

Local Traffic Committee Business Paper

Committee Meeting
16 February 2016

Council Office
19 Queen Street
Narellan



LOCAL TRAFFIC COMMITTEE
16 February 2016

Dear Sir/Madam

You are advised that the next Local Traffic Committee is scheduled for 16 February 2016, commencing at 9.30am at Council Office, 19 Queen Street, Narellan.

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

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

Your sincerely

VINCE CAPALDI
DIRECTOR COMMUNITY INFRASTRUCTURE

Local Traffic Committee

Background

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

Role of the Committee

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

Committee Delegations

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

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

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

Committee Membership

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

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

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

The role of the four voting members is to:

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

In relation to this:

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

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

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

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

LTC Business Paper

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

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

COMMON ABBREVIATIONS

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

LOCAL TRAFFIC COMMITTEE

ORDER OF BUSINESS - LOCAL TRAFFIC COMMITTEE

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Confirm and adopt Minutes of the Local Traffic Committee Meeting held 20 October 2015

Local Traffic Committee Tuesday 16 February 2016

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BUSINESS WITHOUT NOTICE

DATE OF NEXT LOCAL TRAFFIC COMMITTEE MEETING - TUESDAY 15 MARCH 2016

INFORMAL ITEMS



LOCAL TRAFFIC COMMITTEE

LTC01

SUBJECT: BUSINESS ARISING FROM THE COMMITTEE'S LAST REPORT
FROM: Manager Infrastructure Planning
BINDER: 16/9602

The Local Traffic Committee report dated 20 October 2015 was presented to the Council meeting of 8 December 2015. Council adopted the Local Traffic Committee's recommendations without amendment.

RECOMMENDED

That the adoption by Council of the Committee's report dated 20 October 2015 be noted.

LTC01



LTC02

LOCAL TRAFFIC COMMITTEE

LTC02

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

FROM: Manager Infrastructure Planning

BINDER: 16/9609

There are currently no outstanding actions to note.

RECOMMENDED

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



LOCAL TRAFFIC COMMITTEE

LTC03

LTC03

SUBJECT: PADDY MILLER AVENUE, CURRANS HILL - PEDESTRIAN REFUGE CROSSING

FROM: Manager Infrastructure Planning

TRIM #: 15/347396

PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for signage, line marking and devices associated with the construction of a new pedestrian refuge on Paddy Miller Avenue, Currans Hill.

BACKGROUND

In 2014, Camden Council adopted the revised Pedestrian Access and Mobility Plan (PAMP) which identified a potential crossing facility on Paddy Miller Avenue as a Priority 2. Council has been successful in receiving funding from Transport for NSW towards construction of the facility and a detailed design has been prepared.

MAIN REPORT

A pedestrian facility was incorporated into the PAMP on Paddy Miller Avenue following the submission of a petition from local residents via the State Member's Office which identified the need at this location. The proposed pedestrian refuge links with paths through Jack Nash Reserve and Ilando Reserve, accessed from either side of the road. These paths form part of a strategic path network through Currans Hill providing access to recreational facilities, Currans Hill Public School and a neighbourhood centre. The proposed refuge islands are wholly located within the frontage of the two adjacent public reserves.

The attached drawing number 2015-030 Sheet 1 (**Attachment 1**) provides details of the proposed refuge including associated signage (R5-400 and R2-3(L)) and line marking (hatched splitter).

The plan is considered to be in accordance with Austroads, Australian Standards and RMS supplements, for the placement of regulatory signage and line marking. It is recommended that the Committee supports these measures.

The local community in proximity to the proposal has been consulted on a draft plan with two responses being received concerned about the impact of the proposal on on-street parking. As a result, the proposal was redesigned, placing the refuge a few metres further west. Consideration was also given to the provision of kerb extensions to reduce the No Stopping requirements but this was not shown to provide additional parking and was therefore not pursued.

One of the residents was satisfied via a telephone discussion that they would still be able to park outside their property. Following further discussions, the second resident still does not agree to the construction of the pedestrian refuge, as the opportunity for parking on Paddy Miller Avenue – adjacent to the reserves – would be reduced.



FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

The works are estimated to cost \$30,000 funded 50/50 by a grant from Transport for NSW's Active Transport Program and Council, as approved by Council on 26 May 2015.

CONCLUSION

In response to the local community, a pedestrian refuge crossing is proposed on Paddy Miller Avenue with associated signage and line marking in accordance with relevant standards. The crossing will enhance pedestrian access in the precinct and it is recommended that the Committee supports the proposal.

RECOMMENDED

The Local Traffic Committee recommends that Council approves the regulatory signs and line marking on Paddy Miller Avenue, Currans Hill, as shown on Drawing No. 2015-030 Sheet 1, incorporating:

- i. the construction of a pedestrian refuge with the associated line marking and signposting (R2-3(L)); and**
- ii. installation of No Stopping (R5-400) restrictions associated with the facility.**

ATTACHMENTS

1. Paddy Miller Avenue, Currans Hill - Signage and Linemarking



LTC04

LOCAL TRAFFIC COMMITTEE

LTC04

SUBJECT: HARTLEY ROAD, SMEATION GRANGE - PROPOSED PEDESTRIAN CROSSING AND ASSOCIATED SIGNAGE AND LINEMARKING

FROM: Manager Infrastructure Planning

TRIM #: 15/347395

PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for signage, linemarking and devices associated with the construction of a pedestrian refuge within the existing medial on Hartley Road, Smeaton Grange.

BACKGROUND

In 2014 Camden Council adopted the revised Pedestrian Access and Mobility Plan (PAMP) which identified a potential crossing facility through the existing median on Hartley Road as a Priority 1. Council has been successful in receiving funding from Transport for NSW towards construction of the facility and a detailed design has been prepared.

MAIN REPORT

A pedestrian facility was incorporated into the PAMP on Hartley Road to improve access to bus stops and Magdalene Catholic High School for residents of Currans Hill.

The attached drawings 2015-032 Sheets 1 (**Attachment 1**) provide details of the proposed refuge gap to be provided within the existing median, kerb works and associated signage (R5-400 and R2-3(L)).

The plan is considered to be in accordance with Austroads, Australian Standards and RMS supplements for the placement of regulatory signage and line marking. It is recommended that the committee supports these measures.

As there are no property frontages on this section of Hartley Road, public consultation has not been undertaken.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

The works are estimated to cost \$30,000 funded 50/50 by a grant from Transport for NSW's Active Transport Program and Council, as approved by Council on 26 May 2015.

CONCLUSION

A pedestrian crossing is proposed on Hartley Road with associated signage and linemarking in accordance with relevant standards. The crossing will enhance pedestrian access in the precinct and it is recommended that the Committee supports the proposal.

RECOMMENDED

The Local Traffic Committee recommends that Council approves the regulatory signs and line marking on Hartley Road, Smeaton Grange, as shown on Drawing No. 2015-032 Sheet 1, incorporating:

- i. the construction of a pedestrian refuge; and
- ii. installation of No Stopping (R5-400) restrictions associated with the facility.

ATTACHMENTS

1. Hartley Road Smeaton Grange - Signage and Line Marking

LOCAL TRAFFIC COMMITTEE

LTC05

LTC05

SUBJECT: SOUTHDOWN ROAD, ELDELSLIE - PROPOSED ROUNDABOUT AT THE INTERSECTION OF IRVINE STREET AND KERRIGAN CRESCENT

FROM: Manager Infrastructure Planning

TRIM #: 15/348355

PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for signage, line marking and devices associated with the construction of a new roundabout in Southdown Road, Elderslie.

BACKGROUND

Camden Council regularly reviews opportunities for improvements for road safety, traffic and parking management to meet growing demands. The construction of roundabout at the intersection of Southdown Road, Irvine Street and Kerrigan Crescent has been identified as an initial priority.

MAIN REPORT

The Engineering Drawing No. 110177/CC202 Rev. B prepared by J. Wyndham Prince Consulting provides details of the proposed signage and line marking (**Attachment 1**) associated with the proposed roundabout. They are:

- A single-lane roundabout and its associated signage and marking
- No Stopping restrictions on all corners of roundabout
- 20 metres of BB lines on all legs of roundabout

The plans comply with the requirements of Council including swept paths for right turning buses and are considered in accordance with relevant Standards. It is therefore recommended that the Local Traffic Committee gives concurrence to this facility with associated signage and linemarking.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

The design and construction cost of this roundabout will be funded from S94 Contribution Plan for Elderslie. It is proposed that long term maintenance of the sign posting and line marking will be funded through the RMS Block Grant.

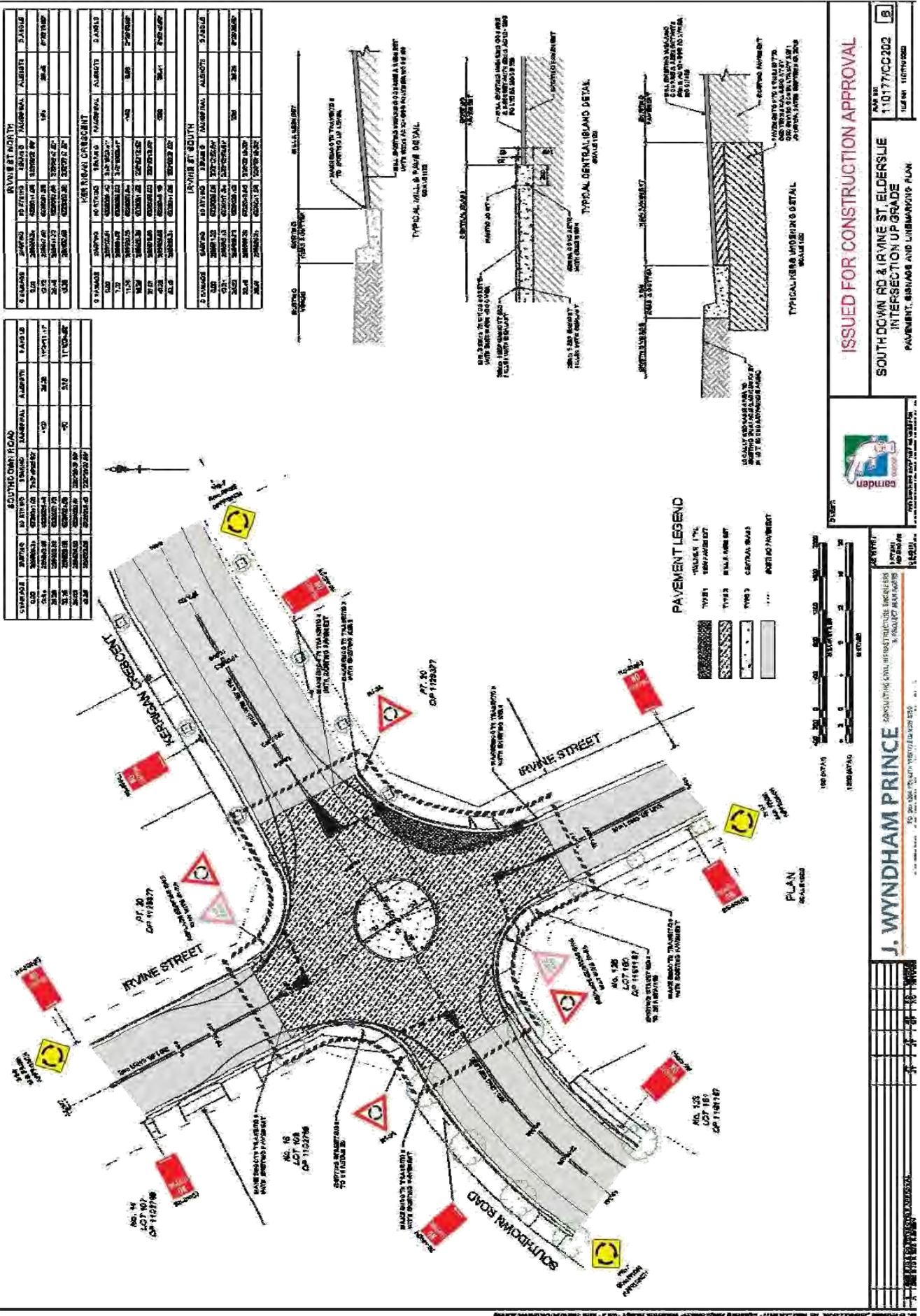
RECOMMENDED

The Local Traffic Committee recommends that Council approves the regulatory signs and line marking for the construction of roundabout at the intersection of Southdown Road, Irvine Street and Kerrigan Crescent, Elderslie, as shown on Engineering Drawing No. 110177/CC202 Rev. B.

ATTACHMENTS

1. Local Traffic Committee 16 February 2016 -Attachment 1 - Southdown Road





LOCAL TRAFFIC COMMITTEE

LTC06

LTC06

SUBJECT: ARGYLE STREET, CAMDEN - SIGNAGE, LINEMARKING AND KERB ALIGNMENTS ASSOCIATED WITH UPGRADE WORKS STAGE 1B

FROM: Manager Infrastructure Planning

TRIM #: 16/26952

PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for the installation of signage, line marking and devices associated with the Camden Town Centre Enhancement works - Stage 1B.

BACKGROUND

Council is undertaking infrastructure improvements in Argyle Street, Camden. The purpose of this report is to seek concurrence from the Local Traffic Committee for the installation of signage, line marking and devices associated with these works.

MAIN REPORT

Signage, line marking and kerb alignments plans associated with the Camden Town Centre Enhancement Works Stage 1B have been prepared by Council in the location highlighted on **Attachment 1**.

The Engineering Drawing No. 2015-031, sheet 21 and 22 provide details of the proposed signage and line marking (**Attachment 2**). The plans incorporate:

- footpath widening on both sides with amended lane and parking widths, specifically:
 - 2.6 metre wide parking bays;
 - 3.3 metre wide kerbside lane;
 - 3.1 metre wide median lane;
- marked parking bays on Argyle Street; and
- upgrade of the existing zebra crossing to a signalised pedestrian crossing.

The plans are considered to comply with the requirements of Council and in accordance with relevant Standards subject to:

- All Traffic Left (R2-14L) sign being installed on Argyle Street opposite Hill Street

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

The installation of traffic signals, kerbs, signage and linemarking is being funded through grant funding from the Western Sydney Infrastructure Plan Local Roads Package. Council is also making a funding contribution to the overall Camden Town Centre Enhancement project.



CONCLUSION

Council is undertaking infrastructure improvements in Argyle Street, Camden. The current stage of works incorporates upgrading existing mid-block zebra to a signalised pedestrian crossing, footpath widening on both sides with amended lane widths and minor amendments to parking restrictions to reflect new kerb extensions.

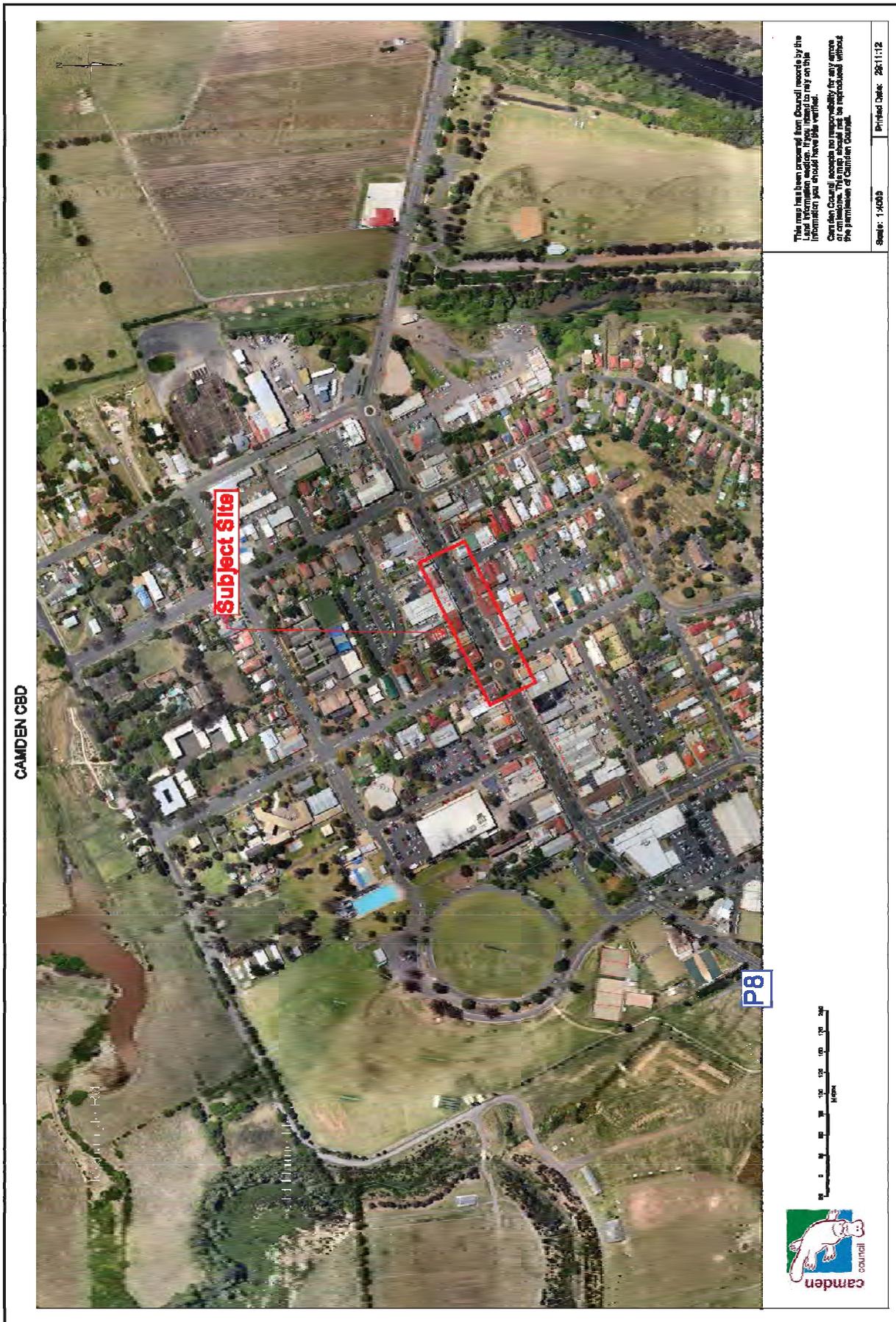
RECOMMENDED

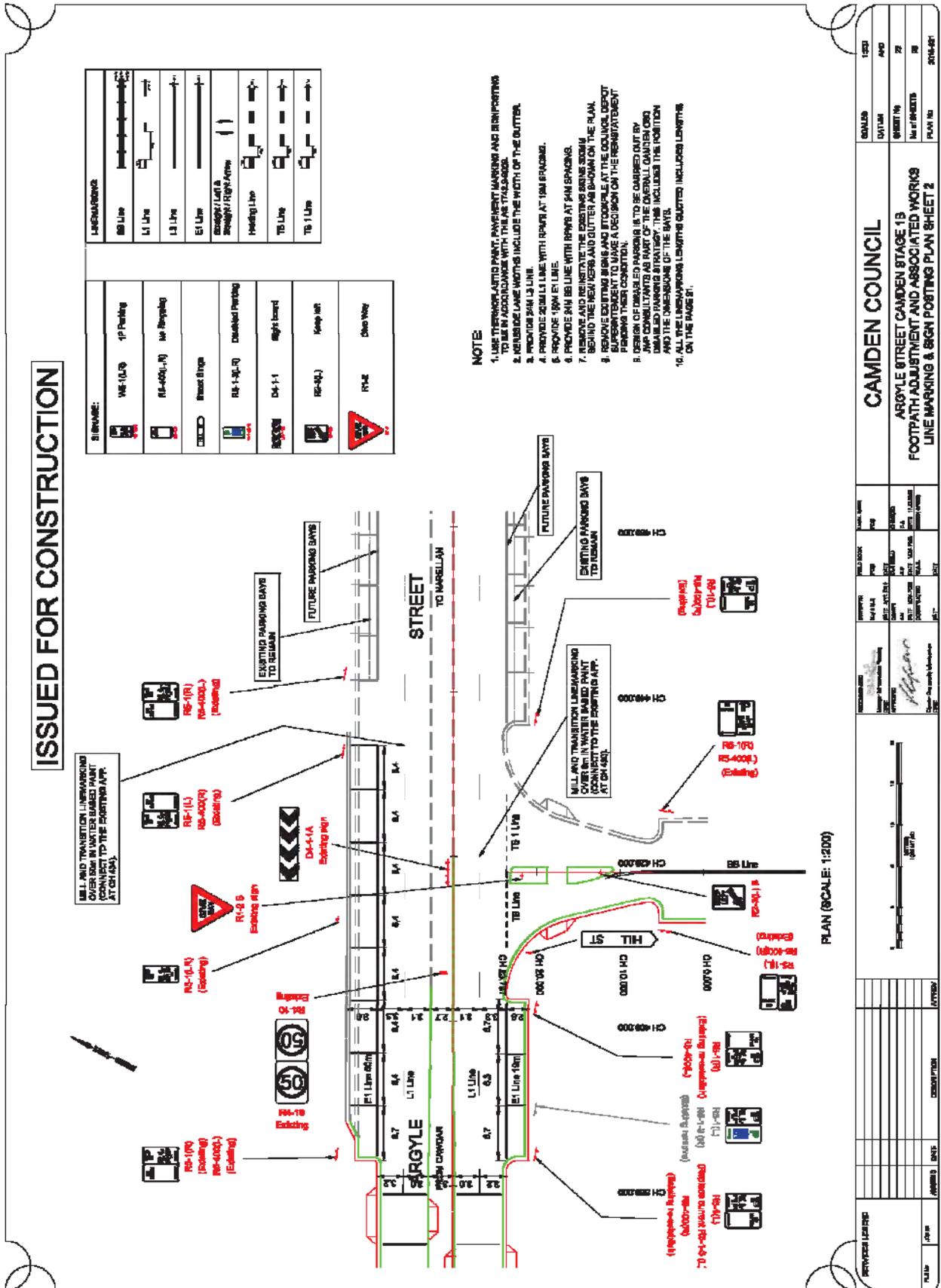
The Local Traffic Committee recommends that Council approves the signs, linemarking and devices in Argyle Street, Camden, as shown on Plan No. 2015-031 sheet 21 and 22, associated with Camden Town Centre Enhancement Works Stage 1B subject to:

- i. an All Traffic Left (R2-14L) sign being installed on Argyle Street opposite Hill Street.**

ATTACHMENTS

1. Argyle Street, Camden - Topographic
2. Argyle Street, Camden - Signage and Linemarking





LOCAL TRAFFIC COMMITTEE

LTC07

SUBJECT: LODGES ROAD, ELDESLIE - EXTENSION OF NO STOPPING RESTRICTION

FROM: Manager Infrastructure Planning

TRIM #: 15/268108

PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for the extension of a No Stopping restriction on the southern side of Lodges Road, Elderslie, east of the driveway to Baptist Care Angus Bristow Village.

