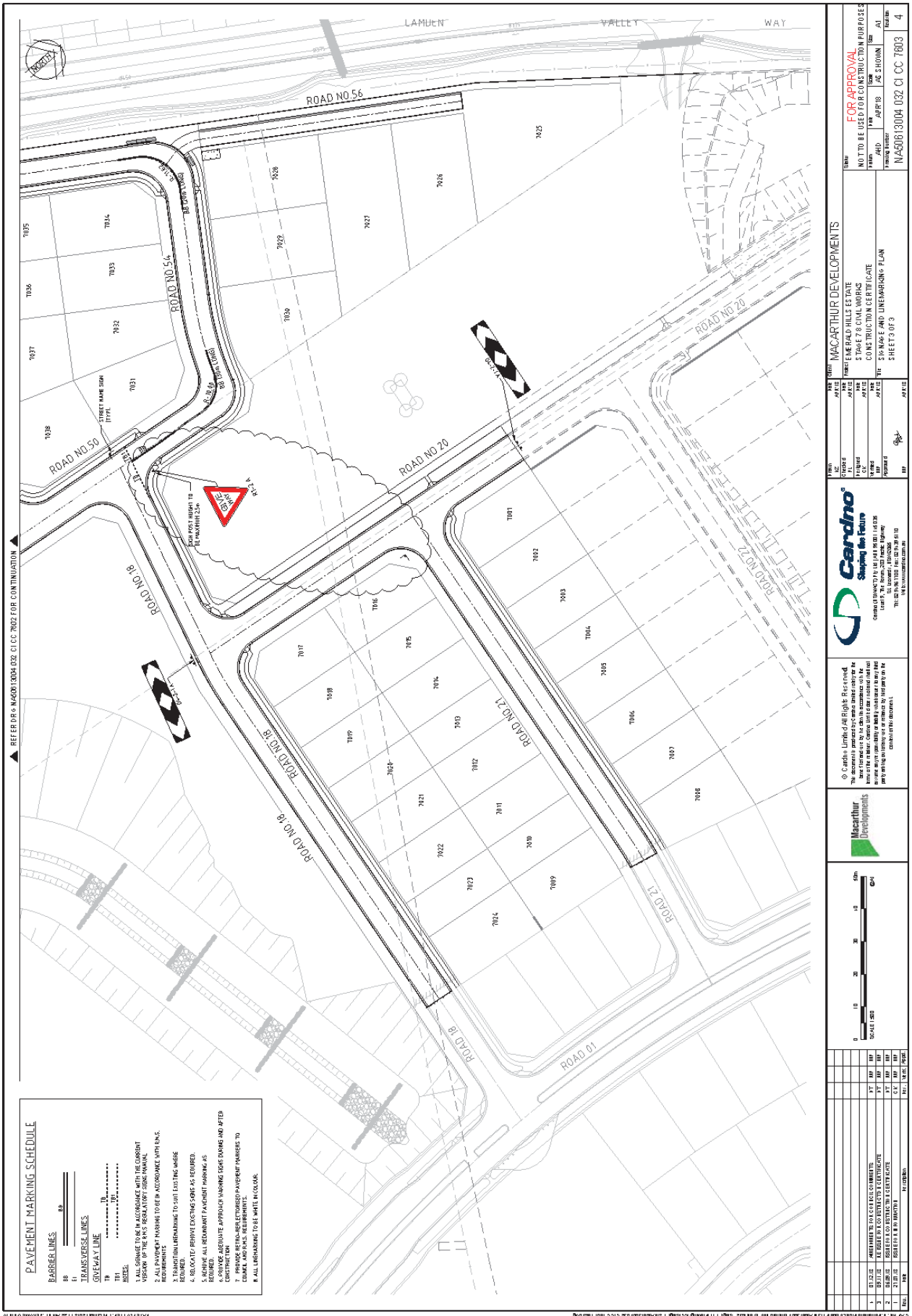


<p>Cardno Shaping the Future</p> <p>Consulting Engineers and Surveyors          100/102 The Arcade, Adelaide SA 5000          Tel: 08 8232 4000 Fax: 08 8232 4001          www.cardno.com.au</p>		<p>Macarthur Developments</p>		<p>© Cardno Limited All Rights Reserved          This document is issued as a contract document and is the          property of Cardno Limited. It is not to be used for any          other purpose without the written consent of Cardno          Limited. All rights reserved.</p>	
<p>PROJECT: EMERALD HILLS STAGE 7 &amp; 8          CLIENT: MACARTHUR DEVELOPMENTS          DRAWING NO: 19/01/001          DATE: 19/01/2019</p>		<p>FOR APPROVAL          NOT TO BE USED FOR CONSTRUCTION PURPOSES          DRAWN BY: JAC SHOWN          CHECKED BY: JAC SHOWN          PROJECT NO: NA50613004 032 CI CC 7801          SHEET 3 OF 3</p>			



<p>Cardno Shaping the Future</p> <p>COMPANY REGD TO THE STATES OF SOUTH AUSTRALIA 1000 RICHMOND ROAD, RICHMOND, SA 5031 TEL: 08 8374 1100 FAX: 08 8374 1110 WWW.CARDNO.COM.AU</p>		<p>MacArthur Developments</p>		<p>© Cardno. Locked and Sealed. Restricted. This document contains confidential information and is intended only for the use of the person or persons named in the cover sheet. It is not to be distributed, copied, reproduced, stored in a retrieval system, or used in any way without the prior written consent of Cardno. If you are not the named addressee, you should not disseminate, distribute or copy this document. Please notify the sender immediately if you have received this document by mistake and delete this document from your system. If you have received this document by mistake please notify the sender immediately by email if you can. Please refer to the sender's address for contact details.</p>	
<p>FOR APPROVAL</p> <p>NOT TO BE USED FOR CONSTRUCTION PURPOSES</p> <p>DATE: 14/06/2019</p> <p>SCALE: AS SHOWN</p> <p>PROJECT: STAGE 7 &amp; 8 CIVIL WORKS CONSTRUCTION CERTIFICATE</p> <p>PROJECT NO: N450813004 032 CI CC 7802</p> <p>SHEET 2 OF 3</p>	<p>DATE: 14/06/2019</p> <p>SCALE: AS SHOWN</p> <p>PROJECT: STAGE 7 &amp; 8 CIVIL WORKS CONSTRUCTION CERTIFICATE</p> <p>PROJECT NO: N450813004 032 CI CC 7802</p> <p>SHEET 2 OF 3</p>	<p>DATE: 14/06/2019</p> <p>SCALE: AS SHOWN</p> <p>PROJECT: STAGE 7 &amp; 8 CIVIL WORKS CONSTRUCTION CERTIFICATE</p> <p>PROJECT NO: N450813004 032 CI CC 7802</p> <p>SHEET 2 OF 3</p>	<p>DATE: 14/06/2019</p> <p>SCALE: AS SHOWN</p> <p>PROJECT: STAGE 7 &amp; 8 CIVIL WORKS CONSTRUCTION CERTIFICATE</p> <p>PROJECT NO: N450813004 032 CI CC 7802</p> <p>SHEET 2 OF 3</p>		





<p><b>FOR APPROVAL</b>                  NOT TO BE USED FOR CONSTRUCTION PURPOSES                  DATE: APR 18 2019                  TIME: 10:30 AM                  DRAWING NUMBER: NA50613004_032 CI CC 7803</p>	
<p><b>MACARTHUR DEVELOPMENTS</b>                  1000 LAMUN VALLEY WAY                  STONE MOUNTAIN, QLD 4058                  PHONE: 07 5500 1111                  FAX: 07 5500 1112                  WEBSITE: www.macarthurdevelopments.com.au</p>	
<p><b>Cardno</b>                  Staying the Future                  CONSULTANTS                  1000 LAMUN VALLEY WAY                  STONE MOUNTAIN, QLD 4058                  PHONE: 07 5500 1111                  FAX: 07 5500 1112                  WEBSITE: www.cardno.com.au</p>	
<p><b>Macarthur Developments</b></p>	
<p>Scale: 1:500                  0 10 20 30 40 50m</p>	
<p>Project Name: EMERALD HILLS STAGE 7-8                  Drawing Title: SIGNAGE AND LINEMARKING PLAN                  Drawing Number: NA50613004_032 CI CC 7803                  Date: 18 APR 2019                  Author: [Name]                  Checker: [Name]                  Approver: [Name]</p>	

## LOCAL TRAFFIC COMMITTEE

LTC19

**SUBJECT: SOUTH CIRCUIT, ORAN PARK - CONSTRUCTION OF A MEDIAN ISLAND ASSOCIATED WITH THE DEVELOPMENT OF A CHILDCARE CENTRE**

**FROM:** Manager Traffic, Depot & Buiding Services

**TRIM #:** 19/84966

**ELECTRONIC MEETING ITEM DATE: 11 December 2018**

### PURPOSE OF REPORT

To document approval previously provided by the Local Traffic Committee through an Electronic Meeting for signage and linemarking plans for the construction of a median island associated with the development of a childcare centre at 34 Milton Circuit.

### MAIN REPORT

A signage and linemarking plan has been received by Council for the construction of a median island on South Circuit, Oran Park associated with the construction of Childcare Centre at 34 Milton Circuit. The locations are highlighted on **Attachment 1**. This is related to development application number DA/2017/2048/1. A median is proposed to restrict turning movements to left-in/ left-out. This is to maintain safety and traffic flow.

The Engineering Drawing No.C11.01, dated September 2018 prepared by EngineeringStudio Civil & Structural provide details of the proposed signage and linemarking (**Attachment 2**). The plans are considered to be in accordance with Austroads, Australian Standards and RMS supplements for the placement of regulatory signage and linemarking and it is recommended that LTC supports the proposed measures.

<b>Electronic Meeting Reference</b>	<b>Agreed recommendation of the Local Traffic Committee</b>
<b>2019/03</b>	<b>The Local Traffic Committee recommends that Council approves the regulatory signs and linemarking associated with the construction of a median island on South Circuit, Oran Park associated with the construction of a Childcare Centre at 34 Milton Circuit, as shown on the Engineering Drawing No. C11.01, dated September 2018 subject to:</b>  <b>i. the installation being completed by the applicant at its cost; and</b> <b>ii. street lighting levels for devices being in accordance with Australian Standard AS/NZS 1158, subject to further Council approval of the lighting design.</b>

This recommendation was supported unanimously by the four voting members.

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

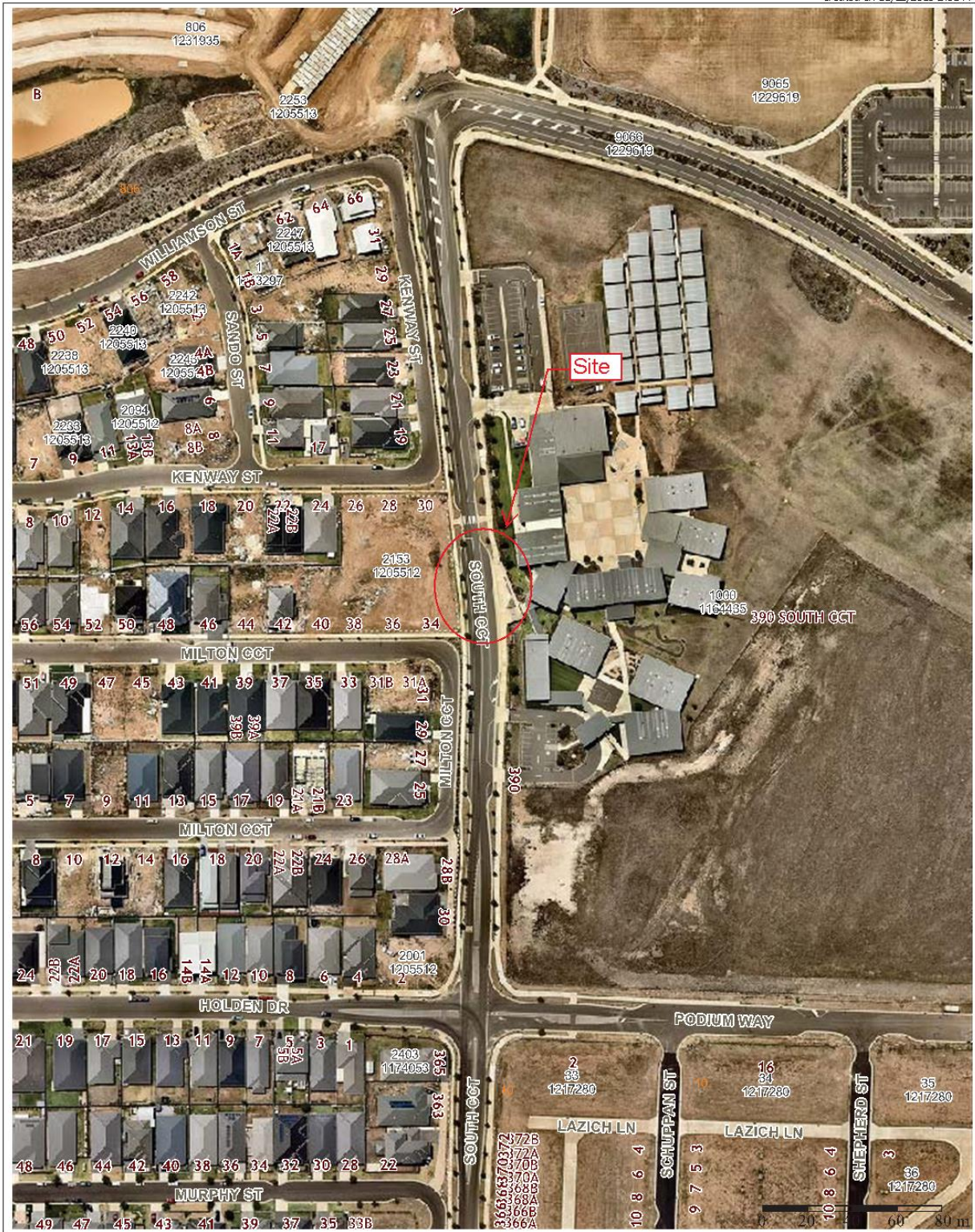
**RECOMMENDED**

**That Council receives and notes the report on South Circuit, Oran Park – construction of a median island associated with the development of a childcare centre.**

ATTACHMENTS

1. Site Location - South Circuit, Oran Park
2. Signage and linemarking plan - South Circuit, Oran Park

Created on 11/12/2018 2:31 PM



Camden Council  
 70 Central Ave  
 ORAN PARK NSW 2570  
 Telephone: 02 4654 7777  
 Fax: 02 4654 7829  
 Email: [mail@camden.nsw.gov.au](mailto:mail@camden.nsw.gov.au)

Subject Site

Map Scale: 1:2257  
 Projection: GDA94 / MGA zone 56  
 Date: 11/12/2018 2:31 PM



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



# LOCAL TRAFFIC COMMITTEE

**LTC20**

**SUBJECT: BARGWANNA LANE, ORAN PARK - SIGNAGE, LINEMARKING AND DEVICES ASSOCIATED WITH THE DEVELOPMENT OF ORAN PARK TRANCHE 7, STAGE 3**

**FROM:** Manager Traffic, Depot & Buiding Services

**TRIM #:** 19/85233

**ELECTRONIC MEETING ITEM DATE: 17 December 2018**

**PURPOSE OF REPORT**

To document approval previously provided by the Local Traffic Committee through an Electronic Meeting for signage and linemarking plans associated with the development of Oran Park Tranche 7, Stage 3.

**MAIN REPORT**

A signage and linemarking plan has been received by Council for the construction of new roads associated with the development of Oran Park, Tranche 7, Stage 3. The locations are highlighted on **Attachment 1**. This is related to development application number DA/2015/746/1.

No Stopping restrictions are proposed to restrict parking due to the narrowness of these laneways. This is to maintain safety and traffic flow.

The Engineering Drawing No. 318120\_02B\_TP01 prepared by Geolyse provide details of the proposed signage and linemarking (**Attachment 2**). The plan is considered to be in accordance with Austroads, Australian Standards and RMS supplements for the placement of regulatory signage and line marking and it is recommended that LTC supports the proposed measures.

<b>Electronic Meeting Reference</b>	<b>Agreed recommendation of the Local Traffic Committee</b>
2019/04	<p><b>The Local Traffic Committee recommends that Council approves, on and in the vicinity of Bargwananna Lane, Oran Park, the regulatory signs and linemarking associated with the development of Oran Park, Tranche 7, Stage 3, as shown on the Engineering Drawing No. 318120_02B_TP01 subject to:</b></p> <ul style="list-style-type: none"> <li><b>i. the installation being completed by the applicant at its cost;</b></li> <li><b>ii. the installation being completed by the applicant at its cost;</b></li> <li><b>and</b></li> <li><b>iii. street lighting levels for intersections being in accordance with Australian Standard AS/NZS 1158, subject to further Council approval of the lighting design.</b></li> </ul>

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 Bargwana Lane, Oran Park – Signage, Linemarking and Devices associated with the development of Oran Park Tranche 7, Stage 3.**

ATTACHMENTS

1. Site Location - Bargwana Lane, Oran Park
2. Signage and linemarking plan - Bargwana Lane, Oran Park







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## LOCAL TRAFFIC COMMITTEE

LTC21

**SUBJECT: JOHN STREET, CAMDEN - TEMPORARY CLOSURE OF JOHN STREET, CAMDEN BETWEEN ARGYLE STREET AND MITCHELL STREET**

**FROM:** Manager Traffic, Depot & Buiding Services

**TRIM #:** 19/85309

---

**ELECTRONIC MEETING ITEM DATE: 2 January 2019**

### PURPOSE OF REPORT

To document approval previously provided by the Local Traffic Committee through an Electronic Meeting for the temporary closure of John Street, Camden between Argyle Street and Mitchell Street for a police funeral on 4 January 2019.

### MAIN REPORT

John Street between Argyle Street and Mitchell Street will be closed on Friday, 4 January 2019 from 11am to 1.30pm to facilitate a large police funeral.

Bus access will be maintained at all times during the closure. The closure will be manned by the Police at all times to allow buses to move through the road closure. The exit from the carpark off Larkin Lane will also remain open to allow vehicles to turn left out of Larkin Lane and onto John Street into the surrounding road network.

The attached Traffic Management Plan provides details of the closure.

<b>Electronic Meeting Reference</b>	<b>Agreed recommendation of the Local Traffic Committee</b>
2019/05	The Local Traffic Committee recommends that Council approves the temporary closure of John Street, Camden between Argyle Street and Mitchell Street on Friday, 4 January 2019 from 11am – 1.30pm to facilitate a police funeral.

This recommendation was supported unanimously by the four voting members.

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

### RECOMMENDED

**That Council receives and notes the report on John Street, Camden -Temporary Closure of John Street, Camden between Argyle Street and Mitchell Street.**

### ATTACHMENTS

1. Temporary closure map - John Street, Camden
2. Traffic Management Plan - John Street, Camden



## **Traffic Management Plan for Closure of John Street, Camden**

### **A. Description or detailed plan of proposed measures.**

It is proposed to close John Street, Camden between Argyle Street and Mitchell Street northbound and Mitchell Street and Larkin Lane southbound. The closure is required for a very large police funeral on Friday 4<sup>th</sup> January 2019 between 11am until 1.30pm. A large number of guests are expected and to accommodate the official party, cycle escorts, mounted Police and other dignitaries the road is required to be closed.

### **B. Identification and assessment of impact of proposed measures.**

John Street will be closed by using barriers at the intersections of Mitchell Street and Larkin Lane. These closures will be manned by Police Officers at all times to allow buses to move through the road closure on the opposite carriageway and allow any vehicles still parked on John Street to exit.

Pedestrians and buses will still be able to access John Street. The exit from the carpark off Larkin Lane will also remain open to allow vehicles to turn left out of Larkin Lane and onto John Street into the surrounding road network.

### **C. Measures to ameliorate the impact of re-assigned traffic**

The proposed detour for vehicles wishing to travel northbound along John Street will be to continue along Argyle Street and either left onto Elizabeth Street or Edward Street. Those vehicles wishing to travel southbound along John Street will have the option to turn left from Mitchell Street into Elizabeth Avenue or left into Oxley Street and then filter through the road network.

The capacity of the surrounding road network is adequate to accommodate the additional traffic without significant delays to motorists.

The closure of the southbound carriageway of John Street to Larkin Place will still allow vehicles to travel from the carpark off Larkin lane onto John Street and then left onto Argyle Street. This will reduce the congestion in the carpark off Larkin lane.

### **D. Assessment of public transport services affected.**

Bus access will be maintained at all times during the closure. The bus zone located on John Street will still be accessible to both pedestrians and buses to minimise disruption to bus patrons.

### **E. Details of provision made for emergency vehicles, heavy vehicles, cyclists and pedestrians**

Access for emergency vehicles, buses and pedestrians will be maintained throughout the closure.

### **F. Assessment of effect of proposed measures on traffic movements in adjoining areas**

Traffic movements outside of Camden will remain unaffected during the event.

**G. Assessment of effect of proposed measures on traffic movements in adjoining Council areas.**

The proposed road closure will not impact any adjoining Council areas.

**H. Public consultation process**

The bus companies have all been informed about the closure and advised that access for buses including bus stops will remain available during the event.

All affected businesses, including the schools in John Street will also be informed prior to the event commencing about the changed traffic conditions. See attached Notification.

*INFORMATION RESTRICTED*

2

## ANNEXURE B

31/12/18

**TO THE BUSINESS OWNER / MANAGER**

**RE: ROAD CLOSURES – FRIDAY 4<sup>TH</sup> January 2019**

Dear Sir / Madam,

Council wishes to advise you that due to a large Police funeral, there will be some road closures in Camden on Friday 4<sup>th</sup> January 2019 that may affect your business.

The funeral will be held at St Paul's Catholic Church, located in John Street Camden at 11am..

John Street will be closed from Mitchell Street to Argyle Street, Camden from 11.45am until approximately 12.30pm. All traffic management will be handled by NSW Police.

Please note, this is **NOT** a Camden Council event. If you have any queries please contact Camden Police on 02 4632 4499.

***INFORMATION RESTRICTED***

3



## LOCAL TRAFFIC COMMITTEE

LTC22

**SUBJECT: DONOVAN BOULEVARD, GREGORY HILLS - SIGNAGE, LINEMARKING AND DEVICES ASSOCIATED WITH THE SUBDIVISION OF GREGORY HILLS STAGE 13**

**FROM:** Manager Traffic, Depot & Buiding Services

**TRIM #:** 19/85478

**ELECTRONIC MEETING ITEM DATE: 10 January 2019**

### PURPOSE OF REPORT

To document approval previously provided by the Local Traffic Committee through an Electronic Meeting for signage and linemarking plans associated with the subdivision of Gregory Hills Stage 13.

### MAIN REPORT

In July 2018, the Local Traffic Committee gave concurrence for signage and linemarking associated with the subdivision of Gregory Hills, Stage 13. This is related to development application number DA/2017/1319/1. The locations are highlighted on **Attachment 1**.

The Applicant has recently resubmitted a revised signage and linemarking plan to include C1 marking and No Stopping signage at Audley Circuit, at its intersection with Donovan Boulevard. **Attachment 2** shows the details of the proposed amendments. The proposed amendments are considered to be in accordance with Austroads, Australian Standards and RMS supplements for the placement of regulatory signage and line marking and it is recommended that LTC supports the proposed measures.

<b>Electronic Meeting Reference</b>	<b>Agreed recommendation of the Local Traffic Committee</b>
<b>2019/06</b>	<b>The Local Traffic Committee recommends that Council approves, on Donovan Boulevard, Gregory Hills, the regulatory signs and line marking associated with the development of Gregory Hills as shown on the Engineering Drawing No. 210153-13-OS-CC651, Rev.4 subject to:</b>  <b>i. the installation being completed by the applicant at its cost;</b> <b>ii. all signage being sign size A;</b> <b>iii. street lighting levels for devices being in accordance with Australian Standard AS/NZS 1158, subject to further Council approval of the lighting design.</b>

This recommendation was supported unanimously by the four voting members.

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

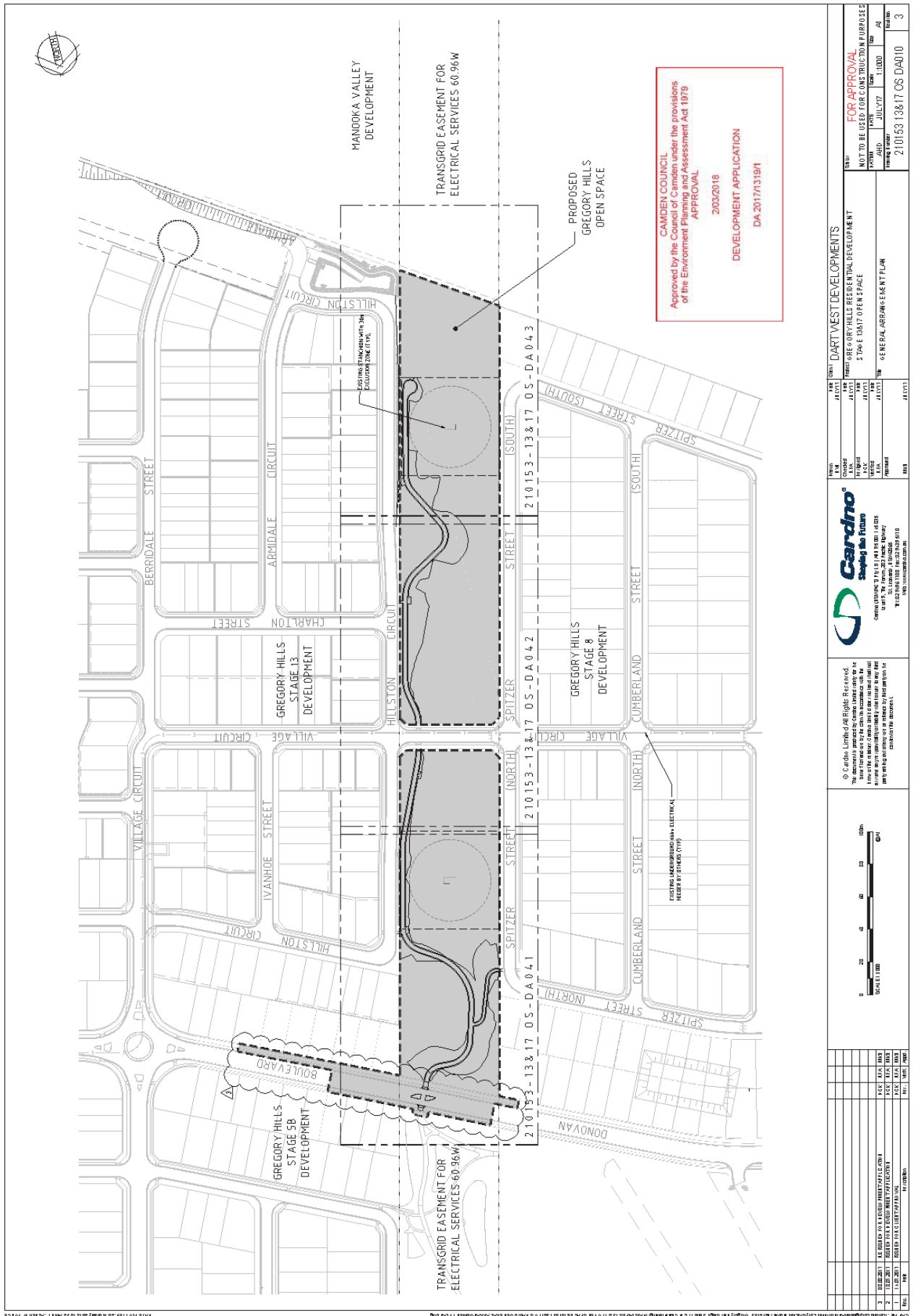
## **RECOMMENDED**

**That Council receives and notes the report on Donovan Boulevard, Gregory Hills – Signage, Linemarking and Devices associated with the subdivision of Gregory Hills Stage 13.**

### ATTACHMENTS

1. Site Location - Donovan Boulevard, Gregory Hills
2. Signage and Linemarking Plan - Donovan Boulevard, Gregory Hills

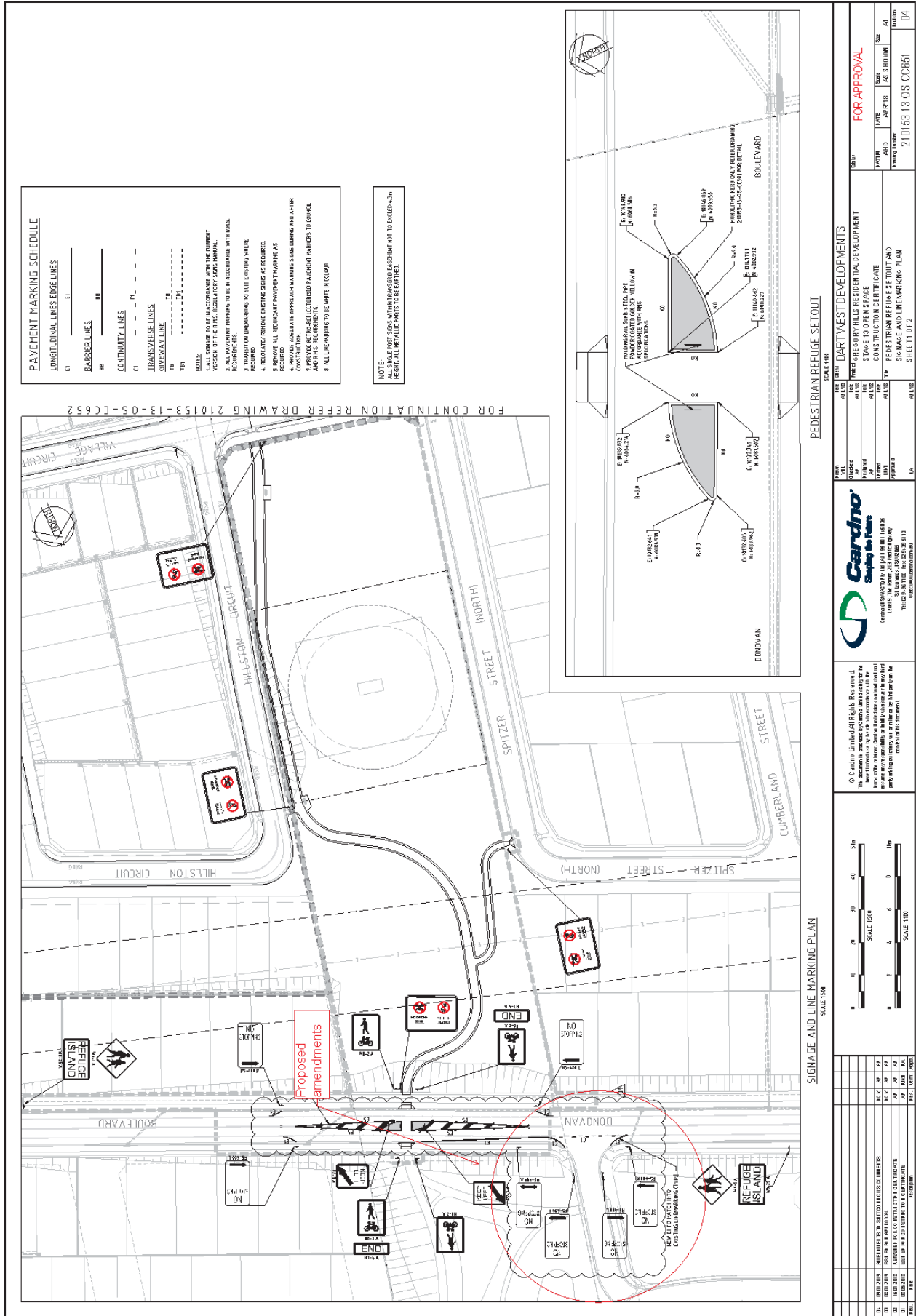




NO.	DATE	DESCRIPTION	BY	FOR
3	02/02/2017	APPROVED TO A L3000 (MATERIAL) DEVELOPMENT	DA/DA	DA/DA
2	12/09/2017	APPROVED TO A L3000 (MATERIAL) DEVELOPMENT	DA/DA	DA/DA
1	17/07/2017	APPROVED TO A L3000 (MATERIAL) DEVELOPMENT	DA/DA	DA/DA

<p><b>Cardno</b> Supply &amp; Fit</p> <p>CONSULTING &amp; PROJECT MANAGEMENT 100-102, Lonsdale Street, Melbourne, Victoria 3000 Tel: (03) 9412 3200 www.cardno.com.au</p>		<p><b>FOR APPROVAL</b> NOT TO BE USED FOR CONSTRUCTION PURPOSES</p> <p>DATE: 20/03/2018</p> <p>TIME: 1:00 PM</p> <p>21015313&amp;17 OS DA010</p>
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**PAVEMENT MARKING SCHEDULE**

**LONGITUDINAL LINES EDGE LINES**

E1 ———— II ————

**BARBER LINES**

BB ———— III ————

**CONTINUITY LINES**

C1 ———— IV ————

**TRANSVERSE LINES**

**SEWEMAY LINES**

TS ———— V ————

**NOTE:**

1. ALL SIGNAGE TO BE IN ACCORDANCE WITH THE CURRENT AUSTRALIAN STANDARDS.
2. ALL SIGNAGE TO BE IN ACCORDANCE WITH THE RELEVANT STANDARDS.
3. TRANSITION SIGNAGE TO BE IN ACCORDANCE WITH THE RELEVANT STANDARDS.
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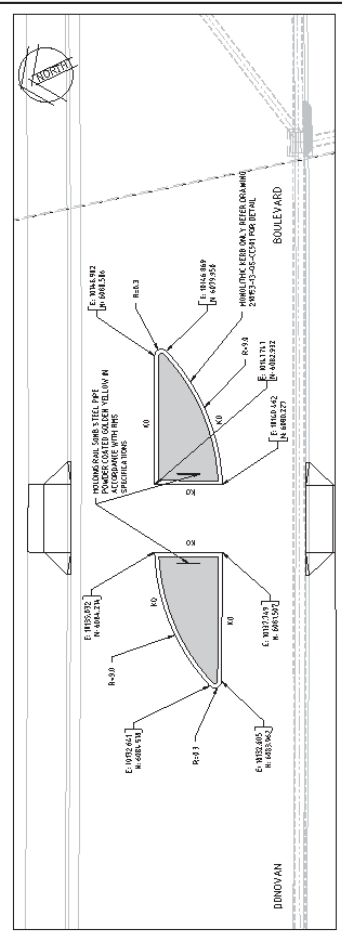
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8. ALL SIGNAGE TO BE IN ACCORDANCE WITH THE RELEVANT STANDARDS.



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**FOR APPROVAL**

DATE: 13/05/2013

TIME: 13:05

PROJECT: 210153-13-OS-CC661

SHEET: 04

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## LOCAL TRAFFIC COMMITTEE

LTC23

**SUBJECT: ARGYLE STREET, CAMDEN - AUSTRALIA DAY 2019 SPECIAL  
EVENT TRANSPORT MANAGEMENT PLAN**

**FROM:** Manager Traffic, Depot & Buiding Services

**TRIM #:** 19/90397

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**ELECTRONIC MEETING ITEM DATE: 14 January 2019**

### PURPOSE OF REPORT

To document approval previously provided by the Local Traffic Committee through an Electronic Meeting for a revised Traffic Management Plan for the temporary closure of roads in Camden CBD for the celebration of Australia Day 2019.

### BACKGROUND

Camden Council and the Australia Day Committee have requested that consideration be given to use Camden streets to conduct the 2019 Australia Day Celebration, which features a street parade. The day's activities will be held on John Street, Camden, between Argyle and Mitchell Street starting at 8am with a range of activities. The street parade will commence and finish at Onslow Oval.

NSW Police have previously provided vehicle escorts for the street parade with SES volunteers to manage the traffic and associated road closures. It is understood that the Macarthur Lions Club has again requested this assistance.

### MAIN REPORT

Australia Day will fall on a Saturday in 2019. Camden Council and the Australia Day Committee will jointly organise this year's celebrations. The day's activities will be held in John Street, Camden, between Argyle and Mitchell Street, with a range of free activities.

The Australia Day Thanksgiving Service will take place from 8.00am at the Camden Civic Centre; this will be followed by the Official Awards and Citizenship Ceremony. At the conclusion of the Official Ceremony, the Street Parade will commence from 11.15am.

A Special Event Transport Management Plan incorporating a Traffic Control Plan has been prepared to ensure appropriate measures are implemented as part of the road closures and traffic management (see **Attachment 1**). Camden Council has engaged a security expert to assess and mitigate hostile vehicle threats on the event. Based on the current security threat level, it has been recommended to target harden the event which has been incorporated into the TMP.

In practice this will result in heavy vehicles placed at entry points to the parade as well as extensive pedestrian fencing, installed in three stages to minimise disruption to the non-event community. The traffic control plans are essentially the same as previously reported but the road closures times are longer due to the extra time needed for set up and take down.

Council is undertaking advertising on street, online and with directly affected premises.

### **1. John Street Closure**

A range of activities will be held in John Street between Argyle Street and Mitchell Street, Camden throughout the day. It is proposed that the first activity will commence at 8.00am. However, to assist with setting up and crowd management, the proposed road closures will need to commence at 6.00am. It is expected that John Street between Argyle Street and Mitchell Street will be closed to normal traffic operations between 6.00am and 5.00pm, at the latest. Proposed traffic management arrangements are detailed in the Traffic Control Plan, Drawing Nos. VG 18.264 TCP.01 and TCP.02.

### **2. Street Parade**

The street parade participants comprise of vehicles and pedestrians. The parade will follow a route commencing in Onslow Park (marshalling area), along the eastbound carriageway of Cawdor Road through to Argyle Street, turning left into Elizabeth Street, then left into Mitchell Street and along Mitchell Street back to Onslow Park.

The parade is scheduled from 11.15am. Whilst the parade is in progress the streets along both sides of Argyle Street will be closed and traffic will be prevented from accessing Argyle Street in both directions. This will allow for safe spectator viewing with Argyle Street being reopened as the last Police/SES vehicle passes. Proposed traffic management arrangements are detailed in the Traffic Control Plan.

It should be noted that the closure of Mitchell Street is not required because the pedestrians will complete their journey at the end of Elizabeth Street (parade vehicle continues on along Elizabeth Street).

### **3. Traffic Control**

It is understood that the NSW Police and the event organiser will provide assistance and traffic control. As in previous years the Police will provide a lead and follow-up vehicle for the street march.

The event is classified as a Class 2 event under the RMS Guide to Traffic and Transport Management for Special Events.

### **4. Public Transport**

The Route 895 bus service is operating on a Saturday timetable with the service to Campbelltown timetabled to arrive at John Street in Camden at 11.43am and the service from Campbelltown at 11.14am. The parade is timed to occur to minimise the impact on these services.

The Route 900 Bus Service between Picton and Narellan is being operated on that day by Picton Buslines, timetabled to arrive at John Street from Picton at 11.54am and from Narellan at 12.15pm. Picton Buslines has been consulted and will work around the road closures, dependant on patrons using the service that day, noting that they do not pick up on the Narellan-bound service.

Temporary bus stops will be provided in Elizabeth Street (eastbound) and Mitchell Street (westbound) noting that the interchange in John Street will be closed all day.

## **FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS**

Camden Council's Fees and Charges stipulates a charge of \$115 for Special Event Transport Management Plan applications.

<b>Electronic Meeting Reference</b>	<b>Agreed recommendation of the Local Traffic Committee</b>
2019/07	<p>The Local Traffic Committee recommends that Council:</p> <p>a) gives concurrence for the closure of John Street between Argyle Street and Mitchell Street, Camden, from 6.00am to 5.00pm on Saturday 26 January 2019, as per the certified Traffic Control Plan (Drawing No. 1510541, Sheet 3);</p> <p>b) gives concurrence for the closure of the following roads from 11.15 on Saturday 26 January 2019 as per the certified Traffic Control Plan (Drawing No. 1510541, Sheets 1 and 2) and the associated Special Event Transport Management Plan, for the street parade:</p> <ul style="list-style-type: none"> <li>• Cawdor Road from Barsden Street to Argyle Street;</li> <li>• Murray Street (northbound) from Coles car park entrance to Argyle Street;</li> <li>• Murray Street (southbound) from Murray Car park entrance to Argyle Street;</li> <li>• Argyle Street (both sides) from Cawdor Road to Hill Street;</li> <li>• Argyle Street (north side only) from Hill Street to Elizabeth Street;</li> <li>• Oxley Street from Argyle Street to south of the access to the southernmost off-street car park;</li> <li>• Elizabeth Street from Argyle Street to Mitchell Street;</li> <li>• John Street from north of the access to the John/Hill Streets car park to south of the access to the Larkin Place car park; and</li> <li>• Hill Street (west side) from Argyle Street to north of the access to John/Hill Streets car park.</li> </ul> <p>c) gives concurrence for the above events subject to the following conditions:</p> <ol style="list-style-type: none"> <li>i. Traffic Management arrangements shall be implemented in accordance with the approved Special Event Traffic Management Plans and associated certified Traffic Control Plans;</li> <li>ii. The event is controlled by NSW Police with support from RMS accredited traffic controllers;</li> <li>iii. The organisers shall obtain NSW Police concurrence to the Special Event approval;</li> <li>iv. The organisers shall maintain access for emergency vehicles along the sections of closed road at all times;</li> <li>v. Temporary signage associated with the Traffic Control Plan shall be installed and removed at the end of the event;</li> <li>vi. The event being advertised on Council's website and on-street signage a minimum of seven days prior to the event;</li> </ol>

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	<p><b>and</b> <b>vii. Businesses along the closed road sections, local bus companies and Camden Wollondilly Cabs being advised of the traffic management arrangements in writing, by the organisers a minimum seven days prior to the event.</b></p>
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This recommendation was supported unanimously by the four voting members.

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

**RECOMMENDED**

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

**ATTACHMENTS**

1. Traffic Management Plan - Australia Day 2019



# TRAFFIC MANAGEMENT PLAN (TMP) For AUSTRALIA DAY CAMDEN 2019

This TMP is prepared by Vigilant Group on behalf of the  
Safe for Work & Camden Council

Document Ref # VG 18.264  
Revision 2  
Revision Date -07/01/2019



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## 1. *TMP Scope*

The scope includes the provision for the safe movement of vehicular and pedestrian traffic, the protection of workers, provision for access to properties within the designated area of supervision and control, the design, construction and maintenance and removal of any necessary temporary roadways and detours including the provision of traffic controllers and all associated temporary signs, road markings and safety requirements.

## 2. *TMP Project Summary and Details*

The purpose of this document is to ensure that all conditional requirements relating to the delivery of this TMP are fully documented to support the overall operations of the event. This TMP has been prepared on behalf of Safe for Work & Camden Council for The Camden Australia Day Celebrations in the vicinity of **Argyle St Camden & the surrounding road ways**

This document aims to provide a plan for effective traffic management and co-ordinated management of the above event. The report sets out the procedures by which Argyle st will be subject to a complete closure to traffic, so that the event can proceed accordingly. The document will cover the site as detailed in the contractual agreement throughout all phases of required operation.

Within the document the traffic control measures are unique for the presiding area of Argyle St Camden & should not be implemented in any other circumstances.

Primary aim for this TMP is the safe co-ordination of the event through strategic and overall management procedures to ensure the safety of all individuals, groups of individuals including the general public and participants, all employees involved in the event both from the organisers and Vigilant Group and other authorities and stakeholders.

## 3. *Event Specific Scope & TMP Objectives*

This TMP addresses traffic management for the traffic management for the **proposed event on behalf of Camden Council**. The overall plan has been prepared in consultation and agreement with primary stakeholders as listed in section titled Consultation and Contacts list within this TMP.

The primary scope of the event is the appropriate measures by which **Argyle St** will be closed to traffic thoroughfare to create a safe traffic free area so the event as proposed can be carried out successfully. Road closures will be protected by authorised Vehicles as a part of the HVM (Hostile Vehicle Mitigation) The road will be accessible to Emergency Vehicles & market store holders only. No access for Public vehicles will be allowed past this point.

The scope of this TMP has been prepared highlighting the proposed measures that will be undertaken. The fundamental proposal of this TMP is detailed as follows for:

### Primary Traffic Control

The following traffic control measures are diagrammatically shown and detailed in the Traffic Control Plans (TCPs) titled **TCP #VG 18.264: TCP01, TCP02 & TCP03**



### Closures

- Argyle St will be closed East from Oxley St. a full detour will be labelled.
- A full closure of Argyle St at Barsden St, at the western end & Edward St at the Eastern end. HVM will be in place. TC vehicles &/or Concrete barriers will block the inbound lanes & Nominated Council or Earth moving vehicles will block the outbound lanes. A Traffic Controller will present to move TC vehicle if required for Emergency access
- John St (North of Argyle st) will be closed at Mitchell St, with HVM in place with allowance for movement out of Saint Paul's Church. TC will patrol this point to assist pedestrians & guide vehicles.
- John St, (South of Argyle St) will be closed at the entry to the Council Car-park between John st & Hill St. HVM will be in place.
- Oxley St will be closed at the entry to the Woolworths under cover car park. HVM will be in place behind the road closure.
- TCs will be positioned at all Road Closures to provide Managed access for store holders & event staff accessing Event area
- Hill St, (South of Argyle St) will be open for through traffic up to half an hour (30mins) prior to the Parade Starting at which point Hill St will be closed at the entry to the Council Car-park between John st & Hill St. HVM will be in place.
- Murray St North bound will be closed at the entry to the Coles Carpark allowing entry to Coles & allowances for 'U' turns for vehicles to continue south bound. HVM will be in place on Murray St.
- Argyle St (westbound) will have a 1 lane of 2 lane closure, closing lane 1 of 2 to merge traffic into 1 lane before the roundabout at Argyle St x Elizabeth St. parking will still be available in front of the shops & allowances will be made for existing driveways.

