



# Camden Council

## Business Paper

**Ordinary Council Meeting**  
**22 May 2018**

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**Camden Council**  
**Administration Centre**  
**70 Central Avenue**  
**Oran Park**



## 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
DCP	Development Control Plan
DDCP	Draft Development Control Plan
DoPE	Department of Planning & Environment
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
GSC	Greater Sydney Commission
LAP	Local Approvals Policy
LEP	Local Environmental Plan
LGA	Local Government Area
MACROC	Macarthur Regional Organisation of Councils
NSWH	NSW Housing
OEH	Office of Environment & Heritage
OLG	Office of Local Government, Department of Premier & Cabinet
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
SREP	Sydney Regional Environmental Plan
STP	Sewerage Treatment Plant
VMP	Vegetation Management Plan
WSROC	Western Sydney Regional Organisation of Councils

General Manager  
Ron Moore

Mayor  
Lara Symkowiak

Director Customer and Corporate  
Strategy  
David Reynolds

Director Sport Community and  
Recreation  
Sandra Kubecka

Chief Financial Officer  
Paul Rofe

Manager Governance and Risk  
Charles Weber

Director Planning and Environment  
Nicole Magurren

Director Community Assets  
Vince Capaldi

# SEATING DIAGRAM

Camden Council Meeting

Councillor  
Rob Mills

Councillor  
Theresa Fedeli

Councillor  
Peter Sidgreaves

Councillor  
Michael Morrison

Councillor  
Ashleigh Cagney

Councillor  
Eva Campbell

Councillor  
Paul Farrow

Councillor  
Cindy Cagney

Media

Public Address

Public Seating





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# ORDINARY COUNCIL

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## ORDINARY COUNCIL

SUBJECT: PRAYER

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### PRAYER

Almighty God, bless all who are engaged in the work of Local Government. Make us of one heart and mind, in thy service, and in the true welfare of the people we serve: We ask this through Christ our Lord.

Amen

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Almighty God, give thy blessing to all our undertakings. Enlighten us to know what is right, and help us to do what is good: We ask this through Christ our Lord.

Amen

\*\*\*\*\*

Almighty God, we pause to seek your help. Guide and direct our thinking. May your will be done in us, and through us, in the Local Government area we seek to serve: We ask this through Christ our Lord.

Amen

\*\*\*\*\*

### AFFIRMATION

We affirm our hope and dedication to the good Government of Camden and the well being of all Camden's residents, no matter their race, gender or creed.

We affirm our hope for the sound decision making by Council which can improve the quality of life in Camden.

*Either – “So help me God” or “I so affirm” (at the option of councillors)*

\*\*\*\*\*

We pledge ourselves, as elected members of Camden Council, to work for the provision of the best possible services and facilities for the enjoyment and welfare of the people of Camden.

*Either – “So help me God” or “I so affirm” (at the option of councillors)*

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## **ORDINARY COUNCIL**

**SUBJECT:       ACKNOWLEDGEMENT OF COUNTRY**

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I would like to acknowledge the traditional custodians of this land on which we meet and pay our respect to elders both past and present.



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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 1993*, this meeting is being audio recorded by Council staff for minute taking purposes.

No other recording by a video camera, still camera or any other electronic device capable of recording speech, moving images or still images is permitted without the prior approval of the Council. The Council has not authorised any other recording of this meeting. A person may, as provided by section 10(2)(a) or (b) of the *Local Government Act 1993*, be expelled from a meeting of a Council for using or having used a recorder in contravention of this clause.



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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 session in the Council Meeting provides an opportunity for people to speak publicly on any item on Council's Business Paper.

The Public Address session will be conducted in accordance with the Public Address Guidelines. Speakers must submit an application form to Council's Governance team no later than 5.00pm on the working day prior to the day of the meeting.

Speakers are limited to one topic per Public Address session. Only seven speakers can be heard at any meeting. A limitation of one speaker for and one speaker against on each item is in place. Additional speakers, either for or against, will be identified as 'tentative speakers' or should only be considered where the total number of speakers does not exceed seven at any given meeting.

Where a member of the public raises a question during the Public Address session, 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 question per speaker per meeting.

Speakers should ensure that their statements, comments and questions comply with the Guidelines.

All speakers are limited to four minutes, with a one minute warning given to speakers prior to the four minute time period elapsing. The commencement and conclusion of time shall be advised by the Mayor/Chairperson.

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, or make a point of order ruling if a speaker breaches the Guidelines.

