

**MINUTES OF THE RESOURCES & SERVICES COMMITTEE MEETING
HELD 11 AUGUST 2003, CIVIC CENTRE, OXLEY STREET, CAMDEN**

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**MINUTES OF THE RESOURCES & SERVICES COMMITTEE MEETING
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Present: Cr Anderson (Mayor/Chairman), Cr Corrigan, Cr Patterson, Cr Winn, Cr Batros, Cr Fekete, Cr McFadden.

Staff: General Manager, Director Works & Services, Director Governance & Outcomes, Director Development & Environment, Manager Outcomes, Manager Engineering, Manager Development, Manager Community Services, Administration Officer.

Apologies: An apology was received from Cr Campbell and Cr Senise from this meeting.

Resolved on the Motion of Cr Corrigan, seconded Cr Winn that leave of absence be granted to Cr Campbell and Cr Senise for this meeting.

RS049/03 THE MOTION WAS **CARRIED.**

DECLARATION OF PECUNIARY OR CONFLICT OF INTEREST

Cr Winn declared a pecuniary interest in the Mayoral Minute as the Manager of a shop located in Argyle Street, Camden.

Cr Patterson declared a pecuniary interest in the Mayoral Minute as the Manager of a hotel in the Camden CBD.

Cr Winn and Cr Patterson took no part in discussion or voting and left the Chamber – the time being 6.01pm

MAYORAL MINUTE - Provision of a Decked Parking Structure in Camden

The outcome of the meeting with the Department of Local Government Director General, Mr Garry Payne, with the General Manager and myself on Thursday 31 July 2003 can be summarised as follows:

Mr Payne advised that as Council's Management Plan and Budget for 2003/2004 has been adopted without provision for such a car park it is not possible to include it in this budget year without recasting the entire Budget. This would require recision of the Budget and re-exhibition, which is neither practical nor desirable.

Mr Payne suggested that the appropriate course of action would be for Council to plan to include provision for the car park in the budget for the 2004/2005 financial year and to commence the necessary consultation processes as soon as possible.

1. Consultation with the Community

Mr Payne advised that Council consult with the community regarding the cost, need for and siting of a car park between John and Murray Streets, Camden.

Residents will be informed of the findings of previous studies undertaken by Council, the costs and benefits of each option, the amount which Council would need to borrow and the impact that this would have generally on the budget.

Council upon receiving the report would then be able to decide whether to proceed or not.

2. Department Discussions

Mr Payne indicated discussions should be held with the Department in November this year as to whether they would be prepared to consider recommending increasing Council's loan allocation in 2004/2005 to build the car park.

3. Draft Management Plan and Budget

Mr Payne said that subject to the outcome of the consultation and discussions with the Department, provision for the car park and required borrowings could then be detailed in the Draft 2004/2005 Management Plan and Budget.

Subject to endorsement by the new Council, the Budget would be placed on exhibition and voted on for adoption in June 2004.

4. Department Approval for Increased Loan Allocation

If the budget is adopted, Council could then seek formal approval from the Minister for an increase in its loan allocation. Mr Payne said that the issues to be considered by the Minister are focused on ensuring that there is no adverse impact on Council. Such matters as Council's debt service ratio and other financial indicators and Council's ability to service a growing community with its necessary infrastructure and maintenance.

I believe that it is necessary to adopt the process outlined above. It is responsible, open and transparent and will ensure that Council meets its obligations to the entire community of the Camden Local Government Area as well as addressing the Department's concerns as expressed by the Director General.

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I recommend that:

- i. Council staff prepare an appropriate consultation document and strategy for consideration and adoption by Council at the Ordinary Council Meeting in September 2003 for the construction of a decked car park at the John/Murray Street location.
- ii. Council undertake community consultation on the issue for a period of four weeks during October 2003.
- iii. A report on the outcomes of the consultation be presented to the Ordinary Council Meeting in November 2003 for consideration prior to Council approaching the Department of Local Government regarding a possible increase in loan allocation.
- iv. Subject to the outcome of the consultation and discussions with the Department, Council make provision for the car park and required borrowings in the Draft 2004/2005 Management Plan and Budget.

Moved Cr Anderson, seconded Cr McFadden that

- i. Council staff prepare an appropriate consultation document and strategy for consideration and adoption by Council at the Ordinary Council Meeting in September 2003 for the construction of a decked car park at the John/Murray Street location.*
- ii. Council undertake community consultation on the issue for a period of four weeks during October 2003.*
- iii. A report on the outcomes of the consultation be presented to the Ordinary Council Meeting in November 2003 for consideration prior to Council approaching the Department of Local Government regarding a possible increase in loan allocation.*
- iv. Subject to the outcome of the consultation and discussions with the Department, Council make provision for the car park and required borrowings in the Draft 2004/2005 Management Plan and Budget.*

RS050/03

THE MOTION WAS **CARRIED.**

(Cr Fekete voted against the Motion).

Cr Winn and Cr Patterson returned to the Chamber – the time being 6.16pm.

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1. Investment Monies: Period Ended, 30th June, 2003

(Director Governance & Outcomes)

In accordance with Clause 19 (3a & 3b) of the Local Government (Financial Management) Regulation 1993, a list of investments held by Council as at 30th June, 2003, is provided as **Tabled Document "RS 1"**.

It is further certified that all investments have been made in accordance with Section 625 of the Local Government Act 1993, the relevant regulations and Council's investment policy.

Current investments of the General Fund both term and call are returning an average daily yield of 5.00% and during the month of June 2003, the average return on all investments both call and term was 5.03%.

Recommended: That

- (i) Council note that the Principal Accounting Officer has certified that all investments held by Council have been made in accordance with the Local Government Act, Regulations and Councils Investment Policy.
- (ii) The list of investments as at 30th June, 2003 be noted.
- (iii) The interest rate return of 5.03% for the month of June 2003 be noted.

Resolved on the Motion of Cr Winn, seconded Cr Fekete that

- (i) Council note that the Principal Accounting Officer has certified that all investments held by Council have been made in accordance with the Local Government Act, Regulations and Councils Investment Policy.
- (ii) The list of investments as at 30th June, 2003 be noted.
- (iii) The interest rate return of 5.03% for the month of June 2003 be noted.

RS051/03 THE MOTION WAS **CARRIED.**

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2. 2003 Local Government Association Annual Conference – Submission of Motions and Nomination of Delegates

(1198/13) (Director Governance and Outcomes)

The 2003 LGA Conference will be held in Albury from Sunday 9th November to Wednesday, 12th November, 2003.

Advice has now been received seeking the following from Council:

- ◆ **Nomination of Delegates:** Council is required to nominate by 7th October, 2003, Councillors wishing to attend the conference as delegates. Additional Councillors may also attend as observers.

Therefore, Councillors are now required to:

1. Determine those Councillors wishing to attend the Conference;
2. Nominate 3 voting delegates (as entitled on a population basis.)

Council policy provides for any Councillor wishing to attend the LGA Conference to have all conference expenses paid for by Council.

Preliminary accommodation bookings have already been made with Albury Council for Council's attendees. Further information will be provided to Council's delegates closer to the Conference date.

- ◆ **Submission of Motions to the Conference:** The Association also seeks motions for debate at the conference. Motions seeking to alter existing policy or introduce new policies will be scheduled for debate. Motions seeking to vary existing policy or to address new or emerging policy issues will be classified as Category One. Motions reaffirming existing policy or calling for actions to be taken within existing policy, will be classified as Category Two.

Motions should be in a prescribed format and should also include detailed supporting notes.

Motions must be received by the Association by FRIDAY, 22nd AUGUST, 2003 to be eligible for inclusion in the conference business paper.

Council at the Development Committee Meeting on 12th May, 2003 (Item 2 – Status Report in relation to State Significant Development Application – Capral's Proposed Aluminium Extrusion Plant, Anderson Road, Smeaton

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Grange) detailed a motion to be submitted to the conference as follows:

“Council request that legislation relating to State Significant Development be amended to allow a minimum of 50% of the development application fee to be paid to the local Council to allow partial recovery of their costs associated in assessment of the application.”

Due to the Council meeting schedule, time will not permit any additional motions to be considered by Council. The Local Government Association will not grant an extension of time for submission of motions past 22rd August, 2003. Therefore, it is recommended the Mayor and General Manager be granted delegated authority to approve motions for submission to the conference.

Any additional Motions proposed by Councillors should be forwarded to the General Manager by Monday 18th August, 2003 for consideration by the Mayor and General Manager. Councillors will be advised by memorandum of any Motions submitted to the Conference.

