



Transport
for NSW

Attachment 4

Mr Scott Lee
Planning & Environmental Services
Campbelltown City Council
P.O. Box 57
Campbelltown NSW 2560

Dear Mr Lee

Airds Bradbury Renewal Project – ongoing access to Busways Depot

Dear Scott,

I write in response to Council's request for Transport for NSW (TfNSW) to review the proposed Airds Bradbury Renewal Project's implications for public transport. TfNSW has reviewed the proposed reconfiguration of the access road between the Busways Campbelltown Depot and Georges River Road.

TfNSW has concerns related to the proposed access arrangements for the depot as it would result in additional time and distance for every bus using the depot.

An assessment by TfNSW shows that the additional bus running times would require amendments to driver's rosters to allow bus services to make rail connections. Almost all bus routes in this region commence or terminate at a train station and so most shifts would need to be adjusted.

Due to Roads & Maritime Services Driver Fatigue Regulations, it is likely that the revised access arrangements would trigger the need for additional drivers and subsequently additional buses. A copy of the Regulations is provided in **Attachment A** to this submission for your information. It should be noted that for each additional driver required during weekday peak periods, an additional bus is also required, which is purchased by the bus operator who is then compensated by Government.

Transport for NSW advises that it expects the consequential extra bus running time would result in the need for at least one additional driver (and bus), and considers it would be possible (although unlikely), to require four or more additional drivers (and buses). Further, the monetary cost to Government for the purchase of additional buses is substantial, and the driver pay on-costs (sick leave, annual leave, etc) for any additional bus drivers is also quite considerable.

Transport for NSW advises that until Busways schedule the required changes, the driver and bus requirements are unclear.

In light of the above information, Transport for NSW requests that a more direct route between the Busways Campbelltown Depot and Georges River Road, that does not require additional bus running times be provided. For your consideration, one suggested route that would meet this requirement is highlighted in yellow in **Attachment B**.

If you would like to discuss the contents of this letter or have any questions, please contact John Broady, Service Planner, Service Planning & Improvement on 02 8202 2099.

Yours sincerely



Mark Ozinga

Manager Land Use & Transport Planning

19/7/13

Objective Ref: CD13/13530

Standard Hours



Transport
Roads & Maritime
Services

REGULATIONS TO MANAGE DRIVER FATIGUE

DECEMBER 2011

The Road Transport (General) Regulation 2005 contains provisions relating to the management of heavy vehicle driver fatigue. The regulations apply to drivers of:

- Heavy trucks with a Gross Vehicle Mass (GVM) over 12 tonnes or a truck and trailer combination with a combined GCM over 12 tonnes; and
- Buses that seat more than 12 adults (including driver).

The regulations set maximum hours of work and minimum rest periods and provide three work and rest hours options: Standard Hours, Basic Fatigue Management (BFM) and Advanced Fatigue Management (AFM). The regulations place duties on parties in the 'chain of responsibility' to take all reasonable steps to prevent driver fatigue and to ensure that a driver does not drive while fatigued or drive in breach of his or her work and rest hours option.

What is the Standard Hours work option?

Under Standard hours, drivers can work for a maximum of 12 hours in any period of 24 hours with no more than 144 hours of work time in 14 days. Unlike BFM and AFM, there are no accreditation requirements. An operator requiring more flexible hours should consider applying for BFM or AFM.

Standard Hours – Solo Drivers

Total period	Maximum work time	Minimum rest time
In any period of...	a driver must not work for more than a total of	and must have at least...
5 hrs 30 mins	5 hrs 15 mins	15 continuous mins rest
8 hrs	7 hrs 30 mins	30 mins rest, in blocks of 15 continuous minutes
11 hrs	10 hrs	60 mins rest, in blocks of 15 continuous mins
24 hrs	12 hrs	7 continuous hrs stationary* rest
7 days (168 hours)	72 hrs	24 continuous hrs stationary* rest
14 days (336 hrs)	144 hrs	4 night rests** (includes 2 consecutive night rests)

