



# Camden Council

## Business Paper

**Ordinary Council Meeting**  
**24 April 2012**

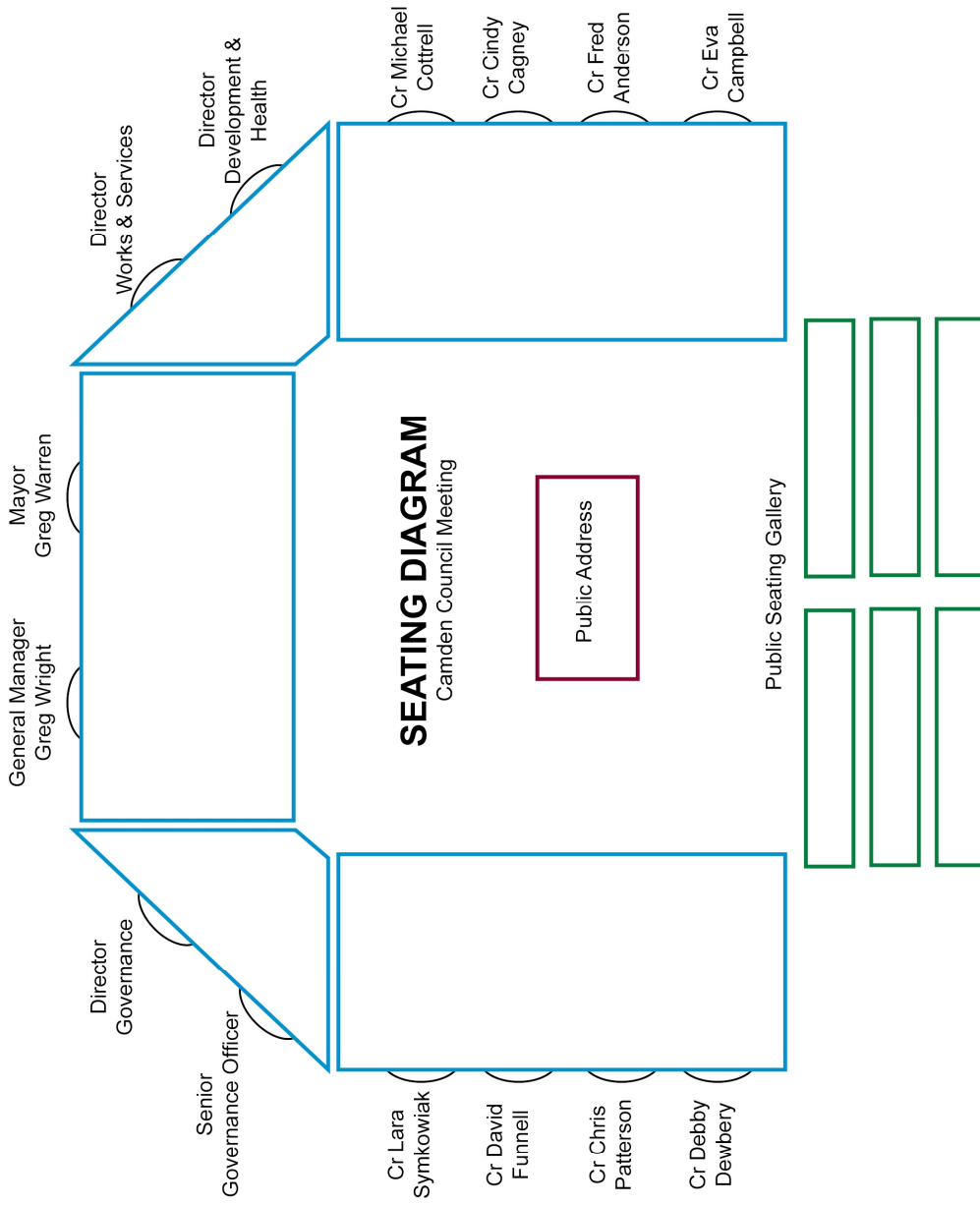
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**Camden Civic Centre**  
**Oxley Street**  
**Camden**



## COMMON ABBREVIATIONS

AEP	Annual Exceedence Probability
AHD	Australian Height Datum
BCA	Building Code of Australia
CLEP	Camden Local Environmental Plan
CP	Contributions Plan
DA	Development Application
DECCW	Department of Environment, Climate Change & Water
DCP	Development Control Plan
DDCP	Draft Development Control Plan
DPI	Department of Planning & Infrastructure
DLG	Division of Local Government, Department of Premier & Cabinet
DWE	Department of Water and Energy
DoH	Department of Housing
DoT	NSW Department of Transport
EIS	Environmental Impact Statement
EP&A Act	Environmental Planning & Assessment Act
EPA	Environmental Protection Authority
EPI	Environmental Planning Instrument
FPL	Flood Planning Level
GCC	Growth Centres Commission
LAP	Local Approvals Policy
LEP	Local Environmental Plan
LGA	Local Government Area
MACROC	Macarthur Regional Organisation of Councils
OSD	Onsite Detention
REP	Regional Environmental Plan
PoM	Plan of Management
RL	Reduced Levels
RMS	Roads & Maritime Services (incorporating previous Roads & Traffic Authority)
SECTION 149 CERTIFICATE	Certificate as to zoning and planning restrictions on properties
SECTION 603 CERTIFICATE	Certificate as to Rates and Charges outstanding on a property
SECTION 73 CERTIFICATE	Certificate from Sydney Water regarding Subdivision
SEPP	State Environmental Planning Policy
SRA	State Rail Authority
SREP	Sydney Regional Environmental Plan
STP	Sewerage Treatment Plant
VMP	Vegetation Management Plan
WSROC	Western Sydney Regional Organisation of Councils



*Please do not talk during Council Meeting proceedings.  
Recording of the Council Meeting is not permitted by members of the public at any time.*



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## ORDINARY COUNCIL

### ORDER OF BUSINESS - ORDINARY COUNCIL

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## **ORDINARY COUNCIL**

**SUBJECT:      RECORDING OF COUNCIL MEETINGS**

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In accordance with Camden Council's Code of Meeting Practice and as permitted under the Local Government Act this meeting is being audio recorded by Council staff for minute taking purposes.

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## ORDINARY COUNCIL

**SUBJECT: APOLOGIES**

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Leave of absence tendered on behalf of Councillors from this meeting.

**RECOMMENDED**

**That leave of absence be granted.**

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## ORDINARY COUNCIL

**SUBJECT:       DECLARATION OF INTEREST**

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NSW legislation provides strict guidelines for the disclosure of pecuniary and non-pecuniary Conflicts of Interest and Political Donations.

Council's Code of Conduct also deals with pecuniary and non-pecuniary conflict of interest and Political Donations and how to manage these issues (Clauses 7.5 -7.27).

Councillors should be familiar with the disclosure provisions contained in the Local Government Act 1993, Environmental Planning and Assessment Act, 1979 and the Council's Code of Conduct.

This report provides an opportunity for Councillors to disclose any interest that they may have or Political Donation they may have received relating to a Report contained in the Council Business Paper and to declare the nature of that interest.

### **RECOMMENDED**

**That the declarations be noted.**

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## ORDINARY COUNCIL

**SUBJECT: PUBLIC ADDRESSES**

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The Public Address segment (incorporating Public Question Time) in the Council Meeting provides an opportunity for people to speak publicly on any item on Council's Business Paper agenda or on any matter within the Local Government area which falls within Council jurisdiction.

Speakers must book in with the Council office by 4.00pm on the day of the meeting and must advise the topic being raised. Only seven (7) speakers can be heard at any meeting. A limitation of one (1) speaker for and one (1) speaker against on each item is in place. Additional speakers, either for or against, will be identified as 'tentative speakers' and should only be considered where the total number of speakers does not exceed seven (7) at any given meeting.

Where a member of the public raises a question during the Public Address segment, a response will be provided where Councillors or staff have the necessary information at hand; if not a reply will be provided at a later time. There is a limit of one (1) question per speaker per meeting.

All speakers are limited to 4 minutes, with a 1 minute warning given to speakers prior to the 4 minute time period elapsing.

Public Addresses are recorded for administrative purposes. It should be noted that speakers at Council meetings do not enjoy any protection from parliamentary-style privilege. Therefore they are subject to the risk of defamation action if they make comments about individuals. In the event that a speaker makes potentially offensive or defamatory remarks about any person, the Mayor/Chairperson will ask them to refrain from such comments.

The Mayor/Chairperson has the discretion to withdraw the privilege to speak where a speaker continues to make inappropriate or offensive comments about another person.

### **RECOMMENDED**

**That the public addresses be noted.**





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## ORDINARY COUNCIL

**SUBJECT: CONFIRMATION OF MINUTES**

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Confirm and adopt Minutes of the Ordinary Council Meeting held 10 April 2012.

**RECOMMENDED**

**That the Minutes of the Ordinary Council Meeting held 10 April 2012, copies of which have been circulated, be confirmed and adopted.**



## ORDINARY COUNCIL

### Mayoral Minute

**SUBJECT: MAYORAL MINUTE - "REP-RESENT" MACARTHUR-WINGECARRIBEE REGIONAL YOUTH FORUM**  
**FROM:** Mayor  
**BINDER:** Community Services/Youth

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**Mayoral Minute**

Last week I attended the "Rep-Resent" Macarthur-Wingecarribee Regional Youth Forum held on Tuesday 17 April at Bowden Centre, The Australian Botanic Garden, Mount Annan.

The aim of the forum was to provide young people from the Macarthur region with opportunities to participate in conversations and contribute ideas towards the needs and issues faced by the local youth. This regional event supported young people to help in making decisions that affect their lives at local and regional levels and provide them with opportunities to feel empowered to engage in their local communities. The forum was organised by local Youth Advisory Groups with the support from Camden, Campbelltown, Wollondilly and Wingecarribee Councils as well as local youth services, Youth Solutions, Macarthur Diversity Services and Burnside.

This forum also included a panel discussion component consisting of local Federal and State MP's, Mayors, MACROC and Camden Local Area Command. This panel provided young people with the opportunity to have their voices heard and put forward their concerns.

I had the opportunity to represent Council on this discussion panel and provide the young people with a sense of motivation to get involved in local community activities and become a part of the future direction of the Camden community.

This event was one of the twenty five Camden Youth Week activities held during National Youth Week celebrations which took place 13 – 22 April 2012.

#### **RECOMMENDED**

**That the information be noted.**



ORD01

## ORDINARY COUNCIL

ORD01

**SUBJECT:** CONSTRUCTION OF 17 X 2 BEDROOM SINGLE STOREY TOWNHOUSES AND STRATA SUBDIVISION AT NOS 3-9 (LOT 1431 DP 1150288) PARTRIDGE STREET, SPRING FARM  
**FROM:** Director, Development and Health  
**BINDER:** Development Applications 2011

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**DA NO:** 802/2011  
**OWNER:** Partridge Street Pty Ltd  
**APPLICANT:** Reggies Residential Design  
**ZONING:** R1 General Residential

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### PURPOSE OF REPORT

The purpose of this report is to seek Council's determination of an amended Development Application (DA) for the construction of 17 x 2 bedroom single storey townhouses and strata subdivision.

The DA is referred to Council due to outstanding issues in submissions from the public and as the DA involves variations from Camden Development Control Plan 2011.

This DA was previously reported to Council on 31 January 2012. At that time Council resolved to defer the determination "pending further consideration and negotiations with the applicant".

### SUMMARY OF RECOMMENDATION

It is recommended that Council approve this DA subject to the draft development consent conditions provided at the end of this report.

### BACKGROUND

The original DA was lodged with Council on 21 July 2011 for the construction of 18 x 4 bedroom, 2 storey townhouses and strata subdivision. The application was publicly notified between 1 and 14 August 2011 and 6 submissions were received as a result of this notification.

The DA was reported to Council on 31 January 2012 and Council resolved to defer the determination "pending further consideration and negotiations with the applicant".

Since that time Council staff have met with the applicant to negotiate a revised development to address the concerns raised in the submissions and by Councillors. As a result of these negotiations the applicant has amended the development to 17 x 2 bedroom, single storey townhouses with strata subdivision.

The amended DA was publicly notified between 23 March and 10 April 2012 and no submissions were received.

This report recommends that Council approve the amended DA subject to conditions of consent.

## THE SITE

The site is located within the Spring Farm release area and comprises a vacant lot with an area of 4,532m<sup>2</sup>. The site is cleared of vegetation and has a gentle fall from east to west. The site is surrounded by residential lots which range from undeveloped to fully occupied.

The site is located within the precinct known as the Eastern Village in Spring Farm which is bounded by Richardson Road to the west, a bushland corridor and Gundungurra Reserve to the north, the Jack's Gully Waste Disposal facility to the east and the Nepean River to the south.

**A site location map is provided at the end of this report (Attachment 1).**

## AMENDED PROPOSAL

The amended DA is seeking development consent for:

1. the construction of 17 x 2 bedroom single storey townhouses, with 9 townhouses fronting Partridge Street and 8 townhouses towards the rear of the site;
2. construction of communal open space, car parking (including 6 visitor spaces) and landscaping; and
3. strata subdivision.

As the proposed development is within close proximity to a bush corridor that could potentially be a future bush fire risk by way of tree plantings, the original DA was referred to the Rural Fire Service (RFS). A Bush Fire Safety Authority was received from the RFS as part of the original DA. Referral of the amended DA back to the RFS was not required given the general recommendations contained within the Bush Fire Safety Authority.

**A copy of the amended DA plans is provided at the end of the report (Attachment 2).**

## NOTIFICATION

This original DA was publicly notified between 1 and 14 August 2011 and 6 submissions were received (all objecting to the DA).

The amended DA was publicly notified between 23 March and 10 April 2012 and no submissions were received.

The issues raised in the submissions to the original DA are assessed in the "1(d) Any Submissions" section of this report.

**Copies of the submissions are provided with the Business Paper supporting documents (Attachment 3).**

## PLANNING CONTROLS

The following are relevant planning controls that have been considered in the assessment of this application:

1. Deemed State Environmental Planning Policy No 20 – Hawkesbury/Nepean River
2. Camden Local Environmental Plan 2010
3. Camden Development Control Plan 2011

### **ASSESSMENT**

The application has been assessed in accordance with Section 79C of the *Environmental Planning and Assessment Act 1979*. The following comments are made with respect of the application:

#### **(1)(a)(i) The provisions of any Environmental Planning Instrument**

##### Deemed State Environmental Planning Policy No 20 – Hawkesbury/Nepean River

It is considered that the aims and objectives of this policy will not be prejudiced by this development and there will be no detrimental impacts upon the Hawkesbury/Nepean River system as a result of it. Existing stormwater quantity and quality facilities in the vicinity of this subdivision will ensure protection of the river system.

##### Camden Local Environmental Plan 2010 (LEP)

###### *Permissibility*

The site is zoned R1 General Residential. The development is defined as “multi dwelling housing”, which is permissible in the zone.

###### *Zone Objectives*

In terms of the development's consistency with the zone objectives, the relevant objectives are to “provide for the housing needs of the community” and to “provide for a variety of housing types and densities”.

The development is generally compliant with these objectives as the development provides for housing needs, and provides for medium density housing in this zone.

###### *Building Height*

Pursuant to Clause 4.3 of the LEP, the proposed buildings will comply with the maximum building height of 9.5m as they are only a maximum of 6m above the natural ground level.

###### *State Public Infrastructure*

Pursuant to the Clause 6.1 of the LEP, arrangements for designated state public infrastructure will be imposed as a development consent condition to be complied with prior to the issue of a Subdivision Certificate. This is consistent with a Ministerial Direction issued in January 2011, with respect to how satisfactory arrangements are made with the Director General of the Department of Planning and Infrastructure.

###### *Minimum Lot Size*

The LEP's minimum lot size controls do not apply to this development as it is for strata subdivision and not torrens title subdivision. However it is noted that a development of this type is permissible with development consent in this zone.

**(1)(a)(ii) The provisions of any proposed instrument that is or has been the subject of public consultation under *the Act* and that has been notified to the Consent Authority**

There are no relevant draft environmental planning instruments applicable to this site or development.

**(1)(a)(iii) The provisions of any Development Control Plan**

Several parts of Camden Development Control Plan 2011 (DCP) are relevant to this development.

*DCP Non-Compliance*

1. Part D2.2.3, Control 3: Non-compliance with the site dimensions control.

The site exceeds the DCP's required minimum width of 70m but is less than the required 80m in depth. The site is only 59.5m deep.

It is recommended that Council support this variation from the DCP. Although the site is short in depth by 20.5m, the purpose of this control is to ensure that the site is large enough to provide appropriate car parking, landscaping and private open space etc. The development complies with all of these DCP controls and therefore achieves the objectives of this DCP control despite the non-compliance.

*Other Parts of the DCP*

The proposal complies with all other remaining DCP controls, with an assessment provided below:

Part B1.1 – Erosion and Sedimentation

Erosion and sediment control measures that comply with the DCP's requirements are recommended as draft development consent conditions and provided at the end of this report.

Part B1.2 – Earthworks

The development is intended to respond to the natural topography of the site, however there will be some minor filling at the rear of the site for some of the residential units. This is compliant with the DCP's requirements.

Part B1.3 – Salinity Management

A salinity assessment and salinity management plan was prepared as part of the parent subdivision of this land and approved by Council staff. A draft Development Consent Condition is proposed to ensure that the development is constructed in accordance with the recommendations of this Salinity Management Plan.

Part B1.4 – Water Management

Stormwater management, drainage and connection to the sewer has been assessed by Council's Subdivision Engineer. These have been deemed to be satisfactory, with proposed draft development consent conditions relating to stormwater detention,

location of water quality facilities and written confirmation that a connection can be made to the sewer prior to the issue of a Subdivision Certificate.

#### Part 1.9 – Waste Minimisation and Management

A waste management plan was provided as part of the application relating to the construction of the proposed development, as well as ongoing management of waste. This plan addresses the DCP requirements.

#### B1.10 Bushfire Risk Management

Whilst the land is not classified as bushfire prone land, the application was referred to the Rural Fire Service (RFS) as the proposed development is located in close proximity to a bush corridor adjacent to nearby Holland Drive. The RFS has forwarded a Bush Fire Safety Authority pursuant to Section 100B of the *Rural Fires Act 1997*, compliance with which is recommended via a draft development consent condition.

#### Part B1.12 – Contaminated and Potentially Contaminated Land Management

A phase 1 and 2 contamination assessment was prepared as part of the parent subdivision of this land and was approved by Council staff. An unauthorised stockpile was discovered during an on-site inspection, and whilst it has now been removed, a Validation Report was lodged to determine whether any residue contamination remained. The report concluded that the site is suitable for its intended use and this conclusion is supported by Council staff.

#### Part B1.13 – Mine Subsidence

The land is located within the South Campbelltown Mine Subsidence District. Concurrence to the development from the Mine Subsidence Board was provided with the Development Application.

#### Part B2 – Landscape Design

A landscaping plan was lodged with the application and was assessed by Council. It was determined that the landscaping satisfies primary controls, relating to enhancing the visual setting and design qualities of the built form, maximising surveillance opportunities and a deep soil zone can be provided in the communal open space areas.

A draft development consent condition mandates a 24 month maintenance and establishment period for all landscaping associated with the residential development.

#### Part B5 – Access and Parking

For multi dwelling housing, the DCP requires 1 space per 1 or 2 bedroom dwellings, plus 1 visitor space per 3 dwellings for developments of 9 units or greater.

- townhouses: 17 x 2 bedroom = 17 spaces (1 each); plus
- visitors: 17 / 3 = 5.6 spaces (rounded to 6 spaces)
- total: 17 + 6 = 23 spaces required

The development requires 23 spaces. Each townhouse is provided with a single garage and 6 visitor spaces are provided on site. The development therefore complies with the DCP.

#### Part C7 – Spring Farm

The DCP provides a range of residential dwelling densities for different parts of the Spring Farm release area. The proposed density of dwellings for this site is consistent with the density controls for this part of the Spring Farm release area.

#### Part D2.2.3 - Controls for Specific Forms of Residential Accommodation: Multi Dwelling Housing and Attached Dwellings

##### *Floor Area*

In relation to site coverage, the gross floor area of the buildings is calculated to be 1,457m<sup>2</sup>, which is 32% of the entire site area. Therefore the development complies with the DCP maximum of 50% site coverage.

##### *Urban Design*

In relation to the image and legibility, this has been assessed by Council's Urban Designer, who has determined that the development exhibits a contemporary urban form consistent with the desired character for a new release area, and the façade treatment to Partridge Street demonstrates appropriate proportions and articulation.

The development demonstrates a clear differentiation between private open space, communal open space and car parking, and entrances to the townhouses are clearly defined. Whilst there is an element of repetition to the frontage, it provides a theme by way of building materials and articulation, and provides differentiation and interest by way of a varying schedule of colours.

##### *Access and Entries*

In relation to access and entries, the proposed development will provide a defined and well lit pedestrian 'safe route'. A draft development consent condition provided at the end of the report requires details on lighting in accordance with the relevant parts of Australian Standard 1158 to be provided to the Principal Certifying Authority prior to the issue of a Construction Certificate.

##### *Car Parking*

As assessed in the "Part B5 – Access and Parking" section of this report, the development complies with the DCP's car parking requirements.

##### *Storage*

Regarding storage, a shed with an area of 8m<sup>3</sup> will be provided for each of the units in each unit's private open space areas.

##### *Private Open Space*

In relation to private open space, the overall amount of private open space coverage is 907m<sup>2</sup>, which equates to 20% of the site and complies with the minimum DCP



requirement of 20%. All of the units provide more than the DCP minimum of 24m<sup>2</sup> of principal private open space, ranging from 28.48m<sup>2</sup> to 151.56m<sup>2</sup>.

#### *Communal Open Space*

In relation to communal open space, approximately 45m<sup>2</sup> has been provided at the northern end of the development between units 9 and 17. This area is large enough to provide landscaping for passive recreational uses and also allows a large enough area to plant mature sized trees for shading. This is demonstrated by way of the landscaping plan, with a number of trees proposed, including two trees which will have a mature height of 3m and 5m respectively, which will provide shading.

#### *Security*

In relation to security, the original DA was referred to the NSW Police for assessment under the Safer by Design Guidelines as part of the original proposed development. The development has been determined to be a low crime risk, with no objections from the Police nor any recommended conditions. A referral back to the Police was not required given the recommendations contained within the original advice.

#### **(1)(a)(iia) The provisions of any Planning Agreement**

There are no Planning Agreements that apply to this site or development.