Recommended: That

- (i) Council determine those Councillors wishing to attend the Conference;
- (ii) Council nominate 3 voting delegates;
- (iii) Council confirm the existing motion be forwarded to the Local Government Association with the Mayor and General Manager be delegated authority to approve additional Motions for submission to the 2003 Local Government Conference; and
- (iv) Any motions for submission to the 2003 LGA Conference be submitted to the General Manager by Monday 18th August, 2003.

MOTION

Moved Cr Corrigan, seconded Cr Winn that

- (i) *The Mayor and two other Councillors, whose names are to be determined before the 7th October, 2003 attend the Conference.*
- (ii) *Council confirm the existing motion be forwarded to the Local Government Association with the Mayor and General Manager be delegated authority to approve additional Motions for submission to the 2003 Local*

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Government Conference; and

- (iii) Any motions for submission to the 2003 LGA Conference be submitted to the General Manager by Monday 18th August, 2003.*
- (iv) The Development Committee and Resources and Services Committee scheduled to be held on the 10th November, 2003 be cancelled due to the absence of the Councillors attending the LGA Conference and the cancellation of the meeting be advertised.*

RS052/03 THE MOTION WAS **CARRIED.**

3. Proposed Developments in the Macarthur Regional Centre – Extensions to Macarthur Square Shopping Centre, the Macarthur Gardens Residential Estate and the Macarthur Transport Interchange Study

(File 4363/4) (Director Governance & Outcomes)

Purpose of Report

To establish Council's position in respect of proposed developments in the Macarthur Regional Centre, including:

- extensions to Macarthur Square Shopping Centre;
- new residential development to the north of Macarthur Square; and
- proposals for the Macarthur Transport Interchange,

in relation to their impact on the Macarthur Region and specifically on Camden residents.

Introduction

A number of developments are proposed in the Macarthur Regional Centre. Each of these developments has the potential to assist improvements in, or detrimentally affect, the opportunities to improve public transport access for Camden residents to the Regional Centre. A map of the regional centre locating these proposed developments in context is provided in **Tabled Document "RS 2"**.

On 2 July, 2003 a development application was lodged with Campbelltown City Council for major extensions to the Macarthur Square Shopping Centre. The application was referred to Camden Council for comment on 15 July, 2003.

The proposed extensions involve the expansion of the shopping centre across Kellicar Road and up to Menangle Road at Macarthur Railway Station. Details of the proposed extensions are provided below and copies of the plans are contained in **Tabled Document "RS 3"**.

The scale of the proposed extensions will have consequences in relation to the regional economy, public transport usage, traffic and public safety.

On 25 July, 2003, a proposed residential and retail development on the northern side of Macarthur Station, to be called "Macarthur Gardens", was launched at the Campbelltown Art Gallery. Whilst a development application has not yet been submitted to Campbelltown Council, the plans seem to be quite advanced.

On 1 August, 2003 Council received a copy of the Macarthur Transport Interchange Study undertaken by Maunsell on

behalf of the Department of Transport. This report analyses options for the development of a transport interchange at Macarthur Station, including consideration of a bus link through the University and TAFE campuses to Macarthur Station and Macarthur Square shopping centre.

The Proposed Extensions to Macarthur Square

The proposed extensions to Macarthur Square involve the following works:

- a major four level extension on land to the north of Kellicar Road, including a two level retail bridge link across Kellicar Road;
- various modifications to the existing shopping complex;
- associated landscaping, car parking, drainage and engineering works;
- use of the new extensions for retail, commercial, café/restaurant, entertainment and leisure purposes;
- closure of Eggleton Street and Robinson Street, and the integration of land occupied by those roads into the development site;
- closure of the northern part of Kellicar Road, and the integration of that part into the development site;
- deviation of Kellicar Road to better link with land to be developed by Landcom and The Stockland Group to the west;
- the connection of Bolger Street through to Menangle Road (although the works associated with this will be the subject of a separate development application).

It should be noted that works proposed with this DA do not include a number of roadworks in the locality that are indicated in the traffic reports accompanying the DA as necessary to deal with the additional traffic generated by the proposal.

Traffic Impacts of Proposed Extensions to Macarthur Square

Many Camden residents rely on Macarthur Square for access to various retail, commercial and entertainment facilities. As part of the regional centre for the Macarthur Region, Macarthur Square has an important role in terms of provision of regional facilities. Therefore, consideration must be given to how all residents of the region access the regional centre.

Camden residents access the regional centre primarily via Narellan Road and mostly by car. Bus services are available from Camden to Campbelltown and Macarthur Square, however the bus routes are often circuitous and there is no priority for buses at any of the major intersections.

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Traffic reports accompanying the application indicate that the intersections of Narellan Road with Gilchrist and Blaxland Roads and with Kellicar Road are currently operating at the worst possible service level of 'F', with average delays of 167.1 seconds and 96.6 seconds respectively at the Thursday Evening peak.

The traffic impact analysis of the proposed extensions considers three future scenarios that take into account additional development in the region, concluding that a number of roadworks are required to address the existing situation and future increased traffic generation. However, the application does not include any of these works as part of the proposal.

It is noted that none of the future scenarios include the development of Elderslie Infill, Spring Farm, Mount Annan South, Manooka Valley, Harrington Park II or any other current residential development proposals in Camden.

Of the roadworks that are identified as necessary, some are recommended to occur in the short term, before the proposed extensions to Macarthur Square, indicating that the road network needs upgrading before any further development occurs.

The traffic reports conclude that "*adequate road system capacity is available or could be provided to accommodate the traffic needs of approved developments plus the proposed Macarthur Square and Landcom/Stockland developments*".

Despite this conclusion, the intersection of Narellan Road with Gilchrist and Blaxland Roads will still have a service level of 'F' (without consideration of traffic generated by new residential developments in Camden). Further, there is no indication in the application or the traffic reports as to when the recommended road works will be undertaken, who will do them or how they will be funded.

The traffic reports submitted with the application are considered inadequate for the reasons outlined above. It is recommended that Campbelltown City Council be advised that Camden Council considers that the traffic reports supporting the application are inadequate and that further consideration should be given to the following:

- the regional nature of the centre and in particular the impacts of traffic generated by residential developments in the Camden Local Government Area;
- impacts on the surrounding road network of the proposed development and other approved developments in the locality based only upon existing road conditions and any

- road works currently proposed by Campbelltown Council, the RTA or as part of an approved development; and
- clarification of which, if any, roadworks are proposed as part of this development application.

Public Transport Impacts of Proposed Extensions to Macarthur Square

The plans accompanying the development application indicate that the existing bus interchange will be relocated to Kellicar Road, although the works associated with this are not listed in the Statement of Environmental Effects as part of the proposed works.

A report titled “Macarthur Transport Interchange Study” prepared by Maunsell Australia for Transport NSW is referred to in a traffic report accompanying the application. This study identifies the preferred option for the transport interchange as being in Menangle Road adjacent to Macarthur Railway Station. This study is further discussed below.

The traffic report also states that City Rail has an intention to improve rail services to Macarthur Station, which are currently identified in the traffic report as “poor”, however such works are unlikely for at least ten years.

The Statement of Environmental Effects for the development application heavily promotes the improved public transport accessibility of Macarthur Square as a result of the extension and in particular:

- the proximity of the new bus interchange in Kellicar Street to Macarthur Railway Station in Menangle Road;
- design of the new bus interchange to be more friendly and safe, encouraging higher patronage;
- the proximity of “active” public spaces associated with the extensions to Macarthur Square with Macarthur Railway Station;
- provision of a “kiss and ride” set down facility in Menangle Road adjacent to the Macarthur Railway Station;
- provision of “commuter parking” as part of the extensions;
- the design of the proposed extension having “active street frontages”; and
- the intention to prepare a “green transport strategy”.

The traffic report advises that “*community concern with present bus services relate to the indirectness of some routes and poor service levels in the evenings and on weekends*”. However, no provision is made in this development application for improvements to bus services in terms of directness and service levels.

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In 2001, the Camden Integrated Transport Strategy undertaken by PPK (Draft Final Report, October, 2001) recognised that public transport access to the Macarthur Regional Centre for Camden residents is currently poor. Amongst the improvements identified in the Strategy are:

- land use developments around Macarthur Station that will create a greater level of casual surveillance and make the station safer and more user-friendly; and
- development of a transitway link from Narellan Road, through the UWS and TAFE land to Macarthur Station.

Importantly, such a link would provide safer access for students to public transport facilities and Macarthur Square.