Standard hours – Two-up Drivers

Total period	Maximum work time	Minimum rest time
In any period of...	a driver must not work for more than a total of	and must have at least...
5 hrs 30 mins	5 hrs 15 mins	15 continuous minutes rest
8 hrs	7 hrs 30 mins	30 mins rest, in blocks of 15 continuous minutes
11 hrs	10 hrs	60 mins rest, in blocks of 15 continuous minutes
24 hrs	12 hrs	5 continuous hrs stationary rest or 5 continuous hrs rest time in an approved sleeper berth while the vehicle is moving
52 hrs		10 hrs continuous stationary* rest
7 days (168 hrs)	60 hrs	24 hrs continuous stationary* rest time and 24 hrs stationary rest time in blocks of at least 7 continuous hrs stationary rest
14 days (336 hrs)	120 hrs	4 nights rests** (includes 2 consecutive night rests)

*Stationary rest is rest time that the driver spends out of the heavy vehicle or in an approved sleeper berth of a stationary regulated heavy vehicle.

** A night rest is 7 hours continuous rest taken between 10pm and 8am or 24 continuous hrs stationary rest.

Defintions

Time

Time is counted in 15-minute intervals and is recorded according to the time zone of the driver base.

Work

Work time is not just driving time: it is the time that the driver spending driving in the vehicle and any time spent on other tasks related to the operation of the vehicle. Driving includes being in the driver's seat while the engine is running and instructing or supervising the driver of the vehicle. Work time includes:

- loading and unloading,
- inspection, servicing or repair work,
- attending to the load or to other passengers,
- cleaning or refuelling,
- performing marketing tasks, and
- recording information.

However, a period during which the driver is sitting in the driver's seat with the engine running counts as rest time if the vehicle is not moving; the driver is not subject to work demands; and the period is at least 15 minutes or part of a rest period of at least 15 minutes.

Work is a maximum period so is always rounded upwards e.g. a period less than 15 minutes is counted as 15 minutes work; a period more than 15 minutes up to 30 minutes is counted as 30 minutes work etc.

Rest

All other time is counted as rest. Rest time is always rounded downwards: a period less than 15 minutes, for example, does not count as rest, while a period of more than 15 minutes but less than 30 minutes is counted as 15 minutes rest. The rest requirement is a minimum if you feel tired at any time, you should take a break.

Where to find more information

Further information on fatigue is available from the RMS at www.rms.nsw.gov.au and from the NTC website www.ntc.go.au. The Road Transport (General) Regulation 2005 containing driver fatigue regulations can be found at www.legislation.nsw.gov.au.



2. EXISTING COLLEGE ROAD ACCESS REQUIRING DEMOLITION SHOWN THUS:

[illegible]

Schedule 3
(Clause 1.1)

Work to be carried out by Developer

Column 1	Column 2	Column 3	Column 4	Column 5
Item	Public purpose	Nature and Extent	Timing	Contribution Value
1. Proposed bio-retention facilities	Water Cycle Management	Carrying out of the part of the Works as described under the heading '2. <i>Detention Facilities, Gross Pollutant Traps and Bio-Retention Devices</i> ' in Part A of the ISDP relevant to bio-retention facilities, that are located in Development Area 1A Dedication of land on which the Work is located	Work located within Development Area 1A is to be completed before the issuing of the Subdivision Certificate that creates the last Final Lot for residential purposes in Development Area 1A. Land to be dedicated on or before the registration of the plan of subdivision that creates the last Final Lot in Development Area 1A.	\$54,770.00
2. Georges River Road /Bellinger Road (Give-Way) with	Road Works and Intersection Upgrades	Carrying out of Works as described under the heading '1. <i>Road Works (Incl. Cycleways and Bus Stops) and Intersection Upgrades</i> ' in Part A of the	Work to be completed before the issuing of the Subdivision Certificate that creates the last Final Lot for residential purposes in	\$189,750.00