#### **(1)(a)(iv) The provisions of the Regulations**

The Regulations prescribe several development consent conditions that will be included in any development consent issued for this development.

#### **(1)(b) The likely impacts of the development**

The likely impacts of this development include:

##### Social Impacts

The proposed development will contribute to diversity through the provision of a variety of housing stock by way of different densities.

##### Built Impacts

The proposed development will not contribute to any negative impacts on the streetscape, as it complies with the relevant controls of the DCP.

All likely impacts of the proposed development have been assessed elsewhere in this report.

#### **(1)(c) The suitability of the site for the development**

The proposal is compatible with the locality in terms of its ability to conform with the relevant objectives of the LEP and most of the development controls in the DCP. In addition, service connection, salinity and mine subsidence issues are able to be addressed. Therefore it is considered that this site is suitable for the proposed development.

### **(1)(d) Any submissions**

The original DA was publicly notified between 1 and 14 August 2011 for 14 days and 6 submissions were received (all objecting to the application).

The amended DA was publicly notified between 23 March and 10 April 2012 upon the receipt of the amended plans. All objectors to the original DA were advised of the amended DA. In response to the notification of the amended DA, no submissions were received.

The following is a list of the issues that were raised in submissions received to the original DA and an assessment of those issues against the amended DA plans:

1. The road is too narrow for this type of development, and it will result in an increase in traffic.

*Officer comment:*

The surrounding street network has been designed to cater for the additional traffic that will be generated by the proposed development and the roads will be wide enough to accommodate on-street car parking. The surrounding streets are in accordance with Camden Development Control Plan 2011.

The development will result in traffic levels that are consistent with the planned and established residential areas in the Spring Farm Release Area.

2. This type of development was not disclosed to adjoining land owners at the time of purchase.

*Officer comment:*

Whilst this is noted, this matter is not relevant to the assessment of this DA. However it is noted that a townhouse development is permissible on this site under the zoning.

3. Concerns that this development is being sold off the plan.

*Officer comment:*

Whilst this is noted, this matter is not relevant to the assessment of this DA.

4. Impacts on privacy.

*Officer comment:*

In the amended DA, all of the townhouses are single storey. The single storey development does not present any unacceptable levels of overlooking into adjoining properties.

5. Overshadowing.

*Officer comment:*

The amended DA being single storey does not present any unacceptable levels of overshadowing of the proposed or adjoining dwellings.

6. A large number of bins on collection will be unsightly.

*Officer comment:*

A condition has been proposed that seeks to minimise the number of bins in a communal arrangement, along with the removal of the concrete bin pad in consultation with Council's waste team.

7. The density is too high, and it is suggested that it should be reduced to around 12 units.

*Officer comment:*

As assessed previously in the "Provisions of any Development Control Plan" section of this report, the development complies with the relevant numerical controls for this type of development, including being under maximum site coverage of buildings on site, and exceeding the minimum site coverage for private open space.

Therefore the density of this development is considered to be appropriate for this site.

8. Unsuitable development given that there are single storey dwellings in the locality.

*Officer comment:*

The amended DA being single storey is consistent in height with the existing single storey dwellings in the immediate vicinity of the site.

9. The additional number of residents will increase noise levels.

*Officer comment:*

It is not considered that this development will give rise to noise levels that are any greater than the ambient levels experienced in a residential area.

10. The electrical and communications room will result in noise impacts on adjoining property.

*Officer comment:*

This issue has been assessed by Council staff and it has been determined that the noise levels emitted will be negligible and therefore not result in noise impacts.

11. No areas to play within the development will likely lead to increases in anti-social behaviour.

*Officer comment:*

This has been assessed in the "Provisions of any Development Control Plan" section of this report under Part D2.2 relating to Controls for Multi Dwelling Housing and Attached Dwellings. Each of the units provides private open space and there is also a communal area of approximately 45m<sup>2</sup> located at the northern end of the site between units 9 and 17.

These areas are assessed as providing sufficient spaces in which children can play.

12. The likelihood that a number of these units will be rented and therefore "slums of the future."

*Officer comment:*

The future owners of any residential units are not an issue that can be considered as part of this assessment.

13. Impact on property values.

*Officer comment:*

The potential loss of property values is not an issue that can be considered as part of this assessment, however it is noted that no evidence has been provided to demonstrate that the proposed development will result in a loss of property values.

14. No sense of articulation on Partridge Street.

*Officer comment:*

This has been assessed in the "Provisions of any Development Control Plan" section of this report under Part D2.2 relating to Controls for Multi Dwelling Housing and Attached Dwellings. The development demonstrates appropriate proportions and articulation to the street by way of the setbacks from the street as well as various architectural elements.

15. Does not comply with the control in Part C5 of the DCP in terms of a repetition of the frontage and building form.

*Officer comment:*

This particular control in Part C5 of the DCP is not applicable to the assessment of this DA. Notwithstanding this, the design of the development including its presentation and streetscape to Partridge Street is considered satisfactory and in accordance with the desired character for a new release area.

16. Lack of parking spaces will result in more cars parking on the street.

*Officer comment:*

This has been assessed in the "Provisions of any Development Control Plan" section of this report under Part B5 relating to Access and Parking. A total of 23 parking spaces are provided on site, which is 1 per unit, as well as 6 visitor spaces at the rate of 1 per 3 units, and this fully complies with the DCP.

17. No protection to adjoining properties by way of bollards, etc. for the internal access way.

*Officer comment:*

It is not considered necessary that the development provide protection for adjacent properties. The proposed internal access way will comply with Council's Engineering Specifications and allow for vehicles to manoeuvre through it without causing any damage to adjoining properties, boundary fences etc.

18. Concerns about parking spaces forward of the garages and manoeuvrability.

*Officer comment:*

The garages for units 1 to 9 facing Partridge Street are setback sufficiently so as to allow another vehicle to be parked without any part of the vehicle overhanging the front property line. The other garage spaces, which are to be accessed via the internal driveway, are considered to be acceptable as the width of the hardstand area between the front and rear units allows for manoeuvring as per the Australian Standard for off street parking (AS 2890).

19. The depth of the subject lot is less than 80m.

*Officer comment:*

This has been assessed in the "Provisions of any Development Control Plan" section of this report under Part D2.2 relating to Controls for Multi Dwelling Housing and Attached Dwellings. This non-compliance is considered to be supportable in this instance as the development is compliant with the remaining DCP controls and the variation does not result in any adverse impacts on surrounding properties.

20. The development should be a mixture of double and single storey.

*Officer comment*

The proposed development has been amended to now be entirely single storey.

21. Some of the units should have double garages to reduce reliability on parking on the street.

*Officer comment:*

This has been assessed in the "Provisions of any Development Control Plan" section of this report under Part B5 relating to Access and Parking. A total of 23 parking spaces provided on site, which is 1 per unit, as well as 6 visitor spaces at the rate of 1 per 3 units, and this fully complies with the DCP.

**(1)(e) The public interest**

This development is considered to be within the public interest as it represents the development of a zoned residential site that is generally consistent with the LEP and DCP. The development will provide for housing needs whilst not significantly impacting upon surrounding residents or the environment. These achievements are considered to be within the public interest.

**CONCLUSION**

In accordance with Council’s resolution on 31 January 2012, the applicant has met with Council officers to discuss issues raised by residents and Councillors in relation to the original DA.

As a result of these negotiations, the applicant has redesigned the proposal and lodged amended plans proposing 17 x 2 bedroom single storey townhouses and strata subdivision. The amended development has less impact on neighbouring properties as the dwellings are smaller in size and the building height and the overall density is reduced.

The amended DA has been assessed under Section 79C of the *Environmental Planning and Assessment Act 1979*. The amended DA is generally consistent with the Camden LEP 2010 and Camden DCP 2011.

The amended DA was notified and no submissions were received.

The assessment of this DA is complete and the matter is recommended to Council for approval subject to the draft Development Consent Conditions shown below.

**DRAFT CONDITIONS OF CONSENT**

**1.0 - General Requirements**

The following conditions of consent are general conditions applying to the development.

- (1) **Development in Accordance with Plans** – The development is to be in accordance with plans and documents listed below, except as otherwise provided by the conditions of this consent:

Plan / Development No.	Description	Prepared by	Dated
1588	Proposed Multi Unit Development	Reggies	24/2/12
1588-1	Proposed Multi Unit Development	Reggies	24/2/12
1588-2	Proposed Multi Unit Development	Reggies	24/2/12
1588-3	Proposed Multi Unit Development	Reggies	24/2/12
1588-4	Proposed Multi Unit Development	Reggies	24/2/12
1588-5	Proposed Multi Unit Development	Reggies	24/2/12
1588-6	Proposed Multi Unit Development	Reggies	24/2/12
1588-7	Proposed Multi Unit Development	Reggies	24/2/12
1588-8	Proposed Multi Unit Development	Reggies	24/2/12
1588-9	Proposed Multi Unit Development	Reggies	24/2/12
1588-10	Proposed Multi Unit Development	Reggies	24/2/12
1588-11	Proposed Multi Unit Development	Reggies	24/2/12
1588-12	Proposed Multi Unit Development	Reggies	24/2/12
1588-13	Proposed Multi Unit Development	Reggies	24/2/12
1588-14	Proposed Multi Unit Development	Reggies	24/2/12
1588-15	Proposed Multi Unit Development	Reggies	24/2/12
1588-16	Proposed Multi Unit Development	Reggies	24/2/12
1588-17	Proposed Multi Unit Development	Reggies	24/2/12
1588-18	Proposed Multi Unit Development	Reggies	24/2/12

1588-22	Proposed Multi Unit Development	Reggies	24/2/12
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Where there is an inconsistency between the approved plans/documentation and the conditions of this consent, the conditions of this consent override the approved plans/documentation to the extent of the inconsistency.

- (2) **Landscaping Maintenance and Establishment Period** - For a period of 24 months, commencing from the Date of Practical Completion (DPC), the Applicant will have the maintenance responsibility for all landscaping works associated with this Consent, including all street tree reinstallations or street tree repairs. The Applicant will also be responsible for ensuring the landscaping works, including all street tree reinstallations or street tree repairs, are successfully established during this 24 month period.

The DPC is taken to mean completion of all civil works, soil preparation and treatment and initial weed control, and completion of all planting, turf installation, street tree reinstallation or street tree repair, and all landscaping mulching.

It is the Applicant's responsibility to arrange a site inspection with the Principal Certifying Authority (PCA), upon initial completion of the landscaping works, to determine and agree upon an appropriate DPC.

At the completion of the 24 month landscaping maintenance and establishment period, all areas of lawn and plantings, including any nature strip and road verge areas, street trees, street tree protective guards, bollards and garden bed areas, must be in a safe and functional condition and all plantings have signs of healthy and vigorous growth

At the completion of the maintenance and establishment period, the landscaping works must comply with the approved Landscaping Plans.

- (3) **Building Code Of Australia** - All works must be carried out in accordance with the requirements of the *Building Code of Australia*.
- (4) **Fencing** - Where fencing has not been specifically addressed by this Development Consent, any fence erected on the property boundary or within the allotment must comply with *Camden Council Development Control Plan 2011 (DCP 2011)*.
- (5) **Slab Design** - The slab/footings/foundation shall be designed in accordance with the requirements of the 'Restriction on the Use of the Land' numbered three (3) on the 88b Instrument.
- (6) **Stormwater Detention** - The capacity of the existing stormwater drainage system must be checked to ensure its capability of accepting the additional run-off from this development. If necessary, an on-site detention system must be provided to restrict stormwater discharges from the site to pre-development flows in accordance with Camden Council's current Engineering Design Specifications.

On completion of the on-site detention system, Works-as-Executed plans in both hard copy and .pdf and .dwg or equivalent electronic format are to be prepared by a Registered Surveyor or the Design Engineer and submitted to

the Principal Certifying Authority. If Camden Council is not the Principal Certifying Authority, a copy is to be submitted to the Council prior to the issue of the Occupation Certificate. The plans are to be certified by the designer and are to clearly make reference to:

- (a) the works having been constructed in accordance with the approved plans,
- (b) actual storage volume and orifice provided,
- (c) the anticipated performance of the system with regard to the design intent.

The developer must prepare a Section 88b Instrument for approval by the Principal Certifying Authority which incorporates the following easements and restrictions to user:

- (a) Restriction as to user indicating that the on-site detention basin must be maintained at all times to a level sufficient to ensure efficient operation of the basin, and that the Consent Authority (ie Camden Council) must have the right to enter upon the burdened lot with all necessary materials and equipment at all reasonable times and on reasonable notice (but at any time and without notice in the case of an emergency) to:
    - (i) view the state of repair of the basin;
    - (ii) to execute any work required to remedy a breach of the terms of this covenant if the proprietor has not within fourteen (14) days of the date of receipt by the proprietor of written notice from the Council, requiring remedy of a breach of the terms of this covenant, taken steps to remedy the breach and without prejudice to the Council's other remedies the Council may recover as a liquidated debt the cost of such remedial work from the proprietor forthwith upon demand.
  - (b) Restriction as to user indicating that the on-site detention basin must not be altered, or removed in part, or structures erected thereon without the prior consent of Council.
- (7) **Infrastructure in Road and Footpath Area** – Any costs incurred due to the relocation of light poles, kerb inlet pits, service provider pits or other restrictions in the street footpath area shall be borne by the applicant.
- (8) **Rural Fire Service** – The development is to comply with all of the conditions specified in the Bushfire Safety Authority issued by the Rural Fire Service, dated 12 July 2011, Ref No D11/1033 (attached to this development consent).
- (9) **Waste Storage and Collection** – This development must incorporate communal bin storage areas within the site and behind the proposed townhouses that front Partridge Street. The bins provided for this development must be communal for the entire development and subject to further consultation between the Strata Body Corporate and Council prior to the issue of an Occupation Certificate.



Furthermore, the proposed concrete bin pads along Partridge Street are not approved. This area must be retained as a turfed road verge with any existing/approved street trees.

The waste collection point for bin pick up on Partridge Street must be level and adjacent to the kerb. This area must run parallel to the rear of the kerb and measure 3m long by 900mm wide and allow 3.9m clear vertical space to allow for the truck-lifting arm.

A waste collection vehicle must be able to approach parallel to the collection area either directly next to or within a car width of the kerb. The designated area must also be clear from the positioning of tree plantings (or tree canopies), street lighting and other fixtures.

If this area cannot be provided in front of this site's Partridge Street frontage, a more appropriate location shall be provided in front of another property following consultation with Council. The alternative location shall not be located more than 50m from 3-9 Partridge Street and must be agreed to by Council.

## 2.0 - Construction Certificate Requirements

The following conditions of consent shall be complied with prior to the issue of a Construction Certificate.

- (1) **Street Tree Protection Standards During all Development and Construction Works** - The protection of existing nature strip street trees, other than any existing street trees authorised by the Consent Authority (i.e. Camden Council) for relocation, removal, pruning, impact upon or disturbance by this Consent, must be carried out as specified in the Australian Standard AS 4970-2009 Protection of Trees on Development Sites. The Consent Authority (i.e. Camden Council) must approve and authorise any works or impacts on any existing nature strip street tree prior to those works or impacts occurring.

The works and procedures involved with the protection of existing street trees are to be carried out by a suitable qualified and experienced Arborist or organisation. Minimum suitable qualifications for the Arborist are to be at a standard of Australian Qualification Framework (AQF) Level 3 in Arboriculture.

Prior to the issue of the Construction Certificate, all initial procedures for the protection of existing trees as detailed in AS 4970-2009, must be installed. All procedures for the protection of existing street trees must be applied, functioning and appropriately maintained during any earthworks, demolition, excavation (including any driveway installation) and construction works applicable to this Consent.

- (2) **Civil Engineering Plans** - Indicating drainage, roads, accessways, earthworks, pavement design, details of linemarking and traffic management details must be prepared strictly in accordance with Camden Council's Development Control Plan 2011 and Engineering Specifications and are to be submitted for approval to the Principal Certifying Authority prior to the Engineering Construction Certificate being issued.

Note:

- (a) Under the Roads Act 1993, only the Council can issue a Construction Certificate for works within an existing road reserve.
  - (b) Under section 109E of the Environmental Planning and Assessment Act 1997, Council must be nominated as the Principal Certifying Authority for subdivision work and has the option of undertaking inspection of physical construction works.
- (3) **Environmental Site Management Plan** - An Environmental Site Management Plan must be submitted to the Certifying Authority for approval and inclusion in any application for a Construction Certificate. The plan must be prepared by a suitably qualified person in accordance with AS/NZ ISO 14000 – 2005 and must address, but not be limited to, the following:
- (a) all matters associated with Council's Erosion and Sediment Control Policy;
  - (b) all matters associated with Workplace Health and Safety;
  - (c) all matters associated with Traffic Management/Control;
  - (d) all other environmental matters associated with the site works such as noise control, dust suppression and the like.
- (4) **Dilapidation Survey** - A photographic dilapidation survey of existing public roads, kerbs, footpaths, drainage structures and any other existing public infrastructure within the immediate area of the development site must be submitted to the Council prior to the issuing of the Construction Certificate.
- The survey must include descriptions of each photo and the date when each individual photo was taken.
- Any damages to Council's assets will need to be repaired or reinstated at the Applicant's cost.
- (5) **Performance Bond** - Prior to the issue of the Construction Certificate, a performance bond of \$15,000 must be lodged with Camden Council in accordance with Camden Council's Engineering Construction Specifications.
- (6) **Vehicular Area Design Standards** - The internal driveway and car parking area must be designed in accordance with AS2890.1-1993 off-street carparking.
- (7) **Traffic Management Plan** – A Construction Traffic Management Plan is required in accordance with Camden Council's current Engineering Design Specifications.
- (8) **Roads Act 1993 Consent** - Prior to the issue of a Construction Certificate, consent pursuant to s.138 of the Roads Act 1993 must be obtained from the roads authority, Camden Council, for the design and construction of all the proposed work in, on or over the road reserves adjacent to the subject site.

The design must include, but not be limited to, plans/documents associated with:

- (a) the construction of kerb and gutter, road shoulder and drainage,
- (b) footway formation,
- (c) public utility service adjustment or installation,
- (d) an Environmental Site Management Plan.

Further, all such plans and documents associated with the design must be certified by:

- (a) persons who are suitably accredited by a scheme approved by the NSW Department of Planning, or where no scheme exists;
- (b) persons who are suitably qualified, are specialists and in that regard, currently practising in that specialist area; or
- (c) in the case of a Public Utility Authority, an appropriately delegated officer of that Authority or accredited person by that Authority;

and prepared in accordance with Camden Council's current Engineering Design Specifications.

- (9) **Drainage Design** - A Stormwater Management Plan is to be prepared prior to the issue of a Construction Certificate to ensure that the final stormwater flow rate off the site is no greater than the maximum flow rate currently leaving the development site for all storm events. This Plan must be submitted and approved by the Principal Certifying Authority. Such designs must cater for future developments of land adjoining the site and overland flow from adjoining properties.
- (10) **Stormwater Disposal** - Stormwater run-off from the whole development must be properly collected and discharged to the Council drainage system. Surface discharge across the footpath to the road gutter is not permitted. Provision must be made to cater for existing stormwater overland flow from adjoining properties.
- (11) **Car Parking Design** - The design, construction details of the parking spaces, access thereto and all other external hardpaved areas must conform to the Consent Authority's (ie Camden Council) standard, and documentary evidence of compliance of above condition must be submitted by a Accredited Certifier/suitably qualified person/Council or the Principal Certifying Authority prior to the Construction Certificate being issued.

A Work-as-Executed plan in hard copy and in .pdf and .dwg or equivalent electronic format and documentary evidence of compliance with the above conditions must be provided by an Accredited Certifier or Council prior to the Occupation Certificate being issued.

For the purpose of this condition a parking space must only be used for the parking of motorcycles, sedans, utilities, vans and similar vehicles up to two (2) tonne capacity.

- (12) **Hoarding and Ancillary Requirements** - The work area must be enclosed with a suitable temporary 'A' class type hoarding/security fence. Such a hoarding/s **must not** encroach upon any road reserve or other private land without the prior written concurrence of the affected property owner.

If it is proposed to locate such a hoarding within any property owned/controlled by Camden Council then a Public Road Activity (Hoarded Zone) Application must be submitted to and approved by Camden Council prior to its installation and the

issue of any Construction Certificate. Application forms are available from Council's Customer Service Counter or from Council's internet site <http://www.camden.nsw.gov.au/>

**Note 1** No site work may commence until the hoarding/fence is installed.

**Note 2** Public thoroughfares must not be obstructed during the course of construction work.

- (13) **Turning Facilities** – All turning and manoeuvring facilities into, out of and within the internal road (excluding residential access driveways) shall be designed in accordance with Camden Council's current Engineering Design Specification and more specifically with the Heavy Rigid Vehicle (HRV) swept turning path referred to in that document.
- (14) **Driveway Illumination** - All common open space areas and internal driveways must be appropriately illuminated by the use of bollard lighting or the like to provide for the safety of residents at night.
- (15) **Speed Control** - Speed humps or similar measures must be provided along the internal driveway(s) at sufficient intervals so as to discourage the travel of motor vehicles within the development at unreasonable speed.
- (16) **Access Driveways** - Any access driveway from Partridge Street to a proposed garage shall be a minimum of 4m width. Construction of any such access driveway is to be the subject of a separate Public Road Activity application and approval by the Roads Authority.
- (17) **Access Road** - The entry point of the proposed Access Road onto Partridge Street is to be designed and constructed as concrete entry threshold incorporating a layback. The level of the threshold at the Partridge Street property boundary is to be 4% above the back of the layback.

### 3.0 - Prior To Works Commencing

The following conditions of consent shall be complied with prior to any works commencing on the development site.

- (1) **Sydney Water Approval** – Prior to works commencing, the approved development plans must also be approved by Sydney Water.
- (2) **Erection of Signs** – Shall be undertaken in accordance with Clause 98A of the *Environmental Planning and Assessment Regulation 2000*.
- (3) **Toilet Facilities** - Toilet facilities must be available or provided at the work site before works begin and must be maintained until the works are completed at a ratio of one toilet, plus one toilet for every 20 persons employed at the site.

Each toilet must:

- (a) be a standard flushing toilet connected to a public sewer, or
- (b) have an on-site effluent disposal system approved under the *Local Government Act 1993*, or
- (c) be a temporary chemical closet approved under the *Local Government Act 1993*.