Whilst such a link primarily affects land across the railway line from Macarthur Square, (as discussed further below) consideration could be given in the design of the proposed extensions for how such a link can be accommodated, should it be built.

An opportunity for the proposed development to impact positively on service levels would be to design the proposed bus interchange in Menangle Road, directly adjoining the Macarthur Railway Station and to open up the proposed central square to Menangle Road for passive surveillance between the square and the bus and rail interchange.

Finally, a serious attempt to promote increased public transport access to the Macarthur Square Shopping Centre would involve the submission of a "green transport strategy" with the development application, not during or after the construction of the development.

It is recommended that Campbelltown City Council be advised that Camden Council considers that the design of the proposed extensions to Macarthur Square do not satisfactorily promote public transport access improvements. In particular:

- the location of the bus interchange is inappropriate and should be relocated to Menangle Road;
- the design has minimal natural surveillance of Menangle Road and Macarthur Station;
- no consideration has been given to works that may improve the directness of bus routes to the Macarthur Square shopping centre, including a possible transitway or bus way connection through the Campbelltown campuses of the University of Western Sydney and TAFE;
- the reliance on being located adjacent to Macarthur Station to argue compliance with integrated transport and land use objectives is inappropriate given the current poor level of service to Macarthur.

Safety and economic issues relating to the proposed Macarthur Square extensions are addressed later in this report.

The “Macarthur Gardens” Residential Estate

A Master Plan for the Macarthur Gardens Residential Estate identifies land to the north of Macarthur Station and to the west of Macarthur Square shopping centre for a mix of residential and retail/commercial development.

For the purposes of this report, that part of the proposal to the north of Macarthur Station is most relevant as it has significant impact on the opportunities for providing Camden residents with adequate public transport accessibility to the University of Western Sydney, Campbelltown TAFE and to Macarthur Square and Macarthur Railway Station.

As discussed previously, the Camden Integrated Transport Strategy undertaken by PPK (Draft Final Report, October, 2001) proposed a transitway link from Narellan Road, through the UWS and TAFE land across Macarthur Station to Macarthur Square, to improve public transport accessibility for Camden residents and for students. The viability of such a link was also very much predicated upon the bus service continuing directly to the Campbelltown Hospital and Campbelltown Town Centre and Station.

It is relevant to note that the three cities structure plan of 1973 (The New Cities of Campbelltown, Camden and Appin, 1973) identified the need to provide both pedestrian and vehicular links across the railway line, east and west of Macarthur Station, in order to provide good access for both shoppers and students to public transport facilities.

The Master Plan for the Macarthur Gardens Estate does not provide for a transitway or other form of bus link across the railway line. The Master Plan specifically states that “*a previously considered option for access via the University has been concluded to provide little time benefit and would require a costly bridge access to Macarthur Centre and is not included in the design. This option has been ruled out by Transport NSW in consultation as part of the Master Plan process*”.

It is also relevant to note that the State Government has undertaken, or is undertaking, a “Stage 2” Camden Integrated Transport Strategy (referred to in the Macarthur Transport Interchange Study as the Camden Release Areas and Menangle Park Transport Requirements study) without consultation with Camden Council. Details of any outcomes from this process have not been released to Camden Council, despite numerous requests.

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As an alternative to a direct link across the railway line to Macarthur Square, it is proposed to provide a new roundabout on Gilchrist Drive at Goldsmith Avenue so that any bus entering the development from Narellan Road can access Macarthur Square via Gilchrist Drive and Kellicar Road, thereby avoiding the intersection of Narellan Road and Gilchrist Drive.

Whilst it is desirable to avoid the intersection of Narellan Road and Gilchrist Drive, this proposal increases the circuitous nature of bus access to the Regional Centre. Unacceptable delays will still occur at the intersection of Gilchrist Drive and Kellicar Road unless a second right turn lane is provided in Gilchrist Drive for traffic turning into Kellicar Road towards Macarthur Square, and there are no current plans for this work to be undertaken. Further, there is no available study on the likely operation of the proposed roundabout.

There are a number of other concerns with the proposed Macarthur Gardens Estate in relation to accessibility, including:

- the Master Plan concludes that the proposed development of residential housing and retailing in Macarthur Square can be accommodated by the existing road system with minor additional turning lanes to some intersections, although these “minor” works are not proposed by the developer;
- the Master Plan states that Elderslie and Spring Farm will be connected to Menangle Park by a road that will provide access to the Hume Highway, although such a road is not a certainty as it is not on any RTA schedule of future works;
- the Master Plan confirms that the major transit route to Macarthur Square is planned to be via Narellan Road, but does not acknowledge the lack of public transport priority along this route;
- the Master Plan states that services to Macarthur Station will be upgraded to a minimum of eight trains per hour, however this is not a certainty, and will not occur for at least ten years; and
- the Master Plan states that *“the disadvantage of requiring bus passengers to climb or use a lift to an upper deck is offset by the activity generated by the Macarthur Centre at the pedestrian level, including a town square and cinemas”* although, as discussed above, there are numerous concerns with the proposed design of Macarthur Square in relation to safety.

It is recommended that Campbelltown Council be advised that Camden Council is concerned that the proposed residential development to the north of Macarthur Square, known as “Macarthur Gardens”, does not provide for a transitway or busway that will improve public transport access to the

Macarthur Regional Centre for Camden residents and for students of the University of Western Sydney and Campbelltown TAFE.

Further, it is recommended that Camden Council request that any development application for the development known as "Macarthur Gardens" be referred to Camden Council for comment in relation to the impact of the development on regional public transport accessibility.

The Macarthur Transport Interchange Study

The former Department of Transport (now DIPNR) commissioned a Macarthur Transport Interchange Study. This study, conducted by Maunsell and dated April, 2003, was released to Camden Council on 1 August, 2003.

The study evaluates nine options for the design of the transport interchange, including three "elevated interchange options" that incorporate a bus link across the railway station to provide public transport access through the University of Western Sydney and Campbelltown TAFE campuses. **Details of the 9 options are contained in Tabled Document "RS 4".**

The preferred option is referred to in the report as "Option 1d". This option proposes bus bays alongside Menangle Road at ground level on the Macarthur Square side of Macarthur Station with elevator facilities to the walkway overbridge to Macarthur Square and Macarthur Station. This option also provides for kiss'n'ride bays and taxi bays along Menangle Road. This option is estimated to cost \$2.2 million.

The preferred elevated option is referred to in the report as "Option 3b", though this is not the overall preferred option. This option would include ramps along the middle of Menangle Road turning to a north-south bridge across the railway line with bus bays on top of the bridge providing direct access to the station entry. The bridge would then ramp down towards the north, providing bus-only access to the university and TAFE and potentially to Narellan Road. This option is estimated to cost \$6.9 million.

The elevated interchange option with bus access across the railway line is not preferred for the following reasons:

- the relatively small role to be played by buses in accessing Macarthur Station does not warrant the expense;
- the greater level of safety afforded by the elevated option does not warrant the expense, as safety issues are able to be addressed through a combination of design measures and potential changes to the proposed façade of Macarthur Square; and

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- demand levels are unlikely to be sufficient to justify the expense.

Further, the study identifies a number of external factors that need addressing in order to implement the preferred Menangle Road option, including:

- a greater degree of ground level activity at Macarthur Square;
- the need to accommodate growth in commuter parking “*somewhere along the Macarthur-Glenfield section of the Main South Line*”;
- investigation of bus priority measures along Narellan Road and Menangle Road;
- more detailed traffic impact assessment; and
- an upgrade of Macarthur Station, including easy access and turn-back facilities.

There are a number of concerns with the Macarthur Transport Interchange Study, not least of which is the lack of consultation with Camden Council regarding the development of the options. With the exception of one meeting in December, 2002, Camden Council has had no involvement in the development of this study. At that December, 2002 meeting Council officers highlighted the following concerns with regard to a Macarthur Transport Interchange and surrounding developments:

- the design of the Macarthur Square extensions should provide active street frontages, particularly to Menangle Street; and
- a new bus link through the education precinct should not be precluded by any shorter term decisions about development of land to the north of Macarthur Station.

Unfortunately, neither of these concerns have been satisfactorily addressed in the design of Macarthur Square, Macarthur Gardens or the choice of option for the Macarthur Transport Interchange.

This is of particular concern given that the upgrading of the bus facilities and the interchange are major elements of the “Interim Transport Levy” being made on the Elderslie and Spring Farm releases. A substantial amount of the funding will be generated in the Camden LGA and our Council should have been consulted in a more appropriate manner.