Airds Bradbury Renewal Project Stages 1A and 1B - Works-in-Kind Ag
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additional approach from Deans Road	ISDP relevant to the intersection of Georges River Road, Bellinger Road and Deans Road Dedication of land on which the Work is located	Development Area 1A. Land to be dedicated on or before the registration of the plan of subdivision that creates the last Final Lot in Development Area 1A.	
		Stage 1A subtotal	\$244,520.00
3. Collector Roads	Road Works and Intersection Upgrades Carrying out of the part of the Works as described under the heading '1. Road Works (Incl. Cycleways and Bus Stops) and Intersection Upgrades' in Part A of the ISDP relevant to collector roads, that are located in Development Area 1B Dedication of land on which the Work is located	Work located within Development Area 1B is to be completed before the issuing of the Subdivision Certificate that creates the last Final Lot for residential purposes in Development Area 1B. Land is to be dedicated on or before the registration of the plan of subdivision that creates the last Final Lot in Development Area 1B.	\$415,269.00
4. Roads Adjacent to Parks	Road Works and Intersection Upgrades Carrying out of the part of the Works as described under the heading '1. Road Works (Incl. Cycleways and Bus Stops) and Intersection Upgrades' in Part A of the ISDP relevant to roads adjacent to parks and open space, that are located in Development Area 1B Dedication of land on which the Work is located	Work located within Development Area 1B is to be completed before the issuing of the Subdivision Certificate that creates the last Final Lot for residential purposes in Development Area 1B. Land is to be dedicated on or before the registration of the plan of subdivision that creates the last Final Lot in Development Area 1B.	\$111,045.00
5. Trunk stormwater pipes	Water Cycle Management Carrying out of the part of the Works as described under the heading '2.	Work located within Development Area 1B is to be completed before	\$613,525.00

Airds Bradbury Renewal Project Stages 1A and 1B - Works-in-Kind Ag
Campbelltown City Council
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and pits		<i>Detention Facilities, Gross Pollutant Traps and Bio-Retention Devices</i> in Part A of the ISDP relevant to trunk stormwater pipes and pits, that are located in Development Area 1B Dedication of land on which the Work is located	the issuing of the Subdivision Certificate that creates the last Final Lot for residential purposes in Development Area 1B Land is to be dedicated on or before the registration of the plan of subdivision that creates the last Final Lot in Development Area 1B	
6. Upgrade of Existing Culverts	Water Cycle Management	Carrying out of Works as described under the heading '2. <i>Detention Facilities, Gross Pollutant Traps and Bio-Retention Devices</i> ' in Part A of the ISDP relevant to upgrade of existing culverts under Georges River Road Dedication of land on which the Work is located	Work to be completed before the issuing of the Subdivision Certificate that creates the last Final Lot for residential purposes in Development Area 1B. Land to be dedicated on or before the registration of the plan of subdivision that creates the last Final Lot in Development Area 1B.	\$651,475.00
7. Smiths Creek Detention Basin	Water Cycle Management	Carrying out of Works as described under the heading '2. <i>Detention Facilities, Gross Pollutant Traps and Bio-Retention Devices</i> ' in Part A of the ISDP relevant to the Smiths Creek detention basin Dedication of land on which the Work is located	Work to be completed before the issuing of the Subdivision Certificate that creates the last Final Lot for residential purposes in Development Area 1B. Land to be dedicated on or before the registration of the plan of subdivision that creates the last Final Lot in Development Area 1B.	\$169,510.00
8 Smiths Creek Reserve North (BC1)	Riparian and Bushland Regeneration	Carrying out of Works as described under the heading '8 <i>Riparian and Bushland Regeneration</i> ' in Part A of the	Work to be completed before the issuing of the Subdivision Certificate that creates the last Final Lot for	\$174,383.00