### Temporary Bus Stops\*\* (TBS\*\*)

- Temporary bus stops will be placed outside road closures in easy to access & clearly signposted areas.
- Existing bus stop/s that will be closed, will have directional signage to the closest bus stop on the particular route/ direction
  - TBS\*\* will be on the corner of John St & Mitchell St on both sides in front of both Churches.
  - TBS\*\* will be on Edward St, in front of & opposite McDonalds.
  - TBS\*\* will be in place from 9:00am – 12:00pm

### Heavy/ALL Vehicle Detour (HV\*)

- HV will follow sign posted detours to avoid HV entering Camden township & causing unnecessary congestion as a thoroughfare will not be available on the day.
- HV detours will be advised by VMS boards placed in key locations:
  - VMS 01 positioned at Cawdor rd north of Sheathers Lane
  - VMS 02 positioned at Camden Valley Way just south of Wilkinson St.
  - VMS 03 positioned at Camden Bypass 100m east of Macarthur Rd off ramp.
- All detours for HV will take these vehicles to Camden Bypass
- THIS DETOUR WILL BE USED BY ALL MOTORIST TRAVELLING THROUGH CAMDEN



### **Primary Hours of Control**

The proposed measures as highlighted above will take effect on the following dates & the designated hours of effect are as follows:

- **26<sup>TH</sup> January 2019 06.00-1700.**
- **0600- John St (North) Closure implemented. This will stay in place until 5pm at latest**
- **0700- Argyle St closed east of Oxley St.**
- **30mins prior to Parade commencing a full closure of Argyle St & a section of Cawdor Rd will be implemented from Barsden St x Cawdor Rd & Murray St at Coles Carpark.**
- **By 1400- Argyle st will be reopened both ways to traffic & John St (N) will remain closed at Mitchell St & Argyle St.**

All other times will be for Bump in & out.

### **General Notes**

- In accordance with Vigilant Group Quality Management processes it is envisaged and anticipated that there will not be any adverse traffic issues to surrounding streets and the community as a whole. All measures will be taken to ensure any foreseeable impacts are mitigated accordingly.
- Traffic affected and re-directed by the closures will not require further amelioration as the event is localised.
- There are no foreseeable impacts to public transport that has not already been co-ordinated with the supporting agencies and authorities
- All traffic controls have been developed as a principle for emergency service vehicles being provided primary access to all surrounds of the event accordingly in an event of an emergency. Traffic controls and controllers will assist as required to provide uninhibited access for emergency vehicles including ushering pedestrians accordingly.
- Arrangements for Heavy Vehicles and Cycle Traffic have not been incorporated within this TMP. The proposed traffic control measures will apply to these modes of transport.
- Pedestrian access will be maintained at all times to residents within Railway Pde.

***NOTE: This proposal will be available for the organisers to use for their Public Consultation Process and Procedures***

This TMP document supports the following regulatory requirement as applicable in accordance with the defined scope:

RMS Guide to Transport & Management for Special Events v 3.4  
 RMS Traffic Control at Worksites Manual v 4.0  
 RMS QA Specification G10 – Traffic Management Ed 5 rev 3  
 RMS G11 – Road Occupancy Provisions  
 AS 1742.3-2009 Manual of Uniform Traffic Control Devices

The primary objectives of Vigilant Group with regards to this Traffic Management Plan are as follows:

- Ensure the safety of all individuals including general public, residents and employees to and surrounding the designated area of control
- Minimise any impact or risks relating to the overall flow of motorised vehicle traffic
- Egress and access into the designated area of control and surrounds where applicable to be satisfactorily maintained
- Minimise primary impacts to surrounding businesses and dwellings
- All formal approvals and licensing as required to be obtained and maintained during the duration of the event
- Ensure all environmental procedures are adhered to and maintained in support with other stakeholder and agency requirements
- Any design requirements to be in accordance with RMS Road Design Guidelines and Procedures



- All relevant statutory requirements as detailed from regulatory agencies to be adhered to.

#### **4. TMP Management**

Vigilant Group has warranted and commits to the provision of all resources, systems and associated Traffic Control Plans including traffic management for the event as detailed in the Project Summary and Overview.

All resources in accordance with statutory authorities' requirements will be competent, experienced and qualified to carry out the agreed service as detailed in the binding agreement.

#### **5. TMP Implementation**

Traffic Management at the designated areas will be implemented in accordance with RMS Traffic Control at Work Sites Manual and adapted to meet the requirements of the designated areas.

The implementation of the plans will be agreed to with the leading authority/organisers and aligned with the overall planning requirements as detailed in their control measures. This includes the delivery and use of all equipment both dependent and independent of Vigilant Group. The implementation will need to be formally assigned and agreed prior to Work Order establishment.

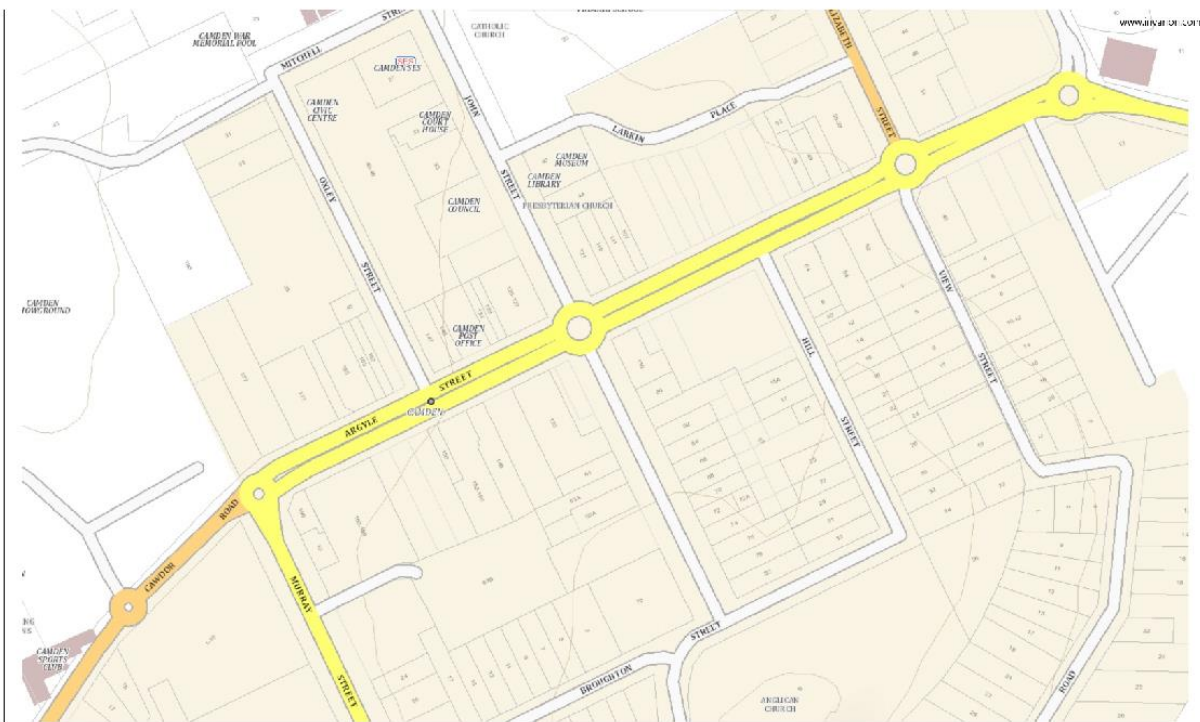
#### **6. Traffic Control Plans (TCP)**

Vigilant Group have developed specifically tailored TCP's that have been prepared in accordance with the specific operational requirements of this event. The TCP's and other Movement Plans, both vehicle and pedestrian as required encompass the holistic movements specific and not specific to the event and will incorporate the general public also. Any property access affected by the activities will be reviewed and identified in the TCP. The TCP is not a risk management tool in totality but can be used as a support in the overall risk review of the project/event.

At its core any prepared and agreed TCP provides a short term procedural base for safety management of vehicular and pedestrian flow for the defined project.



## 7. Site Management



## 8. Risk Management

Risk management assessment and implementation of this TMP shall be in accordance with the overall risk management of the project and not be kept in isolation. The overall approach with the TMP shall be part of the holistic planning of the event. All risk controls are a legal obligation to be adhered to with relevance to the WHS Act 2012.

Vigilant GROUP will accommodate to the management of risks as prepared by the client / organisers / principal's representative.



The following have been considered as part of this TMP and as part of Vigilant GROUP Holistic Risk/Hazard and Verification Assessment:

Identified Risk	Risk Effect on Event	Controlled Measures
Local Business Access impeded	Possible action against business groups to stifle event	All Businesses to be fully briefed on traffic control measures
Emergency Access	Impeding success of event and bad media coverage	All Emergency Services to be briefed and notified of the event by Organisers. Vigilant GROUP to aid as required
Public Transport Access	Risk of public not attending the event on time	Public Transport Routes are not affected
Local Residence Access impeded	Risk of backlash from residents	Limited access will be provided under controlled supervision
RMS traffic signals	Risk of conflicting traffic control measures	Not affected accordingly
Adverse weather conditions	Event not proceeding	All control measures will be maintained during all conditions or until organisers inform otherwise
Vehicular Accidents	Event will be delayed	All standard procedures and measures will be undertaken in accordance with current processes
Security	Access to event	Security Contractor to control and liaise with Vigilant Group

### 9. Consultation and Contacts List

Name	Organisation	Contact	Approving Authority (Yes / No)
Anthony Molden	Safe for Work	0411825326	Y
Ashley Burke	Vigilant Group	0431811489	Y
			Y



### 10. TCP Attachments

TCP No	Description	Version
VG.18.238. TCP01 TCP02 TCP03	EVENT TCPs	1
DETOUR VG AD 08 VG AD 09 VG AD 10 VG AD 11 VG AD 12	ALL VEHICLE DETOUR PLANS	1
TBS**	TEMPORARY BUS STOP LOCATIONS	1
HVM 01 02 03 04 05 06 07 08 09 10	HOSTILE VEHICLE MITIGATION CONTROLS	1



# TRAFFIC CONTROL PLANS



**LEGEND:**

- PEDESTRIAN BARRIER
- TRAFFIC CONES
- WORK AREA
- TRAFFIC CONTROLLER
- WORK VEHICLE



**GENERAL NOTES:**

1. THIS PLAN IS A PRELIMINARY DESIGN AND IS SUBJECT TO CHANGE WITHOUT NOTICE.
2. ALL TRAFFIC REGULATIONS, SIGNAGE AND ROADWORK REQUIREMENTS MUST BE COMPLIED WITH AT ALL TIMES.
3. THIS PLAN IS FOR INFORMATION ONLY AND DOES NOT CONSTITUTE A CONTRACT.
4. ALL WORK MUST BE COMPLETED BY 15:00 HOURS ON AUSTRALIA DAY.
5. ALL WORK MUST BE COMPLETED WITHIN THE SPECIFIED TIME FRAME.
6. ALL WORK MUST BE COMPLETED WITHIN THE SPECIFIED AREA.
7. ALL WORK MUST BE COMPLETED WITHIN THE SPECIFIED ROADWAY.
8. ALL WORK MUST BE COMPLETED WITHIN THE SPECIFIED ROADWAY.
9. ALL WORK MUST BE COMPLETED WITHIN THE SPECIFIED ROADWAY.
10. ALL WORK MUST BE COMPLETED WITHIN THE SPECIFIED ROADWAY.

**RECOMMENDED TRAFFIC LAYOUT:**

TRAFFIC FLOW: NORTH TO SOUTH

ROADWAY	LANE	TYPE
MURRAY ST	1	ONE WAY
	2	ONE WAY
	3	ONE WAY
	4	ONE WAY
MURRAY ST	1	ONE WAY
	2	ONE WAY
	3	ONE WAY
	4	ONE WAY
MURRAY ST	1	ONE WAY
	2	ONE WAY
	3	ONE WAY
	4	ONE WAY

**TRAFFIC SIGNALS:**

ALL SIGNALS TO BE SET TO FLASHING RED ON AUSTRALIA DAY.

**TRAFFIC LIGHTS:**

ALL LIGHTS TO BE SET TO FLASHING RED ON AUSTRALIA DAY.

**TRAFFIC SIGNALS:**

ALL SIGNALS TO BE SET TO FLASHING RED ON AUSTRALIA DAY.

**TRAFFIC LIGHTS:**

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**TRAFFIC SIGNALS:**

ALL SIGNALS TO BE SET TO FLASHING RED ON AUSTRALIA DAY.

**TRAFFIC LIGHTS:**

ALL LIGHTS TO BE SET TO FLASHING RED ON AUSTRALIA DAY.



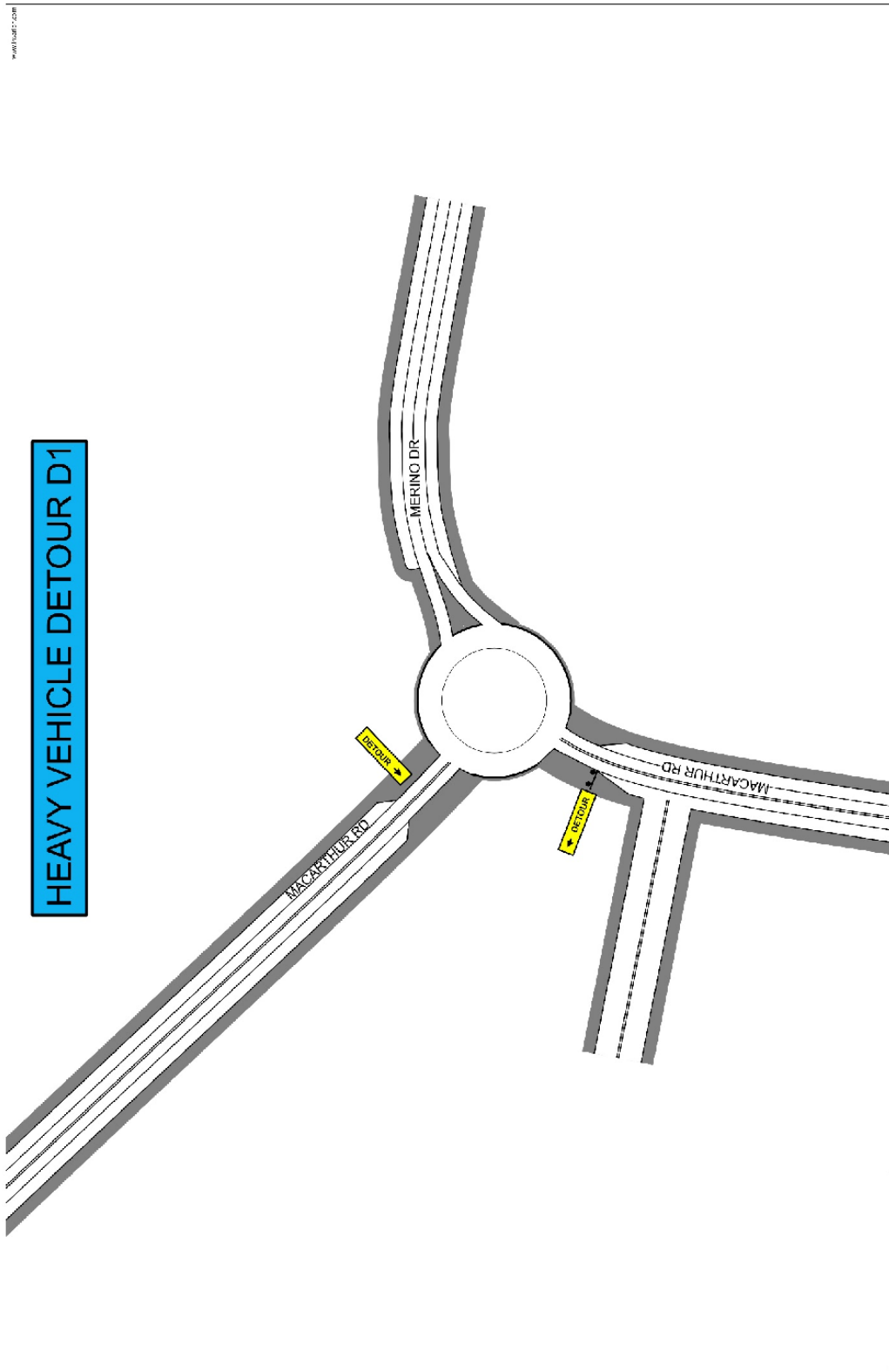
	Date: 05/06/2019 Plan Name: AUSTRALIA DAY Scale: 1:1000 Drawn By: TEC Check By: TEC	Date: 05/06/2019 Plan Name: AUSTRALIA DAY Scale: 1:1000 Drawn By: TEC Check By: TEC	Date: 05/06/2019 Plan Name: AUSTRALIA DAY Scale: 1:1000 Drawn By: TEC Check By: TEC	Date: 05/06/2019 Plan Name: AUSTRALIA DAY Scale: 1:1000 Drawn By: TEC Check By: TEC	Date: 05/06/2019 Plan Name: AUSTRALIA DAY Scale: 1:1000 Drawn By: TEC Check By: TEC	Date: 05/06/2019 Plan Name: AUSTRALIA DAY Scale: 1:1000 Drawn By: TEC Check By: TEC	Date: 05/06/2019 Plan Name: AUSTRALIA DAY Scale: 1:1000 Drawn By: TEC Check By: TEC
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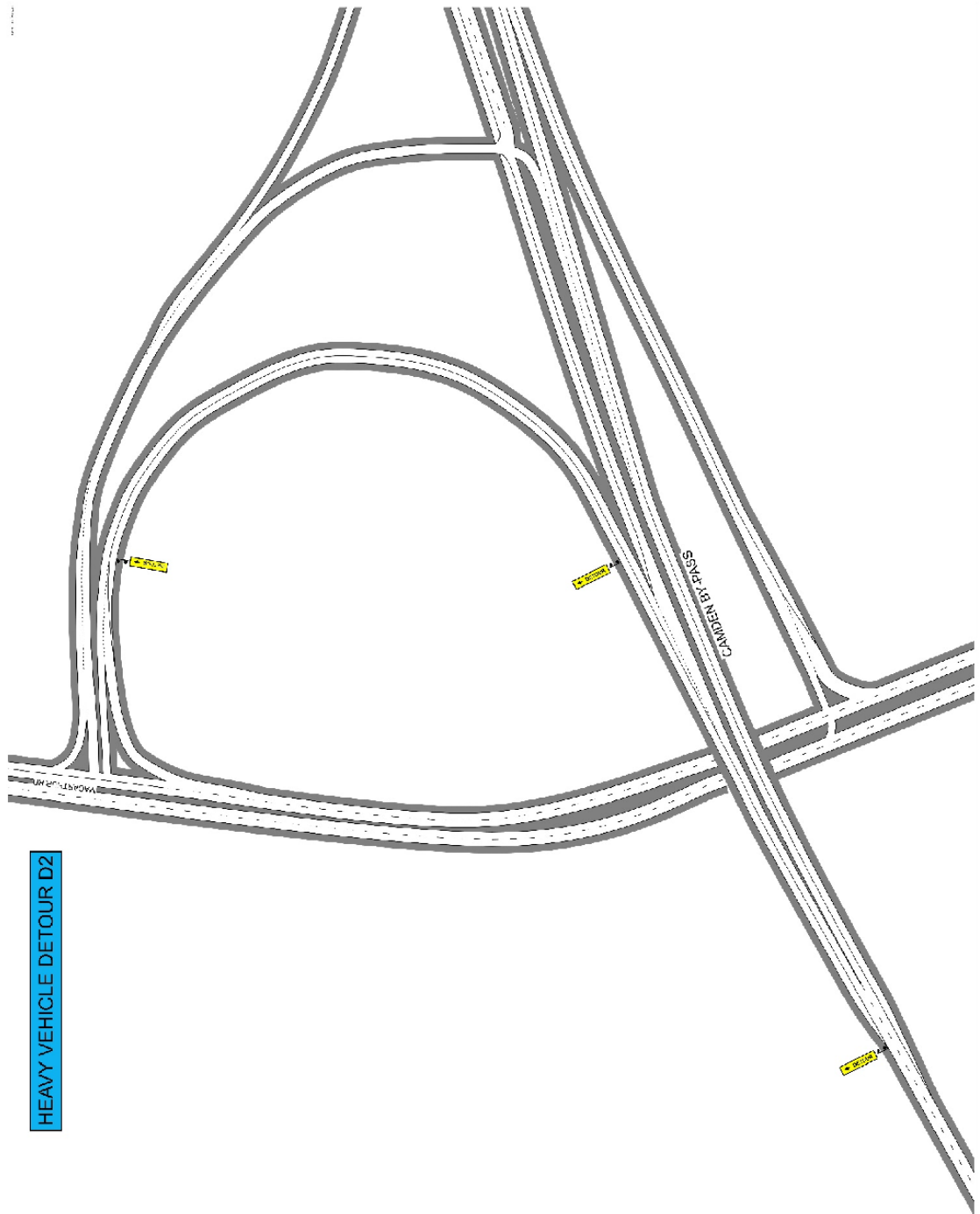


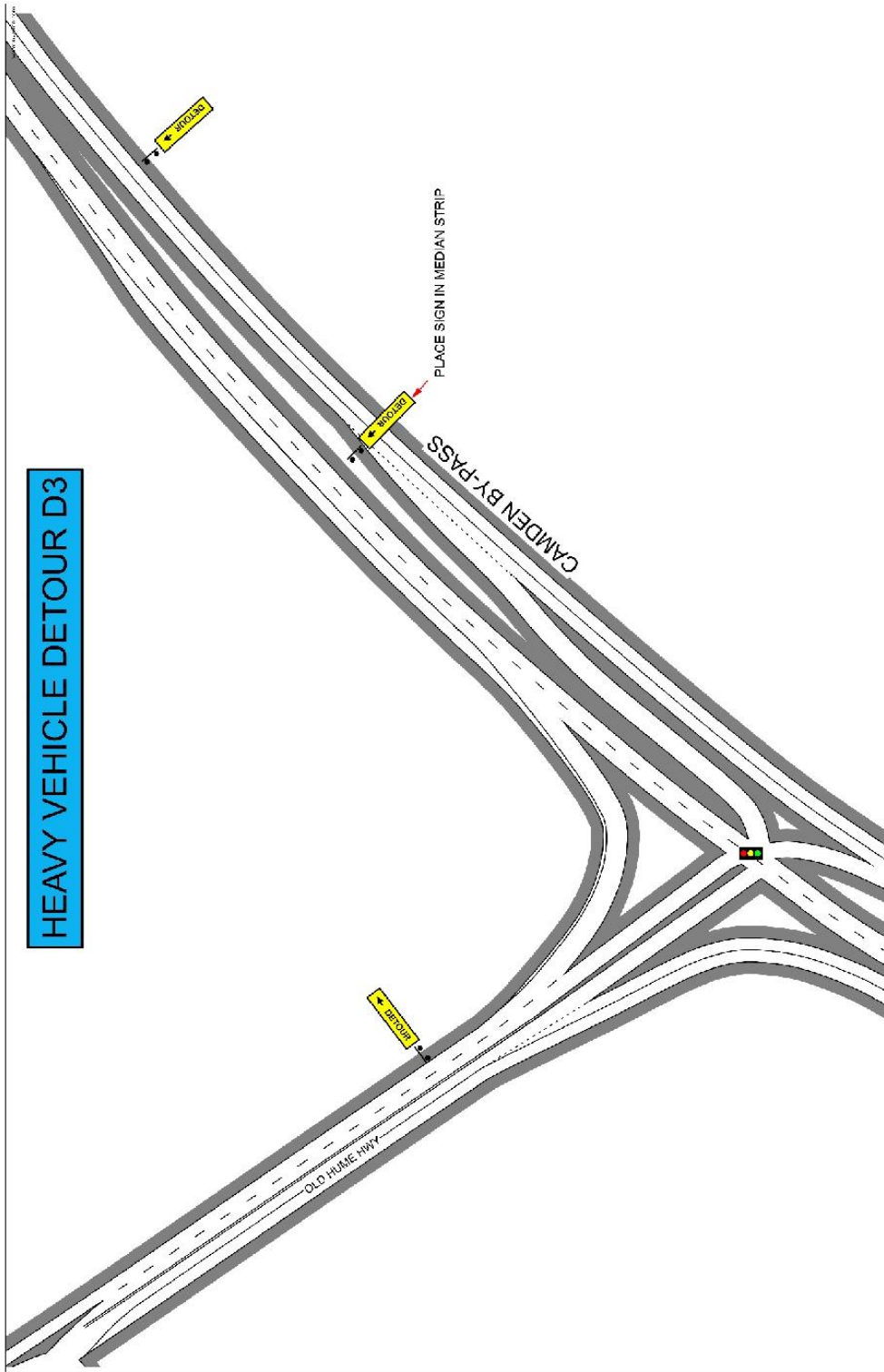


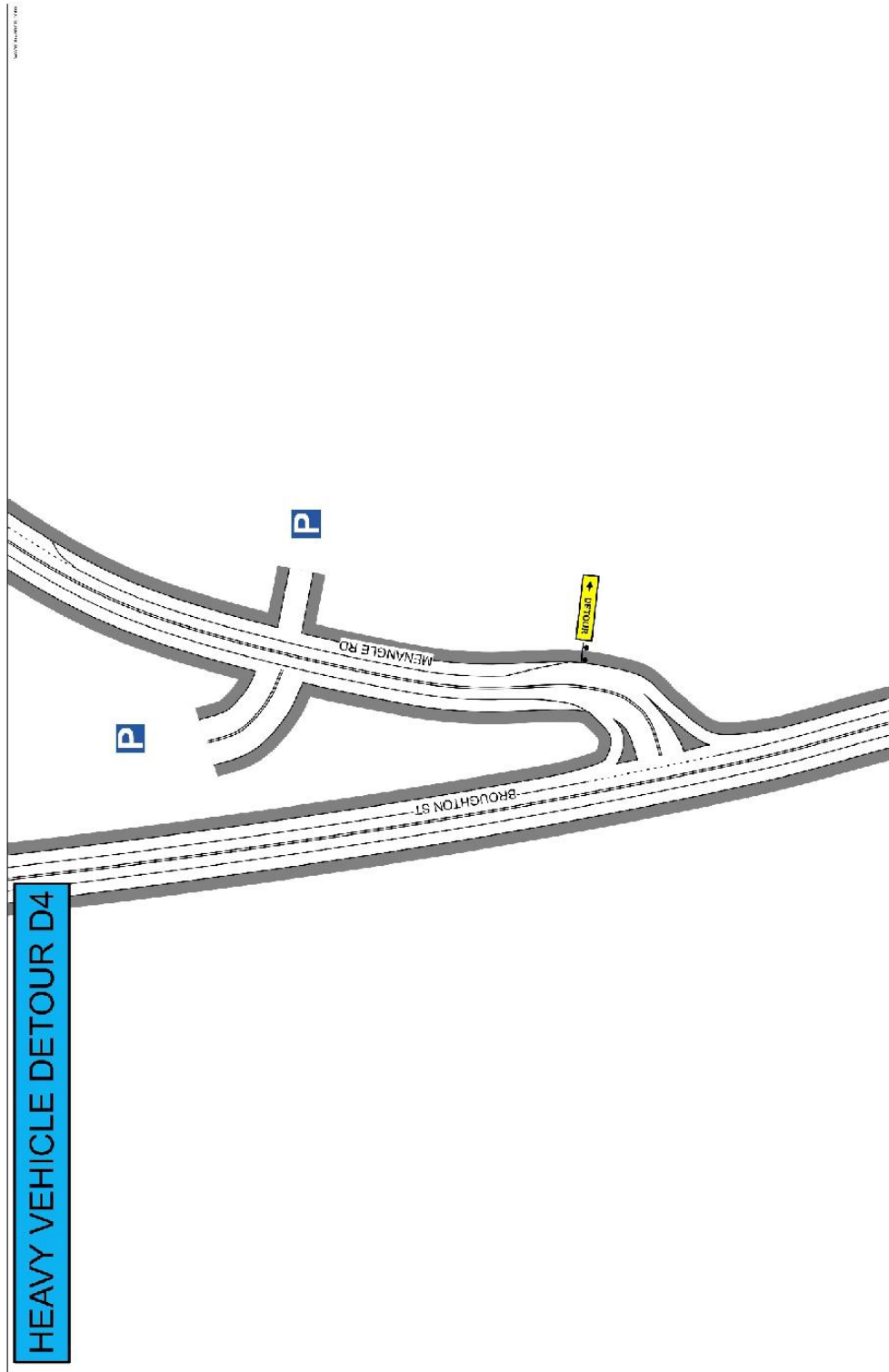


## DETOUR PLANS



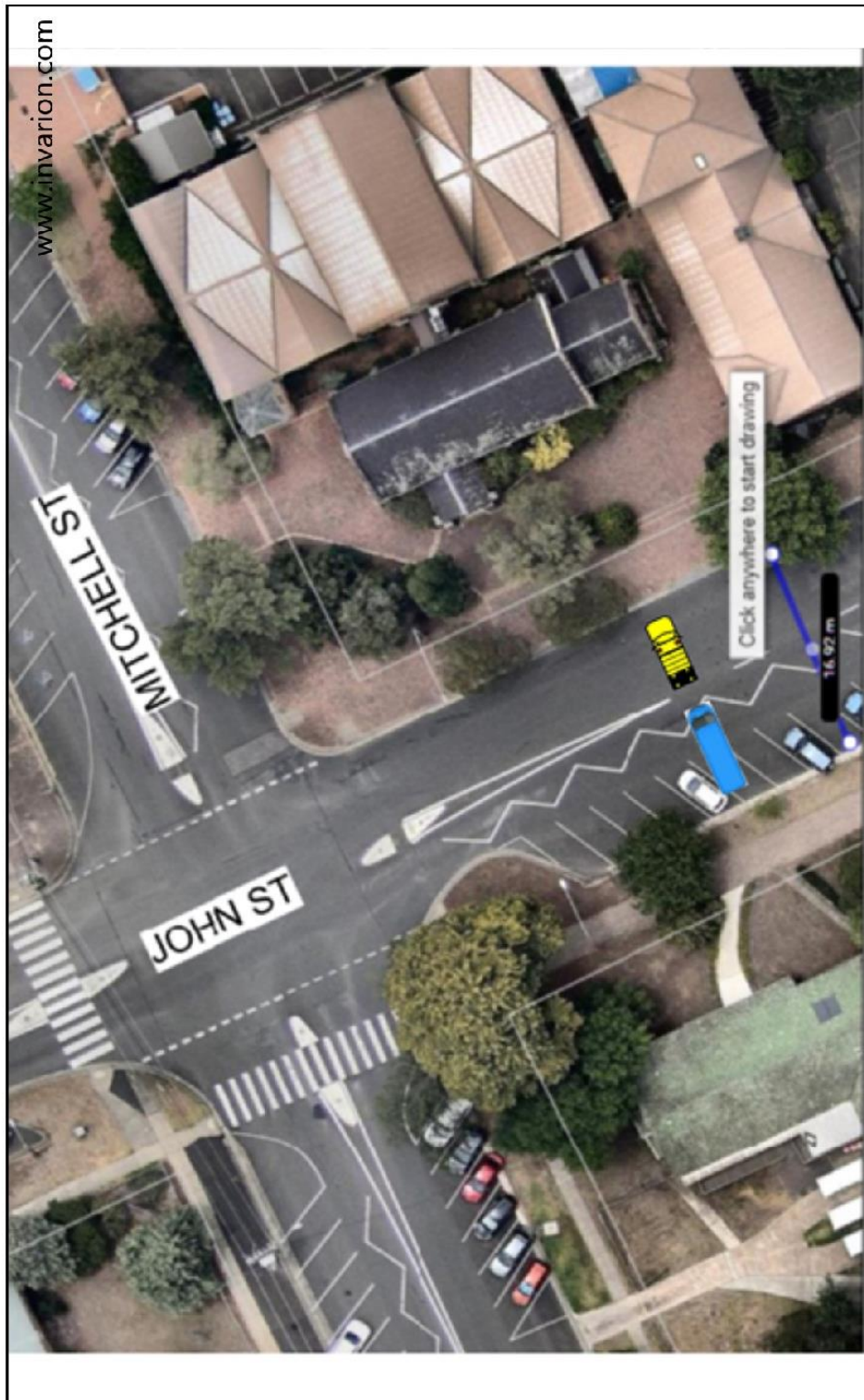


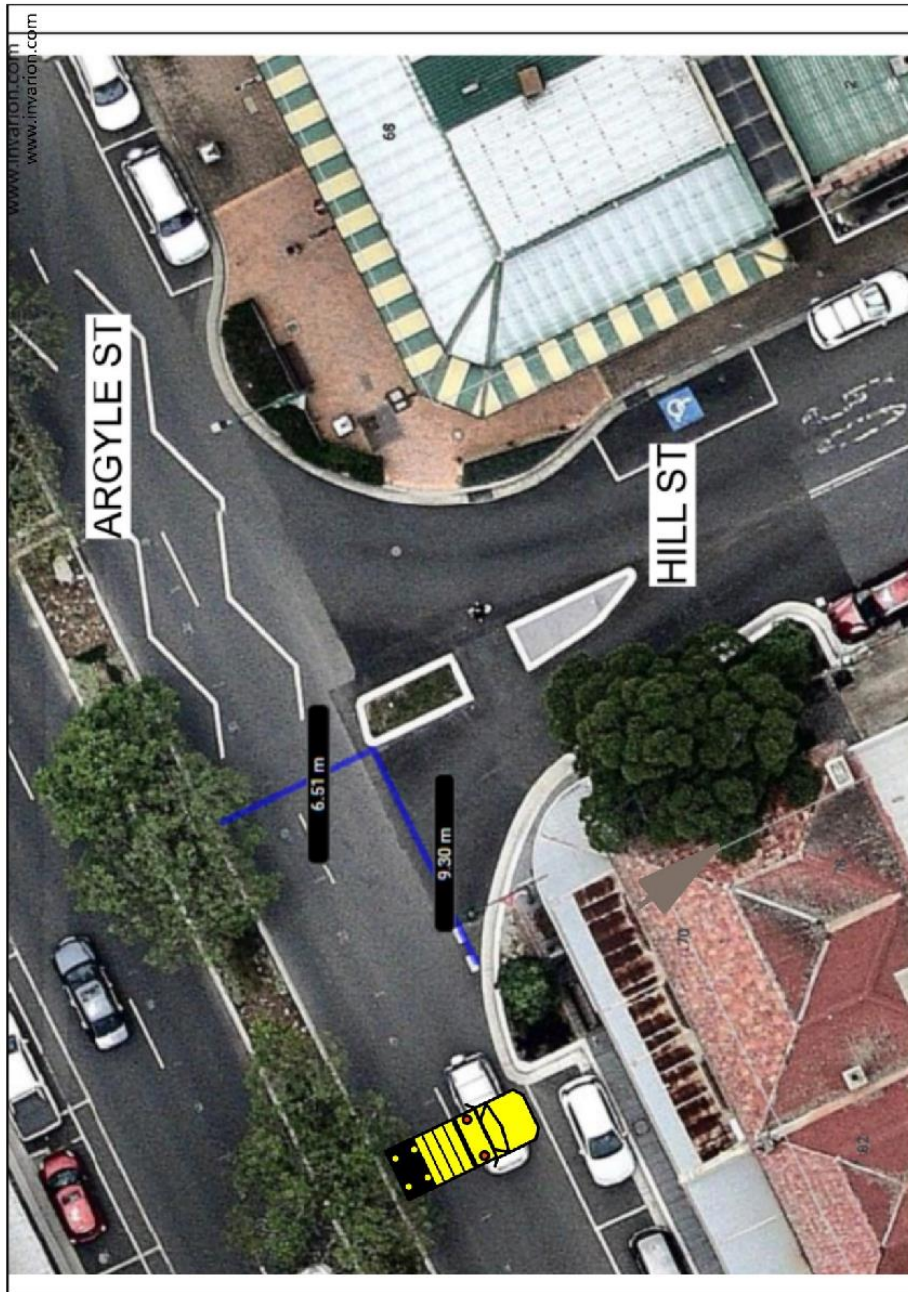


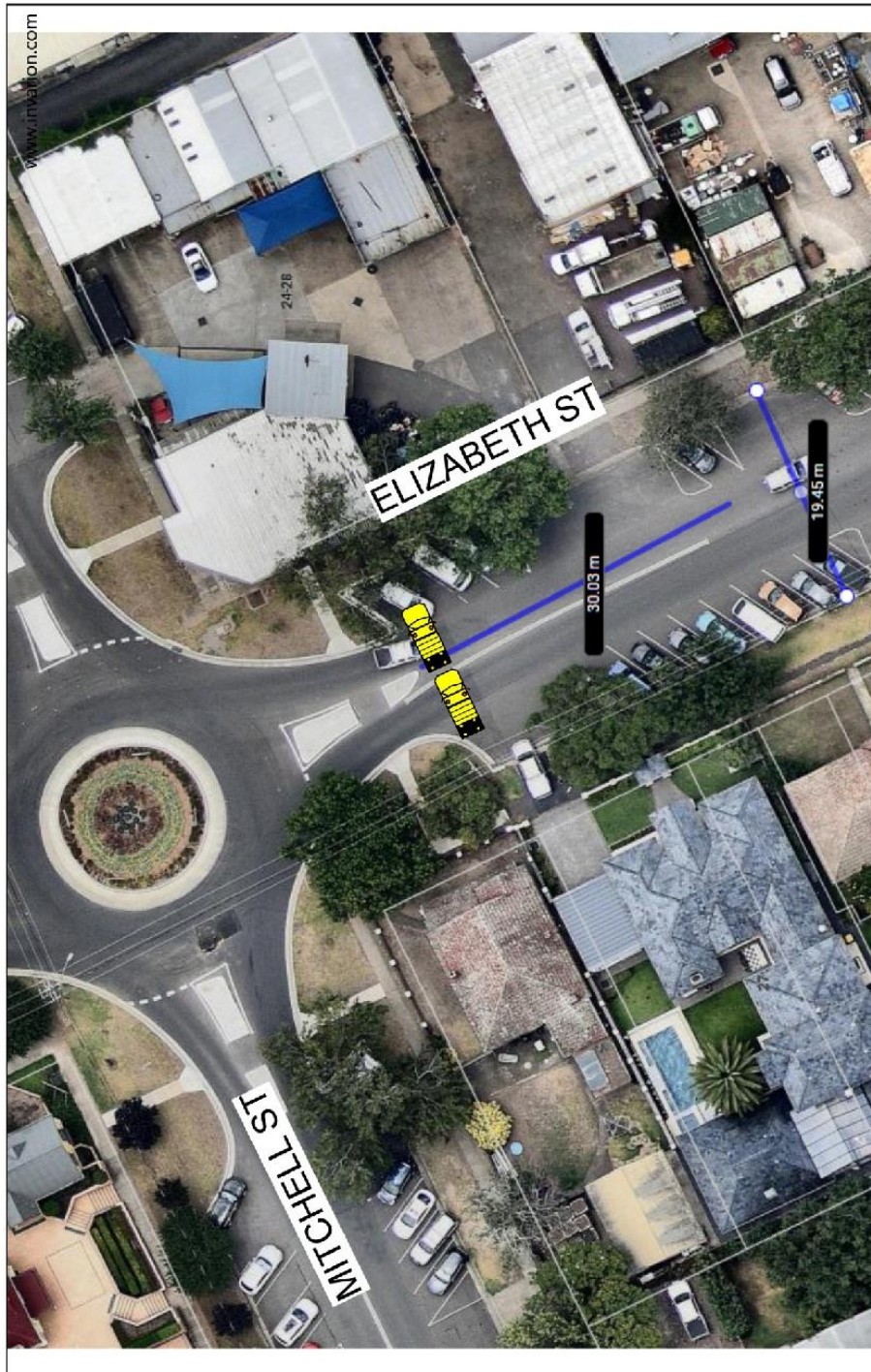


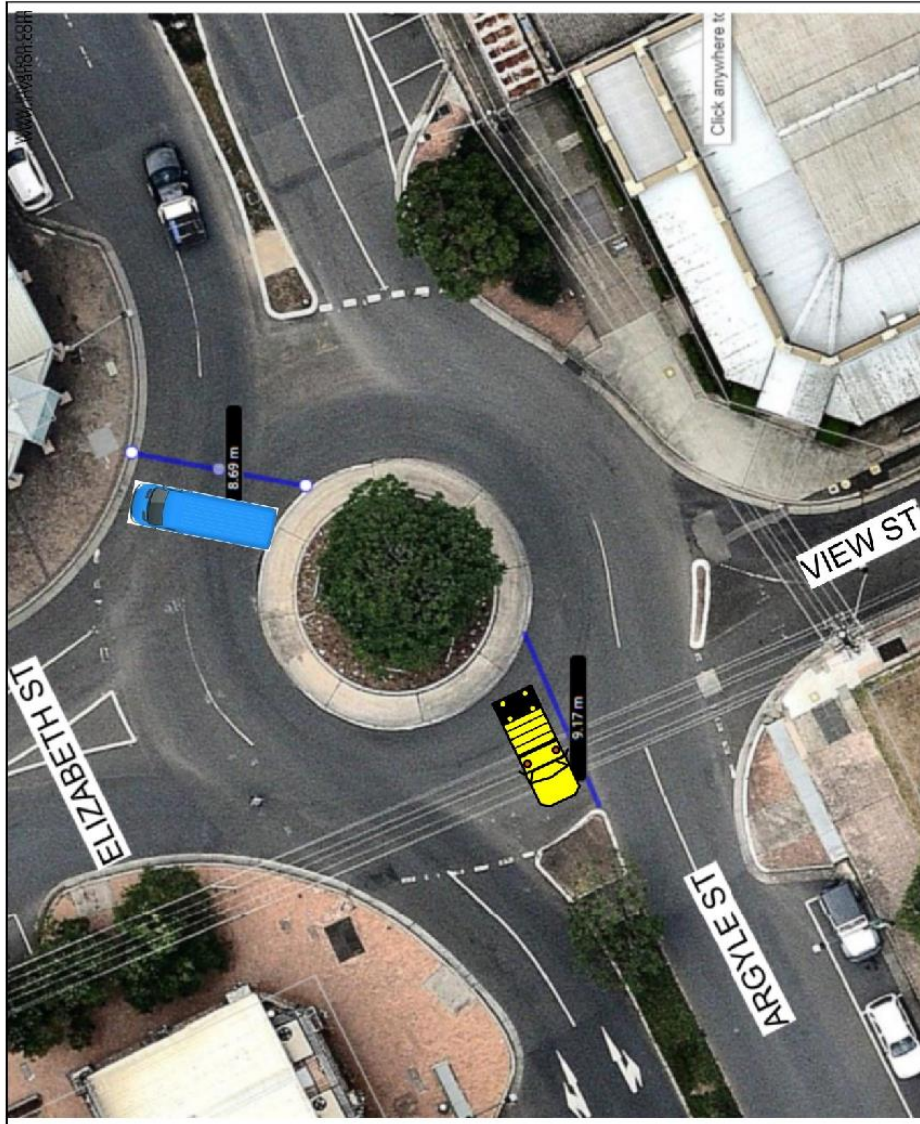


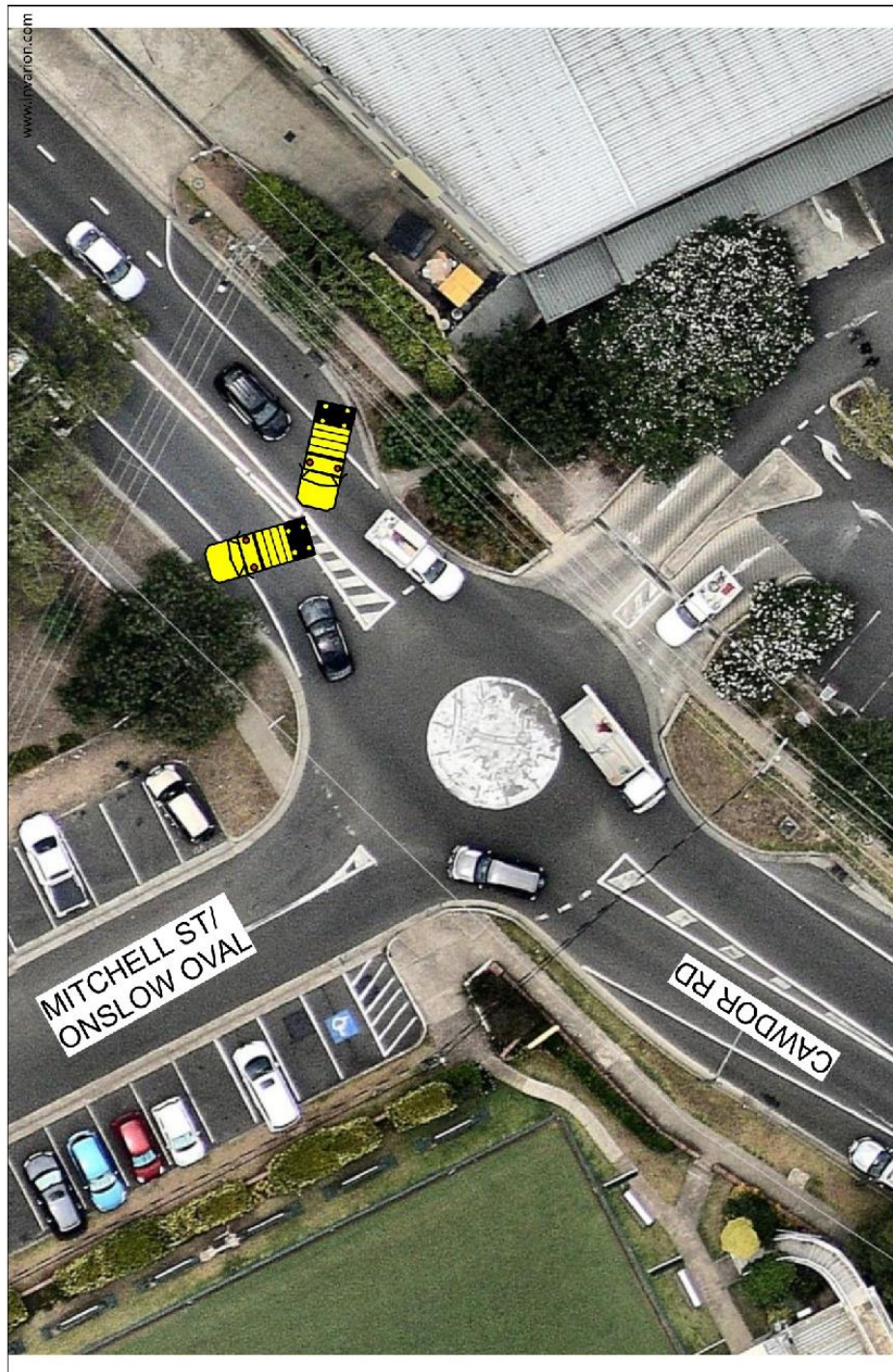
HOSTILE VEHICLE MITIGATION PLANS  
(HVM)