- (4) **Notice of Commencement of Work and Appointment of Principal Certifying Authority** – Notice in the manner required by Section 81A of the *Environmental Planning and Assessment Act 1979* and clauses 103 and 104 of the *Environmental Planning and Assessment Regulation 2000* shall be lodged with Camden Council at least two (2) days prior to commencing works. The notice shall include details relating to any Construction Certificate issued by a certifying authority, the appointed Principal Certifying Authority (PCA), and the nominated 'principal contractor' for the building or subdivision works.
- (5) **Construction Certificate Before Work Commences** - This development consent does not allow site works, building or demolition works to commence, nor does it imply that the plans approved as part of the development consent comply with the specific requirements of *Building Code of Australia*. Works must only take place after a Construction Certificate has been issued, and a Principal Certifying Authority (PCA) has been appointed.
- (6) **Soil Erosion and Sediment Control** - Soil erosion and sediment controls must be implemented prior to works commencing on the site.

Soil erosion and sediment control measures must be maintained during construction works and must only be removed upon completion of the project when all landscaping and disturbed surfaces have been stabilised (for example, with site turfing, paving or re-vegetation).

Where a soil erosion and sediment control plan (or details on a specific plan) has been approved with the development consent, these measures must be implemented in accordance with the approved plans. In situations where no plans or details have been approved with the development consent, site soil erosion and sediment controls must still be implemented where there is a risk of pollution occurring.

Provide a single stabilised entry/exit point. The access should be a minimum of 2.5m wide and extend from the kerb to the building line. The access should consist of aggregate at 30-40mm in size.

Vehicle access is to be controlled so as to prevent tracking of sediment onto adjoining roadways, particularly during wet weather or when the site has been affected by wet weather.

#### 4.0 - During Construction

The following conditions of consent shall be complied with during the construction phase of the development.

- (1) **Street Trees, Tree Protective Guards, Root Barrier Installation and Road Verge Areas** - Any nature strip street trees, tree guards, protective bollards, root barrier installation, or any area of the road verge which are disturbed, relocated, removed, or damaged during the development and construction periods applicable to this Consent, must be successfully restored at the Applicant's cost.

Any repairs, relocations or replacements needed are to be completed with the same type, species, initial installation standards and maturity, and the works

carried out successfully prior to the issue of the Subdivision/Occupation Certificate.

- (2) **Works by Owner** - Where a portion of the building works do not form part of a building contract with the principal contractor (builder) and are required to be completed by the owner, such works must be scheduled by the owner so that all works coincide with the completion of the main building being erected by the principal contractor.
- (3) **Survey Report (Peg Out)** - The building must be set out by a registered land surveyor. A survey report detailing the siting of the building in relation to the allotment boundaries shall be submitted to the Principal Certifying Authority (PCA) prior to the placement of any concrete.
- (4) **Building Platform** - This approval restricts excavation or fill for the purposes of creating a building platform. The building platform shall not exceed 2m from the external walls of the building. Where the external walls are within 2m of any property boundary, no parallel fill is permitted and a deepened edge beam to natural ground level must be used.
- (5) **Retaining Walls** - If the soil conditions require it:
  - (a) retaining walls associated with the erection or demolition of a building or other approved methods of preventing movement of the soil must be provided, and
  - (b) retaining walls must be constructed a minimum of 300mm from any property boundary to ensure all associated drainage and backfill remain wholly within the subject property.

The following restrictions apply to any retaining wall erected within the allotment boundaries:

- (a) where the height of an approved retaining wall exceeds 600mm above or below natural ground level, structural engineering details must be provided to the Principal Certifying Authority prior to any works commencing on the site. Manufacturer's installation details may satisfy this requirement for treated timber products and some dry stacked masonry products;

**Note:** Where Council is nominated as the Principal Certifying Authority, construction of the retaining wall must be inspected at critical stages as nominated in the Mandatory Inspection Notice. Prior to issue of an Occupation Certificate, certification will also be required attesting that the wall has been built in accordance with the relevant standard.

- (b) adequate provisions must be made for surface and subsurface drainage of retaining walls and all water collected must be diverted to, and connected to a stormwater disposal system within the property boundaries;
- (c) retaining walls shall not be erected within drainage easements;
- (d) retaining walls shall not be erected in any other easement present on the land without the approval of the relevant authority benefited by the easement or entitled to release or vary the restrictions applying to the

easement (electrical easement and the like), or if the erection of the retaining wall makes the purpose of the easement inconvenient or redundant (such as easements for support and maintenance).

- (6) **Hours of Work** – The hours for all construction and demolition work are restricted to between:
- (a) 7am and 6pm Monday to Friday (inclusive);
  - (b) 7am to 4pm Saturday (if construction noise is inaudible to adjoining residential properties), otherwise 8am to 4pm;
  - (c) work on Sunday and Public Holidays is prohibited.
- (7) **Site Management** – To safeguard the local amenity, reduce noise nuisance and to prevent environmental pollution during the construction period, the following practices are to be implemented:
- (a) the delivery of material shall only be carried out between the hours of 7am - 6pm, Monday to Friday, and between 8am - 4pm on Saturdays;
  - (b) stockpiles of topsoil, sand, aggregate, spoil or other material shall be kept clear of any drainage path, easement, natural watercourse, kerb or road surface and shall have measures in place to prevent the movement of such material off the site;
  - (c) builder's operations such as brick cutting, washing tools, concreting and bricklaying shall be confined to the building allotment. All pollutants from these activities shall be contained on site and disposed of in an appropriate manner;
  - (d) waste must not be burnt or buried on site, nor should wind blown rubbish be allowed to leave the site. All waste must be disposed of at an approved Waste Disposal Depot;
  - (e) a waste control container shall be located on the development site.
- (8) **Footpath Levels** - The ground levels of the footpath area within the road reserve (between the boundary of the subject site to the kerb and gutter) must not be altered (by cut or fill) as a consequence of building design and/or construction.
- (9) **Surface Drainage** – To prevent surface water from entering the building:
- (a) the floor level for slab on ground construction shall be a minimum of 150 mm above finished ground level for habitable rooms;
  - (b) seepage and surface water shall be collected and diverted clear of the building by a sub-surface/surface drainage system;
  - (c) the control of surface water drainage shall in all respects comply with the *Building Code of Australia (Class 1 and Class 10 Buildings)*;
  - (d) where a rainwater tank is required on the site, all surface water drainage lines shall be connected to the outlet overflow drainage line from the rainwater tank.
- (10) **Obscured Glazing** - All windows from bathrooms and water closets (except for street elevation windows) must be fitted with translucent or obscure glazing for the purposes of providing adequate privacy between adjoining residents.
- (11) **Shoring and Adequacy of Adjoining Property** - Shall be in accordance with Clause 98E of the *Environmental Planning and Assessment Regulation 2000*.

(12) **Protection of Public Places** – If the work involved in the erection or demolition of a building:

- (a) is likely to cause pedestrian or vehicular traffic in a public place to be obstructed or rendered inconvenient, or
- (b) building involves the enclosure of a public place,

a hoarding or fence must be erected between the work site and the public place.

If necessary, an awning is to be erected sufficient to prevent any substance from or in connection with the work falling into the public place. The work site must be kept lit between sunset and sunrise if it is likely to be hazardous to persons in the public place. Any such hoarding, fence or awning is to be removed when the work has been completed.

(13) **Drainage Easements** - No changes to site levels, or any form of construction shall occur within any drainage easements that may be located on the allotment.

(14) **BASIX Certificate** – Under clause 97A of the *Environmental Planning & Assessment Regulation 2000*, it is a condition of this development consent that all the commitments listed in each relevant BASIX Certificate for the development are fulfilled.

In this condition:

(a) relevant BASIX Certificate means:

- (i) a BASIX Certificate that was applicable to the development when this development consent was granted (or, if the development consent is modified under Section 96 of the Act, a BASIX Certificate that is applicable to the development when this development consent is modified); or
- (ii) if a replacement BASIX Certificate accompanies any subsequent application for a Construction Certificate, the replacement BASIX Certificate; and

(b) BASIX Certificate has the meaning given to that term in the *Environmental Planning & Assessment Regulation 2000*.

(15) **Salinity Management Plan** - All proposed works that includes earthworks, imported fill and landscaping, buildings, and associated infrastructure proposed to be constructed on the land must be carried out or constructed in accordance with the report titled "*Salinity Hazard Assessment & Management Plan: Spring Farm Stages 1 & 2 Camden, Project No 31570.001, prepared by SMEC Australia Pty Ltd, dated June 2005.*"

(16) **Construction Noise Levels** – Noise levels emitted during construction works shall be restricted to comply with the construction noise control guidelines set out in Chapter 171 of the NSW EPA's Environmental Noise Control Manual. This manual recommends:



*Construction period of 4 weeks and under:*

The L10 level measured over a period of not less than 15 minutes when the construction site is in operation must not exceed the background level by more than 20 dB(A).

*Construction period greater than 4 weeks:*

The L10 level measured over a period of not less than 15 minutes when the construction site is in operation must not exceed the background level by more than 10 dB(A).

- (17) **Fill Material** – For importation and/or placement of any fill material on the subject site, a validation report and sampling location plan for such material must be submitted to and approved by the Principal Certifying Authority.

The validation report and associated sampling location plan must:

- (a) be prepared by a person with experience in the geotechnical aspects of earthworks, and
- (b) be endorsed by a practising Engineer with Specific Area of Practice in Subdivisional Geotechnics, and
- (c) be prepared in accordance with:

For "Virgin Excavated Natural Material (VENM)":

- (i) the Department of Land and Water Conservation publication "Site investigation for Urban Salinity", and
  - (ii) the Department of Environment and Conservation - Contaminated Sites Guidelines "Guidelines for the NSW Site Auditor Scheme (Second Edition) - Soil Investigation Levels for Urban Development Sites in NSW".
- (d) confirm that the fill material:
- (i) provides no unacceptable risk to human health and the environment;
  - (ii) is free of contaminants;
  - (iii) has had salinity characteristics identified in the report, specifically the aggressiveness of salts to concrete and steel (refer Department of Land and Water Conservation publication "Site investigation for Urban Salinity");
  - (iv) is suitable for its intended purpose and land use, and
  - (v) has been lawfully obtained.

Sampling of VENM for salinity of fill volumes:

- (e) less than 6000m<sup>3</sup> - 3 sampling locations,
- (f) greater than 6000m<sup>3</sup> - 3 sampling locations with 1 extra location for each additional 2000m<sup>3</sup> or part thereof.

For (e) and (f) a minimum of 1 sample from each sampling location must be provided for assessment.

Sampling of VENM for Contamination and Salinity should be undertaken in accordance with the following table:

Classification of Fill Material	No of Samples Per Volume	Volume of Fill (m <sup>3</sup> )
Virgin Excavated Natural Material	1 <i>(see Note 1)</i>	1000 or part thereof

**Note 1:** Where the volume of each fill classification is less than that required above, a minimum of 2 separate samples from different locations must be taken.

### 5.0 - Prior To Issue Of Occupation Certificate

The following conditions of consent shall be complied with prior to the issue of an Occupation Certificate.

- (1) **Retaining Wall Construction** – All retaining wall construction approved as part of this development consent must be completed prior to the issue of the Final Occupation Certificate. This may necessitate the construction of the wall during the house construction.
- (2) **Component Certificates** - Where Camden Council is appointed as the Principal Certifying Authority (PCA) for the development, the following component certificates, as relevant to the development, shall be provided prior to the issued of a Final Occupation Certificate:
  - (a) Insulation installation certificates.
  - (b) Termite management system installation certificates.
  - (c) Smoke alarm installation certificate from installing licensed electrician.
  - (d) Survey certificate(s), prepared by a registered land surveyor, certifying that the building has been correctly and wholly located upon the subject allotment.
  - (e) Certification attesting that retaining walls have been constructed in accordance with Engineer’s details or manufacturer’s specifications as applicable.
  - (f) All certificates or information relating to BASIX compliance for the development.
  - (g) An ‘Approval to Operate a Sewage Management System’ issued by Camden Council (for areas that are not serviced by a Sydney Water sewer).
  - (h) A certificate certifying that the wet areas have been waterproofed in accordance with the requirements of the *Building Code of Australia*.

- (i) All certificates relating to salinity, as required by conditions of the development consent.
- (j) Any other certificates relating to the development (for example, engineering certification for foundations, piers, reinforcing steel or hydraulic certification for all stormwater drainage works).

Where the appointed PCA is not Camden Council, the matters listed in this condition should be regarded as advisory only.

**Note:** The above certification does not override any requirements of the *Environmental Planning and Assessment Act, 1979* with respect to any required critical stage inspections.

- (3) **Occupation Certificate** – An Occupation Certificate must be issued by the Principal Certifying Authority (PCA) prior to occupation or use of the development. In issuing an Occupation Certificate, the PCA must be satisfied that the requirements of Section 109H of the *Environmental Planning and Assessment Act 1979* have been satisfied.

The PCA must submit a copy of the Occupation Certificate to Camden Council (along with the prescribed lodgement fee) within two (2) days from the date of determination and include all relevant documents and certificates that are relied upon in issuing the certificate.

The use or occupation of the approved development must not commence until such time as all conditions of this development consent have been complied with.

- (4) **Structural Certification (Completed Building)** – Prior to the issue of an Occupation Certificate, a certificate prepared by a practising Structural Engineer certifying the structural adequacy of the building shall be submitted to the Principal Certifying Authority.
- (5) **Footpath Crossing Construction** – Prior to use or occupation of the development, a footpath crossing must be constructed in accordance with the Development Consent, approved plans and Camden Council's issued footpath crossing information.
- (6) **Works As Executed Plan** - Prior to the Occupation Certificate being issued, a works-as-executed plan, both in hard copy and in electronic format (.dwg format or equivalent) must be submitted in accordance with Camden Council's current Engineering Construction Specifications to the Principal Certifying Authority.
- (7) **Strata Subdivision** - A copy of the registered plan of the strata subdivision (from Land and Property Information) is to be submitted to the Principal Certifying Authority prior to the issue of the Occupation Certificate for the development.

## 6.0 - Subdivision Certificate

The following conditions of consent shall be complied with prior to the issue of a Subdivision Certificate.

- (1) **Section 94 Contributions** - Pursuant to **Contributions Plan No 8** amended in September 1997, a contribution must be paid to Council of \$16.00 per additional lot or dwelling, total \$272.00, for **Secondary Roundabout R6 (Richardson Road/Lodges Road)**.

The contribution must be indexed to the Road Cost Index, and paid prior to the issue of a Subdivision Certificate.

- (2) **Section 94 Contributions** - Pursuant to **Contributions Plan No 20** adopted in October 1996, a contribution must be paid to Council of \$25.00 per additional lot or dwelling, total \$425.00, for **Fire and Other Emergency Facilities and Equipment**.

The contribution must be indexed to the Consumer Price Index, and paid prior to the issue of a Subdivision Certificate.

- (3) **Section 94 Contributions** - Pursuant to **Camden Contributions Plan** amended in July 2004, a contribution must be paid to Council of \$5,685.00 per additional lot or dwelling, total \$96,645.00, for **Community Facilities**.

The contribution must be indexed by the methods set out in Paragraph 2.4 of the plan and paid prior to issue of the Subdivision Certificate.

The monetary contribution may at the sole discretion of Council be offset by the value of land transferred to Council or by works-in-kind. Such works cannot commence until an agreement is made with Council pursuant to the Contributions Plan. If such an agreement is to be undertaken, it must be signed prior to the issue of a Construction Certificate.

- (4) **Section 94 Contributions** - Pursuant to **Camden Contributions Plan** amended July 2004, a contribution must be paid to Council of \$356.00 per additional lot or dwelling, total \$6,052.00, for **s.94 Administration and Management**.

The contribution must be indexed by the methods set out in paragraph 2.4 of the plan and paid prior to the issue of a Subdivision Certificate.

- (5) **Section 94 Contributions** - Pursuant to **Camden Contributions Plan** amended in July 2004, a contribution must be made to Council of \$9,966.00 per additional lot or dwelling, total \$169,422.00, for **s.94 Open Space Land Acquisition and Community Land Acquisition**.

The contribution must be indexed by the methods set out in Paragraph 2.4 of the plan and paid prior to the issue of a Subdivision Certificate.

- (6) **Section 94 Contributions** - Pursuant to **Camden Contributions Plan** amended in July 2004, a contribution must be paid to Council of \$25,727.00 per additional lot or dwelling, total \$437,359.00, for drainage, roadworks, traffic facilities, open space embellishment, Newcomers Program and Masterplan.

The contribution must be indexed by the methods set out in Paragraph 2.4 of the plan and paid prior to issue of the Subdivision Certificate.

The monetary contribution for drainage, roadworks, traffic facilities, open space embellishment, Newcomers Program and Masterplan may at the sole discretion

of Council be offset by the value of land transferred to Council or by works-in-kind. Such works cannot commence until an agreement is made with Council pursuant to the Contributions Plan. If such an agreement is to be undertaken, it must be signed prior to the issue of a Construction Certificate.

- (7) **Damaged Assets** – Damage to Council's assets/infrastructure caused by any activity and/or work associated with construction or public utility relocation shall incur no cost to Council. Any such damage must be made good prior to the issue of any Subdivision Certificate.
- (8) **Bond for Defect Rectification of Public Work** – Prior to the issue of any Subdivision Certificate a bond for the rectification of any existing and /or proposed public work must be lodged with Camden Council.

The bond has been determined to be 10% of the contract value of the works and will be retained by Council for a period of six (6) months after work is completed. Please be advised that:

- (i) this bond and the bond period extends to all work:
- (a) previously rectified under the terms of this bond, and
  - (b) that has not been completed for which an appropriate bond has also been lodged with Camden Council.
- (ii) Camden Council must confirm the **satisfactory** completion of such work, in writing, prior to any release/ refund of the bond.

It should be noted that an application for the lodgement of bonds is required and an administration fee is applicable. Such a fee will be in line with Council's current Fees and Charges.

- (9) **Services** – Prior to the issue of any Subdivision Certificate, the following service authority certificates/documents must be obtained and submitted to the Principal Certifying Authority for inclusion in any Subdivision Certificate application:
- i) a certificate pursuant to s73 of the *Sydney Water Act 1994*;  
Application for such a certificate must be made through an authorised Water Servicing Coordinator.
  - ii) a Notification of Arrangements from Endeavour Energy;
  - iii) written advice from an approved telecommunications service provider (Telstra, Optus etc) stating that satisfactory arrangements have been made for the provision of underground telephone plant within the subdivision site.
- (10) **Works as Executed Plan** – Prior to the issue of any Subdivision Certificate, a works-as-executed plan in hard copy and electronic format (.dwg format or equivalent) shall:

- i) be prepared in accordance with the requirements of Camden Council's current Engineering Specification,
  - ii) include the 1% and 5% AEP and PMF contours,
  - iii) be endorsed by a Registered Surveyor, and
  - iv) be submitted to the Principal Certifying Authority for approval.
- (11) **Surveyor's Report** – Prior to the issue of any Subdivision Certificate certification prepared by a Registered Surveyor stating that:
- i) all drainage lines and associated structures have been laid within their respective easements,
  - ii) that no services or accessways encroach upon any proposed boundary other than as provided for by easements as created by the final Plan of Subdivision.

The certificate must be referenced to the works-as-executed plan, be submitted to the Principal Certifying Authority and included in any application for a Subdivision Certificate.

- (12) **Section 88b Instrument** – The developer must prepare a Section 88B Instrument for approval by the Principal Certifying Authority which incorporates the following easements and restrictions to user:
- (a) Easement for services.
  - (b) Easement to drain water.
  - (c) Restriction as to user over each lot stating that the maintenance, repairs and Public Liability of the Access Road or any common property is the responsibility of the Body Corporate.
  - (d) Restriction as to user over each residential lot stipulating that no combustion heaters or wood burning fireplaces are permitted in any dwelling on the lots.
  - (e) Restriction as to user over each residential lot stipulating that the registered proprietor of the lot must ensure that all waste and recycling bins are kept behind the building line and are not visible from the street.
  - (f) Restriction as to user over each lot stating that all maintenance and repairs to stormwater drainage lines or property on common property connected to or receiving stormwater from Public roads or Reserves are to be at the Body Corporate's cost, not at Council's cost. Individual property owners are to maintain any common drainage lines, catch drains or overland flow paths through their property and deal with subsequent water at their own cost, not at Council's cost.
  - (g) All proposed works that include earthworks, imported fill and landscaping, buildings, and associated infrastructure proposed to be constructed on the land must be carried out or constructed in accordance with the report titled "*Salinity Hazard Assessment & Management Plan: Spring Farm Stages 1 & 2 Camden, Project No 31570.001, prepared by SMEC Australia Pty Ltd, dated June 2005.*"
- (13) **Show Easements on the Plan of Subdivision** – The developer must acknowledge all existing easements on the final plan of subdivision.

- 
- (14) **Show Restrictions on the Plan of Subdivision** – The developer must acknowledge all existing restrictions on the use of the land on the final plan of subdivision.
- (15) **Burdened Lots to be Identified** – Any lots subsequently identified during construction of the subdivision as requiring restrictions must also be suitably burdened.
- (16) **Special Infrastructure Contribution (Western Sydney Growth Areas)** – Payment of a special infrastructure contribution is to be made in accordance with the Environmental Planning and Assessment (Special Infrastructure Contribution - Western Sydney Growth Areas) Determination 2011 (as in force when this consent becomes operative).