BACKGROUND

Following a request from a visitor of Baptist Care Angus Bristow Village for an extension of No Stopping restrictions at the access to the village, Council undertook an assessment and agreed to extend the existing restrictions a further 5 metres.

MAIN REPORT

Council has been contacted by a visitor of Baptist Care Angus Bristow Village raising concerns about visibility for vehicles exiting the access driveway onto Lodges Road. It is stated that drivers in the village are experiencing difficulty exiting the driveway due to parked vehicles on the southern side of Lodges Road east of the driveway. It is requested that the existing no stopping restrictions at this location be extended further.

An assessment has been undertaken and it was considered that the existing no stopping restrictions at this location are in accordance with a requirement of current Australian Standards. It is therefore considered that the extension of this no stopping restriction is not warranted at this time. However, given the nature of users of this driveway (elderly people), it is proposed to extend the current restrictions by a further 5 metres.

The complainant and Manager of Baptist Care Angus Bristow Village (on behalf of the residents of Angus Bristow Village) has been consulted on the proposal. Below are summaries of the responses:

- The Manager of the village advised that *“The residents of Angus Bristow Village are in favour of the extending the existing No stopping restrictions east of the driveway by a further 5 metres.”*
- The complainant advised that *“I do believe this extension should be more in the area of a further 5 metres. Not being familiar with the methodology used by your assessing staff, may I suggest the only way a more accurate determination would be to park a van or 4 Wheel Drive at the designated location, then physically drive out of Angus Bristow Village as we do to ascertain a more accurate determination of the positioning of the sign”*

Council’s comments

Clause 3.2.4 of AS2890.1 – 2004 Off Street Car Parking provides guidelines to undertake a sight distance assessment at access driveway exits for domestic property.

Based on the above, the existing no stopping restrictions at the subject driveway complies with the requirement of Australian Standards. However, it should be noted that this sight distance requirement is based on a 5 second gap in traffic and a 1.5 second reaction time.

As the subject driveway is mainly used by elderly people who may have a slower reaction time and poorer eyesight, it is therefore proposed to extend the current no stopping restrictions east of the driveway by a further 5 metres to assist in exiting the driveway onto Lodges Road more comfortably.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

The estimated cost of the recommended work is \$150. It is proposed that the cost be funded from the RMS Block Grant (Traffic Facilities Component) for the 2015/16 financial year. Long term maintenance of the sign posting will be funded through the RMS Block Grant.

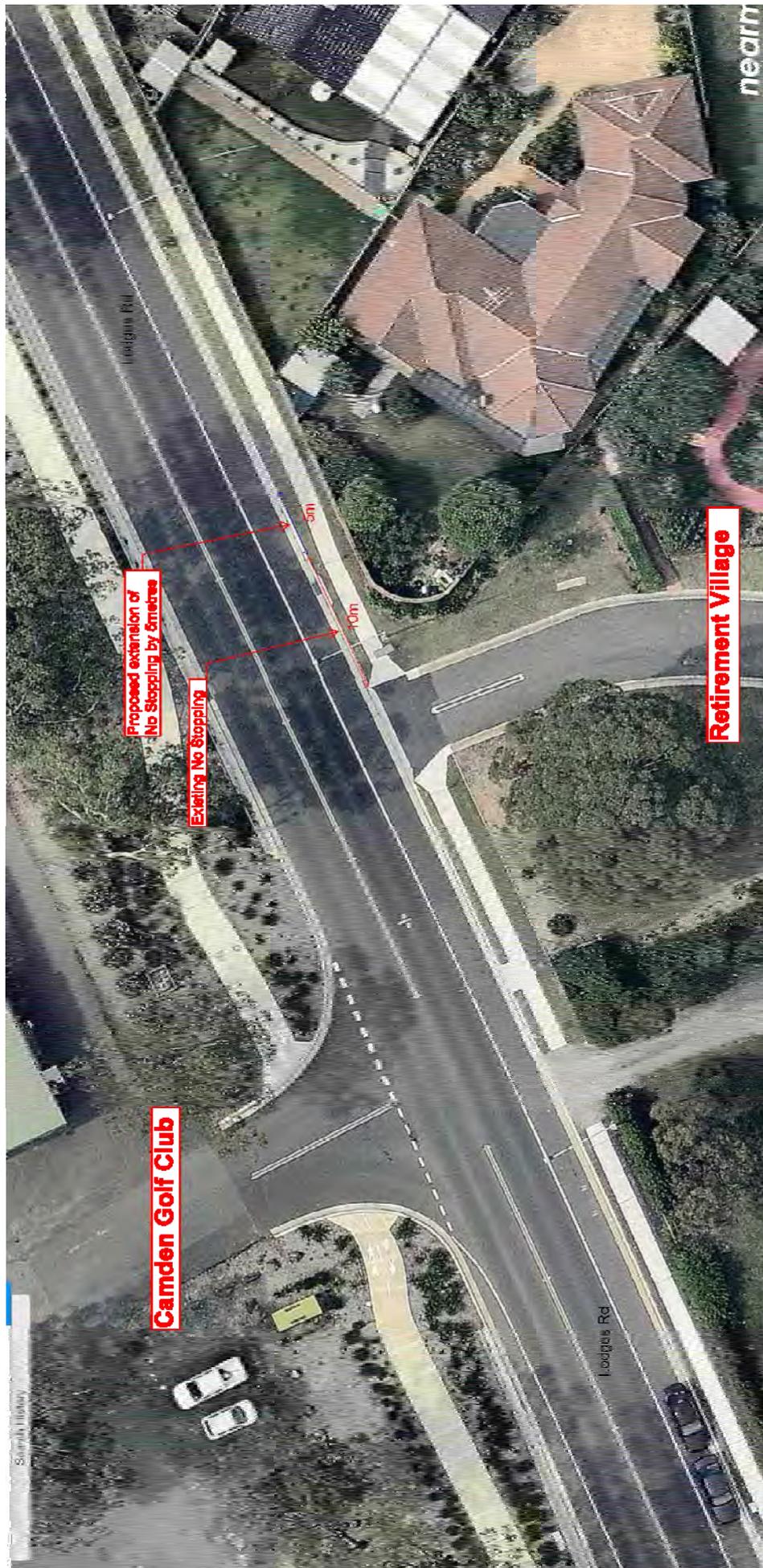
RECOMMENDED

The Local Traffic Committee recommends: that Council approves the extension of the existing No Stopping restrictions (R5-400) on the southern side of Lodges Road, Elderslie, east of the driveway to Baptist Care Angus Bristow Village by a further 5 metres.

ATTACHMENTS

1. Lodges Road Elderslie - Topographic

Attachment 1 LTC07





LOCAL TRAFFIC COMMITTEE

LTC08

LTC08

SUBJECT: EXETER STREET, CAMDEN - NO STOPPING RESTRICTIONS AND DOUBLE BARRIER LINES AT THE INTERSECTION OF JOHN STREET
FROM: Manager Infrastructure Planning
TRIM #: 15/300135

PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for the introduction of No Stopping restrictions and double barrier lines on Exeter Street, Camden at the intersection of John Street.

BACKGROUND

The Camden Town Farm Committee has requested that consideration be given to the introduction of parking restrictions at the intersection of Exeter Street and John Street, Camden to facilitate traffic flow at this location during special events at the Town Farm.

MAIN REPORT

A concern has been raised by the Camden Town Farm Committee regarding road safety at the intersection of Exeter Street and John Street, Camden during special events at the Town Farm. Due to heavy traffic movements at times (particularly during events at the farm or elsewhere) and the narrowness of Exeter Street at this location, drivers experience difficulties negotiating the intersection safely. Drivers are sometimes forced to drive on to the wrong side of road to avoid parked vehicles. This practice creates a road safety concern and it has been requested that parking restrictions be placed at this location to address this issue.

Council has investigated the concerns raised, and in close consultation with the Camden Town Farm Committee, proposes that No Stopping restrictions and a double barrier line be installed at the Exeter Street and John Street intersection as shown in **Attachment 1**.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

The estimated cost of the recommended signage is \$1,000. It is proposed that the cost be funded from the RMS Block Grant (Traffic Facilities Component) for the 2015/16 financial year. Long term maintenance of the sign posting will be funded through the RMS Block Grant.

CONCLUSION

In response to the Camden Town Farm Committee, signage and linemarking is proposed at the intersection of John Street and Exeter Street in accordance with relevant standards. These measures will improve sightlines and guide drivers, and it is recommended that the Committee supports the proposal.



RECOMMENDED

The Local Traffic Committee recommends that Council approves:

- i. 50 metres of BB line marking on Exeter Street at its intersection with John Street;
- ii. Exeter Street – North side
 - a. 60 metres of No Stopping restrictions (R5-400).
- iii. Exeter Street – South Side
 - a. 20 metres of No Stopping restrictions (R5-400) immediately east of John Street intersection; and
 - b. 17 metres of No Stopping restrictions (R5-400) immediately west of John Street intersection.
- iv. John Street – East side
 - a. 7 metres of No Stopping restrictions (R5-400) immediately south of Exeter Street intersection.
- v. John Street - West side
 - a. 10 metres of No Stopping restrictions (R5-400) immediately south of Exeter Street intersection.

ATTACHMENTS

1. Local Traffic Committee 16 February 2016 -Attachment 1 - Exeter Street



LTC08

Attachment 1



Scale: 1:1000



This sign has specific requirements from Council records that it must be replaced with a new one if you need to apply for information you must have the record.

Camden Council is not responsible for errors or omissions. This sign should not be used.



LOCAL TRAFFIC COMMITTEE

LTC09

SUBJECT: LOCAL BEHAVIOURAL PROGRAMS**FROM:** Manager Infrastructure Planning**TRIM #:** 15/348557

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 2015/2016 financial year.

MAIN REPORT

Project	Target Issue	Current Status
RBT Plan B Campaign	Drink Driving <i>To educate and inform the community about the dangers of drink driving, to influence responsible road safety behaviour, and to work with the Camden LAC to reduce the incidence of drink driving.</i>	CRSO continues to work with Camden Highway Patrol and the Camden Liquor Accord on coordinated approaches to reducing the incidence of drink driving. Information continues to be distributed to licensed premises in order to get the drink drive message across to the community. Mobile Drug Testing is now also a priority, with heightened Police operations being held.
Drive 2 Stay Alive – Year 11 Students	Young drivers <i>In-school program designed to provide road safety awareness to Year 11 students in Term 3 to reduce the incidence of casualty and fatality crashes in young drivers. The sessions include information about highway policing, drug and alcohol impairment, licensing and heavy vehicle awareness.</i>	Scheduling is completed for 2016 with all target schools booked. Dates are as follows: <ul style="list-style-type: none">• Mount Annan Christian College – 24 August 2016• Mount Annan High School – 21 September 2016• Elizabeth Macarthur High School – 19 September 2016• Magdalene Catholic High School – 5 August 2016 Some of the presentations are being updated following feedback last year. It is hoped that this will improve message cut-through.

Project	Target Issue	Current Status
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. All primary schools were sent information regarding the School Safety Program at the beginning of Term One. Programming for the formal program roll out is currently in the planning stage.
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 Highway Patrol to address speed complaints from residents. CRSO continues to forward any resident speed or traffic complaints to Camden LAC Traffic Services and Highway Patrol for investigation as necessary. A joint Speed program is being undertaken with Campbelltown City Council and Camden Highway Patrol. Local streets with perceived speed issues have had speed counts undertaken. This data has been passed onto Police for possible enforcement where appropriate. Additionally, variable message sign placement at these sites is now being investigated.
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 last child restraint fitting and checking day was held in December 2015. The next child restraint fitting and checking day is scheduled to be held on 3 March 2016 and is currently approximately 80% booked.
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>	The next workshop is tentatively booked for April 2016 and will be run in partnership with Campbelltown City Council. This event will be promoted through schools, in local newspaper advertising and at the Drives for Learners in Macarthur – Log Book Run events.

Project	Target Issue	Current Status
Log Book Run (LBR) – Drives for Learners In Macarthur	Young drivers <i>Increase on-road experience obtained by learner drivers and disseminate road safety messages and resources</i>	The last Day Log Book Run event was held in December 2015. The next Day Log Book Run is scheduled to be held on Sunday 20 March 2016. The event will be promoted in local newspapers, in Let's Connect and on Council's website.
Community Safety Plan	General community safety <i>Identify and introduce community safety programs and initiatives in the Camden LGA as appropriate.</i>	CRSO continues to work on identifying and implementing community safety programs, audits and works as appropriate. CRSO continues to work with the Camden Police Crime Prevention Officer to monitor and address community safety issues as they arise.
Park Smart	Community safety, Steal from Motor Vehicle offences	Scheduling has been undertaken for the 2016 rollout of the program with Leppington Station being targeted on 3 March 2016. More sites will be identified and scheduled shortly.
Camden Liquor Accord	Drink Driving, community safety, alcohol related issues <i>Implementing programs and educating the community to reduce the incidence of alcohol related problems, drink driving and antisocial behaviour.</i>	CRSO continues to work through the Camden Liquor Accord to implement and address community and road safety issues related to alcohol consumption. The last Camden Liquor Accord meeting was held on 9 February 2016.
Bike Safety Awareness Program	Bike safety <i>To promote safe cycling. A bike safety education program aimed to teach best safety practices when riding a bicycle.</i>	The bike safety course is scheduled to be held as part of Camden Play Day, on 22 May 2016. Further cycling education and programs are currently being considered, subject to funding availability.
Seniors Safety Morning Teas	Seniors Safety – Pedestrian safety <i>Partnership with Camden Police and Barnes Driving School to promote and educate regarding best practice pedestrian and personal safety and licensing conditions for older drivers</i>	Scheduling for 2016 is currently underway. Council's Seniors Officer is liaising with community groups to book future dates.
Graffiti Education	Graffiti prevention, community safety, young people <i>To assist in the reduction of graffiti offences through early intervention education</i>	Scheduling is underway for 2016, with 5 of the 8 applicable high schools currently booked in. The program presenter is working on booking in the other schools.

Project	Target Issue	Current Status
Traffic Offenders Program	Driving offenders, speed and drink driving offenders, general road safety improvement. <i>To reduce the incidents of recidivist driving offences and to educate driving offenders to reduce re-offending.</i>	Both the Smart Driving Program and the PCYC Traffic Offenders Intervention Program (TOIP) continued to be held, with a presentation on “Low Risk Driving” delivered by the CRSO. The Smart Driving Program runs once per month, and the PCYC TOIP runs bi-monthly. Both programs are conducted on a Saturday.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

Program funding has been allocated in 2015/2016 through Roads and Maritime Services grant funding (\$11,000 excluding GST) with a contribution from Council (\$25,000 excluding GST).

RECOMMENDED

That Council receives and notes the Local Behavioural Programs report for February 2016.

LOCAL TRAFFIC COMMITTEE

LTC10

SUBJECT: PERMANENT ITEMS
FROM: Manager Infrastructure Planning
BINDER: 16/9611

(i) Bike Plan

The Cycling Advisory Group met on 5 November 2015. The meeting scheduled for February 2016 was postponed in order for work on the Bike Plan to be progressed for further discussion.

2015/2016 Program

Council is progressing with a review of the Bike Plan in 2015/16 match funded by the Transport for NSW Active Transport Program.

2016/2017 Program

Council has made a submission for a shared path between The Northern Road and Stewart Street.

(ii) Pedestrian Access and Mobility Plan (PAMP)

2015/2016 Program

The footpath construction program is underway in 2015/16 with paths completed in Smeaton Grange Road and Hartley Road, Smeaton Grange, facilitating access to Magdalene Catholic High School. Works are complete on Crookston Drive and programmed for Remembrance Driveway and Bowman Avenue.

Council is progressing the following pedestrian projects in 2015/16 match funded by the Transport for NSW Active Transport Program and Safer Roads Program:

- Narellan CBD Public Domain Plan – consultant brief drafted
- Paddy Miller Avenue Pedestrian Refuge (Currans Hill) – design complete
- Hartley Road Pedestrian Refuge (Smeaton Grange) – design complete
- Stenhouse Drive Pedestrian Crossing Upgrade (Mount Annan) – project complete

2016/2017 Program

Council has made the following submissions:

- Macarthur Road (north) Pedestrian Refuge
- Cawdor Road Pedestrian Refuge
- Murray Street Public Domain Plan

(iii) Black Spot Identification/Evaluation/Treatment

2015/2016 Program

Council is progressing the following Black Spot projects in 2015/16 funded by the Australian Government:

- Roundabout at Elizabeth Street / Mitchell Street, Camden – design complete
- Shoulder improvement, signage and line marking for a section of Allenby Road, Rossmore – construction underway

2016/2017 Program

Council has made the following submissions:

- Deepfields Road, Catherine Field – works include but are not limited to:
 - installation of a sealed shoulder greater than 1 metre
 - construction of a Right Turn Bay at Deepfields Road / Chisholm Road
 - construction of a Right Turn Bay at Deepfields Road / Catherine Fields Road
 - installation of curve warning sign, speed advisory signage and guide posts
 - removal of vegetation where appropriate

- Burrangorang Road/ Cawdor Road intersection – works include but not limited to:
 - installation of a Right Turn Bay on Burrangorang Road
 - formalisation of left turn bay on Cawdor Road
 - drainage and kerb works associated with the above upgrades
 - signage and linemarking associated with the above upgrades

(iv) Upcoming Major Works/Events

Location	Date (s)	Major Works / Event
Closure of Springs Road between Macarthur Road and Spring Farm Drive	July 2015 to April 2016	Springs Road reconstruction
Closure of streets within Camden CBD	11 and 12 March 2016	Camden Show

RECOMMENDED

That items (i) to (iv) be noted.



LOCAL TRAFFIC COMMITTEE

LTC11

SUBJECT: SHANNON WAY, ORAN PARK - SIGNAGE AND LINEMARKING
FROM: Manager Infrastructure Planning
TRIM #: 15/275966

ELECTRONIC MEETING ITEM DATE: 16 October 2015

PURPOSE OF REPORT

To document concurrence previously provided by the Local Traffic Committee through an Electronic Meeting for dedication of a one way road in Oran Park.

MAIN REPORT

A Signage and Linemarking plan has been received by Council for a one way road in Oran Park. The location is highlighted on **Attachment 1**. This road is currently under the ownership of Greenfields Development, however, it will be dedicated to Council in the near future.

The Engineering Drawing No. 101 and 102 Rev. 1 prepared by Brown Consulting 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.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2016/1	<p>The Local Traffic Committee recommends that Council approves the regulatory signs and line marking in Shannon Way, Oran Park, as shown on Drawing No. 101 and 102 Rev. 1 subject to:</p> <ul style="list-style-type: none"> i. The installation being completed by the applicant at its cost; ii. All signage being sign size A; and iii. Street lighting levels for devices being in accordance with Australian Standard AS/NZS 1158, subject to further Council approval of the lighting design.

This recommendation was supported unanimously by the four voting members.

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

RECOMMENDED

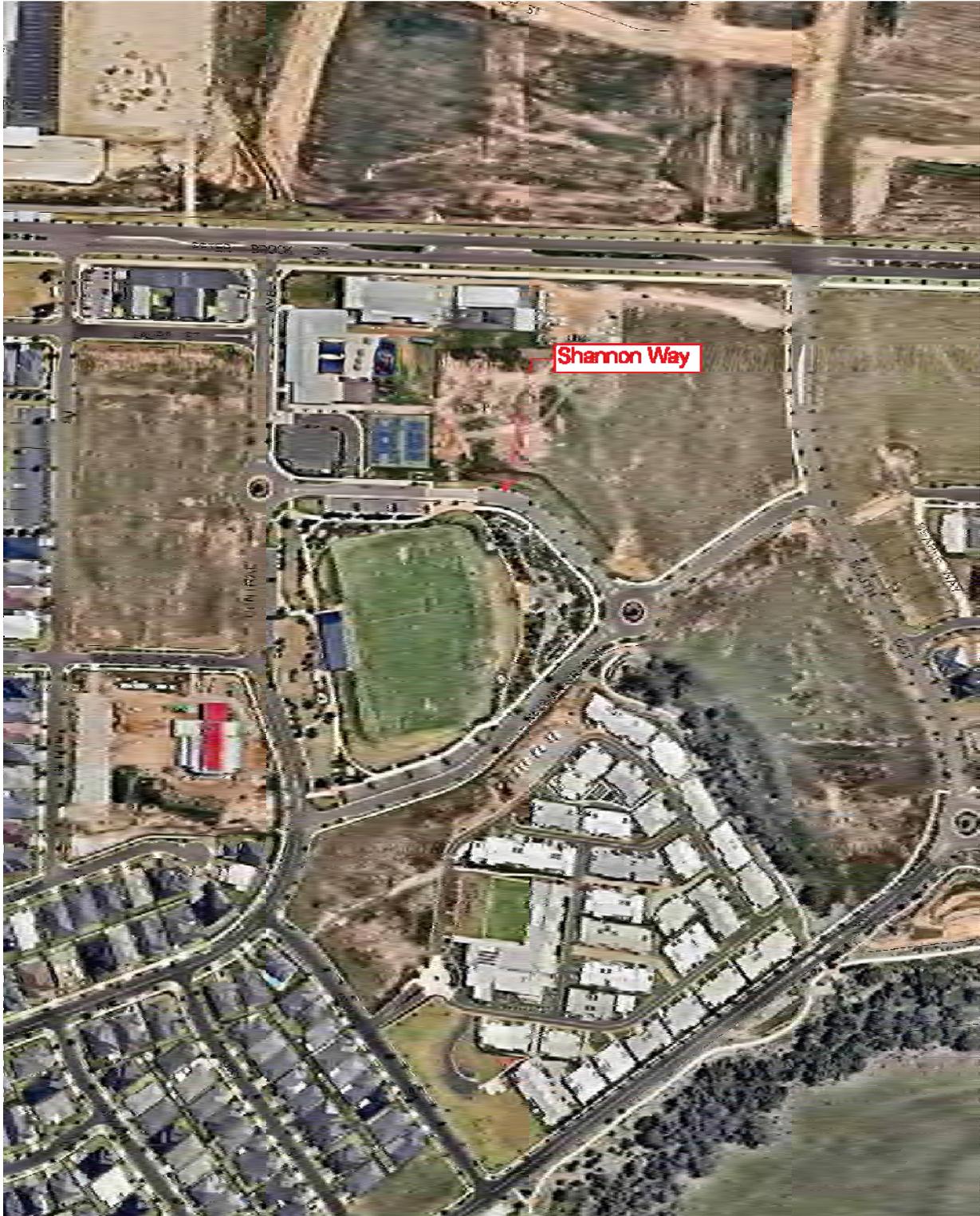
That Council receives and notes the report.