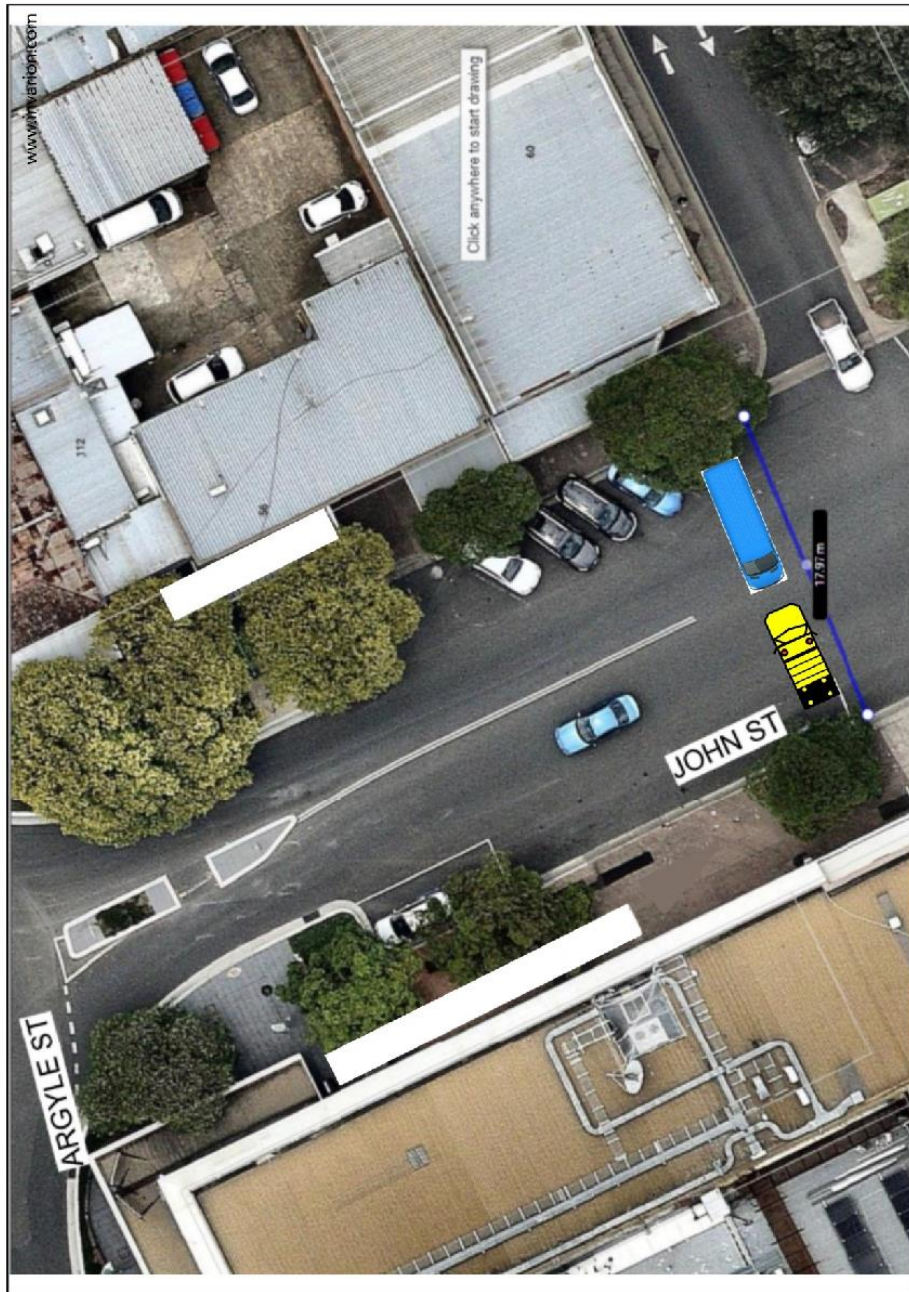


HVM TO BE  
SET UP  
FOR  
ACCESS  
TO OXLEY  
ST BEFORE  
FINAL  
CLOSURE  
IS  
INSTALLED



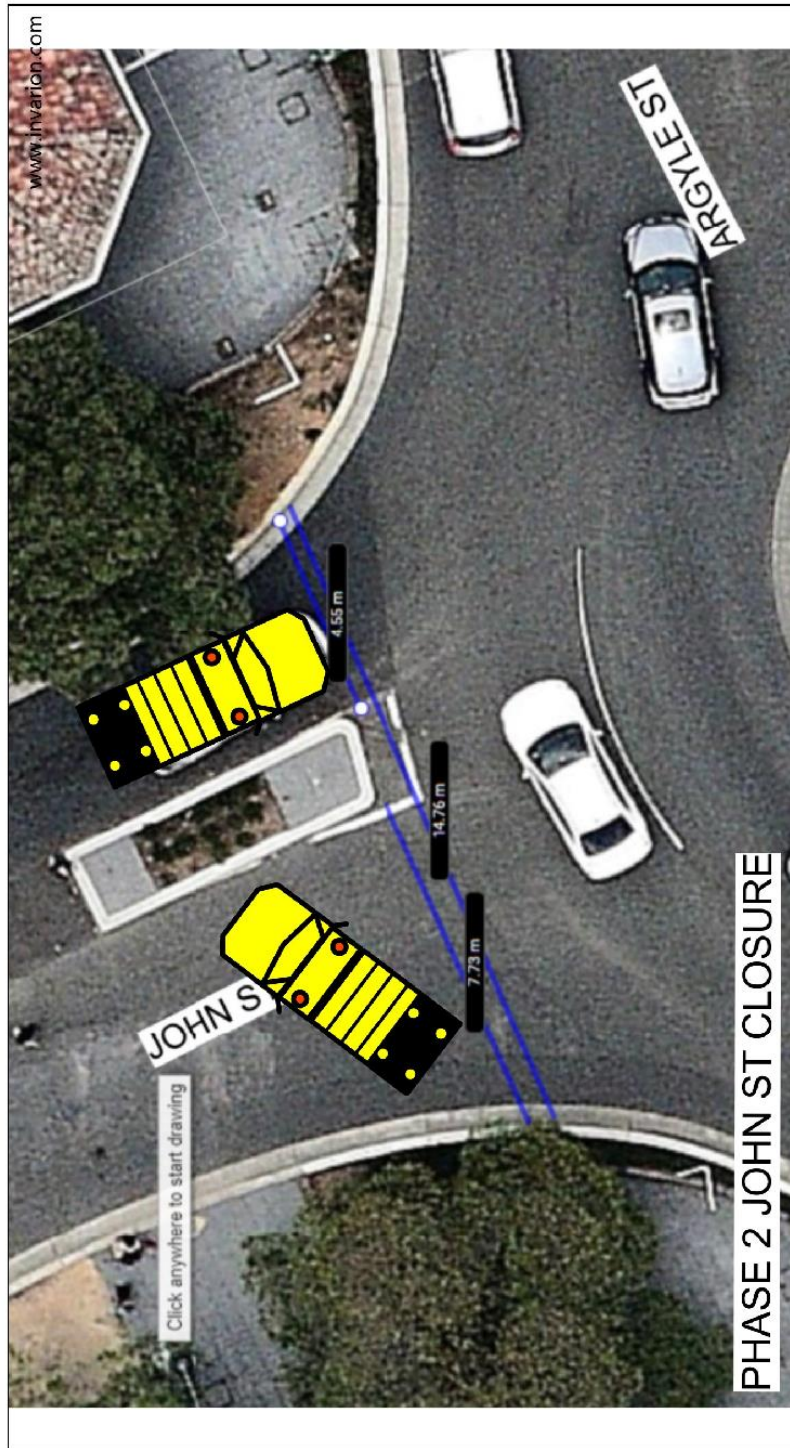


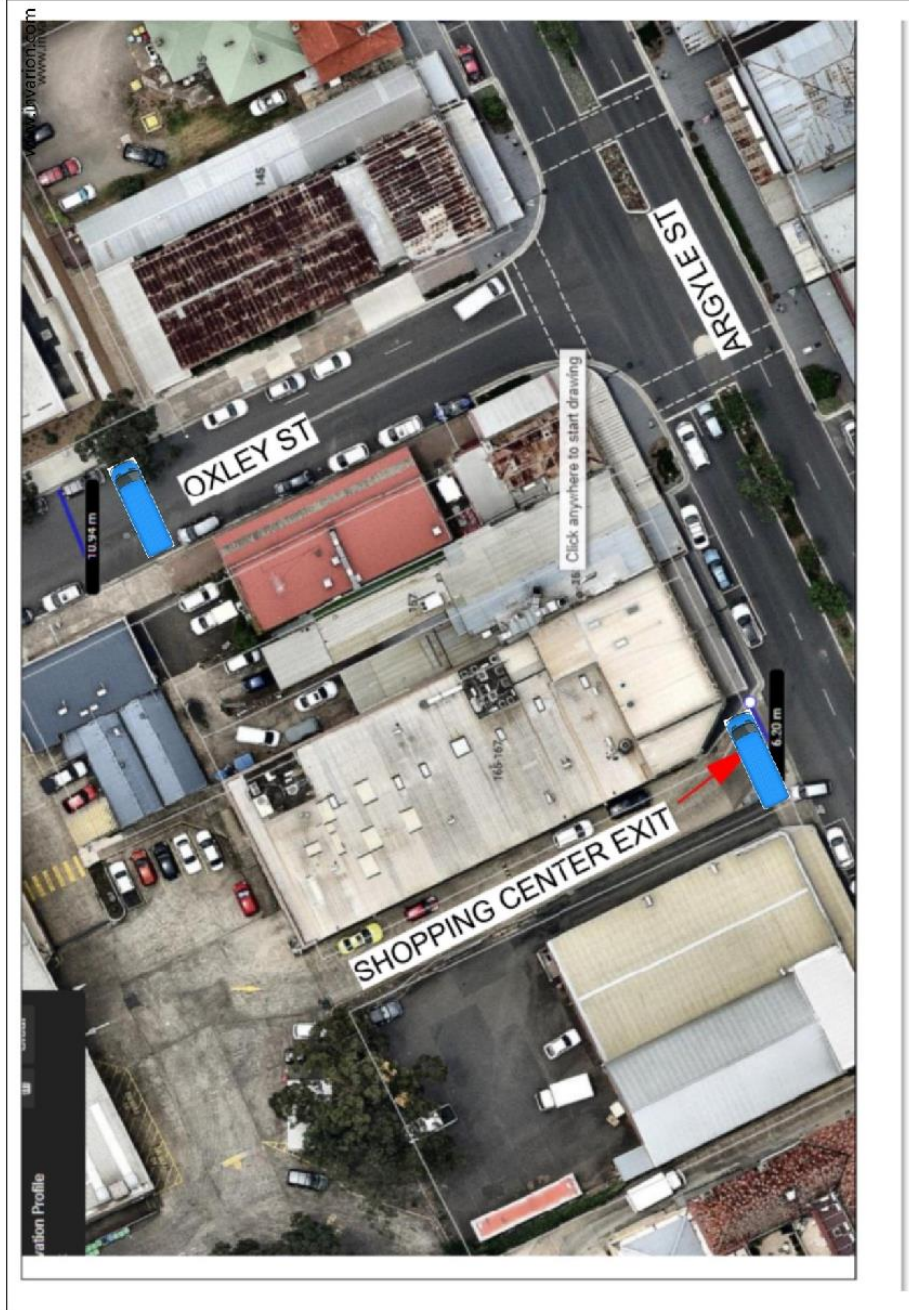




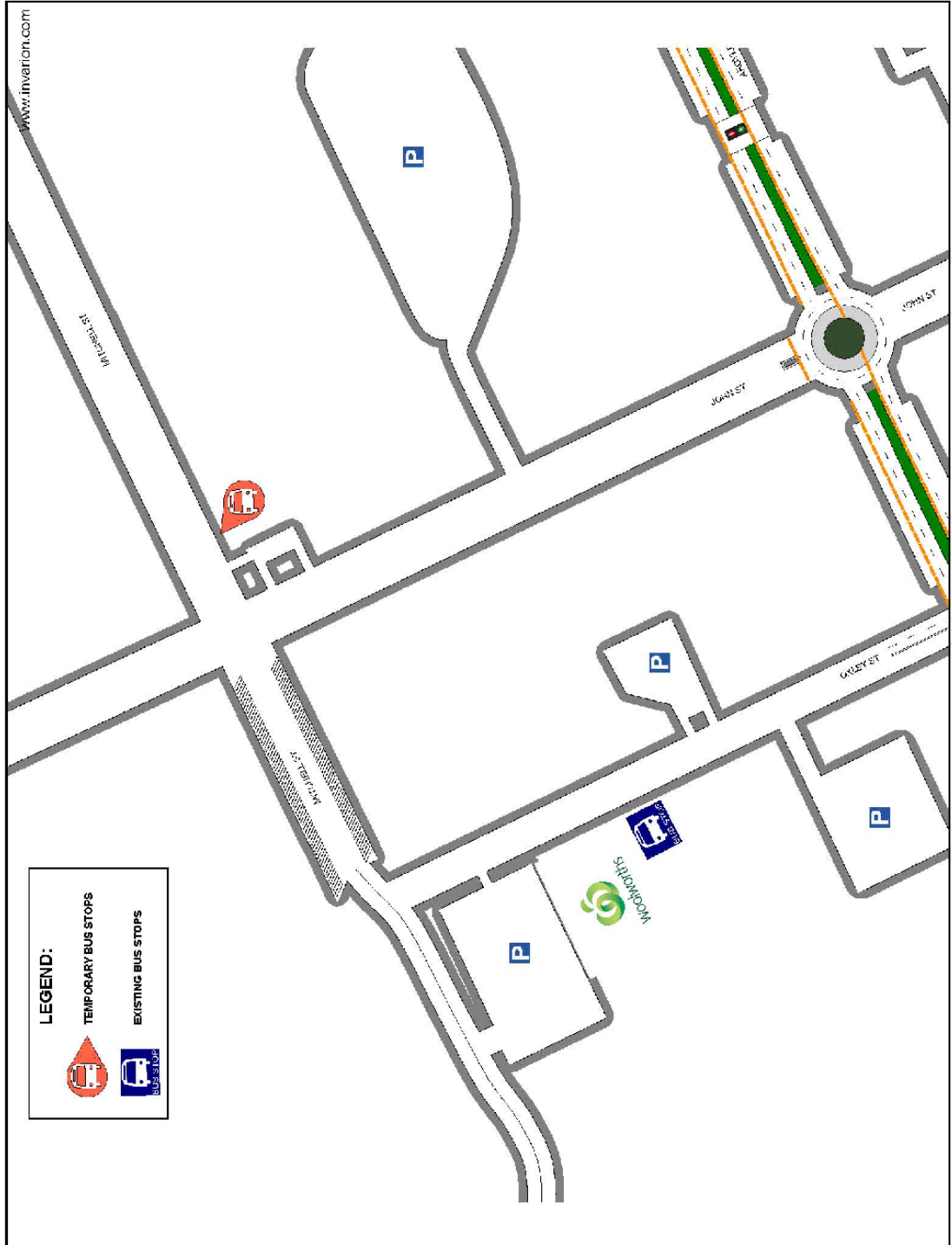


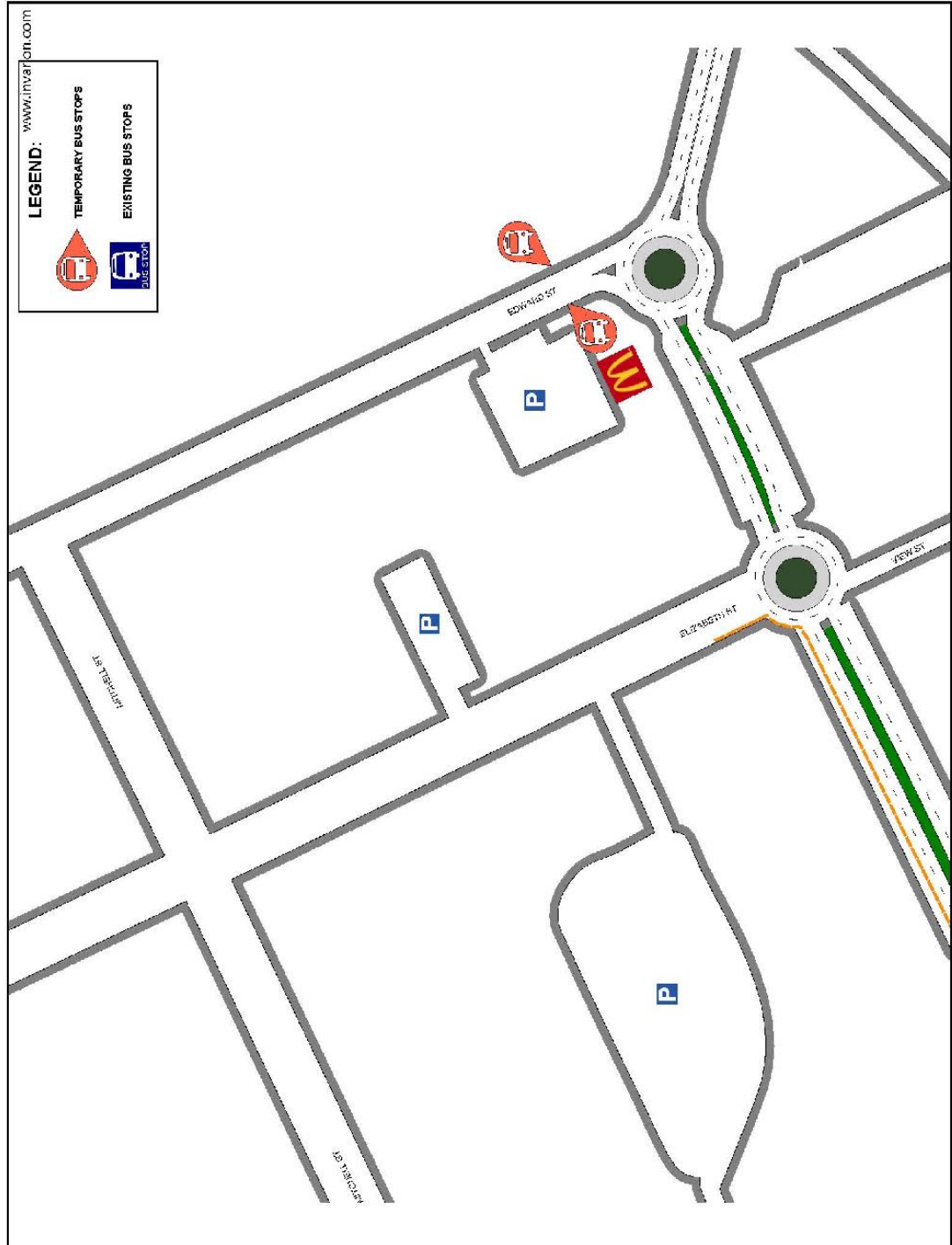
# PHASE 2 FOR JOHN ST ONCE ARGYLE ST IS OPEN






## TEMPORARY BUS STOP LOCATIONS





**11. TMP Approvals**

Endorsement by:

Ashley Burke	Operations Manager Vigilant Group		
Name	Delegation	Signature	Date

Endorsement by:

Anthony Molden	Director Safe for Work		
Name	Delegation	Signature	

Endorsement by:

Name	Delegation	Signature	

Document Created By

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

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## LOCAL TRAFFIC COMMITTEE

LTC24

**SUBJECT: WILKINSON STREET, ELDERSLIE - NO STOPPING RESTRICTIONS**  
**FROM:** Manager Traffic, Depot & Buiding Services  
**TRIM #:** 19/98908

---

**ELECTRONIC MEETING ITEM DATE: 15 January 2019**

### PURPOSE OF REPORT

To document approval previously provided by the Local Traffic Committee through an Electronic Meeting for the installation of No Stopping restrictions on Wilkinson Street, Elderslie.

### MAIN REPORT

Council proposed to install No Stopping restrictions on the north-eastern side of Wilkinson Street, Elderslie on either side of a row of indented parking bays between Camden Valley Way and No. 14. This is to ensure that the intersection and access to the parking is clear from parked vehicles. Due to safety concerns, the proposal was accelerated as an Electronic Meeting item.

The proposed restrictions as shown in **Attachment 1**.

<b>Electronic Meeting Reference</b>	<b>Agreed recommendation of the Local Traffic Committee</b>
<b>2019/08</b>	<b>The Local Traffic Committee recommends that Council approves the installation of No Stopping restrictions on the western side of Wilkinson Street, Elderslie.</b>

This recommendation was supported unanimously by the four voting members.

This recommendation has been resolved by the Director Community Assets.

### RECOMMENDED

**That Council receives and notes the report on Wilkinson Street, Elderslie – No Stopping Restrictions.**

### ATTACHMENTS

1. Proposed No Stopping restrictions - Wilkinson Street, Elderslie





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## LOCAL TRAFFIC COMMITTEE

LTC25

**SUBJECT: BROOKNER ROAD, SPRING FARM - NO STOPPING RESTRICTIONS**  
**FROM:** Manager Traffic, Depot & Buiding Services  
**TRIM #:** 19/98988

---

**ELECTRONIC MEETING ITEM DATE: 14 February 2019**

### PURPOSE OF REPORT

To document approval previously provided by the Local Traffic Committee through an Electronic Meeting for the installation of No Stopping signage on Brookner Road, Spring Farm.

### MAIN REPORT

As required by the DA Conditions for Spring Farm Community Centre (DA 2018/1104/1), Local Traffic Committee concurrence shall be sought for 'No Stopping' signage adjacent to the driveway entrance off Brookner Road. The location is highlighted on **Attachment 1**.

The proposed No Stopping is to ensure that driver visibility is kept unobstructed when exiting / entering the driveway. It is recommended that the Committee supports the proposed restrictions as shown in **Attachment 2**.

<b>Electronic Meeting Reference</b>	<b>Agreed recommendation of the Local Traffic Committee</b>
<b>2019/09</b>	<b>The Local Traffic Committee recommends that Council approves the installation of No Stopping signage on Brookner Road, Spring Farm.</b>

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 Brookner Road, Spring Farm – No Stopping Restrictions.**

### ATTACHMENTS

1. Site Location - Brookner Road, Spring Farm
2. No Stopping restrictions - Brookner Road, Spring Farm



STRUCTURAL/CIVIL  
 JOHNS HICKS/LEA CONSULTING ENGINEERS  
 100, 102 & 104, Sealand Street, Seaford BN25 2JZ  
 Tel: 01323 810000 Fax: 01323 810001  
 Email: john.hicks@leacivil.co.uk  
 www.leacivil.co.uk

MECH/ELEC/HYD/FIRE  
 JOHNS HICKS/LEA CONSULTING ENGINEERS  
 100, 102 & 104, Sealand Street, Seaford BN25 2JZ  
 Tel: 01323 810000 Fax: 01323 810001  
 Email: john.hicks@leacivil.co.uk  
 www.leacivil.co.uk

LANDSCAPE ARCHITECTURE  
 MERLE SAGE PART LTD  
 100, 102 & 104, Sealand Street, Seaford BN25 2JZ  
 Tel: 01323 810000 Fax: 01323 810001  
 Email: merle.sage@merlesage.co.uk  
 www.merlesage.co.uk

ISSUE	Date	Description	Checked
1	18/02/2019	FOR APPROVAL	NT

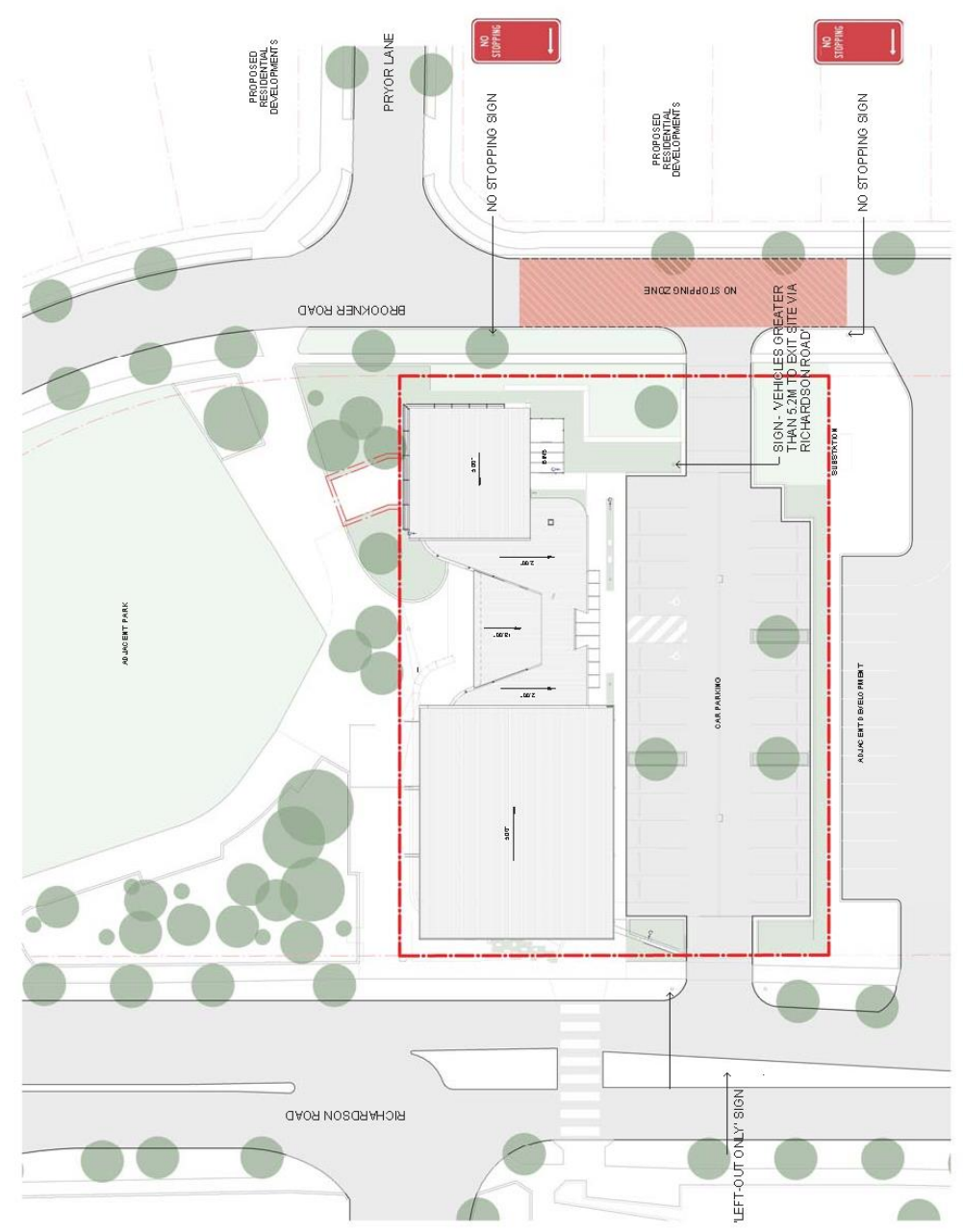
ARCHITECT  
**NBRS ARCHITECTURE.**  
 67, 69 & 71, Sealand Street, Seaford BN25 2JZ  
 Tel: 01323 810000 Fax: 01323 810001  
 Email: nbs@nbsarch.co.uk  
 www.nbsarch.co.uk

Project  
 Spring Farm Community Centre

at  
 2-11 Richardson Road, Spring Farm, BN9W 2BT  
 for  
 Crampton Council

Drawing Title  
**SIGNAGE PLAN**

Date: 26/02/19 10:08:10 AM  
 Scale: 1:200 @ A1  
 Drawing Reference: 18045-NBRS-A-WD511  
 Revision: 7



**1** SIGNAGE PLAN

## LOCAL TRAFFIC COMMITTEE

LTC26

**SUBJECT: ENTERPRISE CIRCUIT, GREGORY HILLS - SIGNAGE, LINEMARKING AND DEVICES ASSOCIATED WITH THE DEVELOPMENT OF 133 TURNER ROAD, GREGORY HILLS STAGES 1 AND 2**

**FROM:** Manager Traffic, Depot & Buiding Services

**TRIM #:** 19/99357

**ELECTRONIC MEETING ITEM DATE: 19 February 2019**

### PURPOSE OF REPORT

To document approval previously provided by the Local Traffic Committee through an Electronic Meeting for signage and linemarking plans associated with the development of 133 Turner Road, Gregory Hills, Stages 1 and 2.

### MAIN REPORT

A signage and line marking plan has been received by Council for the construction of new roads associated with the development of 133 Turner Road, Gregory Hills, Stages 1 and 2. The locations are highlighted on **Attachment 1**. This is related to development application number DA/2017/53/1.

The Engineering Drawing No. 300178018.01.CC801 prepared by SMEC provide 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 linemarking and it is recommended that LTC supports the proposed measures.

<b>Electronic Meeting Reference</b>	<b>Agreed recommendation of the Local Traffic Committee</b>
<b>2019/10</b>	<b>The Local Traffic Committee recommends that Council approves, on and in the vicinity of Enterprise Circuit, the regulatory signs and line marking associated with the development of 133 Turner Road, Gregory Hills, Stages 1 and 2, as shown on the Engineering Drawing No. 300178018.01.CC801 subject to:</b>  <b>i. all signage being sign size A;</b> <b>ii. the installation being completed by the applicant at its cost; and</b> <b>iii. street lighting levels for intersections being in accordance with Australian Standard AS/NZS 1158, subject to further Council approval of the lighting design.</b>

This recommendation was supported unanimously by the four voting members.

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

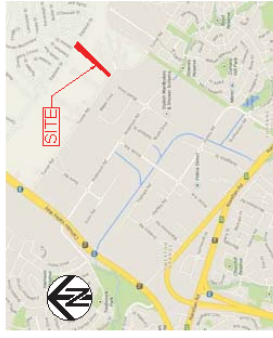
## **RECOMMENDED**

**That Council receives and notes the report on Enterprise Circuit, Gregory Hills – Signage, Linemarking and Devices associated with the development of 133 Turner Road, Gregory Hills Stages 1 and 2.**

### ATTACHMENTS

1. Site Location - Enterprise Circuit, Gregory Hills
2. Signage and Linemarking Plan - Enterprise Circuit, Gregory Hills

# TURNER ROAD PROJECT No. 2 PROPOSED SUBDIVISION GREGORY HILLS - 133 TURNER ROAD CONSTRUCTION CERTIFICATE

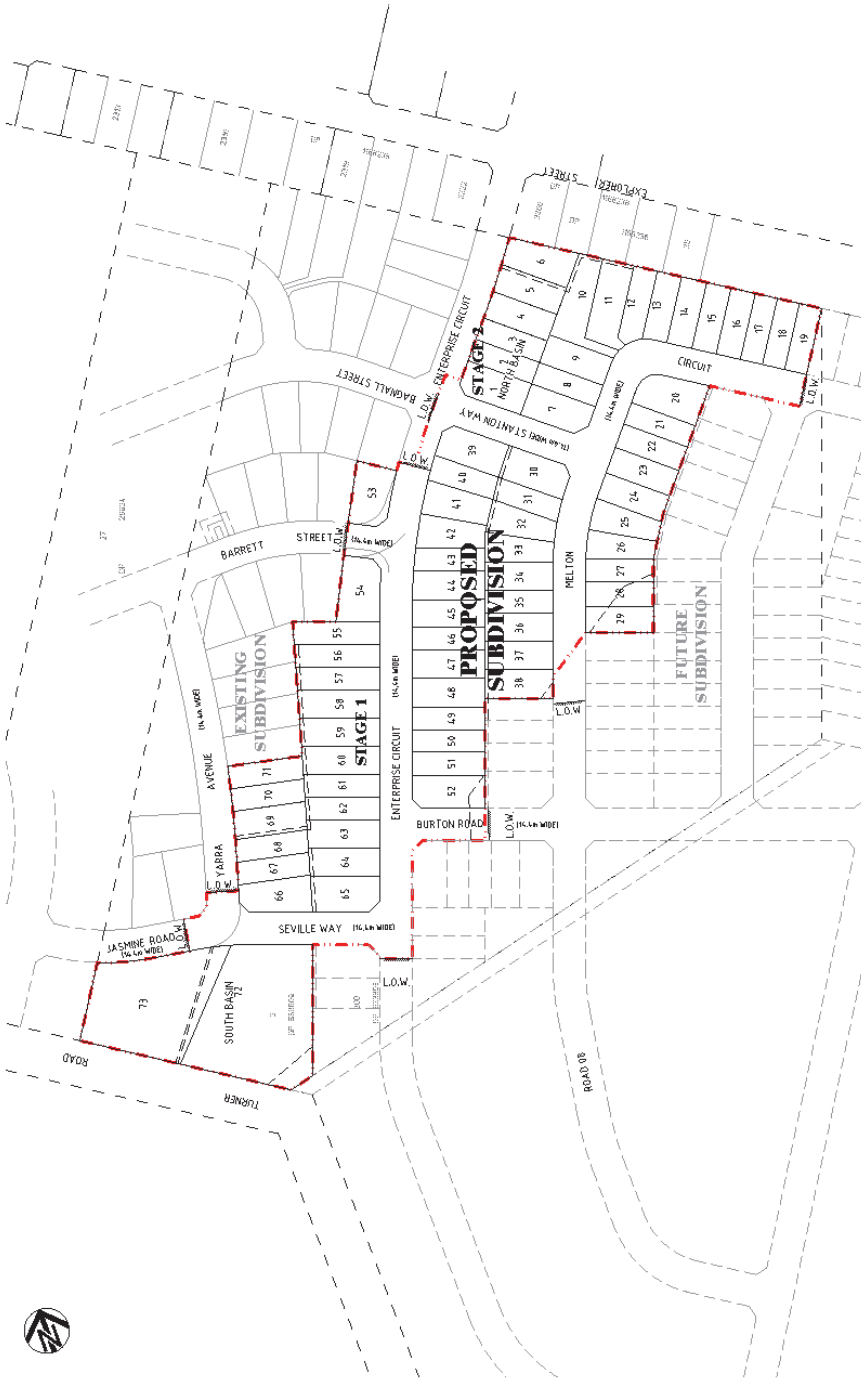


LOCALITY PLAN  
NTS

- LEGEND:**
- CADASTRAL BOUNDARY
  - STAGE BOUNDARY
  - PROPOSED LOT BOUNDARY
  - EXISTING ROAD BOUNDARY
  - FUTURE LOT BOUNDARY
- PROPOSED LOTS - STAGE 1 - 68 LOTS  
 PROPOSED LOTS - STAGE 2 - 3 LOTS  
 RESERVE LOTS - 2 LOT

**NOTE:**

1. REFER TO SUBDIVISION PLAN FOR EASEMENTS AND AREAS OF LOTS



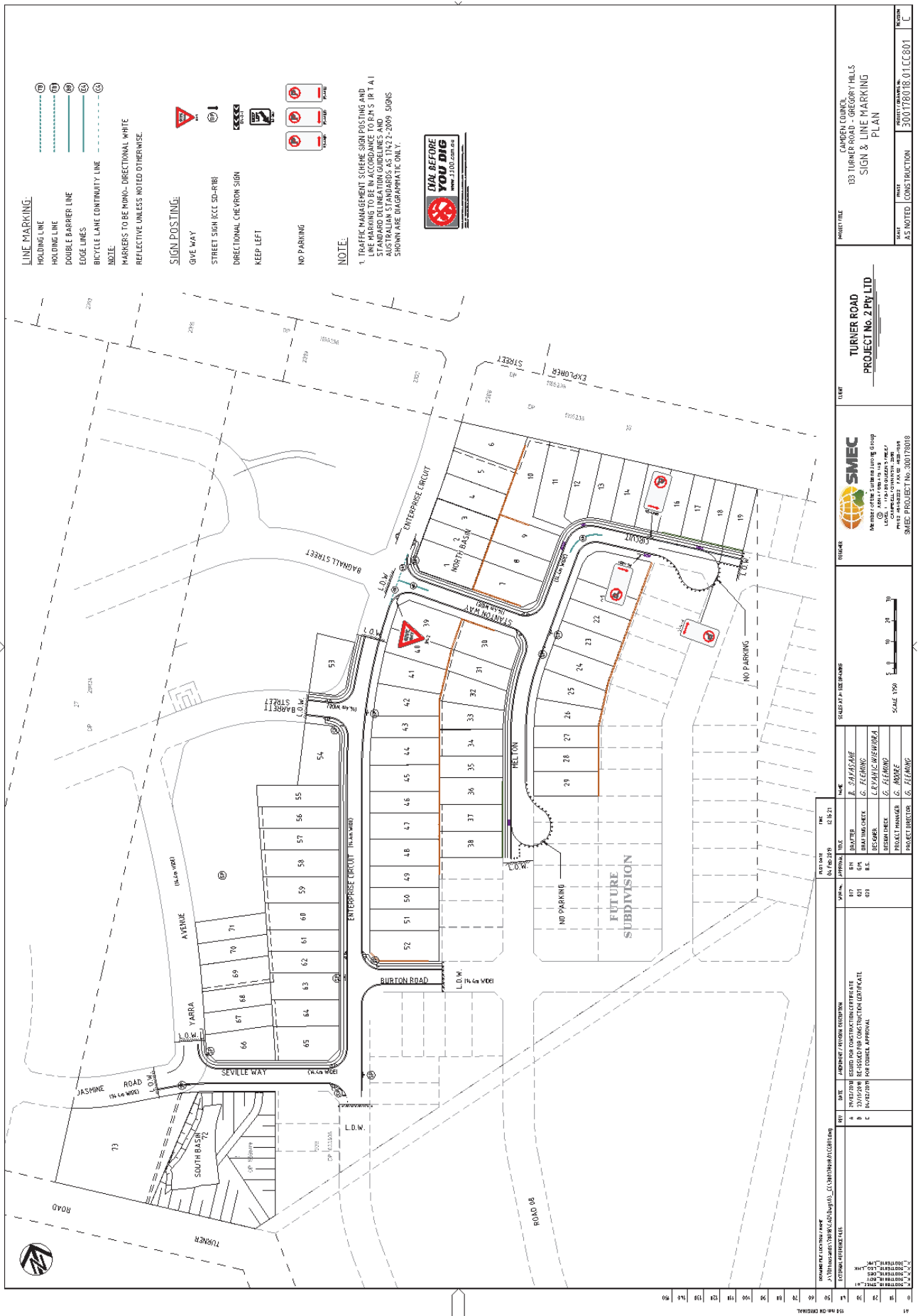
SITE PLAN  
SCALE 1:1000

<b>COUNCIL REF: DA53 / 2017</b>	
PROJECT TITLE	CAMPDEN COUNCIL 133 TURNER ROAD - GREGORY HILLS COVER SHEET
SUBJECT	SITE PLAN & LOCALITY PLAN
AS NOTED	CONSTRUCTION
PROJECT NUMBER	300178018.01.LCC001
REVISION	B

CLIENT	TURNER ROAD PROJECT No. 2 P/LTD
ENGINEER	<b>SMEC</b> Member of the Surbana Jurong Group Level 1, 115 Robinson Road, Singapore 068972 PROJECT NO. 300178018 SMEC PROJECT NO. 300178018

SCALE	SCALE 1:1000
DATE	14 JUN 2019
DESIGNER	G. ZELAND
CHECKER	G. ZELAND
PROJECT MANAGER	G. AMARU
PROJECT DIRECTOR	G. ZELAND

DATE	14 JUN 2019	TIME	17:31
APPROVAL	BY: [Signature]	NAME	G. ZELAND
DESIGNER	G. ZELAND	CHECKER	G. ZELAND
PROJECT MANAGER	G. AMARU	PROJECT DIRECTOR	G. ZELAND



PROJECT TITLE	CAMDEN COUNCIL 133 TURNER ROAD - GREGORY HILLS SIGN & LINE MARKING PLAN
DATE	15/06/2019
PROJECT	CONSTRUCTION
PROJECT NO.	300172018.01LCC801
REVISION	C

CLIENT	TURNER ROAD PROJECT No. 2 Pty LTD
--------	--------------------------------------

ENGINEER	<b>SMEC</b> Member of the Smecon Group 100/101-101/103 100/101-101/103 CORNER TURNER ROAD GREGORY HILLS NSW 2150 SMEC PROJECT NO: 300172018
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SCALE	1:500
DATE	15/06/2019
PROJECT DIRECTOR	G. ZELAND
DESIGNER	G. ZELAND
CHECKER	G. ZELAND
APPROVER	G. ZELAND

DATE	15/06/2019
PROJECT DIRECTOR	G. ZELAND

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PROJECT DIRECTOR	G. ZELAND

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PROJECT DIRECTOR	G. ZELAND

DATE	15/06/2019
PROJECT DIRECTOR	G. ZELAND





## LOCAL TRAFFIC COMMITTEE

LTC27

**SUBJECT: RICHMOND ROAD, ORAN PARK - SIGNAGE, LINEMARKING AND DEVICES ASSOCIATED WITH THE DEVELOPMENT OF 6 RICHMOND ROAD, ORAN PARK, TRANCHE 32, STAGE 3**

**FROM:** Manager Traffic, Depot & Buiding Services

**TRIM #:** 19/99978

**ELECTRONIC MEETING ITEM DATE: 25 February 2019**

### PURPOSE OF REPORT

To document approval previously provided by the Local Traffic Committee through an Electronic Meeting for signage and linemarking plans associated with the development of 6 Richmond Road, Oran Park, Tranche 32, Stage 3.

### MAIN REPORT

A signage and line marking plan has been received by Council for the construction of new roads associated with the development of 6 Richmond Road, Oran Park, Tranche 32, Stage 3. The locations are highlighted on **Attachment 1**. This is related to development application number DA/2018/21/1.

The Engineering Drawing No. 702, Rev.1 (Project No. X14340.16) prepared by Calibre provide details of the proposed signage and line marking (**Attachment 2**). The plan is considered to be in accordance with Austroads, Australian Standards and RMS supplements for the placement of regulatory signage and line marking and it is recommended that LTC supports the proposed measures.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2019/11	<p>The Local Traffic Committee recommends that Council approves the regulatory signs and line marking associated with the development of 6 Richmond Road, Oran Park, Tranche 32, Stage 3 as shown on the Engineering Drawing No. 702, Rev.1 (Project No. X14340.16) subject to:</p> <ul style="list-style-type: none"><li>i. all signage being sign size A;</li><li>ii. the installation being completed by the applicant at its cost; and</li><li>iii. street lighting levels for intersections being in accordance with Australian Standard AS/NZS 1158, subject to further Council approval of the lighting design.</li></ul>

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 Richmond Road, Oran Park – Signage, Linemarking and Devices associated with the development of 6 Richmond Road, Oran Park, Tranche 32, Stage 3.**

### ATTACHMENTS

1. Site Location - Richmond Road, Oran Park
2. Signage and Linemarking Plan - Richmond Road, Oran Park



# ORAN PARK SOUTH DEVELOPMENT

## TRANCHE 32 STAGE 3

FOR CONSTRUCTION CERTIFICATE

**DRAWING LIST**

NO.	DESCRIPTION
01	GENERAL NOTES
02	CONCRETE
03	CONCRETE
04	CONCRETE
05	CONCRETE
06	CONCRETE
07	CONCRETE
08	CONCRETE
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100	CONCRETE



LGA CAMDEN COUNCIL  
LOT 2 D.P. 121 3580

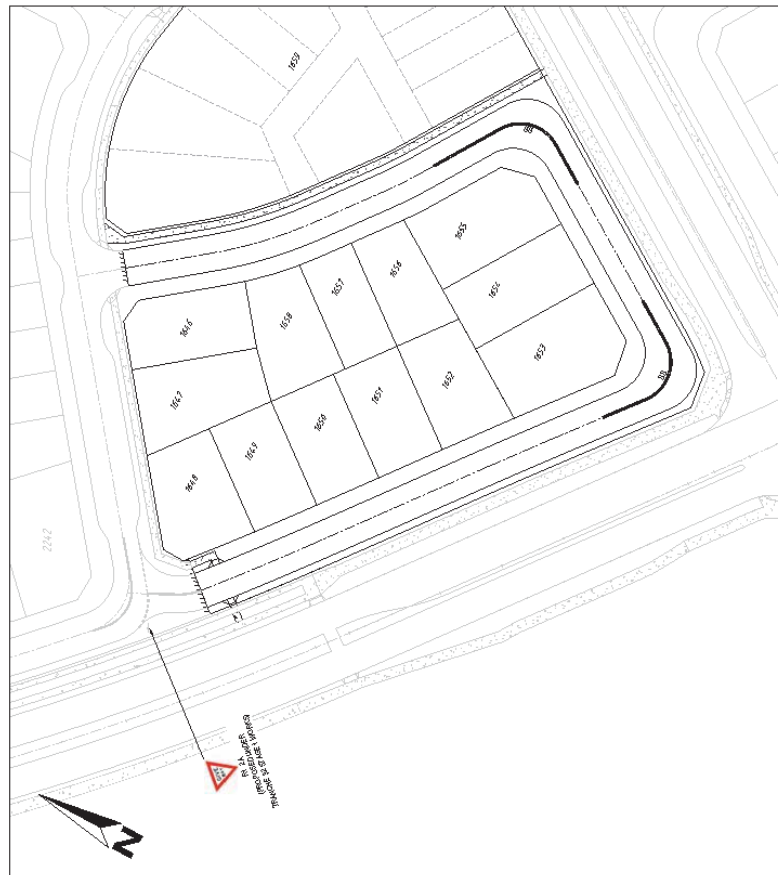
LOCALITY PLAN  
N.T.S.