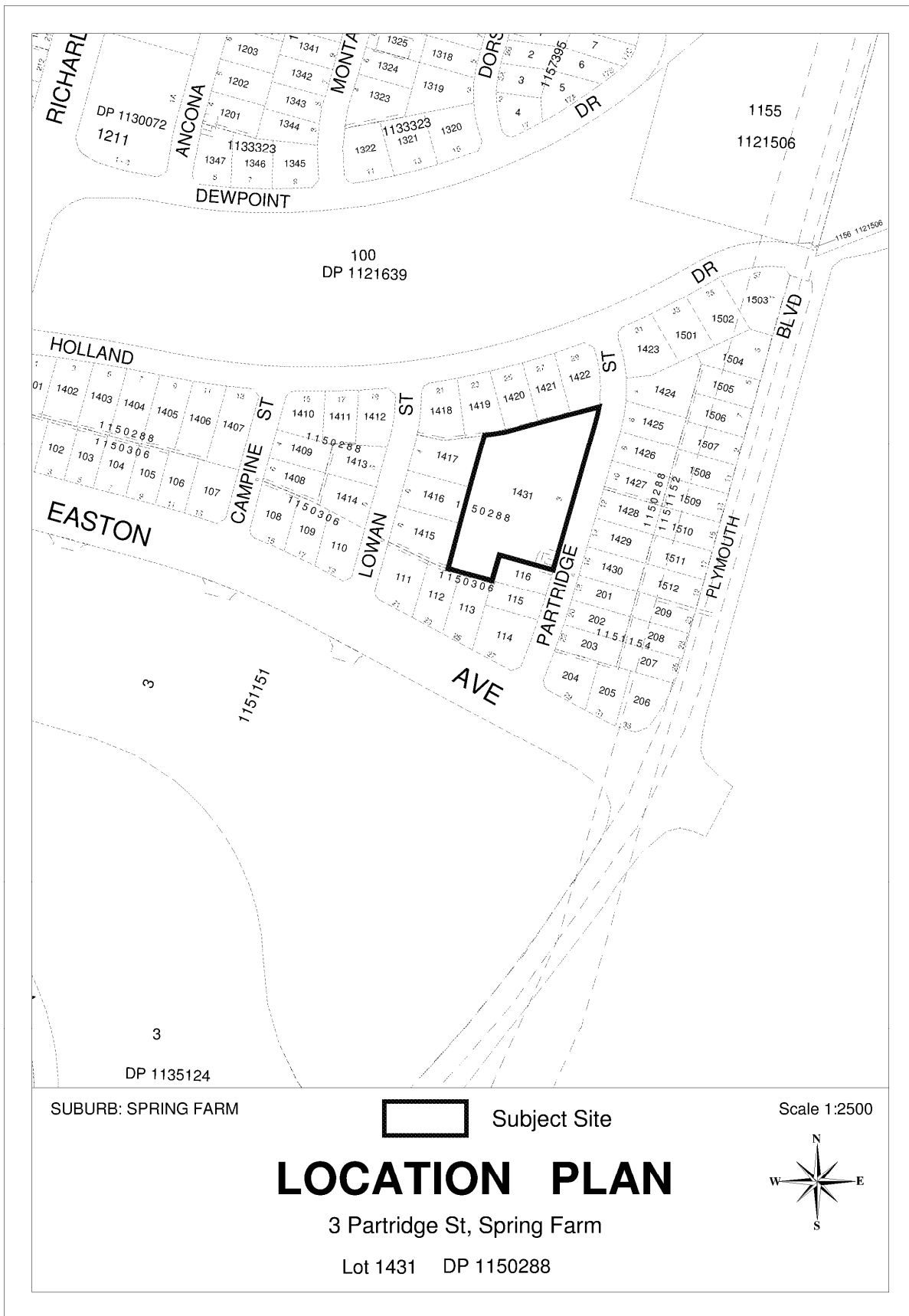
**END OF CONDITIONS**

**RECOMMENDED**

**That Council approve Development Application 802/2011 for the construction of 17 x 2 bedroom single storey townhouses and strata subdivision at No 3-9 (Lot 1431, DP 1150288) Partridge Street, Spring Farm, subject to the draft Development Consent Conditions shown above.**

ATTACHMENTS

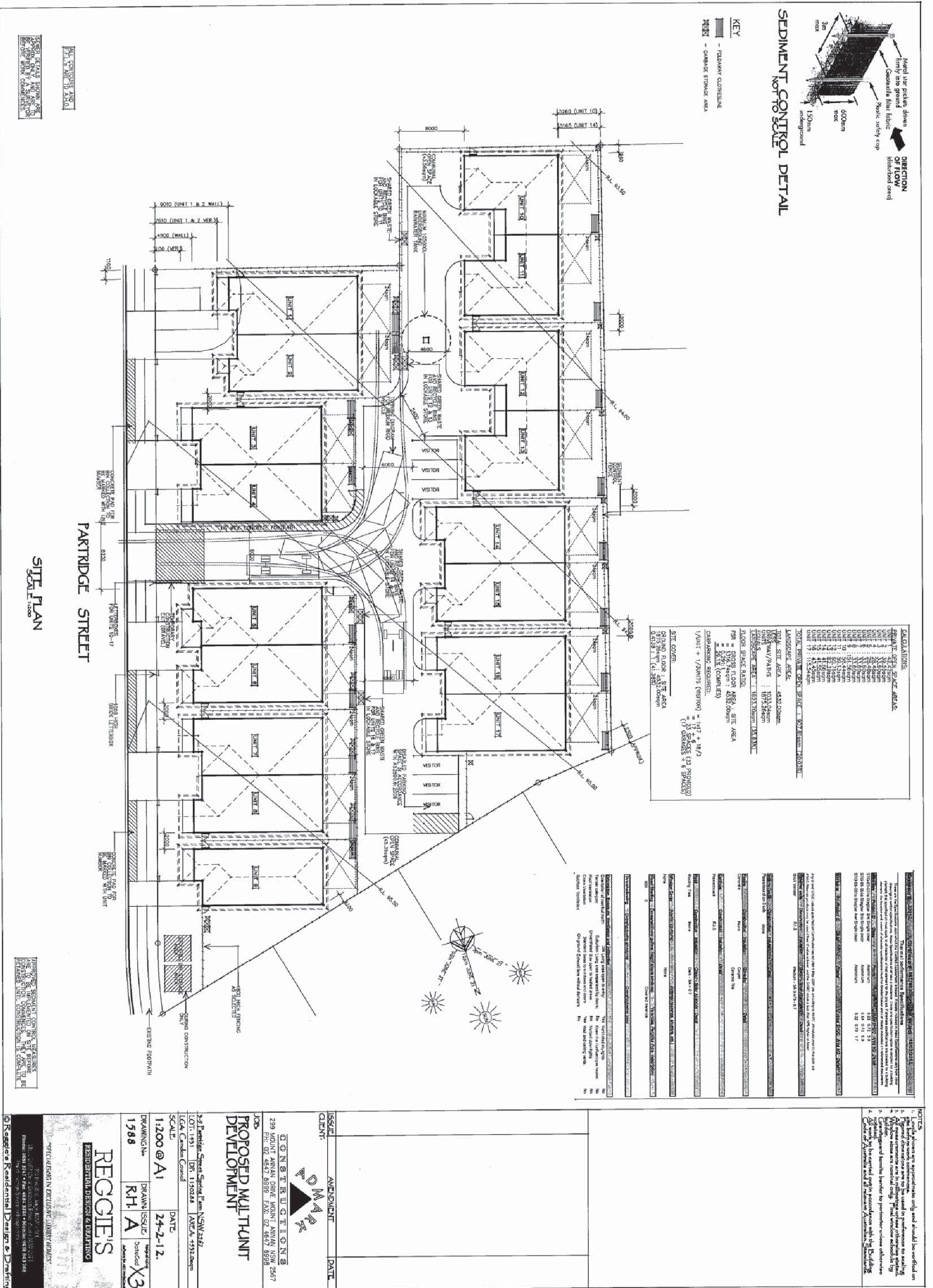
1. Location Plan
2. Amended Plans A3
3. Submissions - *Supporting Document*



ORD01

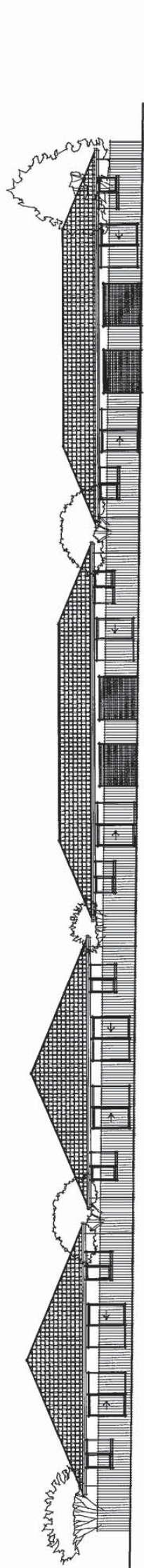
Attachment 1



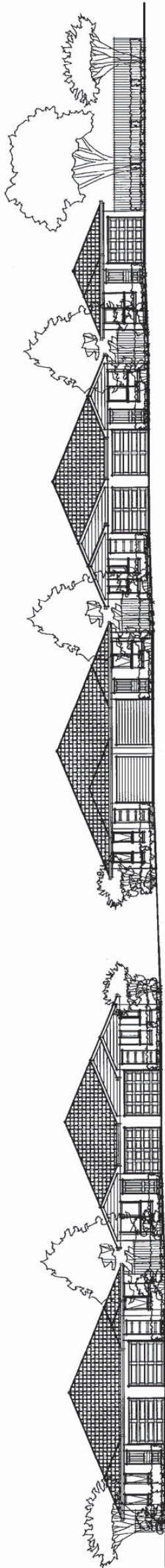


Attachment 2

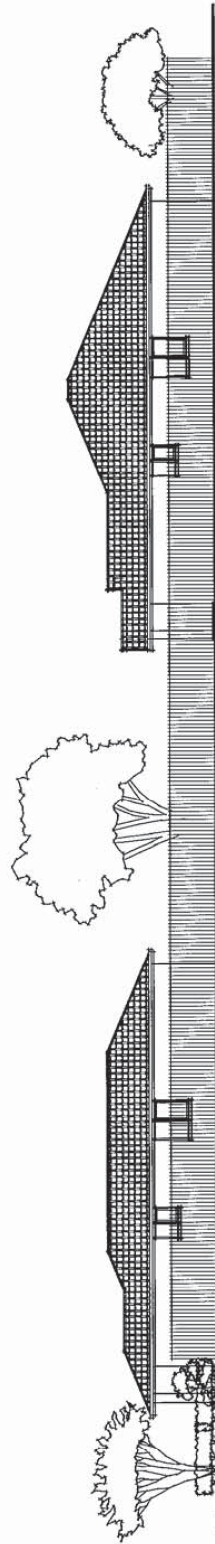
ORD01



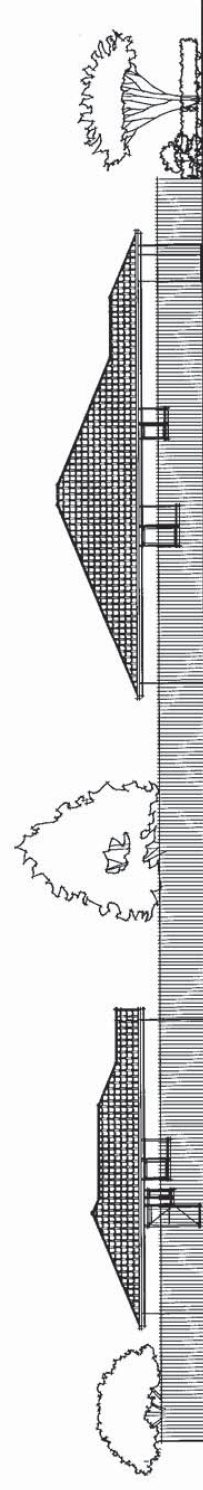
WESTERN ELEVATION



EASTERN ELEVATION (KARTRIDGE STREET)



NORTHERN ELEVATION



SOUTHERN ELEVATION

ISSUE	AMENDMENT	DATE
CLIENT:	<b>OMARK</b>	
<b>CONSTRUCTIONS</b> 289 MOUNT ANNAN DRIVE MOUNT ANNAN NSW 2867 PH. 02 4647 6992 FAX 02 4647 8996		
<b>PROPOSED MULT-UNIT DEVELOPMENT</b>		
SCALE:	DATE:	Project manager:
NTS	24-2-12.	
DRAWING No:	DRAWN/ISSUE:	WWS/SG, 2010
1588-21	R.H. A	18/1/12
<b>REGGIE'S</b> RESIDENTIAL DESIGN & DRAFTING "SPECIALISING IN EXCLUSIVE LUXURY HOMES" 111/113-115 WILSON ST. WILSON NSW 2209 Phone: 881 3717 Fax: 481 3718 Mobile: 988 843 148 info@reggies.com.au www.reggies.com.au © Reggie's Residential Design & Drafting		



## ORDINARY COUNCIL

ORD02

ORD02

**SUBJECT: PROPOSED ROAD NAMING, SPRING FARM - RESULT OF PUBLIC EXHIBITION**

**FROM:** Director, Development and Health

**BINDER:** Naming of Roads

### PURPOSE OF REPORT

The purpose of this report is to advise Council of the results of the public exhibition of the proposed road names within the Spring Farm release area and to seek Council's endorsement to gazette the road names.

### BACKGROUND

In 2011, Council received a request from Cornish Group to approve a list of proposed road names in the Spring Farm release area. The proposed road names are based on breeds of chickens given the historical link to poultry farming in the area.

At its meeting of 27 September 2011, Council considered this matter and resolved to:

- i. endorse the proposed list of new road names within this report, for exhibition;*
- ii. proceed with the new road naming process detailed in this report; and*
- iii. be provided with a further report detailing the results of the 30 day public exhibition period.*

### MAIN REPORT

The naming of roads is legislated under the *Roads Act 1993*. Council has followed the procedure required under the *Roads Regulation 2008* in respect to giving public notice of the proposed road names.

A notice was placed in a local newspaper on 12 October 2011 advising of the 30 day exhibition period and inviting written submissions on the proposed road names. In addition, Council advised relevant agencies including Australia Post, the Registrar-General and the Surveyor-General.

During the exhibition period, no submissions were received.

The list of road names to be used in the Spring Farm release area, for which adoption is sought, is as follows:

<b>Proposed Road Names (Chicken Breeds)</b>	
Archer	Norfolk
Catalana	Orloff
Cornwell	Pekin
Daisy	Rosecomb
Derbyshire	Owens
Danvers	Rains
Dutton	Redcap

Iowa	Sands
Kalinga	Sava
Kale	Sultan
Lamona	Sheehan
La Nana	Spring Farm
McGovern	Vine
Nankin	Vincent

If Council resolves to proceed with the above list of road names, a notice will be published in the Government Gazette and in a local newspaper. In addition, relevant agencies will be advised including Australia Post, the Registrar-General, the Surveyor-General and Roads and Maritime Services (RMS).

On publication in the Government Gazette, the list can be used as road names within the Spring Farm release area.

### **CONCLUSION**

The list of proposed road names for the Spring Farm release area has been assessed by Council officers in accordance with the criteria of the Geographical Names Board (GNB). The list satisfies the guidelines for the naming of roads.

Council has followed the procedure required in respect to giving public notice of the proposed road names. The road names has been exhibited for 30 days and no submissions were received.

This matter is now reported to Council with a recommendation to proceed with the road names.

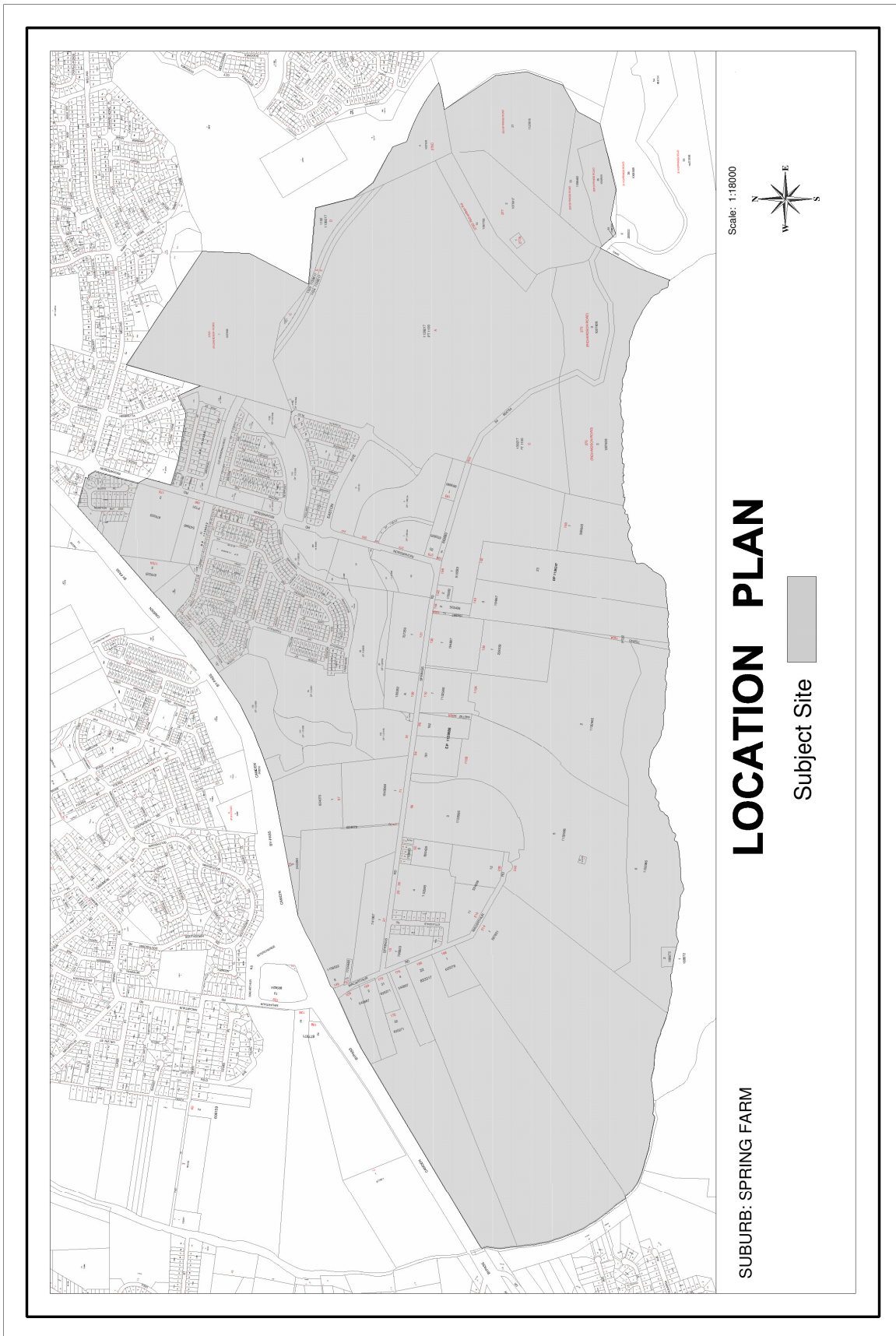
### **RECOMMENDED**

**That Council:**

- i. approve the list of new road names in this report for use in the Spring Farm release area:**
- ii. publish the approved names in the NSW Government Gazette and in a local paper; and**
- iii. inform relevant agencies including Australia Post, the Registrar-General, Surveyor-General and the RMS of the approved names.**

### **ATTACHMENTS**

1. Location plan



ORD02

Attachment 1

## ORDINARY COUNCIL

ORD03

**SUBJECT: CAMDEN DEVELOPMENT CONTROL PLAN 2011 - AMENDMENT NO. 1 POST EXHIBITION REPORT**

**FROM:** Director Governance

**BINDER:** Camden DCP 2011

**PREVIOUS ITEMS:** ORD07 - Review of Camden DCP 2011 - Ordinary Council - 14 February 2012

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### PURPOSE OF REPORT

The purpose of this report is to seek Council's endorsement of the first review of the Camden Development Control Plan 2011 (DCP).

### BACKGROUND

The Camden DCP 2011 was adopted by Council on 8 February 2011 and came into force on 16 February 2011. Staff undertook a review of the DCP 2011 to ensure that information contained in the controls was a reflection of legislative requirements and current development trends.

A summary of the proposed amendments were reported to Council at its meeting on 14 February 2012, whereby it was resolved to place the proposed amendments on public exhibition in accordance with the *Environmental Planning and Assessment Regulation 2000*. A number of key issues were reviewed which generally related to the following:

- Car parking rates and requirements;
- Dwellings in the R5 zones;
- Outbuilding controls;
- Minor mapping anomalies; and
- Grammatical amendments.

A comprehensive version of the proposed changes to the DCP 2011 is included as **Attachment 1 to this report**.

### MAIN REPORT

Since the Council meeting held on 14 February 2012, the proposed amendments to the DCP 2011 were placed on public exhibition for a period of 28 days from 29 February 2012 to 28 March 2012. Exhibition material was made available to the public at Council's administration buildings, its libraries and on the Council website. The exhibition material included the following:

- Council Report and Resolution
- Report Attachments:
  - Summary of Amendments
  - Revised Car Parking Requirements
  - Revised R5 Dwelling Controls
  - Revised Outbuilding Controls
  - Councillor Memo – Rainwater Tanks

- Draft Development Control Plan 2011

### Submissions Received

During the exhibition period, Council received no comments from the public.

During the public exhibition period, an opportunity has been taken to clarify the intent of the DCP amendments as they relate to car parking.

The proposed changes to the exhibited DCP 2011 which are outlined below maintain the integrity and key principles of the current DCP 2011. These changes are considered to be of minor significance and do not warrant re-exhibition.

- **Define Sports Field**

Part B5 (Page B80) will be amended to include a definition of sports field for the purposes of calculating the rate requirements. In this regard, the following definition will be inserted:

**Sports Field** means a playing surface suitable of accommodating senior sporting activities with an area ranging from 64m-70m wide x 100m-130m long with surrounding space around the field. These fields accommodate sports such as soccer, rugby league, rugby union and touch football. With sufficient surrounding space, two parallel sports fields can accommodate the overlay of a sports oval field for sports such as cricket and AFL.

- **Relationship of Car Parking Rates to other Legislation**

In the car parking rates table (Page B89), Council has exhibited a car parking rate for Child Care Centres which is based on the staffing requirement of the centre under the *Children's Services Regulation 2004*. The staffing rate has been extracted from this regulation, which is always subject to change. It is proposed to remove the reference to staffing rates and replacing this with a direct reference to the regulation. This will read:

*For the purposes of this calculation, the number of employees is based on the staffing requirements of the Children's Service Regulation 2004.*

- **Recreation Facility (Indoor or Outdoor) Limited Uses Defined**

Uses listed within this group term span a wide range of sporting activities. Within the car parking rates table (Page B90), the rates defined are limited to a small number of sporting activities. In order to sufficiently cover most sporting activities, it is proposed to include the following control:

### Other Recreation Uses

*Council may require a Car Parking and Traffic Impact Assessment Study for recreation uses other than those listed above.*



- **Grammatical Errors**

Part B5.1 - Development Control 2 (Page B80) states that Council 'will' require a Car Parking and Traffic Impact Assessment Study where variations to the car parking rates are proposed. It should be noted that this is not necessarily required in all circumstances and it is proposed to alter the wording from 'will' to 'may'.