It is recommended that the Department of Infrastructure, Planning and Natural Resources be advised that Camden Council is concerned that the preferred option in the Macarthur Transport Interchange study will not result in improved public transport access for Camden residents to the Macarthur Regional Centre. In particular:

- The study assumes a minimal increase in bus patronage, yet future residential developments in Camden will rely predominantly on bus services. Without an alternative public transport option for Camden residents, it is disappointing that the Department would accept the continued poor public transport provision to Camden residents;
- The preferred option is reliant on a number of external works being undertaken, yet such works are not on any current program of works of the Roads and Traffic Authority; and
- The preferred option relies on changes to the façade of a shopping centre development, despite the fact that the Department have had input into the planning of the Macarthur Square Extensions (the report identifies that all relevant parties, excluding Camden Council, have been a part of a Project Control Group that has guided the process).

Further, it is recommended that the Department be advised that Camden Council is concerned with the lack of consultation with Camden Council with regards to the benefits of a bus link through the education precinct to Macarthur Square and Macarthur Station.

Safety Impact of Proposed Extensions to Macarthur Square

As referred to above, the design of the proposed extensions to Macarthur Square does not provide adequate surveillance of Menangle Road or Macarthur Station and there are a number of other safety concerns about the design of the proposed extensions.

Safety concerns with the design are considered concerns of a regional nature given the importance of Macarthur Square as a regional shopping, commercial and entertainment centre.

A report titled "Security Review" was submitted with the development application. This report outlines security issues, assesses the proposed design and concludes that the developers are "*acutely aware of the importance of security issues*". Further, the report states that "*design development would address the specifics of security design*" and goes on to recommend that Campbelltown City Council "*notes the intentions of the developers to incorporate security design and security technology into proposed design development*".

Despite the above statements, the security review highlights a number of issues that should lead to design amendments, such as:

- the need to ensure "corridors of safety" to main entrances;

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- the need to provide outward facing windows in perimeter walls to promote high visibility of surrounding activity;
- the need to maximise two-way surveillance, particularly from the central square to surrounding public streets;
- the need to consider the use of the central square after hours when surveillance provided by shopfronts is not available; and
- the need to provide ‘welcoming and way-finding certainty’ in the design of the walkway between Macarthur Square and Macarthur Railway Station.

It is recommended that Campbelltown City Council be advised that Camden Council is concerned that the proposed development raises the following safety concerns:

- the location and design of the proposed cinemas provides for minimal natural surveillance of Menangle Road and Macarthur Station; and
- the location and design of the central “public” open space area provides minimal opportunity for natural surveillance to and from surrounding public streets.

It is further recommended that Campbelltown Council be advised that Camden Council considers that the report titled “Security Review” submitted in support of the development application is inadequate and that a full Crime Prevention Through Environmental Design Assessment be undertaken, giving consideration to the following:

- the impact of the proposed development on safety at Macarthur Railway Station;
- including bus and train users as stakeholders in the development; and
- improvements to the design of the extensions that would improve public safety in the development and in surrounding public spaces, in line with the principles contained in the Security Review.

Economic Impacts of Proposed Extensions to Macarthur Square

The Economic Impact Assessment provided in support of the application identifies the Narellan Town Centre as the centre that will be most affected by the extensions of Macarthur Square, in that the projected sales at the Narellan Town Centre will grow less quickly than anticipated. Rather than growing from \$110 million to \$135 million by 2006, the growth will be impacted by “7.5%” declining to around \$125 million by 2006.

Given that the sales at Narellan Town Centre will still be likely to grow, the report concludes that the impacts of the proposed extensions to Macarthur Square are acceptable.

However, the statistics provided in the Economic Impact Assessment are deceptive. The 7.5% figure referred to above is the percentage difference between \$135 and \$125 million if one were starting with zero. However, starting with \$110 million (which is the case), the difference that should be considered is between \$25 and \$15 million. In this way, the actual decline is 40%.

Or, one could consider the difference in growth rate. Without the Macarthur Square extensions, the Narellan Town Centre would be expected to grow an average of 7.5% per annum. With the Macarthur Square extensions, its growth would likely reduce to an average of 4.5% per annum, once again a reduction of 40%.

The Economic Impact Assessment relies on continued strong growth in the region, particularly in Camden and Campbelltown local government areas to support the proposed extensions. It is interesting that the applicant relies on future residential developments in Camden to support the economic viability of the extensions to Macarthur Square but ignores such growth when considering traffic impacts on the road network surrounding the Macarthur Square shopping centre.

Further, it is interesting that the Economic Impact Assessment states that environmental concerns with continued growth in the Campbelltown and Camden Local Government Areas have recently been resolved, thereby removing any barrier to continued strong growth in the region!

It is recommended that Campbelltown City Council be advised that Camden Council is concerned with the details contained in the Economic Impact Assessment provided in support of the development application, particularly the following:

- the underestimation in percentage terms of the impact of the proposed extensions on the economic growth estimated for the Narellan Town Centre; and
- the assumption that environmental issues surrounding continued strong growth in the region have been resolved.

Conclusion

Developments in the Macarthur Regional Centre have an impact that spreads throughout the entire Macarthur Region, particularly in terms of economic impact, accessibility and public safety. The Macarthur Square shopping centre attracts people from the entire region for shopping, commerce and entertainment. It is therefore vital that adequate public transport be provided to the centre and that the centre be designed with public safety in mind.

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It is considered that the proposed extensions to Macarthur Square shopping centre do not adequately address the issues of public safety and accessibility. Further, a proposed development to the north of Macarthur Station would effectively prevent an opportunity to provide a bus priority link from Narellan Road to the Macarthur Regional Centre.

It is clear upon reading the Macarthur Transport Interchange Study, that the lack of such a bus link is based on the preferred option for a Transport Interchange being at ground level along Menangle Road.

It is recommended that Camden Council advise Campbelltown City Council and the Department of Infrastructure, Planning and Natural Resources that consideration has been given to the proposed developments in the Macarthur Regional Centre and request that consideration be given to specific issues relating to safety and accessibility as outlined in this report.

Recommended: That:

- (i) Council advise Campbelltown City Council that consideration has been given to the proposed extensions of Macarthur Square Shopping Centre in relation to their impact on the Macarthur Region and specifically on Camden residents and would like to make the following comments:
 - (a) In relation to the traffic reports supporting the application, Camden Council requests that consideration be given to the following:
 - A. the regional nature of the centre and in particular the impact of traffic generated by future residential developments in the Camden Local Government Area, including those at Elderslie Infill, Spring Farm, Mount Annan South, Manooka Valley and Harrington Park II; and
 - B. the impact on the surrounding road network of the proposed development and other approved developments in the locality based only upon existing road conditions and any road works currently proposed by Campbelltown Council, the RTA or as part of an approved development.
 - (b) In relation to the road works identified in the traffic reports as being necessary, Camden Council seeks clarification as to which, if any, of these road works are proposed as part of this development application.

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- (c) In relation to public transport access to Macarthur Square, Camden Council considers that the proposed extensions do not satisfactorily promote public transport access improvements. In particular:
- A. the location of the bus interchange is inappropriate and should be relocated to Menangle Road;
 - B. the design has minimal natural surveillance of Menangle Road and Macarthur Station;
 - C. no consideration has been given to works that may improve the directness of bus routes to the Macarthur Square shopping centre, including a possible transitway or bus way connection through the Campbelltown campuses of the University of Western Sydney and TAFE;
 - D. the reliance on being located adjacent to Macarthur Station to argue compliance with integrated transport and land use objectives is inappropriate given the current poor level of service to Macarthur Station.
- (d) In relation to the issue of safety at Macarthur Square, Camden Council considers that the proposed extensions raise the following safety concerns:
- A. the location and design of the proposed cinemas provides for minimal natural surveillance of Menangle Road and Macarthur Station; and
 - B. the location and design of the central “public” open space area provides minimal opportunity for natural surveillance to and from surrounding public streets.
- (e) In relation to the report titled “Security Review” submitted in support of the development application, Camden Council requests that a full Crime Prevention Through Environmental Design Assessment be undertaken giving consideration to the following:
- A. the impact of the proposed development on safety at Macarthur Railway Station;
 - B. including bus and train users as stakeholders in the development; and
 - C. improvements to the design of the extensions that would improve public safety in the extensions and in surrounding public spaces, in line with the principles contained in the Security Review.

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- (f) In relation to the Economic Impact Assessment provided in support of the development application, Camden Council is concerned that:
 - A. the report underestimates, in percentage terms, the impact of the proposed extensions on the economic growth estimated for the Narellan Town Centre; and
 - B. the report makes assumptions that environmental issues surrounding continued strong growth in the region have been resolved.