CLIENT:



ORAN PARK SOUTH DEVELOPMENT  
TRANCHE 32 STAGE 3

Sheet No: X14340.16  
Scale: 3  
Revision No: CC  
Revision Date: 21/01/2019  
Drawing No: 000  
Page No: 1



PLAN  
SCALE: 1:200

LINEMARKING LEGEND

LINE TYPE	USE	DIMENSIONS (m) (FOR DIMENSIONS SEE DIMENSIONS SPACING COLUMN)	COLOUR	RAISED MARKER TYPE	MARKER SPACING (m)	
					NORMAL SPACING (A)	ALTERNATIVE SPACING (B)
BB	1. LEFT HAND SIDE OF ROAD TO INDICATE ONE WAY TRAFFIC FLOW 2. RIGHT HAND SIDE OF ROAD TO INDICATE ONE WAY TRAFFIC FLOW 3. APPROACH TO A CURVE TO INDICATE CURVE POSITION		WHITE		12	12

		PROJECT: ORAN PARK SOUTH DEVELOPMENT SIGNAGE AND LINEMARKING PLAN TRANCHE 32 STAGE 3 DRAWING: SIGNAGE AND LINEMARKING PLAN FOR TRANCHE 32 STAGE 3 DRAWING NO: 2019-01-001 DATE: 15/01/2019	SCALE: 1:200 SHEET NO: 3 TOTAL SHEETS: 3
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# LOCAL TRAFFIC COMMITTEE

**LTC28**

**SUBJECT: INGLEBURN ROAD, LEPPINGTON - SIGNAGE, LINEMARKING AND DEVICES ASSOCIATED WITH THE DEVELOPMENT OF 35 INGLEBURN ROAD**

**FROM:** Manager Traffic, Depot & Buiding Services

**TRIM #:** 19/104299

**ELECTRONIC MEETING ITEM DATE: 26 February 2019**

**PURPOSE OF REPORT**

To document approval previously provided by the Local Traffic Committee through an Electronic Meeting for signage and linemarking plans associated with the development of 35 Ingleburn Road, Leppington.

**MAIN REPORT**

A signage and line marking plan has been received by Council for the construction of new roads associated with the development of 35 Ingleburn Road, Leppington. The locations are highlighted on **Attachment 1**. This is related to development application number DA/2016/1335/1.

The Engineering Plan prepared by North Western Surveys, Project reference number: 15600, Rev. HH provide details of the proposed signage and line marking (**Attachment 2**). The plan is considered to be in accordance with Austroads, Australian Standards and RMS supplements for the placement of regulatory signage and line marking and it is recommended that LTC supports the proposed measures.

<b>Electronic Meeting Reference</b>	<b>Agreed recommendation of the Local Traffic Committee</b>
2019/12	<p><b>The Local Traffic Committee recommends that Council approves the regulatory signs and line marking associated with the development of 35 Ingleburn Road, Leppington, as shown on the Engineering Drawing denotes Project reference number: 15600, Rev. HH subject to:</b></p> <ul style="list-style-type: none"> <li><b>i. all signage being sign size A;</b></li> <li><b>ii. the installation being completed by the applicant at its cost; and</b></li> <li><b>iii. street lighting levels for intersections being in accordance with Australian Standard AS/NZS 1158, subject to further Council approval of the lighting design.</b></li> </ul>

This recommendation was supported unanimously by the four voting members.

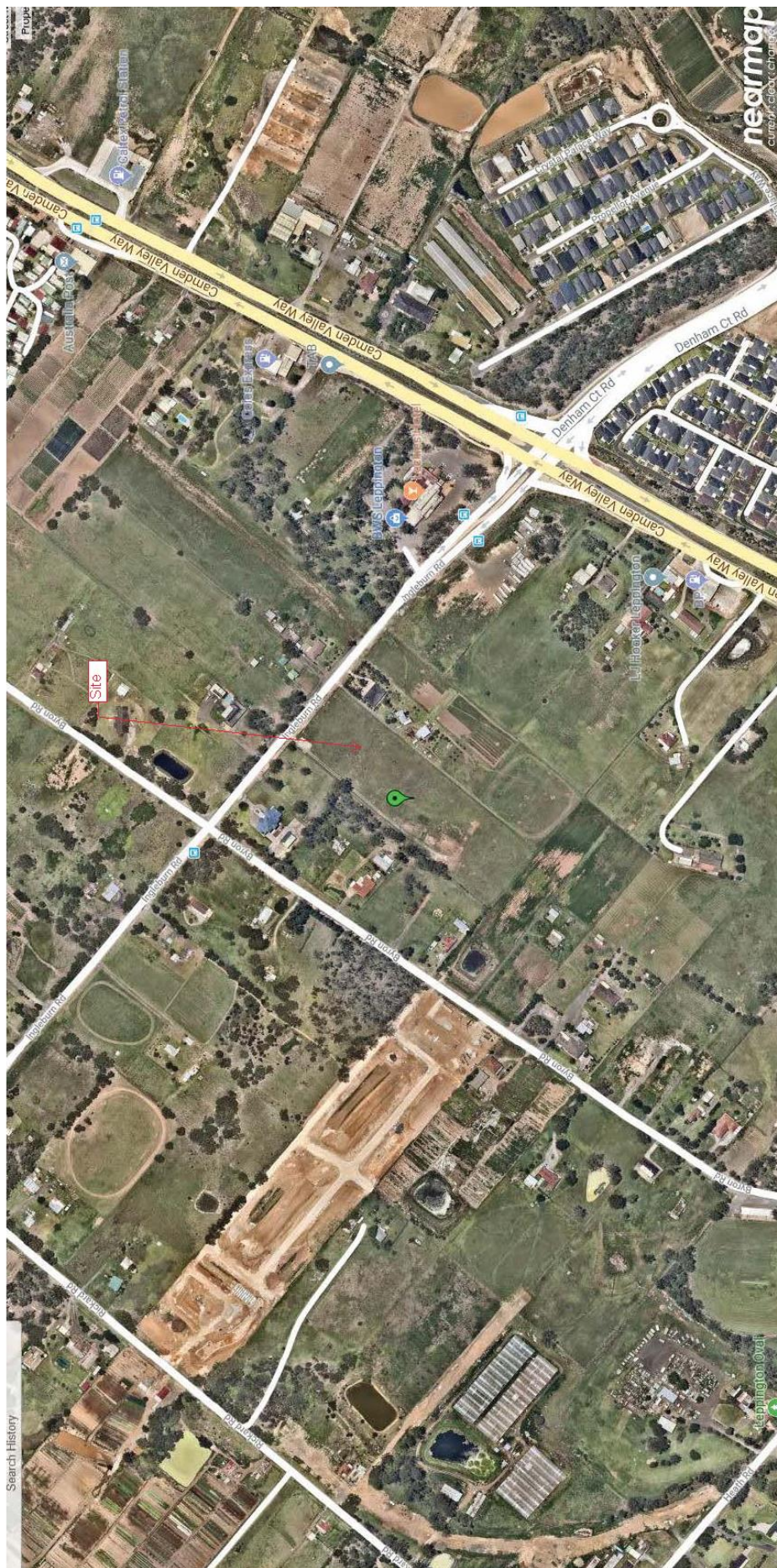
This recommendation has been resolved by a Council Officer under Delegated Authority.

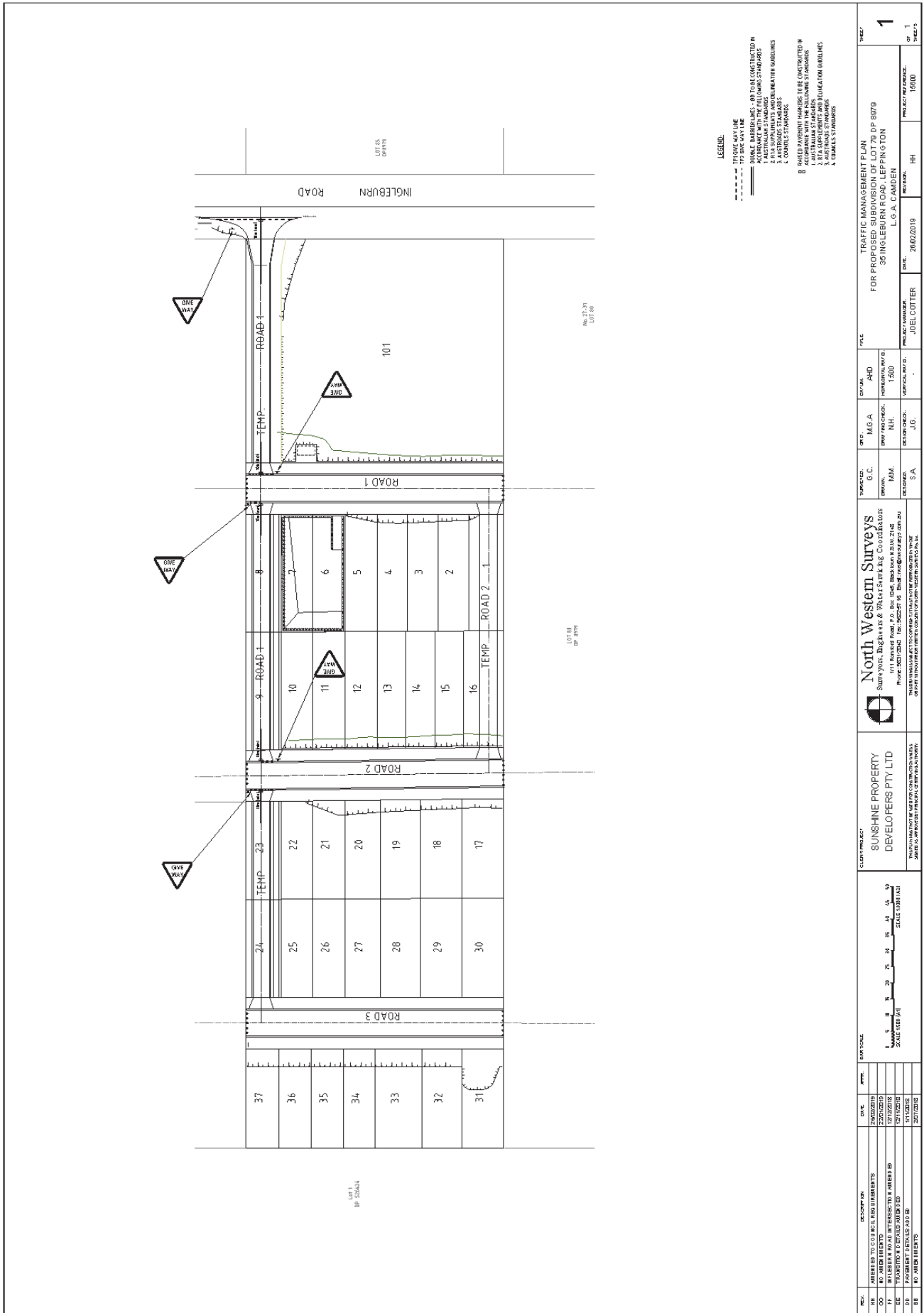
## **RECOMMENDED**

**That Council receives and notes the report on Ingleburn Road, Leppington – Signage, Linemarking and Devices associated with the Development of 35 Ingleburn Road.**

### ATTACHMENTS

1. Site Location - Ingleburn Road, Leppington
2. Signage and Linemarking Plan - Ingleburn Road, Leppington







## LOCAL TRAFFIC COMMITTEE

LTC29

**SUBJECT: BYRON ROAD AND RICKARD ROAD, LEPPINGTON - SIGNAGE, LINEMARKING AND DEVICES ASSOCIATED WITH THE DEVELOPMENT OF 55 BYRON ROAD AND 56 RICKARD ROAD**

**FROM:** Manager Traffic, Depot & Buiding Services

**TRIM #:** 19/104412

**ELECTRONIC MEETING ITEM DATE: 28 February 2019**

### PURPOSE OF REPORT

To document approval previously provided by the Local Traffic Committee through an Electronic Meeting for signage and linemarking plans associated with the development of 55 Byron Road and 56 Rickard Road, Leppington.

### MAIN REPORT

Signage and line marking plan have been received by Council for the construction of new roads associated with the development of 55 Byron Road and 56 Rickard Road, Leppington. The locations are highlighted on **Attachment 1**. This is related to development application number DA/2017/692/1.

The Engineering Drawing No. MMD-370101-C-DR-CV-CC-1550, Rev. F and MMD-370101-C-DR-CV-CC-1551, Rev. F prepared by Mott Macdonald provide details of the proposed signage and line marking (**Attachment 2**). The plans are considered to be in accordance with Austroads, Australian Standards and RMS supplements for the placement of regulatory signage and line marking and it is recommended that LTC supports the proposed measures.

<b>Electronic Meeting Reference</b>	<b>Agreed recommendation of the Local Traffic Committee</b>
<b>2019/13</b>	<b>The Local Traffic Committee recommends that Council approves the regulatory signs and line marking associated with the development of 55 Byron Road and 56 Rickard Road, Leppington as shown on the Engineering Drawing No. MMD-370101-C-DR-CV-CC-1550, Rev. F and MMD-370101-C-DR-CV-CC-1551, Rev. F subject to:</b> <ul style="list-style-type: none"><li><b>i. all signage being sign size A;</b></li><li><b>ii. the installation being completed by the applicant at its cost; and</b></li><li><b>iii. street lighting levels for intersections being in accordance with Australian Standard AS/NZS 1158, subject to further Council approval of the lighting design.</b></li></ul>

This recommendation was supported unanimously by the four voting members.

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

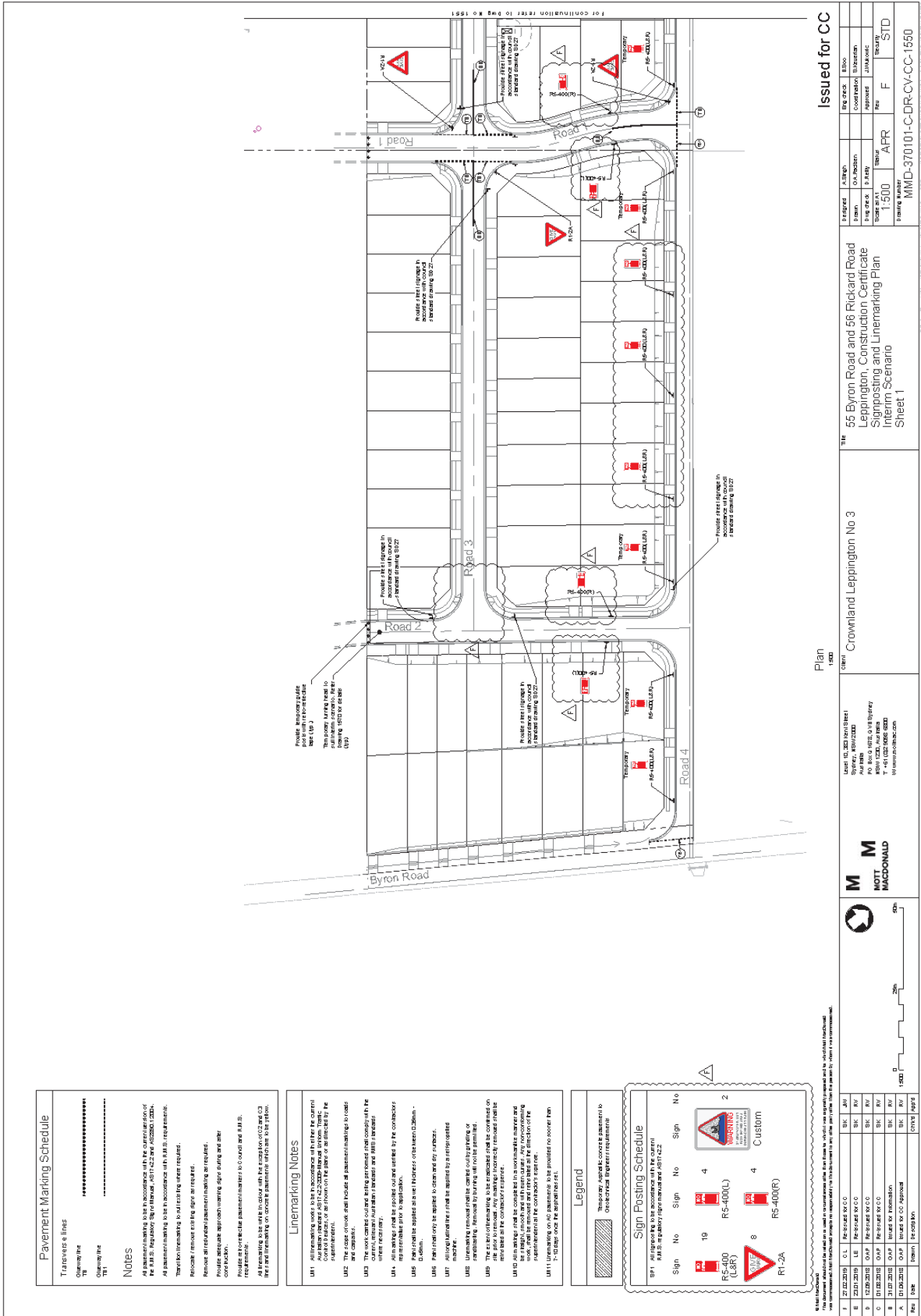
## **RECOMMENDED**

**That Council receives and notes the report on Byron Road and Rickard Road, Leppington – Signage, Linemarking and Devices associated with the Development of 55 Byron Road and 56 Rickard Road.**

### ATTACHMENTS

1. Site Location - Byron and Rickard Roads, Leppington
2. Signage and Linemarking Plans - Byron and Rickard Roads, Leppington





### Pavement Marking Schedule

Transverse lines  
 TT  
 Oblique line  
 Oblique line  
 TT1

**Notes**

All pavement markings to be in accordance with the recommendations of the A.M.S. Regulatory System (RS1-022 and RS200-020).

All pavement markings to be in accordance with A.M.S. requirements.

Transition markings to be used where required.

Reversible pavement marking signs and roadwork signs to be used where required.

Reversible pavement marking signs and roadwork signs to be used where required.

Reversible pavement marking signs and roadwork signs to be used where required.

Reversible pavement marking signs and roadwork signs to be used where required.

Reversible pavement marking signs and roadwork signs to be used where required.

Reversible pavement marking signs and roadwork signs to be used where required.

Reversible pavement marking signs and roadwork signs to be used where required.

### Linemarking Notes

UN1 All linemarking work to be in accordance with the current Council's Standard of Work for the placement of linemarking on roads.

UN2 The scope of work shall include all pavement markings to be placed on the road.

UN3 The work shall include all pavement markings to be placed on the road.

UN4 All linemarking work to be in accordance with the current Council's Standard of Work for the placement of linemarking on roads.

UN5 All linemarking work to be in accordance with the current Council's Standard of Work for the placement of linemarking on roads.

UN6 All linemarking work to be in accordance with the current Council's Standard of Work for the placement of linemarking on roads.

UN7 All linemarking work to be in accordance with the current Council's Standard of Work for the placement of linemarking on roads.

UN8 All linemarking work to be in accordance with the current Council's Standard of Work for the placement of linemarking on roads.

UN9 All linemarking work to be in accordance with the current Council's Standard of Work for the placement of linemarking on roads.

UN10 All linemarking work to be in accordance with the current Council's Standard of Work for the placement of linemarking on roads.

UN11 All linemarking work to be in accordance with the current Council's Standard of Work for the placement of linemarking on roads.

### Legend

Temporary, apply to concrete pavement to meet current sign requirements

**Sign Posting Schedule**

RS-400 (L&R)  
 RS-400(L)  
 RS-400(R)  
 RS-400(LR)  
 Custom  
 RT-2A

Sign No: 19, 4, 8, 4, 2  
 Sign: RS-400(L), RS-400(L), RS-400(R), RS-400(LR), Custom

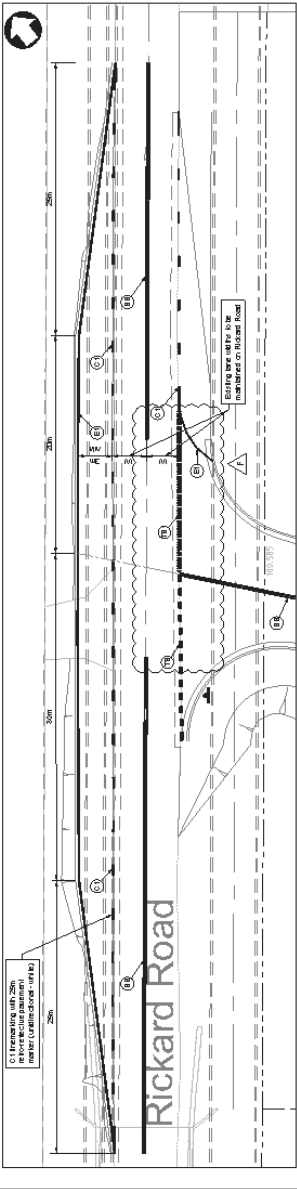
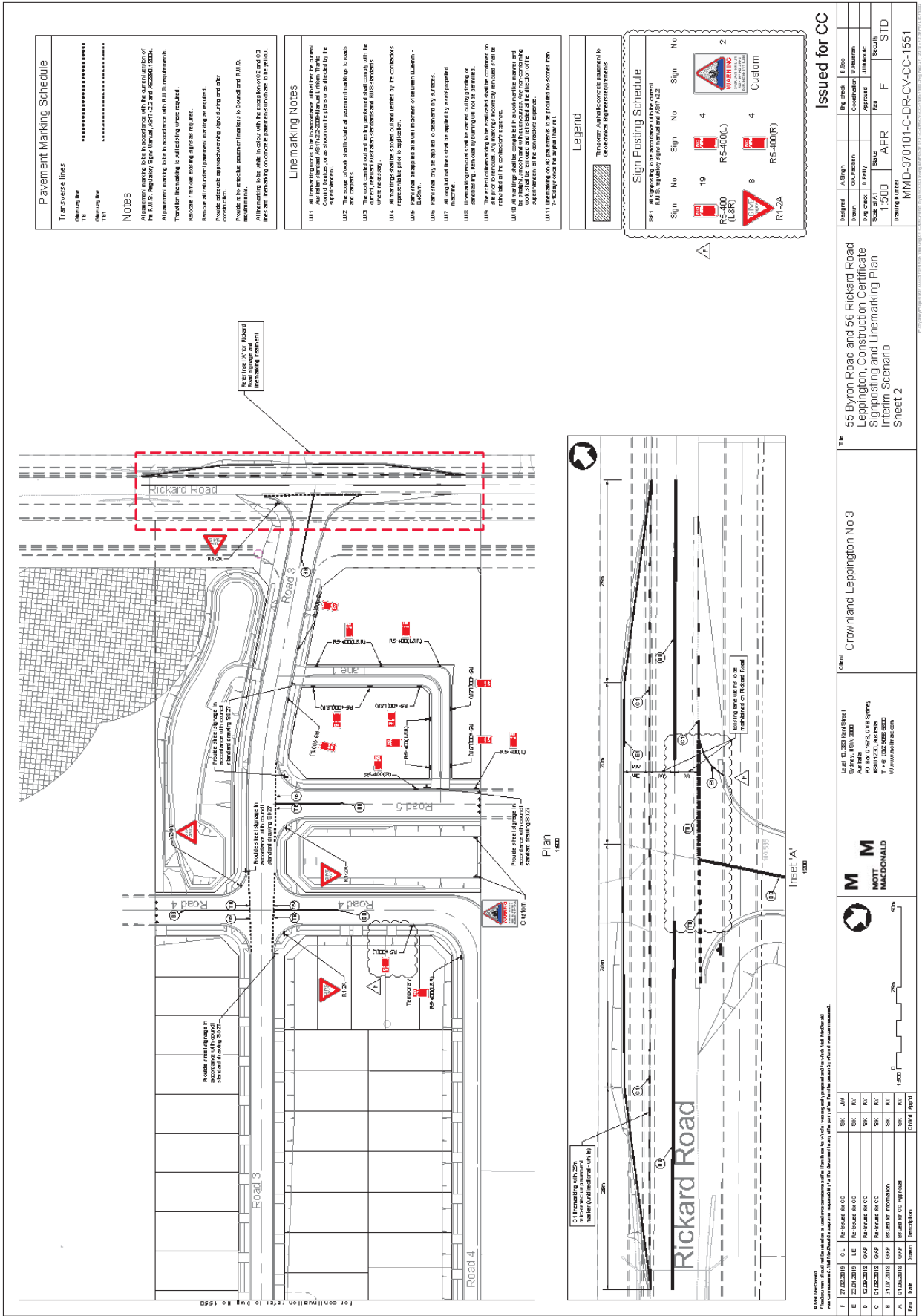
Issue for CC

Designed	Drawn	Checked	Approved	Issued
1:500	APR	F	STD	
Drawing Number: MMD-370101-C-DR-CV-CC-1550				

**M M MOTT MACDONALD**

55 Byron Road and 56 Rickard Road  
 Leppington, Construction Certificate  
 Signposting and Linemarking Plan  
 Interim Scenario  
 Sheet 1

Rev	Date	By	For
1	27.02.2019	C.L.	Revised for CC
2	23.07.2019	LE	Revised for CC
3	02.09.2019	D.A.P.	Revised for CC
4	01.02.2020	D.A.P.	Revised for CC
5	31.07.2020	D.A.P.	Revised for CC
6	01.09.2020	D.A.P.	Revised for CC
7	10.09.2020	D.A.P.	Revised for CC



**Pavement Marking Schedule**

Transverse lines  
 Oblique line  
 Oblique line  
 TBI

**Notes**

All pavement markings to be in accordance with the specifications of the M.S. Regulatory Signs Manual, AS1742.2 and AS1742.3.

All pavement markings to be in accordance with M.S. requirements. Transverse markings to be installed where required.

Remove / replace existing signs as required.

Remove all pavement markings as required.

Remove / replace existing signs as required.

Provide as to the contractor's satisfaction in accordance with M.S. requirements.

All linemarking to be white in colour, with the exception of C2 and C3 lines and linemarking on concrete pavements which may be yellow.

**Linemarking Notes**

UM1 All linemarking shall be in accordance with the current Australian Standard AS1742.2/AS1742.3. The contractor shall ensure that the linemarking is applied in accordance with the current Australian Standard AS1742.2/AS1742.3.

UM2 The contractor shall ensure that all linemarking is applied in accordance with the current Australian Standard AS1742.2/AS1742.3.

UM3 The work shall be completed in accordance with the current Australian Standard AS1742.2/AS1742.3.

UM4 Linemarking shall be applied in accordance with the current Australian Standard AS1742.2/AS1742.3.

UM5 The contractor shall ensure that all linemarking is applied in accordance with the current Australian Standard AS1742.2/AS1742.3.

UM6 The contractor shall ensure that all linemarking is applied in accordance with the current Australian Standard AS1742.2/AS1742.3.

UM7 All linemarking shall be applied in accordance with the current Australian Standard AS1742.2/AS1742.3.

UM8 Linemarking shall be applied in accordance with the current Australian Standard AS1742.2/AS1742.3.

UM9 The contractor shall ensure that all linemarking is applied in accordance with the current Australian Standard AS1742.2/AS1742.3.

UM10 All linemarking shall be completed in accordance with the current Australian Standard AS1742.2/AS1742.3.

UM11 The contractor shall ensure that all linemarking is applied in accordance with the current Australian Standard AS1742.2/AS1742.3.

**Legend**

Transverse / Asphalt concrete pavement to be replaced / Reinforcement requirements

**Sign Posting Schedule**

Sign No Sign No Sign No

19 R5-400(L) 4 R5-400(L) 2 R1-2A

8 R5-400(R) 4 R5-400(R) Custom

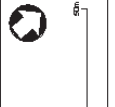
Issued for CC

Prepared	Checked	Reviewed	Approved	Contractor	Accepted	Contractor	Accepted
1:500	1:500	1:500	1:500	1:500	1:500	1:500	1:500
APR	APR	APR	APR	APR	APR	APR	APR
Drawing Number				MMD-370101-CR-DR-CV-CC-1561			

55 Byron Road and 56 Rickard Road  
 Leppington, Construction Certificate  
 Signposting and Linemarking Plan  
 Interim Scenario  
 Sheet 2

The  
 Crownland Leppington No 3

Lot 10, 2011 Byron Street  
 Leppington NSW 2150  
 PO Box 6182, Old Sydney  
 ACT 2611  
 T: +61 622 433 3333  
 www.mottmacdonald.com



Rev	Date	By	Check	Reason
1	27/02/2019	CL	RP	Final Design
2	27/02/2019	CL	RP	Final Design
3	27/02/2019	CL	RP	Final Design
4	27/02/2019	CL	RP	Final Design
5	27/02/2019	CL	RP	Final Design
6	27/02/2019	CL	RP	Final Design
7	27/02/2019	CL	RP	Final Design
8	27/02/2019	CL	RP	Final Design
9	27/02/2019	CL	RP	Final Design
10	27/02/2019	CL	RP	Final Design
11	27/02/2019	CL	RP	Final Design
12	27/02/2019	CL	RP	Final Design
13	27/02/2019	CL	RP	Final Design
14	27/02/2019	CL	RP	Final Design
15	27/02/2019	CL	RP	Final Design
16	27/02/2019	CL	RP	Final Design
17	27/02/2019	CL	RP	Final Design
18	27/02/2019	CL	RP	Final Design
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20	27/02/2019	CL	RP	Final Design
21	27/02/2019	CL	RP	Final Design
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93	27/02/2019	CL	RP	Final Design
94	27/02/2019	CL	RP	Final Design
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96	27/02/2019	CL	RP	Final Design
97	27/02/2019	CL	RP	Final Design
98	27/02/2019	CL	RP	Final Design
99	27/02/2019	CL	RP	Final Design
100	27/02/2019	CL	RP	Final Design



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## LOCAL TRAFFIC COMMITTEE

LTC30

**SUBJECT: GRAHAMS HILL ROAD / CAMDEN VALLEY WAY / RICHARDSON ROAD, NARELLAN INTERSECTION UPGRADE - PROPOSED MINOR CHANGE TO APPROVED SIGNAGE AND LINEMARKING**

**FROM:** Manager Traffic, Depot & Buiding Services

**TRIM #:** 19/104581

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**ELECTRONIC MEETING ITEM DATE: 7 March 2019**

### PURPOSE OF REPORT

To document approval previously provided by the Local Traffic Committee through an Electronic Meeting for revised signage and linemarking plans associated with the Grahams Hill Road / Camden Valley Way / Richardson Road, Narellan intersection upgrade.

### MAIN REPORT

Signage and linemarking plans for the upgrade of Grahams Hill Road / Camden Valley Way / Richardson Road, Narellan were approved by the Local Traffic Committee in September 2018. However, a minor change has been made to the lane line in Richardson Road to make it clearer for through traffic to transition to the left lanes on Richardson Road (see **Attachment 1**). Council seeks the advice of the Local Traffic Committee on the proposed change as this change is outside of the traffic control signal plan boundary.

<b>Electronic Meeting Reference</b>	<b>Agreed recommendation of the Local Traffic Committee</b>
2019/14	<b>The Local Traffic Committee recommends that Council approves the minor change to the signage and linemarking plan for the Grahams Hill Road / Camden Valley Way / Richardson Road intersection upgrade, as shown in Attachment 1 to this report.</b>

This recommendation was supported unanimously by the four voting members.

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

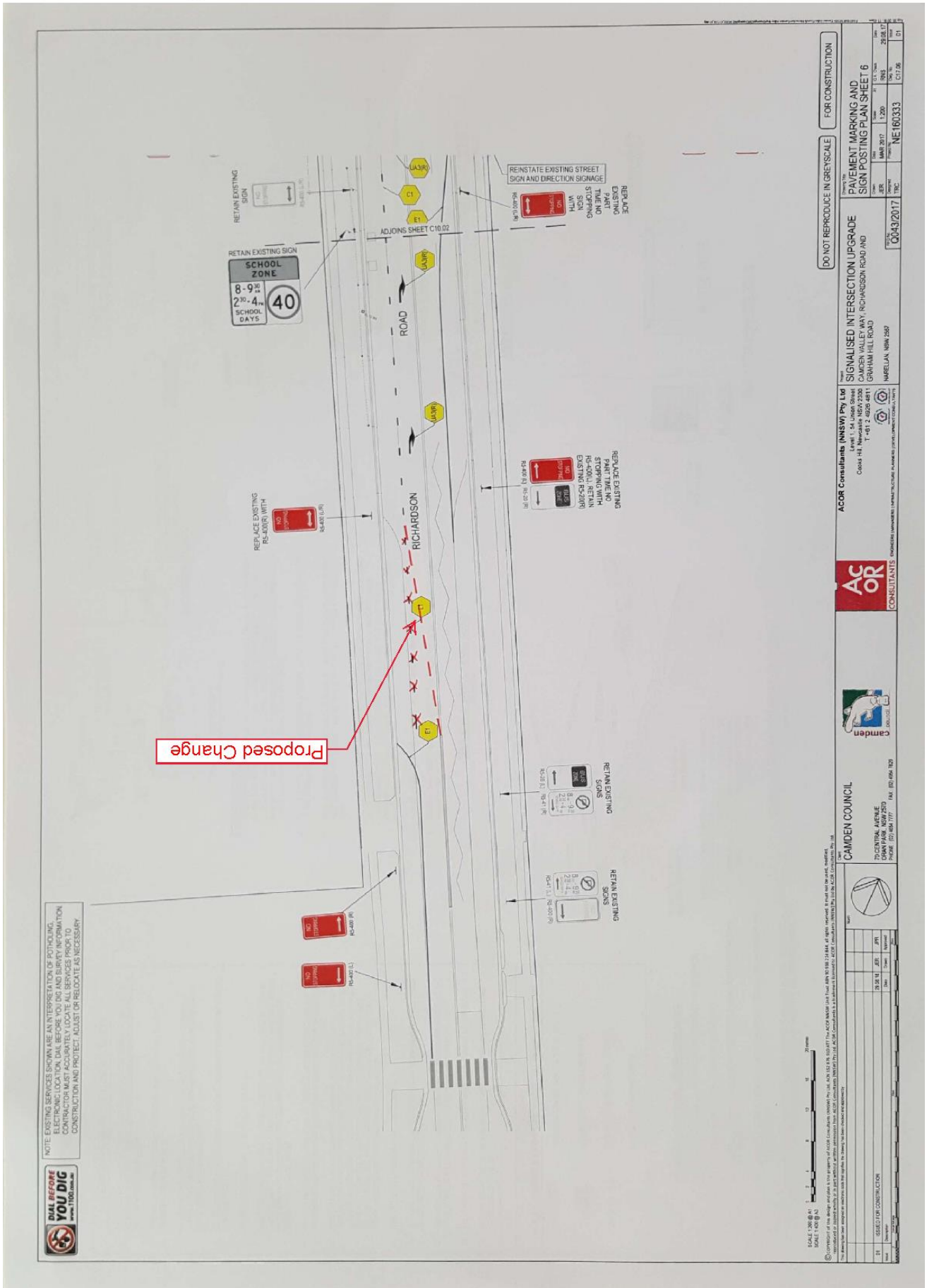
### RECOMMENDED

**That Council receives and notes the report on Grahams Hill Road / Camden Valley Way / Richardson Road – Proposed Minor Change to Approved Signage and Linemarking.**

### ATTACHMENTS

1. Signage and Linemarking Plan - Grahams Hill Road/Camden Valley Way/Richardson Road intersection upgrade

Scanned by CamScanner



# LOCAL TRAFFIC COMMITTEE

**LTC31**

**SUBJECT: HOLDEN DRIVE, ORAN PARK - SIGNAGE, LINEMARKING AND DEVICES ASSOCIATED WITH THE DEVELOPMENT OF ORAN PARK HIGH SCHOOL**

**FROM:** Manager Traffic, Depot & Buiding Services

**TRIM #:** 19/108198

**ELECTRONIC MEETING ITEM DATE: 7 March 2019**

**PURPOSE OF REPORT**

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

**MAIN REPORT**

A signage and linemarking plan has been received by Council for the extension of Holden Drive, Oran Park. This is associated with the development of Oran Park High School. The locations are highlighted on **Attachment 1**. This is related to development application number DA/2011/722/1.

The Engineering Drawing No. 00\_015, Rev. F (project number 3191) prepared by Woolacotts 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 linemarking and it is recommended that LTC supports the proposed measures.

<b>Electronic Meeting Reference</b>	<b>Agreed recommendation of the Local Traffic Committee</b>
<b>2019/15</b>	<p><b>The Local Traffic Committee recommends that Council approves, on and in the vicinity of Holden Drive, Oran Park the regulatory signs and line marking associated with the development of Oran Park High School as shown on the Engineering Drawing No. 00_015, Rev. F (project number 3191) subject to:</b></p> <ul style="list-style-type: none"> <li><b>i. all signage being sign size A;</b></li> <li><b>ii. the installation being completed by the applicant at its cost; and</b></li> <li><b>iii. street lighting levels for intersections being in accordance with Australian Standard AS/NZS 1158, subject to further Council approval of the lighting design.</b></li> </ul>

This recommendation was supported unanimously by the four voting members.

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



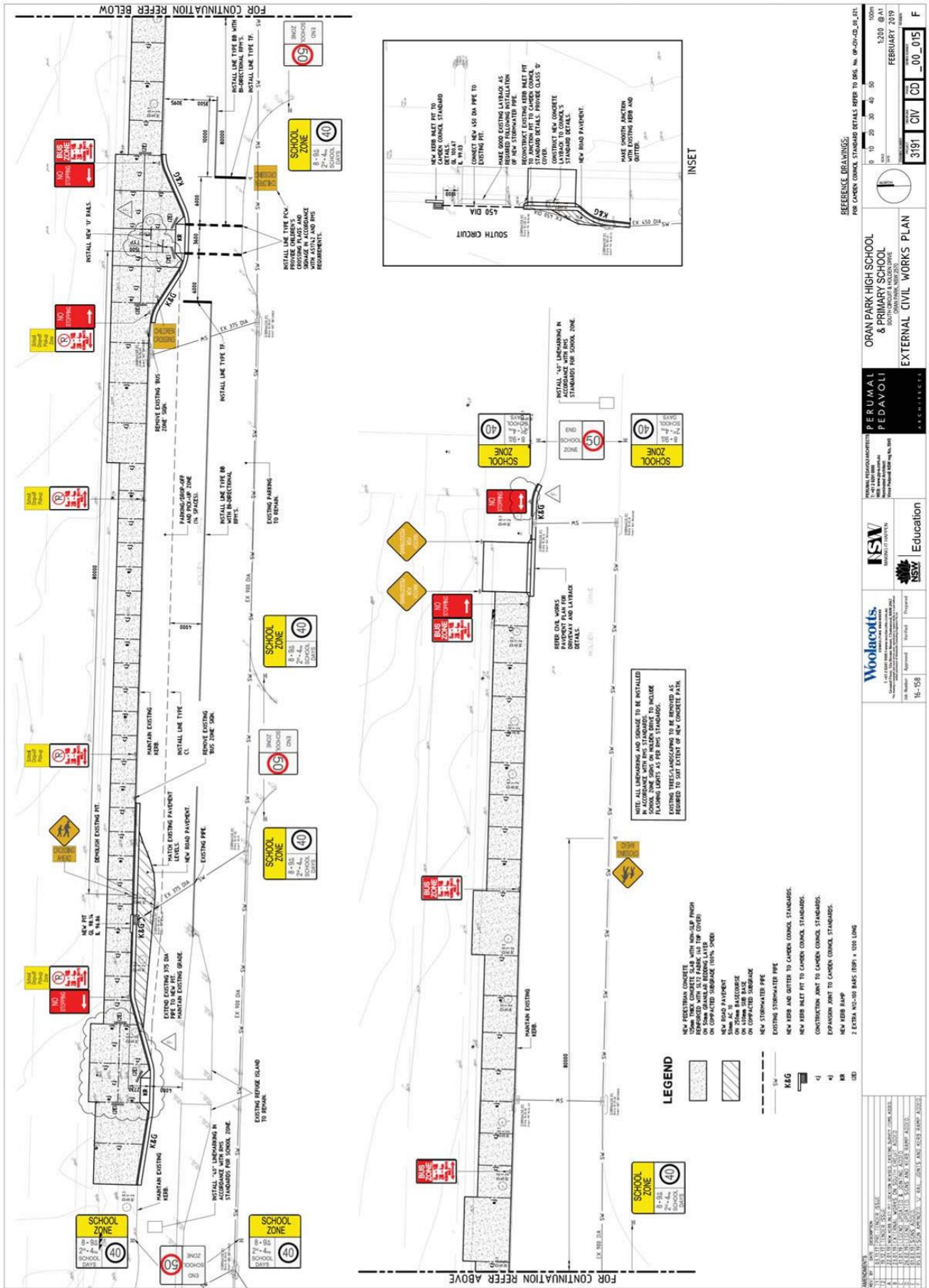
## **RECOMMENDED**

**That Council receives and notes the report on Holden Drive, Oran Park – Signage, Linemarking and Devices associated with the Development of Oran Park High School.**

### ATTACHMENTS

1. Site Location - Oran Park High School
2. Signage and Linemarking Plan - Holden Drive, Oran Park





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## LOCAL TRAFFIC COMMITTEE

LTC32

**SUBJECT: CAWDOR ROAD / MITCHELL STREET / JOHN STREET, CAMDEN -  
CAMDEN SHOW 2019 - SPECIAL EVENT TRANSPORT  
MANAGEMENT PLAN**

**FROM:** Manager Traffic, Depot & Buiding Services

**TRIM #:** 19/108345

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**ELECTRONIC MEETING ITEM DATE: 15 March 2019**

### PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for the proposed traffic management arrangements associated with the Camden Show, to be held on Friday 5th and Saturday 6th April 2019.

### BACKGROUND

The Camden Show Society Inc. has submitted a Special Event Transport Management Plan which provides details of arrangements on how traffic will be managed during the course of the Camden Show in 2019. This includes pedestrian safety barriers and traffic control measures on Cawdor Road and Mitchell Street, Camden, similar to arrangements in recent years. The Show Society is also planning a street parade on Friday afternoon between 4.00pm and 4.30pm, instigating the temporary closure of part of John Street for that period.

### MAIN REPORT

The Camden Show is programmed to take place on Friday 5th and Saturday 6th April 2019 between 6.00am and 11.30pm. The annual event takes place in Onslow Park and the Bicentennial Equestrian Park. It is anticipated the event will attract approximately 40,000 participants and visitors. Off street parking for 1,300 vehicles has been identified within the confines of the event site.

As in previous years, it is proposed to conduct a fireworks display on the Saturday evening from approximately 9.00pm to 9.30pm. As an additional traffic control measure, the applicant has proposed to close John Street between Mitchell Street and Exeter Street. This closure is only required when there is a long queue on John Street. Marshalls will be provided at either end to enable access to the school and church sites. This year, the Show Society is planning a moving street parade from 4.00pm to 4.30pm on Friday 5th April 2019.

The parade will incorporate up to twelve vehicles, some of which will be drawn by oxen and/or horses. The parade procession will be marshalled at the closed section of John Street. The route heads south along John Street, west along Argyle Street to the intersection with Murray Street, around the roundabout heading east back along Argyle Street, left on John Street, then north to finish at the section of closed road. It is proposed that, as in previous years, the event is designated as Class 2.

Traffic Control Plans have been prepared (DWG No. 14056L) (see **Attachment 1**) detailing the following elements:

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## Access and egress for the event

- Exeter Street (western end) - vehicular access / egress for parking in Onslow Park and Bicentennial Equestrian Park via ticket booths;
- Cawdor Road (western side opposite the Camden RSL Club) – vehicular parking in the Bicentennial Equestrian Park;
- Cawdor Road (eastern side) - 40 metres No Stopping south of the RSL Club exit;
- Mitchell Street (west of intersection with Oxley Street) - pedestrian access egress via turnstiles west of car park; vehicular access/egress for people with disabilities accessed through the barriers at the intersection;
- Argyle Street (opposite the end of Murray Street) - pedestrian access / egress via turnstiles set 12 metres from the footpath to allow for queuing. Limited egress between 5.00 pm and 11.30 pm; and
- Cawdor Road / Onslow Park carpark roundabout - pedestrian egress after 5.00pm.

## Cawdor Road / Argyle Street

Traffic control measures proposed for Cawdor Road and Argyle Street are:

- road closure of Onslow Park entrance / exit off the roundabout intersection with Cawdor Road;
- barriers and bollards to close the road and associated "Side Road Closed Ahead" and "Changed Traffic Conditions Ahead" signs;
- reallocation of the unrestricted parallel parking on the northwest side of Cawdor Road from Onslow Park roundabout to Argyle Street to No Parking "Set Down and Pick Up Area";
- reallocation of the unrestricted parallel parking on the southeast side of Cawdor Road from Onslow Park roundabout to Argyle Street to "No Stopping";
- pedestrian barriers to control pedestrian flow in the vicinity of the Cawdor Road/ Argyle Street / Murray Street roundabout;
- reallocation of 40 metres unrestricted parallel parking on the southeast side of Cawdor Road southwest of the exit from the RSL Club to "No Stopping"; and
- 60 metre long physical vehicle barriers to be placed on the footpath along the kerb extension on the western side of Cawdor Road / Argyle Street in the vicinity on the roundabout, throughout the event.