A summary of the proposed amendments to the DCP 2011 incorporating the above amendments are provided in **Attachment 1 and 2 to this report**.

Where to From Here

The next step in this DCP 2011 review is to formally adopt the amendments to the DCP 2011. In accordance with Clause 21 of the *Environmental Planning and Assessment Regulation 2000*, an advertisement will be placed in a local newspaper notifying the public of its decision to adopt the proposed DCP incorporating the above amendments.

**CONCLUSION**

As outlined earlier within this report, the proposed amendments to the Camden DCP 2011 were placed on public exhibition for a period of 28 days from 29 February 2012 to 28 March 2012. During this time the proposal attracted no submissions from the public and one request from internal staff to clarify development controls relating to car parking.

These amendments are considered of minimal impact and do not warrant a further exhibition period. The public will be notified of Council's decision to adopt of the proposed amendments to the DCP 2011 by an advertisement of this in a local paper.

**RECOMMENDED**

**That Council:**

- i. **adopt the proposed amendments to the Camden Development Control Plan 2011 incorporating the minor amendments outlined within this report; and**
- ii. **publicly notify Council's determination in accordance with Clause 21 of the Environmental Planning and Assessment Regulation 2000.**

ATTACHMENTS

1. Proposed Summary of DCP Changes
2. Proposed Car Parking Rates

## Schedule of Council staff comments to exhibition of Camden DCP 2011

No.	Items Proposed	Action/Comment
A2.3 A2.6	Amend Control (b): include "Nominated" in front of the word "integrated" in the first sentence Amend Control 1: reference for SEPP 65 amended to SEPP 55.	Amended. Amended to ensure correct reference.
A2.19	Needs to be charged as not every objection is mediated or conditioned. Therefore more applications need to go to council. A review of this chapter in conjunction with our delegations to approve needs to be made.	No further action required. Will be addressed at a later date.
B	Amend Control 3: include "or zoned" after "that is considered"	Amended to give better meaning
B1.4	Insert additional objective at 2 and renumber: 2. "Ensure appropriate measures are implemented to manage maintenance requirements"	Inserted to recognise Council's maintenance responsibilities
B1.5	Controls for Street Trees require further amendments, however this is still in the process of discussion with Traffic and Transport.	No further action required. Will be addressed at a later date.
B1.17	Amend Control 4: replace "prohibited" with "not encouraged".	Amended to ensure appropriate meaning
B1.8	Amend Control 2 to read: "The imposition of a trial period will enable Council to assess the actual impact of the proposed development on surrounding land uses once the proposed development is operational"	Amended to ensure appropriate meaning
B1.2	Item 14 amended to ensure the use of excavated natural material (ENM) is also permitted: - "Use of Virgin Excavated Natural Material (VENM) or Excavated Natural Material (ENM) All land forming operations should involve the use of clean fill (also known as Virgin Excavated Natural Material or Excavated Natural Material). The VENM/ENM must also meet the same salinity characteristics of the receiving land. Council may consider alternatives to VENM/ENM on merit".	Amended to ensure the use of excavated natural material is also considered.
B1.2	DCP needs to be changed to be similar to our previous controls in DCP 2006 for cut and fill, where to use DEB and fill level. Some comments include: <ul style="list-style-type: none"> <li>• Clarification on the amount of cut and fill permitted (i.e. 1 metre cut and 1 metre fill, or combined 1 metre cut and fill being 500mm cut and 500mm fill.</li> <li>• Retaining walls and requirement for easements.</li> <li>• Fill levels within 2m of boundary.</li> <li>• Parallel filling needs to be prevented.</li> <li>• Fill extent from the walls of a house on sloping sites.</li> <li>• Engineering certification for walls &gt; 600mm.</li> <li>• Distance of retaining walls to boundaries.</li> </ul> We need an overall review of this section of the DCP.	Amended to include controls from DCP 2006 for cut and fill requirements to address comments and issues raised.
B3	Amend Table B3 <ul style="list-style-type: none"> <li>- Heritage Places: include "and" after "Heritage Conservation Areas"</li> <li>- Heritage Conservation Area: change the last sentence to read "These further amplify the General Heritage Provisions outlined in this chapter"</li> <li>- Potential Heritage Items – Built Environment: include "listed" after "Further investigation of heritage significance is</li> </ul>	Amended. Typo Amended. Typo. Amended. Typo.

1

Attachment 1

ORD03

<p>required to be carried out on each"</p> <ul style="list-style-type: none"> <li>- Potential Heritage Items – Cultural and Visual Landscapes: include "and" before "views and vistas in the Camden LGA"</li> <li>- Potential Heritage Items – European Archaeological Sites: include "OE&amp;H" after "NSW Heritage Branch"</li> <li>- Aboriginal Heritage: remove reference to the Department of Climate Change and Water and change to Office of Environment and Heritage.</li> </ul> <p>Heritage Significance</p> <ul style="list-style-type: none"> <li>- Amend 1<sup>st</sup> paragraph from "NSW Government's Heritage Branch" to "The Heritage Branch of the NSW Office of Environment and Heritage"</li> </ul> <p>Conservation Incentive – Fee Concessions</p> <ul style="list-style-type: none"> <li>- Point 1. Delete "and potential heritage items (built environment)"</li> <li>- Point 2. Change DA to "development application"</li> </ul> <p>Heritage Impact Statement</p> <ul style="list-style-type: none"> <li>- Include "the" after "when a development application is required and"</li> <li>- Change reference in the "Cultural and Visual Landscape" from B10 to B9.</li> <li>- Add "in this case," in front of "The Statement of Environmental effects"</li> <li>- Include "be prepared in accordance with publications from the Heritage Branch, Office of Environment and Heritage and" in front of "be carried out in consultation with Council"</li> </ul>	<p>Amended. Typo.</p> <p>Amended. Typo.</p> <p>Amended. Correct reference required.</p> <p>Amended. Correct Reference required.</p> <p>Amended. Typo.</p> <p>Amended. Typo.</p> <p>Amended. Typo.</p> <p>Amended. Typo.</p> <p>Amended as gives better meaning.</p> <p>Amended as gives better meaning.</p>
<p>B3.1.1</p>	<p>Amended all noted items as it gives better meaning to the objectives.</p> <p>Amended all noted items as it gives better meaning to the controls.</p> <p>As per above</p> <p>As per above</p> <p>As per above</p> <p>As per above</p> <p>As per above</p> <p>As per above</p>

	51. Delete "(or similar)" and replace with "or those that will not have a adverse impact on the heritage significance" Move controls 13, 14 and 15 to be after control 19 and renumber	Amended for formatting reasons. Amended to give better meaning.
B3.1.2	Camden Heritage Conservation Area: - include "front verandahs" after "on narrow lots located close to the street, with"	Amended to give better meaning. Amended to give better meaning Amended. Typo.
B3.1.3	Amendments to Objective Numbers: 1. Include "significant fabric" after "Retain" and delete "of that historical development" 3. Include "small" before "scale of development" Amendments to Control Numbers: 4. Delete plural for demolitions	Amended. Typo. Amended. Typo.
B3.1.4	Background: - Amend all references to "church" as "Church" Amendments to Objectives: 1. Amend all references to "church" as "Church" Amendments to Controls: 1. Amend all references to "church" as "Church" 2. Amend reference to figure B9 to B10 5. Amend all references to "church" as "Church"	Amended. Typo. Amended. Typo. Amended. Typo. Amended. Typo.
B3.1.5	Delete Control 4	Amended as repeated previous controls.
B3.1.6	Amend e) Section C6.1 – Eilersie Release Area to Section C6.	Amended. Typo.
B3.2	Add after 1 <sup>st</sup> paragraph: - "Aboriginal Heritage must be considered in all sites being developed or subject of a planning proposal (rezoning)" Correct reference of NSW Department of Environmental, Climate Change and Water (DECCW) to NSW Office of Environment and Heritage (OEH) Add sentence at end of 3 <sup>rd</sup> paragraph: - "This includes all Aboriginal Items identified in the various Aboriginal Heritage studies prepared as part of residential land releases" Amend Further Information references: - On applying for an AHP: Guide for Applicants: <a href="http://www.environment.nsw.gov.au/licences/applyforahip.htm">http://www.environment.nsw.gov.au/licences/applyforahip.htm</a> - On a guide to investigating, assessing and reporting on Aboriginal Heritage in NSW: <a href="http://www.environment.nsw.gov.au/resources/cultureheritage/20110263ACHguide.pdf">http://www.environment.nsw.gov.au/resources/cultureheritage/20110263ACHguide.pdf</a> - OEH's Environment line: <a href="mailto:info@environment.nsw.gov.au">info@environment.nsw.gov.au</a>	Amended. Amended. Correct reference required. Amended. Ensures Aboriginal Heritage is considered. Amended. Correct reference required. Amended. Correct reference required. Amended. Correct reference required.

## Attachment 1

ORD03

Table B4	Remove 25 Broughton St, Camden – Lot B DP 155195 from Table B4	Amended. The item had substantially changed from its original interior and exterior. Amended as definition required.
B4	Insert new definition after "Variable Message Board" - "Visible Wall Area – the total wall area of the building façade of the primary frontage including the area of windows and openings"	
B4.3	Rename sub-heading of "Part B4.3 – Rural and Environmental Zones" to "Part B4.3 – Residential, Rural and Environmental Zones" to ensure includes Residential zoning also.	Amended to ensure includes residential zoning also.
B4.7	Control 9: Remove "unless alternative arrangements are agreed to by Council" due to cost implications.	Amended to ensure no cost implications for Council.
B5	Insert new car parking chapter – existing rates needed major review. As part of this review Council has also picked up various other small anomalies which have also been amended.  Insert Definition for Sports Field: - <b>Sports Field</b> means a playing surface suitable of accommodating senior sporting activities with an area ranging from 64m-70m wide x 100m-130m long, with surrounding space around the field. These fields accommodate sports such as soccer, rugby league, rugby union and touch football. With sufficient surrounding space, two parallel sports fields can accommodate the overlay of a sports oval field for sports such as cricket and AFL.	Amended to ensure anomalies amended and new rates in line with current strategic direction.  Amended as definition required.
B5.1	Rename sub-heading of "B5.1 Car Parking Rates/Requirements" to "B5.1 Off-Street Car parking Rates/Requirements"	Amended to ensure correct meaning.
	Delete control 1 and replace with "Off-Street Car parking is to be provided for a development in accordance with Table B8 and B9 – Schedule of car parking requirements"	Amended.
	Amend Control 2 and replace 'will be supported' to 'may be supported'	Amended.
B5.2	Insertion of new item Battleaxe Lots: - "Handle widths to battleaxe lots in rural areas are to be a minimum of 6 metres with a maximum length of 100 metres. A handle may serve two lots provided that there are reciprocal rights of way. An all weather pavement surface constructed to Council's standards is to be provided within each handle"	Inserted to ensure a general control for all rural battleaxe lots in Cobbitty, Bringelly, Fossmore and Leppington.
C2	Insert Objective 7: "The layout of typical cross sections within the DCP prevails over other guides and specifications".	Inserted to provide compliance requirements.
C3.2	Amend Control 6 "... with grass up to the bitumen edge and prevent edge breakdown as well as ensure water is satisfactorily drained away from the road"	Amended to ensure satisfactory drainage systems.
C5.1	Delete Control 5 as irrelevant and renumber accordingly.	Amended.
C5.2	Amend Control 4(c); deleted "on non-bus route locations"	Amended to ensure proper meaning.
C5.2	Amend the Note for locating entry signs as contrary to B4.7 Control 3	B4.7 refers to Signage in the Private domain. This Note is not

		applicable to signage in the private domain, and therefore not contradictory. No action required.
C5.2	Amend Control 6: remove "underpasses" as these are proven to be an undesirable feature harbouring anti-social behaviour and problems for maintenance.	Amended to ensure safe environment.
C5.5	Amend Control 3: remove minimum area of 2000sqm as pocket parks are too small to be useful and are an increased cost to Council.  Amend Control 4(b): add 'shade structures' into the paragraph. Amend Control 6(h): add "with the required shade structure or shade trees" after the words "play equipment"	This was adopted from the Oran Park DCP and will remain. No further action required.  Amended to ensure correct meaning. Amended to ensure correct meaning Amended to ensure correct meaning.
C6.1	Amend Control 6(j): add "Park signage (to incorporate warnings) and lighting" Change Area 1: Attached and Semi-Detached Dwellings (6-8m Wide Lot) from 180/240m <sup>2</sup> to 200m <sup>2</sup> Change Area 1 & 2: Dwelling House (8-12.5m Wide Lot) wording from 'may have a' to 'are encouraged to have a'	Amend Controls for both Area 1: Attached and Semi-Detached Dwellings and Area 1 & A: Dwelling Houses.
C6.2	Insert a "Note" after Control 2:	Amended as required to identify compliance with the LEP as well as those outlined in Part C6.1 of the DCP.
C6.6	"Note: These are minimum development standards as set out in the LEP 2010, however, all subdivision are to demonstrate compliance with the Elderslie Residential Density Target as specified in Part C6.1 of the DCP." Amend Control 2: add "and the associated costs" before "including"	Amended to ensure costs are considered.
C7	The main headings within C7 are not numbered. This makes referencing difficult.  Control 4.a.ii: include "and Springs Road"  Amend Control 7: Remove minimum lot sizes as already contained within the LEP Amend road profiles for Spring Farm as measurements incorrect  There is no real controls for 1.45 dwellings per hectare, only acknowledgement is in the introduction	No action required.  Amended to give better meaning Amended. Amended to ensure measurements were correct. Amended. Control 7 inserted to address this item.
C7	Road profiles for Spring Farm and Elderslie amended as incorrect measurements.	Amended to ensure correct road measurements are provided.
C7.3	Section does not provide any discussion on road profile controls, simply starts at the profile illustrations.	Amended. Control 6 inserted "Streets are to be constructed in accordance with Figures 22.1 to

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C7.6	Amend Control 3: remove the words "and pocket parks"	22.11" This is advisory and explicit to Spring Farm only. No further action required. Amended to ensure correct meaning.
C9	Amend Control 5: add "or shade structure" after the words "shade trees" (Figure C29) Map inconsistency – "Precinct K is incorrect in both Established Residential Areas (Figure C2) and Harrington Grove Insert Environmental Management Maps (including items such as Salinity) for Harrington Grove precincts as they come online.	Amended: Figure C2 amended to provide consistency with Figure C29 and the Urban Release Area.
C9.3	Amend Figure C34 to remove the word "paving" and replace with "coloured concrete/asphalt" to ensure figure is consistent with Control 3. Amend Control 3: Insert "coloured or stamped concrete or asphalt (individual pavers, cobblestones etc. are not acceptable for trafficable roads)	Amended to ensure Figure C34 is consistent with Control 3. Amended for clarity.
C9.6	Amend Control 5: add "Medians, traffic islands and slow points are to be landscaped. When designing these areas, reference should be made to the relevant OH&S legislations, WorkCover requirements and Australian Standards to ensure a safe working environment can be maintained whilst workers are conducting landscape maintenance work adjacent to traffic. This is with a view of minimising unnecessary traffic control and the resulting disruption to traffic, including parking". Amend Control 13: Insert "street lights are to be approved by Council and coloured light poles are not permitted", based on maintenance costs to Council.	Inserted Note to ensure reference was given to relevant WorkCover requirements and Australian Standards for safe work practices. In line with Council's current direction, Harrington Grove is to continue with implementing coloured light poles. No further action required.
C11.2	Control 3: remove "root guard" as it is the only place in the entire DCP where the word appears	This is specific to land use controls of Lakeside and therefore, will remain. No further action required.
D	Ongoing review and documentation of engineering controls and links between DCP and Council Specifications. Yet to be finalised.	No further action required. This will be addressed at a later date.
D1.1	Rename sub-heading of "Part D1.1: Rural dwellings and outbuildings" to "Part D1.1 Rural accommodation, dwellings and outbuildings" Insert new control at number 7 and renumber: 7. "All outbuildings must be ancillary to an approved use on the land on which it is situated" Insert new control 15. "Attached Dual Occupancy development, where permitted by an Environmental Planning Instrument, the dwellings shall be physically attached under the same roofline and have the general appearance of a dwelling-house when viewed from the primary street frontage. Structures such as carports with skillion roofs, pergolas, covered awnings and the like are not acceptable as a mode of attachment"	Amended to provide better meaning Inserted to ensure outbuildings are ancillary to approved use on land to which it is situated. Amended. New control required to address accepted modes of attachment. Amended. New control required

	Insert new control 16: "Detached Dual Occupancy and Secondary Dwelling development, where permitted by an Environmental Planning Instrument, the architectural treatment and building materials of both dwellings in the development shall be compatible. Mirror reversed or replica dwelling design is not acceptable form of development"	to address architectural treatment of detached dual occupancy and secondary dwelling development.
D1.2	Insert new control at 1 and renumber: 1. "All farm buildings must be ancillary to an existing agricultural use being undertaken on the land on which it is situated"	Amended to ensure farm buildings are ancillary to existing agricultural use.
D1.4.2	Delete control 2 and renumber as refers to hours of operation Amend control 2. "Loading bays or parking for trucks are to be located in an area that is not visible from the street" Add control 3. "An Acoustic Report undertaken by a suitable qualified acoustic consultant in accordance with the Roads and Maritime Services and Office of Environment and Heritage measurement methodology may be required to accompany the development application" insert at end of Note for Dams: "Council will not accept the construction of prescribed Earth Dams on land either owned or to be owned by Council".	Amended to provide better meaning. Amended to ensure an Acoustic Report is provided. Amended to ensure Council will not have costs associated with the construction and maintenance of prescribed Earth Dams on Council owned land.
D1.5.1	Insert Note with definition of 'Building façade line': "Note: the 'Building façade line' is the predominant front building line of a dwelling at ground level"	Amended to ensure better meaning.
D2.1.1	Insert figure of building façade line.	Inserted to provide an image to support the definition.
D2.1.1	Amend Control 1: Insert "These are to be built in accordance with the Building Code of Australia" at the end.	Amended to ensure reference given the BCA.
D2.1.1	Amend Control 4: Insert "Articulation may be provided in the form of a window, wall return or architectural feature" at the end.	Amended to provide better meaning.
D2.1.1	Insert Note after table: "Note: In the case of a corner allotment, the primary street frontage is taken to be the boundary which is the shorter of both frontages. The rear setback is taken to be the opposite boundary to the primary frontage".	Inserted to provide clarification for rear setbacks on corner lots.
D2.1.1	Insert Proposed Note: "In the case of corner allotments, the rear setback of a development may be varied where compliance with other development controls of the DCP are required. Examples include compliance with solar access and orientation, privacy, vehicular access and parking, and compatibility with adjoining development".  Note was amended to provide a more balanced clarification: "In exceptional circumstances, Council may consider a reduced rear setback on corner allotments where it can be demonstrated that there is no adverse impact on the adjacent properties, streetscape in general and lot coverage. The following are factors will be taken into consideration but not limited to: (a) Bulk, mass and scale of the structure; (b) Privacy impact; (c) Overshadowing; (d) Streetscape and architectural treatment; and (e) Provision of Private Open Space and landscaping requirements".	Proposed note was amended to provide an opportunity for Council staff to undertake merits based assessment of the application.
D2.1.3	Insert Note:	Note was amended to provide an



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	<p>- "In exceptional circumstances, Council may consider a finished ground floor level greater than 1m from natural ground where the applicant can demonstrate that there is no adverse impact on the adjacent properties and streetscape in general. The following are factors that will be taken into consideration, but not limited to:</p> <p>(a) Bulk, mass and scale of the structure;</p> <p>(b) Privacy impact;</p> <p>(c) Overshadowing; and</p> <p>(d) Streetscape and architectural treatment."</p>	<p>opportunity for Council staff to undertake a merits based assessment of the application.</p>
D2.1.4	Delete Control 6 as not required.	Deleted as not relevant.
D2.1.4	Amend Reference to Part B1.6 in Control 1 to B1.16 Acoustic Amenity.	Amended to ensure correct reference.
D2.1.7	<p>Delete Control 2 and 3 and replace with:</p> <p>"Each street facade of a dwelling, whether addressing the primary or secondary frontage, must incorporate at least two of the following design features:</p> <ul style="list-style-type: none"> <li>- entry feature or portico;</li> <li>- awnings or other features over windows;</li> <li>- balcony or window box treatment to any first floor element;</li> <li>- a variation in scale compared to adjacent properties;</li> <li>- open verandah;</li> <li>- incorporating a variation and mixture of building materials to create a recess, projection, stagger and/or articulation of walls;</li> <li>- strategic window placement, alternate window designs, bay windows or similar features;</li> <li>- verandahs, pergolas or similar features, and in particular, above garage doors;</li> <li>- vertical architectural elements to reduce the horizontal emphasis of the facade or</li> <li>- other roof and/or architectural building elements.</li> </ul>	<p>Amended to ensure a range of choices for secondary facades were available and considered by Council.</p>
D2.2.1	<p>Elements of good streetscape design principles are illustrated below in Figures D3 and D4.</p> <p>Amend Control 1:</p> <p>- "The maximum floor area requirement for secondary dwellings is established by Clause 5.4(9) of Camden LEP, 2010. Secondary dwellings must not exceed 60m<sup>2</sup> in size or 25% of the total floor area of the principle dwelling, whichever is greater (excluding any area used for parking).</p>	<p>Amended to ensure correct sizes/percentages given in line with Camden LEP.</p>
D2.3.4	<p>Insert Note after Control 4:</p> <p>"Note: Variations to the minimum roof pitch requirement can be considered where architectural merit and innovation in the building design is demonstrated".</p>	<p>Amended to encourage innovation in design for applicants.</p>
D3.2.5	Amend Control 1: reference to B3 is incorrect and should be B2.	Amended to ensure correct

		reference:
D3.6.4	Amend Control 15: Insert reference to "Council's Works and Services Division"	Amended to ensure correct reference to Council division.
D4.2.5	Amend Control 4: "...shall be setback a minimum of 1 metre from the property boundary".	Amended to provide better meaning.
D4.3.1	Amend Control 2(i): Insert "and installation details of the tree guard and root guard are to be provided for all street trees". Amend Control 3: Add "...and with an approved root guard installed in the ground".	Amended to ensure correct meaning. Amended to ensure approved root guard used during installation.
D4.3.2	Amend Control 4(n): Add "cycleways (Street trees must not be planted less than 1 metre away from a concrete footpath/cycleway) unless Tripstop (or equivalent) has been installed to protect it from the roots." Amend Control 5: Add "Lighting in public space must have timer switches installed for managing time of operation and power consumption".	Amended to ensure Tripstop or equivalent is installed. This is contrary to Safer by Design Guidelines and as such, will not be amended. No further action required.
D4.5.2	Clarification of Control 2 is required as current control reads that the verge must be turfed and planted regardless of weather or not there is already landscaping present. If the control sets a rate of 1 tree per 7 metres it suggests that if the verge has already been planted with 1 tree every 10 metres than additional planting is required. Delete control 6 and replace with: 6. "Development must provide minimum setbacks to buildings as outlined below: (a) 15 metre setback from any spine road of which 10 metres must be utilised for landscaping; (b) 10 metre setback from any minor road of which 5 metres must be utilised for landscaping; (c) 30 metre setback from Camden Valley Way of which 15 metres must be utilised for landscaping; (d) 10 metres to existing alignment of Turner Road of which 10 metres must be utilised for landscaping; (e) 10 metres to the eastern boundary of the Industrial Area of which 10 metres must be used for landscaping; (f) For corner lots the setback to the road which is not the primary frontage shall be 10 metres to a spine road; (g) 5 metres to any other road, other than Camden Valley Way or Turner Road; (h) 10 metres to main drainage channel marked (A)-(B) on Map No. 2 of which 5 metres must be utilised for landscaping; (i) For the main drainage channel other than (A)-(B) the building setback is to be 5 metres of which 3 metres must be utilised for landscaping; (j) 10 metres to Smeaton Grange Road between Narellan Road and Anzac Avenue of which 7.5 metres must be utilised for landscaping.	Amended to ensure proper meaning given to setback requirements.
	Amend Control 10: "Any redevelopment of properties that have frontage to southern side of Turner Road, being... will be required to upgrade the full width road reserve to an industrial standard extending from and including the Durin Road intersection to the western boundary of the subject site. This is to be undertaken at either subdivision or building stage, whichever occurs first"	Amended to clarify that the Turner Road upgrade works are required at either subdivision, or building stage, whichever occurs first.
D5.1	Delete and replace control 15: "Access and Parking shall comply with Part B5 of this DCP. All required car parking shall be provided off-street".	Amended to clarify controls in B5 are relevant to parking and