- (ii) Council advise Campbelltown City Council that it is concerned that the proposed development of land to the north of Macarthur Station, known as “Macarthur Gardens”, does not provide for a transitway or busway that will improve public transport access to the Macarthur Regional Centre for Camden residents and for students of the University of Western Sydney and Campbelltown TAFE.

- (iii) Council request that any development application for the development known as “Macarthur Gardens” be referred to Camden Council for comment in relation to the impact of the development on regional public transport accessibility.

- (iv) Council advise the Department of Infrastructure, Planning and Natural Resources that Camden Council is concerned that the preferred option in the Macarthur Transport Interchange Study will not result in improved public transport access for Camden residents to the Macarthur Regional Centre. In particular:
 - (a) The study assumes a minimal increase in bus patronage, yet future residential developments in Camden will rely predominantly on bus services. Without an alternative public transport option for Camden residents, it is disappointing that the Department would accept the continued poor public transport provision to Camden residents;
 - (b) The preferred option is reliant on a number of external works being undertaken, yet such works are not on any current program of works of the Roads and Traffic Authority; and
 - (c) The preferred option relies on changes to the façade of a shopping centre development, despite the fact that the Department have had input into the planning of the Macarthur Square Extensions (the report identifies that all relevant parties, excluding Camden Council, have been a part of a Project Control Group that has guided the process).

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- (v) Council further advise the Department of Infrastructure, Planning and Natural Resources that it is concerned with the lack of consultation with Camden Council with regards to the benefits of a bus link through the education precinct to Macarthur Square and Macarthur Station.
- (vi) Council request from the Department of Infrastructure, Planning and Natural Resources a copy of the Camden Release Areas and Menangle Park Transportation Requirements Study.
- (vii) Council write to the relevant State and Federal Government Ministers to express its concern that opportunities for improved public transport accessibility for Camden residents to the Macarthur Regional Centre are being lost through the lack of consideration of public transport in proposed developments within the Regional Centre.
- (viii) Council seek a meeting between the Mayors of both Campbelltown and Camden Councils and support staff to discuss more fully Council's concerns.

Resolved on the Motion of Cr Fekete, seconded Cr Winn that:

- (i) *Council advise Campbelltown City Council that consideration has been given to the proposed extensions of Macarthur Square Shopping Centre in relation to their impact on the Macarthur Region and specifically on Camden residents and would like to make the following comments:*
 - (a) *In relation to the traffic reports supporting the application, Camden Council requests that consideration be given to the following:*
 - A. *the regional nature of the centre and in particular the impact of traffic generated by future residential developments in the Camden Local Government Area, including those at Elderslie Infill, Spring Farm, Mount Annan South, Manooka Valley and Harrington Park II; and*
 - B. *the impact on the surrounding road network of the proposed development and other approved developments in the locality based only upon existing road conditions and any road works currently proposed by Campbelltown Council, the RTA or as part of an approved development.*
 - (b) *In relation to the road works identified in the traffic reports as being necessary, Camden Council seeks*

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clarification as to which, if any, of these road works are proposed as part of this development application.

- (c) *In relation to public transport access to Macarthur Square, Camden Council considers that the proposed extensions do not satisfactorily promote public transport access improvements. In particular:*
- A. the location of the bus interchange is inappropriate and should be relocated to Menangle Road;*
 - B. the design has minimal natural surveillance of Menangle Road and Macarthur Station;*
 - C. no consideration has been given to works that may improve the directness of bus routes to the Macarthur Square shopping centre, including a possible transitway or bus way connection through the Campbelltown campuses of the University of Western Sydney and TAFE;*
 - D. the reliance on being located adjacent to Macarthur Station to argue compliance with integrated transport and land use objectives is inappropriate given the current poor level of service to Macarthur Station.*
- (d) *In relation to the issue of safety at Macarthur Square, Camden Council considers that the proposed extensions raise the following safety concerns:*
- A. the location and design of the proposed cinemas provides for minimal natural surveillance of Menangle Road and Macarthur Station; and*
 - B. the location and design of the central "public" open space area provides minimal opportunity for natural surveillance to and from surrounding public streets.*
- (e) *In relation to the report titled "Security Review" submitted in support of the development application, Camden Council requests that a full Crime Prevention Through Environmental Design Assessment be undertaken giving consideration to the following:*
- A. the impact of the proposed development on safety at Macarthur Railway Station;*
 - B. including bus and train users as stakeholders in the development; and*
 - C. improvements to the design of the extensions that would improve public safety in the extensions and in surrounding public spaces, in line with the principles contained in the Security Review.*

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- (f) *In relation to the Economic Impact Assessment provided in support of the development application, Camden Council is concerned that:*
- A. *the report underestimates, in percentage terms, the impact of the proposed extensions on the economic growth estimated for the Narellan Town Centre; and*
 - B. *the report makes assumptions that environmental issues surrounding continued strong growth in the region have been resolved.*
- (ii) *Council advise Campbelltown City Council that it is concerned that the proposed development of land to the north of Macarthur Station, known as "Macarthur Gardens", does not provide for a transitway or busway that will improve public transport access to the Macarthur Regional Centre for Camden residents and for students of the University of Western Sydney and Campbelltown TAFE.*
- (iii) *Council request that any development application for the development known as "Macarthur Gardens" be referred to Camden Council for comment in relation to the impact of the development on regional public transport accessibility.*
- (iv) *Council advise the Department of Infrastructure, Planning and Natural Resources that Camden Council is concerned that the preferred option in the Macarthur Transport Interchange Study will not result in improved public transport access for Camden residents to the Macarthur Regional Centre. In particular:*
- (a) *The study assumes a minimal increase in bus patronage, yet future residential developments in Camden will rely predominantly on bus services. Without an alternative public transport option for Camden residents, it is disappointing that the Department would accept the continued poor public transport provision to Camden residents;*
 - (b) *The preferred option is reliant on a number of external works being undertaken, yet such works are not on any current program of works of the Roads and Traffic Authority; and*
 - (c) *The preferred option relies on changes to the façade of a shopping centre development, despite the fact that the Department have had input into the planning of the Macarthur Square Extensions (the report identifies that all relevant parties, excluding Camden Council, have been a part of a Project Control Group that has guided the process).*
- (v) *Council further advise the Department of Infrastructure, Planning and Natural Resources that it is concerned with*

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the lack of consultation with Camden Council with regards to the benefits of a bus link through the education precinct to Macarthur Square and Macarthur Station.

- (vi) Council request from the Department of Infrastructure, Planning and Natural Resources a copy of the Camden Release Areas and Menangle Park Transportation Requirements Study.*
- (vii) Council write to the relevant State and Federal Government Ministers to express its concern that opportunities for improved public transport accessibility for Camden residents to the Macarthur Regional Centre are being lost through the lack of consideration of public transport in proposed developments within the Regional Centre.*
- (viii) Council seek a meeting between the Mayors of both Campbelltown and Camden Councils and support staff to discuss more fully Council's concerns.*

RS053/03 *THE MOTION WAS **CARRIED.***

4. Inquiry Into Bus Services

(File 4363/3) (Director Governance & Outcomes)

Introduction

On 2 July, 2003, the Minister for Transport Services, the Hon. Michael Costa announced that a comprehensive review of bus services in New South Wales would be undertaken. Interestingly, it is stated to be the first comprehensive review since buses replaced the tram network in Sydney.

The inquiry, to be conducted by the Hon. Barrie Unsworth, former Premier and Minister for Transport in NSW, will consider and report on the following matters:

- The opportunity provided by integrated ticketing to establish a consistent state-wide fare regime.
- The potential benefits of a network of strategic bus regions across the Greater Sydney metropolitan area which integrate with rail services and other travel patterns;
- Improving the structure of the network to respond to changes in the future capacity of rail, and the future development of the metropolitan area;
- Improved bus priority measures, Transitways and other options that may impact on services and suggested desirable service standards;
- Improved use of resources in rural and regional communities to ensure more flexible solutions to local transport needs;
- Funding, contractual and regulatory arrangements and any legislative changes required to implement these improvements; and
- The best mix of recommendations to achieve improvements in a cost neutral manner.

Report

This report will provide a summary of each matter above (with the exception of the matter relating to rural and regional New South Wales) and will make recommendations in relation to opportunities to improve bus services for residents of Camden and Greater-Western Sydney generally.

A more detailed consideration of each matter is provided in **Tabled Document "RS 5"**.