## Mitchell Street

Traffic control measures proposed for Mitchell Street are:

- road closure between the intersection with Oxley Street and Onslow Park;
- barriers to close the road and associated "Road Closed" and "Detour" signs;
- reallocation of the angle parking bays on the north side between Oxley Street and John Street to Bus Zone from 8.00 am to 4.00 pm on Friday 5th April 2019 and No Parking "Set Down and Pick Up Area" from 4.00pm on Friday 5th April to 12 midnight on Saturday 6th April 2019;
- traffic controllers placed at the road closure and the angle parking bays;
- barriers between the Woolworths Carpark in the Oxley/Mitchell Streets Carpark; and
- directional signage indicating parking for people with disabilities.

## John Street - Street Parade

Traffic control measures proposed for John Street are:

- road closure between the intersection with Mitchell Street and Exeter Street; barriers to close the road and associated "Road Closed" signs and local access sign;
- u-turn facility and associated No Stopping at the northern end;
- advanced warning signage indicating the closure and location of Camden Show car parking;
- traffic controller placed at the southern end of Mitchell Street to facilitate access to the Camden Uniting Church and Camden Public School;
- during the street parade, traffic controllers placed at all the side roads to prevent interference of the parade;
- two vehicles to drive side by side at the rear of the parade to mitigate against hostile vehicle access; and
- by arrangement, NSW Police control of the street parade with Police vehicles at the front and rear of the parade.

### **Variable Message Signs**

Four variable message signs have been proposed for the event:

- Cawdor Road (west side between Sheathers Lane and Barsden Street);
- Argyle Street (south side between Cowpasture Bridge and Rotary Cowpasture Reserve Entrance);
- Macquarie Grove Road (east side between Exeter Street and Camden Airport; and
- Old Hume Highway (west side) between Rosalie Avenue and Kelloway Avenue).

The variable message signs will give prior warning of the Camden Show, parking arrangements and the street parade.

### **FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS**

The Camden Show Society Inc. has paid the Special Event Transport Management Plan application fee.

### **CONCLUSION**

The measures proposed in the Special Event Transport Management Plan, as a Class 2 event, have worked effectively in recent years to safely control pedestrian and vehicle movement during the Camden Show. It is recommended that the event, with these associated measures, is supported subject to the conditions listed below.

<b>Electronic Meeting Reference</b>	<b>Agreed recommendation of the Local Traffic Committee</b>
<b>2019/16</b>	<p><b>The Local Traffic Committee recommends that Council:</b></p> <p><b>a) approves the following temporary measures between 5.00am and 12 midnight on Friday 5<sup>th</sup> April and Saturday 6 April 2019 as per the Special Event Transport Management Plan and the associated certified Traffic Control Plans (DWG 14056L Sheets 1 to 6) for the Camden Show 2019 and Street Parade:</b></p> <p><b>i. closure of Mitchell Street from Oxley Street to Onslow Park;</b></p>

- ii. closure of John Street between Exeter Street and Mitchell Street, except for local access;
- iii. reallocation of the unrestricted angle parking bays on the north side of Mitchell Street between Oxley Street and John Street to Bus Zone (8.00am to 4.00pm on Friday 5<sup>th</sup> April 2019);
- iv. reallocation of the unrestricted angle parking bays on the north side of Mitchell Street between Oxley Street and John Street to No Parking (4.00pm on Friday 5<sup>th</sup> April 2019 to 12 midnight on Saturday 6<sup>th</sup> April 2019);
- v. reallocation of the unrestricted parallel parking on the northwest side of Cawdor Road from Onslow Park roundabout to Argyle Street to No Parking;
- vi. reallocation of the unrestricted parallel parking on the southeast side of Cawdor Road from Onslow Park roundabout to Argyle Street to "No Stopping";
- vii. pedestrian barriers around the Cawdor Road / Argyle Street / Murray Street roundabout and vehicle barriers on the western side;
- viii. reallocation of 40 metres unrestricted parallel parking on the southeast side of Cawdor Road southwest of the exit from the RSL Club to "No Stopping";
- ix. Variable Message Signs at Cawdor Road between Sheathers Lane and Barsden Street, Argyle Street between Cowpasture Bridge and Rotary Cowpasture Reserve, Macquarie Grove Road between Exeter Street and Camden Airport and Old Hume Highway between Rosalie Avenue and Kelloway Avenue; and

**b) approval is subject to the following conditions:**

- i. the event be classified as a Class 2 event under the RTA Guide to Traffic and Transport Management for Special Events, Version 3.4;
- ii. traffic management arrangements be implemented in accordance with the approved Special Event Transport Management Plan and associated certified Traffic Control Plans;
- iii. access for emergency vehicles be maintained at all times;
- iv. the organisers obtain NSW Police concurrence to the Special Event approval;
- v. the organisers provide proof of a minimum \$20 million Public Liability Insurance Policy noting Council as an interested party;
- vi. temporary signage associated with the Traffic Control Plan be installed and removed at the end of the event at no cost to Council;
- vii. traffic management arrangements are advertised in local newspapers, and on street signage a minimum of 7 days prior to the event;
- viii. businesses along the street parade route are notified in writing, a minimum of 7 days prior to the event;
- ix. emergency services (as advised by Council) and local bus companies are notified of the traffic management

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	<p>arrangements, a minimum of 7 days prior to the event;</p> <ul style="list-style-type: none"><li>x. a disestablishment plan for temporary signage is submitted to Council prior to the event start date;</li><li>xi. Traffic Management Plan to be submitted to RMS for consideration;</li><li>xii. Hostile vehicle mitigation plan to be approved by the NSW Police; and</li><li>xiii. the organisers securing any other necessary consents as advised by Council.</li></ul>
--	---

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 Cawdor Road/Mitchell Street/John Street, Camden – Camden Show 201 – Special Event Traffic Management Plan.**

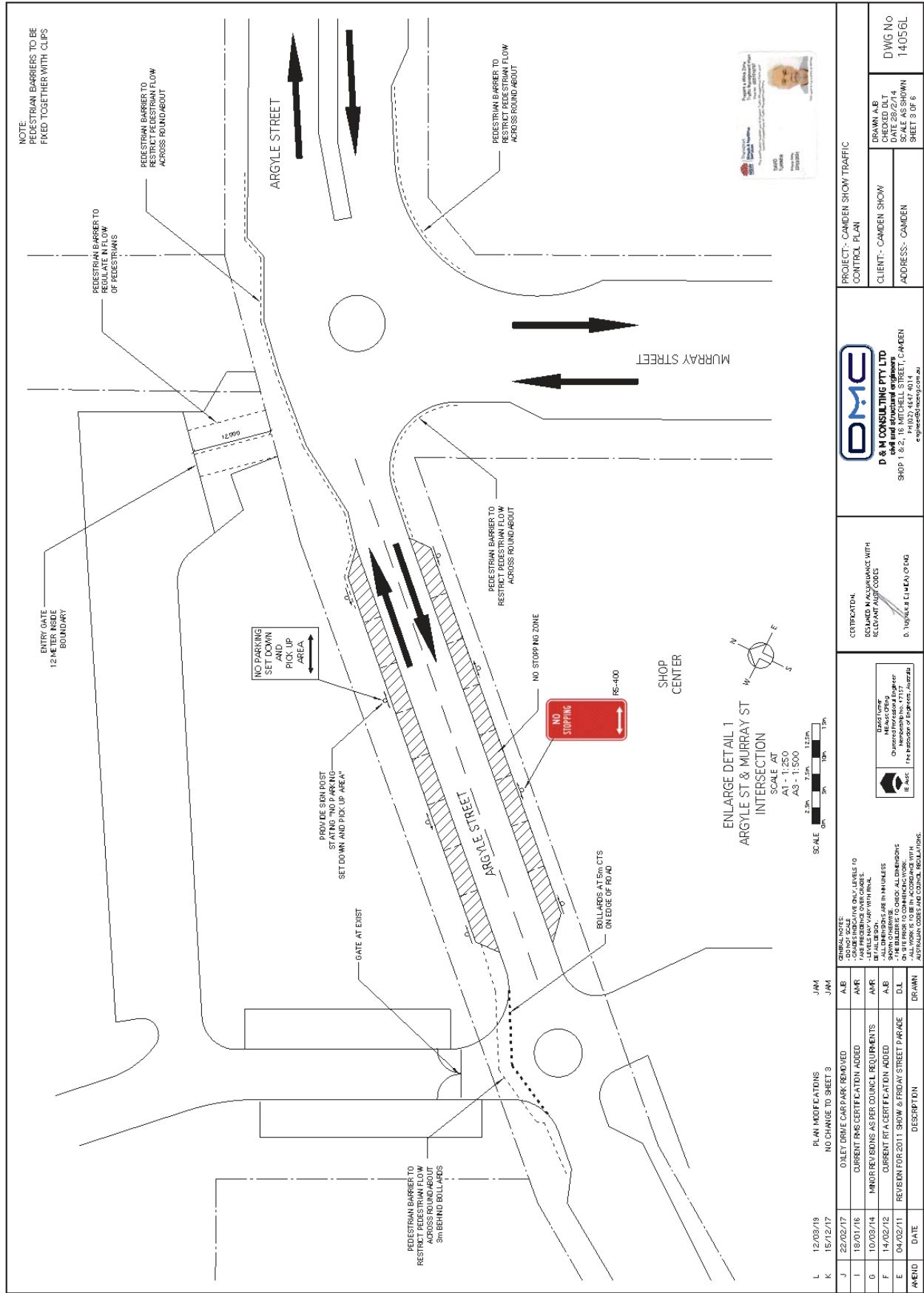
### ATTACHMENTS

1. Traffic Management Plan - Camden Show 2019









NOTE: PEDESTRIAN BARRIERS TO BE FIXED TOGETHER WITH CLIPS

PEDESTRIAN BARRIER TO REGULATE INFLOW OF PEDESTRIANS

PEDESTRIAN BARRIER TO RESTRICT PEDESTRIAN FLOW ACROSS ROUNDABOUT

ARGYLE STREET

MURRAY STREET

PEDESTRIAN BARRIER TO RESTRICT PEDESTRIAN FLOW ACROSS ROUNDABOUT

NO STOPPING ZONE

NO STOPPING

RS-400

SHOP CENTER

ENLARGE DETAIL 1  
ARGYLE ST & MURRAY ST  
INTERSECTION

SCALE AT  
A1 - 1:250  
A3 - 1:500

SCALE 0m 3m 6m 9m 12m 15m

GENERAL NOTES:  
- DO NOT SCALE DRAWING ONLY REFERS TO DIMENSIONS  
- ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE SPECIFIED  
- THE DRAWER IS TO CHECK ALL DIMENSIONS ON SITE PRIOR TO COMMENCING WORK  
- THIS PLAN IS TO BE USED IN ACCORDANCE WITH AUSTRALIAN CODE AND CONTROL REGULATIONS.

REV	DATE	DESCRIPTION	DRAWN
L	12/03/19	PLAN MODIFICATIONS	JAM
K	15/12/17	NO CHANGE TO SHEET 3	JAM
J	22/02/17	OULET/DRIVE CAR/PARK REMOVED	ALB
I	18/01/16	CURRENT RMS CERTIFICATION ADDED	AMR
G	10/03/14	MINOR REVISING AS PER COUNCIL REQUIREMENTS	AMR
F	14/02/12	CURRENT RTA CERTIFICATION ADDED	ALB
E	04/02/11	REVISION FOR 2011 SHOW & FRIDAY STREET PARADE	DLL

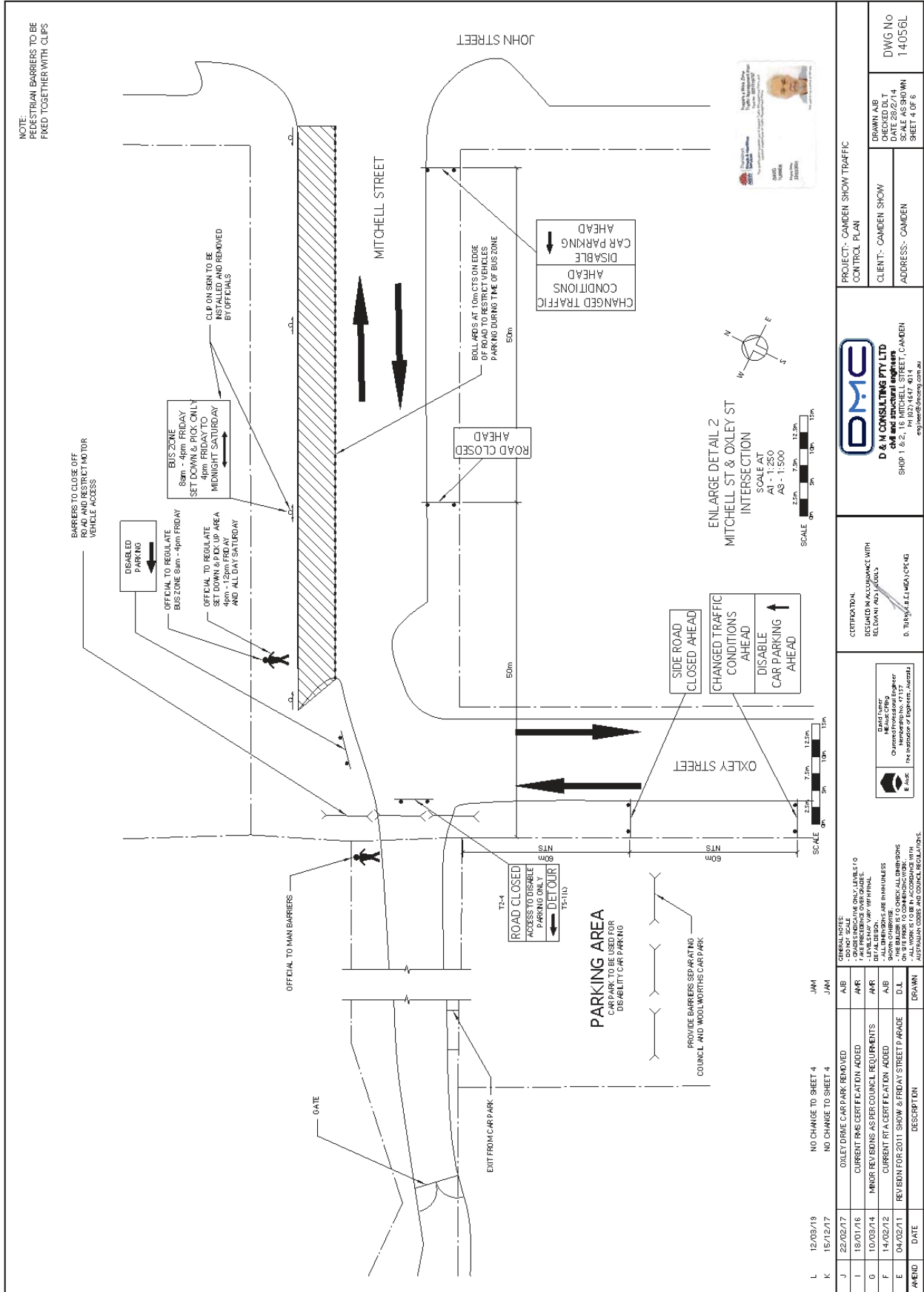
CERTIFICATION  
INCLUDE IN ACCORDANCE WITH REGULATORY REQS  
D. T. HUGHES (E) HENRY OF HQS  
engineer@dmec.com.au

**DMC**  
D & M CONSULTING PTY LTD  
civil and structural engineers  
SHOP 7 & 2, 141 RD, 4612, 4014  
enlarge@dmec.com.au

PROJECT - CAMDEN SHOW TRAFFIC CONTROL PLAN  
CLIENT - CAMDEN SHOW  
ADDRESS - CAMDEN

DRAWN A.L.B.  
CHECKED D.L.T.  
DATE 28/2/14  
SCALE AS SHOWN  
SHEET 3 OF 6  
DWG NO 14056L



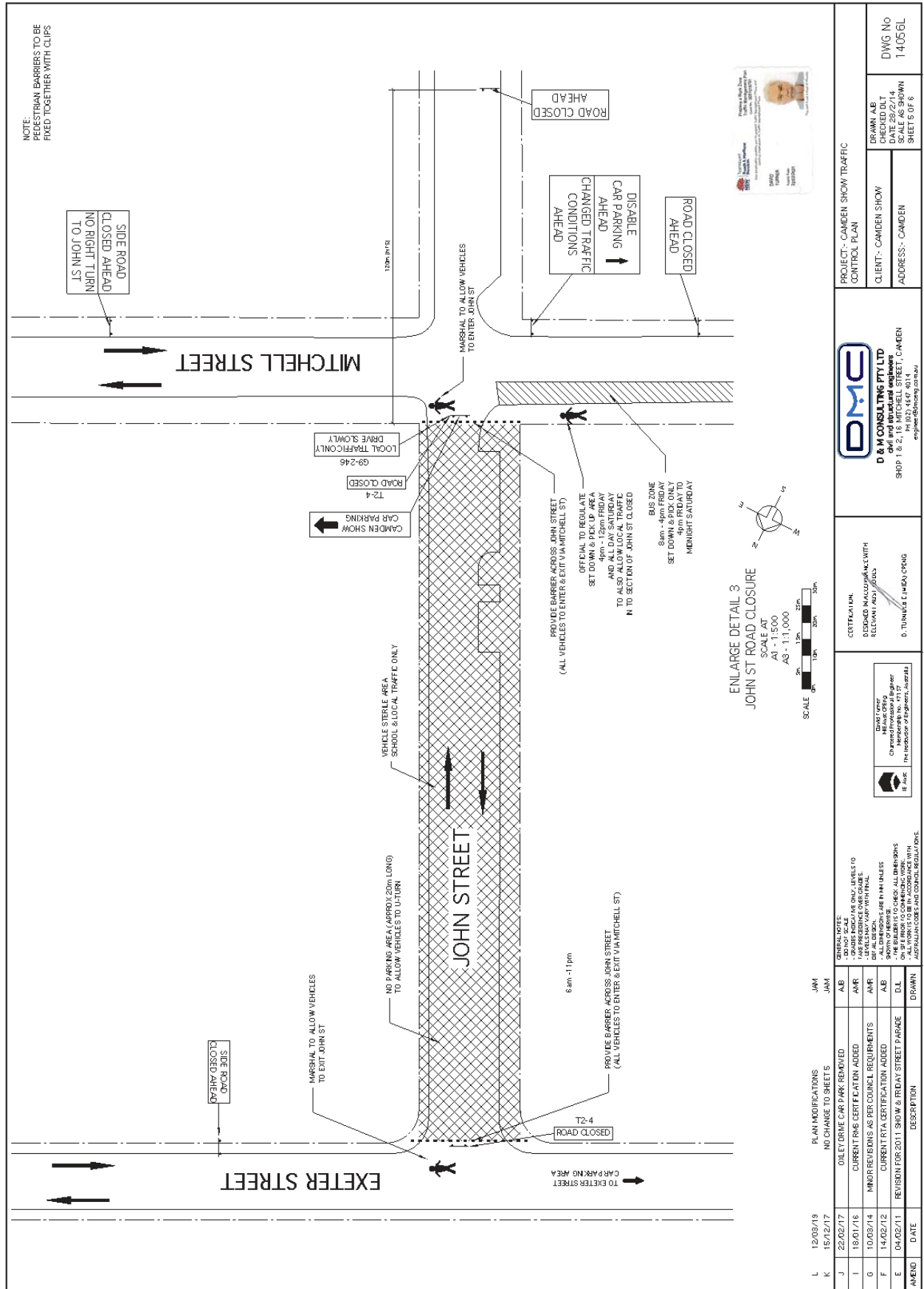


NOTE: PEDESTRIAN BARRIERS TO BE FIXED TOGETHER WITH CLIPS

AMEND	DATE	DESCRIPTION	DRAWN	DATE	DESCRIPTION
L	12/09/19	NO CHANGE TO SHEET 4	JAM		
K	15/12/17	NO CHANGE TO SHEET 4	JAM		
J	22/02/17	Oxley Drive Car Park Removed	AJB		
I	18/01/16	Current RPA Certification Added	AMR		
G	10/09/14	Minor Revisions as per Council Requirements	AMR		
F	14/02/12	Current RPA Certification Added	AJB		
E	04/02/11	Revision for 2011 Show & Friday Street Parade	D.L.		
			AMEND	DATE	DESCRIPTION

<p>GENERAL NOTES</p> <ul style="list-style-type: none"> <li>1. OXLEY DRIVE CAR PARK REMOVED</li> <li>2. OXLEY DRIVE CAR PARK REMOVED</li> <li>3. LEVEL SHOWN FOR ALL LEVELS</li> <li>4. LEVEL SHOWN FOR ALL LEVELS</li> <li>5. LEVEL SHOWN FOR ALL LEVELS</li> <li>6. LEVEL SHOWN FOR ALL LEVELS</li> <li>7. LEVEL SHOWN FOR ALL LEVELS</li> <li>8. LEVEL SHOWN FOR ALL LEVELS</li> <li>9. LEVEL SHOWN FOR ALL LEVELS</li> <li>10. LEVEL SHOWN FOR ALL LEVELS</li> <li>11. LEVEL SHOWN FOR ALL LEVELS</li> <li>12. LEVEL SHOWN FOR ALL LEVELS</li> <li>13. LEVEL SHOWN FOR ALL LEVELS</li> <li>14. LEVEL SHOWN FOR ALL LEVELS</li> <li>15. LEVEL SHOWN FOR ALL LEVELS</li> <li>16. LEVEL SHOWN FOR ALL LEVELS</li> <li>17. LEVEL SHOWN FOR ALL LEVELS</li> <li>18. LEVEL SHOWN FOR ALL LEVELS</li> <li>19. LEVEL SHOWN FOR ALL LEVELS</li> <li>20. LEVEL SHOWN FOR ALL LEVELS</li> </ul>		<p>David Turner                  Director                  Membership No. 41757                  The Institution of Engineers, Australia</p>
<p>CERTIFICATION</p> <p>DESIGNED IN ACCORDANCE WITH                  ROADWAY AND SIGNALS                  0. TURNING LEFT FROM RED LIGHT</p>		<p>D &amp; M CONSULTING PTY LTD                  civil and structural engineers                  SHOP 1 &amp; 2, 16 MITCHELL STREET, CAMDEN                  PH 0274547 8014                  enquiry@dmconsulting.com.au</p>
<p>PROJECT: CAMDEN SHOW TRAFFIC CONTROL PLAN</p>		<p>CLIENT: CAMDEN SHOW</p>
<p>ADDRESS: CAMDEN</p>		<p>DRAWN AJB                  DATE 02/14                  SCALE AS SHOWN                  SHEET 4 OF 6</p>
<p>DWG No 14056L</p>		







# The Camden Show Society Inc.

...Est.1886... 'Still a Country Show'

PO Box 43 CAMDEN NSW 2570  
 Tel: 02 4655 8338  
 Fax: 02 4655 9847  
 ABN: 77 469 958 774  
 Email: [office@camdenshow.com](mailto:office@camdenshow.com)  
 Web: [www.camdenshow.com](http://www.camdenshow.com)

Camden Show... 'Still a Country Show'

## Hostile Vehicle Management Plan Camden Show, Street Parade on Friday 5<sup>th</sup> April 2019

This document should be read in conjunction with existing Traffic Management Plans

### Situation - (scope)

A moving street parade is part of our Traffic Management Plan. It is scheduled for 1600hrs on Friday 5<sup>th</sup> April. The parade starts in the closed section of John Street (between Exeter and Mitchell Streets) and travels towards the intersection of Argyle Street where it turns right at the roundabout and continues down Argyle Street to the intersection of Murray Street and Cawdor Road. A U-turn is made at the roundabout before the parade continues up Argyle Street and makes a left hand turn into John Street before continuing back to the Mitchell Street intersection. Escort vehicles and participants then disperse from the closed section of John Street.

### Mission – (Background)

This parade was designed to be a “moving parade” where the public traffic in front of the participants would continue on their planned route until being stopped or diverted at intersections while the parade past a particular location. When the end of the parade was clear of a location the public traffic would follow the escorts behind the parade until the parade was clear of the next intersection. This methodology would be duplicated as required to maintain the separation of public traffic from the parade escorts and participants. This methodology allowed normal traffic flow to continue at the earliest opportunity. In previous years we have utilised three (3) Police vehicles to manage the intersections at John and Murray Streets, as shown on the existing TMP drawings.

Last year we added additional resources, in the form of light vehicles, so we could strengthen the road blocks at the John and Murray Street roundabouts. This concept will be explained in more detail below. We note that securing the parade route in this manner will add some additional delays to the public traffic using Argyle Street.

### Execution – read in conjunction with TMP drawings

1. Starting at 1540hrs, marshal participants and escort vehicles in John Street.
2. Parade moves off at 1600hrs.
3. The first group of escorts deploy at the John Street intersection, blocking entry to Argyle Street. A left hand turn into John Street should still be allowed for public traffic.
4. The second group of escorts proceed to Murray Street intersection ahead of the parade. Traffic entering Argyle Street is also blocked at this intersection.
5. Any traffic already in Argyle Street will continue up the hill to John Street where it will be forced to make a left-hand turn, away from the parade.
6. Side streets such as Larkin Lane, Oxley Street and entry from the Crown Hotel and Woolworths will be blocked using light vehicles, traffic barricades and monitored by RFS and SES members.
7. The parade continues along the designated route.

8. Generally, road blocks, using the light vehicle escorts and police cars remain in place until the parade is clear of Argyle Street.
9. Two of the escort vehicles located at Murray Street will follow the end of the parade up Argyle Street after the parade has completed the U-turn.
10. When the parade and following escorts are clear of Murray Street limited traffic movements can resume.
11. The escort vehicles at John Street will remain in place, as required, to stop public traffic interacting with parade participants. This will be maintained until the following escorts from Murray Street have completed the left hand turn into John Street.
12. The rear escorts will maintain their position until the parade returns to the marshalling area.
13. By this time all other escorts and traffic management will have returned to normal operation.

### **Administration**

The ultimate control of this plan rests with the NSW Police. Due consideration should be given to the overall Traffic Manage Plan and approvals given by Camden Council. The Camden Show Society representative, Mr Mark Honor will be responsible for the pre-planning meetings and coordination of all stake holders on the day of the parade.

### **Resources**

1. Police vehicles for John and Murray Street intersections. (One at each intersection)
2. Police Supervisor with additional vehicle, probably located at John Street intersection.
3. Camden Show Coordinator, Mark Honor.
4. Six escort vehicles (Show Sponsors) to use at intersections and escort the parade.
5. Ten (10) RFS and SES members to control entry points along parade route.
6. Road Barricades and signage as required.
7. Four (4) VMS boards displaying a message regarding parade and expect short delays.
8. Drawings showing the designated task and location of each escort vehicle.
9. Camden Show Society Members, (say six (6)), along the route to manage and advise spectators if required.

### **Command & Communication**

This section of the plan will be developed further following additional consultation and approvals

A briefing should be held at 1530hrs on Friday 5<sup>th</sup> April. Location will be at the corner of John and Mitchel Streets.

Police, TBA

Show, Mark Honor 0418 406 118

Camden Council, TBA

Escort vehicles will be using a UHF radio for communications during the parade.

Channel TBA

Mark will communicate with RFS and SES commanders using the Show radio network.

TBA

All stakeholders will be issued drawings and contact details prior to the event and used during the event.

### **Safety**

A full risk assessment will be completed and referred to during the briefing. There will also be an opportunity for every stakeholder to add value (their comments)



# LOCAL TRAFFIC COMMITTEE

**LTC33**

**SUBJECT: CENTRAL AVENUE, ORAN PARK - MULTICULTURAL MARCH TRAFFIC MANAGEMENT PLAN**

**FROM:** Manager Traffic, Depot & Buiding Services

**TRIM #:** 19/113828

**ELECTRONIC MEETING ITEM DATE: 15 March 2019**

**PURPOSE OF REPORT**

To document approval previously provided by the Local Traffic Committee through an Electronic Meeting for the Traffic Management Plan associated with the Multicultural March event in Oran Park on 30 March 2019.

**MAIN REPORT**

Multicultural March is a symbol of the NSW Government’s commitment to foster a society in which everyone can make a positive contribution to enhancing our community and economy and enjoy the benefits of a truly multicultural society. A program of events is celebrated throughout NSW during March.

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

- A full closure of Central Ave at Dairy Street from 12noon to 11pm with no access for any vehicles other than Emergency Vehicles and store holders.
- The Heavy Vehicle Mitigation (H.V.M) devices used will be concrete barriers. These barriers should be installed no more than 1m apart & should not obstruct the natural pedestrian walkway across Central Ave.
- Traffic controllers will be provided onsite to assist with pedestrian and to provide direction to the most practical parking.

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

<b>Electronic Meeting Reference</b>	<b>Agreed recommendation of the Local Traffic Committee</b>
<b>2019/17</b>	<p><b>The Local Traffic Committee recommends that Council approves the temporary Closure of Central Avenue between Dairy Road and turning circle at the end of Central Avenue between 12noon and 11pm on Saturday 30 March 2019 as per the traffic management Plans for the Multicultural March subject to:</b></p> <p style="padding-left: 40px;"><b>i. traffic management arrangements be implemented in accordance with the approved Special Event Transport Management Plan and associated certified Traffic Control</b></p>

	<p><b>Plans;</b></p> <ul style="list-style-type: none"><li>ii. access for emergency vehicles be maintained at all times;</li><li>iii. the organisers obtain NSW Police concurrence to the Special Event approval;</li><li>iv. the organisers provide proof of a minimum \$20 million Public Liability Insurance Policy noting Council as an interested party;</li><li>v. temporary signage associated with the Traffic Control Plan be installed and removed at the end of the event at no cost to Council; and</li><li>vi. traffic management arrangements are advertised in local newspapers, and on street signage a minimum of 7 days prior to the event.</li></ul>
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This recommendation was supported unanimously by the four voting members.

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

**RECOMMENDED**

**That Council receives and notes the report on Central Avenue, Oran Park – Multicultural March Traffic Management Plan.**

**ATTACHMENTS**

1. Traffic Management Plan - Multicultural March event



**TRAFFIC MANAGEMENT PLAN  
(TMP)  
For  
CENTRAL AVE  
ORAN PARK**

This TMP is prepared by Vigilant Group on behalf of the  
Safe for Work & Camden Council

Document Ref # VG 19.111  
Revision .1  
Revision Date -13/03/2019



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### 1. Event Details

*Event:* **Multicultural March**

*Date:* **Saturday 30 March 2019**

*Times:* **Setup from 12:00pm**  
**Event between 4pm and 9:30pm**  
**Pack-down until 11:00pm**

*Location:* **Central Ave, Oran Park**



## 2. TMP Scope

The scope includes the provision for the safe movement of vehicular and pedestrian traffic, the protection of workers, provision for access to properties within the designated area of supervision and control, the design, construction and maintenance and removal of any necessary temporary roadways and detours including the provision of traffic controllers and all associated temporary signs, road markings and safety requirements.

## 3. TMP Project Summary and Details

The purpose of this document is to ensure that all conditional requirements relating to the delivery of this TMP are fully documented to support the overall operations of the event. This TMP has been prepared on behalf of Safe for Work & Camden Council for all Events in the vicinity of **Central Ave Oran Park & the surrounding road ways**

This document aims to provide a plan for effective traffic management and co-ordinated management of the above event. The report sets out the procedures by which Central Ave will be subject to a complete closure to traffic, so that the event can proceed accordingly. The document will cover the site as detailed in the contractual agreement throughout all phases of required operation.

Within the document the traffic control measures are unique for the presiding area of Oran Park & should not be implemented in any other circumstances.

Primary aim for this TMP is the safe co-ordination of the event through strategic and overall management procedures to ensure the safety of all individuals, groups of individuals including the general public and participants, all employees involved in the event both from the organisers and Vigilant Group and other authorities and stakeholders.

## 4. Event Specific Scope & TMP Objectives

This TMP addresses traffic management for the traffic management for any **proposed event on behalf of Camden Council**. The overall plan has been prepared in consultation and agreement with primary stakeholders as listed in section titled Consultation and Contacts list within this TMP.

The primary scope of the event is the appropriate measures by which **Central Ave** will be closed to traffic thoroughfare so the event as proposed can successfully occur. The road will be accessible to Emergency Vehicles. No access for vehicles will be allowed past this point.

The scope of this TMP has been prepared highlighting the proposed measures that will be undertaken. The fundamental proposal of this TMP is detailed as follows for:

### Primary Traffic Control

The following traffic control measures are diagrammatically shown and detailed in the Traffic Control Plan (TCP) titled **TCP #VG 19.111**:

- A full closure of Central Ave at Dairy St. with no Access for any vehicles other than Emergency Vehicles
- 1TC will be positioned at the Closure at Central Ave & Dairy St to provide Managed access for store holders & event staff accessing Event area & to assist the movement of public Vehicles & Pedestrians.
- This TC will assist with pedestrians, ensuring no footpath or Pedestrian Thoroughfare is obstructed



- 1TC supervisor will be positioned 20m before the entry to the paved Carpark on the Northern side of Dairy St, to provide direction to the most practical parking.
- Once the paved carpark is full, this TC will direct motorists towards the assisted parking (AP) on the grassed area on the Southern side of Dairy st.
- Once motorists enter the AP, they will be directed safely into a parking space by a Parking Attendant

### H.V.M

- H.V.M for this Event will be supplied & installed by a Council selected representative
- The H.V.M devices used will be concrete barriers. These barriers should be installed no more than 1m apart & should not obstruct the natural pedestrian walkway across Central Ave.
- Ideally these barriers should be installed next to or as close as possible to footpath street furniture. Thus, ensuring no vehicles can mount the footpath to avoid the H.V.M blockade

### General Notes

- In accordance with Vigilant Group Quality Management processes it is envisaged and anticipated that there will not be any adverse traffic issues to surrounding streets and the community as a whole. All measures will be taken to ensure any foreseeable impacts are mitigated accordingly.
- Traffic affected and re-directed by the closures will not require further amelioration as the event is localised.
- There are no foreseeable impacts to public transport that has not already been co-ordinated with the supporting agencies and authorities
- All traffic controls have been developed as a principle for emergency service vehicles being provided primary access to all surrounds of the event accordingly in an event of an emergency. Traffic controls and controllers will assist as required to provide uninhibited access for emergency vehicles including ushering pedestrians accordingly.
- Arrangements for Heavy Vehicles and Cycle Traffic have not been incorporated within this TMP. The proposed traffic control measures will apply to these modes of transport.
- Pedestrian access will be maintained at all times to residents within Railway Pde.

***NOTE: This proposal will be available for the organisers to use for their Public Consultation Process and Procedures***

This TMP document supports the following regulatory requirement as applicable in accordance with the defined scope:

RMS Guide to Transport & Management for Special Events v 3.4  
 RMS Traffic Control at Worksites Manual v 4.0  
 RMS QA Specification G10 – Traffic Management Ed 5 rev 3  
 RMS G11 – Road Occupancy Provisions  
 AS 1742.3-2009 Manual of Uniform Traffic Control Devices

The primary objectives of Vigilant Group with regards to this Traffic Management Plan are as follows:

- Ensure the safety of all individuals including general public, residents and employees to and surrounding the designated area of control
- Minimise any impact or risks relating to the overall flow of motorised vehicle traffic
- Egress and access into the designated area of control and surrounds where applicable to be satisfactorily maintained
- Minimise primary impacts to surrounding businesses and dwellings



- All formal approvals and licensing as required to be obtained and maintained during the duration of the event
- Ensure all environmental procedures are adhered to and maintained in support with other stakeholder and agency requirements
- Any design requirements to be in accordance with RMS Road Design Guidelines and Procedures
- All relevant statutory requirements as detailed from regulatory agencies to be adhered to.

### **5. TMP Management**

Vigilant Group has warranted and commits to the provision of all resources, systems and associated Traffic Control Plans including traffic management for the event as detailed in the Project Summary and Overview.

All resources in accordance with statutory authorities' requirements will be competent, experienced and qualified to carry out the agreed service as detailed in the binding agreement.

### **6. TMP Implementation**

Traffic Management at the designated areas will be implemented in accordance with RMS Traffic Control at Work Sites Manual and adapted to meet the requirements of the designated areas.

The implementation of the plans will be agreed to with the leading authority/organisers and aligned with the overall planning requirements as detailed in their control measures. This includes the delivery and use of all equipment both dependent and independent of Vigilant Group. The implementation will need to be formally assigned and agreed prior to Work Order establishment.

### **7. Traffic Control Plans (TCP)**

Vigilant Group have developed specifically tailored TCP's that have been prepared in accordance with the specific operational requirements of this event. The TCP's and other Movement Plans, both vehicle and pedestrian as required encompass the holistic movements specific and not specific to the event and will incorporate the general public also. Any property access affected by the activities will be reviewed and identified in the TCP. The TCP is not a risk management tool in totality but can be used as a support in the overall risk review of the project/event.

At its core any prepared and agreed TCP provides a short term procedural base for safety management of vehicular and pedestrian flow for the defined project.





### 8. Site Management





## 9. Risk Management

Risk management assessment and implementation of this TMP shall be in accordance with the overall risk management of the project and not be kept in isolation. The overall approach with the TMP shall be part of the holistic planning of the event. All risk controls are a legal obligation to be adhered to with relevance to the WHS Act 2012.

Vigilant GROUP will accommodate to the management of risks as prepared by the client / organisers / principal's representative.

The following have been considered as part of this TMP and as part of Vigilant GROUP Holistic Risk/Hazard and Verification Assessment:

Identified Risk	Risk Effect on Event	Controlled Measures
Local Business Access impeded	Possible action against business groups to stifle event	All Businesses to be fully briefed on traffic control measures
Emergency Access	Impeding success of event and bad media coverage	All Emergency Services to be briefed and notified of the event by Organisers. Vigilant GROUP to aid as required
Public Transport Access	Risk of public not attending the event on time	Public Transport Routes are not affected
Local Residence Access impeded	Risk of backlash from residents	Limited access will be provided under controlled supervision
RMS traffic signals	Risk of conflicting traffic control measures	Not affected accordingly
Adverse weather conditions	Event not proceeding	All control measures will be maintained during all conditions or until organisers inform otherwise
Vehicular Accidents	Event will be delayed	All standard procedures and measures will be undertaken in accordance with current processes
Security	Access to event	Security Contractor to control and liaise with Vigilant Group

## 10. Consultation and Contacts List

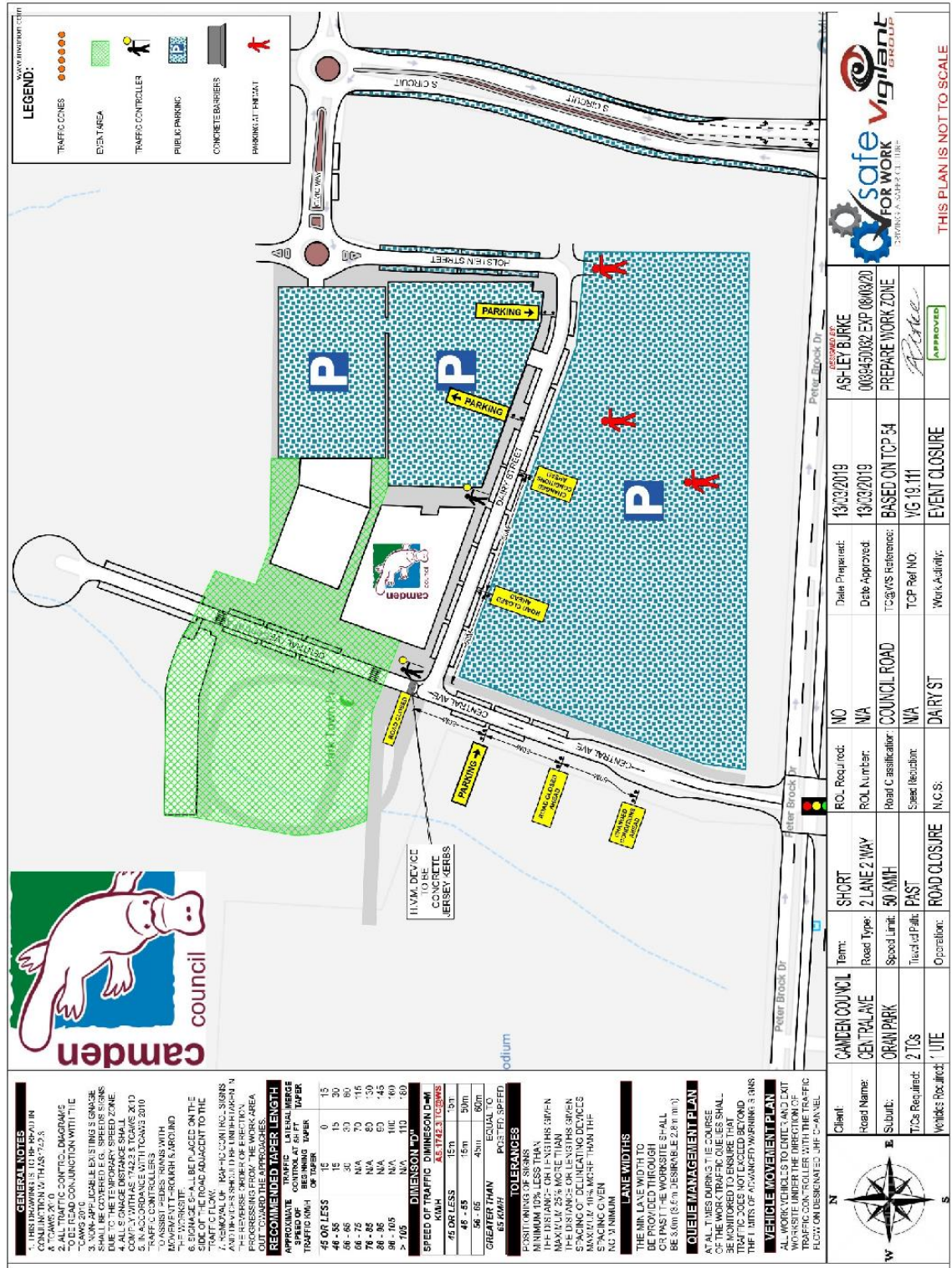
Name	Organisation	Contact	Approving Authority (Yes / No)
Anthony Molden	Safe for Work	0411825326	Y
Ashley Burke	Vigilant Group	0431811489	Y
Emily Shirley	Camden Council	(02) 4654 7643	Y



### 11. TCPs & Attachments

TCP No	Description	Version
VG.19.111	EVENT TCP	1
SP&P 1	EVENT PARKING AREAS	1
SP&P 2	EVENT PARKING AREAS	1
SP&P 3	EVENT PARKING AREAS	1
H.V.M	HOSTILE VEHICLE MITIGATION	1









- EVENT SPACE
- PARKING
- ROAD CLOSURE
- ACCESS
- TRAFFIC CONTROLLER
- PARKING ATTENDANT (RFS TBC)






H.V.M POSITIONING





**12. TMP Approvals**

Endorsement by:

Ashley Burke	Operations Manager Vigilant Group		
Name	Delegation	Signature	Date

Endorsement by:

Anthony Molden	Director Safe for Work		
Name	Delegation	Signature	

Endorsement by:

Emily Shirley	Events Officer Camden Council		
Name	Delegation	Signature	

Document Created By

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

# LOCAL TRAFFIC COMMITTEE

**LTC34**

**SUBJECT: CENTRAL AVENUE, ORAN PARK - BOUNCE TOWN TRAFFIC MANAGEMENT PLAN**

**FROM:** Manager Traffic, Depot & Buiding Services

**TRIM #:** 19/113855

**ELECTRONIC MEETING ITEM DATE: 15 March 2019**

**PURPOSE OF REPORT**

To document approval previously provided by the Local Traffic Committee through an Electronic Meeting for the Traffic Management Plan associated with the Bounce Town event in Oran Park on 17 April 2019.

**MAIN REPORT**

Bounce Town is a free community activity featuring up to 12 inflatables/ jumping castles, a number of food stalls and activities for toddlers.

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

- A full closure of Central Ave at Dairy Street from 10am to 6pm with no access for any vehicles other than Emergency Vehicles and store holders.
- The Heavy Vehicle Mitigation (H.V.M) devices used will be concrete barriers. These barriers should be installed no more than 1m apart & should not obstruct the natural pedestrian walkway across Central Ave.
- Traffic controllers will be provided onsite to assist with pedestrian and to provide direction to the most practical parking.

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

<b>Electronic Meeting Reference</b>	<b>Agreed recommendation of the Local Traffic Committee</b>
2019/18	<p><b>The Local Traffic Committee recommends that Council approves the temporary Closure of Central Avenue between Dairy Road and turning circle at the end of Central Avenue between 10am and 6pm on Wednesday 17 April 2019 as per the traffic management Plans for the Bounce Town subject to:</b></p> <ul style="list-style-type: none"> <li><b>i. traffic management arrangements be implemented in accordance with the approved Special Event Transport Management Plan and associated certified Traffic Control Plans;</b></li> <li><b>ii. access for emergency vehicles be maintained at all times;</b></li> </ul>

---

	<ul style="list-style-type: none"><li>iii. the organisers obtain NSW Police concurrence to the Special Event approval;</li><li>iv. the organisers provide proof of a minimum \$20 million Public Liability Insurance Policy noting Council as an interested party;</li><li>v. temporary signage associated with the Traffic Control Plan be installed and removed at the end of the event at no cost to Council; and</li><li>vi. traffic management arrangements are advertised in local newspapers, and on street signage a minimum of 7 days prior to the event.</li></ul>
--	--

This recommendation was supported unanimously by the four voting members.