ATTACHMENTS

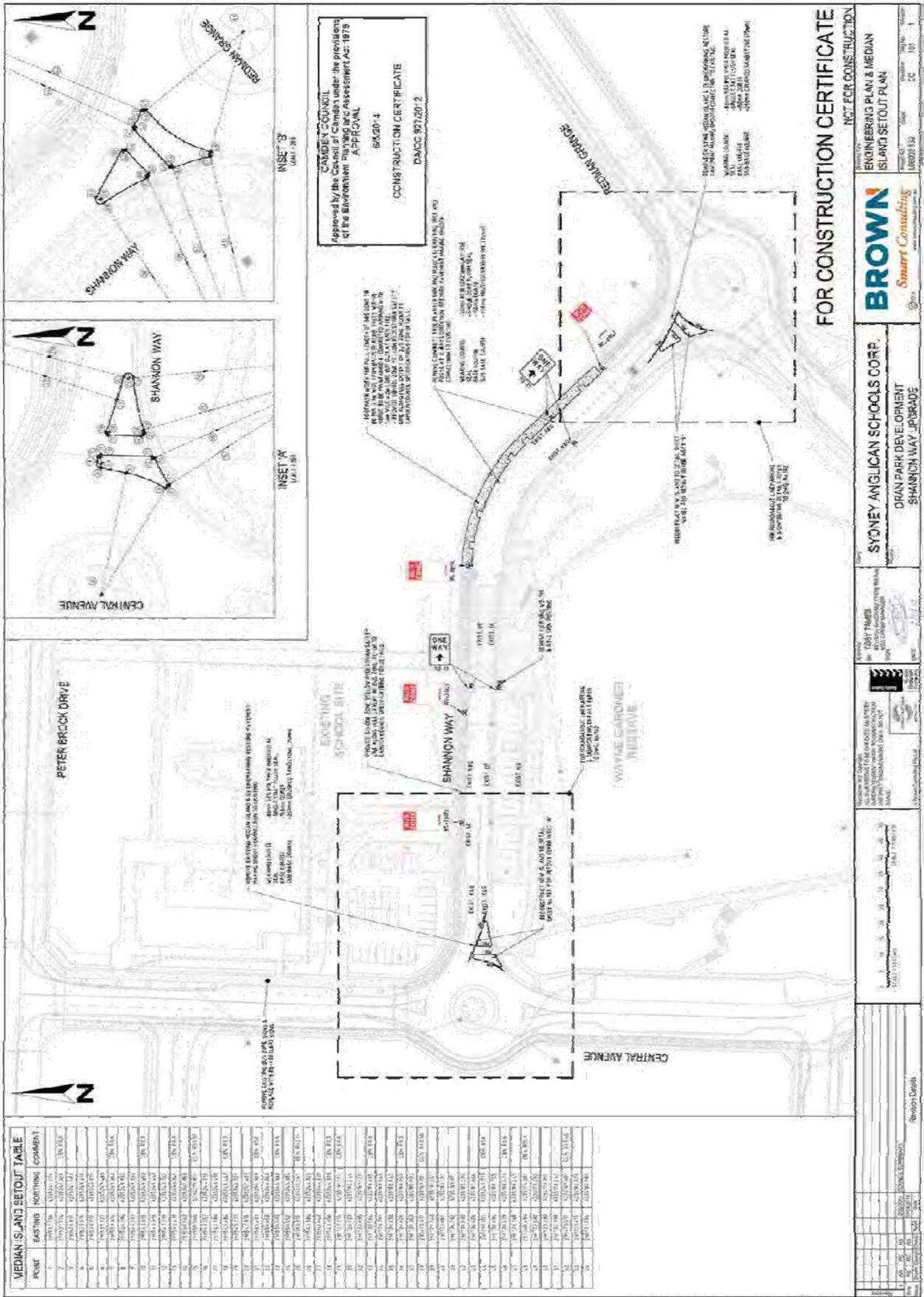
1. Shannon Way Oran Park - Topographic Map
2. Shannon Way Oran Park - Plan

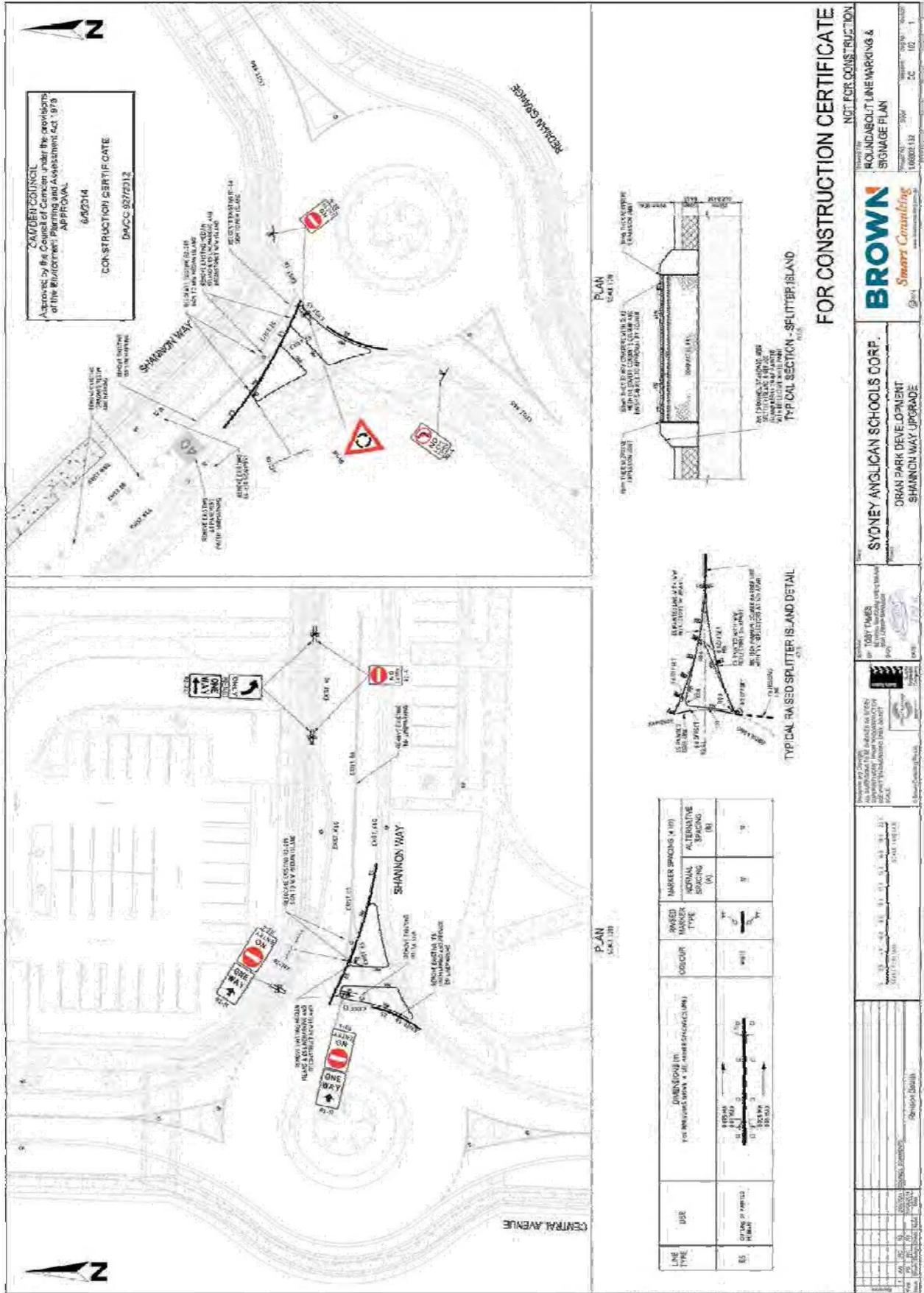
LTC11

Attachment 1




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LOCAL TRAFFIC COMMITTEE

LTC12

LTC12

SUBJECT: STEER ROAD, GREGORY HILLS - REQUEST FOR DESIGNATED ON STREET PARKING FOR HEAVY VEHICLE DRIVER TESTING

FROM: Manager Infrastructure Planning

TRIM #: 16/12889

ELECTRONIC MEETING ITEM DATE: 3 November 2015

PURPOSE OF REPORT

To document concurrence previously provided by the Local Traffic Committee through an Electronic Meeting for designated on street parking in Steer Road, Gregory Hills for use by heavy vehicles who will be undertaking heavy vehicle driver testing by Service NSW.

MAIN REPORT

A request has been received by Council from NSW Service for a designated on street parking for use by heavy vehicles who will be undertaking heavy vehicle driver testing by Service NSW.

The NSW Government created Service NSW in 2013 as part of its Simpler Government Service Plan. The design of Service NSW was strongly influenced by customers who wanted easier access to services, faster service, and a single point of contact to 'tell government once'.

To service the growing Macarthur region, Service NSW is proposing a new Service NSW Centre to be located at Unit 16 - 2 – 64 Steer Road, Gregory Hills (Lot 601 DP1157674). Part of the service offering at the Macarthur Centre includes heavy vehicle driver testing.

To accommodate the heavy vehicle driver testing requirement, Service NSW requires that heavy vehicle driver testing commence on street.

In consultation with RMS's representative and Service NSW, Council has identified a suitable location for heavy vehicle testing bay on Steer Road on the approach side to the driveway into the Service NSW complex. In addition, 10 metres of No Stopping restrictions is also proposed either of the driveway to the NSW Service complex to enhance a line of sight for vehicles exiting the Service NSW car park. **Attachment 1** shows the proposal.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2016/2	<p>Local Traffic Committee recommends that Council approves:</p> <ul style="list-style-type: none"> i. installation of 10 metres of No Stopping sign (R5-400) either side of driveway into 2-64 Steer Road, Gregory Hills; and ii. installation of 25 metres of No Parking “VEHICLES WITH APPLICANTS FOR DRIVING TESTS EXCEPTED” (R5-41-2) on the eastern side of Steer Road, Gregory Hills, immediately



	north of No Stopping.
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This recommendation was supported unanimously by the four voting members.

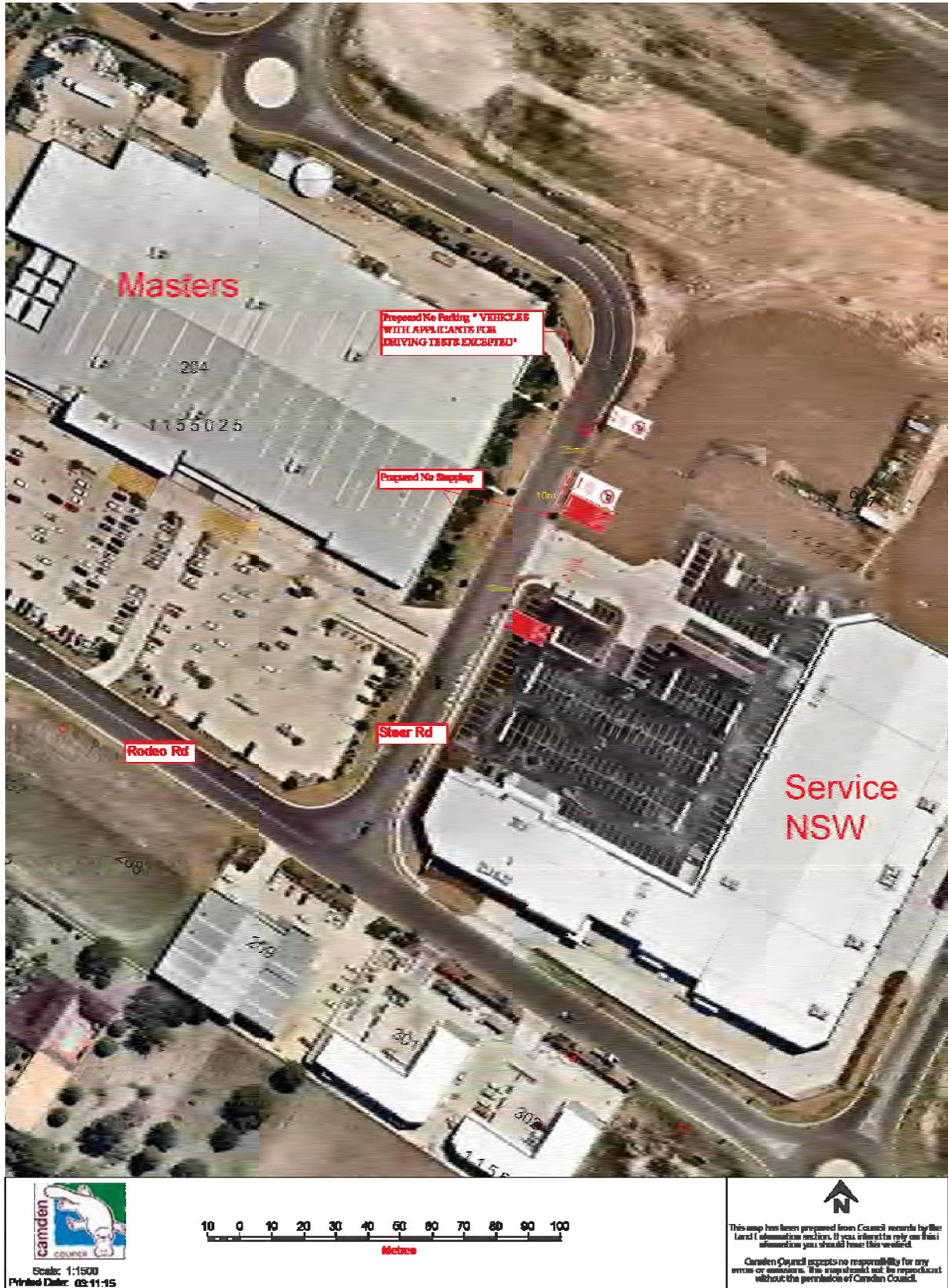
This recommendation has been resolved by a Council Officer under Delegated Authority.

RECOMMENDED

That Council receives and notes the report.

ATTACHMENTS

1. Steer Road Topographic





LOCAL TRAFFIC COMMITTEE

LTC13

SUBJECT: CORDER DRIVE, SPRING FARM - SIGNAGE AND LINEMARKING
FROM: Manager Infrastructure Planning
TRIM #: 16/19659

ELECTRONIC MEETING ITEM DATE: 4 November 2015

PURPOSE OF REPORT

To document concurrence previously provided by the Local Traffic Committee through an Electronic Meeting for the construction of new roads associated with the development of Spring Farm.

MAIN REPORT

A Signage and Linemarking plan has been received by Council for the construction of new road associated with the development of Spring Farm, Precinct 200-CP203 in the location highlighted on **Attachment 1**. This relates to Development Application DA/2013/261.

The Engineering Drawing No. 76744.02.CC001 Rev. D prepared by SMEC Consulting provides details of the proposed signage and line marking (**Attachment 2**). The plans comply with the requirements of Council and in accordance with relevant Standards.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2016/3	<p>The Local Traffic Committee recommends that Council approves the regulatory signs and line marking in Corder Drive, Spring Farm, as shown on Engineering Drawing No. 76744.02.CC001 Rev. D subject to:</p> <ul style="list-style-type: none"> i. The installation being completed by the applicant at its cost; ii. All signage being sign size A; and iii. Street lighting levels for intersections being in accordance with Australian Standard AS/NZS 1158, subject to further Council approval of the lighting design.

This recommendation was supported unanimously by the four voting members.

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

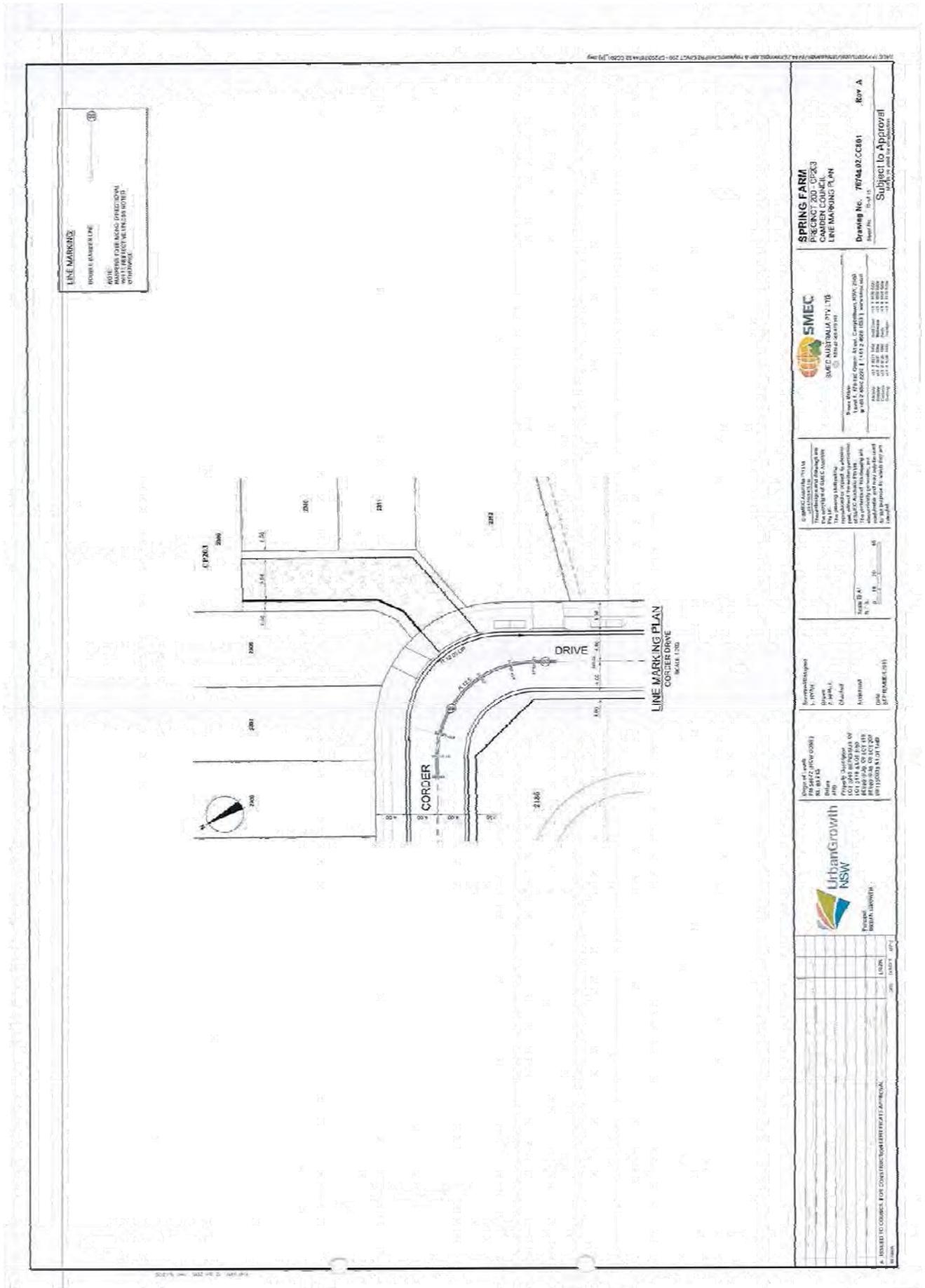
RECOMMENDED

That Council receives and notes the report.

ATTACHMENTS

1. Corder Drive Spring Farm - Subdivision Plan

2. Corder Drive Spring Farm - Signage and Linemarking Plan



LTC13

Attachment 2



LOCAL TRAFFIC COMMITTEE

LTC14

SUBJECT: NORFOLK BOULEVARD, SPRING FARM - SIGNAGE AND LINEMARKING

FROM: Manager Infrastructure Planning

TRIM #: 16/19628

ELECTRONIC MEETING ITEM DATE: 4 November 2015

PURPOSE OF REPORT

To document concurrence previously provided by the Local Traffic Committee through an Electronic Meeting for the construction of new roads associated with the development of Spring Farm, Stage 53, 54 and 55.

MAIN REPORT

A Signage and Linemarking plan has been received by Council for the construction of new roads associated with the development of Spring Farm, Stage 53, 54 and 55 in the location highlighted on **Attachment 1**. This relates to Development Application DA/2014/1201.

The Engineering Drawing No. 76651.01.CC 801 and 76651.01.CC802 Rev. C Rev. C prepared by SMEC Consulting provides details of the proposed signage and line marking (**Attachment 2**). They are:

- Give way sign (R1-2), TB, TB1 and BB line marking at Owens Street / Archer Road intersection.
- All Traffic Left sign (R2-14(L)) on Archer Road at Owens Street.
- Give Way sign (R1-2), TB, TB1 and BB line marking at Derbyshire Road/Norfolk Boulevard intersection and Redcap Street/ Norfolk Boulevard intersection.
- Give Way sign (R1-2), TB, TB1 and BB line marking at Norfolk Boulevard/Springs Road intersection.
- Median Island along Norfolk Boulevard.
- Shared path signage and line marking on the northern side of Norfolk Boulevard.