1. The opportunity provided by integrated ticketing to establish a consistent state-wide fare regime.

Integration is an important concept in relation to public transport provision. However, the concept of integration should not be limited to ticketing and fares. Integrated

ticketing and fares would be an essential component of a successful public transport service, but it is also essential to integrate transport modes, timetables and different service providers.

2. The potential benefits of a network of strategic bus regions across the Greater Sydney metropolitan area which integrate with rail services and other travel patterns.

The idea of a strategic and holistic consideration of bus services is supported. As discussed under point 1 above, integration of different transport modes should be an essential component of reforms to the public transport industry.

The suggestion of a network of strategic bus regions is supported, providing the size and shape of chosen regions is appropriate to the travel needs of people living and working in those regions. As a first step in deciding upon the number and extent of regions in metropolitan Sydney, a fundamental principle should be the existence of at least one railway line within each region.

3. Improving the structure of the network to respond to changes in the future capacity of rail, and the future development of the metropolitan area.

The principal means of ensuring that transport infrastructure is pre-planned and provided early in the development process is the provision of a central coordinating body for all public transport services, including state-owned and privately-owned services. This suggestion goes beyond the coordination of transport and land-use planning as we have recently seen by the amalgamation of the planning functions of TransportNSW into the new Department of Infrastructure, Planning and Natural Resources (DIPNR).

It is essential that the operations of public transport services be coordinated by a central authority. The current structure of the network is based on competition between different services and different modes. In a competitive field, the structural changes needed to adapt to changing circumstances are more difficult to achieve and the time lag that results simply exacerbates car dependency.

4. Improved bus priority measures, Transitways and other options that may impact on services and suggested desirable service standards.

For Camden residents, two of the fundamental reasons for choosing the car over the bus in all travel trips are to do

with time and distance. Travelling on a bus in Camden can often take up to, or more than twice as long as travelling in a car. The bus also can cover twice as much distance as the car. There are a number of reasons for this, including the need for bus services to provide as much coverage as possible, the circuitous nature of some streets, the lack of priority for buses and the lack of transport infrastructure resulting in widespread traffic delays.

A review of bus services alone is not sufficient to address existing problems. Providing infrastructure for public transport is often the key to improving service delivery.

5. Funding, contractual and regulatory arrangements and any legislative changes required to implement these improvements.

As suggested previously in this report, a coordinated approach to provision of public transport is required. The best way to achieve this is through a central coordinating body. The principal aim of this body should be to remove competition between various bus services and between different modes of transport.

With this as the principal aim, it is envisaged that a complete restructure of funding, contractual and regulatory arrangements is required. The State Government should be urged not to shy away from this task, for it is essential to achieving more sustainable transport outcomes.

6. The best mix of recommendations to achieve improvements in a cost neutral manner.

This particular term of reference for the review is concerning. The reference to "cost-neutral" simply highlights that the political will to significantly shift funding from road construction to public transport does not exist. It also demonstrates a lack of commitment to sustainability and will inevitably result in less than second-best outcomes. This is perfectly demonstrated in the Macarthur Transport Interchange Study as described above.

This review should not be constrained by the need to develop recommendations that are cost-neutral.

It is further contended that there is a need for a substantial shift in funding away from road-based infrastructure for private vehicles towards infrastructure and servicing of public transport. This need can be adequately supported and justified by the environmental,

social and economic costs of the car-dependence that Sydney must overcome.

Conclusion

The review of bus services should not look at public transport by bus in isolation of other modes of transport. A coordinated approach to provision of public transport is required. As such, it is firstly recommended that this review be undertaken in close connection with the Inquiry into the funding of public transport that is also being undertaken.

Secondly, it is recommended that consideration of the term integration in relation to public transport be expanded from tickets and fares to include timetables, services and modes. A fully integrated and coordinated system should be the goal. None of this can be adequately achieved without a central coordinating body for the operation of public transport services.

As a means of demonstrating a commitment to public transport in South-West Sydney, it is suggested that the review recommend to the State Government that a bus link through the education precinct in Macarthur Regional Centre be provided, and that the preferred option in the Macarthur Transport Interchange Study be rejected and the option that provides bus access across the railway line be supported.

Finally, it is recommended that the review not be constrained by cost-neutral recommendations. Rather, it should be considering the issues strategically with sustainability principles in mind.

Recommended: That Council forward to the Review a submission that incorporates the discussion contained in this report and makes the following recommendations:

- (i) The review into bus services should not consider changes to bus operations or arrangements in isolation. Consideration must be given to other transport modes and land use planning issues. It is suggested that this review be undertaken in close connection with the current Inquiry into Funding and Pricing of Public Transport.
- (ii) Integration of ticketing and fares should be an integral component of the public transport system, however, consideration must also be given to integration and coordination of timetables and coordination between different service providers and transport modes.
- (iii) Recent changes to the State Government in relation to integration of transport and land use planning should be

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followed up by the integration of public transport services into one coordinating body.

- (iv) The current system should be recognised as promoting competition between various bus providers and between different transport modes. This system should be changed to one that promotes coordination between service providers and modes.
- (v) The suggestion of a network of strategic bus regions is supported provided that the size and shape of selected regions is appropriate to the travel needs of people living and working in each region. As a first principle, each region in metropolitan Sydney should have at least one railway line.
- (vi) Bus services in each region should be based on rapid bus transit with express services along identified corridors to major attractors and generators, linked to local bus services at appropriate interchange points.
- (vii) As a means of demonstrating a commitment to public transport in the South-West of Sydney, the review should recommend to the State Government that the recent development proposals in the Macarthur Regional Centre be modified to make provision for a bus link through the education precinct from Narellan Road to Macarthur Station and across the railway line to Macarthur Square.
- (viii) The review should recommend to the State Government that the Macarthur Transport Interchange Study does not adequately demonstrate a commitment to public transport improvements, that the preferred option be rejected and that the option that provides a bus link across the railway line be supported.
- (ix) The review should recommend that public transport provision is as essential an infrastructure component that must be pre-planned and provided early in the process of developing new residential areas.
- (x) The review should recommend to the State Government that a substantial shift in funding from road-based infrastructure for private vehicles towards infrastructure and servicing of public transport is required to make a serious commitment to sustainable transport outcomes.
- (xi) The review should not be constrained by recommendations that are "cost-neutral". As a public service, one that provides benefits for current and future generations, consideration of recommendations that are cost-neutral is a short-sighted approach that shows no

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commitment to sustainability. Monetary considerations should incorporate a triple bottom line cost-benefit analysis, including consideration of air-quality improvements, intergenerational equity, health improvements, etc.

- (xii) Contracts for bus services must be performance-based, not revenue driven, particularly when designing public transport access in the early phase of greenfield developments.

Resolved on the Motion of Cr Fekete, seconded Cr Winn that Council forward to the Review a submission that incorporates the discussion contained in this report and makes the following recommendations:

- (i) *The review into bus services should not consider changes to bus operations or arrangements in isolation. Consideration must be given to other transport modes and land use planning issues. It is suggested that this review be undertaken in close connection with the current Inquiry into Funding and Pricing of Public Transport.*
- (ii) *Integration of ticketing and fares should be an integral component of the public transport system, however, consideration must also be given to integration and coordination of timetables and coordination between different service providers and transport modes.*
- (iii) *Recent changes to the State Government in relation to integration of transport and land use planning should be followed up by the integration of public transport services into one coordinating body.*
- (iv) *The current system should be recognised as promoting competition between various bus providers and between different transport modes. This system should be changed to one that promotes coordination between service providers and modes.*
- (v) *The suggestion of a network of strategic bus regions is supported provided that the size and shape of selected regions is appropriate to the travel needs of people living and working in each region. As a first principle, each region in metropolitan Sydney should have at least one railway line.*
- (vi) *Bus services in each region should be based on rapid bus transit with express services along identified corridors to major attractors and generators, linked to local bus services at appropriate interchange points.*

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- (vii) *As a means of demonstrating a commitment to public transport in the South-West of Sydney, the review should recommend to the State Government that the recent development proposals in the Macarthur Regional Centre be modified to make provision for a bus link through the education precinct from Narellan Road to Macarthur Station and across the railway line to Macarthur Square.*
- (viii) *The review should recommend to the State Government that the Macarthur Transport Interchange Study does not adequately demonstrate a commitment to public transport improvements, that the preferred option be rejected and that the option that provides a bus link across the railway line be supported.*
- (ix) *The review should recommend that public transport provision is as essential an infrastructure component that must be pre-planned and provided early in the process of developing new residential areas.*
- (x) *The review should recommend to the State Government that a substantial shift in funding from road-based infrastructure for private vehicles towards infrastructure and servicing of public transport is required to make a serious commitment to sustainable transport outcomes.*
- (xi) *The review should not be constrained by recommendations that are "cost-neutral". As a public service, one that provides benefits for current and future generations, consideration of recommendations that are cost-neutral is a short-sighted approach that shows no commitment to sustainability. Monetary considerations should incorporate a triple bottom line cost-benefit analysis, including consideration of air-quality improvements, intergenerational equity, health improvements, etc.*
- (xii) *Contracts for bus services must be performance-based, not revenue driven, particularly when designing public transport access in the early phase of greenfield developments.*

RS054/03 THE MOTION WAS **CARRIED.**

**5. Narellan Library – Expression of Interest in
Architectural Design and Documentation Services for
the New Narellan Library**

(File: 4710) [Director Works and Services]

This report details the process for selection of four architectural companies who will carry out the Architectural Design & Documentation Services for the New Narellan Library.