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	<p>Delete and replace control 34. "And signage shall comply with Part B4.9 in this DCP"</p> <p>Amend Control 12: delete the words "exposed aggregate concrete"</p> <p>Insertion of new chapter "D5.6 Home Business and Home Industry"</p>	<p>access also.</p> <p>Amended to refer to signage controls in Part B4.9</p> <p>Amended as cost implications.</p> <p>Inserted to ensure relevant objectives and controls are in DCP pertaining to Home Business and Home Industry – this was previously missing.</p> <p>No further action required.</p> <p>Controls for Coal Seam Gas Wells will not be inserted into the DCP for reasons provided.</p>
D5.1		
D5.6		
Other – Controls for Coal Seam Gas Wells	<p>There are no controls relevant to the use of Coal Seam Gas Wells locations in the Camden DCP. This was identified by Environment and Health to assess and avoid instances of the Coal Seam Gas Wells being built within existing residential zone boundaries.</p> <p>This was assessed and based on current practices, there does not need to be a specific reference in the DCP concerning Coal Seam Gas well locations. This is based on the following:</p> <ul style="list-style-type: none"> <li>(a) Each of the current, existing well locations have been determined using current zone boundaries. The residential zones were taken into account and all wells were located within future open space areas;</li> <li>(b) Accordingly, any application for subdivision or residential development within the existing residential zone boundary has been allowed for. If there is to be any change to the zoning boundary within the vicinity of a coal seam gas well, then there would be a need to undertake the usual hazard assessment as part of a rezoning process, which would include consultation with both the Department of Planning and Infrastructure and AGL;</li> <li>(c) Therefore, there does not need to be a specific reference in the DCP concerning coal seam gas well locations as the hazard analysis has already been undertaken for each of the wells and subsequent consent conditions are subject to an environmental management plan.</li> </ul>	
Other – Controls for mandatory rainwater tanks for Industrial and Commercial developments	<p>There are no controls relevant to the need for mandatory rainwater tanks into industrial and commercial developments in the Camden DCP.</p> <p>This was assessed and based on current practices, there does not need to be controls for mandatory rainwater tanks for Industrial and Commercial developments. This is based on the following:</p> <ul style="list-style-type: none"> <li>(a) In the case of dwellings, tanks are not mandatory. The introduction of BASIX removed Council's ability to mandate rainwater tanks. The BASIX SEPP gives the design/applciant the ability to choose how they will comply, without being dictated to by a DCP. This may or may not include rainwater tanks;</li> <li>(b) The draft DCP for Oran Park Town Centre is steering towards commercial equivalents of BASIX, such as "Green Star". Again, the designer/applciant has the freedom to elect how targets will be achieved;</li> <li>(c) There is little physical need for tanks in industrial areas. Subdivisions are designed for nearly total hard stand area;</li> <li>(d) There is a good chance the development will require a WICA licence (from IPART) as they will be operating a water supply in competition to Sydney Water. IPART tell us that the WICA application process takes approximately six months and can cost \$100,000. This is before any works occur (only single dwellings and dual occupancies are exempt from WICA).</li> </ul>	<p>No further action required.</p> <p>Controls for mandatory rainwater tanks in Industrial and Commercial developments will not be inserted into the DCP for reasons provided.</p>
Other – Throughout the DCP	<p>Ongoing review of objectives controls and links between DCP and Council specification required. These are yet to be finalised.</p>	<p>No further action required. Will be addressed at a later date.</p>

(Water Quality)	Other – Water Sensitive Urban Design (WSUD)	Ongoing review of WSUD and associated maintenance costs (current and future) are still being undertaken. It is expected that once Assets have finalised future costing for WSUD, that there will be minor changes to WSUD controls in the DCP however no further action is required as part of this process.	No further action required. Will be addressed at a later date.
Other – R5 Zoning Dwellings in Large Lot Developments		The Camden LGA features an R5 Large Lot Development residential zone which permits a specific type and density within the area. Currently, there are no controls relevant to Dwellings in R5 Zones in the Camden DCP. As such, a chapter was inserted into the DCP to provide a set of objectives, principles and controls which will guide the design of residential development in the LGA.	D2.1.10 was inserted into Part D of the DCP.

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LAND USE	MINIMUM CAR PARKING REQUIREMENT
Residential	
Dwelling House	1 car parking space for dwellings with 1 to 2 bedrooms. 2 car parking spaces for dwellings with more than 2 bedrooms.
Dual Occupancy and Semi-Detached Dwellings	1 car parking space for each dwelling with 1 to 2 bedrooms. 2 car parking spaces for each dwelling with more than 2 bedrooms.
Multi Dwelling Housing and Attached Dwellings	1 car parking space per dwelling, plus 0.2 car parking spaces per 2 bedroom dwelling, plus 0.5 car parking spaces per 3 or more bedroom dwelling. 1 visitor car parking space per 5 dwellings.
Residential Flat Buildings	1 car parking space per unit, plus 0.2 car parking spaces per 2 bedroom unit, plus 0.5 car parking spaces per 3 or more bedroom unit. 1 visitor car parking space per 5 units. 1 bicycle space per 3 units.
Hostels , Permanent Group Homes and Transitional Group Homes (excluding Seniors Housing)	1 car parking space per full time equivalent staff member. Parking rate for residents to be assessed on the merits of the application.
Boarding House	1 car parking space per 5 beds, plus 1 car parking space per staff member. 1 bicycle parking space per 5 boarding rooms. 1 motorcycle parking space per 5 boarding rooms.
Home Business, Home Industry, Home Occupation, and Home Occupation (Sex Services)	As per Dwelling House, plus 1 car parking space per staff member other than permanent residents. Note: Additional car parking spaces may be required for visitors depending on the nature of the business.
Affordable Housing	Refer to State Environmental Planning Policy (Affordable Rental Housing) 2009.

Seniors Housing	
Residential Care Facility, Hostel, Self-Contained Dwelling	Refer to State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004.
Non-Residential Housing	
Exhibition Home / Village	As per dwelling house, plus 2 visitor car parking spaces per exhibition home to be provided in a separate carpark.  Where it can be demonstrated that the use of on-street parking within the village for visitors will not adversely affect traffic flows and the operation of the display village, then the on-street parking may be treated as a credit against the overall requirement for a separate car park. A detailed assessment identifying all on street parking spaces proposed to allocate to visitors will be required to obtain this concession.
Health Consulting Rooms	3 car parking spaces per consulting room, plus 1 car parking space per 2 employees.  A reduction in the parking requirement will be considered if it can be shown that not all consulting rooms will be in concurrent operation and/or if convenient on-street parking is available, providing that the use of such parking does not adversely affect the amenity of the immediate area.
Casual Accommodation	
Hotel or Motel Accommodation / Tourist and Visitor Accommodation / Serviced Apartment	1 car parking space for each unit, plus 1 car parking space per 2 employees, plus <ul style="list-style-type: none"> <li>• 15 car parking spaces per 100m<sup>2</sup> GFA of restaurant / public entertainment / function / reception room / bar, or</li> <li>• 1 car parking space per 3 seats (whichever is the greater)</li> </ul> 1 bicycle and 1 motorcycle space per 25 car parking spaces in excess of the first 25 car parking spaces.  Provision for coaches to pick up and set down may be required.

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Backpackers' Accommodation	1 car parking space per 10 beds or 1 car parking space per 5 bedrooms (whichever is the greater), plus 1 car parking space per 2 employees. 1 bicycle space per 10 beds. 1 motorcycle space for every 25 car parking spaces in excess of the first 25 car parking spaces.
Bed & Breakfast Accommodation	1 car parking space for each bedroom, plus 1 car parking space for the permanent residents of the dwelling.
Farm Stay Accommodation	1 car parking space for each dwelling.
Tourist	
Caravan Park	1 car parking space per van/mobile home/campsite, plus 1 car parking space per 2 employees, plus 1 visitor car parking space per 10 sites.
Office and Commercial	
Office Premises and Business Premises	1 car parking space per 40m <sup>2</sup> of GFA. 1 bicycle and 1 motorcycle space for every 25 car parking spaces in excess of the first 25 car parking spaces.
Public Administration Buildings and Community Facilities	Assessment to be based on merit taking into consideration the proposed uses and equivalent rates for similar uses as prescribed in this DCP.  1 bicycle and 1 motorcycle space is required per 25 car parking spaces in excess of the first 25 car parking spaces.
Mortuary/Funeral chapels / Funeral homes	1 car parking space per 4 seats plus 1 car parking space per funeral service area
Emergency Services Organisation / Emergency Services facility	Assessment to be based on merit taking into consideration the proposed uses and equivalent rates for similar uses as prescribed in this DCP.
Place of Assembly / Place of Public Worship	1 car parking space per 6 seats. 1 bicycle and 1 motorcycle space per 25 car parking spaces in excess of the first 25 car parking spaces.

	A detailed parking assessment may be required identifying impacts of overflow parking on surrounding land uses and the road system.
<b>Industry</b>	
Service Station	4 car parking spaces per service work bay for up to 2 bays, plus 6 car parking spaces per service bay for each additional bay, plus 1 car parking space per 22 m <sup>2</sup> GFA of Convenience Store; plus if a restaurant is present, the following rates apply for this component in addition: <ul style="list-style-type: none"> <li>• 7 car parking spaces per 100m<sup>2</sup> GFA ,or</li> <li>• 1 car parking space per 3 seats (whichever is the greater).</li> </ul>
Vehicle Body Repair Workshop	4 car parking spaces per service work bay for up to 2 bays, plus 6 car parking spaces per service bay for each additional bay.
Vehicle Repair Station	4 car parking spaces per service work bay for up to 2 bays, plus 6 car parking spaces per service bay for each additional bay.
Vehicle Sales or Hire Premises	0.75 car parking spaces per 100m <sup>2</sup> of display site area, plus 6 car parking spaces per service work bay.
Boat Repair Facility	1 car parking space per work bay plus 1 car parking space per 2 employees.
Industry / Light industry	1 car parking space per 70m <sup>2</sup> of GFA. 1 bicycle and 1 motorcycle space per 25 car parking spaces in excess of the first 25 car parking spaces.  The parking provision rate is increased when: <ul style="list-style-type: none"> <li>- Retailing is permitted on-site. The rate for Industrial retail outlets is applied for this component of the development.</li> <li>- The office space component is in excess of 20% of the floor area. The rate for Office Premises and</li> </ul>

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	Business Premises applies for the amount of this floor space in excess of 20% of GFA.
Industrial retail outlet	1 car parking space per 30m <sup>2</sup> GFA. 1 bicycle and 1 motorcycle space per 25 car parking spaces in excess of the first 25 car parking spaces.
Warehouse or Distribution Centre / Storage Premises	1 car parking space per 300m <sup>2</sup> GFA. 1 bicycle and 1 motorcycle space per 25 car parking spaces in excess of the first 25 car parking spaces.  The parking provision rate is increased when the office space component is in excess of 20% of the floor area. The rate for Office Premises and Business Premises applies for the amount of this floor space in excess of 20% of GFA.

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Retail	
Shopping Centres	<p>Assessment to be based on merit taking into consideration the proposed mix of uses within the shopping centre. The following formula determines the minimum rate to be provided:</p> <p>Peak Parking Demand (per 1,000m<sup>2</sup>)            = 24 A(S) + 40 A(F) + 42 A(SM) + 45 A(SS) + 9 A(OM)</p> <p>where:</p> <ul style="list-style-type: none"> <li>• A(S): Slow Trade GLFA, includes major Department stores such as David Jones and Myer, furniture, electrical and utility goods stores.</li> <li>• A(F): Faster Trade GLFA, includes discount department stores such as K-Mart, Big W, and Target.</li> <li>• A(SM): Supermarket GLFA, includes stores such as Franklins and large fruit markets.</li> <li>• A(SS): Speciality Shops and Secondary retail GLFA, includes speciality shops and take-away stores such as McDonalds. These stores are grouped since they tend not to be primary attractors to the centre.</li> <li>• A(OM): Offices, medical GLFA.</li> </ul> <p>It is recognised that a shopping centre may require more parking than the standard in certain circumstances and less in other circumstances. An application for a shopping centre should include a traffic and parking study identifying this parking requirement. Comparisons with similar sized shopping centre developments will be taken into consideration if the minimum requirement specified by Council is considered inappropriate.</p> <p>1 bicycle and 1 motorcycle space per 25 car parking spaces in excess of the first 25 car parking spaces.</p>
Retail Premises / Shop / Kiosk	<p>200m<sup>2</sup> or greater - 1 car parking space per 22m<sup>2</sup> GFA.            less than 200m<sup>2</sup> – 1 car parking space per 30m<sup>2</sup> GFA.</p> <p>1 bicycle and 1 motorcycle space per 25 car parking spaces in excess of the first 25 car parking spaces.</p>
Neighbourhood Shop	1 car parking space per 30m <sup>2</sup> GFA.

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Shop top housing	<p>Shops 200m<sup>2</sup> or greater – 1 car parking space per 22m<sup>2</sup> GFA</p> <p>Shops less than 200m<sup>2</sup> - 1 car parking space per 30m<sup>2</sup> GFA.</p> <p>Residential rates apply to the housing component.</p>
Bulky Goods Premises	<p>1 space per 50m<sup>2</sup> GFA.</p> <p>1 bicycle and 1 motorcycle space per 25 car parking spaces in excess of the first 25 car parking spaces.</p> <p>Comparisons with similar developments will be taken into consideration if this minimum requirement is considered inappropriate for a particular development.</p>
Landscape and garden suppliers	<p>15 car parking spaces or,</p> <p>0.5 car parking spaces per 100m<sup>2</sup> of site area (whichever is the greater).</p> <p>1 bicycle and 1 motorcycle space is required per 25 car parking spaces in excess of the first 25 car parking spaces.</p>
Market	<p>2.5 car parking spaces per stall for customers.</p> <p>Parking for bicycles and motorcycles is required for developments with parking in excess of 25 car parking spaces. 1 bicycle and 1 motorcycle space is required for every 25 car parking spaces in excess of the first 25 car parking spaces.</p> <p>Parking for stallholders is to be provided separately. The amount of stallholder parking required is to be assessed as part of the Development Application.</p>

Take away food and drink premises	<p><u>Developments with no on-site seating:</u> 12 spaces per 100m<sup>2</sup> GFA.</p> <p><u>Developments with on-site seating:</u> 12 spaces per 100m<sup>2</sup> GFA or greater of 1 space per 5 seats (internal and external), or 1 space per 2 seats (internal).</p> <p><u>Developments with on-site seating and drive through facilities:</u> The greater of: 1 space per 2 seats (internal), or 1 space per 3 seats (internal and external) plus queuing area for 5 to 12 cars.</p> <p>Parking for bicycles and motorcycles is required for developments with parking in excess of 25 car parking spaces. 1 bicycle and 1 motorcycle space is required for every 25 car parking spaces in excess of the first 25 car parking spaces.</p>
Restaurants and Cafés	<p><u>Where located within a business or industrial zone:</u> 1 car parking space per 30m<sup>2</sup> of GFA</p> <p><u>All other zones:</u> 15 spaces per 100m<sup>2</sup> GFA; or 1 space per 3 seats (whichever is greater)</p>
Roadside stall	Minimum of 4 car parking spaces.
Education	
Educational Establishments	<p><u>Schools:</u> 1 car parking space per full time equivalent staff member, plus 1 car parking space per 100 students, plus 1 car parking space per 5 students in Year 12 where appropriate.</p> <p>Adequate space is also required for delivery vehicles, a</p>

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	<p>drop off / pick up area and buses as appropriate.</p> <p><u>Tertiary Institutions:</u></p> <p>1 car parking space per 5 seats or 1 space per 10m<sup>2</sup> GFA, whichever is the greater.</p> <p>1 bicycle and 1 motorcycle space per 25 car parking spaces in excess of the first 25 car parking spaces.</p>
Information and Education Facility	Comparisons should be drawn with similar developments.
Child Care Centre	<p>1 car parking space per employee, plus</p> <p>1 car parking space per 6 children.</p> <p>1 of the car parking spaces shall be designed for people with a disability.</p> <p>For the purposes of this calculation the number of employees is based on the staffing requirements of the <i>Children's Services Regulation 2004</i>.</p>
Home-Based Child Care	Residential rates apply plus adequate provision for parent pickup and drop off.
Recreation Facility	
Entertainment Facility	Car parking will be determined on the characteristics of the facility. A submission based on parking arrangements for similar facilities may be required.
Function Centre	<p>Single room function centre:</p> <p>15 car parking spaces per 100m<sup>2</sup> GFA room; or</p> <p>1 car parking space per 3 seats (whichever is greater).</p> <p>1 bicycle and 1 motorcycle space per 25 car parking spaces in excess of the first 25 car parking spaces.</p> <p>For larger function centres a separate parking study will be required.</p>
Recreation facility (indoor or outdoor)	<p><u>Squash / Tennis Courts:</u></p> <p>3 car parking spaces per court</p> <p><u>Bowling Alley:</u></p> <p>3 car parking spaces per alley</p> <p><u>Gymnasiums:</u></p>

	<p>7.5 spaces per 100m<sup>2</sup> GFA</p> <p><u>Local Soccer, Football and Similar Sporting Fields:</u></p> <p>50 car parking spaces per field.</p> <p><u>Other Recreation Uses</u></p> <p>Council may require a Car Parking and Traffic Impact Assessment Study for recreation uses other than those listed above.</p> <p>Parking for bicycles and motorcycles is required at the rate of 1 bicycle and 1 motorcycle space per 25 car parking spaces in excess of the first 25 car parking spaces.</p>
Recreation facility (major)	Assessment to be based on merit taking into consideration the proposed uses and equivalent rates for similar uses as prescribed in this DCP.
Amusement Centre	<p>200m<sup>2</sup> or greater - 1 car parking space per 22m<sup>2</sup> GFA</p> <p>less than 200m<sup>2</sup> – 1 car parking space per 30m<sup>2</sup> GFA.</p> <p>One bicycle space/rail for every 5 machines.</p>
Health Care	
Health Service Facility / Medical Centre	4 car parking spaces per 100m <sup>2</sup> GFA
Hospital / Veterinary hospital	Assessment to be based on merit taking into consideration the proposed uses and equivalent rates for similar uses as prescribed in this DCP.
Registered Premises	
Pub / Registered club / Restricted Premises	<p>1 car parking space per 2m<sup>2</sup> GFA of public bar area, plus</p> <p>1 car parking space per 5m<sup>2</sup> GFA of lounge, beer garden, auditorium, billiard room, restaurant, plus</p> <p>25 car parking spaces per 100m<sup>2</sup> of remaining public floor area.</p> <p>1 bicycle and 1 motorcycle space per 25 car parking spaces in excess of the first 25 car parking spaces.</p> <p>Notes:</p> <p>Council will consider the peak demand of the uses and potential for dual use of parking spaces. A detailed car parking submission based on a similar club parking arrangement may be required.</p>

**ORD03**

	Provision for coaches to pick up and set down may also be required for large establishments.
Restricted Premises	200m <sup>2</sup> or greater - 1 car parking space per 22m <sup>2</sup> GFA less than 200m <sup>2</sup> – 1 car parking space per 30m <sup>2</sup> GFA.
Sex service premises	1 car parking space per room where sex services are provided, plus 1 car parking space per two employees working at any one time on the premises. At least 1 of the spaces is to be suitable for a driver with a disability.

**Attachment 2**

# ORDINARY COUNCIL

ORD04

ORD04

**SUBJECT: CAMDEN CYCLING ADVISORY GROUP**

**FROM:** Director Works & Services

**BINDER:** Traffic & Transport / Investigation & Design / Cycleways & Footpaths

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## PURPOSE OF REPORT

To seek Council's approval to establish a Cycling Advisory Group, to assist in developing the bicycle network and facilities in the Camden Local Government Area and to encourage a greater commitment within the community to the use of sustainable forms of transport, as reflected in the Camden Community Strategic Plan (Camden 2040).

## BACKGROUND

Recently various members of the community have approached Council wishing to be more involved in promoting cycling in Camden. Council has also committed to updating the Camden Bike Plan. It is proposed to establish a Cycling Advisory Group to help channel the promotion of cycling by Council and the community and provide opportunities for input into a revised Bike Plan.