The plans comply with the requirements of Council and in accordance with relevant Standards.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2016/4	<p>The Local Traffic Committee recommends that Council approves the regulatory signs and line marking in the vicinity of Norfolk Boulevard, Spring Farm, as shown on Engineering Drawing No. 76651.01.CC 801 and 76651.01.CC802 Rev. C Rev. C subject to:</p> <ul style="list-style-type: none"> i. The installation being completed by the applicant at its cost; ii. All signage being sign size A; and iii. Street lighting levels for intersections and devices being in accordance with Australian Standard AS/NZS 1158, subject to further Council approval of the lighting design.

This recommendation was supported unanimously by the four voting members.

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

RECOMMENDED

That Council receives and notes the report.

ATTACHMENTS

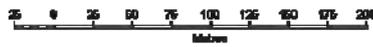
1. Norfolk Boulevard Spring Farm - Topographic
2. Norfolk Boulevard Spring Farm - Signage and Linemarking

LTC14

Attachment 1



Scale: 1:4000
Printed Date: 04/11/15



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LOCAL TRAFFIC COMMITTEE

LTC15

**SUBJECT: GLEDSWOOD HILLS DRIVE, GLEDSWOOD HILLS - STAGE 1
SIGNAGE AND LINEMARKING**
FROM: Manager Infrastructure Planning
TRIM #: 16/12930

LTC15

ELECTRONIC MEETING ITEM DATE: 5 November 2015

PURPOSE OF REPORT

To document concurrence previously provided by the Local Traffic Committee through an Electronic Meeting for the construction of new roads associated with the development of Gledswood Hills.

MAIN REPORT

A Signage and Linemarking plan has been received by Council for the construction of new roads associated with the development of Gledswood Hills by Mirvac in the location highlighted on **Attachment 1**. This relates to Development Application DA/2014/1077/1.

The proposed development includes approximately 587 residential lots with a primary vehicular access provided via a new intersection to Raby Road from Road No.1 (Gledswood Hills Drive). The internal road network will also provide a future connection to the Sekisui House subdivision currently under construction to the west of the site.

Given the relatively undeveloped nature of the area, the current and projected traffic volumes through the proposed new intersection to Raby Road are not sufficient to meet the minimum requirements to warrant the signalisation of the intersection until the development reaches the first 100 lots. A seagull arrangement and Stop control has therefore been proposed until such time as traffic signals are installed.

It should be noted that this proposed new intersection to Raby Road is located almost entirely within Campbelltown Local Government Area (LGA). The Developer has therefore been asked to seek approval from Campbelltown City Council for any works within their LGA.

The Engineering Drawing No. 701 Rev.03 page 1 to 4 prepared by Calibre Consulting provides details of the proposed signage and line marking associated with Stage 1 and 2 (**Attachment 2**). They are:

- Stop sign(R1-1) and associated marking at the intersection of Road No. 01 and Raby Road;
- Shared path signage and marking on eastern side of Road No.01;
- Give Way sign (R1-2) and associated marking at the intersection of Road No.19 and Road No.01;
- Roundabout at the intersection of Road No.01 & Road No.08; Road No. 01 & Road No.03 and Road No.01 & Road No.12; and
- No Right turn sign (R2-6R) at the intersection of Road No. 01 and unnamed road.



The plans comply with the requirements of Council and in accordance with relevant Standards.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2016/5	<p>The Local Traffic Committee recommends that Council approves the regulatory signs and line marking as shown on Engineering Drawing No. 701 Rev.03 page 1 to 4 subject to:</p> <ul style="list-style-type: none"> i. The developer to obtain approval from Campbelltown City Council for any works within its LGA; ii. The installation being completed by the applicant at its cost; iii. All signage being sign size A; and iv. Street lighting levels for intersections being in accordance with Australian Standard AS/NZS 1158, subject to further Council approval of the lighting design.

This recommendation was supported unanimously by the four voting members.

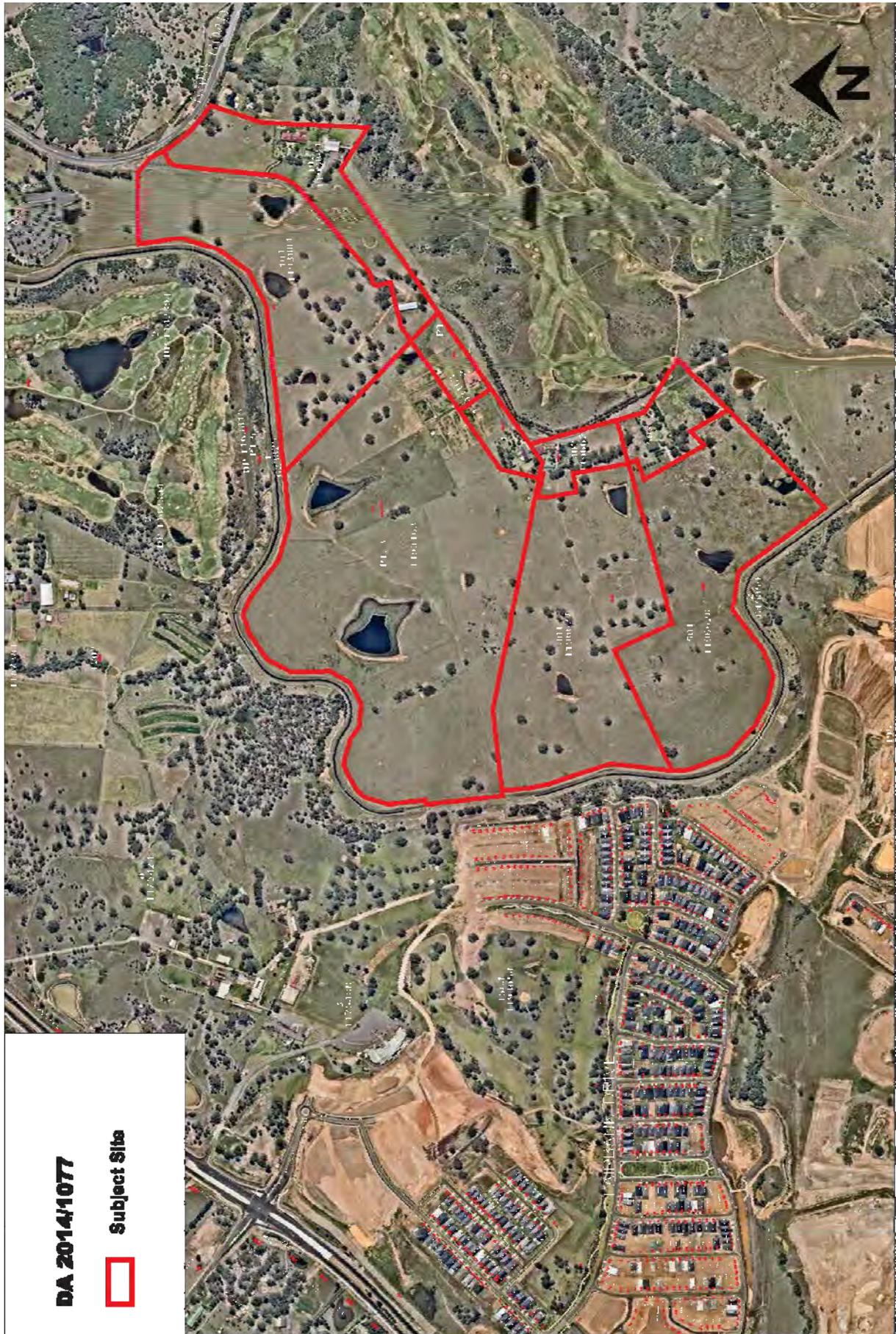
This recommendation has been resolved by a Council Officer under Delegated Authority.

RECOMMENDED

That Council receives and notes the report.

ATTACHMENTS

1. Raby Road Gledswood Hills - Topographic
2. Raby Road Gledswood Hills - Plan



LTC15

Attachment 1



LOCAL TRAFFIC COMMITTEE

LTC16

SUBJECT: RICHARDSON ROAD, SPRING FARM - NEIGHBOURHOOD CENTRE SIGNAGE AND LINEMARKING
FROM: Manager Infrastructure Planning
TRIM #: 16/19597

ELECTRONIC MEETING ITEM DATE: 6 November 2015

PURPOSE OF REPORT

To document concurrence previously provided by the Local Traffic Committee through an Electronic Meeting for the reconstruction of a section of Richardson Road between Greenhill Street and Springs Road and the construction of new roads associated with the development of Spring Farm.

MAIN REPORT

A Signage and Linemarking plan has been received by Council for the reconstruction of a section of Richardson Road, Spring Farm, between Greenhill Street and Springs Road and the construction of new roads associated with the development of Spring Farm. This relates to Development Applications DA/2014/861/1 and DA/2013/541.

The proposed developments as shown in **Attachment 1** include:

- Western side of Richardson Road - DA/2013/541 - Construction of a shopping centre containing a supermarket, commercial/retail tenancies and associated site works.
- Eastern side of Richardson Road - DA/2014/861 - Construction of 43 dwellings, public reserve, commercial lot, Community facilities lot and 1 residue lot, new roads and associated site works.

The Engineering Drawing Nos. NA82013004-010 C2049 Rev.04 and NA82013004-010 C2050 Rev.04 prepared by Cardno Consulting provide details of the proposed signage and line marking (**Attachment 2**). The plans comply with the requirements of Council and in accordance with relevant Standards subject to the minor amendments as identified on the plans. Due to a warrant not able to be justified for the new zebra crossing the RMS Representative did not give concurrence to the facility. However, Council has requested that lighting levels be to zebra crossing standards to facilitate future installation, if warranted.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2016/XX	<p>The Local Traffic Committee recommends that Council approves the regulatory signs and line marking in the vicinity of Richardson Road, Spring Farm, as shown on Engineering Drawing No. NA82013004-010 C2049 Rev.04 and NA82013004-010 C2050 Rev.04 subject to:</p> <p>i. Engineering Drawing Nos. NA82013004-010 C2049 Rev.04 and NA82013004-010 C2050 Rev.04 be amended as per marked up plans shown in Attachment 2;</p>

	<p>ii. Bus Zones on both sides of Richardson Road be in accordance with current Disability Standards for Accessible Public Transport;</p> <p>iii. the zebra crossing on Richardson Road being deleted and replaced with a pedestrian refuge island. However, street lighting levels for this pedestrian refuge island should be lit to zebra crossing requirements;</p> <p>iv. street lighting levels for intersections and devices be in accordance with AS1158 subject to further Council approval of the lighting design;</p> <p>v. installation being completed by the applicant at its cost; and</p> <p>vi. all signage being sign size A.</p>
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This recommendation was supported unanimously by the four voting members.

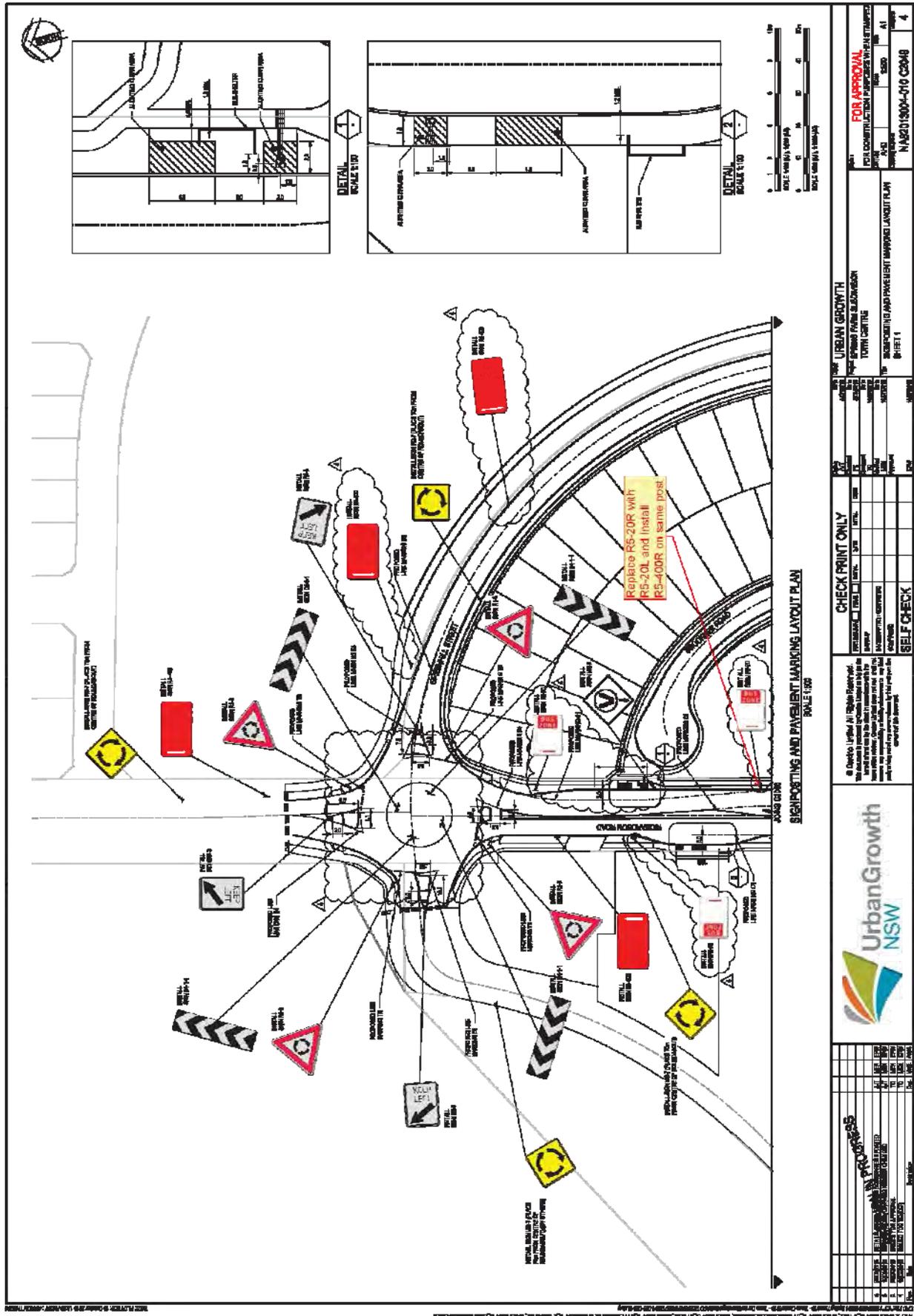
This recommendation has been resolved by a Council Officer under Delegated Authority.

RECOMMENDED

That Council receives and notes the report.

ATTACHMENTS

1. Richardson Road Spring Farm - Topographic
2. Richardson Road Spring Farm - Signage and Linemarking



Attachment 2

LTC16



LOCAL TRAFFIC COMMITTEE

LTC17

LTC17

SUBJECT: DONOVAN BOULEVARD, GREGORY HILLS - ST GREGORY'S COLLEGE ROUNDABOUT

FROM: Manager Infrastructure Planning

TRIM #: 16/19569

ELECTRONIC MEETING ITEM DATE: 6 November 2015

PURPOSE OF REPORT

To document concurrence previously provided by the Local Traffic Committee through an Electronic Meeting for the construction of a roundabout and private access roads for St Gregory's College.

MAIN REPORT

A Signage and Linemarking plan has been received by Council for the construction of a roundabout and private access road within the St Gregory's College landholding (see **Attachment 1**). Works proposed are the construction of a roundabout on Donovan Boulevard, internal access roads and extension of Donovan Boulevard to connect with Gregory Hills Drive. This relates to Development Application DA/2015/38/1.

The Engineering Drawing No.210021-CC-161 Rev.04 prepared by Cardno Consulting provides details of the proposed signage and line marking (**Attachment 2**). The plans comply with the requirements of Council and in accordance with relevant Standards.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2016/7	<p>The Local Traffic Committee recommends that Council approves the signage and linemarking associated with the St Gregory's College roundabout on Donovan Boulevard, Gregory Hills, as detailed in Engineering Drawing No. 210021-CC-161 Rev.04 subject to:</p> <ul style="list-style-type: none"> i. installation being completed by the applicant at its cost; ii. all signage being sign size A; and iii. street lighting levels for intersections being in accordance with Australian Standard AS/NZS 1158, subject to further Council approval of the lighting design.

This recommendation was supported unanimously by the four voting members.

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

RECOMMENDED

That Council receives and notes the report.

ATTACHMENTS



-
1. Donovan Boulevard St Gregory's College - Topographic
 2. Donovan Boulevard St Gregory's College - Signage and Linemarking



Scale: 1:10000
Printed Date: 02-11-15



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LTC17

Attachment 1



LOCAL TRAFFIC COMMITTEE

LTC18

LTC18

SUBJECT: EASTON AVENUE, SPRING FARM - SIGNAGE AND LINEMARKING
FROM: Manager Infrastructure Planning
TRIM #: 16/13042

ELECTRONIC MEETING ITEM DATE: 11 November 2015

PURPOSE OF REPORT

To document concurrence previously provided by the Local Traffic Committee through an Electronic Meeting for the construction of new roads associated with the development of Spring Farm.

MAIN REPORT

A Signage and Linemarking plan has been received by Council for the construction of new roads associated with the development of Spring Farm in the location highlighted on **Attachment 1**. This relates to Development Application DA/2012/1189.

The Engineering Drawing No. NA82013004-001 C4705 Rev. E and NA82013004-001 C4706 Rev. F prepared by Cardno Consulting provide details of the proposed signage and line marking (**Attachment 2**).

The plans comply with the requirements of Council and in accordance with relevant Standards.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2016/8	<p>The Local Traffic Committee recommends that Council approves the regulatory signs and line marking on Easton Avenue, Spring Farm, as shown on Engineering Drawing No. NA82013004-001 C4705 Rev. E and NA82013004-001 C4706 Rev. F subject to:</p> <ul style="list-style-type: none"> i. The installation being completed by the applicant at its cost; ii. All signage being sign size A; and iii. Street lighting levels for intersections and devices being in accordance with Australian Standard AS/NZS 1158, subject to further Council approval of the lighting design.

This recommendation was supported unanimously by the four voting members.

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

RECOMMENDED

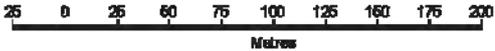
That Council receives and notes the report.

ATTACHMENTS



-
1. Easton Avenue Spring Farm - Topographic
 2. Easton Avenue Spring Farm - Plan



 <p>Scale: 1:3000 Printed Date: 11-11-15</p>	 <p>Metres</p>	 <p>This map has been prepared from Council records by the Land Information section. If you intend to rely on this information you should have this verified.</p> <p>Camden Council accepts no responsibility for any errors or omissions. This map should not be reproduced without the permission of Camden Council.</p>
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LTC18

Attachment 1

LOCAL TRAFFIC COMMITTEE

LTC19

SUBJECT: LIGHT UP CAMDEN 2015 - REVISED TRAFFIC MANAGEMENT PLAN
FROM: Manager Infrastructure Planning
TRIM #: 16/13090

ELECTRONIC MEETING ITEM DATE: 11 November 2015

PURPOSE OF REPORT

To document concurrence previously provided by the Local Traffic Committee through an Electronic Meeting for use of Larkin Place, Camden in addition to current approved Traffic Management Plan for Light Up Camden to be conducted on Saturday 21 November 2015.

MAIN REPORT

A request was received by Council from Camden Chamber of Commerce for use of Larkin Place in addition to current approved Traffic Management Plan for Light Up Camden to be conducted on Saturday 21 November 2015. Revised Traffic Management Plans have been received which incorporate the following elements:

1. **Attachment 1** – John Street and Larkin Place car park

- To assist with setting up of the fair, a section of John Street between Argyle Street and Mitchell Street will be closed to normal traffic operations, from 10am to 11pm. Temporary bus stops will be provided on Mitchell Street at the John Street intersection.
- Larkin Place car park between Elizabeth Street and John Street will be closed from 7am to 11pm. Access for the businesses on Argyle Street that has rear access from Larkin Place will be maintained at all time.

Proposed traffic management arrangements are detailed in the Traffic Control Plan 1, Drawing No. 15174C, Sheet 1 to 2 which remain unchanged.

2. **Attachment 2** - Argyle Street Closure

Closure of:

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

The requested closure time is from 12pm, with the event formally closing by 10pm and the roads reopening by 11pm, allowing time for packing up. Proposed traffic management arrangements are detailed in the Traffic Control Plan 2, Drawing No. 15174C, Sheet 1 to 3.

The relevant documentation has been received by Council for the closure of roads in Camden Town Centre, to celebrate Light Up Camden 2015. Traffic and public transport arrangements have been organised in accordance with the attached plans. It is

therefore recommended that the Local Traffic Committee gives concurrence to this Special Event subject to the conditions detailed in the recommendation.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2016/9	<p>The Local Traffic Committee recommends that Council:</p> <ul style="list-style-type: none"> a) gives concurrence for the closure of John Street between Argyle Street and Mitchell Street, Camden, from 10am to 11pm on Saturday 21 November 2015, as per the certified Traffic Control Plan 1 (Drawing No. 15174C, Sheet 1); b) gives concurrence for the closure of Larkin Place carpark between Elizabeth Street and John Street, Camden, from 7am to 11pm on Saturday 21 November 2015, as per the certified Traffic Control Plan 1 (Drawing No. 15174C, Sheet 2);subject to: <ul style="list-style-type: none"> i. The organisers shall consult about the traffic management operations and seek supports from businesses on Argyle Street that has rear access from Larkin Place; ii. The organisers shall maintain access for businesses on Argyle Street that has rear access from Larkin Place at all time; and c) gives concurrence for the closure of the following roads between 12pm and 11pm on Saturday 21 November 2015, as per the certified Traffic Control Plan 2 (Drawing No. 15174C, Sheets 1 to 3) for the following roads: <ul style="list-style-type: none"> iii. Argyle Street between Elizabeth Street and Oxley Street; iv. John Street from the John Street/Hill Street parking area to Mitchell Street; and v. Hill Street (northbound) from the John Street/Hill Street parking area to Argyle Street. <p>This approval is subject to the following conditions:</p> <ul style="list-style-type: none"> i. The event is classified as a Class 2 event under the RMS Guide to Traffic and Transport Management for Special Events; ii. Traffic management arrangements shall be implemented in accordance with the approved Special Event Transport Management Plan and Traffic Control Plans 2 (Plan No. 15174C, Sheet 1 to 3); iii. Traffic controllers shall be accredited by the RMS and be in position at all times as indicated in the Traffic Control Plans; iv. The organisers providing proof of a minimum \$20 million Public Liability Insurance Policy noting Camden Council as an interested party; v. The organisers shall obtain NSW Police concurrence to the Special Event Approval; vi. The organisers shall maintain access for emergency vehicles along the closed road sections; vii. The organisers shall advertise the road closure in the local papers a minimum of 28 days prior to the event and erect on street signage advising of the closure a

	<p>minimum of 7 days prior to the event;</p> <p>viii. The organisers shall advise about the traffic management operations, in writing, to businesses along the closed road sections, local bus companies and Camden Wollondilly Cabs;</p> <p>ix. Advisory temporary bus stop and temporary taxi bay signage is erected two days prior to the event, indicating that changes will remain in effect between 10am and 11pm on the day of the event;</p> <p>x. No Stopping “Special Event” signage is erected at 7am on the day of the event to help ensure the roads to be closed are clear of parked vehicles;</p> <p>xi. Placement of barriers and marshals along the areas for the temporary bus stops and taxi zone on Mitchell Street and Elizabeth Street at 8am to help ensure these locations are clear of parked vehicles;</p> <p>xii. The organisers securing any other necessary consents as advised by Council; and</p> <p>xiii. The organisers provide a disestablishment plan for the removal of all temporary signage within 24 hours of the event completion.</p>
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This recommendation was supported unanimously by the four voting members.