Under Clauses 55 & 377 of the Local Government Act 1993 Council must determine a contract for the acceptance of services to be provided to Council.

An Expression of Interest (EOI) has been called for architectural firms to nominate their interest in this project. EOI's have been received from twenty companies.

The report aims to select the four architectural firms, from the nominating architectural companies, who will carry the design process further.

Background

In March 2003, Council adopted the Camden Library Services Strategic Plan: "*Vibrant Places – People Spaces*". This strategy provides a vision for Camden's libraries in 2010, and Council has resolved to implement this strategy.

The new Library is a very important building. It will not only have a functional role as a library, but will also need to make a strong aspirational statement about the future place of its siting, fitting comfortably into its landscape environs and the streetscape. An integrated public art program is also envisaged, to complement the theme of the new library as a resource with a technology focus.

The Narellan Library is a major new public asset proposed to be undertaken and completed by the end of 2004. It has an estimated value of \$4.5 million. Funding from the project is provided in Camden's S94 Plan. It is estimated that the construction, fit out and commissioning of the new Library will take 40 weeks. To assure completion of the Library within the 2004/05 budget period, it will be necessary to target approval to award the construction contract at Council's March 2004 meeting. A number of important milestones will need to be met ahead of this date, the major one being selection of a preferred design by the 25 September 2003.

The procurement process for the Narellan Library however requires the determination of four architectural companies who will produce concept designs for the building. Documentation of the preferred design will subsequently follow.

The Procurement Process

Four Design and/or Documentation Consultant(s) have been selected through a three-stage process:

- I. Architectural firms have been invited to submit an Expression of Interest to tender for both the concept design and the detailed design and documentation of the proposed New Narellan Library.
- II. After the expressions of interest have been assessed, four selected Architectural Companies will then be invited to tender their concept design for the building.
- III. The four preferred companies will be requested to make two formal submissions as follows:
 - ◆ Submission A – To submit their preferred design concept and response to Council’s aspiration criteria (including budget)
 - ◆ Submission B – To submit a preferred project documentation firm or team, with a focus on the ability to perform and resolve the concept design into viable delivery documentation.

Council will assess the preferred concept design on the basis of submissions (A & B) received from the four companies at a workshop.

Each of the four architectural companies will be paid a fee of \$10,000 to provide the concept design in Submission A to Council. Council would then own the design concept work and should a different firm be selected to undertake the documentation work from the firm providing the concept from which the majority of design principles were adopted, then a further proposed fee of \$10,000 would be paid to that unsuccessful firm.

As part of Submission B, interested companies will be required to submit specific details of the services they will provide to Council and what remuneration they expect to receive for their undertaking the detailed documentation of the project.

Based on the selection criteria the final appointment of the design and documentation firm (or firms) will occur. It should be noted that it is Council’s preference in this selection process to have the team who produces the preferred concept design in Submission A, to proceed to the project documentation stage (as detailed in Submission B). However, this process allows Council to select a different firm to undertake Part B (the documentation stage) of the project, if it considers that such a selection will provide Council with less risk and the best value for money.

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Budget

The proposed budget for this project is made up of the following components:

• New Narellan Library Building Construction & Fitout	\$4,100,000
• Town Plaza Construction & Landscaping	\$ 350,000
• Public Art Procurement	\$ 45,000
Total:	\$4,495,000

(These budgeted amounts are exclusive of GST, and these budgeted amounts are exclusive of all professional fees for design and supervision).

Timeframe

As Council is committed to having the Library constructed and operational within the 2004/05 budget period, a strict timeframe must be adhered to. The following milestones have been set in order to achieve this objective:

• Closing date for Expression of Interest	22 July 2003
• Invitation to four Selected Architectural Firms to Tender for both the Urban Design (Concept) Phase and the Detailed Design & Documentation Phase of the project	12 Aug 2003
• Selection of the Preferred Concept Design and Appointment of the Design Team	22 Sept 2003
• Lodgement of the Development Application	24 Nov 2003
• Completion of the Design & Documentation	22 Dec 2003
• Call for Tenders for Construction	13 Jan 2004
• Award construction Contract	1 March 2004
• Construction Period (of say 40 weeks) to Completion	24 Dec 2004

Expressions of Interest Received:

An EOI for the "Architectural Design and Documentation of the New Narellan Library" was called through a Sydney newspaper on 3 July 2003. Twenty EOIs were received from interested architectural companies, as follows:

Daryl Jackson & Robin Dyke Pty. Ltd.
Baker Kavanagh Architects
Jeff Madden & Assoc.
Government Architects Office
Stephenson & Turner
Bishop Hitchcock & Irwin
Group GSA
PDT
Eeles Trelease
Thompson Asset Architects

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Melinz Kim & Assoc.
Kinsley & Assoc.
Tim Earnshaw & Partners
Brewster Hjorth
Tanner Architects
Lacoste & Stephenson
Noel Bell Ridley Smith & Partners
Peter Hunt Architects
Allen Jack & Cottier
Woodhead International

Submissions in response to the EOI were assessed on conformity to the EOI invitation and the following criteria:

- The capacity and the experience of the architectural company in the design and documentation in public buildings of a similar scale;
- The company's understanding of Council's aspirations for the site
- The company's understanding of public building and/or library design considerations;
- The company's approach to innovative and environmentally sensitive design;
- The company's management approach and philosophy;
- Demonstrated past ability to respond to client's requirements and devise practical solutions.

The analysis of the EOIs received was **provided separately to Councillors.**

Comment

Based on the assessment criteria the following four companies are considered to be the preferred companies to prepare submissions for the *concept* Architectural Design and Documentation of the New Narellan Library.

Brewster Hjorth
Stephenson & Turner
Daryl Jackson & Robin Dyke Pty. Ltd.
Group GSA

On receipt of the submissions for the concept design, it is intended to present the proposals to a Council Workshop.

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Recommended: That the following four architectural companies be requested to prepare:

- a building concept for the New Narellan Library; and
- submit a proposal to resolve the concept design into a detailed Architectural Design and Documentation for construction

Brewster Hjorth
Stephenson & Turner
Daryl Jackson & Robin Dyke Pty. Ltd.
Group GSA

Resolved on the Motion of Cr Corrigan, seconded Cr Batros that the following four architectural companies be requested to prepare:

- *a building concept for the New Narellan Library; and*
- *submit a proposal to resolve the concept design into a detailed Architectural Design and Documentation for construction*

*Brewster Hjorth
Stephenson & Turner
Daryl Jackson & Robin Dyke Pty. Ltd.
Group GSA*

RS055/03 THE MOTION WAS **CARRIED.**

(Cr Winn voted against the Motion).

6. Tender for Landscape Maintenance Services – Mount Annan, Currans Hill, Narellan Vale and Harrington Park

(File 4712) [Director Works and Services]

Aim

To facilitate the appointment of the successful tenderer(s) for Landscape Maintenance Services in the suburbs of Mount Annan, Currans Hill, Narellan Vale and Harrington Park.

Background

It has been Council's longstanding position to seek tenders for Landscape Maintenance Services in the new release suburbs of Mount Annan, Currans Hill, Narellan Vale and Harrington Park.

The 'Landscape Maintenance' contract was most recently held by the Parks and Gardens Section of the Works and Services Department - Camden Council, following default by a private contractor in January 2002, and is valued in the order of \$350,000.

As these contracts expired in June 2003, the Works and Services Department prepared contract documentation and sought Open Tenders in May 2003, in accordance with the Local Government Tendering Regulation 1999.