## MAIN REPORT

### **Strategic Context**

The Camden Community Strategic Plan (Camden 2040) consultation identified transport as a significant issue facing the area now, and the most important to "get right" for the future. The vision for Key Direction 4: Effective and Sustainable Transport is that:

*In 2040, it is possible to move around the Camden area, and beyond, conveniently, safely and using a variety of transport options.*

This Key Direction sets out strategies to deliver this vision including:

- 4.8 Developing a network of cycleways, footpaths and safe crossing points throughout the local area that provide a convenient and attractive alternative to the use of motor vehicles
- 4.10 Encouraging a greater commitment within the community to the use of sustainable forms of transport for important environmental, health, cost and social benefits, including public transport, cycling and walking

A Bike Plan is an effective tool for planning and developing bicycle networks and facilities and for promoting cycling in the area. It is also a pre-requisite for receiving funding from NSW Roads and Maritime Services (RMS) Cycleways Program and greatly assists in attracting other external funding. The current Camden Bicycle Plan dates from 1996 and requires updating in line with Council's current strategic planning and RMS guidelines and best practices.



The Campbelltown and Camden Councils Integrated Transport Strategy, adopted by Camden Council in April 2007, resolved that Council:

- define objectives for the future walking and cycling environment
- confirm the validity of existing pedestrian and bicycle plans
- extend the plans for new development areas.

Within the last year, Council has been approached by various members of the community who wish to be involved in promoting cycling. This is therefore a timely opportunity to utilise community knowledge and expertise in developing a revised Bike Plan and be involved in monitoring its ongoing implementation. Whilst ongoing community input is encouraged on a range of cycling issues, the Bike Plan gives the opportunity for ideas to be captured in a meaningful and deliverable way, supporting the Camden 2040 Community Objective 1: People feel connected, supported and that they belong.

### **Cycling Advisory Group**

It is proposed that Council establish a group to champion cycling issues in the area and assist with the development of the revised Bike Plan for Camden. It is proposed that the group is established as an Advisory Group rather than a Community Management Committee constituted under the Local Government Act 1993. The advisory group structure would be similar to the Cohesive Communities Advisory Group, established in 2008, which is working well under this approach. The advisory group format has the advantages over a formal Committee by:

1. giving greater flexibility as to the representation of the group;
2. giving greater flexibility as to the scope of the group; and
3. allowing for freer and more open agendas and discussion.

The Aim of the group would be to:

*Increase participation in cycling in the Camden LGA, working with and through Council and other agencies to address cycling issues in a consultative, collaborative and action-oriented approach, ensuring that cycling is a viable, complementary and practical transport option delivering environmental, health, cost and social benefits..*

The main role of the Cycling Advisory Group would be to provide local and specialist knowledge and advice and act as a consultative mechanism to assist Council and its partners to:

- provide direction and support to Council in regard to cycling issues including strategies, programs, projects and plans;
- facilitate communication between Council and the local community on cycling issues;
- advocate for sustainable transport including a range of bicycle users such as sport riders, commuters, leisure riders, learners and children;
- encourage greater commitment within the community to the use of sustainable transport modes;
- raise awareness of cycling issues;
- highlight safety concerns for cyclists, pedestrians and other road users;

- be actively involved in the development, implementation, evaluation and review of the Camden Bike Plan; and
- work proactively with Council in developing the bicycle network, cycling projects and programs, on an established priority basis.

The role of Council would be to support and resource the Cycling Advisory Group by:

- provision of professional expertise, as required;
- administrating a meeting venue, agendas and minutes; and
- promoting the Cycling Advisory Group within Council and the wider community.

### **Membership and Meeting Format**

It is proposed that the membership of the Cycling Advisory Group will consist of invitees drawn from the community, such as representatives from:

- The general community;
- Councillors;
- Resident action groups;
- Sport cycling clubs;
- Bicycle Users Groups;
- Council officers;
- Chambers of Commerce;
- Bicycle Shops;
- Walking Groups;
- NSW Police – Camden Local Area Command
- State Government departments (as required)

It is proposed to retain some flexibility in the make up of the Cycling Advisory Group to ensure that relevant knowledge, expertise and interests can be accommodated. Specialist expertise could be co-opted as needed for specific projects, programs or issues.

Members would be recruited via general advertisement, calling for expressions of interest, as well as by direct invitation, where it is identified that an individual or group has a particular skill / knowledge base that will add significant depth to the group. The call for Expression of Interest (EOI) for community representatives will be in the local newspapers and on Council's website.

Councillor representatives would be nominate by Councillors as part of the annual review of Committee membership.

During the initial phase the Group would:

- Establish Terms of Reference of the Group;
- Establish the initial membership of the Group;
- Identify and review existing strategy documents;
- Identify funding opportunities; and
- Set the agenda for the coming year;

At this time it is envisaged that the Group would meet bi-monthly. After an establishment period of six months, the regularity of meetings would be determined by the group members in accordance with the adopted Terms of Reference.

## CONCLUSION

The Camden Community Strategic Plan (Camden 2040) highlights a desire of residents to have a variety of transport options and includes as part, of the community vision, a strategy for a network of cycleways, footpaths and safer crossing points. This is to help encourage sustainable forms of transport which also delivers environmental, health, cost and social benefits.

The formation of a Camden Cycling Advisory Group would help provide direction and support to Council and other agencies in regard to cycling facilities and issues and encourage a greater commitment within the community to the use of sustainable forms of transport. This will also help enable Council to meet its strategic goals to engage effectively with the local community and promote safe cycling. It will also assist in attracting external funding to undertake cycling projects and programs.

## RECOMMENDED

### **That Council:**

- i. endorse the establishment of a Camden Cycling Advisory Group;**
- ii. nominate two Councillors representatives to participate in the Camden Cycling Advisory Group until the Local Government Election on 8 September 2012;**
- iii. review the nominees following the election in September 2012, in conjunction with Councillor membership of all Committees and Advisory Group; and**
- iv. endorse the development of a revised Camden Bike Plan.**

## ORDINARY COUNCIL

ORD05

ORD05

**SUBJECT: ROADS AND MARITIME SERVICES CYCLEWAYS PROGRAM -  
MACARTHUR ROAD SHARED PATH**

**FROM:** Director Works & Services

**BINDER:** Grants and Subsidies / Programs / Road Grants

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### PURPOSE OF REPORT

To seek Council acceptance of re-scoping of a cycleways project part funded by the Roads and Maritime Services (RMS) Cycleways Program, and to seek the allocation of the matching funds by Council.

### BACKGROUND

At its meeting on 13 September 2011, Council resolved to accept funding from the RMS for on-road cycle lanes on Springs Road and Macarthur Road with matched funding already being allocated in the adopted 2011/12 budget. The project element within Macarthur Road has now been re-scoped to a shared path rather than an on-road facility. The RMS grant funds of \$55,000 are still available to be utilised, however additional Council funds are required to complete a revised scope of works on Macarthur Road.

### MAIN REPORT

On-road cycle lanes have now been constructed on Springs Road as part of the road reconstruction project and were fully funded by the Springs Road project. The potential for on-road cycle lanes has been explored on Macarthur Road between Springs Road, Spring Farm and River Road, Elderslie.

Upon conducting a detailed investigation, this revealed that an on-road facility within this section of road is not the most desirable option due to constraints and conflicts with the access ramps on and off the Camden Bypass. Furthermore, there would need to be significant carriageway adjustments to accommodate on-road cycle paths.

As a result of the investigation, a proposal has been developed for a shared path along the western side of Macarthur Road as shown in **Attachment 1**. This path provides the following benefits:

- shared pedestrian and cycle access along Macarthur Road between Springs Farm and Elderslie precincts and to Camden via the existing footpath on Macarthur Bridge;
- Disability Discrimination Act (DDA) compliant access and boarding points to existing bus stops; and
- avoids on-road vehicle/bicycle conflicts at the Camden Bypass slip lanes.

### FINANCIAL IMPLICATIONS

The shared path on Macarthur Road is estimated to cost \$110,000. The RMS has committed a grant for \$55,000 from the Cycleways Program in 2011/12.

The RMS Cycleways Program requires a minimum financial contribution of 50% from Council. It is proposed that Council's 50% contribution is made available from Council's Capital Works Reserve in 2011/12. The balance of this Reserve as at 31 March 2012 was \$476,600.

### **CONCLUSION**

Grant funding of \$55,000 is available in 2011/12 from the RMS Cycleways Program in this current financial year. Approval has been received from RMS to apply these funds on Springs Road and Macarthur Road. Whilst the Springs Road Reconstruction project has been able to deliver on-road cycle lanes for that road, on-road cycle lanes for Macarthur Road have been assessed as not being the safest option for cyclists at this time.

It is recommended that Council redirects the RMS grant funds from an on-road cycle lane on Springs Road and Macarthur Road, to an off-road shared path on Macarthur Road, and in doing so allocates \$55,000 match funding towards the shared path from the Capital Works Reserve.

### **RECOMMENDED**

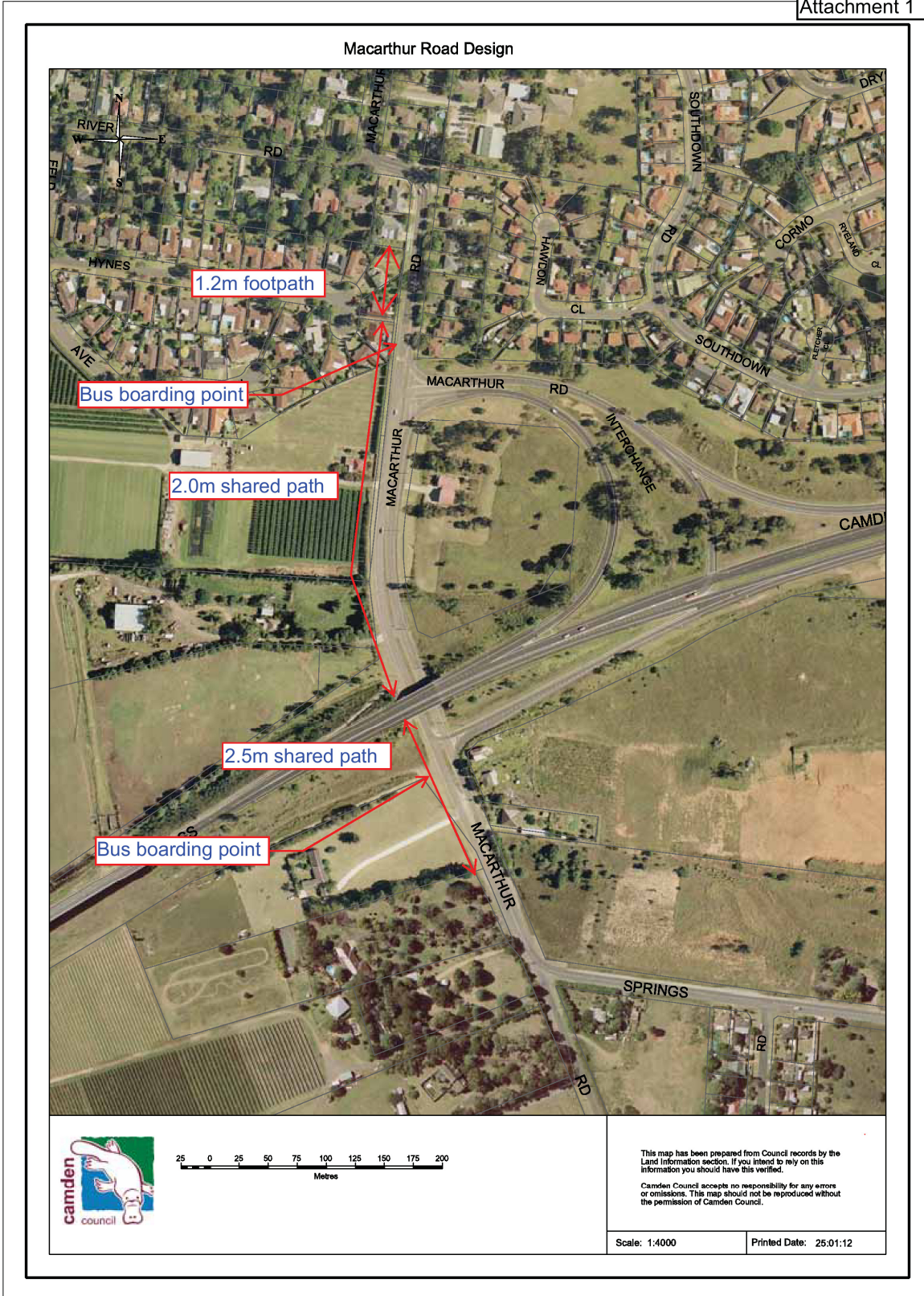
#### **That Council:**

- i. advises the RMS of the amended scope of the Springs Road/Macarthur Road Cycle Lanes project to a shared path facility on Macarthur Road between Springs Road and River Road, Elderslie; and**
- ii. allocates funding of \$55,000 to the shared path project from the Capital Works Reserve in 2011/12.**

#### **ATTACHMENTS**

1. Macarthur Road Cycleway

Attachment 1



ORD05

Attachment 1

## ORDINARY COUNCIL

ORD06

**SUBJECT:** NSW LONG TERM TRANSPORT MASTER PLAN  
**FROM:** Director Works & Services  
**BINDER:** Traffic and Transport / Planning / Traffic

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### PURPOSE OF REPORT

To advise Council of the release of the NSW Long Term Transport Master Plan Discussion Paper and its implications for Camden Council and to seek Council's endorsement of a proposed submission in response.

### BACKGROUND

The NSW Government has released a discussion paper titled the "NSW Long Term Transport Master Plan Discussion Paper". The paper invites submissions to feed into the development of a formal plan for NSW.

### MAIN REPORT

The NSW Long Term Transport Master Plan Discussion Paper outlines current transport trends, emerging issues and key challenges that the State Government needs to address over the next 20 years and beyond. Submissions have been invited on issues arising from the Discussion Paper. Outcomes from the submissions will then be used to assist in developing the draft NSW Long Term Transport Master Plan itself, due to be released mid-year 2012, with the final plan scheduled for release at the end of 2012.

Once released, the NSW Long Term Transport Master Plan will take account of and link with other NSW Government and Australian Government policies and plans. These include an updated Metropolitan Strategy for Sydney, Regional Strategies, and strategic regional land use plans.

Whilst the discussion paper covers issues in relation to the state as a whole, issues relevant to Camden need to be addressed, particularly given the substantial rate of growth expected in the coming years. The discussion paper identifies a series of strategic questions relevant to the transport planning process. Feedback from Council to these questions will assist in ensuring that Council's issues are heard.

The draft responses to the strategic questions are contained in **Attachment 1** to this report. Response to the questions relevant to Camden Council are summarised below.

### **Objectives for Transport**

- The inclusion of performance based standards as objectives for both public transport and roads is desirable;
- Innovation in future transport provision is essential; and
- A key objective must be developing efficient public transport to meet the needs of growth areas, not just existing areas.

## **Priorities**

- No single transport mode should have priority in the plan for the Sydney Metropolitan Area;
- There are differing requirements for various modes of transport to meet the needs of population depending on the location within the Sydney Greater Metropolitan Region;
- Insufficient road capacity and the resultant road congestion impacts the ability of bus operators. Road based solutions provide the ability for dedicated bus priority measures to be installed which in turn increase the attractiveness of public transport;
- There are also potential regions of Sydney which require urgent rail connections and more particularly increases in the capacity of the rail network. The completion of the Glenfield to Leppington Rail Line will provide significant benefits to the growth areas in the north of the Camden LGA. Further extension of this rail line within Camden LGA and potentially across the South Western Metropolitan region would provide a widening of transport and potentially, land use choices; and
- The main priorities for the growing population of Camden are considered to be a widening in travel choices, reduced traffic congestion, improved journey time reliability and road safety. This would require increased investment in upgrading ageing infrastructure and bus and train services.

## **Areas for Improvement**

- Areas where improvements can be made to the Sydney road network include utilising hard shoulders on freeways/motorways, reduction of trucks in urban areas, increasing the number of transit lanes, bus only lanes and providing bus priority at intersections; and
- In addition, closer alignment of land use / transport principles to maximise urban densities in close proximity to public transport nodes / community facilities would reduce the pressure on the road networks, as could equitable use of tolls.

## **Light Rail versus Buses**

- Light rail may be an option for growth centres. However, the use of light rail has not been evaluated in detail; and
- Transit lanes and transit routes such as the rapid bus transitways already constructed in Sydney provide the potential for future conversion to light rail. Similarly, where planning for key transport corridors will allow, provision of space for either option would be beneficial.

## **Walking and Cycling**

- The provision of safe and appropriate facilities for walk and cycling can increase participation in these low cost, healthy and sustainable activities and needs to be encouraged; and
- Establishing safe pedestrian / cycle crossing points to encourage walk / cycle movements around new town centre areas and schools is critical.

## **Current Barriers to Use**

- The barriers relating to the transport issues in Camden are the limited service availability of public transport and limited facilities for pedestrians and cyclists. These could be addressed through improvements to public transport journey



time and reliability, improving interchange facilities, integrated timetabling and ticketing.

### **Issues re Sydney Airport and Port Botany**

- To improve transport requirements of Sydney Airport and Port Botany requires significant rethinks of the services being provided within and through these points and the transport access points; and
- The introduction of a high speed train service between the capitals and major regional centres to reduce the burden placed on Sydney airport for interstate and intrastate travel.

### **Improved Effectiveness Across Organisations Involved**

- Providing effective communication and programs to facilitate the exchanging of ideas and information between the various stakeholders and encourage capital investment will make different levels of government and non government sectors more effective.

### **Local Priorities**

- The road network within new release land areas within Camden LGA is being designed to accommodate regional, district and local level bus service penetration. However, service frequencies need to be more aligned to demand; and
- The construction of the Spring Farm Link Road from Richardson Road in Spring Farm to the Hume Highway is an essential piece of infrastructure to service future freight needs.

### **Funding / Investments**

- Investments to improve the efficiency of freight movement could focus on reducing truck traffic and its impact on urban populations;
- Heavy vehicle use of the local road system damages roads, bridges and culverts, as well as creates issues with parking and rest areas. Adjustments are required for funding maintenance where there is an expectation that heavier vehicles are to be supported;
- Increases in state and federal government funding will be required to forward fund significant works. While people may have indicated a willingness to pay for services, they must be satisfied that these services are provided;
- The user pays principle is an equitable approach. Those people whose travel demand contributes to congestion and impact on infrastructure should pay accordingly. Discounts should be considered to drive improved outcomes; and
- The role of levies in relation to the staging and efficiency of infrastructure provision needs further consideration as a matter of priority.

The submission attempts to highlight that the key transport objectives relevant to Camden are considered to be:

1. Management of existing road based travel demands.
2. Transport access to encourage employment / economic growth combined with focus on employment lands closer to residents and less CBD centric.
3. Measures to increase public transport availability and patronage.
4. Increased funding for road and related infrastructure maintenance.
5. Funding for additional walk / cycle facilities.

There is also a significant amount of outstanding road and public transport projects which are currently being planned but with uncertain timeframes. Projects relevant to the Camden LGA include:

1. The Narellan Road upgrade.
2. The Spring Farm Link Road to the Hume Highway.
3. The Northern Road upgrade.
4. The Broughton Street overpass at Campbelltown.
5. Development of the bus network to feed Leppington and other existing stations.
6. Improved access to University Western Sydney.
7. Improved on/off access to M5.
8. Provision of regional cycle ways.

### **CONCLUSION**

The NSW Long Term Transport Master Plan Discussion Paper outlines current transport trends, emerging issues and key challenges that the State Government needs to address over the next 20 years and beyond. Outcomes from submissions made in respect of the discussion paper will then be used to assist in developing the NSW Long Term Transport Master Plan itself, due to be released mid-year 2012.

Key challenges for Camden Local Government Area are identified in relation to ensuring sustainable transport outcomes are achieved for the significant population growth associated with the new land release areas by the provision of appropriate public transport and active (walk/cycle) movement networks.

The increasing freight task and its impact on local communities from increased truck traffic is also a challenge which needs to be addressed. The potential benefits of developing an industrial freight centre at Glenlee is advocated as providing support to long term freight planning.

Further consideration is provided on key transport objectives for the region, barriers to multiple transport mode access, funding and revenue issues, discussion on freight / airport issues and regional rail services.

### **RECOMMENDED**

**That Council provide a response to the NSW Long Term Transport Masterplan Discussion Paper along the lines outlined in the attachment to this report.**

### **ATTACHMENTS**

1. Transport Masterplan Response

## **Draft Camden Council Submission to NSW Long Term Transport Masterplan Discussion Paper**

In response to issues raised in the Long Term Transport Masterplan Discussion Paper (those items in bold print) and considering implications for Camden Council the following comments are provided.

### **Do you have any other objectives to suggest for both public transport and roads?**

Innovation in future transport provision is essential for significant population growth areas such as Camden. New transport should not only be required to be environmentally sustainable, but also be to a technological standard that can meet the needs of future generations.

The inclusion of performance based standards are desirable. For example, benchmarking against other comparable major global areas on transport statistics.

### **Should additional or different objectives be considered for the NSW Long Term Transport Master Plan?**

Methods to enable the active management of growth should be incorporated in the plan. Targeting of growth areas coinciding with efficient public transport is essential to developing a sustainable community.

### **In solving the transport problems in Sydney, what transport mode should be the first priority for new investment, bearing in mind the need for a socially equitable and environmentally sustainable transport sector?**

Looking at the different transport options and requirements for the various regions of Sydney, there is no single transport mode which should have priority. This is taking into account the unique geography and scale of Sydney and the requirement for various modes of transport to meet the needs of population depending on the location within the Sydney Greater Metropolitan Region.

One of the challenges within Camden LGA is insufficient road capacity to meet the growing private vehicle and freight travel demands. The resultant road congestion interrupts the ability of bus operators to operate to their timing schedules. Road based solutions provide the ability for dedicated bus priority measures to be installed which in turn increase the attractiveness of public transport.

In parallel with road based solutions, there are potential regions of Sydney which require urgent rail connections and more particularly increases in the capacity of the rail network. The completion of the Glenfield to Leppington Rail Line will provide significant benefits to the growth areas in the north of the Camden LGA. Further extension of this rail line within Camden LGA and potentially across the South Western Metropolitan

region would provide a widening of transport and potentially, land use choices for the significant growth in population.

### **What do you consider to be the main priorities for investment in Sydney's transport infrastructure?**

Main priorities for the growing population of Camden are considered to be:

1. A widening in travel choices.
2. A reduction in traffic congestion and improvements to journey time reliability to support economic growth.
3. Road safety performance of ageing infrastructure.
4. Investment in buses and trains – particularly in the fringe of Sydney.