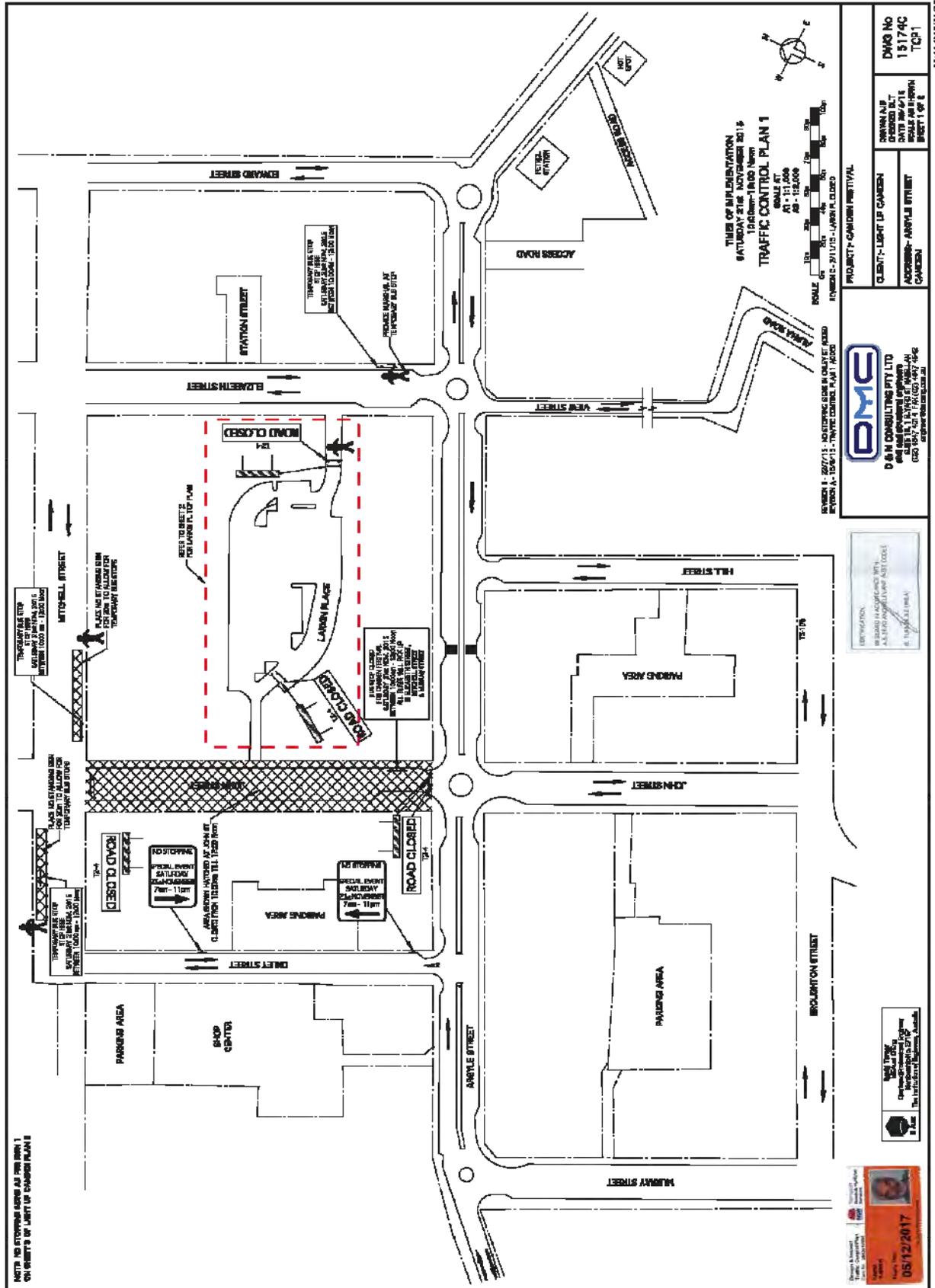
This recommendation has been resolved by a Council Officer under Delegated Authority.

RECOMMENDED

That Council receives and notes the report.

ATTACHMENTS

1. Light Up Camden Traffic Control Plan - John Street and Larkin Place
2. Light Up Camden Traffic Control Plan - Argyle Street



Attachment 1 LTC19



**TRAFFIC CONTROL PLAN
VARIABLE MESSAGE SIGN LOCATIONS**
SCALE: 1:1000

**LIGHT UP
CAMDEN
21st
NOVEMBER**

**ACCESSIBLE
PARKING OFF
OXLEY ST**

**LIGHT UP
CAMDEN
ARGYLE ST
CLOSED**

**JOHN ST BETWEEN
ARGYLE ST &
MITCHELL ST
CLOSED FROM
10am - 11pm**

**ARGYLE ST
CLOSED FROM
12 NOON - 11PM**

**VARIABLE MESSAGE SIGN
DISPLAY**






PROJECT - CAMDEN FESTIVAL	PROJ. NO	DWG. NO
CLIENT - LIGHT UP CAMDEN	15174C	15174C
ADDRESS - ARGYLE STREET CAMDEN	SCALE AS SHOWN SHEET 6 OF 6	TCS2

REVISION C - 20/11/15 - LAMPERS CLOSED
REVISION B - 20/11/15 - LIGHT UP CAMDEN LIGHTS
REVISION A - 19/11/15 - SUPPLEMENTAL MESSAGE BOARD INFORMATION

DRAWN BY: DATE: 20/11/15
CHECKED BY: DATE: 20/11/15
PROJECT MANAGER: DATE: 20/11/15
PROJECT NO: 15174C
DRAWING NO: 15174C
SHEET 6 OF 6

NOTE: NO STOPPING SIGN/PAVING INSTRUCTIONS TO BE OBTAINED FROM HIGHWAY DESIGNER PRIOR TO ANY WORK BEING UNDERTAKEN ON ROADWORK DURING THIS DATE SPECIFIC EVENT.

OXLEY ST ACCESSIBLE CARPARKING TYPICAL LAYOUT TO AS22890.6
SCALE: 1:100
DATE: 11/01/17

SPECIAL EVENT ACCESSIBLE PARKING ONLY
SATURDAY
21st NOVEMBER
7am - 11pm

SPECIAL EVENT NO STOPPING SIGN
SIGN 1

SPECIAL EVENT ACCESSIBLE PARKING
SIGN 2

PROJECT - CAMDEN FESTIVAL

CLIENT - LIGHT UP CAMDEN

ADDRESS - ARGYLE STREET CAMDEN

DRAWN BY: [Name] DATE: [Date]

DWG No: 15174C

TCD: [Code]

11/01/17



LTC20

LOCAL TRAFFIC COMMITTEE

LTC20

SUBJECT: KAVANAGH STREET, GREGORY HILLS - SIGNAGE AND LINEMARKING

FROM: Manager Infrastructure Planning

TRIM #: 16/13126

ELECTRONIC MEETING ITEM DATE: 12 November 2015

PURPOSE OF REPORT

To document concurrence previously provided by the Local Traffic Committee through an Electronic Meeting for the construction of new roads associated with the development of Gregory Hills.

MAIN REPORT

Signage and line marking plans have been received by Council for the construction of new roads associated with the development of Gregory Hills in the location highlighted on **Attachment 1**. This relates to Development Application DA/2015/133.

The Engineering Drawing No. 210153-20-CC651 Rev. 04 and 210153-20-CC652 Rev. 04 prepared by Cardno Consulting provides details of the proposed signage and line marking (**Attachment 2**).

The plans comply with the requirements of Council and in accordance with relevant Standards. It is therefore recommended that the Local Traffic Committee gives concurrence to these signage and line marking plans.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2016/10	<p>The Local Traffic Committee recommends that Council approves the regulatory signs and line marking in the vicinity of Kavanagh Street, Gregory Hills, as shown on Engineering Drawing No. 210153-20-CC651 Rev. 04 and 210153-20-CC652 Rev. 04 subject to:</p> <ul style="list-style-type: none"> i. The installation being completed by the applicant at its cost; ii. All signage being sign size A; and iii. Street lighting levels for intersections and devices being in accordance with Australian Standard AS/NZS 1158, subject to further Council approval of the lighting design.

This recommendation was supported unanimously by the four voting members.

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

RECOMMENDED

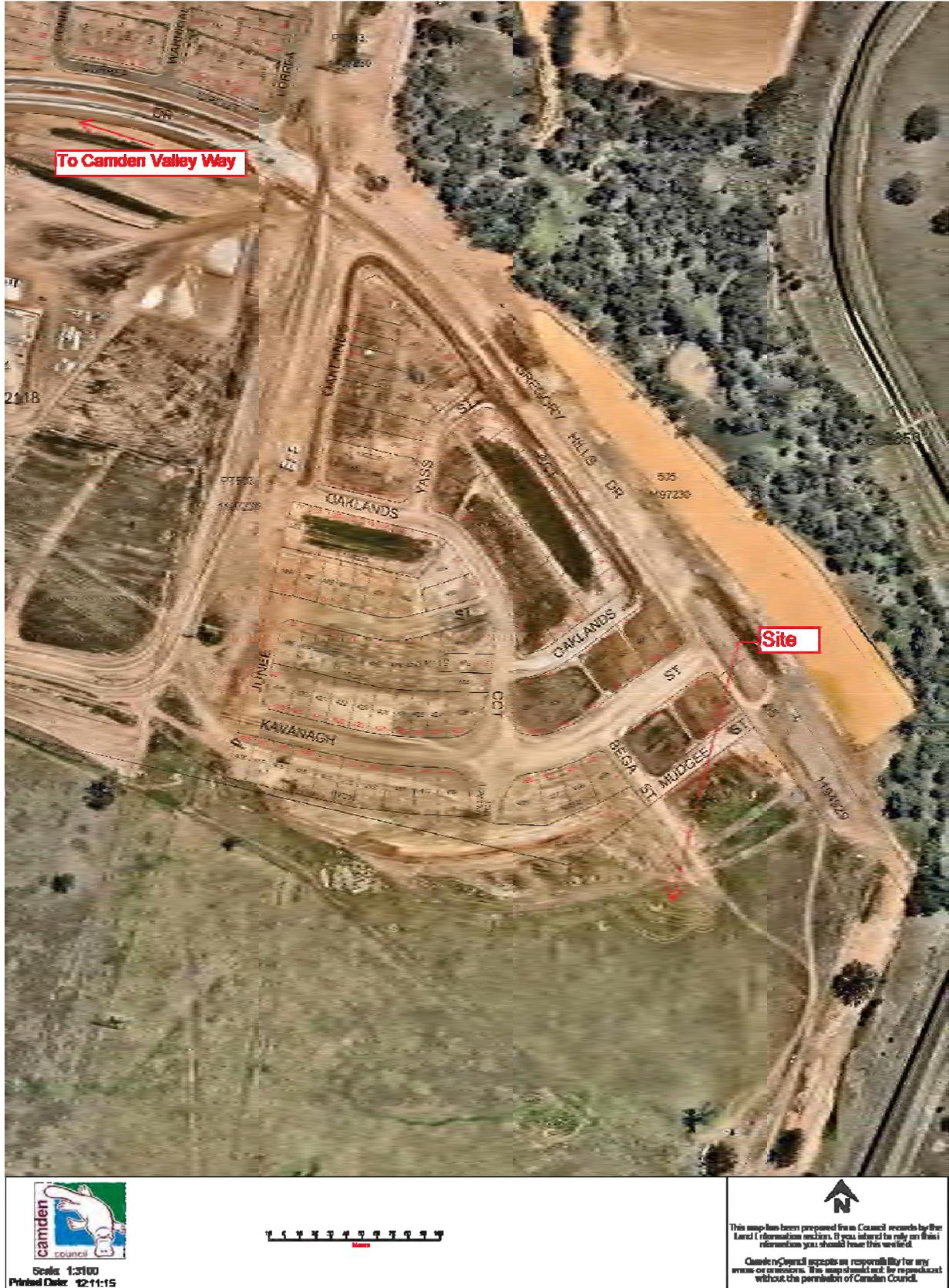
That Council receives and notes the report.

ATTACHMENTS

1. Kavanagh Street Gregory Hills - Topographic
2. Kavanagh Street Gregory Hills - Plan

LTC20

Attachment 1





LOCAL TRAFFIC COMMITTEE

LTC21

LTC21

SUBJECT: REYNOLDS STREET, SPRING FARM - GIVE WAY CONTROLS
FROM: Manager Infrastructure Planning
TRIM #: 16/13153

ELECTRONIC MEETING ITEM DATE: 24 November 2015

PURPOSE OF REPORT

To document concurrence previously provided by the Local Traffic Committee through an Electronic Meeting for the Give Way controls on Reynolds Street, Spring Farm.

MAIN REPORT

This Signage and Linemarking plan was given concurrence by the Local Traffic Committee on 21 February 2012 for the construction of new roads associated with the Eastern Village of Spring Farm including Easton Avenue and Nicholson Parade. However, it has been identified that the four way intersection of Reynolds Street and Blain Road was not treated in that design plan. It is therefore now proposed to install Give Way controls at the intersection as shown in the revised plan in **Attachment 1**.

The plan complies with the requirements of Council and is in accordance with relevant standards. It is therefore recommended that the Local Traffic Committee gives concurrence.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2016/11	The Local Traffic Committee recommends that Council approves the Give Way signage and line marking on Reynolds Street, Spring Farm, as shown on Engineering Drawing No. 76744.02.SK59 Rev B, subject to the installation being completed by the applicant at their cost.

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.

ATTACHMENTS

1. Reynolds Street Spring Farm - Plan





LTC22

LOCAL TRAFFIC COMMITTEE

LTC22

**SUBJECT: GLENDIVER STREET, GLEDSWOOD HILLS - STAGE 1 SUBDIVISION
SIGNAGE AND LINEMARKING**

FROM: Manager Infrastructure Planning

TRIM #: 16/13508

ELECTRONIC MEETING ITEM DATE: 30 November 2015

PURPOSE OF REPORT

To document concurrence previously provided by the Local Traffic Committee through an Electronic Meeting for the construction of new roads associated with the development of Gledswood Hills.

MAIN REPORT

A Signage and Linemarking plan has been received by Council for the construction of new roads associated with the development of Gledswood Hills by Mirvac in the location highlighted on **Attachment 1**. This relates to Development Application DA/2014/1078/1 and is on the western side of the precinct. Signage and Linemarking is concentrated around Road No. 1 (Gledswood Hills Drive) and Road No. 13 (Glendiver Street).

The Engineering Drawing No. 701 Rev.05 prepared by Calibre Consulting provides details of the proposed signage and line marking (**Attachment 2**). The plans comply with the requirements of Council and in accordance with relevant Standards.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2016/12	<p>The Local Traffic Committee recommends that Council approves the regulatory signs and line marking in the vicinity of Glendiver Street, Gledswood Hills, as shown on Engineering Drawing No. 701 Rev.05 subject to:</p> <ul style="list-style-type: none"> i. the installation being completed by the applicant at its cost; ii. all signage being sign size A; and iii. street lighting levels for intersections being in accordance with Australian Standard AS/NZS 1158, subject to further Council approval of the lighting design.

This recommendation was supported unanimously by the four voting members.

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

RECOMMENDED

That Council receives and notes the report.

ATTACHMENTS

1. Raby Road Gledswood Hills - Lot Plan
2. Raby Road Gledswood Hills - Linemarking Plan



LTC23

LOCAL TRAFFIC COMMITTEE

LTC23

**SUBJECT: CIVIC STREET, ORAN PARK - TRANCHE 29 STAGE 1 SUBDIVISION
SIGNAGE AND LINEMARKING**

FROM: Manager Infrastructure Planning

TRIM #: 16/19539

ELECTRONIC MEETING ITEM DATE: 30 November 2015

PURPOSE OF REPORT

To document concurrence previously provided by the Local Traffic Committee through an Electronic Meeting for the construction of new roads associated with the development of Oran Park town centre.

MAIN REPORT

Signage and line marking plans have been received by Council for the construction of new roads associated with the development of Oran Park, Tranche 29 Stage 1 in the location highlighted on **Attachment 1**. This relates to Development Application DA 2014/1194 on the eastern side of Oran Park town centre, principally concerning Ron No. TC05 (provisionally named Civic Street) and Road No. 911.

The Engineering Drawing No. 702 and 703 Rev.0 prepared by Calibre Consulting provides details of the proposed signage and line marking (**Attachment 2**). The plans comply with the requirements of Council and in accordance with relevant Standards.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2016/13	<p>The Local Traffic Committee recommends that Council approves the regulatory signs and line marking in the vicinity of Civic Street, Oran Park, (Tranche 29 Stage 1 Subdivision) as shown on Engineering Drawing No. No. 702 and 703 Rev.0 subject to:</p> <ul style="list-style-type: none"> i. installation being completed by the applicant at its cost; ii. all signage being sign size A; and iii. street lighting levels for intersections and devices being in accordance with Australian Standard AS/NZS 1158, subject to further Council approval of the lighting design.

This recommendation was supported unanimously by the four voting members.

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

RECOMMENDED

That Council receives and notes the report.

ATTACHMENTS

1. Peter Brock Drive Oran Park - Construction Certificate
2. Peter Brock Drive Oran Park - Construction Certificate Signage and Linemarking Plan

LTC23

Attachment 1



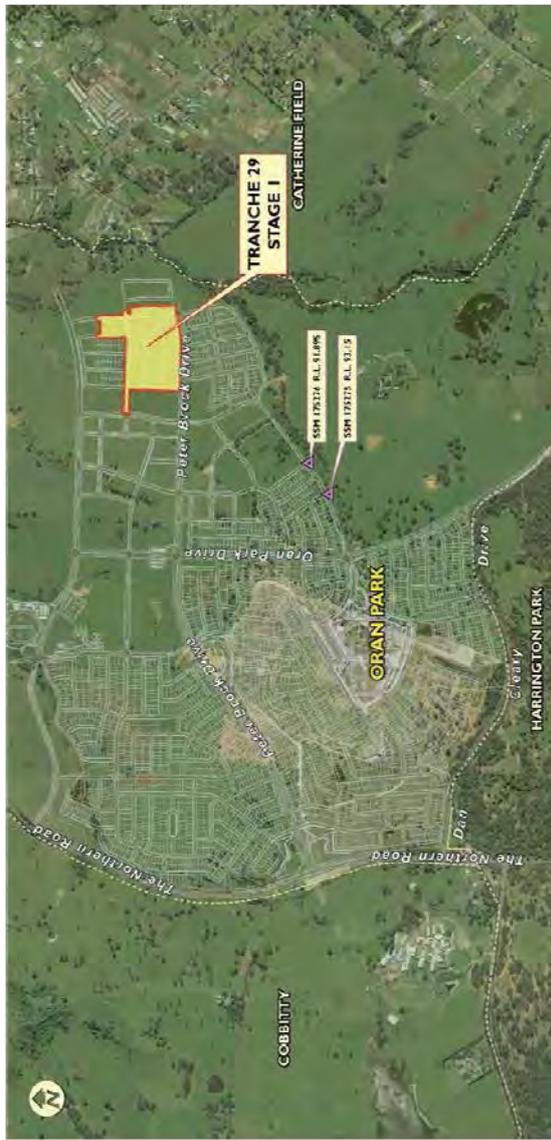
ORAN PARK REDEVELOPMENT

TRANCHE 29 STAGE 1

FOR CONSTRUCTION CERTIFICATE FOR GREENFIELDS DEVELOPMENT COMPANY

Sheet List Table

No.	DRAWING TITLE
01	GENERAL
02	GENERAL
03	GENERAL
04	GENERAL
05	GENERAL
06	GENERAL
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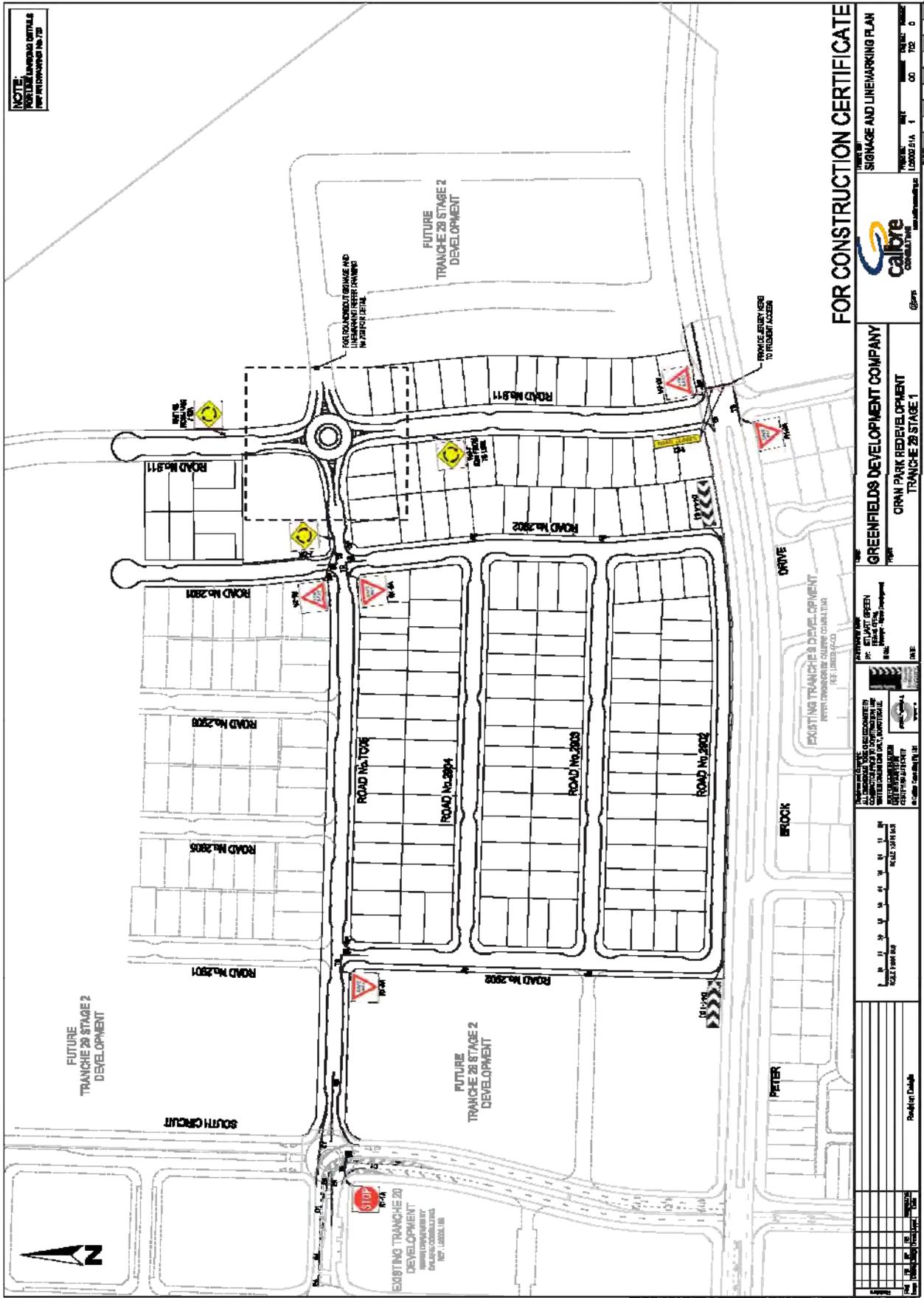