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

**RECOMMENDED**

**That Council receives and notes the report on Central Avenue, Oran Park – Bounce Town Traffic Management Plan.**

ATTACHMENTS

1. Traffic Management Plan - Bounce Town



TRAFFIC MANAGEMENT PLAN  
(TMP)  
For  
CENTRAL AVE  
ORAN PARK

This TMP is prepared by Vigilant Group on behalf of the  
Safe for Work & Camden Council

Document Ref # VG 18.237  
Revision .1  
Revision Date -13/03/2019



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### 1. Event Details

*Event:* **Bounce Town**

*Date:* *Wednesday 17 April 2019*

*Times:* *Setup from 6:00am*  
*Event between 10:00am and 3:00pm*  
*Pack-down until 6:00pm*

*Location:* *Central Ave, Oran Park – Town Park, Oran Park Library Forecourt*



## 2. TMP Scope

The scope includes the provision for the safe movement of vehicular and pedestrian traffic, the protection of workers, provision for access to properties within the designated area of supervision and control, the design, construction and maintenance and removal of any necessary temporary roadways and detours including the provision of traffic controllers and all associated temporary signs, road markings and safety requirements.

## 3. TMP Project Summary and Details

The purpose of this document is to ensure that all conditional requirements relating to the delivery of this TMP are fully documented to support the overall operations of the event. This TMP has been prepared on behalf of Safe for Work & Camden Council for all Events in the vicinity of **Central Ave Oran Park & the surrounding road ways**

This document aims to provide a plan for effective traffic management and co-ordinated management of the above event. The report sets out the procedures by which Central Ave will be subject to a complete closure to traffic, so that the event can proceed accordingly. The document will cover the site as detailed in the contractual agreement throughout all phases of required operation.

Within the document the traffic control measures are unique for the presiding area of Oran Park & should not be implemented in any other circumstances.

Primary aim for this TMP is the safe co-ordination of the event through strategic and overall management procedures to ensure the safety of all individuals, groups of individuals including the general public and participants, all employees involved in the event both from the organisers and Vigilant Group and other authorities and stakeholders.

## 4. Event Specific Scope & TMP Objectives

This TMP addresses traffic management for the traffic management for any **proposed event on behalf of Camden Council**. The overall plan has been prepared in consultation and agreement with primary stakeholders as listed in section titled Consultation and Contacts list within this TMP.

The primary scope of the event is the appropriate measures by which **Central Ave** will be closed to traffic thoroughfare so the event as proposed can successfully occur. The road will be accessible to Emergency Vehicles. No access for vehicles will be allowed past this point.

The scope of this TMP has been prepared highlighting the proposed measures that will be undertaken. The fundamental proposal of this TMP is detailed as follows for:

### Primary Traffic Control

The following traffic control measures are diagrammatically shown and detailed in the Traffic Control Plan (TCP) titled **TCP #VG 19.111**:

- A full closure of Central Ave at Dairy St. with no Access for any vehicles other than Emergency Vehicles
- 1TC will be positioned at the Closure at Central Ave & Dairy St to provide Managed access for store holders & event staff accessing Event area & to assist the movement of public Vehicles & Pedestrians.
- This TC will assist with pedestrians, ensuring no footpath or Pedestrian Thoroughfare is obstructed



- 1TC supervisor will be positioned 20m before the entry to the paved Carpark on the Northern side of Dairy St, to provide direction to the most practical parking.
- Once the paved carpark is full, this TC will direct motorists towards the assisted parking (AP) on the grassed area on the Southern side of Dairy st.
- Once motorists enter the AP, they will be directed safely into a parking space by a Parking Attendant

### **H.V.M**

- H.V.M for this Event will be supplied & installed by a Council selected representative
- The H.V.M devices used will be concrete barriers. These barriers should be installed no more than 1m apart & should not obstruct the natural pedestrian walkway across Central Ave.
- Ideally these barriers should be installed next to or as close as possible to footpath street furniture. Thus, ensuring no vehicles can mount the footpath to avoid the H.V.M blockade

### **General Notes**

- In accordance with Vigilant Group Quality Management processes it is envisaged and anticipated that there will not be any adverse traffic issues to surrounding streets and the community as a whole. All measures will be taken to ensure any foreseeable impacts are mitigated accordingly.
- Traffic affected and re-directed by the closures will not require further amelioration as the event is localised.
- There are no foreseeable impacts to public transport that has not already been co-ordinated with the supporting agencies and authorities
- All traffic controls have been developed as a principle for emergency service vehicles being provided primary access to all surrounds of the event accordingly in an event of an emergency. Traffic controls and controllers will assist as required to provide uninhibited access for emergency vehicles including ushering pedestrians accordingly.
- Arrangements for Heavy Vehicles and Cycle Traffic have not been incorporated within this TMP. The proposed traffic control measures will apply to these modes of transport.
- Pedestrian access will be maintained at all times to residents within Railway Pde.

***NOTE: This proposal will be available for the organisers to use for their Public Consultation Process and Procedures***

This TMP document supports the following regulatory requirement as applicable in accordance with the defined scope:

RMS Guide to Transport & Management for Special Events v 3.4  
 RMS Traffic Control at Worksites Manual v 4.0  
 RMS QA Specification G10 – Traffic Management Ed 5 rev 3  
 RMS G11 – Road Occupancy Provisions  
 AS 1742.3-2009 Manual of Uniform Traffic Control Devices

The primary objectives of Vigilant Group with regards to this Traffic Management Plan are as follows:

- Ensure the safety of all individuals including general public, residents and employees to and surrounding the designated area of control
- Minimise any impact or risks relating to the overall flow of motorised vehicle traffic
- Egress and access into the designated area of control and surrounds where applicable to be satisfactorily maintained
- Minimise primary impacts to surrounding businesses and dwellings





- All formal approvals and licensing as required to be obtained and maintained during the duration of the event
- Ensure all environmental procedures are adhered to and maintained in support with other stakeholder and agency requirements
- Any design requirements to be in accordance with RMS Road Design Guidelines and Procedures
- All relevant statutory requirements as detailed from regulatory agencies to be adhered to.

### **5. TMP Management**

Vigilant Group has warranted and commits to the provision of all resources, systems and associated Traffic Control Plans including traffic management for the event as detailed in the Project Summary and Overview.

All resources in accordance with statutory authorities' requirements will be competent, experienced and qualified to carry out the agreed service as detailed in the binding agreement.

### **6. TMP Implementation**

Traffic Management at the designated areas will be implemented in accordance with RMS Traffic Control at Work Sites Manual and adapted to meet the requirements of the designated areas.

The implementation of the plans will be agreed to with the leading authority/organisers and aligned with the overall planning requirements as detailed in their control measures. This includes the delivery and use of all equipment both dependent and independent of Vigilant Group. The implementation will need to be formally assigned and agreed prior to Work Order establishment.

### **7. Traffic Control Plans (TCP)**

Vigilant Group have developed specifically tailored TCP's that have been prepared in accordance with the specific operational requirements of this event. The TCP's and other Movement Plans, both vehicle and pedestrian as required encompass the holistic movements specific and not specific to the event and will incorporate the general public also. Any property access affected by the activities will be reviewed and identified in the TCP. The TCP is not a risk management tool in totality but can be used as a support in the overall risk review of the project/event.

At its core any prepared and agreed TCP provides a short term procedural base for safety management of vehicular and pedestrian flow for the defined project.



8. Site Management





## 9. Risk Management

Risk management assessment and implementation of this TMP shall be in accordance with the overall risk management of the project and not be kept in isolation. The overall approach with the TMP shall be part of the holistic planning of the event. All risk controls are a legal obligation to be adhered to with relevance to the WHS Act 2012.

Vigilant GROUP will accommodate to the management of risks as prepared by the client / organisers / principal's representative.

The following have been considered as part of this TMP and as part of Vigilant GROUP Holistic Risk/Hazard and Verification Assessment:

Identified Risk	Risk Effect on Event	Controlled Measures
Local Business Access impeded	Possible action against business groups to stifle event	All Businesses to be fully briefed on traffic control measures
Emergency Access	Impeding success of event and bad media coverage	All Emergency Services to be briefed and notified of the event by Organisers. Vigilant GROUP to aid as required
Public Transport Access	Risk of public not attending the event on time	Public Transport Routes are not affected
Local Residence Access impeded	Risk of backlash from residents	Limited access will be provided under controlled supervision
RMS traffic signals	Risk of conflicting traffic control measures	Not affected accordingly
Adverse weather conditions	Event not proceeding	All control measures will be maintained during all conditions or until organisers inform otherwise
Vehicular Accidents	Event will be delayed	All standard procedures and measures will be undertaken in accordance with current processes
Security	Access to event	Security Contractor to control and liaise with Vigilant Group

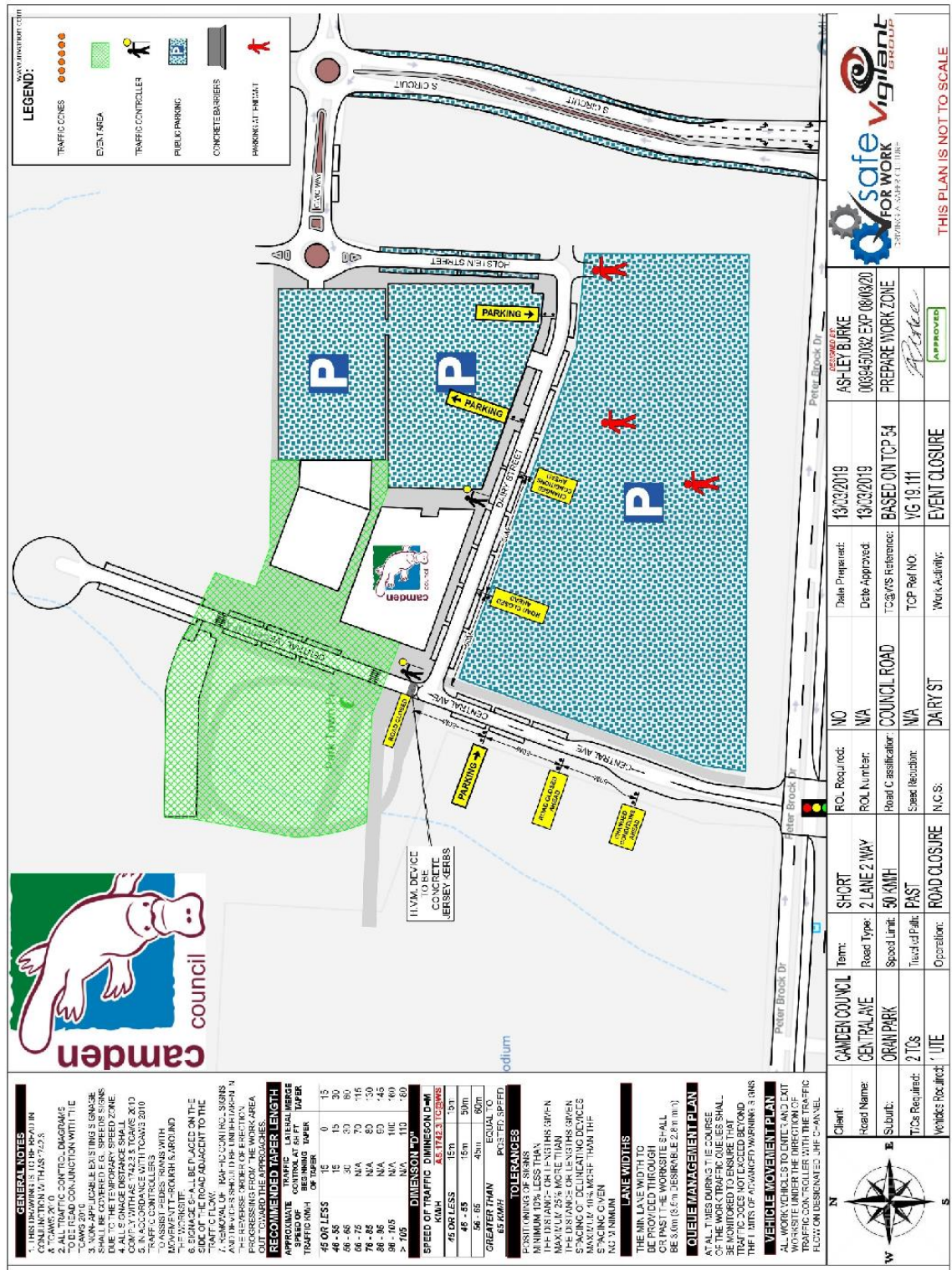
## 10. Consultation and Contacts List

Name	Organisation	Contact	Approving Authority (Yes / No)
Anthony Molden	Safe for Work	0411825326	Y
Ashley Burke	Vigilant Group	0431811489	Y
Emily Shirley	Camden Council	(02) 4654 7643	Y

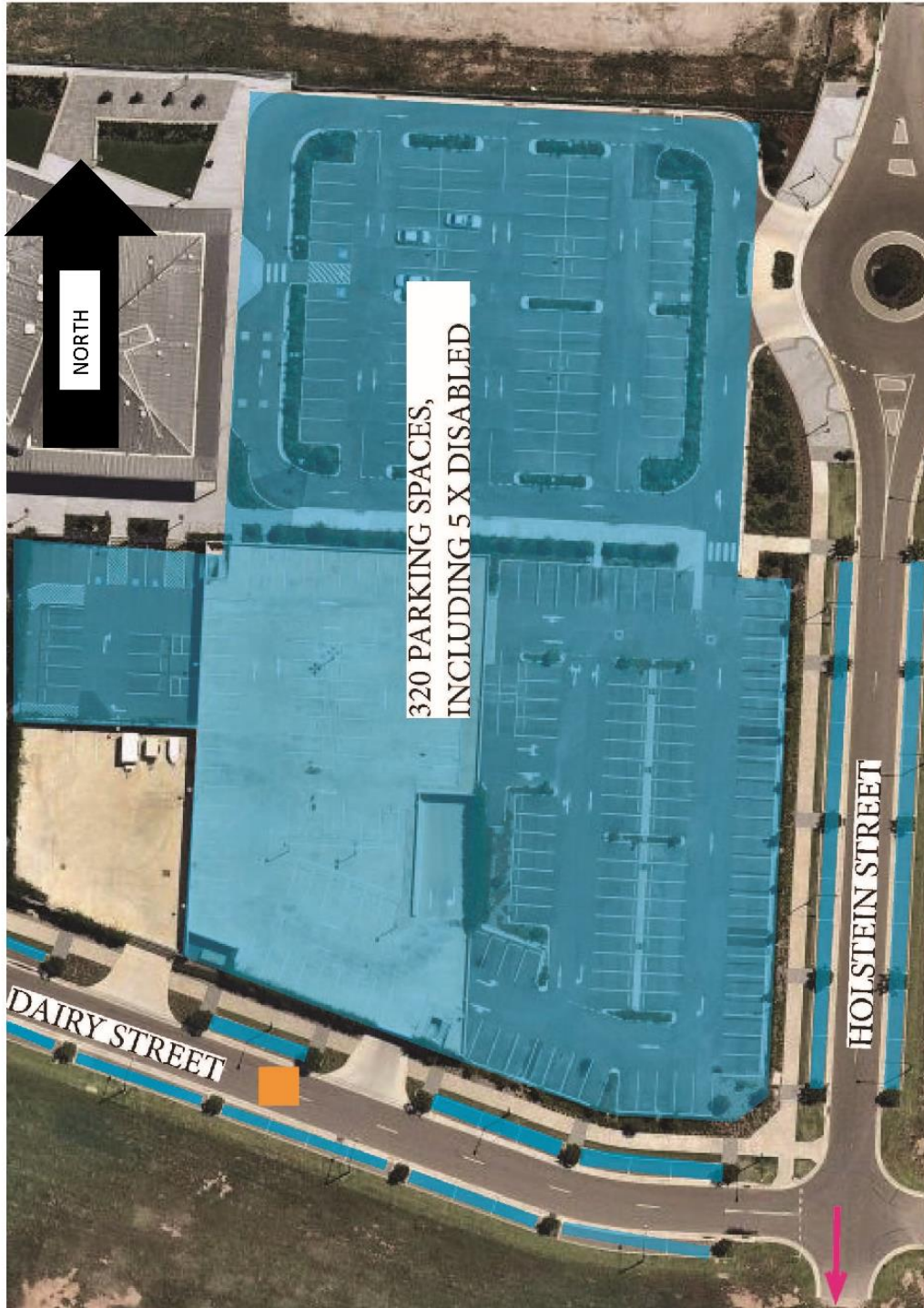


### 11. TCPs & Attachments

TCP No	Description	Version
VG.19.111	EVENT TCP	1
SP&P 1	EVENT OVERVIEW	1
SP&P 2	EVENT PARKING AREAS	1
SP&P 3	PARKING OVERVIEW	1
SP&P 4	ASSISTED PARKING AREA	1
H.V.M	HOSTILE VEHICLE MITIGATION	1







NORTH

320 PARKING SPACES,  
INCLUDING 5 X DISABLED

DAIRY STREET

HOLSTEIN STREET



- EVENT SPACE
- PARKING
- ROAD CLOSURE
- ACCESS
- TRAFFIC CONTROLLER
- PARKING ATTENDANT (RFS TBC)










**12. TMP Approvals**

Endorsement by:

Ashley Burke	Operations Manager Vigilant Group		
Name	Delegation	Signature	Date

Endorsement by:

Anthony Molden	Director Safe for Work		
Name	Delegation	Signature	

Endorsement by:

Emily Shirley	Events Officer Camden Council		
Name	Delegation	Signature	

Document Created By

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

# LOCAL TRAFFIC COMMITTEE

**LTC35**

**SUBJECT: MITCHELL STREET, CAMDEN - SUSPENSION OF ON STREET PARKING SPACES FOR ST PAUL'S CAMDEN SCHOOL FETE 2019**

**FROM:** Manager Traffic, Depot & Buiding Services

**TRIM #:** 19/75435

**ELECTRONIC MEETING ITEM DATE: 15 March 2019**

**PURPOSE OF REPORT**

To seek Local Traffic Committee concurrence for the suspension of on street parking spaces for the St Paul’s Camden School Fete.

**MAIN REPORT**

St Paul’s Catholic Primary School, Camden has requested traffic management measures to facilitate the operation of a school fete to be held on Saturday, 18 May 2019. The measures include temporarily placing barriers in parking spaces in Mitchell Street, between John Street and Elizabeth Street and the Larkin Place carpark. Further, due to consideration of possible security issues, physical vehicles have been proposed to be used as static barriers at the entry points to prevent hostile vehicles driving through crowded places.

The School has requested the suspension of parking bays in Mitchell Street and Larkin Place for 48 hours to improve pedestrian safety and to facilitate the movement of heavy vehicles supplying fairground equipment to the event. There are four affected spaces on Mitchell Street (two on either side of the school entrance) and six parking spaces in Larkin Place (three on either side of the school entrance) as shown in **Attachment 1**.

In previous years, access for school buses has been impeded when accessing bus stops in John Street. The event organiser will be required to advise heavy vehicle drivers not to stop in the school Bus Zone on John Street when supplying equipment during the hours of operation.

The temporary loss of parking provision during this event is considered to have minimal impact. It is therefore recommended that concurrence is given to the application, subject to conditions.

<b>Electronic Meeting Reference</b>	<b>Agreed recommendation of the Local Traffic Committee</b>
<b>2019/19</b>	<p><b>The Local Traffic Committee recommends that Council gives concurrence for the suspension of parking bays in Mitchell Street and Larkin Place, Camden, from 6pm on Friday, 17 May 2019 until 6pm on Saturday, 18 May 2019, to facilitate the St Paul's Catholic Primary School Fete, subject to:</b></p> <ul style="list-style-type: none"> <li><b>i. the organisers providing proof of a minimum \$20 million Public Liability Insurance, noting Council as an interested party; and</b></li> <li><b>ii. the organisers advising suppliers and drivers of fairground</b></li> </ul>

---

	<b>vehicles accessing the school site, of the entry / exit arrangements, parking requirements and the operation of the School Bus Zone in John Street.</b>
--	--

**RECOMMENDED**

**That Council receives and notes the report on Mitchell Street, Camden – Suspension of On Street Parking Spaces for St Paul’s Camden School Fete 2019.**

**ATTACHMENTS**

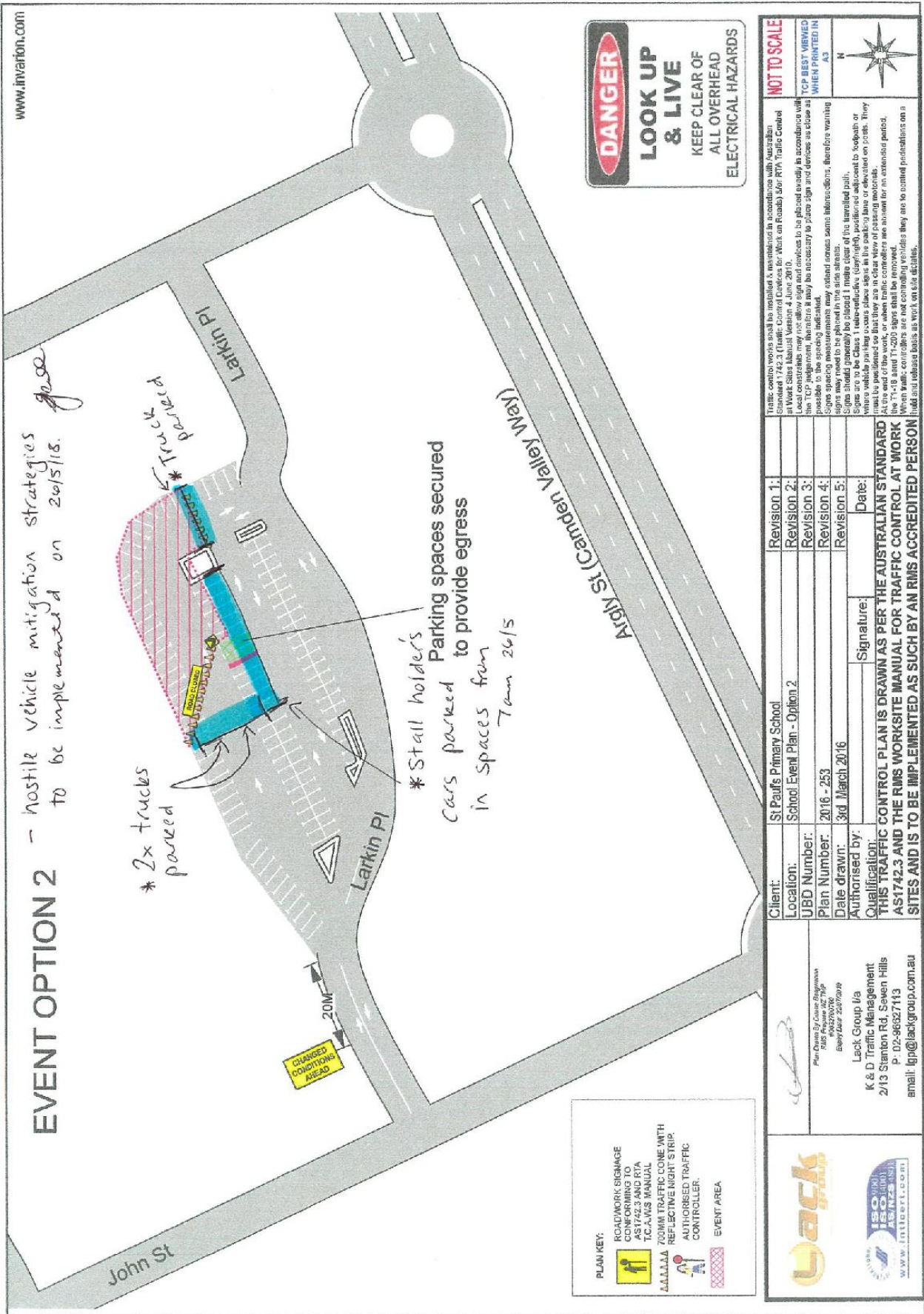
1. Suspension of parking - St Paul's Camden School Fete



Scale: 1:1000  
Printed Date: 27:01:15



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# LOCAL TRAFFIC COMMITTEE

**LTC36**

**SUBJECT: OLD HUME HIGHWAY, CAMDEN - RELOCATION OF BUS ZONE**  
**FROM: Manager Traffic, Depot & Buiding Services**  
**TRIM #: 19/113899**

**ELECTRONIC MEETING ITEM DATE: 15 March 2019**

**PURPOSE OF REPORT**

To document approval previously provided by the Local Traffic Committee through an Electronic Meeting associated with the relocation of a bus zone on Old Hume Highway, Camden.

**MAIN REPORT**

Council is seeking to relocate a Bus Zone on Old Hume Highway, Camden in the vicinity of Ironbark Avenue (**Attachment 1**).

The proposal seeks to shift the bus zone further south in order to improve spacing between bus stops and accommodate disabled access through the construction of a DDA compliant bus stop and associated pedestrian facilities. The proposal also seeks to amend the existing edgeline marking accordingly (**Attachment 2**).

<b>Electronic Meeting Reference</b>	<b>Agreed recommendation of the Local Traffic Committee</b>
<b>2019/20</b>	<p><b>The Local Traffic Committee recommends that Council approves in Old Hume Highway, Camden:</b></p> <ul style="list-style-type: none"> <li><b>i. Remove existing Bus Zone (R5-20) to the north of the site;</b></li> <li><b>ii. Edgeline (E1) re-alignment to provide a 2.6m width minimum at the Bus Zone;</b></li> <li><b>iii. Installation of 22 metre Bus Zone (r5-20); and</b></li> <li><b>iv. Installation of No Stopping (R5-400) as per plan.</b></li> </ul>

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 Old Hume Highway, Camden – Relocation of Bus Zone.**

**ATTACHMENTS**

1. Proposed Bus Zone relocation - Old Hume Highway, Camden
2. Signage and Linemarking Plan - Old Hume Highway, Camden



Created on 24/12/2018 2:41 PM



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



**Subject Site**

Old Hume Highway, Camden

Map Scale: 1:564  
Projection: GDA94 / MGA zone 56  
Date: 24/12/2018 2:41 PM



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Created on 7/12/2017 2:16 PM



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<p>Camden Council                  70 Centre Ave                  OFFICE PHONE: 02 4634 7777                  TEL: 02 4634 7229                  EMAIL: <a href="mailto:info@camden.nsw.gov.au">info@camden.nsw.gov.au</a></p>				

# LOCAL TRAFFIC COMMITTEE

**LTC37**

**SUBJECT: RICKARD ROAD, LEPPINGTON - PARKING RESTRICTIONS**  
**FROM:** Manager Traffic, Depot & Buiding Services  
**TRIM #:** 19/113940

**ELECTRONIC MEETING ITEM DATE: 15 March 2019**

**PURPOSE OF REPORT**

To document approval previously provided by the Local Traffic Committee through an Electronic Meeting for parking restrictions along Rickard Road, Leppington.

**MAIN REPORT**

Council seeks to address current parking issues being experienced along Rickard Road, Leppington in the vicinity of Leppington Public School (**Attachment 1**).

A meeting was held with representatives of Leppington Public School, and to address some of the ongoing parking issues Council is proposing to implement No Parking '8am-9:30am; 2:30pm-4pm School Days' restrictions with a supplementary Kiss and Ride sign. Council will also undertake road shoulder and footpath work to make the drop-off and pick up spaces more accessible.

It is also proposed that No Stopping signs are implemented across the neighbouring driveway to deter motorists from obstructing the driveway (**Attachment 2**). It is also proposed that No Stopping restrictions are placed within the nature-strip median south of the school gates. This is to prevent motorists from parking on the strip to drop-off and pick up students (**Attachment 3**).

<b>Electronic Meeting Reference</b>	<b>Agreed recommendation of the Local Traffic Committee</b>
2019/21	<p><b>That the Local Traffic Committee recommends that Council approves in Rickard Road, Leppington:</b></p> <ul style="list-style-type: none"> <li><b>i. removal of existing 43 metres of 2P (8:30am-6:30pm School days) restrictions;</b></li> <li><b>ii. install 63 metres No Parking (8am-9:30am; 2:30pm-4pm school days) signs (r5-41);</b></li> <li><b>iii. install supplementary Kiss and Ride Area plates (r9-302);</b></li> <li><b>iv. No Stopping r5-400 restriction signs to the north of the proposed Kiss and ride area; and</b></li> <li><b>v. install 40m No Stopping (r5-400) restrictions along the median.</b></li> </ul>

This recommendation was supported unanimously by the four voting members.

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

## **RECOMMENDED**

**That Council receives and notes the report on Rickard Road, Leppington – Parking Restrictions.**

### ATTACHMENTS

1. Site Location
2. Plan 1 - Parking Restrictions
3. Plan 2 - Parking Restrictions

Created on 15/03/2019 3:21 PM



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



**Subject Site**

Leppington Public School

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



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Created on 18/02/2019 8:52 AM



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 Email: [mail@camden.nsw.gov.au](mailto:mail@camden.nsw.gov.au)

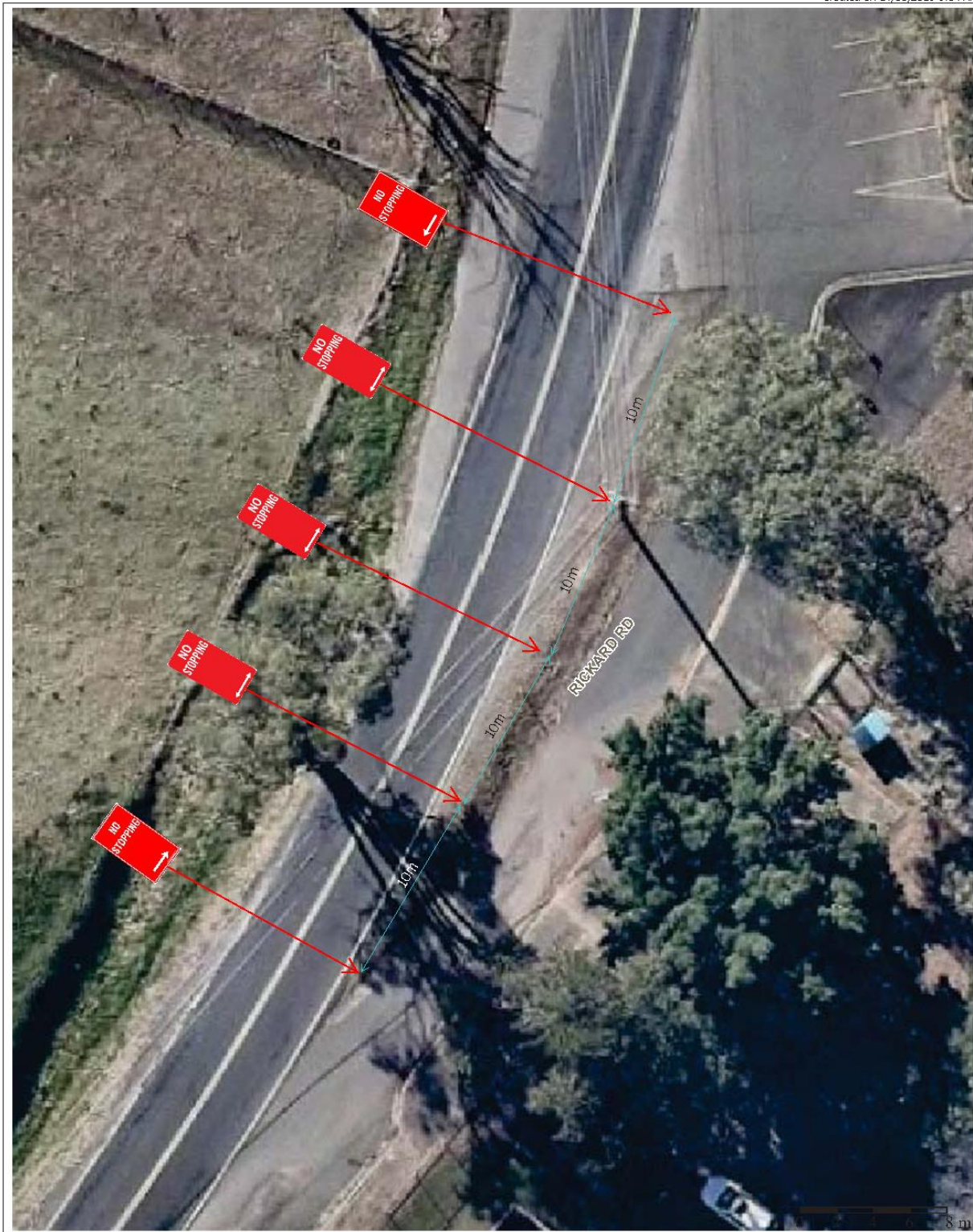
**Subject Site**  
 Rickard Road, Leppington

Map Scale: 1:564  
 Projection: GDA94 / MGA zone 56  
 Date: 18/02/2019 8:52 AM



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 ORAN PARK NSW 2570  
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 Fax: 02 4654 7829  
 Email: mail@camden.nsw.gov.au



**Subject Site**

Leppington public School

Map Scale: 1:282  
 Projection: GDA94 / MGA zone 56  
 Date: 14/03/2019 9:04 AM



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## LOCAL TRAFFIC COMMITTEE

LTC38

**SUBJECT: JOHN STREET, CAMDEN - SUSPENSION OF ON-STREET PARKING FOR BUSINESS BUS**

**FROM:** Manager Traffic, Depot & Buiding Services

**TRIM #:** 19/113996

**ELECTRONIC MEETING ITEM DATE: 15 March 2019**

### PURPOSE OF REPORT

To document approval previously provided by the Local Traffic Committee through an Electronic Meeting for the suspension of on-street parking in John Street, Camden for the Business Bus.

### MAIN REPORT

The Business Bus is a mobile information and advisory service for small business. It's part of the Small Biz Connect business advisory program, funded by the NSW Government. The Bus travels across NSW, connecting small business owners with advisors and services in their local community at no cost to them.

The Bus will facilitate 45-minute business advisory sessions on-board its meeting area, at no cost to local small businesses. The Advisor will be from South West Sydney BEC which is delivering the Small Biz Connect Program in the Sydney South West Region on behalf of the Office of the Small Business Commissioner.

The Office of the NSW Small Business Commissioner has requested suspension of three angled parking bays which have 1 hour restrictions on the west side of John Street, adjacent to Epicure store in 39 John Street (**Attachment 1** and **Attachment 2** show the location and proposal). They wish to park a commercial RV across the spaces, parallel to the kerb, from 8.30am to 3.30pm on Tuesday, 9 April 2019.

The location is considered satisfactory from a road safety perspective and it is recommended that concurrence be given, subject to evidence of \$20M public liability insurance being provided to Council, and local businesses in the vicinity of 39 John Street being notified.

<b>Electronic Meeting Reference</b>	<b>Agreed recommendation of the Local Traffic Committee</b>
<b>2019/22</b>	<b>The Local Traffic Committee recommends that Council approves in John Street, Camden the suspension of three angled parking bays on the west side of John Street, subject to:</b> <ul style="list-style-type: none"><li><b>i. evidence of \$20M public liability insurance being provided to Council; and</b></li><li><b>ii. local businesses in the vicinity of 39 John Street being notified.</b></li></ul>

This recommendation was supported unanimously by the four voting members.



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

**RECOMMENDED**

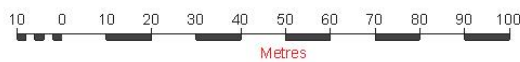
**That Council receives and notes the report on John Street, Camden – Suspension of On-Street Parking for Business Bus.**

ATTACHMENTS

1. Site Location - Business Bus
2. Proposal - Business Bus



Scale: 1:1500  
Printed Date: 03:02:15



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# LOCAL TRAFFIC COMMITTEE

**LTC39**

**SUBJECT: HARLAND ROAD AND BARLEY ROAD, SPRING FARM - CHANGES TO SIGNAGE AND INSTALLATION OF A CHILDREN'S CROSSING**

**FROM:** Manager Traffic, Depot & Buiding Services

**TRIM #:** 19/114085

**ELECTRONIC MEETING ITEM DATE: 15 March 2019**

**PURPOSE OF REPORT**

To document approval previously provided by the Local Traffic Committee through an Electronic Meeting for changes to signage and the installation of a children's crossing on Harland and Barley Roads, Spring Farm.

**MAIN REPORT**

Council seeks to address current pedestrian safety and parking issues being experienced in the vicinity of Spring Farm Public School (**Attachment 1**).

Council has received ongoing complaints regarding pedestrian safety associated with students crossing Harland Road. Vehicles continually queue during school pick up and drop off as they travel to manoeuvre around the bulb of the cul-de-sac. To address the matter is proposed to install a Children's Crossing in Harland Road.

It is proposed to relocate one disabled bay from Harland Road to Barley Road to accommodate people dropping off students with a disability. The space on Harland Road is proposed to be converted to a 10 minute bay to accommodate people dropping off students into the disabled stream who do not have disability permits (**Attachment 2**).

Furthermore, it is proposed to implement double barrier lines along Harland Road and Barley Road to ensure delineation and restrict motorists from undertaking U-turns. (**Attachment 3**).

<b>Electronic Meeting Reference</b>	<b>Agreed recommendation of the Local Traffic Committee</b>
2019/23	<p><b>That the Local Traffic Committee recommends that Council approves in Harland Road and Barley Road:</b></p> <ul style="list-style-type: none"> <li><b>i. children's crossing on Harland Road with kerb extensions;</b></li> <li><b>ii. 12 metres of 10 minute (R5-14) parking restrictions (8:30am-6:30pm school days);</b></li> <li><b>iii. 53.4m double barrier (BB) lines on Harland Road;</b></li> <li><b>iv. 21m double barrier (BB) line on Barley Road;</b></li> <li><b>v. installation of disabled parking on Barley Road; and</b></li> <li><b>vi. installation of No Stopping R5-400 on Harland Road.</b></li> </ul>

This recommendation was supported unanimously by the four voting members.

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

**RECOMMENDED**

**That Council receives and notes the report on Harland Road and Barley Road, Spring Farm – Changes to Signage and Installation of a Children’s Crossing.**

ATTACHMENTS

1. Site Location
2. Plan 1 - Spring Farm Public School
3. Plan 2 - Spring Farm Public School

Created on 14/03/2019 4:08 PM



Camden Council  
 70 Central Ave  
 ORAN PARK NSW 2570  
 Telephone: 02 4654 7777  
 Fax: 02 4654 7829  
 Email: [mail@camden.nsw.gov.au](mailto:mail@camden.nsw.gov.au)



**Subject Site**

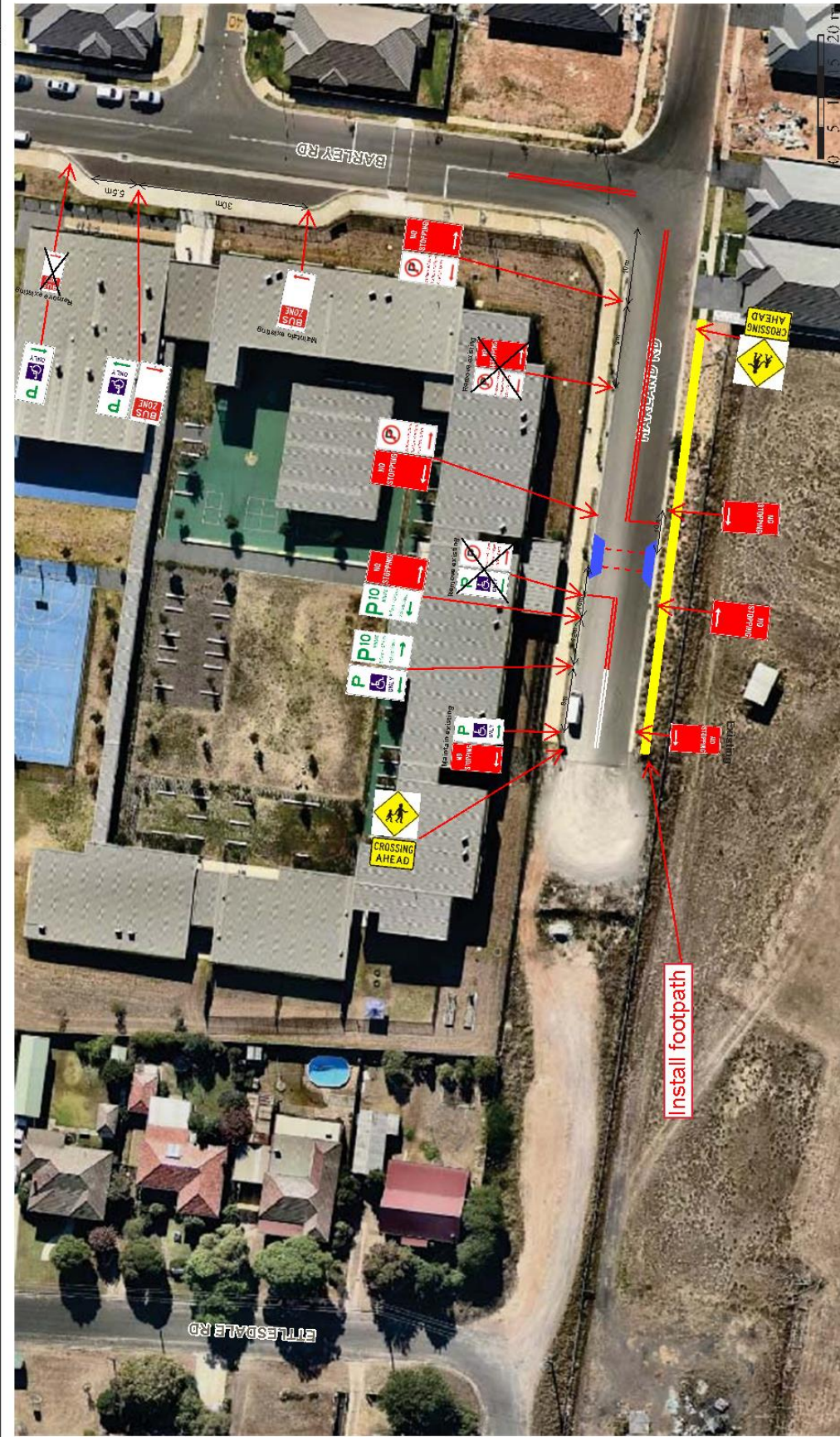
Spring Farm Public School

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



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Created on 7/03/2019 3:07 PM



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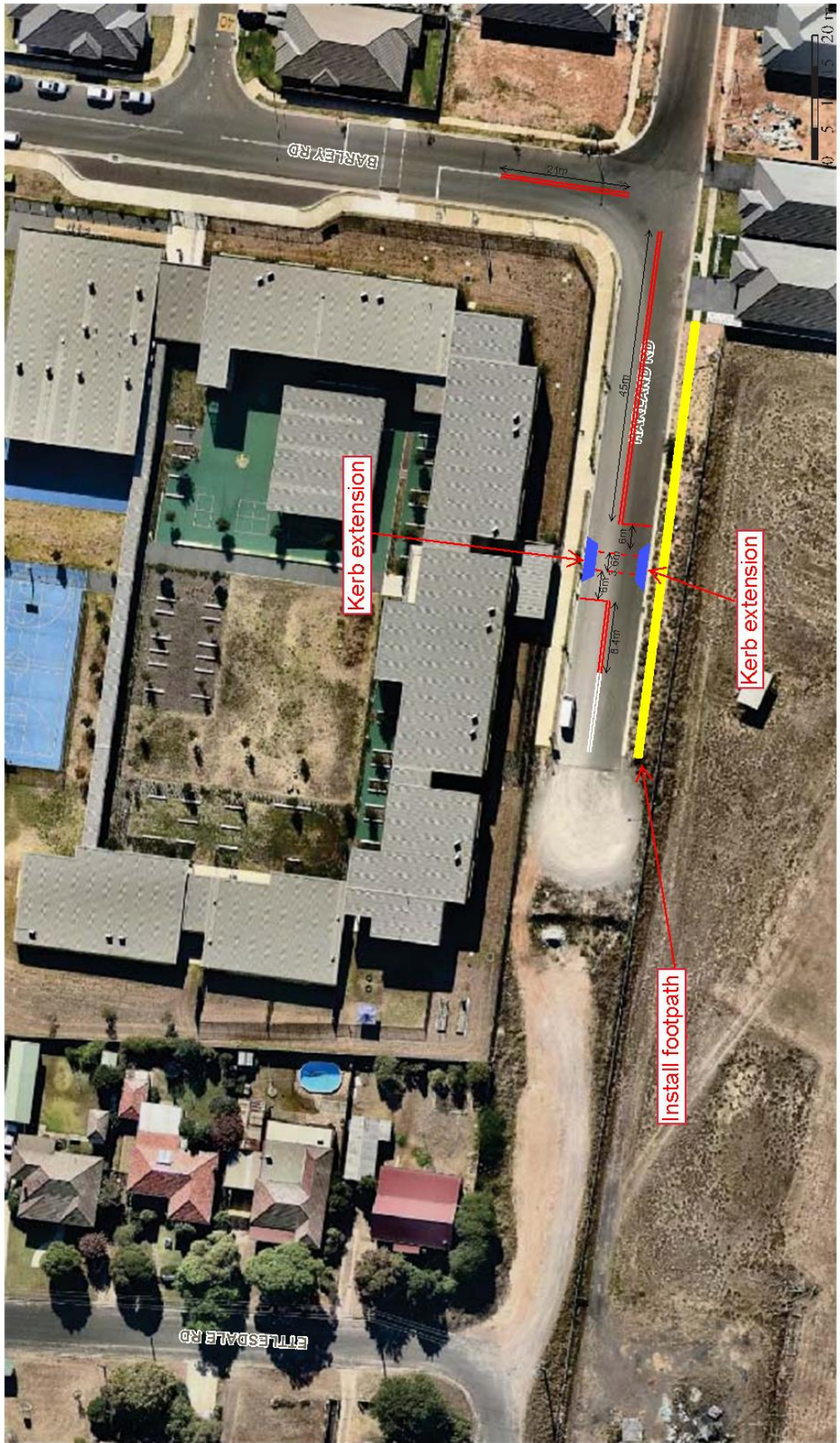
**Subject Site**  
Spring Farm Public School

Map Scale: 1:850  
Projection: GDA 94 / MGA zone 56  
Date: 7/03/2019 3:07 PM



 Camden Council  
70 Central Ave  
Tel: 02 4664 2570  
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**Subject Site**  
Spring Farm Public School

Map Scale: 1:850  
Projection: GDA94 / MGA Zone 56  
Date: 7/03/2019 3:07 PM



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ORAN PARK NSW 2870  
Telephone: 02 4664 7777  
Fax: 02 4664 7829  
Email: [mail@camden.nsw.gov.au](mailto:mail@camden.nsw.gov.au)



## LOCAL TRAFFIC COMMITTEE

LTC40

**SUBJECT: CATHERINE PARK DRIVE, CATHERINE FIELD - SIGNAGE, LINEMARKING AND DEVICES ASSOCIATED WITH THE DEVELOPMENT OF CATHERINE PARK ESTATE, STAGE 5**

**FROM:** Manager Traffic, Depot & Buiding Services

**TRIM #:** 19/114198

**ELECTRONIC MEETING ITEM DATE: 8 April 2019**

### PURPOSE OF REPORT

To document approval previously provided by the Local Traffic Committee through an Electronic Meeting for signage and linemarking plans associated with the development of Catherine Park Estate, Stage 5.