Contract Documentation

The prepared contract documentation has been based upon Council's adopted service standards of monthly garden bed and landscape treatments together with the annual refurbishment of landscape components.

Prospective tenderers were asked to demonstrate in their submission:

1. An appreciation and understanding of the contract document itself;
2. An understanding of the extent and scope of Council's service requirements;
3. A demonstrated capacity for ongoing improvement consistent with Council's 'best practise' principles;
4. Compliance with Council's Occupational Health and Safety and Environment Protection obligations;
5. A demonstrated capacity to meet Council's service requirements
6. A competitive price for the maintenance of parks and reserves within the individual suburbs.

To enhance Council's flexibility in administering the contract, the maintenance of each suburb has been identified as a

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separable portion. Council may therefore choose to select one company to maintain all suburbs under the contract, or alternatively select separate companies to maintain each suburb.

Tender Appraisal- Landscape Maintenance

To assist Council in selecting a tender that offers the 'best value', the submitted tenders have undergone preliminary assessment by an evaluation panel comprised of the Manager Engineering, Independent Probity Auditor and the Parks Coordinator.

The evaluation panel's assessment has taken into account each tender's compliance to the contract documentation, price and non-price criteria.

Six (6) submissions for the 'Landscape Maintenance' Contract 03/08 were received by the tender closing date of 4pm, Friday 20th June 2003. Of the six (6) submissions received, three (3) have been considered by the evaluation panel as not conforming to Council's minimum contract requirements. They are;

Jonothan Purvis Landscapes
Quality Lawns and Grounds Care
Profile Landscapes Pty Ltd.

These companies have been excluded from further assessment as they are unable to demonstrate a capability to discharge their service obligations under the contract.

The balance of conforming submissions which meet or exceed Council's minimum contract requirements have been compiled in the following schedule.

Tenderer	Tender Price Mt Annan	Tender Price Currans Hill	Tender Price Narellan Vale	Tender Price Harrington Park
Garden Growing Solutions	\$142,890	\$71,940	\$79,380	\$54,150
Bankstown Civic Services	\$163,588.42	\$54,113.55	\$67,876.11	\$93,814
Glascott Group	\$530,380.92	\$360,306.16	\$346,475.40	\$210,280.12

Comment

The market response to Council's 'Landscape Maintenance' contract has been encouraging with a wide range of companies taking interest.

Council's Probity Auditor and Independent Assessment Panel member has confirmed the tender process was conducted in a fair, equitable and impartial manner. He attests that probity principles, together with the tender requirements and assessment criteria, were maintained throughout the evaluation process.

It is therefore considered that all conforming tenders have adequately demonstrated a capacity to meet Council's service requirements under the 'Landscape Maintenance' Contract. As a consequence, Council needs only to determine the tender that offers the lowest price. In this regard, the recommendations of the evaluation panel are noted below.

Recommended: That

- i) Council accept the tender price from Garden Growing Solutions for the landscape maintenance of Mount Annan at a cost of \$142,890 plus GST and of Harrington Park at a cost of \$54,150 plus GST.
- ii) Council accept the tender price from Bankstown Civic Services Group for the landscape maintenance of Currans Hill at a cost of \$54,113.55 plus GST and of Narellan Vale at a cost of \$67,876.11 plus GST.

Resolved on the Motion of Cr Batros, seconded Cr Fekete that

- i) *Council accept the tender price from Garden Growing Solutions for the landscape maintenance of Mount Annan at a cost of \$142,890 plus GST and of Harrington Park at a cost of \$54,150 plus GST.*
- ii) *Council accept the tender price from Bankstown Civic Services Group for the landscape maintenance of Currans Hill at a cost of \$54,113.55 plus GST and of Narellan Vale at a cost of \$67,876.11 plus GST.*

RS056/03 THE MOTION WAS **CARRIED.**

7. Federal Government Roads to Recovery Program

(File 3212/6) [Director Works and Services]

Background

In 2000 the Federal Government announced the \$1.2 billion Roads to Recovery Program, under which Camden would benefit by an additional \$276,475 per annum for four years, with total funding for the program comprising \$1,105,899.

Adjustments were made to the level of funding available for years two and four to meet Federal budgetary requirements, however the third year's level of funding reverts to the original annual allocation as described above (\$276,475 for 2003/2004).

The Roads to Recovery Program

The Roads to Recovery program provides funding for roads in rural, regional and metropolitan areas. The funds are provided in the form of grants directly to local government bodies for expenditure on roads. The focus of the program is the renewal of local roads as an essential element of Australia's social and economic infrastructure.

The Federal Government considers Local Government is best placed to make decisions on the road investment at the local level. The Roads to Recovery program reflects this by giving councils the freedom to use the funds on their roads as they wish.

Under the Act payments, under the Program, can only be used 'on the construction, upgrade or maintenance of roads'. In addition to the normal meaning, 'roads' can include:

- traffic signs and control equipment
- street lighting equipment
- vehicular ferries
- bridges or tunnels, including pedestrian bridges or tunnels
- bicycle paths.

Purchase of road building plant or other capital equipment and training is not eligible for funding.

Program Expenditure

Council has successfully utilised the Program funding as follows:

Under Year 1 (2001/2002) - the reconstruction of Cobbitty Road from the Northern Road through to Macarthur Anglican School. In addition the re-linemarking of a significant portion of Council's road network was initiated.

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Under Year 2 (2002/2003) - the reconstruction of two rural road intersections; George and Alma Roads intersection, together with Eastwood and Alma Roads intersection.

Detailed below is a proposed third year construction program to utilise the available grant funding:

Year 3 (2003/04) Projects Budget

1. Anthony/Alma Roads intersection upgrade	\$146,475
2. Waterworth Drive Service Road reconstruction	\$90,000
3. Raby Road guardrail installation at the water supply channel	\$40,000
TOTAL	\$276,475

The reconstruction of the Anthony/Alma Roads intersection continues Council's program of addressing traffic safety issues in our rural precincts. The works will improve pavement standards, road geometry and provide improved delineation at the intersection.

Waterworth Drive service road has been constructed with a paver wearing course and is beginning to exhibit signs of failure. The reconstruction of the pavement is designed to ensure an adequate level of service is provided to the residents utilising this service road.

The installation of guardrail on Raby Road at the water supply channel is designed to address traffic safety issues at this site.

A further report will be presented to Council in respect of the recommended construction program for Year 4 of the Roads to Recovery Program.

Recommended: That Council adopt the Year 3 construction program, as identified within the report, for expenditure of funding available under the Federal Government's Roads to Recovery Program for 2003/2004.

Resolved on the Motion of Cr Corrigan, seconded Cr McFadden that Council adopt the Year 3 construction program, as identified within the report, for expenditure of funding available under the Federal Government's Roads to Recovery Program for 2003/2004.

RS057/03 THE MOTION WAS **CARRIED.**

8. Appointment of Camden International Friendship Association 355 Management Committee

(File 3811/1) (Director Works and Services)

Purpose

This report seeks Council's endorsement of the membership of the Camden International Friendship Association (CIFA) 355 Management Committee for 2003/2004.

Discussion

CIFA held its Annual General Meeting on 10 June 2003 and have subsequently recommended to Council ten (10) people to participate on the 355 management Committee. The Committee wishes Council to formally appoint the members listed in the recommendation **(and as in the list circulated separately to Councillors)** to the 355 Management Committee.

Recommended: That

- (i) Council endorse the appointment of the members listed in the tabled document to the Camden International Friendship Association 355 Management Committee:

Alan McBride
Brian Hawkins
Frank Hudman
Maggie Hudman
Gaylene Feld
Ann Steneke
Jackie Kane
Susan Wu
Rene McBride
Ross Newport;

- (ii) Councillor Senise and Councillor Corrigan (alternate) remain as Council's delegates to the Committee; and

- (iii) Council sign and affix the seal to the Deed of Delegation.

Resolved on the Motion of Cr Batros, seconded Cr Winn that

- (i) Council endorse the appointment of the members listed in the tabled document to the Camden International Friendship Association 355 Management Committee:

Alan McBride
Brian Hawkins
Frank Hudman
Maggie Hudman
Gaylene Feld
Ann Steneke
Jackie Kane

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*Susan Wu
Rene McBride
Ross Newport;*

- (ii) Councillor Senise and Councillor Corrigan (alternate)
remain as Council's delegates to the Committee; and*
- (iii) Council sign and affix the seal to the Deed of Delegation.*

*RS058/03 THE MOTION WAS **CARRIED.***

The Meeting closed at 6.51pm.