LGA CAMDEN COUNCIL
 D.A. 1194/2014
 LOT 9046
 D.P. 1202756



ORAN PARK REDEVELOPMENT
 TRANCHE 29 STAGE 1

Project No: L200923.01A
 Date: 26/09/2016
 Scale: CC
 Drawing No: 000



Attachment 2
LTC23



LOCAL TRAFFIC COMMITTEE

LTC24

LTC24

**SUBJECT: ORAN PARK DRIVE / HARRINGTON PARKWAY, HARRINGTON PARK
- SIGNAGE AND LINEMARKING**
FROM: Manager Infrastructure Planning
TRIM #: 16/13540

ELECTRONIC MEETING ITEM DATE: 4 December 2015

PURPOSE OF REPORT

To document concurrence previously provided by the Local Traffic Committee through an Electronic Meeting for the proposed installation of a dedicated left turn lane from Harrington Parkway into Oran Park Drive, Harrington Park.

MAIN REPORT

A signage and linemarking plan has been received by Council for the proposed installation of a dedicated left turn lane in Harrington Parkway at Oran Park Drive, Harrington Park. Ultimately, this intersection is planned to be upgraded to a signalised intersection as part of the development of Catherine Park. However, in the interim it is suggested that the left and right turn lanes be linemarked to enhance traffic flow at this intersection.

The plan complies with the requirements of Council and is in accordance with relevant standards. It is therefore recommended that the Local Traffic Committee gives concurrence.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2016/14	The Local Traffic Committee recommends that Council approves the installation of signage and linemarking in Harrington Parkway, Harrington Park, as shown on Engineering Drawing no. X12249.51-SK06 Rev 3, subject to the installation being completed by the applicant at their cost.

This recommendation was supported unanimously by the four voting members.

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

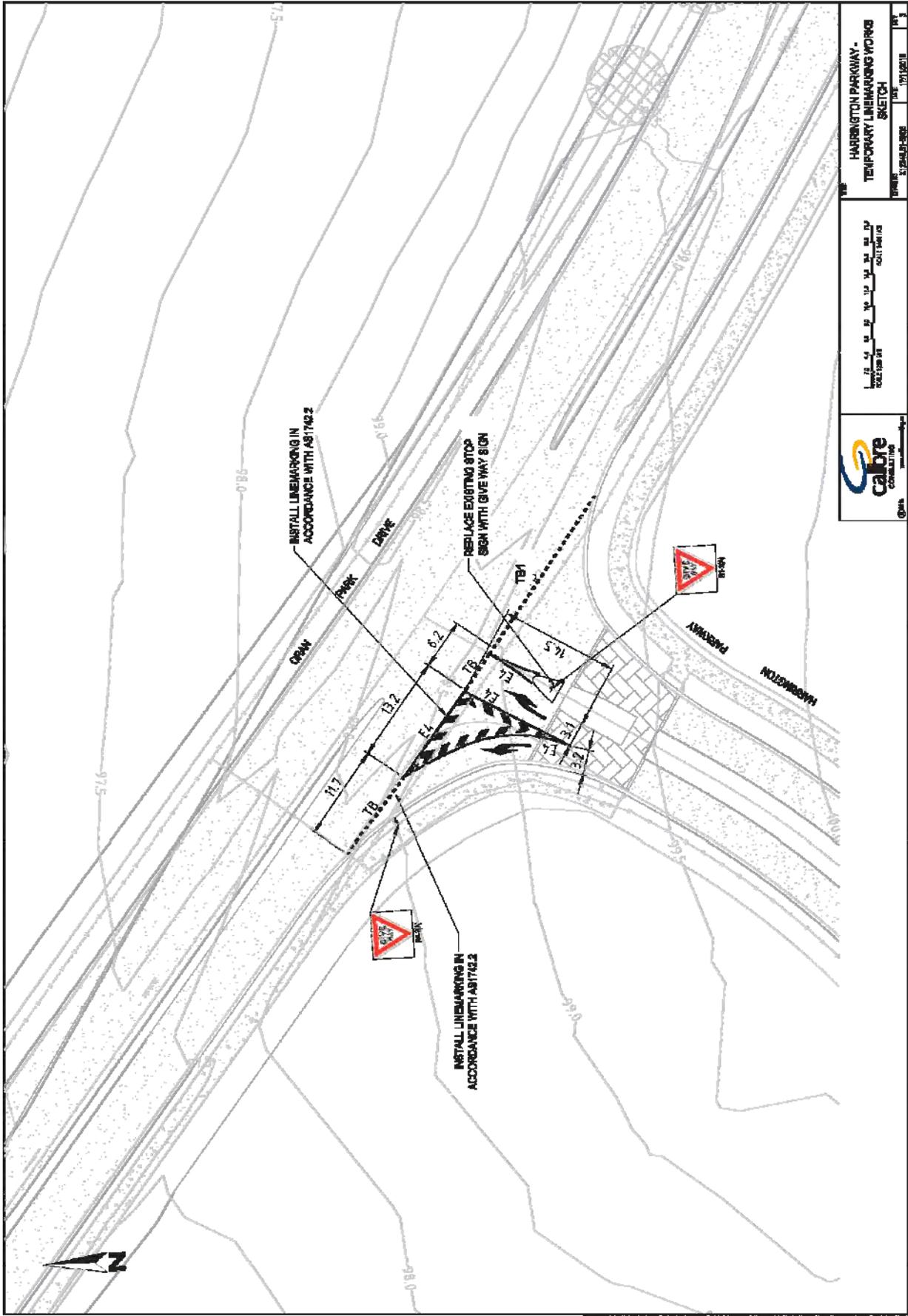
RECOMMENDED

That Council receives and notes the report.

ATTACHMENTS

1. Oran Park Drive Harrington Park - Linemarking Plan





Attachment 1 LTC24



LOCAL TRAFFIC COMMITTEE

LTC25

SUBJECT: DONOVAN BOULEVARD, GREGORY HILLS - STAGE 18 SIGNAGE AND LINEMARKING

FROM: Manager Infrastructure Planning

TRIM #: 16/13572

ELECTRONIC MEETING ITEM DATE: 8 December 2015

PURPOSE OF REPORT

To document concurrence previously provided by the Local Traffic Committee through an Electronic Meeting for the construction of new roads associated with the development of Gregory Hills, Stage 18.

MAIN REPORT

Signage and line marking plans have been received by Council for the construction of new roads associated with the development of Gregory Hills, Stage 18 in the location highlighted on **Attachment 1**. This relates to Development Application DA/2015/133 and the extension of Donovan Boulevard to the east of Village Circuit.

The Engineering Drawing No. 210153-18-CC652 Rev. 04 prepared by Cardno Consulting provides details of the proposed signage and line marking (**Attachment 2**).

The plans comply with the requirements of Council and in accordance with relevant Standards. It is therefore recommended that the Local Traffic Committee gives concurrence to these signage and line marking plans.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2016/15	<p>The Local Traffic Committee recommends that Council approves the regulatory signs and line marking in the vicinity of Donovan Boulevard, Gregory Hills (Stage 18) as shown on Engineering Drawing No. 210153-18-CC652 Rev. 04 subject to:</p> <ul style="list-style-type: none"> i. the installation being completed by the applicant at its cost; ii. all signage being sign size A; and iii. street lighting levels for intersections and devices being in accordance with Australian Standard AS/NZS 1158, subject to further Council approval of the lighting design.

This recommendation was supported unanimously by the four voting members.

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

RECOMMENDED

That Council receives and notes the report.

ATTACHMENTS

1. Donovan Boulevard and Village Circuit Gregory Hills - Topographic
2. Donovan Boulevard and Village Circuit Gregory Hills - Linemarking Plan

LTC25

Attachment 1



Scale: 1:2500
Printed Date: 08/12/15



This map has been prepared from Council records by the land information section. If you intend to rely on this information you should have this verified.

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

LTC26

**SUBJECT: ARGYLE STREET, CAMDEN - AUSTRALIA DAY 2016 SPECIAL
EVENT TRAFFIC MANAGEMENT PLAN**

FROM: Manager Infrastructure Planning

TRIM #: 16/13599

ELECTRONIC MEETING ITEM DATE: 17 December 2015

PURPOSE OF REPORT

To document concurrence previously provided by the Local Traffic Committee through an Electronic Meeting for the temporary closure of roads in Camden CBD for the celebration of Australia Day 2016 in Camden.

BACKGROUND

Camden Council and the Australia Day Committee have requested that consideration be given to use Camden streets to conduct the 2016 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 at Onslow Park and finish at Onslow Park.

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 Tuesday in 2016. 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, starting at 8am with a range of free activities including face painting, jumping castles, animal farm, roving entertainment, clowns, crocodile encounters, thong throwing competition and markets.

The Australia Day Thanksgiving Service will take place from 8.30am, performed by the Evangelical Sisters of Mary at the Camden Civic Centre; this will be followed by the Official Awards and Citizenship Ceremony. At the conclusion of the Official Ceremony, the Macarthur Lions Street Parade will commence at 11.16am.

Two Special Event Transport Management Plans incorporating traffic control plans have been prepared to ensure appropriate measures are implemented as part of the road closures and traffic management (see **Attachment 1**).

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 3.00pm. Proposed traffic management arrangements are detailed in the Traffic Control Plan, Drawing No. 1510541.

2. The Macarthur Lions 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 11.16 am to 11.45 am. 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, Drawing No. 1510541.

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). However, for those who wish to continue their journey to Onslow Park, the SES will accompany them along the footpath.

- **Traffic Control**

It is understood that the NSW Police and State Emergency Services (SES) 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 SES will assist with the road closure and the street parade and will also assist with the reopening of the roads.

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

- **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 11.14am and a service from Campbelltown is 11.51am. The parade is timed to occur between these times and have minimal impact on these services.

Outside these hours, a temporary bus stop will be provided in Elizabeth Street.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

Camden Council's Fees and Charges stipulates a charge of \$107.50 for Special Event Transport Management Plan applications.

These fees will be paid by Council's Events Management Team.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2016/16	<p>That the Local Traffic Committee recommends that Council:</p> <ul style="list-style-type: none"> a) gives concurrence for the closure of John Street between Argyle Street and Mitchell Street, Camden, from 6.00am to 3.00pm on Tuesday 26 January 2016, as per the certified Traffic Control Plan (Drawing No. 1510541, Sheet 3); b) gives concurrence for the closure of the following roads between 11.16 am and 11.45am on Tuesday 26 January 2016, 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: <ul style="list-style-type: none"> • Cawdor Road from Barsden Street to Argyle Street; • Murray Street (northbound) from Coles car park entrance to Argyle Street; • Murray Street (southbound) from Murray Car park entrance to Argyle Street; • Argyle Street (both sides) from Cawdor Road to Hill Street; • Argyle Street (north side only) from Hill Street to Elizabeth Street; • Oxley Street from Argyle Street to south of the access to the southernmost off-street car park; • Elizabeth Street from Argyle Street to Mitchell Street; • 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 • Hill Street (west side) from Argyle Street to north of the access to John/Hill Streets car park. c) gives concurrence for the above events subject to the following conditions: <ul style="list-style-type: none"> i. Traffic Management arrangements shall be implemented in accordance with the approved Special Event Traffic Management Plans and associated certified Traffic Control Plans; ii. The event is controlled by NSW Police with support from RMS accredited traffic controllers; iii. The organisers providing proof of a minimum \$20 million Public Liability Insurance Policy and provide a copy to Council; iv. The organisers shall obtain NSW Police concurrence to the Special Event approval; v. The organisers shall maintain access for emergency vehicles along the sections of closed road at all times; vi. Temporary signage associated with the Traffic Control Plan shall be installed and removed at the end of the event at no cost to Council; vii. The event being advertised in local newspapers and on-street signage a minimum of seven days prior to the event; and

	<p>viii. 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 of 2 weeks prior to the event.</p>
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This recommendation was supported unanimously by the four voting members.

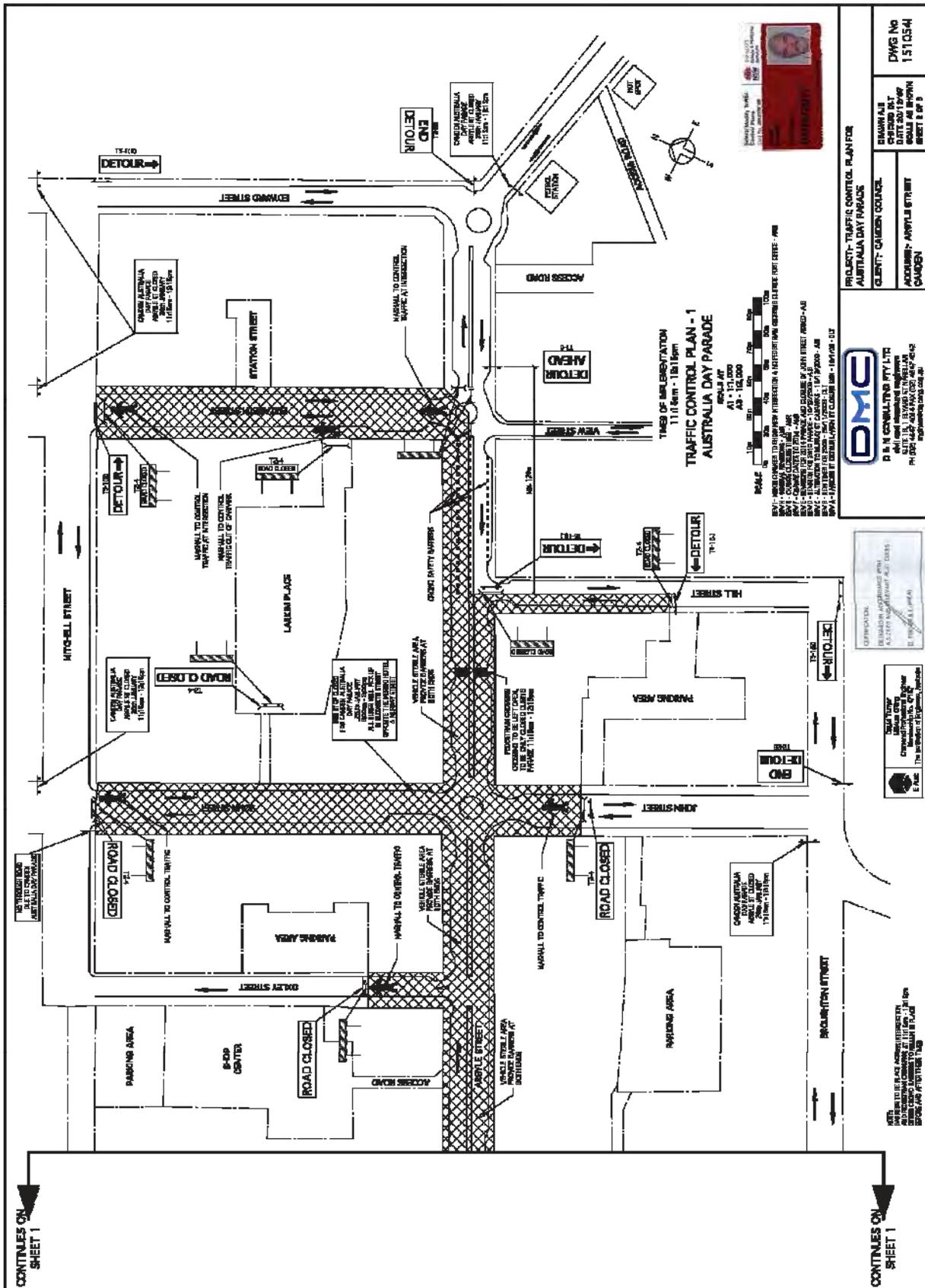
This recommendation has been resolved by a Council Officer under Delegated Authority.

RECOMMENDED

That Council receives and notes the report.

ATTACHMENTS

1. Australia Day 2016 Traffic Control Plan



Attachment 1

LTC26



LOCAL TRAFFIC COMMITTEE

LTC27

LTC27

SUBJECT: GRACIE AVENUE, ELDERSLIE - NO STOPPING RESTRICTIONS
FROM: Manager Infrastructure Planning
TRIM #: 16/13646

ELECTRONIC MEETING ITEM DATE: 5 January 2015

PURPOSE OF REPORT

To document concurrence previously provided by the Local Traffic Committee through an Electronic Meeting for the construction of new roads associated with the development of Elderslie.

MAIN REPORT

A Signage and Linemarking plan has been received by Council for the construction of new roads associated with the development of Elderslie in the location highlighted on **Attachment 1**. This relates to Development Application DA/2013/399.

The Engineering Drawing Reference 08078(2) E3, Dated 10 Dec 2015 prepared by JMD Consulting provides details of the proposed signage and line marking (**Attachment 2**). The proposed No Stopping restrictions on the western side of Gracie Avenue are part of the bushfire requirements for the perimeter road of the bush corridor edge. Shared path signage is also denoted.

The plans comply with the requirements of Council and in accordance with relevant Standards. It is therefore recommended that the Local Traffic Committee gives concurrence to these signage and line marking plans.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2016/17	<p>The Local Traffic Committee recommends that Council approves the regulatory signs and linemarking in Gracie Avenue, Elderslie, as shown on Engineering Drawing Reference 08078(2) E3 , Dated 10 Dec 2015 subject to:</p> <ul style="list-style-type: none"> i. installation being completed by the applicant at its cost; ii. all signage being sign size A; and iii. street lighting levels for intersections and devices being in accordance with Australian Standard AS/NZS 1158, subject to further Council approval of the lighting design.

This recommendation was supported unanimously by the four voting members.

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

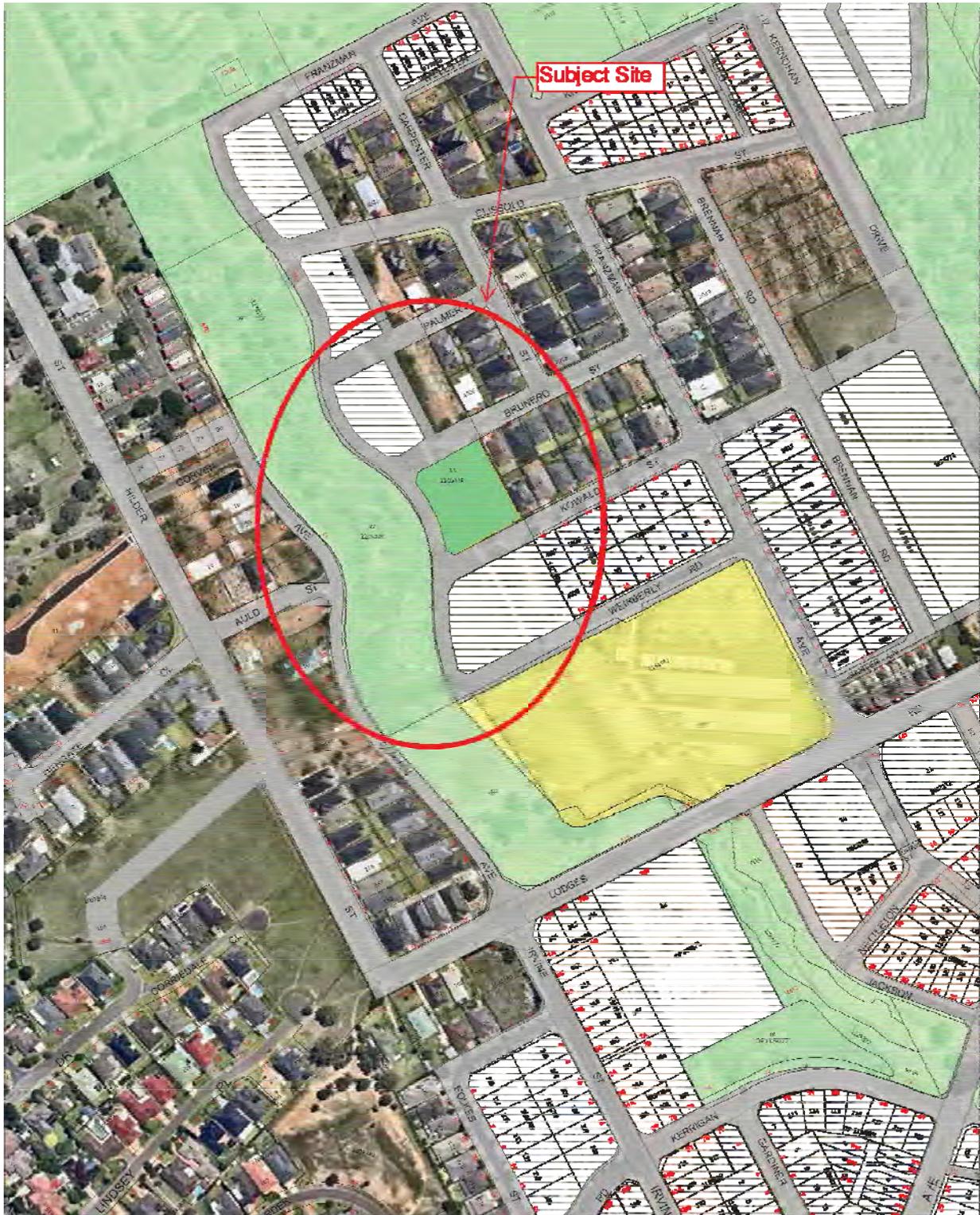
RECOMMENDED



That Council receives and notes the report.