### MAIN REPORT

Signage and line marking plans have been received by Council for the construction of new roads associated with Catherine Park Estate development, Stage 5. The location is highlighted on **Attachment 1**. This is related to DA number DA/2017/117/1.

The Engineering Drawing No.X12249.05-SK20A, REV.2 and X12249.05-SK20B, REV.1 prepared by Calibre Consulting provides details of the proposed signage and line marking (**Attachment 2**). The plans are considered to be in accordance with Austroads, Australian Standards and RMS supplements for the placement of regulatory signage and line marking and it is recommended that LTC supports the proposed measures.

<b>Electronic Meeting Reference</b>	<b>Agreed recommendation of the Local Traffic Committee</b>
2019/24	<p>The Local Traffic Committee recommends that Council in the vicinity of Catherine Park Drive, Catherine Field approves the regulatory signs and line marking associated with the subdivision of The Catherine Park Estate, Stage 5 as shown on the Engineering Drawing No. X12249.05-SK20A, REV.2 and X12249.05-SK20B, REV.1 subject to:</p> <ul style="list-style-type: none"><li>i. the installation being completed by the applicant at its cost;</li><li>ii. all signage being sign size A; and</li><li>iii. street lighting levels for devices being in accordance with Australian Standard AS/NZS 1158, subject to further Council approval of the lighting design.</li></ul>

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 Catherine Park Drive, Catherine Field – Signage, Linemarking and Devices associated with the development of Catherine Park Estate, Stage 5.**

### ATTACHMENTS

1. Site Location - Catherine Park Estate
2. Signage and Linemarking Plan - Catherine Park Estate



# CATHERINE PARK ESTATE STAGE 5 ROAD & DRAINAGE DESIGN

FOR CONSTRUCTION CERTIFICATE DA2017/1171



LOCALITY PLAN  
N.T.S.  
**LGA CAMDEN COUNCIL**  
LOT 4072 DP 1215216  
DA2017/1171

**CAMDEN COUNCIL**  
Approved by the Council of Camden under the provisions  
of the Environment Planning and Assessment Act 1979  
APPROVAL



22/11/2018

CONSTRUCTION CERTIFICATE  
DA2017/1171 CC.16.2017.117.2

CLIENT:

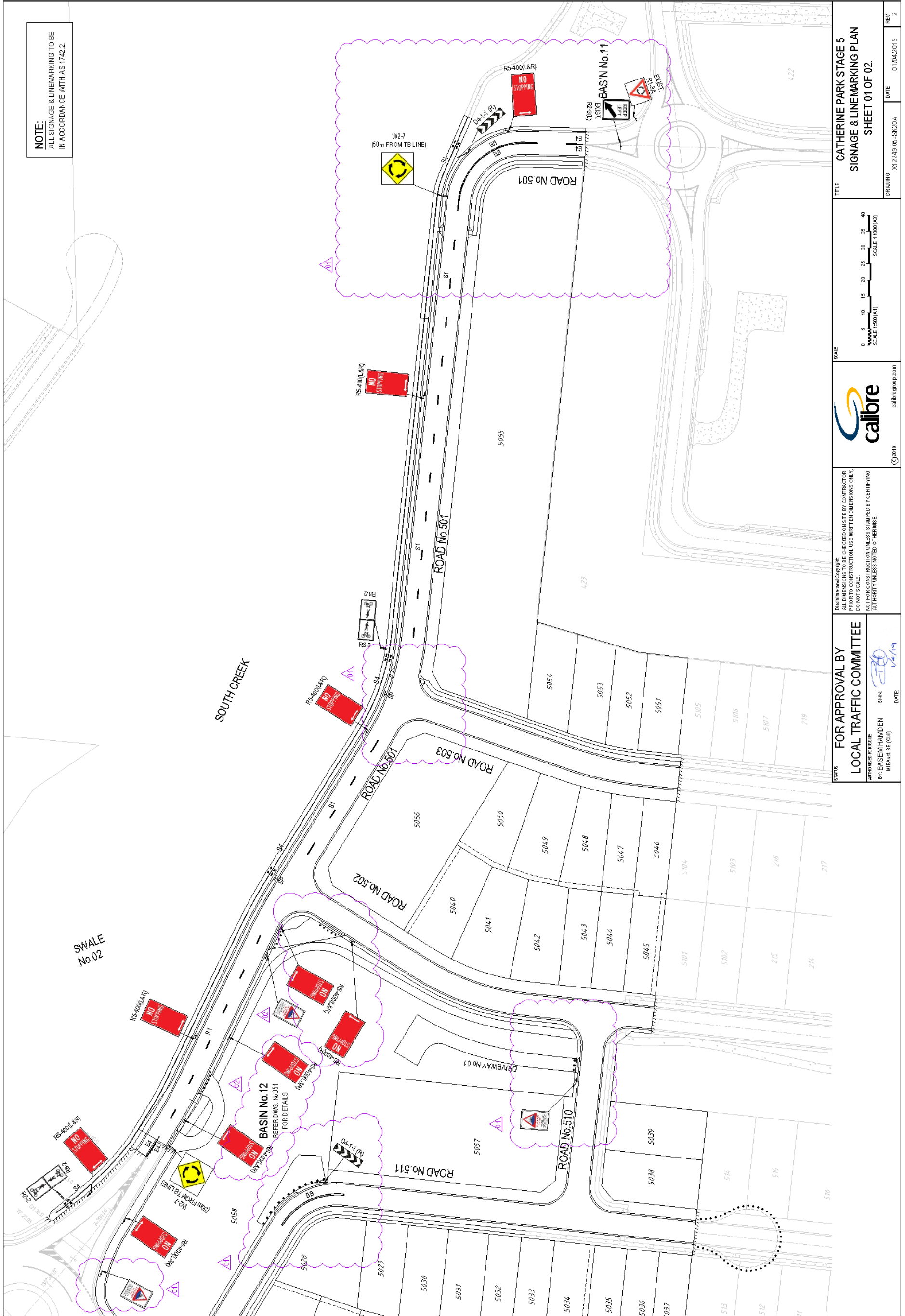
**HIXSON PTY. LTD.**

**DRAWING LIST**

NO.	DRAWING TITLE
<b>GENERAL</b>	
000	COVER SHEET
001	STANDARD NOTES & LEGEND
002	GENERAL ARRANGEMENT PLAN
003	SITE LAYOUT PLAN
<b>SEDIMENT &amp; EROSION CONTROL</b>	
101	SEDIMENT & EROSION CONTROL NOTES & DETAILS
111	SEDIMENT BASIN ATTACHMENT PLAN
<b>SITE REGRADING</b>	
214	SITE SECTIONS SHEET 01 OF 03
215	SITE SECTIONS SHEET 02 OF 03
216	SITE SECTIONS SHEET 03 OF 03
<b>ENGINEERING PLANS</b>	
301	ENGINEERING PLANS 01 OF 03
302	ENGINEERING PLANS 02 OF 03
303	ENGINEERING PLANS 03 OF 03
<b>ROAD LONGITUDINAL SECTIONS</b>	
401	LONGITUDINAL & TYPICAL SECTIONS ROAD N-201
402	LONGITUDINAL & TYPICAL SECTIONS ROAD N-202 & 403
403	LONGITUDINAL & TYPICAL SECTIONS ROAD N-203
404	LONGITUDINAL & TYPICAL SECTION ROAD N-211 & DRIVEWAY N-0102
<b>ROAD CROSS SECTIONS</b>	
501	CROSS SECTIONS ROAD N-201 SHEET 01 OF 02
502	CROSS SECTIONS ROAD N-201 SHEET 02 OF 02
503	CROSS SECTIONS ROAD N-202
504	CROSS SECTIONS ROAD N-203
505	CROSS SECTIONS ROAD N-210
506	CROSS SECTIONS ROAD N-211 SHEET 01 OF 02
507	CROSS SECTIONS ROAD N-211 SHEET 02 OF 02
508	CROSS SECTIONS ROAD N-211 SHEET 03 OF 03
<b>INTERSECTION PLANS</b>	
601	INTERSECTION OF TAIL GERRIE TORNS W/0104
602	INTERSECTION OF TAIL GERRIE TORNS W/0208
603	INTERSECTION OF TAIL GERRIE DEVELOPMENTS W/0406
<b>MISCELLANEOUS ROADWORKS PLANS</b>	
701	PAVEMENT PLAN
711	210 M <sup>2</sup> & 6 LINE MARKING PLAN SHEET 01 OF 02
712	210 M <sup>2</sup> & 6 LINE MARKING PLAN SHEET 02 OF 02
713	210 M <sup>2</sup> & 6 LINE MARKING PLAN SHEET 03 OF 02
714	SUBSTRUCTURE PLAN AND SECTION
715	TURF PATCH AT THE OPTC
<b>DRAINAGE ATTACHMENT PLANS</b>	
801	CATHERINE PARK
802	EXTERNAL CATCHMENT PLAN
<b>DRAINAGE LONGITUDINAL SECTIONS</b>	
811	DRAINAGE LONGITUDINAL SECTION SHEET 01 OF 08
812	DRAINAGE LONGITUDINAL SECTION SHEET 02 OF 08
813	DRAINAGE LONGITUDINAL SECTION SHEET 03 OF 08
814	DRAINAGE LONGITUDINAL SECTION SHEET 04 OF 08
815	DRAINAGE LONGITUDINAL SECTION SHEET 05 OF 08
816	DRAINAGE LONGITUDINAL SECTION SHEET 06 OF 08
817	DRAINAGE LONGITUDINAL SECTION SHEET 07 OF 08
818	DRAINAGE LONGITUDINAL SECTION SHEET 08 OF 08
<b>DRAINAGE CALCULATIONS</b>	
821	DRAINAGE CALCULATIONS HYDROLOGY SHEET 01 OF 03
822	DRAINAGE CALCULATIONS HYDROLOGY SHEET 02 OF 03
823	DRAINAGE CALCULATIONS HYDROLOGY SHEET 03 OF 03
824	DRAINAGE CALCULATIONS HYDRAULICS SHEET 01 OF 02
825	DRAINAGE CALCULATIONS HYDRAULICS SHEET 02 OF 02
826	DRAINAGE CALCULATIONS HYDRAULICS SHEET 03 OF 02
827	DRAINAGE CALCULATIONS HYDRAULICS SHEET 04 OF 02
<b>WATER QUALITY &amp; DETENTION BASIN</b>	
831	WATER QUALITY & DETENTION BASIN
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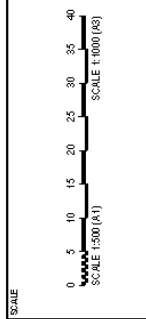
CATHERINE PARK ESTATE STAGE 5  
ROAD & DRAINAGE DESIGN

DATE: 2017/11/17  
DRAWING NO.: 1000  
SCALE: 5



NOTE:  
ALL SIGNAGE & LINEMARKING TO BE  
IN ACCORDANCE WITH AS 1742.2.

TITLE  
**CATHERINE PARK STAGE 5  
SIGNAGE & LINEMARKING PLAN**  
SHEET 01 OF 02.



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DO NOT SCALE.  
NOT FOR CONSTRUCTION UNLESS STAMPED BY CERTIFYING  
AUTHORITY UNLESS NOTED OTHERWISE.

FOR APPROVAL BY  
**LOCAL TRAFFIC COMMITTEE**

APPROVED FOR  
BY BASEM HAMDEN  
MEMBER BE (CH)

SIGN: [Signature]  
DATE: 4/1/19

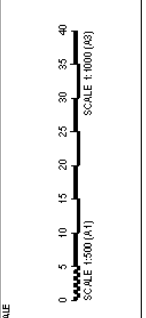
DATE: 01/04/2019  
DRAWING: X12249.05-S120A  
REV: 2



**NOTE:**  
ALL SIGNAGE & LINEMARKING TO BE  
IN ACCORDANCE WITH AS 1742.2.

**TITLE**  
CATHERINE PARK STAGE 5  
SIGNAGE & LINEMARKING PLAN  
SHEET 02 OF 02.

**DATE** 13/02/2019  
**REV** 1



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AUTHORITY UNLESS NOTED OTHERWISE.

**FOR APPROVAL BY**  
**LOCAL TRAFFIC COMMITTEE**

**APPROVED FOR**  
BY: BASEEM HAMDEN  
MEMBER OF CMC

**DATE** 13/02/19  
**SIGN:** [Signature]

# LOCAL TRAFFIC COMMITTEE

**LTC41**

**SUBJECT: SOUTH CIRCUIT, ORAN PARK - SIGNAGE, LINEMARKING AND DEVICES ASSOCIATED WITH THE INSTALLATION OF BUS ZONES**

**FROM:** Manager Traffic, Depot & Buiding Services

**TRIM #:** 19/114234

**ELECTRONIC MEETING ITEM DATE: 11 April 2019**

**PURPOSE OF REPORT**

To document approval previously provided by the Local Traffic Committee through an Electronic Meeting for signage and linemarking plans associated with the installation of Bus Zones on South Circuit, Oran Park.

**MAIN REPORT**

Signage, linemarking and devices plans have been received by Council for the construction of a pedestrian refuge island and installation of two bus zones on South Circuit, Oran Park. The location is highlighted on **Attachment 1**. This is related to DA number DA/2017/1428/1 related to the construction of an aged care facility.

The Engineering Drawing No.17126.C.CC01, Rev B and 17126.C.CC02 Rev A prepared by Site Plus Pty Ltd provides details of the proposed signage, line marking and pedestrian refuge (**Attachment 2**). The plans are considered to be in accordance with Austroads, Australian Standards and RMS supplements for the placement of regulatory signage, pedestrian refuge and line marking and it is recommended that LTC supports the proposed measures.

<b>Electronic Meeting Reference</b>	<b>Agreed recommendation of the Local Traffic Committee</b>
<b>2019/25</b>	<p><b>The Local Traffic Committee recommends that Council on South Circuit, Oran Park approves the regulatory signs and line marking associated with the development of 2-24 Grice Street, Oran Park as shown on the Engineering Drawing No. 17126.C.CC01, Rev.B and 17126.C.CC02 Rev A subject to:</b></p> <ul style="list-style-type: none"> <li><b>i. the installation being completed by the applicant at its cost;</b></li> <li><b>ii. all signage being sign size A;</b></li> <li><b>iii. pedestrian island to be in accordance with RMS Technical direction TDT2011/01A; and</b></li> <li><b>iv. street lighting levels for devices being in accordance with Australian Standard AS/NZS 1158, subject to further Council approval of the lighting design.</b></li> </ul>

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 South Circuit, Oran Park – Signage, Linemarking and Devices associated with the installation of Bus Zones.**

### ATTACHMENTS

1. Site Location - South Circuit, Oran Park
2. Signage and Linemarking Plan - South Circuit, Oran Park

Created on 11/04/2019 3:03 PM



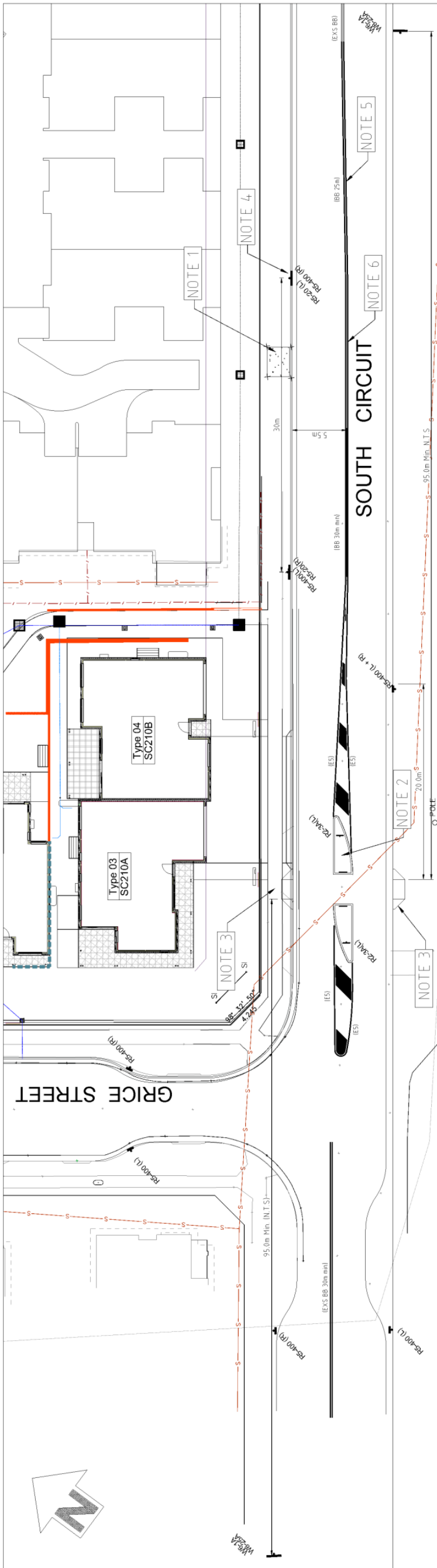
Camden Council  
70 Central Ave  
ORAN PARK NSW 2570  
Telephone: 02 4654 7777  
Fax: 02 4654 7829  
Email: mail@camden.nsw.gov.au

**Subject Site**  
South Circuit, Oran Park

Map Scale: 1:4514  
Projection: GDA94 / M GA zone 56  
Date: 11/04/2019 3:03 PM

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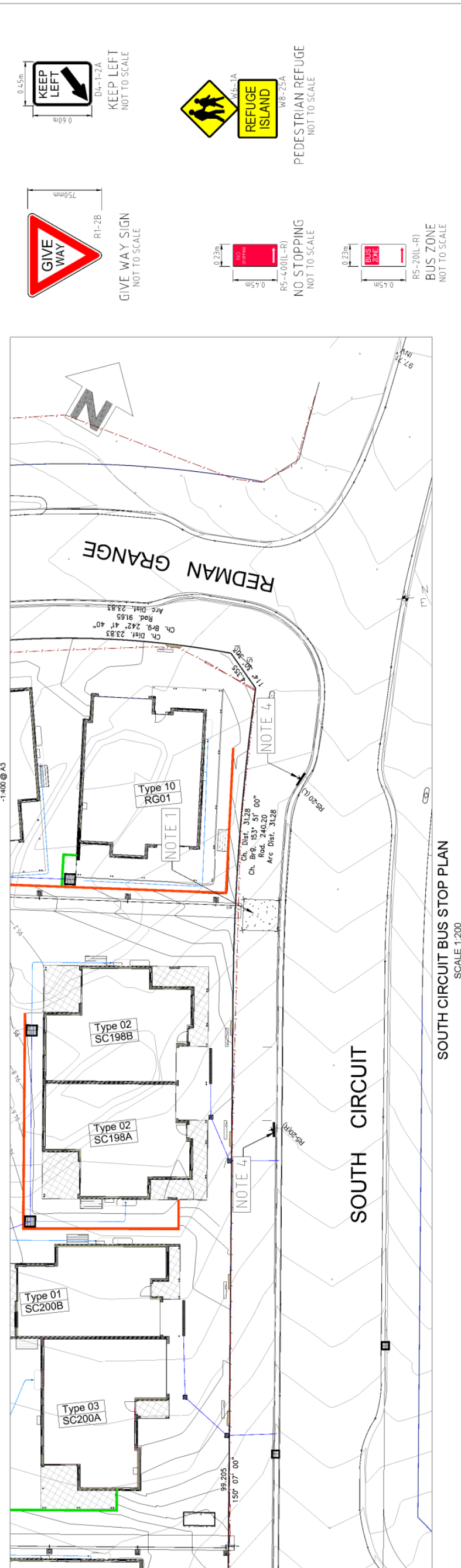
**NOTES:**

1. PROVIDE BUS STOP AS PER DETAIL SHEET 02
2. PROVIDE PEDESTRIAN ISLAND IN ACCORDANCE WITH RMS TECHNICAL DIRECTION TD12011/01a ISLAND TO DETAIL SHEET 02
3. CONSTRUCT FRAM RAMP IN ACCORDANCE WITH COUNCIL STANDARDS
4. PROVIDE BUS ZONE SIGNS (R5-20 L OR R) EITHER SIDE OF THE BUS STOP CONCRETE PAD.
5. MERGE BB LINE INTO EXISTING AFTER BUS ZONE
6. PROVIDE 5.5M LANE WIDTH TO ALLOW VEHICLES TO PASS AROUND PARKED BUS

**SOUTH CIRCUIT BUS STOP & REFUGE ISLAND PLAN**  
SCALE 1:200

Metres  
0 5 10 15 20 25

SCALE: -1:200 @ A1  
-1:400 @ A3



**SOUTH CIRCUIT BUS STOP PLAN**  
SCALE 1:200

Height Datum AHD  
Drawn M.S.  
Designed M.S.  
Checked A.C.  
Approved A.C.

CLIENT TITLE  
ANGLICARE COMMUNITY SERVICES  
Local Authority CAMDEN COUNCIL

CONSTRUCTION  
Dwg Status

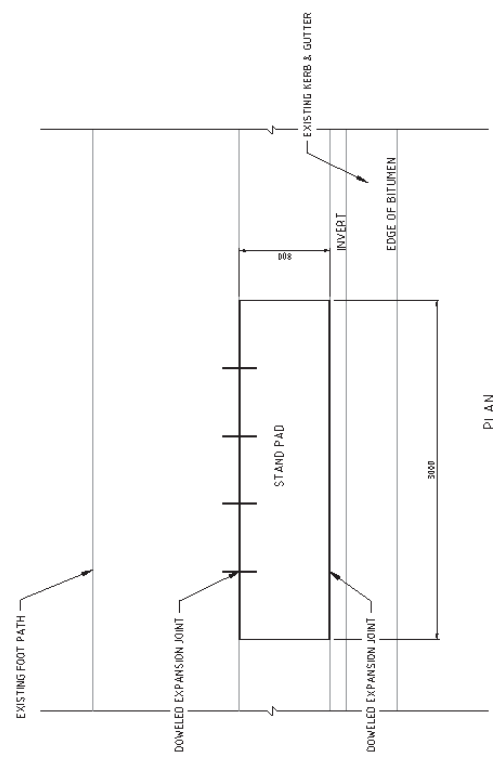
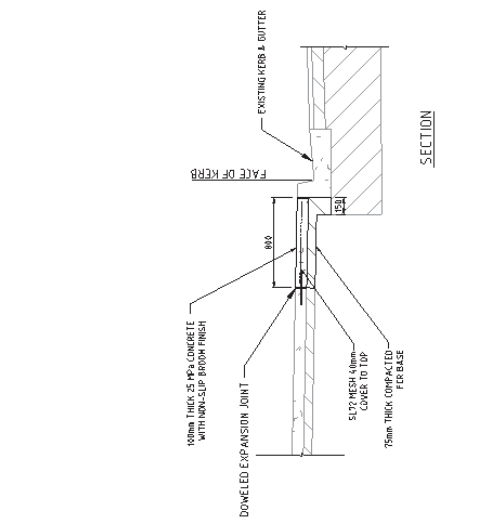
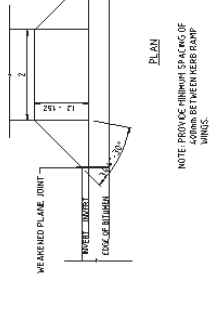
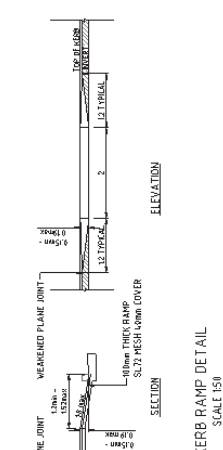
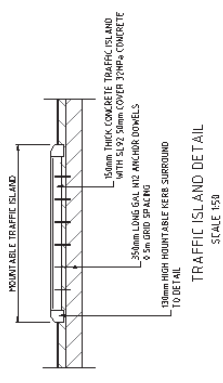
TRAFFIC COMMITTEE PLANS

Ref & Dwg No 17126.C.CC01  
Sheet No 01 of 02  
Scale 1:200 @ A1  
Date 15/10/2018  
Rev B A1



No.	DESCRIPTION	DRN	APP	DATE
A	PRELIMINARY CLIENT ISSUE	M.S.	A.C.	15/10/18
B	REVISED TO COUNCIL COMMENTS	A.C.	A.C.	10/04/18

REVISIONS	DATE	BY	APP
1:200 @ A1	15/10/2018		



BUS STOP WAITING AREA (STAND PAD)  
SCALE 1:20

NO. A	DESCRIPTION PRELIMINARY CLIENT ISSUE	DATE 15/07/2018	DATE 15/07/2018	<p>siteplus Engineering</p>	<p>PROJECT: Engineering</p>	<p>CLIENT: M/S</p> <p>DESIGNER: M/S</p> <p>CHECKER: M/S</p> <p>APPROVER: M/S</p>	<p>CONTRACT NO: 17126.C.C.02</p> <p>DATE: 02/02/18</p> <p>SCALE: A1</p>
		APP M/S	DATE 15/07/2018				



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## LOCAL TRAFFIC COMMITTEE

LTC42

**SUBJECT: ARGYLE STREET / CAWDOR ROAD, CAMDEN - ANZAC DAY 2019  
SPECIAL EVENT TRANSPORT MANAGEMENT PLAN**

**FROM:** Manager Traffic, Depot & Buiding Services

**TRIM #:** 19/114278

---

**ELECTRONIC MEETING ITEM DATE: 16 April 2019**

### PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for use of the streets of Camden to conduct the annual Anzac Day Dawn Service and street march on Thursday 25 April 2019.

### BACKGROUND

The Camden Council has requested to close roads in Camden CBD to conduct the annual ANZAC Day dawn service and street march.

### MAIN REPORT

ANZAC Day is the solemn day of remembrance of those Australian and New Zealand Army Corps soldiers who fought and died at Gallipoli in 1915. It is also a day of remembrance for all soldiers who have fought and died for their country. It is commemorated on 25th April each year.

The day's events are undertaken in two stages. The first stage will be a Dawn Service, commencing at 5.00am, whilst the second stage will be a formal street march through the main street of Camden commencing at 10.30am.

The event has been determined as a Class 2 Event Category. Traffic Control Plans have been prepared to ensure appropriate traffic management measures are implemented as part of the road closures.

#### **Dawn Service**

The Dawn Service is the first stage of the day's events. It is proposed to be held at the BEP on Cawdor Road, Camden, opposite the Camden RSL Sub Branch. The service will commence at 5.00am. However, to assist with setting up and crowd management the proposed road closures in Cawdor Road will need to commence at 4.30am. It is expected that Cawdor Road will be reopened to normal traffic operations by 7.00am. Proposed traffic management arrangements are detailed in the Traffic Control Plan. Detours are via Barsden Street, Broughton Street and Murray Street.

In the last few years community patronage of this event has increased significantly and given the level of interest it has generated, the request to have the road closed is considered justified.

#### **Street March**

The Street March will follow a route commencing in Elizabeth Street (marshalling area), along the westbound carriageway of Argyle Street through to Cawdor Road and then turning right into the BEP. At this point a Community Commemorative Service will be conducted adjacent to the BEP memorial, opposite the Camden RSL Sub Branch.

Participants in the march will marshal and form ranks in Elizabeth Street at 10.00am. This requires the closure of Elizabeth Street between Mitchell and Argyle Streets to restrict through traffic movements. Access can still be provided to businesses and residents as required. However access to the Larkin Place car park from Elizabeth Street will be closed until the road is cleared of participants. Arrangements are in place to minimise the impact of current road works in Argyle Street on the parade and spectators.

The Street March is scheduled from 10.30am to 11.30am. Whilst the march is in progress the side streets along both sides of Argyle Street will be closed and traffic will be prevented from accessing Argyle Street in both directions. This will allow for safe spectator viewing. Argyle Street will progressively re-open as the last Police/SES vehicle passes. For a ten minute period between 10.30am and 10.40am it is proposed that the westbound diversion route on Argyle Street between View Street and Hill Street is also closed to vehicles.

Proposed traffic management arrangements are detailed in the Traffic Control Plan in **Attachment 1**.

After the main service, the participants and attendees will be assisted across Cawdor Road to the Camden RSL Club under manual control by the Police and SES, between 11.30am and 12 noon.

### **Traffic Control**

The NSW Police and State Emergency Services (SES) will be engaged by the RSL to provide assistance and traffic control. As in previous years the Police will provide a lead and follow-up vehicle for the street march. The SES will assist with the closure of Cawdor Road for the Dawn Service and the street march and will also assist with the reopening of the roads.

### **Security measures / Vehicle mitigation strategies**

Due to consideration of possible security issues in relation to hostile vehicle risks, the following additional measures have been proposed:

- Physical vehicles (rigid trucks or similar vehicles) being used as static barriers at the entry points where a hostile vehicle could access and impact either the street parade or the crowd watching the parade.
- Crowd barriers being placed along Argyle Street along the median island and kerb side to allow for safe spectator viewing.

### **Public Transport**

The event occurs on a public holiday when a route 895 bus service to Campbelltown is scheduled to arrive at John Street in Camden at 10.20am and 11.20am and a service from Campbelltown arrives at 9.57am & 10.57am.

These services will be diverted. Passengers are advised to visit the Busabout website at [www.Busabout.com.au](http://www.Busabout.com.au) or call Transport NSW on 131 500 for all timetable enquiries.

## **CONCLUSION**

The relevant documentation has been received by Council for the closure of roads in Camden Town Centre for the operation of ANZAC Day events. Arrangements have been planned which reflect successful arrangements of previous years, as well as improved security measures, to allow the safe operation of the events. It is therefore recommended that the Local Traffic Committee gives concurrence to this special event subject to conditions.

<b>Electronic Meeting Reference</b>	<b>Agreed recommendation of the Local Traffic Committee</b>
<b>2019/26</b>	<p><b>The Local Traffic Committee recommends that Council:</b></p> <ul style="list-style-type: none"> <li>a) <b>gives concurrence for the closure of Cawdor Road between Barsden Street and Onslow Park from 4.30am to 7.00am on Thursday 25 April 2019, as per the certified Traffic Control Plans and the associated Special Event Transport Management Plan, for the Anzac Day Dawn Service;</b></li> <li>b) <b>gives concurrence for the closure of the following roads between 10.00am and 11.30am on Thursday 25 April 2019, as per the certified Traffic Control Plans and the associated Special Event Transport Management Plan, for the Anzac Day March:</b> <ul style="list-style-type: none"> <li>• <b>Cawdor Road from Barsden Street to Argyle Street;</b></li> <li>• <b>Murray Street (northbound) from Coles car park entrance to Argyle Street;</b></li> <li>• <b>Murray Street (southbound) from Murray Car park entrance to Argyle Street;</b></li> <li>• <b>Argyle Street (both sides) from Cawdor Road to Hill Street;</b></li> <li>• <b>Argyle Street (north side only) from Hill Street to Elizabeth Street;</b></li> <li>• <b>Argyle Street (south side only) from Hill Street to View Street (10.30am to 10.40am only);</b></li> <li>• <b>Oxley Street from Argyle Street to south of the access to the southernmost off-street carpark;</b></li> <li>• <b>Elizabeth Street from Argyle Street to Mitchell Street;</b></li> <li>• <b>John Street from north of the access to the John/Hill Streets Carpark to south of the access to the Larkin Place Carpark; and</b></li> <li>• <b>Hill Street (west side) from Argyle Street to north of the access to John/Hill Streets Carpark;</b></li> </ul> </li> <li>c) <b>gives concurrence of the above events subject to the following conditions:</b> <ul style="list-style-type: none"> <li>i. <b>the event classified as Class 2, under the RMS Guide to Traffic and Transport Management for Special Events, Version 3.4;</b></li> <li>ii. <b>traffic management arrangements shall be implemented in accordance with the approved Special Event Traffic Management Plans and associated certified Traffic Control</b></li> </ul> </li> </ul>

	<p><b>Plans;</b></p> <ul style="list-style-type: none"><li><b>iii. the event is controlled by NSW Police with support from RMS accredited traffic controllers;</b></li><li><b>iv. the organisers providing proof of a minimum \$20 million Public Liability Insurance Policy;</b></li><li><b>v. the organisers shall obtain NSW Police concurrence to the Special Event approval;</b></li><li><b>vi. the organisers shall maintain access for emergency vehicles along the sections of closed road at all times;</b></li><li><b>vii. temporary signage associated with the Traffic Control Plan shall be installed and removed at the end of the event at no cost to Council;</b></li><li><b>viii. the event being advertised in local newspapers and on on-street signage a minimum of seven days prior to the event;</b></li><li><b>ix. businesses along the closed road sections and local bus companies being advised of the traffic management arrangements in writing, by the organisers; and</b></li><li><b>x. access is facilitated for vehicles turning from Cawdor Road into the service station on the corner of Cawdor Road and Barsden Street.</b></li></ul>
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This recommendation was supported unanimously by the four voting members.

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

### **RECOMMENDED**

**That Council receives and notes the report on Argyle Street / Cawdor Road, Camden – ANZAC Day 2019 Special Event Transport Management Plan.**

### **ATTACHMENTS**

1. Traffic Control Plan - ANZAC Day 2019



# TRAFFIC MANAGEMENT PLAN (TMP) For ANZAC DAY CAMDEN 2019

This TMP is prepared by Vigilant Group on behalf of the  
Safe for Work & Camden Council

Document Ref # VG 19.118  
Revision  
Revision Date -01/04/2019



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### **1. TMP Scope**

The scope includes the provision for the safe movement of vehicular and pedestrian traffic, the protection of workers, provision for access to properties within the designated area of supervision and control, the design, construction and maintenance and removal of any necessary temporary roadways and detours including the provision of traffic controllers and all associated temporary signs, road markings and safety requirements.

### **2. TMP Project Summary and Details**

The purpose of this document is to ensure that all conditional requirements relating to the delivery of this TMP are fully documented to support the overall operations of the event. This TMP has been prepared on behalf of Safe for Work & Camden Council for The Camden ANZAC Day Celebrations in the vicinity of **Argyle St, Cawdor Rd & the surrounding road ways of Camden**

This document aims to provide a plan for effective traffic management and co-ordinated management of the above event. The report sets out the procedures by which Argyle st will be subject to a complete closure to traffic, so that the ANZAC March can proceed accordingly. The document will cover the site as detailed in the contractual agreement throughout all phases of required operation.

Within the document the traffic control measures are unique for the presiding area of Argyle St Camden & should not be implemented in any other circumstances.

Primary aim for this TMP is the safe co-ordination of the event through strategic and overall management procedures to ensure the safety of all individuals, groups of individuals including the general public and participants, all employees involved in the event both from the organisers and Vigilant Group and other authorities and stakeholders.

### **3. Event Specific Scope & TMP Objectives**

This TMP addresses traffic management for the traffic management for the **proposed event on behalf of Camden Council**. The overall plan has been prepared in consultation and agreement with primary stakeholders as listed in section titled Consultation and Contacts list within this TMP.

The primary scope of the event is the appropriate measures by which **Argyle St & Cawdor Rd** will be closed to traffic thoroughfare to create a safe traffic free area so the event as proposed can be carried out successfully. Road closures will be protected by authorised Vehicles as a part of the HVM (Hostile Vehicle Mitigation) The road will be accessible to Emergency Vehicles only (or store holders if required). No access for Public vehicles will be allowed past this point.

The scope of this TMP has been prepared highlighting the proposed measures that will be undertaken. The fundamental proposal of this TMP is detailed as follows for:

#### **Primary Traffic Control**

The following traffic control measures are diagrammatically shown and detailed in the Traffic Control Plans (TCPs) titled **TCP #VG 19.118: TCP.1, TCP.2, TCP3 & TCP.4**



### Closures

- Cawdor rd will be closed at Barsden St & Murray st from 0430am & reopened by 0630am for the Dawn service.
- All traffic will be detoured as per detour TCP VG 19.118.
- Argyle St will be closed East from Oxley St & west from Hill St. A full detour will be sign posted.
- A full closure of Argyle St at Barsden St, at the western end & Edward St at the Eastern end. HVM will be in place. TC or approved Council vehicles will block the inbound lanes & Nominated Council or Earth moving vehicles will block the outbound lanes. A Traffic Controller will present to move TC vehicle if required for Emergency access
- John St (North of Argyle st) will be closed at Mitchell St, with HVM in place with allowance for movement out of Saint Paul's Church. TC will patrol this point to assist pedestrians & guide vehicles.
- John St, (South of Argyle St) will be closed at the entry to the Council Car-park between John st & Hill St. HVM will be in place.
- Oxley St will be closed at the entry to the Woolworths under cover car park. HVM will be in place behind the road closure.
- TCs will be positioned at all Road Closures to provide Managed access for store holders & event staff accessing Event area
- Hill St, (South of Argyle St) will be open for through traffic up to half an hour (30mins) prior to the Parade Starting at which point Hill St will be closed at the entry to the Council owned Car-park between John st & Hill St. HVM will be in place.
- Murray St North bound will be closed at the entry to the Coles Carpark allowing entry to Coles & allowances for 'U' turns for vehicles to continue south bound. HVM will be in place on Murray St.
- Argyle St (westbound) will have a 1 lane of 2 lane closure, closing lane 1 of 2 to merge traffic into 1 lane before the roundabout at Argyle St x Elizabeth St. parking will still be available in front of the shops & allowances will be made for existing driveways.

### Public Transport.

- John Street Bus stop (Camden South to Campbelltown) the following have been diverted
  - 10.20am
  - 11.20am
- John Street bus stop (Campbelltown to Camden South) the following have been diverted
  - 9.57am
  - 10.57am
- The buses run every hour in line with the times above.
- Plenty of time to get the buses through after the parade. As done so in the past,
- Buses will be affected during the setup & duration of the Parade.
- ALL Buses will be escorted by a Traffic Controller in a vehicle.
- Buses will be escorted from Murray St to Oxley St on the inbound route
- Buses will be escorted from Oxley st to Murray St on the outbound route.

### Temporary Bus Stops\*\* (TBS\*\*)



- Temporary bus stops are to be located on Mitchell Street (for John St) and Edward Street (for Elizabeth St).
- Temporary bus stops will be placed outside road closures in easy to access & clearly signposted areas.
- Existing bus stop/s that will be closed, will have directional signage to the closest bus stop on the particular route/ direction
  - TBS\*\* will be on the corner of John St & Mitchell St on both sides in front of both Churches.
  - TBS\*\* will be on Edward St, in front of & opposite McDonalds.
  - TBS\*\* will be in place from 9:00am – 12:00pm

#### **Heavy/ALL Vehicle Detour (HV\*)**

- HV will follow sign posted detours to avoid HV entering Camden township & causing unnecessary congestion as a thoroughfare will not be available on the day.
- HV detours will be advised by VMS boards placed in key locations:
  - VMS 01 positioned at Cawdor rd north of Sheathers Lane
  - VMS 02 positioned at Camden Valley Way just south of Wilkinson St.
  - VMS 03 positioned at Camden Bypass 100m east of Macarthur Rd off ramp.
- All detours for HV will take these vehicles to Camden Bypass
- THIS DETOUR WILL BE USED BY ALL MOTORIST TRAVELLING THROUGH CAMDEN

#### **Primary Hours of Control**

The proposed measures as highlighted above will take effect on the following dates & the designated hours of effect are as follows:

- **25<sup>th</sup> April 2019 04.00-1500.**
- **0430- Cawdor Rd Closure implemented for Dawn Service.**
- **0430- Argyle St closed east of Oxley St & west of Elizabeth St.**
- **30mins prior to Parade commencing a full closure of Argyle St & a section of Cawdor Rd will be implemented from Barsden St x Cawdor Rd & Murray St at Coles Carpark.**
- **By 1400- Argyle st will be reopened both ways to traffic & John St (N) will remain closed at Mitchell St & Argyle St.**

All other times will be for Bump in & out.

#### **General Notes**

- In accordance with Vigilant Group Quality Management processes it is envisaged and anticipated that there will not be any adverse traffic issues to surrounding streets and the community as a whole. All measures will be taken to ensure any foreseeable impacts are mitigated accordingly.
- Traffic affected and re-directed by the closures will not require further amelioration as the event is localised.
- There are no foreseeable impacts to public transport that has not already been co-ordinated with the supporting agencies and authorities
- All traffic controls have been developed as a principle for emergency service vehicles being provided primary access to all surrounds of the event accordingly in an event of an emergency. Traffic controls and controllers will assist as required to provide uninhibited access for emergency vehicles including ushering pedestrians accordingly.
- Arrangements for Heavy Vehicles and Cycle Traffic have not been incorporated within this TMP.



- The proposed traffic control measures will apply to these modes of transport.
- Pedestrian access will be maintained at all times to residents within Railway Pde.

**NOTE: This proposal will be available for the organisers to use for their Public Consultation Process and Procedures**

This TMP document supports the following regulatory requirement as applicable in accordance with the defined scope:

RMS Guide to Transport & Management for Special Events v 3.4  
 RMS Traffic Control at Worksites Manual v 4.0  
 RMS QA Specification G10 – Traffic Management Ed 5 rev 3  
 RMS G11 – Road Occupancy Provisions  
 AS 1742.3-2009 Manual of Uniform Traffic Control Devices

The primary objectives of Vigilant Group with regards to this Traffic Management Plan are as follows:

- Ensure the safety of all individuals including general public, residents and employees to and surrounding the designated area of control
- Minimise any impact or risks relating to the overall flow of motorised vehicle traffic
- Egress and access into the designated area of control and surrounds where applicable to be satisfactorily maintained
- Minimise primary impacts to surrounding businesses and dwellings
- All formal approvals and licensing as required to be obtained and maintained during the duration of the event
- Ensure all environmental procedures are adhered to and maintained in support with other stakeholder and agency requirements
- Any design requirements to be in accordance with RMS Road Design Guidelines and Procedures
- All relevant statutory requirements as detailed from regulatory agencies to be adhered to.

#### **4. TMP Management**

Vigilant Group has warranted and commits to the provision of all resources, systems and associated Traffic Control Plans including traffic management for the event as detailed in the Project Summary and Overview.

All resources in accordance with statutory authorities' requirements will be competent, experienced and qualified to carry out the agreed service as detailed in the binding agreement.

#### **5. TMP Implementation**

Traffic Management at the designated areas will be implemented in accordance with RMS Traffic Control at Work Sites Manual and adapted to meet the requirements of the designated areas.

The implementation of the plans will be agreed to with the leading authority/organisers and aligned with the overall planning requirements as detailed in their control measures. This includes the delivery and use of all equipment both dependent and independent of Vigilant Group. The implementation will need to be formally assigned and agreed prior to Work Order establishment.



## **6. Traffic Control Plans (TCP)**

Vigilant Group have developed specifically tailored TCP's that have been prepared in accordance with the specific operational requirements of this event. The TCP's and other Movement Plans, both vehicle and pedestrian as required encompass the holistic movements specific and not specific to the event and will incorporate the general public also. Any property access affected by the activities will be reviewed and identified in the TCP. The TCP is not a risk management tool in totality but can be used as a support in the overall risk review of the project/event.

At its core any prepared and agreed TCP provides a short term procedural base for safety management of vehicular and pedestrian flow for the defined project.

## **7. Site Management**



**8. Risk Management**

Risk management assessment and implementation of this TMP shall be in accordance with the overall risk management of the project and not be kept in isolation. The overall approach with the TMP shall be part of the holistic planning of the event. All risk controls are a legal obligation to be adhered to with relevance to the WHS Act 2012.

Vigilant GROUP will accommodate to the management of risks as prepared by the client / organisers / principal's representative.