Airds Bradbury Renewal Project Stages 1A and 1B - Works-in-Kind Ag

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		ISDP relevant to BC1 Smiths Creek Dedication of land on which the Work is located	residential purposes in Development Area 1B. Land to be dedicated on or before the registration of the plan of subdivision that creates the last Final Lot in Development Area 1B.	
9. Proposed gross pollutant traps	Water Cycle Management	Carrying out of the part of the Works as described under the heading '2. <i>Detention Facilities, Gross Pollutant Traps and Bio-Retention Devices</i> ' in Part A of the ISDP relevant to gross pollutant traps, that are located in Development Area 1B Dedication of land on which the Work is located	Work located within Development Area 1B is to be completed before the issuing of the Subdivision Certificate that creates the last Final Lot for residential purposes in Development Area 1B Land is to be dedicated on or before the registration of the plan of subdivision that creates the last Final Lot in Development Area 1B	\$316,250.00
10. Proposed bio-retention facilities	Water Cycle Management	Carrying out of the part of the Works as described under the heading '2. <i>Detention Facilities, Gross Pollutant Traps and Bio-Retention Devices</i> ' in Part A of the ISDP relevant to bio- retention facilities, that are located in Development Area 1B Dedication of land on which the Work is located	Work located within Development Area 1B is to be completed before the issuing of the Subdivision Certificate that creates the last Final Lot for residential purposes in Development Area 1B Land is to be dedicated on or before the registration of the plan of subdivision that creates the last Final Lot in Development Area 1B	\$69,512.00
11. Georges River Road /Riverside Drive	Road Works and Intersection Upgrades	Carrying out of Works as described under the heading '1. <i>Road Works (Incl. Cycleways and Bus Stops)</i> and	Work to be completed before the issuing of the Subdivision Certificate that creates the last Final Lot for	\$253,000.00

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Intersection (single lane roundabout)		Intersection Upgrades' in Part A of the ISDP relevant to the intersection of Georges River Road and Riverside Drive. Dedication of land on which the Work is located	residential purposes in Development Area 1B. Land to be dedicated on or before the registration of the plan of subdivision that creates the last Final Lot in Development Area 1B.	
12 George River Road Entry Wall	Open Space and Landscape Works	Carrying out of Works as described under the heading '7. Georges River Road Entry – Kevin Wheatley VC Wall' in Part A of the ISDP Dedication of land on which the Work is located	Work to be completed before the issuing of the Subdivision Certificate that creates the last Final Lot for residential purposes in Development Area 1B. Land to be dedicated on or before the registration of the plan of subdivision that creates the last Final Lot in Development Area 1B.	\$177,100.00
			Stage 1B subtotal	\$2,951,069.00
			Sum of all Contribution Values	\$3,195,589.00



**Planning &
Infrastructure**

Attachment 7

2 July 2013

Contact: Megan Fu
Phone: (02) 9228 6531
Fax: (02) 9228 6455
Email: megan.fu@planning.nsw.gov.au

Our ref.: MP 10_0186

Ms Michelle Chiu
Development Manager
UrbanGrowth NSW
PO Box 237
Parramatta NSW 2124

Dear Ms Chiu

**Subject: Airds Bradbury Renewal Project Concept Plan Approval (MP 10_0186) -
Modification No. 7 Biodiversity Offset Package**

Reference is made to your email correspondence, on 22 April 2013 and 20 June 2013, submitting a Biodiversity Offset Strategy and Bushland Management Plans, to satisfy modification No. 7 Biodiversity Offset Package of the abovementioned concept plan approval.

The department has reviewed the *Airds / Bradbury Urban Renewal Project Biodiversity Offset Strategy* prepared by Travers Bushfire and Ecology, dated January 2013 and the bushland management plans for the offsite (St Helens Park and Gilead) and the onsite offset sites. The department notes that the biodiversity strategy and bushland management plans have been prepared in consultation with the Office of Environment and Heritage and council. Please be advised that the submitted biodiversity offset strategy and selected biodiversity offset sites are considered to have adequately addressed the requirements of modification No. 7 of the concept plan approval.

Please continue to consult with council and the NSW Office of Lands to finalise the Bushland Management Plans and the legal mechanisms for ensuring the offsets are maintained in perpetuity prior to determination of any subsequent development applications for subdivision as required by future assessment requirement No. 8.

Should you have any enquiries about this matter, please contact Megan Fu on (02) 9228 6531 or at megan.fu@planning.nsw.gov.au.

Yours sincerely,

Heather Warton
Director, Metropolitan and Regional Projects North
As nominee of the Director-General