ATTACHMENTS

1. Gracie Avenue Elderslie - Topographic
2. Gracie Avenue Elderslie - Signage Plan



Scale: 1:3500
Printed Date: 05/01/16

This map has been prepared from Council records by the local information officers. It is issued to you on this information you should have the contract.

Camden Council accepts no responsibility for any errors or omissions. This map should not be used for any purpose without the permission of Camden Council.

LTC27

Attachment 1



LOCAL TRAFFIC COMMITTEE

LTC28

LTC28

**SUBJECT: ST ANDREWS ROAD, LEPPINGTON - VULCAN RIDGE SUBDIVISION
SIGNAGE AND LINEMARKING**
FROM: Manager Infrastructure Planning
TRIM #: 16/13779

ELECTRONIC MEETING ITEM DATE: 11 January 2016

PURPOSE OF REPORT

To document concurrence previously provided by the Local Traffic Committee through an Electronic Meeting for the construction of new roads associated with the development in St Andrews Road, Leppington.

MAIN REPORT

Signage and Linemarking plans have been received by Council for the construction of new roads associated with the Vulcan Ridge development by Cornish Group at 51-61 St Andrews Road, Leppington in the location highlighted on **Attachment 1**. This relates to Development Application DA/2014/842.

The Engineering Drawings No. MMD-354064-C-DR-00-CC-901 Sheet 1 Rev. D, MMD-354067-C-DR-00-CC-902 Sheet 2 Rev. C and MMD-354067-C-DR-00-CC-903 Sheet 3 Rev. D prepared by Mott Macdonald provide details of the proposed signage and line marking (**Attachment 2**).

The plans comply with the requirements of Council and in accordance with relevant Standards. It is therefore recommended that the Local Traffic Committee gives concurrence to these signage and line marking plans.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2016/18	<p>The Local Traffic Committee recommends that Council approves the regulatory signs and line marking in the vicinity of St Andrews Road, Leppington, as shown on the Engineering Drawing No. MMD-354064-C-DR-00-CC-901 Sheet 1 Rev. D, MMD-354067-C-DR-00-CC-902 Sheet 2 Rev. C and MMD-354067-C-DR-00-CC-903 Sheet 3 Rev. D subject to:</p> <ul style="list-style-type: none"> i. The installation being completed by the applicant at its cost; ii. All signage being sign size A; and iii. Street lighting levels for intersections and devices being in accordance with Australian Standard AS/NZS 1158, subject to further Council approval of the lighting design.

This recommendation was supported unanimously by the four voting members.

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



RECOMMENDED

That Council receives and notes the report.

ATTACHMENTS

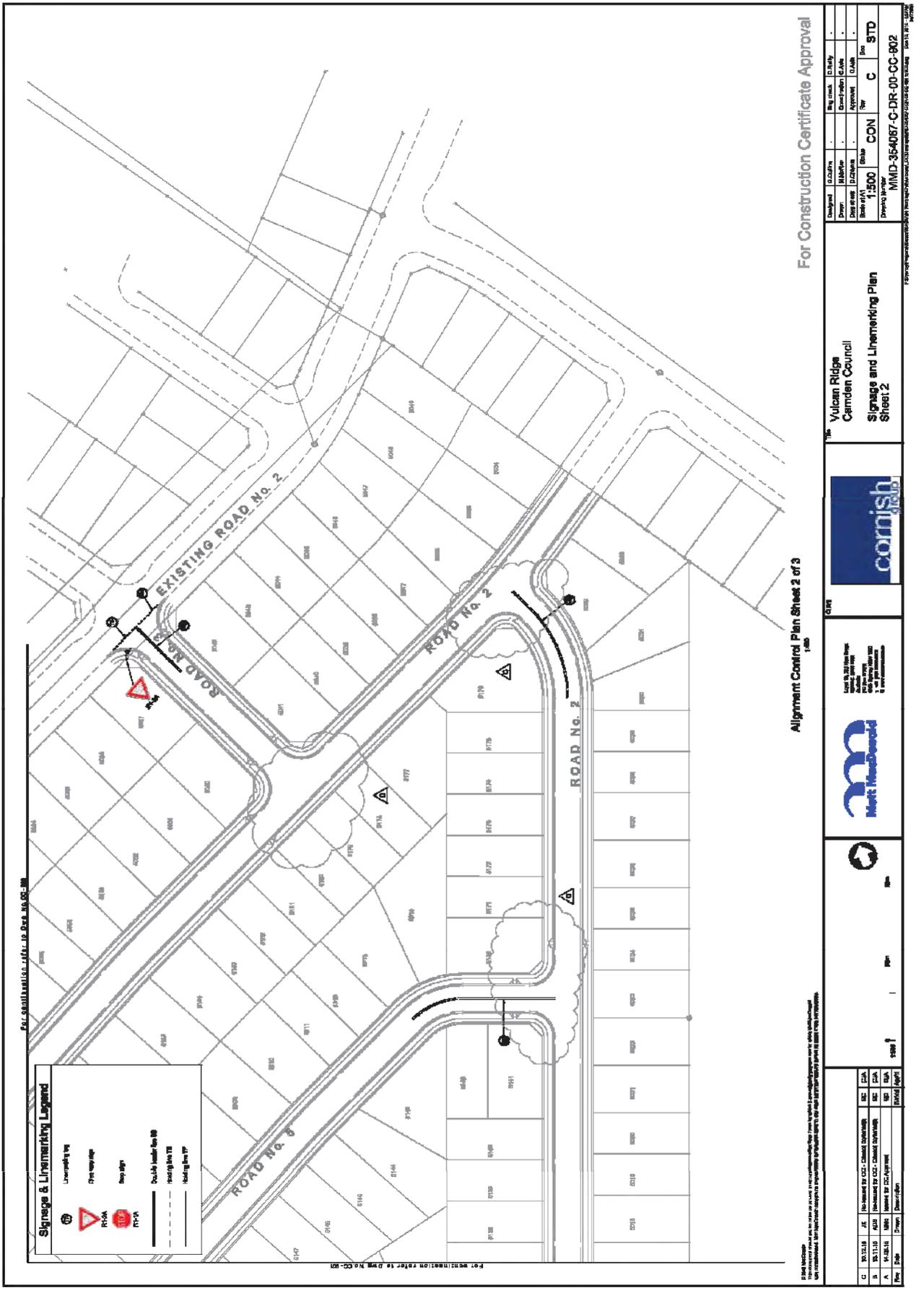
1. Vulcan Ridge Leppington - Topographic
2. Vulcan Ridge Leppington - Signage Plan



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

LTC28

Attachment 1



Attachment 2

LTC28



LOCAL TRAFFIC COMMITTEE

LTC29

LTC29

SUBJECT: SPRINGS ROAD, SPRING FARM - STAGE 2 RECONSTRUCTION SIGNAGE AND LINEMARKING

FROM: Manager Infrastructure Planning

TRIM #: 16/13798

ELECTRONIC MEETING ITEM DATE: 13 January 2016

PURPOSE OF REPORT

To document concurrence previously provided by the Local Traffic Committee through an Electronic Meeting for the reconstruction of a section of Springs Road, Spring Farm.

MAIN REPORT

A Signage and Linemarking plan has been received by Council for the second stage of reconstruction of Springs Road, Spring Farm, in the location identified in **Attachment 1**, between Barley Road and Macarthur Road.

The Engineering Drawing No. 76265.08.CC801 Rev. G prepared by SMEC Urban provides details of the proposed signage and line marking (**Attachment 2**).

The plans comply with the requirements of Council and in accordance with relevant Standards. It is therefore recommended that the Local Traffic Committee gives concurrence to these signage and line marking plans.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2016/19	<p>The Local Traffic Committee recommends that Council approves the regulatory signs and line marking in Springs Road, Spring Farm, as shown on the Engineering Drawing No. 76265.08.CC801 Rev. G subject to:</p> <ul style="list-style-type: none"> i. installation being completed by the applicant at its cost; ii. all signage being sign size A; and iii. street lighting levels for intersections and devices being in accordance with Australian Standard AS/NZS 1158, subject to further Council approval of the lighting design.

This recommendation was supported unanimously by the four voting members.

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

RECOMMENDED

That Council receives and notes the report.

ATTACHMENTS



-
1. Springs Road Spring Farm - Topographic
 2. Springs Road Spring Farm - Plan



Scale: 1:3500
Printed Date: 13/01/16

This map has been prepared from Council records by the Land Information section. If you intend to rely on this information you should have this verified.
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LTC29
Attachment 1



LOCAL TRAFFIC COMMITTEE

LTC30

LTC30

SUBJECT: GLEDSDOOD HILLS DRIVE, GLEDSDOOD HILLS - WESTERN EXTENSION SIGNAGE AND LINEMARKING
FROM: Manager Infrastructure Planning
TRIM #: 16/13839

ELECTRONIC MEETING ITEM DATE: 13 January 2016

PURPOSE OF REPORT

To document concurrence previously provided by the Local Traffic Committee through an Electronic Meeting for the construction of new roads associated with the development of Gledswood Hills.

MAIN REPORT

A Signage and Linemarking plan has been received by Council for the construction of new roads associated with the development of Gledswood Hills in the location highlighted on **Attachment 1**. This relates to Development Application DA/2015/203 and principally to the western extension of Road No. 1 (Gledswood Hills Drive) between the development by Mirvac to the east and the development by Sekisui House to the west, intersecting at The Hermitage Way.

The Engineering Drawing No.702 Rev.04 prepared by Calibre Consulting provides details of the proposed signage and line marking (**Attachment 2**).

The plans comply with the requirements of Council and in accordance with relevant Standards. It is therefore recommended that the Local Traffic Committee gives concurrence to these signage and linemarking plans.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2016/20	<p>The Local Traffic Committee recommends that Council approves the regulatory signs and line marking associated with the western extension of Gledswood Hills Drive, Gledswood Hills, as shown on Engineering Drawing No.702 Rev.04 subject to:</p> <ul style="list-style-type: none"> i. The installation being completed by the applicant at its cost; ii. All signage being sign size A; iii. Speed limit signage plan be referred to Roads and Maritime Services for review and approval; and iv. Street lighting levels for intersections and devices being in accordance with Australian Standard AS/NZS 1158, subject to further Council approval of the lighting design.

This recommendation was supported unanimously by the four voting members.

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



RECOMMENDED

That Council receives and notes the report.

ATTACHMENTS

1. Gledswood Hills - Topographic
2. Gledswood Hills - Signage Plan



Scale: 1:5000
Printed Date: 15/01/16



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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

LTC31

LTC31

SUBJECT: CATHERINE PARK DRIVE, ORAN PARK - ST JUSTIN'S CATHOLIC PRIMARY SCHOOL SIGNAGE AND LINEMARKING

FROM: Manager Infrastructure Planning

TRIM #: 16/13882

ELECTRONIC MEETING ITEM DATE: 15 January 2016

PURPOSE OF REPORT

To document concurrence previously provided by the Local Traffic Committee through an Electronic Meeting for the construction of access roads associated with the development of St Justin's Catholic Primary School, Oran Park.

MAIN REPORT

Signage and Linemarking plans have been received by Council for modifications to Catherine Park Drive, Oran Park, associated with the development of St Justin's Catholic Primary School, Oran Park in the location highlighted on **Attachment 1**. This relates to Development Application DA/2015/281.

The Engineering Drawings No. 14094_C2_C600, Rev. B, Drawing No 14094_C2_C601 Rev. A and No. 14094_C2_C603, Rev. A prepared by Henry & Hymas consulting provide details of the proposed signage and linemarking (**Attachment 2**).

The plans comply with the requirements of Council and in accordance with relevant Standards. It is therefore recommended that the Local Traffic Committee gives concurrence to these signage and line marking plans.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2016/21	<p>The Local Traffic Committee recommends that Council approves the regulatory signs and linemarking on Catherine Park Drive, Oran Park, as shown on Engineering Drawing No. 14094_C2_C600, Rev. B, Drawing No 14094_C2_C601 Rev. A and Drawing No. 14094_C2_C603, Rev. A subject to:</p> <ul style="list-style-type: none"> i. installation being completed by the applicant at its cost; ii. all signage being sign size A; iii. speed Limits and Speed Zones be referred to Roads and Maritime Services for review and approval; and iv. street lighting levels for intersections and devices being in accordance with Australian Standard AS/NZS 1158, subject to further Council approval of the lighting design.

This recommendation was supported unanimously by the four voting members.

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

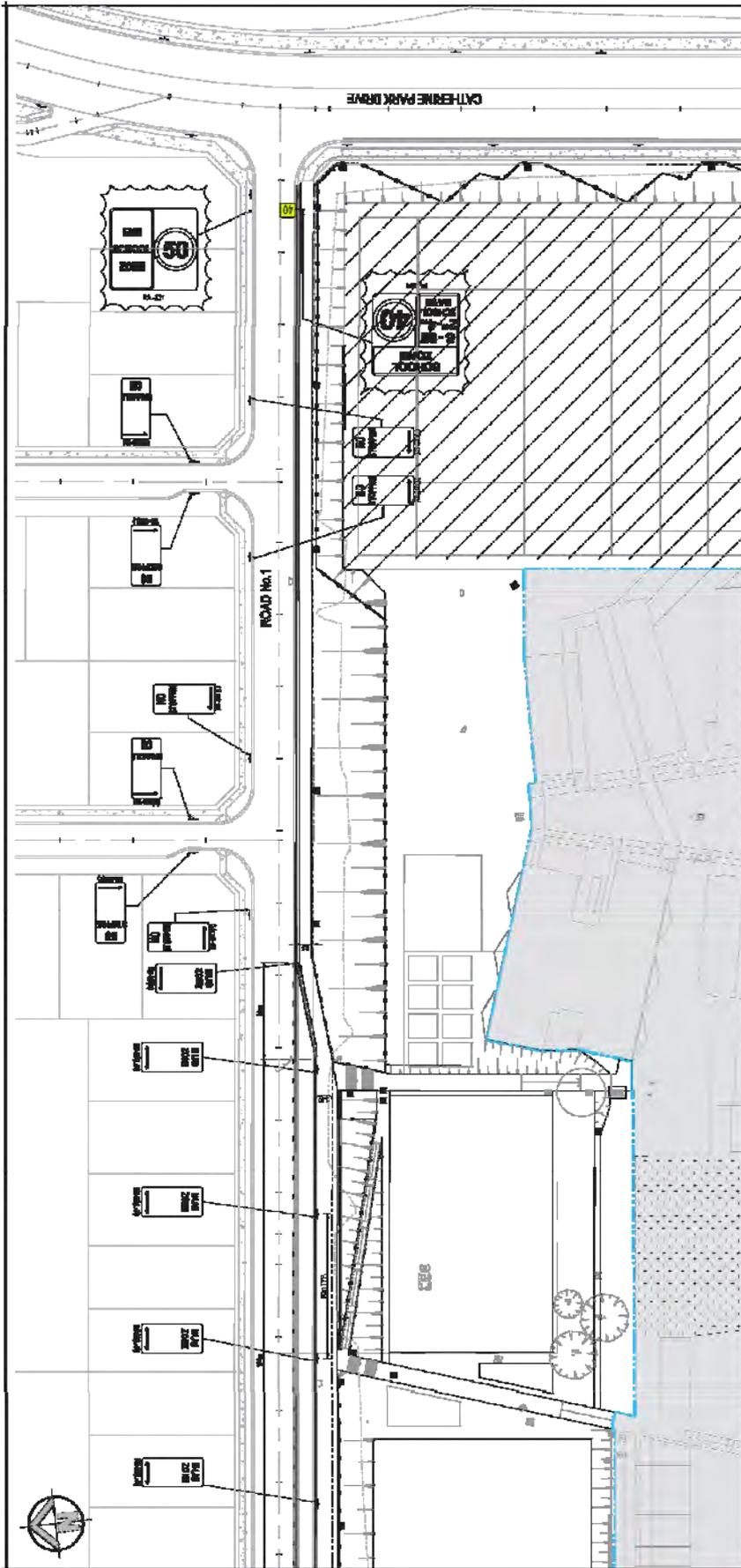


RECOMMENDED

That Council receives and notes the report.

ATTACHMENTS

1. Catherine Park Drive Oran Park - Topographic
2. Catherine Park Drive Oran Park - Plan



LINEMARKING PLAN - SHEET 2 OF 2

RTA - PAVEMENT LINEMARKING AND DIMENSIONS

LINE TYPE	USE	DIMENSIONS (m) (FOR DIMENSIONING SYMBOLS) SEE MARKER SPACING COLUMN	COLOR	LINE TYPE	USE	DIMENSIONS (m) (FOR DIMENSIONING SYMBOLS) SEE MARKER SPACING COLUMN	COLOR
10	1. SPACE MARKER FOR DIMENSIONING SYMBOLS 2. SPACE MARKER FOR DIMENSIONING SYMBOLS		WHITE	10	SPACE MARKER FOR DIMENSIONING SYMBOLS		WHITE
11	SPACE MARKER FOR DIMENSIONING SYMBOLS		WHITE	11	SPACE MARKER FOR DIMENSIONING SYMBOLS		WHITE
12	SPACE MARKER FOR DIMENSIONING SYMBOLS		WHITE				

PAVEMENT MARKINGS NOTES

1. DIMENSIONS SHALL BE IN METERS UNLESS OTHERWISE SPECIFIED.
2. DIMENSIONS SHALL BE IN METERS UNLESS OTHERWISE SPECIFIED.
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10. DIMENSIONS SHALL BE IN METERS UNLESS OTHERWISE SPECIFIED.

FOR CONSTRUCTION CERTIFICATE

PROJECT NO.	14004_C2_C801	DATE	15/01/16
PROJECT NAME	ST. JUSTINA CATHOLIC PRIMARY SCHOOL	CLIENT	ST. JUSTINA CATHOLIC PRIMARY SCHOOL
PROJECT ADDRESS	10 ORAN PARK DRIVE, ORAN PARK NSW	ENGINEER	CEG DOUGLASS & HOLLOWSON
PROJECT TYPE	ROADWAY AND LINEMARKING PLAN	ARCHITECT	THORCHON ALBERT ARCHITECTS
SHEET NO.	14004_C2_C801	SCALE	AS SHOWN
TOTAL SHEETS	2	DATE OF ISSUE	15/01/16
DESIGNED BY		CHECKED BY	
DRAWN BY		APPROVED BY	



LOCAL TRAFFIC COMMITTEE

LTC32

LTC32

**SUBJECT: CAWDOR ROAD / MITCHELL STREET / JOHN STREET, CAMDEN -
CAMDEN SHOW 2016 - SPECIAL EVENT TRANSPORT
MANAGEMENT PLAN**

FROM: Manager Infrastructure Planning

TRIM #: 16/15060

ELECTRONIC MEETING ITEM DATE: 19 January 2016

PURPOSE OF REPORT

To document concurrence previously provided by the Local Traffic Committee through an Electronic Meeting for the proposed traffic management arrangements associated with the Camden Show, to be held on Friday 11 and Saturday 12 March 2016.

MAIN REPORT

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 2016. 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 a part closure of John Street for that period.

The Camden Show is programmed to take place on Friday 11 and Saturday 12 March 2016 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. Fifty parking spaces for people with disabilities have been identified in the Oxley/Mitchell Streets Carpark.

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.

The applicant has consulted representatives from the school and church advising them of the proposed arrangements. There are no other active frontages on this section of John Street.

This year, the Show Society is planning a moving street parade from 4.00pm to 4.30pm on Friday 11 March 2016. 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. The applicant has consulted with Busabout advising them of the proposed arrangements. It is proposed that, as in previous years, the event is designated as Class 2.

A Special Event Transport Management Plan has been prepared (see **Attachment 1**) incorporating a Traffic Control Plan (DWG No. 140561) (see **Attachment 2**) detailing the following elements:

Access and egress for the event

(Traffic Control Plan - Sheet 1)

- 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 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 5.00 pm.

Cawdor Road / Argyle Street

(Traffic Control Plan - Sheets 1 and 2)

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; and
- 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".

Mitchell Street

(Traffic Control Plan - Sheets 1 and 3)

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 11 March 2016

and No Parking "Set Down and Pick Up Area" from 4.00pm on Friday 11 March to 12 midnight on Saturday 12 March 2016;

- traffic controllers placed at the road closure and the angle parking bays;
- reallocation of the unrestricted Oxley/Mitchell Streets Carpark to parking for people with disabilities;
- 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 Plan - Sheets 1, 4 and 5)

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; and
- NSW Police control of the street parade.