### **How can the road network be better utilised and enhanced?**

Areas where improvements can be made to the Sydney road network include:

1. Conversion of sections of freeway / motorway with hard shoulders to accommodate travel lanes to provide additional peak period traffic capacity under appropriate control.
2. Removal of trucks from urban areas by improved provision of major roads and linking associated truck based landuses with them.
3. Increasing the number of transit lanes and the encouragement of their use.
4. Increased bus only lanes and passive bus priority at intersections in conjunction with an increase in the number of buses to service the current and future demand for this mode of transport.
5. Continued closer alignment of land use / transport principles to maximise urban densities in close proximity to public transport nodes / community facilities.
6. Equitable use of tolls and how they are levied. Some areas of Sydney are unfairly required to pay excessively for the use of toll roads to and from the city and along arterial roads. An equitable system is required to ensure that all road users are required to pay road tolls equally.
7. Support improvements through appropriate legislation / tax efficiencies to in-vehicle technologies. For example, dissemination of information on road closures / incidents to GPS enabled devices to redirect traffic efficiently or for car parking management to minimise circulation looking for spaces.
8. Use of smart technologies to achieve improvements to public transport (wider rollout of Public Transport Information and Priority System)

### **What are your priorities for public transport services in terms of frequency, reliability, cleanliness and safety?**

The road network within new release land areas within Camden LGA is being designed to accommodate regional, district and local level bus service penetration. The current mode share for public transport is low relative to car. Service frequencies appear to be less than the level of demand. The population increases to occur within Camden LGA will place increasing demand on bus services. It is considered that the priorities primarily will be for service frequency. This needs to be supported by infrastructure and

technologies to enable bus priority to provide reliability. Safety (on board) and cleanliness would be the responsibility of the bus operators.

### **What criteria should determine whether light rail or bus transport should be preferred?**

Current precinct planning of the South West Growth Centre is predicated on the bus as providing the main public transport mode for access to major centres and rail. The use of light rail has not been evaluated in detail. However the provision of transit lanes and transit routes such as the rapid bus transitways already constructed in Sydney provide the potential for future conversion to light rail. Similarly, where planning for key transport corridors will allow, provision of space for either option would be beneficial.

It would be anticipated that detailed rigorous analysis would be undertaken in any scheme evaluation to identify the total economic value which should include consideration of the following (but not be limited to):

1. Capital and operational cost by system.
2. Forecast long term demand (not short term).
3. Disruption to residents / businesses during construction / operation.
4. Future system flexibility.
5. Energy supply security.
6. Results of passenger attitudinal surveys.
7. Use of studies of emerging international best practice.

In addition to the above, land area or the lack of it will impact on the ability to provide light rail. The inability to acquire land efficiently and economically will act as a major constraint to the implementation of light rail in many parts of Sydney. Environmental constraints in the construction of a light rail line have the potential to impede the initial development of new light rail proposals.

### **How can walking and cycling best be encouraged?**

Active transport should be given greater prominence in urban planning. The provision of safe and appropriate facilities for walk and cycling can encourage participation in these low cost, healthy and sustainable activities.

Current experience of land release planning has identified difficulty in establishing safe pedestrian / cycle crossing points to encourage walk / cycle movements around new town centre areas and schools.

Specific infrastructure measures supporting bicycle use include:

1. Dedicated cycle lanes.
2. Direct routes located along transport pathways.
3. End of trip cyclist facilities (bicycle parking / changing facilities) located in town centres commercial / social areas and workplaces.
4. Location of essential services and facilities which are easy to access by bicycle or walking.

**What are the current barriers to using multiple transport modes to complete a journey? How can the barriers be addressed?**

Camden LGA is not directly serviced by rail. However, this will change for the northern region of the LGA in 2016 when Leppington Rail Station opens.

Residents within the LGA currently have limited transport choices which results in a dependence upon the private vehicle.

The barriers relevant to Camden are the limited service availability of public transport and limited facilities for pedestrians and cyclists. Areas where these barriers can be addressed include:

1. Improvements to public transport journey time and reliability, especially during peak periods.
2. Improved interchange facilities and integrated timetabling.
3. Rollout of integrated ticketing (eg: Opal) to enable seamless multi-modal public transport interchange.
4. Improvements for car access to transport interchanges (commuter parking / kiss & ride).

**How can the transport requirements of Sydney Airport and Port Botany be best addressed?**

The issues considered relevant to Camden are:

1. Reducing the ticket price for rail trips to the airport by removing the station access fee in line with recent changes at Green Square and Mascot stations.
2. Provision of additional bus services / cycle facilities to permit easier access for staff and customers to reduce private vehicle traffic.
3. Provide assistance / encouragement for airline companies to move to more sustainable airline fleets with greater carrying capacities to achieve improvements to the existing airport capacity.
4. Additional / more efficient inter-modal terminals to increase throughput capacity and achieve higher mode share by rail. Camden has several industrial areas capable of assisting in addressing this issue.
5. Continue to support the stevedores at the airport in implementing technological advancements to streamline the logistics / customs service to achieve efficient throughput and reduce import / export delays to support businesses / residents.
6. The introduction of a high speed train service between the capitals and major regional centres to reduce the burden placed on Sydney airport for interstate and intrastate travel.

**If there are to be more greenfield land release areas in Sydney, should there be a focus on developing public transport options as part of strategic land use planning for Metropolitan Sydney? How should this policy be given effect?**

It is agreed that public transport provision should be integral in greenfield land release areas. Prioritised funding should be enhanced to enable the establishment of new bus or light rail services to support newly established residential areas.

Road network planning should focus on cyclist and bus/light rail friendly routes. The policy should be given effect through the State budget. The Metropolitan Plan should inform the Sub-Regional Plan, which in turn would inform the Local Plan. This would enable all levels of strategic transport planning to be harmonious with the Plan's goals.

A reduction in the fragmented approach to providing transport options would also assist in achieving an integrated public transport network. The creation of a single unitary authority with decision making powers to prioritise spending across all modes of transport would assist.

**What are the key transport objectives for your region?**

Key transport objectives relevant to Camden are considered to be:

1. Management of existing road based travel demands.
2. Transport access to encourage employment / economic growth combined with focus on employment lands closer to residents and less CBD centric.
3. Measures to increase public transport availability and patronage.
4. Increased funding for road maintenance.
5. Funding for additional walk / cycle facilities.

There is a significant amount of outstanding road and public transport projects which are currently being planned but with uncertain timeframes. Projects relevant to the Camden LGA include:

1. The Narellan Road upgrade.
2. The Spring Farm Link Road to the Hume Highway.
3. The Northern Road upgrade.
4. The Broughton Street overpass at Campbelltown.
5. Development of the bus network to feed Leppington and other existing stations.
6. Improved access to University Western Sydney.
7. Improved on/off access to M5.
8. Provision of regional cycle ways.

**How can different levels of government and the non-government sector work more effectively together to improve the transport outcomes for the regions?**

Provision of effective communication and programs to facilitate the exchanging of ideas and information between the various stakeholders and encourage capital investment.

**How should regional connections be improved to meet future freight and passenger demands?**

Camden Council supports longer term planning for a high speed rail along the eastern sea board. If provided, such a facility would free up the existing track capacity such that additional passenger or freight services could be established. A high speed rail station in southwest Sydney would provide additional transport choice for the rapidly expanding population.

The construction of the Spring Farm Link Road from Richardson Road in Spring Farm to the Hume Highway is an essential piece of infrastructure to service future freight needs associated with Glenlee and the growing resident population in both Camden and Campbelltown. The provision of such a link would also provide relief to the congested Narellan Road corridor.

**What investments are needed across NSW to improve the efficiency of freight movement?**

The increase in efficiencies of freight movements to reduce truck traffic and its impact on urban populations is strongly supported.

Infrastructure Australia's National Land Freight Strategy should identify all the supporting infrastructure requirements to achieve the desired long term freight task outcome. This should indicate the size and type of inter-modal facility for freight transfer between transport modes. Appropriate land / transport corridors will need to be identified and zoned for future use to safeguard the facility location from an inappropriate urban development pattern.

In this regard, Camden Council are currently considering the suitability of the Glenlee Precinct for rezoning for industrial uses. For the precinct to provide support to the inter-state freight market it would require the construction of the Spring Farm Link Road, and an "all movements" connection to be made to the National Road Network (Hume Highway). This is likely to be cost prohibitive for developer funding. Federal and State funding may be necessary. If the road connection is constructed the Glenlee site could be used for the transfer of materials from high productivity vehicles into smaller truck sizes for distribution within the Sydney Metropolitan area.

**How can the NSW Government best support an efficient freight system as well as meeting community expectations for safety and amenity in residential areas?**

Heavy vehicle use of the local road system raises the following issues within Camden:



1. Damage to roads originally designed for lesser loadings.
2. Lack of appropriate infrastructure to support truck movements (parking / rest areas).
3. Loading impacts on existing bridges and culverts not designed for heavier freight.
4. Lack of funding for maintenance.

For these reasons residential areas should be protected from the impacts of freight traffic in new urban release areas as far as possible.

Provision of appropriate/suitable locations for inter-modal facilities between rail and road networks will also assist. Glenlee in Camden LGA is such a location.

### **What are the impediments to greater use of high productivity vehicles and how can these be overcome?**

Current pavement and bridge design on older roads are not designed to support the mass limits imposed by high productivity vehicles. This results in an accelerated deterioration of the road network.

The upgrading of roads targeted for developing freight movements must be addressed by funding mechanisms to assist Council in providing approvals.

### **How much would people be prepared to pay for further investment in the transport system and what would be the expectation flowing from these investments?**

Camden Council currently has a small resident population and a limited annual income. It is difficult to forward fund significant works which need to come from a State Government budget. People have indicated a willingness to pay for services but must be satisfied that these services are provided.

### **Given the limitations on funds available for future transport investment, what mechanisms should be employed to manage demand?**

Pricing is the most effective existing mechanism by which to manage travel demands. However, this would need to be implemented at a Federal / State Government level.

### **Should new revenues or charges be explored to deliver the transport infrastructure needs within a realistic timeframe?**

The user pays principle is equitable. Those people whose travel demand contributes to congestion should pay accordingly. Discounts should be considered for registered vehicles which emit limited greenhouse gases to encourage sustainable travel, however the state-wide vehicle registration and fuel levy systems should be reviewed to provide an equitable funding source for transport infrastructure.

The role of levies in relation to the staging and efficiency of infrastructure provision needs further consideration. Recently completed stages of land release areas have identified issues of funding shortfall between infrastructure requirements and revenue from development contributions. This needs to be addressed as a matter of priority.

**If further road user pricing were to be introduced, how should this operate? For example, by distance travelled? By vehicle type? Or should it be area based?**

Camden Council would like to review further information into the options available before providing a response in terms of how any scheme may impact upon its resident population.

**ORD06****Attachment 1**

## ORDINARY COUNCIL

ORD07

**SUBJECT:** INVESTMENT MONIES - MARCH 2012  
**FROM:** Manager Corporate Services  
**BINDER:** Investment Monies

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### PURPOSE OF REPORT

In accordance with Part 9, Division 5, Section 212 of the Local Government (General) Regulation 2005, a list of investments held by Council as at 31 March 2012 is provided.

### MAIN REPORT

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

The weighted average return on all investments was 5.89% p.a. for the month of March 2012.

The Principal Accounting Officer is the Manager Corporate Services.

### RECOMMENDED

**That:**

- i. Council note that the Principal Accounting Officer has certified that all investments held by Council have been made in accordance with the *Local Government Act, Regulations, and Council's Investment Policy.***
- ii. the list of investments for March 2012 be noted.**
- iii. the weighted average interest rate return of 5.89% p.a. for the month of March 2012 be noted.**

### ATTACHMENTS

1. Investment Listing March 2012

**CAMDEN COUNCIL**

Investments as at: 31st March 2012

INSTITUTION (Long term / short term credit ratings)	TYPE	IBD NO.	TERM	MATURITY DATE	INTEREST RATE (p.a.)	PORTFOLIO %	INVESTMENT AMOUNT
<b>WESTPAC</b>	<b>TD</b>	2502	147	<b>12-Jul-12</b>	5.82%		3,000,000
<b>AA / A-1+</b>	<b>TD</b>	2503	147	<b>19-Jul-12</b>	5.86%		1,500,000
	<b>TD</b>	2476	153	<b>25-Apr-12</b>	5.80%		1,500,000
	<b>TD</b>	2483	183	<b>7-Jun-12</b>	5.95%		1,000,000
	<b>TD</b>	2504	98	<b>6-Jun-12</b>	5.91%		1,500,000
	<b>TD</b>	2507	147	<b>2-Aug-12</b>	5.82%		3,000,000
						20%	<u>11,500,000</u>
<b>BANK WEST</b>	<b>TD</b>	2470	182	<b>19-Apr-12</b>	5.75%		1,000,000
<b>AA / A-1+</b>	<b>TD</b>	2492	91	<b>12-Apr-12</b>	6.00%		2,000,000
	<b>TD</b>	2508	148	<b>9-Aug-12</b>	5.78%		1,500,000
						8%	<u>4,500,000</u>
<b>NAB</b>	<b>TD</b>	2497	118	<b>23-May-12</b>	5.90%		1,500,000
<b>AA / A-1+</b>	<b>TD</b>	2500	147	<b>28-Jun-12</b>	5.80%		2,000,000
	<b>TD</b>	2512	161	<b>6-Sep-12</b>	5.90%		1,000,000
	<b>TD</b>	2486	125	<b>18-Apr-12</b>	5.97%		2,500,000
	<b>TD</b>	2495	125	<b>17-May-12</b>	6.05%		1,500,000
	<b>TD</b>	2494	111	<b>3-May-12</b>	6.05%		1,500,000
	<b>TD</b>	2496	121	<b>24-May-12</b>	5.89%		2,000,000
						21%	<u>12,000,000</u>
<b>ING DIRECT</b>	<b>TD</b>	2499	141	<b>21-Jun-12</b>	5.69%		1,500,000
<b>A+ / A-1</b>	<b>TD</b>	2506	141	<b>26-Jul-12</b>	5.95%		2,000,000
	<b>TD</b>	2511	211	<b>18-Oct-12</b>	6.10%		1,500,000
						9%	<u>5,000,000</u>
<b>SUNCORP METWAY</b>	<b>TD</b>	2505	118	<b>27-Jun-12</b>	5.92%		3,000,000
<b>A+ / A-1</b>	<b>TD</b>	2471	183	<b>26-Apr-12</b>	5.79%		1,000,000
	<b>TD</b>	2501	183	<b>16-Aug-12</b>	6.00%		1,500,000
	<b>TD</b>	2489	105	<b>5-Apr-12</b>	6.00%		1,000,000
	<b>TD</b>	2491	182	<b>5-Jul-12</b>	5.99%		2,000,000
	<b>TD</b>	2493	84	<b>5-Apr-12</b>	6.00%		1,500,000
	<b>TD</b>	2498	135	<b>14-Jun-12</b>	5.89%		2,500,000
	<b>TD</b>	2509	161	<b>23-Aug-12</b>	5.87%		2,000,000
	<b>TD</b>	2510	168	<b>30-Aug-12</b>	5.87%		2,000,000
						28%	<u>16,500,000</u>
<b>ST GEORGE</b>	<b>TD</b>	2473	183	<b>10-May-12</b>	5.81%		2,500,000
<b>AA / A-1+</b>	<b>TD</b>	2484	189	<b>15-Jun-12</b>	5.86%		2,000,000
	<b>TD</b>	2480	182	<b>31-May-12</b>	5.82%		2,000,000
						11%	<u>6,500,000</u>
<b>CBA</b>	<b>CALL</b>			<b>Call</b>	4.75%	3%	1,520,000
<b>AA / A-1+</b>							
<b>TOTAL INVESTMENTS HELD</b>						<b>100%</b>	<b><u>57,520,000</u></b>

ORD07

Attachment 1

**CAMDEN COUNCIL**

Investments as at: 31st March 2012

SOURCE OF FUNDS INVESTED	
SEC 94 DEVELOPER CONTRIBUTIONS	20,821,500
RESTRICTED GRANT INCOME	711,500
EXTERNALLY RESTRICTED RESERVES	13,689,700
INTERNALLY RESTRICTED RESERVES	16,491,600
GENERAL FUND	5,805,700
<b>TOTAL</b>	<b>57,520,000</b>

Council's investment portfolio has decreased by \$5.3 million since the February reporting period. The decrease is primarily a result of land acquisitions required for the construction of the Camden Bypass and associated link roads and a number of payments for capital works and operational expenses.

<b>NUMBER OF INVESTMENTS</b>	<b>31</b>
<b>AVERAGE DAYS HELD</b>	<b>147</b>
<b>AVERAGE PERCENTAGE</b>	<b>5.90% p.a.</b>
<b>WEIGHTED PORTFOLIO RETURN</b>	<b>5.89% p.a.</b>
<b>CBA CALL ACCOUNT *</b>	<b>4.75% p.a.</b>
<b>HIGHEST RATE</b>	<b>6.10% p.a.</b>
<b>LOWEST RATE</b>	<b>5.69% p.a.</b>
<b>BUDGET RATE</b>	<b>5.90% p.a.</b>
<b>AVERAGE BBSW (30 Day)</b>	<b>4.34% p.a.</b>
<b>AVERAGE BBSW (90 Day)</b>	<b>4.34% p.a.</b>
<b>AVERAGE BBSW (120 Day)</b>	<b>4.34% p.a.</b>

\*Note: CBA call account is not included in the investment performance calculations

**TD** - Term Deposit - This is a secure investment with a fixed interest rate for the term of the investment.

**BB** - Bank Bills - This is a negotiable security that is sold at a discount to face value with the full face value paid on maturity.

**NCD/TCDD** - Negotiable/Transferable Certificate of Deposit - Very similar to Bank Bills but often have a higher minimum investment and can have longer maturity dates.

**CRI** - Committed Rolling Investment - For terms of 1-3 years. The interest rate is set at a margin above the bank bill swap rate for the term of the investment. The investment rolls monthly or quarterly and the BBSW is reset at roll date.

**FRN** - Floating Rate Note - Generally have 5-10 year terms but are tradable securities that can be bought & sold at prevailing market rates. The interest rate is set at a margin above the bank bill swap rate. Interest coupon is paid quarterly and the rate is reset on coupon date.

**BBSW** - Bank bill swap rate

**LONG-TERM AND SHORT-TERM CREDIT RATINGS AS ISSUED BY STANDARD & POOR'S**

A credit rating is a current opinion of an obligor's overall financial capacity (its creditworthiness) to pay its financial obligations.

**Long-Term Issuer Credit Ratings**

**AAA** - An obligor rated 'AAA' has an extremely strong capacity to meet its financial commitments. 'AAA' is the highest issuer credit rating assigned.

**AA** - An obligor rated 'AA' has very strong capacity to meet its financial commitments. It differs from the highest-rated obligors only to a small degree.

**A** - An obligor rated 'A' has a strong capacity to meet its financial commitments but is somewhat more susceptible to the adverse effects of changes in circumstance and economic conditions than obligors in higher rated categories.

**BBB** - An obligor rated 'BBB' has adequate capacity to meet its financial commitments. However, adverse economic conditions or changing circumstances are more likely to lead to a weakened capacity of the obligor to meet its financial commitments.

**Short-Term Issuer Credit Ratings**

**A-1** - An obligor rated 'A-1' has strong capacity to meet its financial commitments. It is rated in the highest category.

**A-2** - An obligor rated 'A-2' has satisfactory capacity to meet its financial commitments. However, it is somewhat more susceptible to the adverse effects of changes in circumstances and economic conditions than obligors in the highest rating category.

**Plus (+) or Minus (-)**

Both long-term and short-term ratings may be modified by the addition of a plus (+) or minus (-) sign to show relative standing within the rating categories.

## ORDINARY COUNCIL

ORD08

ORD08

**SUBJECT:** INDEPENDENT CONDUCT REVIEW PANEL  
**FROM:** General Manager  
**BINDER:** Conduct Review Panel

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### PURPOSE OF REPORT

To advise Council of the resignation of one member of the Council's Independent Conduct Review Panel and to seek the appointment of alternate members.

### BACKGROUND

In accordance with section 440 of the Local Government Act, Council is required to adopt a Code of Conduct. Incorporated within Council's Code of Conduct is provision for the appointment of members to a review panel to act either as independent conduct reviewers or jointly as an independent conduct review committee.

In conjunction with the other Macarthur region Councils, Camden Council participated in a regional call for expressions of interest in 2008 for the appointment of Conduct Review Panel members. As a result, Messrs Barry Daley, Ray Patterson and Robert Rofe were appointed at that time. Mr Rofe has since resigned from the Panel and it is now necessary to appoint a replacement member. Having only three appointed members has presented some minor difficulties in the recent past when one member is unavailable. For that reason it is proposed to appoint two additional members for the sake of flexibility.

### MAIN REPORT

Given that the original process for the appointment of members of the Conduct Review Panel was undertaken on a regional basis, enquiries have been made of the other Macarthur Councils and it has been determined that Campbelltown Council has since appointed additional members to its Panel. An expression of interest and outline of qualifications was subsequently sought from those parties with a view to assessing their suitability for addition to the Panel.

Chris Gough and Ian Woodward are partners in the legal firm of Storey and Gough. They are both qualified solicitors with longstanding experience in local government matters and have acted for a number of Councils as conduct reviewers. They both have considerable experience in a range of conduct reviews and are highly recommended by the General Managers of a number of Councils for which they have undertaken reviews. Copies of the CVs of the applicants have been provided separately to Councillors.

It will be necessary to review the appointment of conduct reviewers after the September general election and it is also noted that the NSW Division of Local Government is currently conducting a full review of the conduct provisions of the Local Government Act. The status of that review and the broad terms of a revised code have previously been reported to Council.

### CONCLUSION

## ORD08

It is proposed to replace a retiring member of the Independent Conduct Review Panel with two additional members to provide some flexibility for the commissioning of either a Conduct Review Committee or individual Conduct Reviewers for the duration of this Council term.

### **RECOMMENDED**

#### **That Council:**

- 1. appoint Christopher Gough and Ian Woodward as members of Council's Conduct Review Panel until such time as the calling of fresh expressions of interest early in the new term of the Council.**
- 2. accept the resignation of Robert Rofe from the Panel and thank him for his contribution.**