The following have been considered as part of this TMP and as part of Vigilant GROUP Holistic Risk/Hazard and Verification Assessment:

Identified Risk	Risk Effect on Event	Controlled Measures
Local Business Access impeded	Possible action against business groups to stifle event	All Businesses to be fully briefed on traffic control measures
Emergency Access	Impeding success of event and bad media coverage	All Emergency Services to be briefed and notified of the

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		event by Organisers. Vigilant GROUP to aid as required
Public Transport Access	Risk of public not attending the event on time	Public Transport Routes are affected
Local Residence Access impeded	Risk of backlash from residents	Limited access will be provided under controlled supervision
RMS traffic signals	Risk of conflicting traffic control measures	Not affected accordingly
Adverse weather conditions	Event not proceeding	All control measures will be maintained during all conditions or until organisers inform otherwise
Vehicular Accidents	Event will be delayed	All standard procedures and measures will be undertaken in accordance with current processes
Security	Access to event	Security Contractor to control and liaise with Vigilant Group

### 9. Consultation and Contacts List

Name	Organisation	Contact	Approving Authority (Yes / No)
Anthony Molden	Safe for Work	0411825326	Y
Ashley Burke	Vigilant Group	0416711711	Y
			Y



### 10. TCP Attachments

TCP No	Description	Version
VG.19.118 TCP.A TCP.B TCP.C TCP.D	EVENT TCPs	1
DETOUR VG AD 08 VG AD 09 VG AD 10 VG AD 11 VG AD 12	ALL VEHICLE DETOUR PLANS	1
TBS**	TEMPORARY BUS STOP LOCATIONS	1
HVM 01 02 03 04 05 06 07 08 09 10	HOSTILE VEHICLE MITIGATION CONTROLS	1



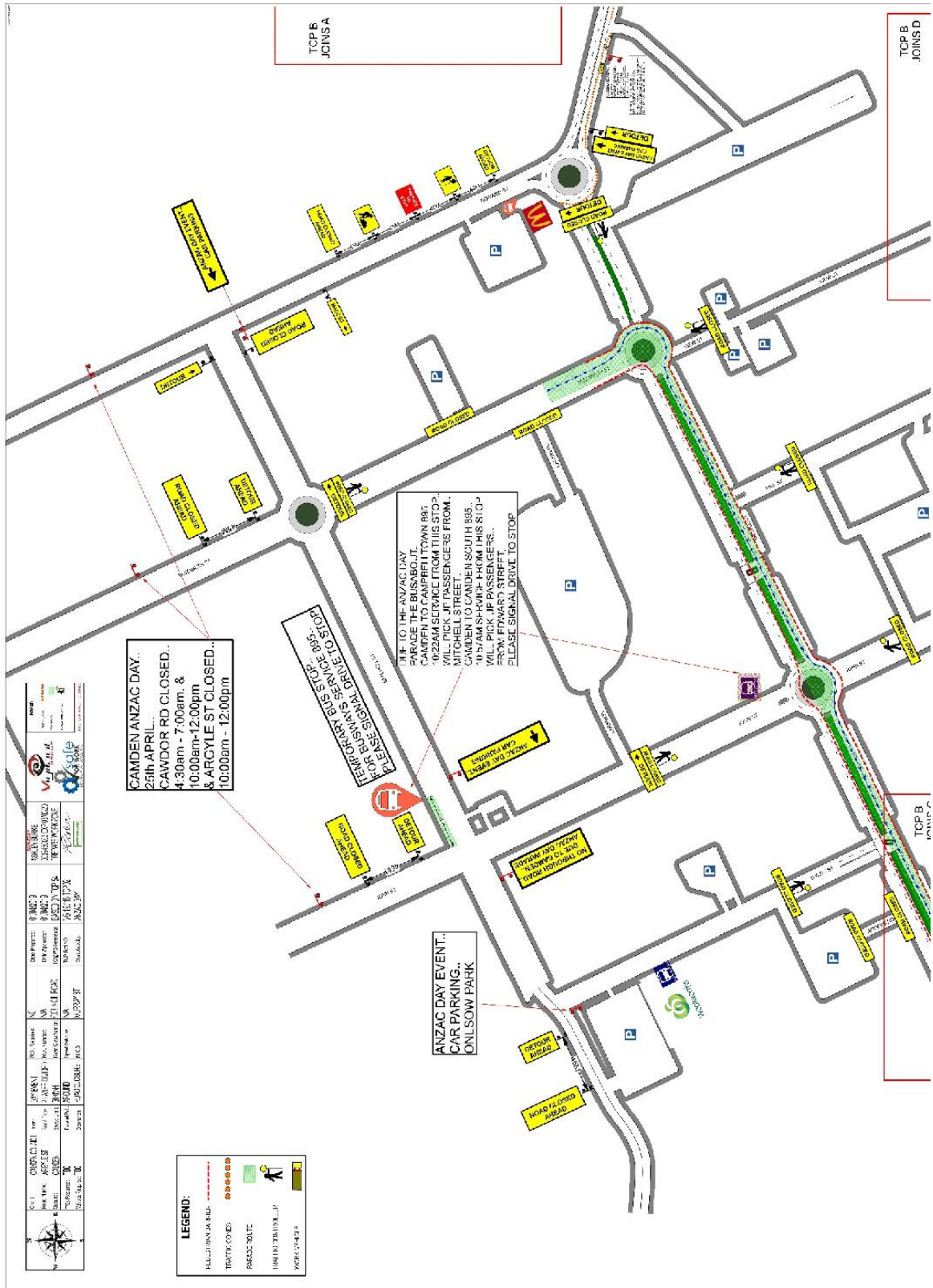


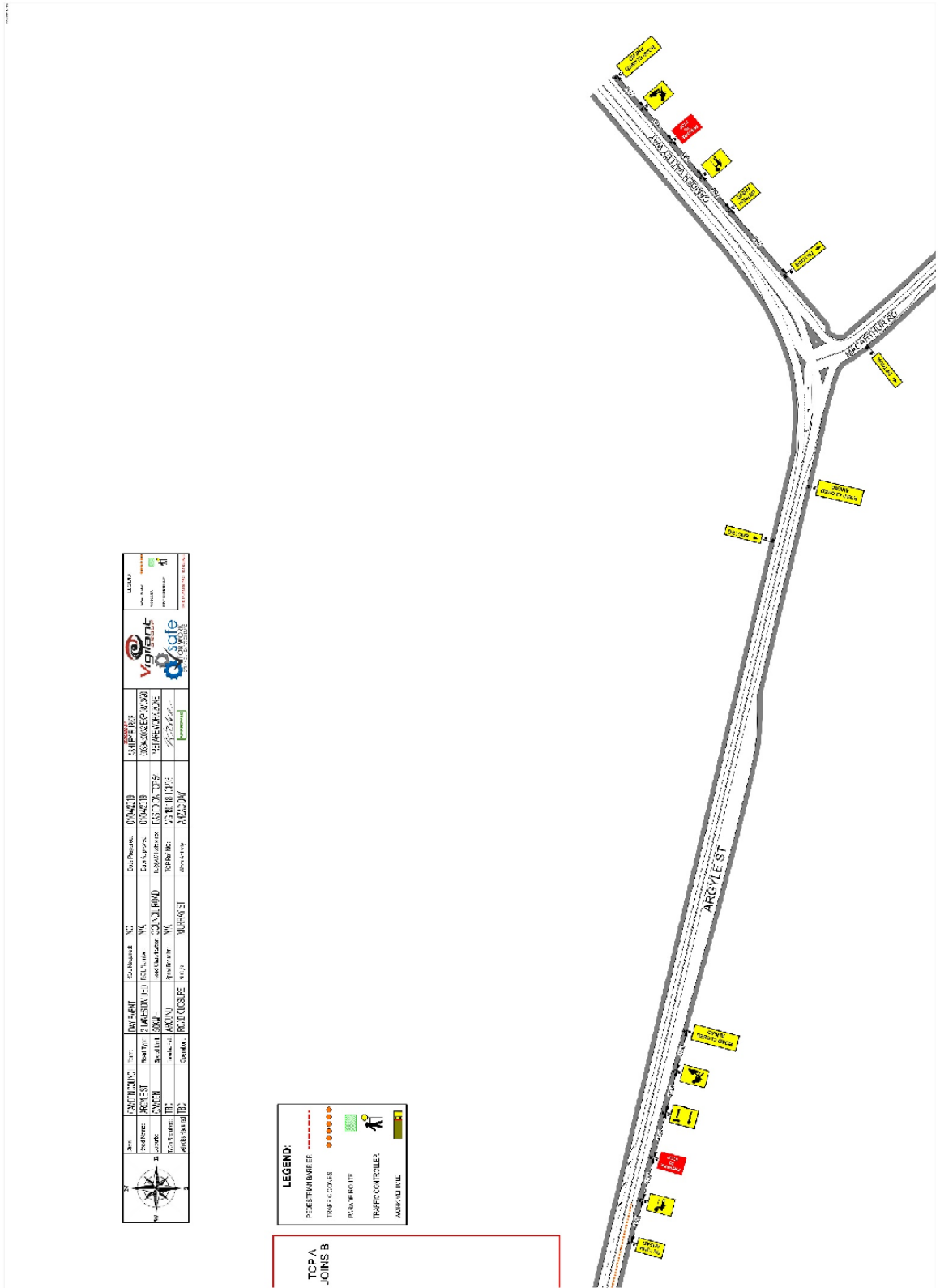
# TRAFFIC CONTROL PLANS

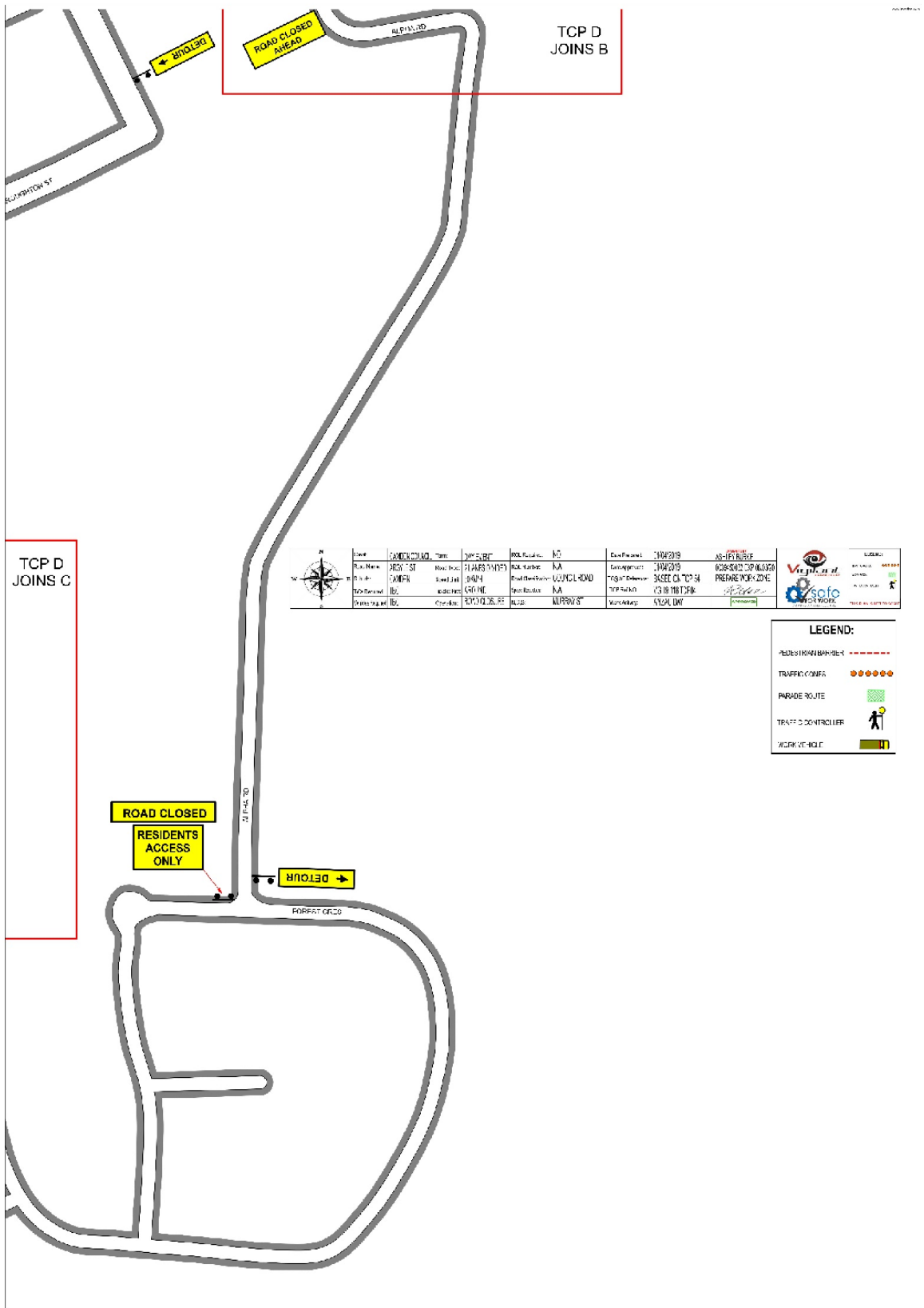
## DETOUR PLANS

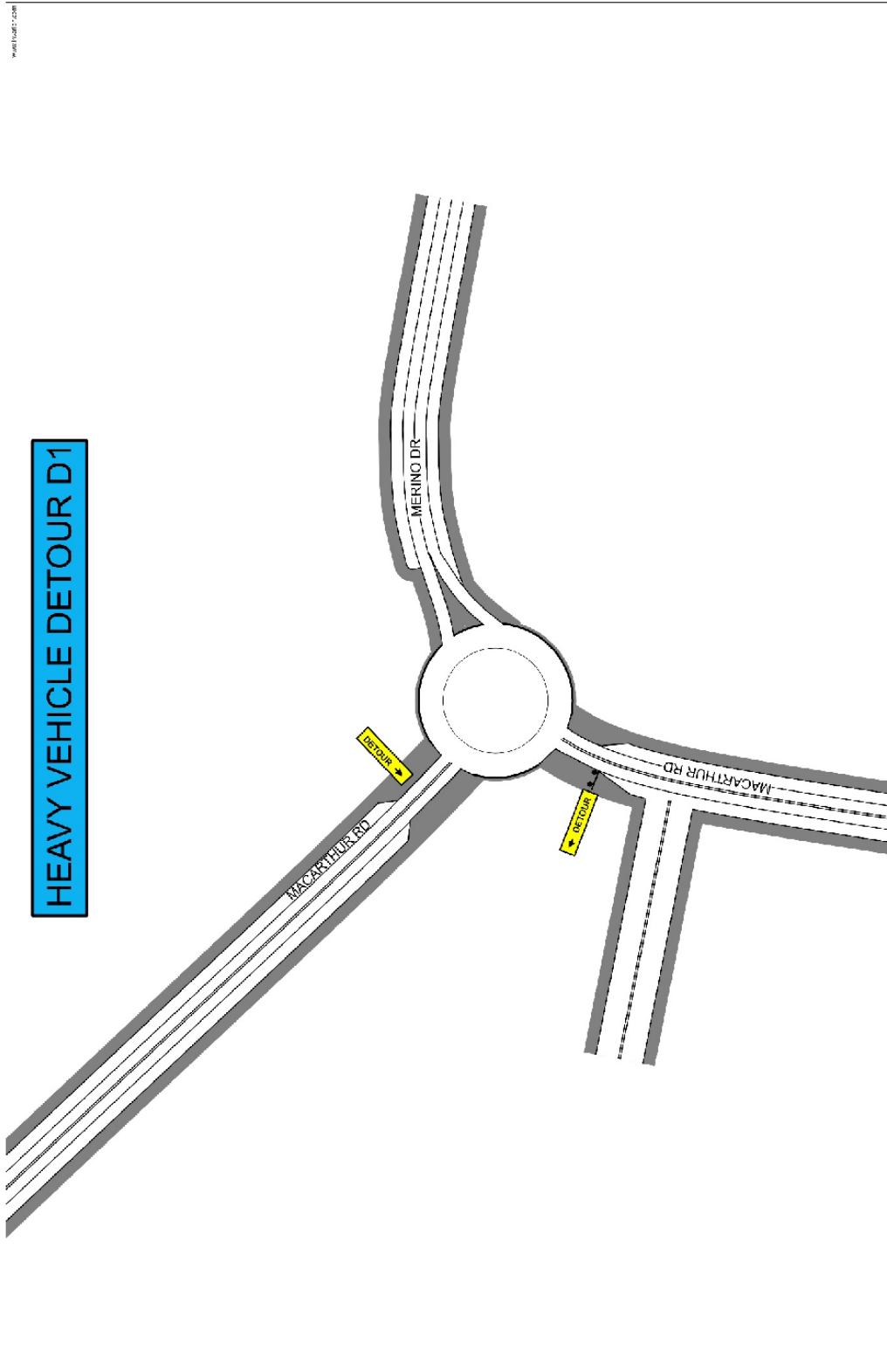




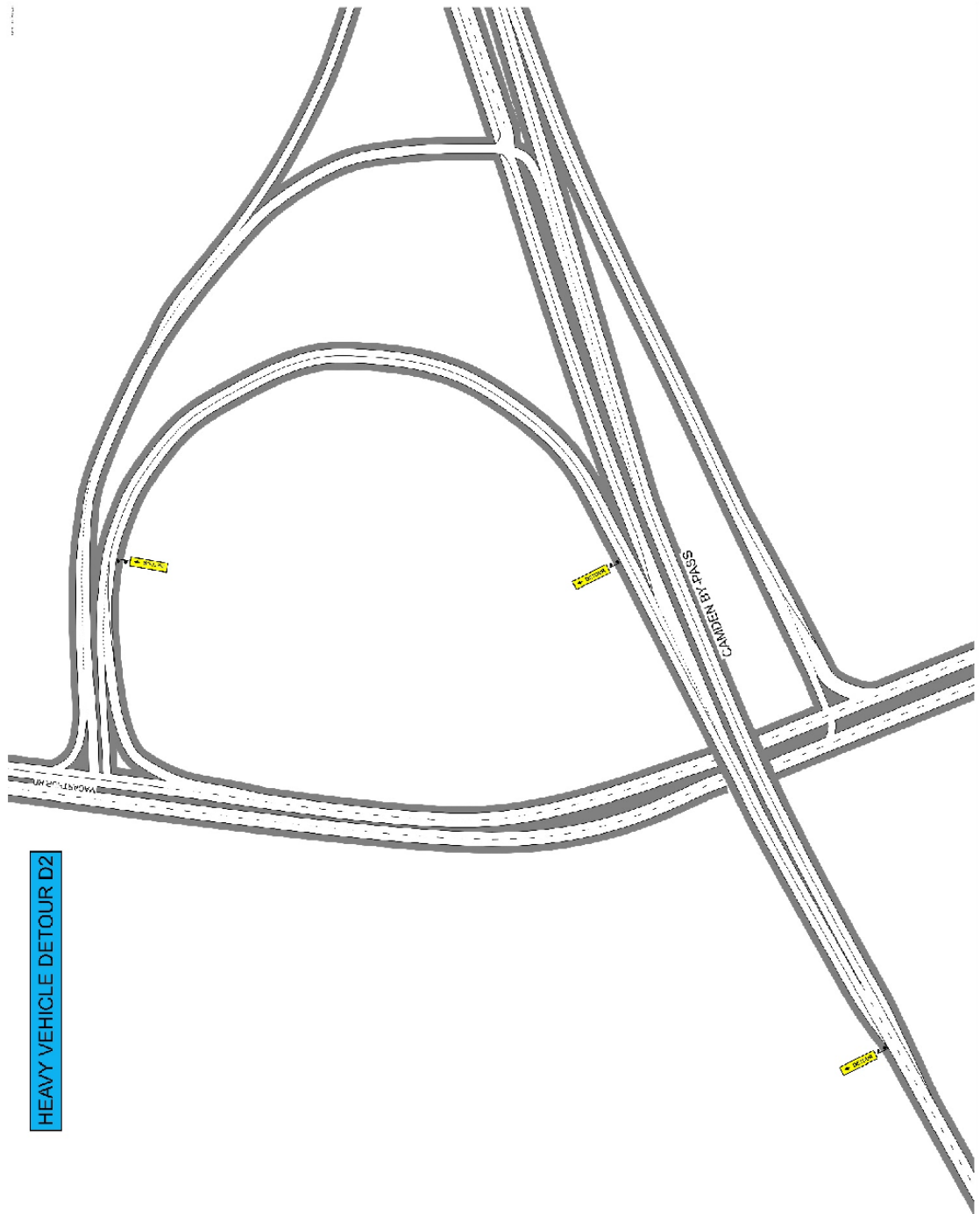


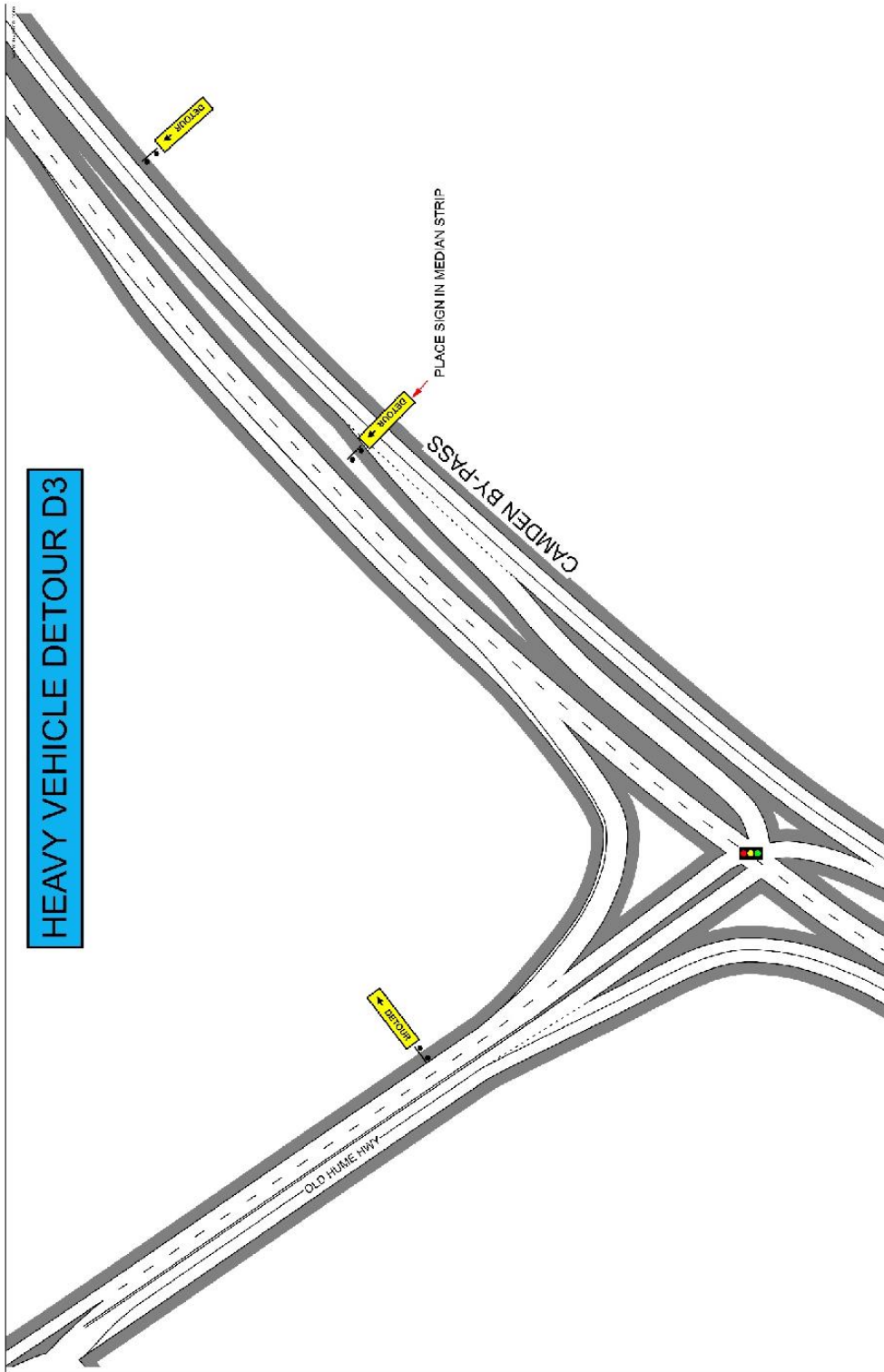


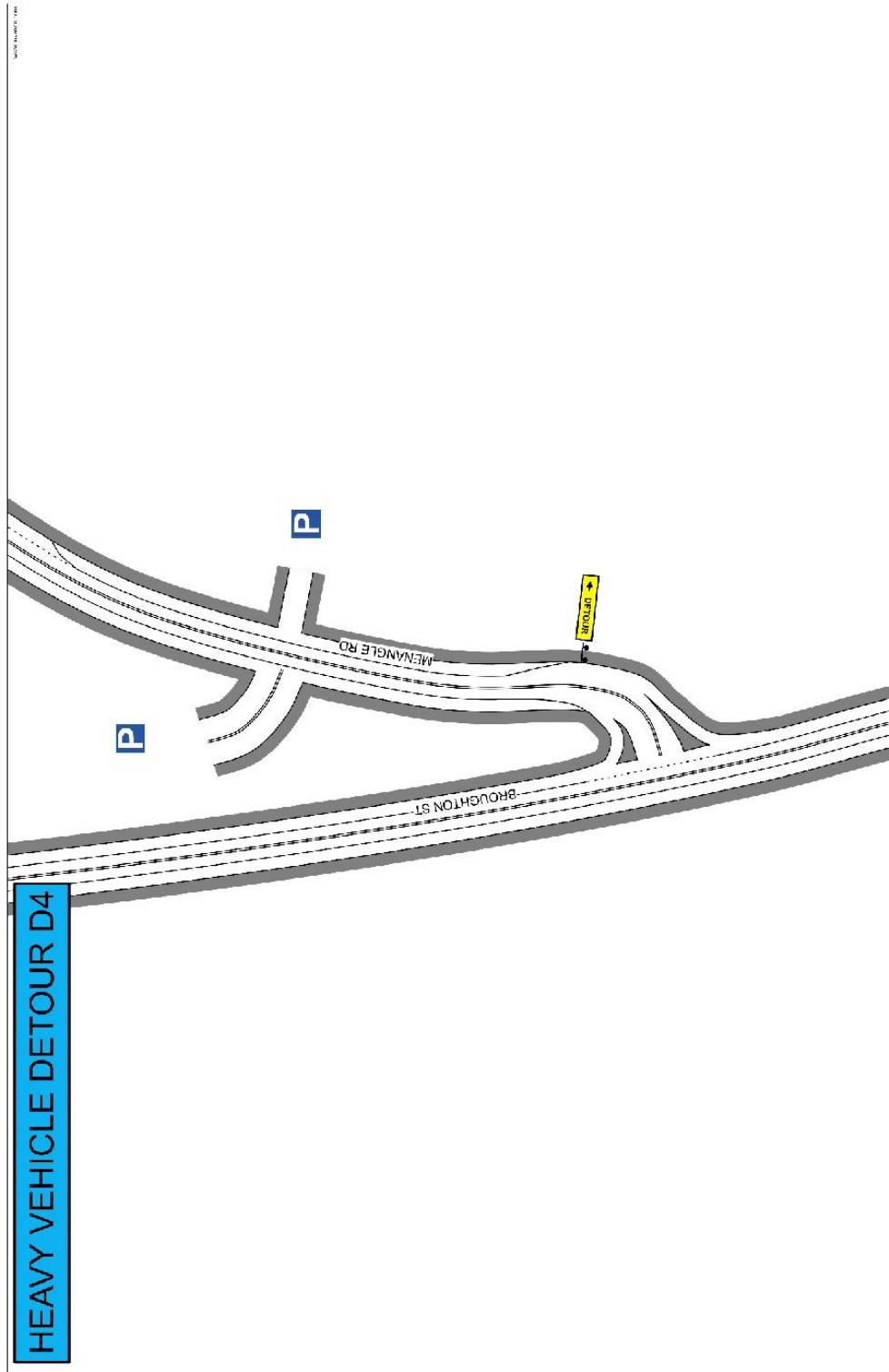






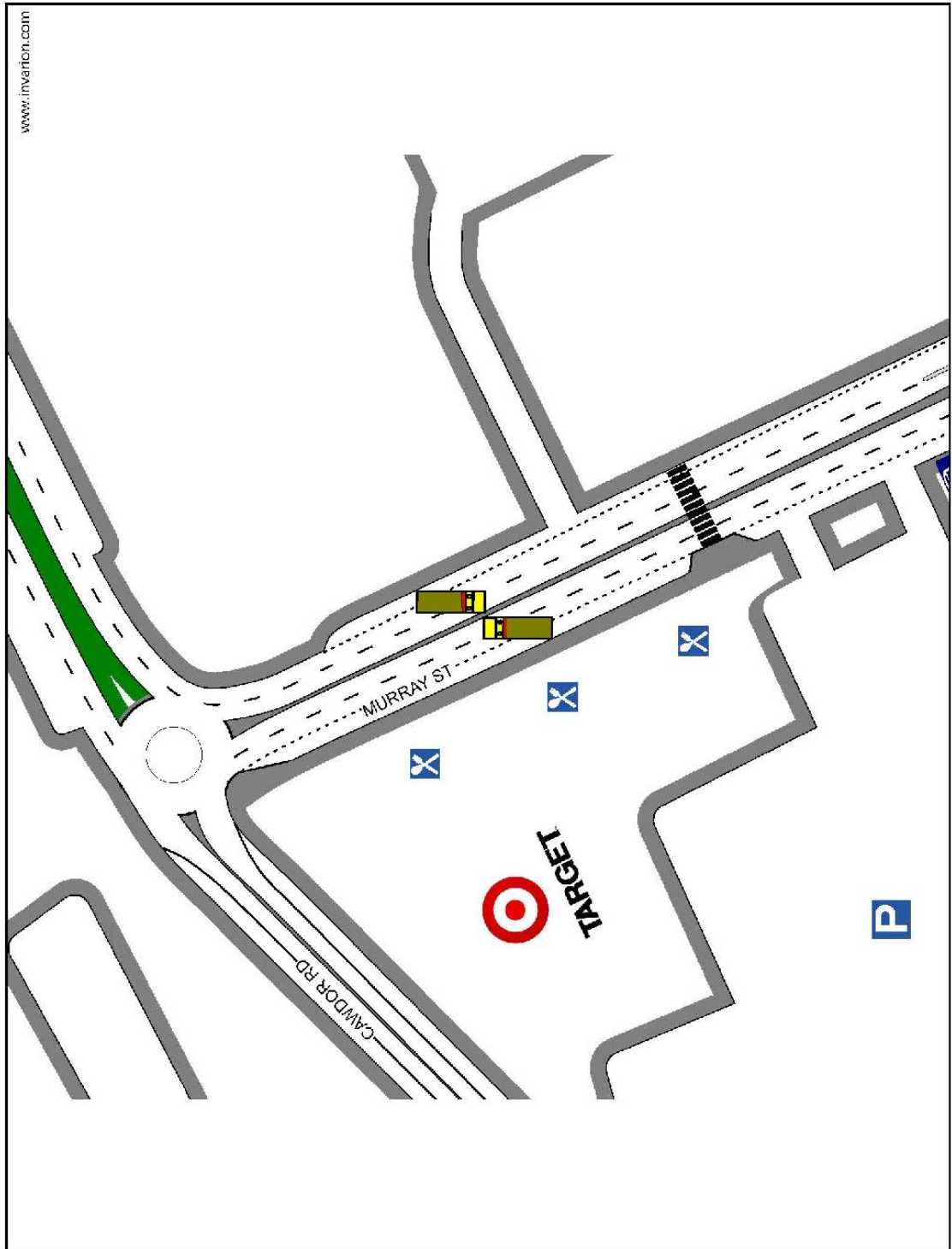






**HOSTILE VEHICLE MITIGATION PLANS  
(HVM)**

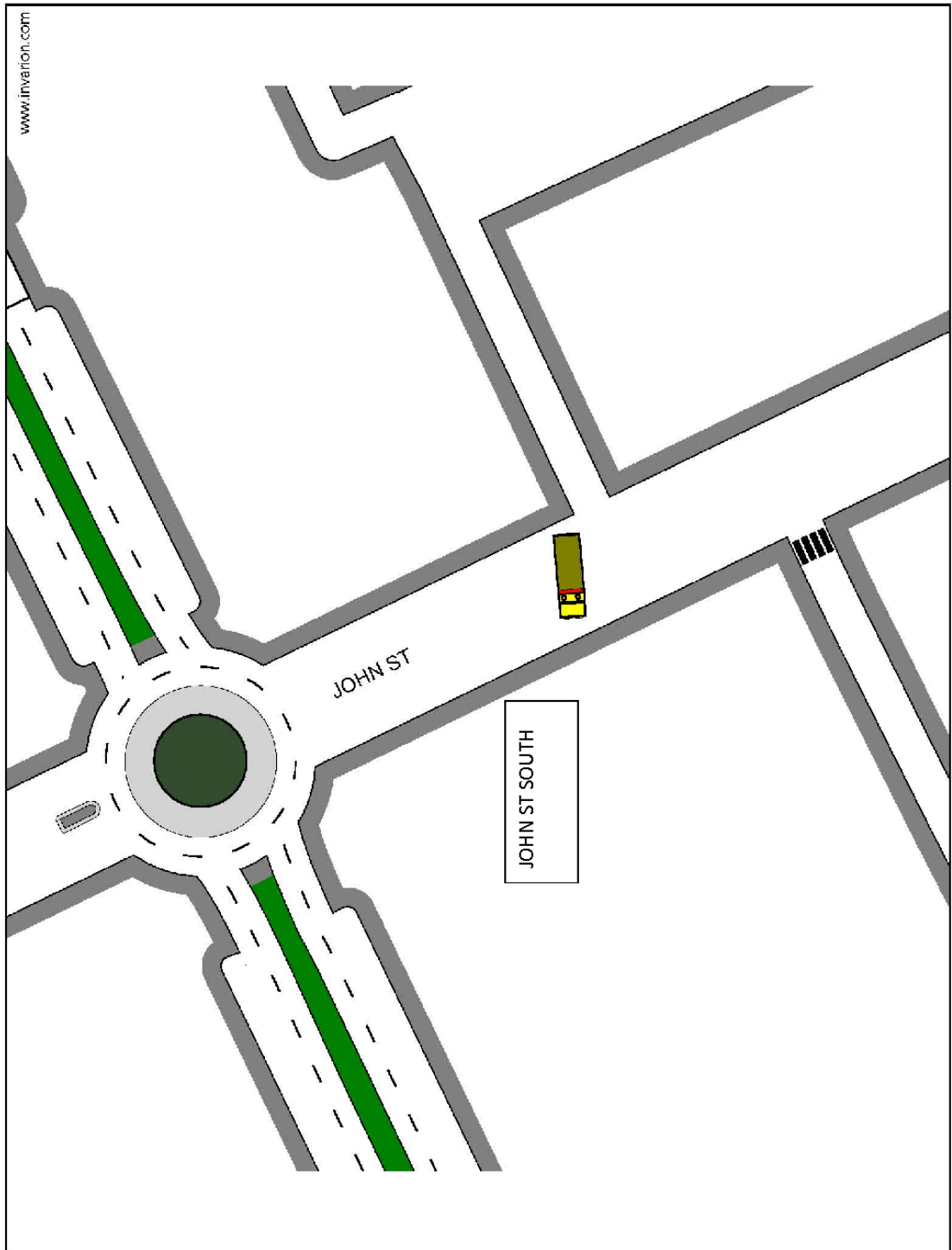




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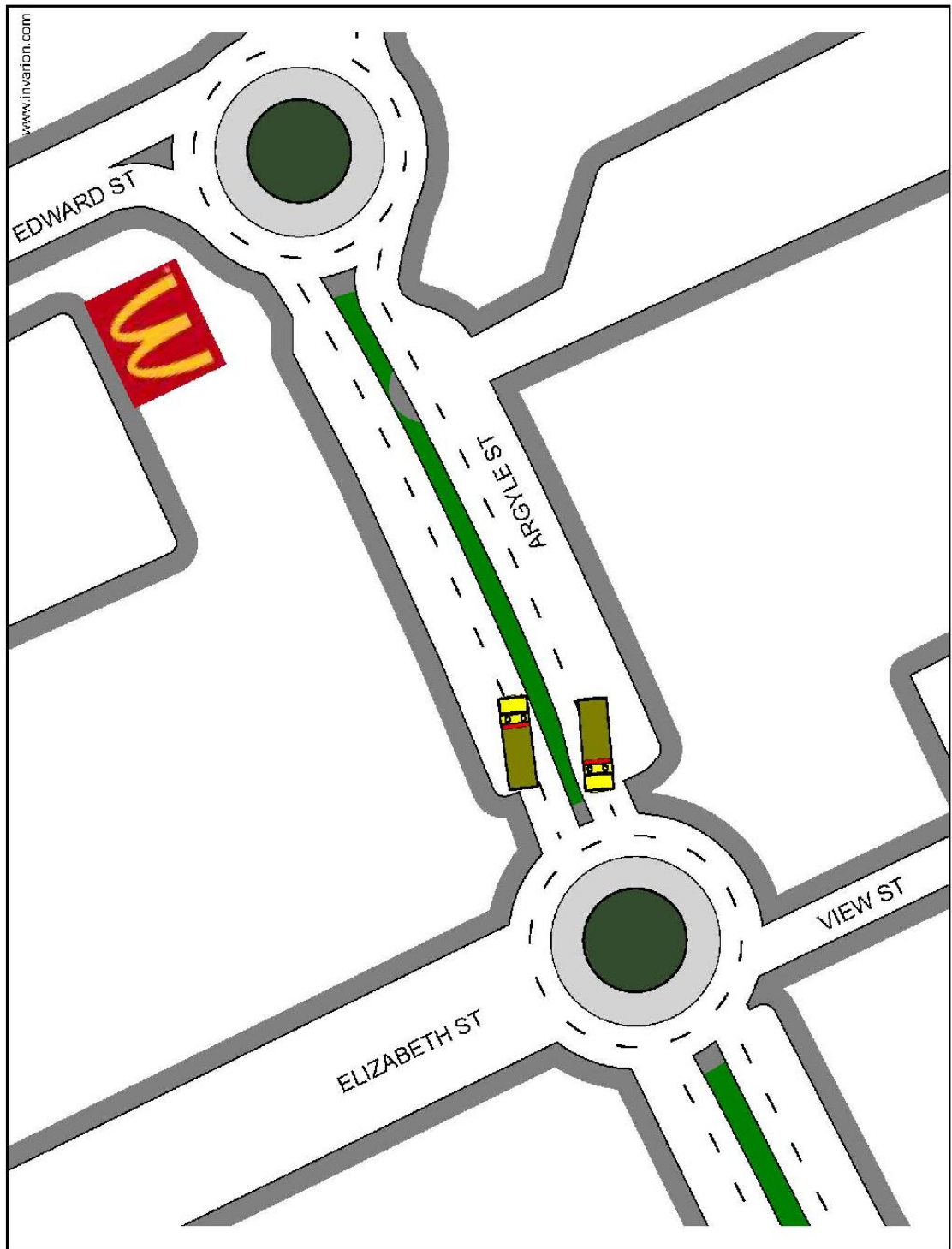
www.innovation.com

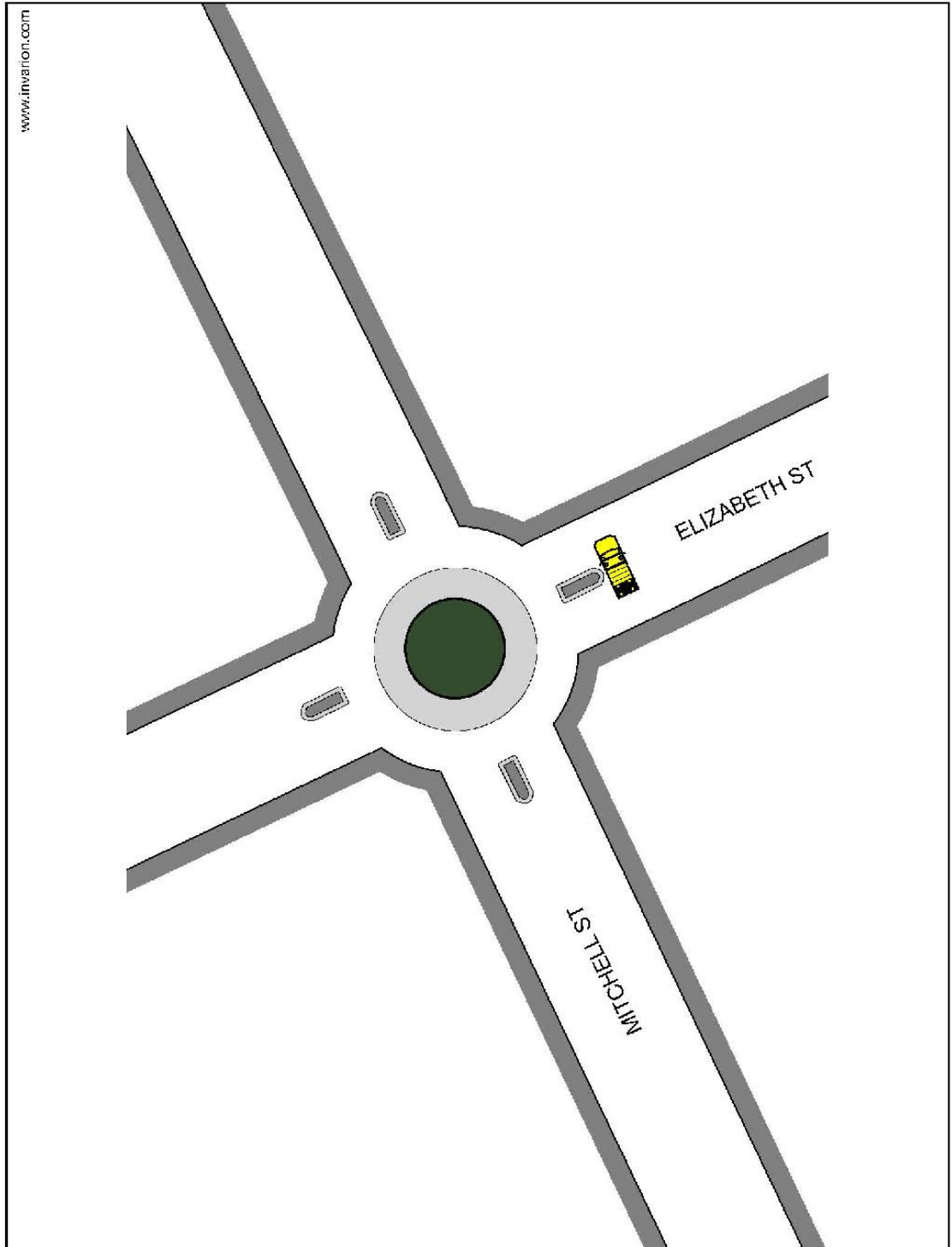


HVM TO BE  
SET UP FOR  
ACCESS TO  
OXLEY ST  
BEFORE  
FINAL  
CLOSURE IS  
INSTALLED

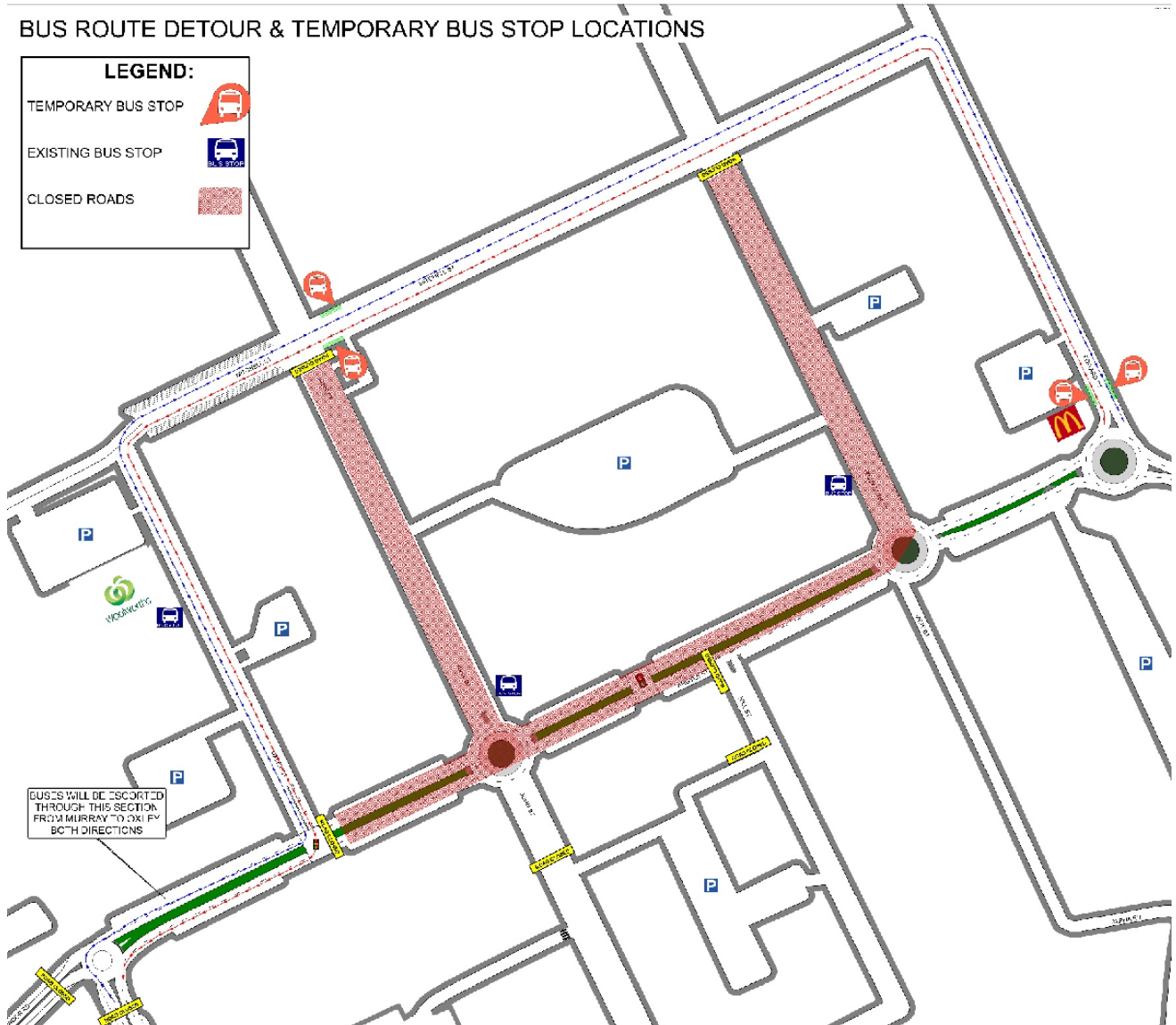









# TEMPORARY BUS STOP LOCATIONS



**11. TMP Approvals**

Endorsement by:

Ashley Burke	Operations Manager Vigilant Group		04/04/2019
Name	Delegation	Signature	Date


Endorsement by:

Anthony Molden	Director Safe for Work		
Name	Delegation	Signature	

Endorsement by:

Emily Shirley	Events Officer		
Name	Delegation	Signature	

Document Created By

Ashley Burke	PWZTMP: 0039450032 EXP: 08/03/2020		04/04/2019
Name	Ticket Number	Signature	