Variable Message Signs

Four variable message signs have been proposed for the event, on 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 \$107.50 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.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2016/22	The Local Traffic Committee recommends that Council approves the following temporary measures between 5.00am and 12 midnight on Friday 11th and Saturday 12th March 2016 as per the Special Event Transport Management Plan and the associated certified Traffic



Control Plans (DWG 140561 Sheets 1 to 5) for the Camden Show 2016 and Street Parade:

- i. closure of Mitchell Street from Oxley Street to Onslow Park;
- 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 11 March 2016);
- 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 11 March 2016 to 12 midnight on Saturday 12 March 2016);
- v. reallocation of all unrestricted parking spaces in the Oxley/Mitchell Streets Carpark to parking for people with disabilities;
- vi. reallocation of the unrestricted parallel parking on the northwest side of Cawdor Road from Onslow Park roundabout to Argyle Street to No Parking;
- vii. reallocation of the unrestricted parallel parking on the southeast side of Cawdor Road from Onslow Park roundabout to Argyle Street to "No Stopping";
- viii. pedestrian barriers around the Cawdor Road / Argyle Street / Murray Street roundabout;
- ix. 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";
- x. 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;

	<p>vii. traffic management arrangements are advertised in local newspapers, and on street signage a minimum of 7 days prior to the event;</p> <p>viii. businesses along the street parade route are notified in writing, a minimum of 7 days prior to the event;</p> <p>ix. emergency services (as advised by Council), local bus companies and Camden Wollondilly Cabs are notified of the traffic management arrangements, a minimum of 7 days prior to the event;</p> <p>x. a disestablishment plan for temporary signage is submitted to Council prior to the event start date; and</p> <p>xi. the organisers securing any other necessary consents as advised by Council.</p>
--	--

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.

ATTACHMENTS

1. CAMDEN SHOW TMP 2016 - Documents
2. CAMDEN SHOW TMP 2016 - Plan

LTC32

Attachment 1

Special Event Transport Management Application



Section 1 - Applicant Details	
Event name:	Camden Show
Event date/s:	11 th & 12 th March 2016
Organisation:	Camden Show Society Inc.
Contact person:	Mark Honor
Postal address:	PO Box 43, Camden 2570
Contact number:	02 4655 8338
Mobile*:	0418 406 118
Email:	

* You must provide a mobile number on which you can be contacted on the day of your event.

Section 2 - Checklist		Yes	No
Special Event Transport Management Plan template completed and signed in Section 6.		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Traffic Control Plan completed by an RTA accredited person?		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Attached evidence of Fire Brigade having been notified.		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Attached evidence of Ambulance Service having been notified.		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Attached copy of Schedule 1 Form submitted to Police.		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Attached a copy of our Certificate of Currency for Public Liability.		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Attached evidence of Road Occupancy License submitted to RTA (for events affecting State Roads only)		<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other documentation supplied? (detail as appropriate)	<ul style="list-style-type: none"> • Covering letter N/A • Road closure notification letters 5/1/16 • Fee Waiver Letter, 5/1/16 • Notification letter to Busabout. 25/9/16 		

Section 3 - Payment			
Fee:	Receipt:	Date:	CSC:

Job Number (310) 5751.1501.264

For further information: www.camden.nsw.gov.au/page/special-events-transport.htm

• Onslow Park booking request 8/9/16

Special Event Resources

Special Event Transport Management Plan Template

Refer to Chapter 7 of the Guide for a complete description of the Transport Management Plan

1 EVENT DETAILS

1.1 Event summary

Event Name: Camden Show
 Event Location: Camden Show Grounds & Onslow Park
 Event Date: 11/12-3-2016 Event Start Time: 6am Event Finish Time: 11pm
 Event Setup Start Time: 1 week prior Event Packdown Finish Time: 1 week after
 Event is Off street on-street moving on-street non-moving
 held regularly throughout the year (calendar attached)

1.2 Contact names

Event Organiser: Camden Show Society Inc
 Phone: 46558338 Fax: 46559847 Mobile: 0418 406 118 E-mail: office@camdenshow.com
 Event Management Company (if applicable): Mark Honor (committee member)
 Phone: _____ Fax: _____ Mobile: 0418 406 118 E-mail: mjhonor@gmail.com
 Police _____
 Phone: _____ Fax: _____ Mobile: _____ E-mail: _____
 Council _____
 Phone: _____ Fax: _____ Mobile: _____ E-mail: _____
 Roads & Traffic Authority (if Class 1) _____
 Phone: _____ Fax: _____ Mobile: _____ E-mail: _____

*Note: The Event Organiser is the person or organisation in whose name the Public Liability Insurance is taken out.

1.3 Brief description of the event (one paragraph)

Country show over 2 days. Moving street parade on Friday 11th in Argyle Street. Animals and commercial displays and entertainment, contained to the show ground & Onslow Park.

2 RISK MANAGEMENT - TRAFFIC	
CLASS 1 CLASS 2 CLASS 3	2.1 Occupational Health & Safety - Traffic Control <input checked="" type="checkbox"/> Risk assessment plan (or plans) attached
	2.2 Public Liability Insurance <input checked="" type="checkbox"/> Public liability insurance arranged. Certificate of currency attached.
	2.3 Police <input checked="" type="checkbox"/> Police written approval obtained
	2.4 Fire Brigades and Ambulance <input checked="" type="checkbox"/> Fire brigades notified <input checked="" type="checkbox"/> Ambulance notified
3 TRAFFIC AND TRANSPORT MANAGEMENT	
CLASS 1 CLASS 2 CLASS 3	3.1 The route or location <input checked="" type="checkbox"/> Map attached
	3.2 Parking <input checked="" type="checkbox"/> Parking organised - details attached <input type="checkbox"/> Parking not required
	3.3 Construction, traffic calming and traffic generating developments <input checked="" type="checkbox"/> Plans to minimise impact of construction activities, traffic calming devices or traffic-generating developments attached <input type="checkbox"/> There are no construction activities, traffic calming devices or traffic-generating developments at the location/route or on the detour routes
	3.4 Trusts, authorities or Government enterprises <input type="checkbox"/> This event uses a facility managed by a trust, authority or enterprise; written approval attached <input checked="" type="checkbox"/> This event does not use a facility managed by a trust, authority or enterprise
	3.5 Impact on/of Public transport <input type="checkbox"/> Public transport plans created - details attached <input checked="" type="checkbox"/> Public transport not impacted or will not impact event
	3.6 Reopening roads after moving events <input checked="" type="checkbox"/> This is a moving event - details attached <input type="checkbox"/> This is a non-moving event
	3.7 Traffic management requirements unique to this event <input checked="" type="checkbox"/> Description of unique traffic management requirements attached <input type="checkbox"/> There are no unique traffic requirements for this event
	3.8 Contingency plans <input type="checkbox"/> Contingency plans attached

Class 1	Class 2	3.9 Heavy vehicle impacts
		<input type="checkbox"/> Impacts heavy vehicles - RTA to manage <input checked="" type="checkbox"/> Does not impact heavy vehicles
Class 1	Class 2	3.10 Special event clearways
		<input type="checkbox"/> Special event clearways required - RTA to arrange <input checked="" type="checkbox"/> Special event clearways not required
4 MINIMISING IMPACT ON NON-EVENT COMMUNITY & EMERGENCY SERVICES		
Class 1	Class 3	4.1 Access for local residents, businesses, hospitals and emergency vehicles
		<input checked="" type="checkbox"/> Plans to minimise impact on non-event community attached <input type="checkbox"/> This event does not impact the non-event community either on the main route (or location) or detour routes
Class 1	Class 2	4.2 Advertise traffic management arrangements
		<input checked="" type="checkbox"/> Road closures or restrictions - advertising medium and copy of proposed advertisements attached <input type="checkbox"/> No road closures or restrictions but special event clearways in place - advertising medium and copy of proposed advertisements attached <input type="checkbox"/> No road closures, restrictions or special event clearways - advertising not required
Class 1	Class 2	4.3 Special event warning signs
		<input checked="" type="checkbox"/> Special event information signs are described in the Traffic Control Plans <input type="checkbox"/> This event does not require special event warning signs
Class 1	Class 2	4.4 Permanent Variable Message Signs
		<input type="checkbox"/> Messages, locations and times attached <input checked="" type="checkbox"/> This event does not use permanent Variable Message Signs
Class 1	Class 2	4.5 Portable Variable Message Signs
		<input checked="" type="checkbox"/> The proposed messages and locations for portable VMS are attached <input type="checkbox"/> This event does not use portable VMS
5 PRIVACY NOTICE		

The "personal information" contained in the completed Transport Management Plan may be collected and held by the NSW Police, the NSW Roads and Traffic Authority (RTA), or Local Government.

I declare that the details in this application are true and complete. I understand that:

- The "personal information" is being collected for submission of the Transport Management Plan for the event described in Section 1 of this document.
- I must supply the information under the Road Transport Legislation (as defined in the *Road Transport (General) Act 1999* and the *Roads Act 1993*).
- Failure to supply full details and to sign or confirm this declaration can result in the event not proceeding.
- The "personal information" being supplied is either my own or I have the approval of the person concerned to provide further "personal information".
- The "personal information" held by the Police, RTA or Local Government may be disclosed inside and outside of NSW to event managers or any other person or organisation required to manage or provide resources required to conduct the event or to any business, road user or resident who may be impacted by the event.
- The person to whom the "personal information" relates has a right to access or correct it in accordance with the provisions of the relevant privacy legislation.

6

APPROVAL

TMP Approved by: Mark Honor Event Organiser 5.1.16 Date

7

AUTHORISATION TO *REGULATE TRAFFIC

Council's traffic management requirements have been met. Regulation of traffic is therefore authorised for all non-classified roads described in the risk management plans attached to this TMP.

Regulation of traffic authorised by: _____ Council _____ Date

The RTA's traffic management requirements have been met. Regulation of traffic is therefore authorised for all classified roads described in the risk management plans attached to this TMP.

Regulation of traffic authorised by: _____ RTA _____ Date

* "Regulate traffic" means restrict or prohibit the passage along a road of persons, vehicles or animals (Roads Act, 1993). Council and RTA require traffic to be regulated as described in the risk management plans with the bylaws installed under the direction of a qualified person.

Schedule 1 Form - Notice of Intention to Hold a Public Assembly

SUMMARY OFFENCES ACT 1988 - Sec 23

To the Commissioner of Police

1. Mark Joseph Honor (name)
 of 18 Larnach Place, Elderslie 2570 (address)
 on behalf of Camden Show Society Inc. (organisation)
 notify the Commissioner of Police that
 on the 11th (day) of 3rd (month) 2016 (year), it is intended to hold
 either:
 (a) a public assembly, not being a procession, of approximately
 _____ (number) persons,
 which will assemble at _____ (Place)
 at approximately _____ am/pm,
 and disperse at approximately _____ am/pm.
 or
 (b) a public assembly, being a procession of approximately
12 to 14 (number) persons, or displays
 which will assemble at approximately 4 am/pm, and at
 approximately 4 am/pm the procession will commence and shall proceed
along John st, towards Argyle st then
down Argyle to Murray St and return
to John st. Refer to TMP drawings.
 (Specify route, any stopping places and the approximate duration of any stops and the approximate time of
 termination. A diagram may be attached.)

2. The purpose of the proposed assembly is to display "things"
from years ago that relate to
country life and the Camden Show
"things" being animals, equipment
displays and bands.

3 The following special characteristics associated with the assembly would be useful for the Commissioner of Police to be aware of in regulating the flow of traffic or in regulating the assembly *(strike out whichever is not applicable)*

12 to 14

(i) There will be (number) of vehicles and/or..... (number) of floats involved.

The type and dimensions are as follows:
 Horse + Carts, tractors, animals, farm equipment, cars, bands etc...

1 or 2 (included)

(ii) There will be (number) of bands, musicians, entertainers, etc. which will entertain or address the assembly.

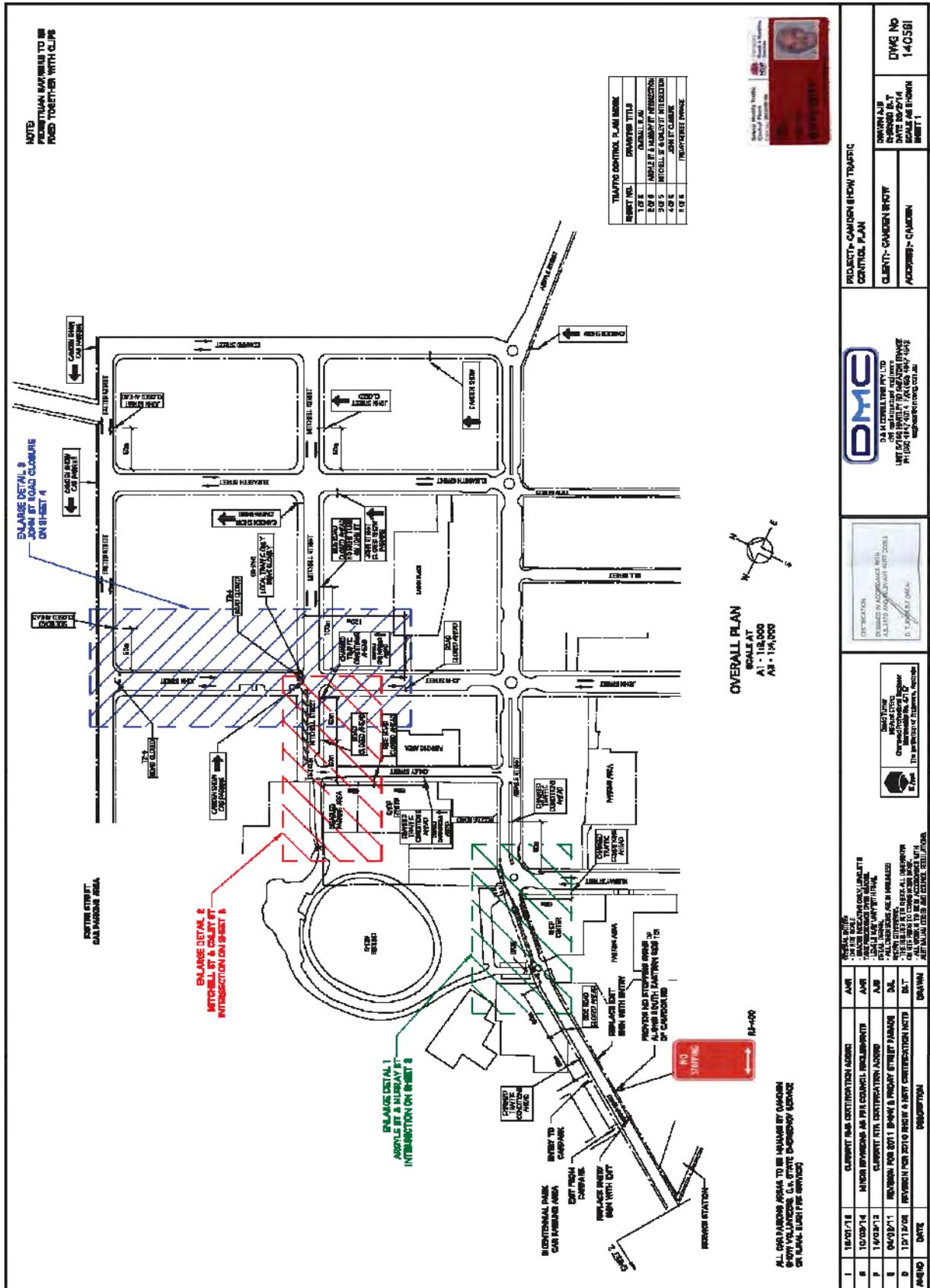
(iii) The following number and type of animals will be involved in the assembly:
 TBC but approx. half could be animals, say horses & cattle.

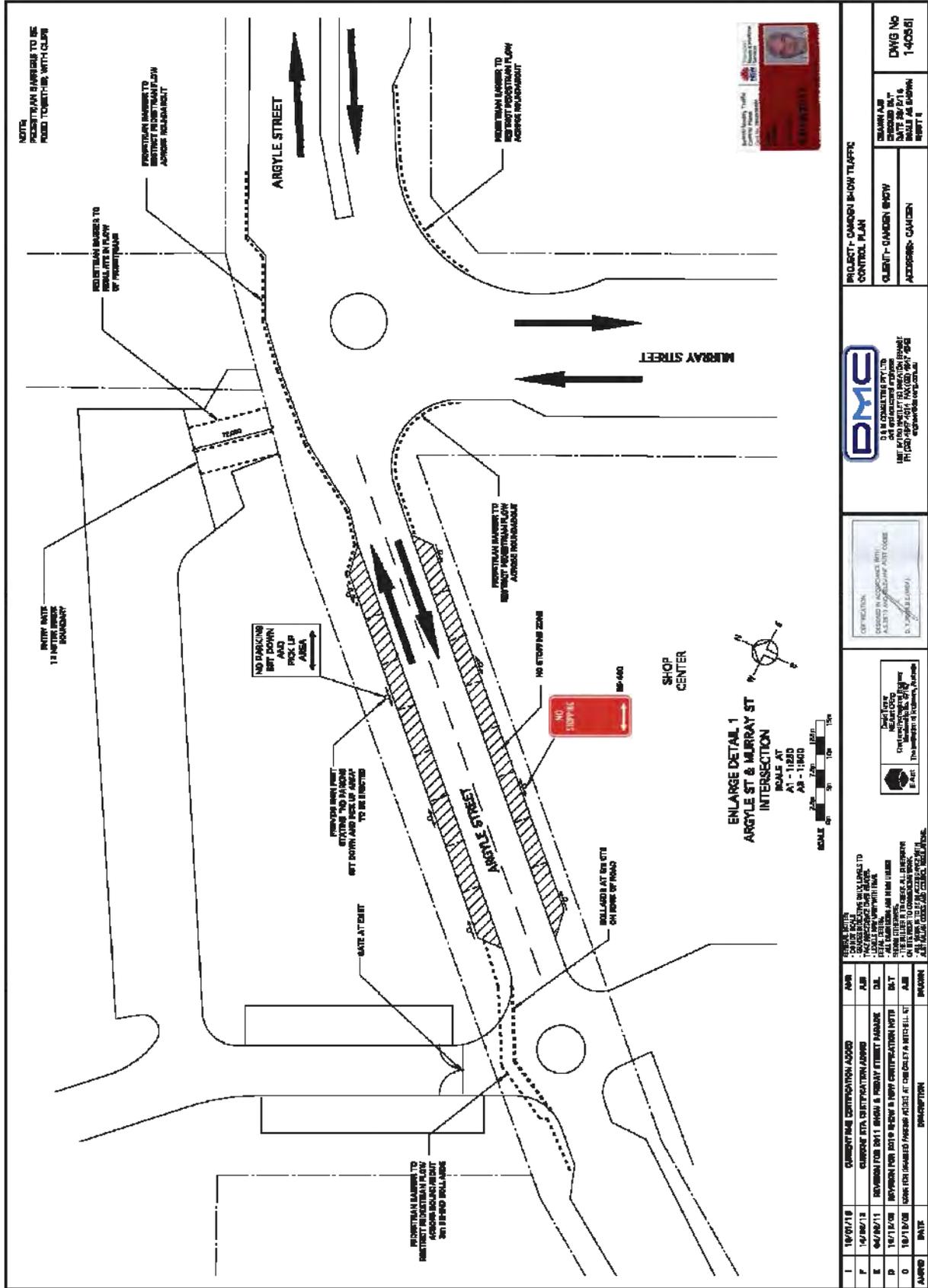
(iv) Other special characteristics of the proposed assembly are as follows:
 assemble in John Street between Ecker & Mitchell as shown on TMP drawings

4 I take responsibility for organising and conducting the proposed assembly.

5 Notices for the purposes of the *Summary Offences Act 1988* may be served upon me at the following address:
 18 Larnach Place
 Elderslie NSW
 Postcode: 2570
 Telephone No. 0418 406 118

6 Signed: *[Signature]*
 Capacity/Title: Traffic / Parking Committee Member
 Date: 5.1.2016







LOCAL TRAFFIC COMMITTEE

LTC33

**SUBJECT: ATTWOOD ROAD, SPRING FARM - STAGE 40 - 44 SUBDIVISION
SIGNAGE AND LINEMARKING**

FROM: Manager Infrastructure Planning

TRIM #: 16/31725

ELECTRONIC MEETING ITEM DATE: 9 February 2016

PURPOSE OF REPORT

To document concurrence previously provided by the Local Traffic Committee through an Electronic Meeting for the construction of new roads associated with the development of Spring Farm, Stage 40 to 44.

MAIN REPORT

Signage and Linemarking plans have been received by Council for the construction of new roads associated with the development of Spring Farm, Stage 40 to 44 in the location highlighted on **Attachment 1**. This relates to Development Applications 50/2013 and 754/2013.

The Engineering Drawing No. 76806.01.SK28 Rev. B prepared by SMEC consulting provides details of the proposed signage and line marking (**Attachment 2**).

It should be noted that signage, marking and devices on Springs Road is not part of this approval as it has already been approved by Local Traffic Committee as part of Springs Road reconstruction.

The plans comply with the requirements of Council and in accordance with relevant Standards. It is therefore recommended that the Local Traffic Committee gives concurrence to these signage and line marking plans.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2016/23	<p>The Local Traffic Committee recommends that Council approves the regulatory signs and line marking in vicinity of Attwood Road, Spring Farm, as shown on Engineering Drawing No. 76806.01.SK28 Rev. B subject to:</p> <ul style="list-style-type: none"> i. installation being completed by the applicant at its cost; ii. all signage being sign size A; iii. speed limits and speed zones be referred to Roads and Maritime Services for review and approval; and iv. street lighting levels for intersections and devices being in accordance with Australian Standard AS/NZS 1158, subject to further Council approval of the lighting design.

This recommendation was supported unanimously by the four voting members.



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

RECOMMENDED

That Council receives and notes the report.

ATTACHMENTS

1. Attwood Road Spring Farm - Topographic
2. Attwood Road Spring Farm - Signage and Linemarking Plan

LTC33

LTC33

Attachment 1



Scale: 1:3000
Printed Date: 09-02-16

This map has been prepared from Council records by the Land Information section. It was intended to only give this information you should have this verified.
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