### **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 8 May 2018.

**RECOMMENDED**

**That the Minutes of the Ordinary Council Meeting held 8 May 2018, copies of which have been circulated, be confirmed and adopted.**



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## **ORDINARY COUNCIL**

**SUBJECT:       MAYORAL MINUTE**

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Consideration of Mayoral Minute (if any).



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## ORDINARY COUNCIL

### ORD01

**SUBJECT: DRAFT SUBMISSIONS ON OUTER SYDNEY ORBITAL TRANSPORT CORRIDOR, NORTH SOUTH RAIL LINE AND SOUTH WEST RAIL LINK EXTENSION CORRIDOR PROTECTION**

**FROM:** Director Customer & Corporate Strategy

**TRIM #:** 18/149217

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### PURPOSE OF REPORT

To seek Council's endorsement for the lodgement of two submissions in response to the proposed Outer Sydney Orbital (OSO) corridor (**Attachment 1 to this report**) and the North South Rail Line (NSRL) and South West Rail Link (SWRL) Extension Corridor (**Attachment 2 to this report**). It must be noted that Council does not support the current at-grade alignment of the Outer Sydney Orbital Corridor.

Additionally, Council wishes to acknowledge and support the many concerns raised by our community and recognise that residents outside of the proposed corridor have not been adequately consulted with, and that the response to their issues and concerns has been unsatisfactory to date.

### BACKGROUND

#### **Current consultation**

On 26 March 2018, the NSW Government announced the third stage of consultation which identified defined corridors for the OSO, NSRL and SWRL Extension (**as shown in Figure 1 in this report**) for the purpose of delivering transport options for Western Sydney.

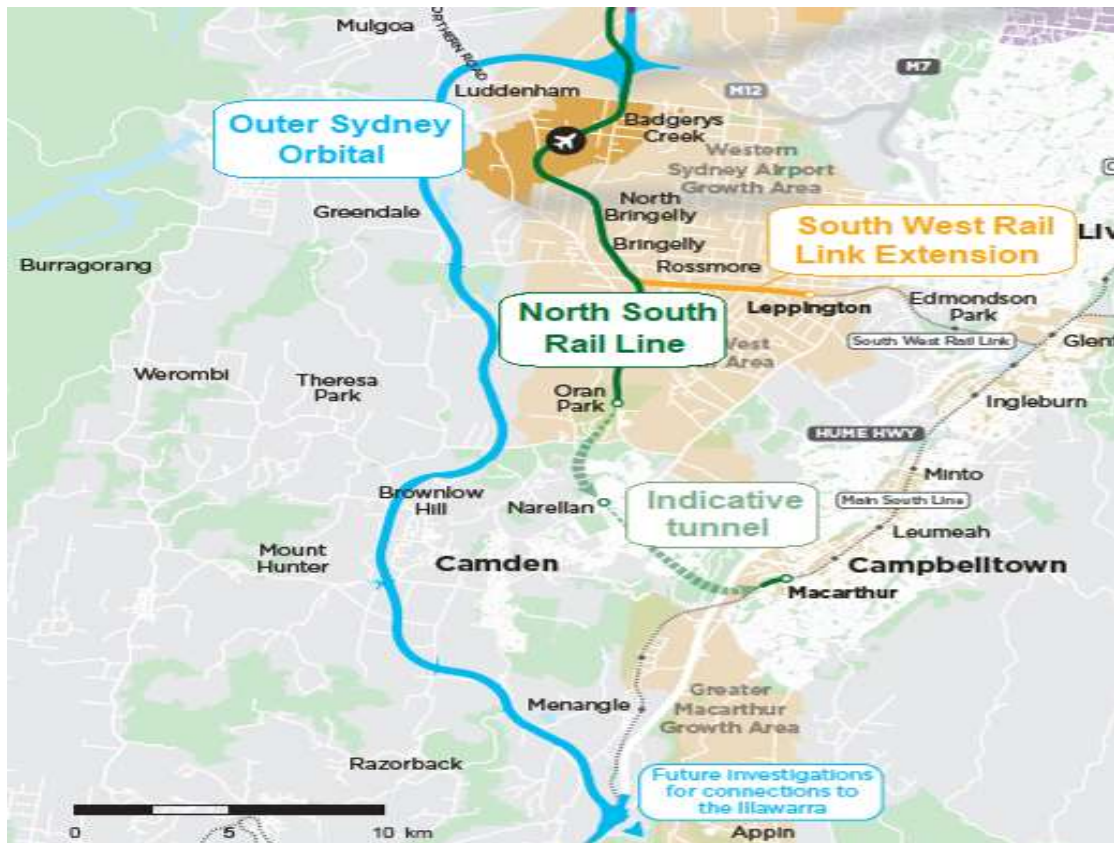


Figure 1 – Proposed OSO, NSRL and SWRL Extension corridors (source: TfNSW)

Council acknowledges the need to protect transport corridors in the short term to ensure the effective development of future transport systems is acknowledged. The current consultation stage of the project, conducted by Transport for NSW (TfNSW), includes discussions with affected stakeholders with the objective of receiving any and all possible feedback for their consideration prior to seeking the protection of corridors for the OSO, NSRL and SWRL Extension via statutory planning controls.

Exhibition period

The corridor identification project was originally placed on exhibition by TfNSW from 26 March 2018 to 18 May 2018 for a period of eight weeks. However, the exhibition period was extended by two weeks and now concludes on 1 June 2018.

Exhibition material

As part of its consultation for the proposed OSO, NSRL and SWRL Extension corridors, TfNSW exhibited a range of information brochures and maps which included:

- a *Draft Strategic Environmental Assessment* (SEA) report for the OSO corridor and the NSRL and SWRL Extension corridor;
- information brochures;
- frequently asked questions;
- static maps (including an overview map and more detailed maps of the corridors); and
- an online interactive map at:  
<https://www.collaborativemap.com/WesternSydneyCorridors>



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## TfNSW community drop-in and consultation sessions

TfNSW facilitated two community drop-in and consultation sessions in the Camden LGA as follows:

- Tuesday 10 April 2018 at the Camden Civic Centre; and
- Tuesday 1 May 2018 at the AH&I (Camden Show) Hall.

## How to make a submission

Interested parties can lodge a submission on the proposed corridors via the following channels as outlined on the TfNSW website:

- mail;
- email;
- the collaborativemap webpage;
- the on-line feedback form; and
- in-person at a community drop-in session.

## Consideration of community submissions to TfNSW in Council's submissions

Council established a dedicated email address [corridors@camden.nsw.gov.au](mailto:corridors@camden.nsw.gov.au) to enable the community to forward copies of their TfNSW submissions to Council for consideration in preparing Council's draft submissions. The submissions received by Council are discussed later in this report.

The timing of Council's report has allowed as many of these submissions as possible to be provided to Councillors to inform their decision on the submission.

## Councillor briefing

A Councillor briefing was held following the Council meeting of 8 May 2018 which included a presentation by TfNSW officers and was followed by an overview of Council's draft submissions on the corridors.

## **Previous consultation**

### Stage 1 consultation

On 28 April 2014, the NSW Government announced its intention to investigate a future public transport corridor (passenger rail line) to serve Western Sydney, including the South West Growth Area (SWGGA), the broader Western Sydney Employment Area and the proposed Western Sydney Airport (WSA) at Badgerys Creek.

As part of the first stage of consultation, at its ordinary meeting of 24 June 2014, Council resolved to endorse a submission to TfNSW in response to the SWRL Extension exhibition. As part of Council's submission, the headline issues raised included:

- Transport for the South West;
- Connecting Centres;
- SWGA and Precinct Planning



- Sydney's Major Transport Corridors;
- SWRL Extension Corridor – Potential Constraints; and
- Community Engagement.

A copy of Council's 2014 submission to TfNSW is **provided as Attachment 3 to this report**. Council officers have not received direct responses from TfNSW to this submission.

### Stage 2 consultation

On 6 June 2015, a second stage of consultation was announced by the NSW Government, involving the SWRL Extension, and an expanded brief including the OSO. The second consultation stage sought to investigate and seek feedback on the following issues:

- a recommended SWRL Extension corridor alignment for the southern section, between Leppington and Narellan, inclusive of station locations at Rossmore, Bringelly, Maryland, Oran Park and Narellan;
- a study area for the northern section between Bringelly and the T1 Western Line;
- a study area from Narellan to the T2 South Line; and
- proposed study area for the OSO and Bells Line of Road – Castlereagh Connection.

At its ordinary meeting of 28 July 2015, Council resolved to endorse a submission to TfNSW's SWRL Extension and OSO study area exhibition which is **provided as Attachment 4 to this report**. Council officers have not received direct responses from TfNSW to this submission.

### MAIN REPORT

Council is equally committed to both the existing community, and the future community that will grow throughout the Camden LGA over the next 30 years. Due to the projected rate of growth in Western Sydney (and the Greater Sydney Region) over the next three decades, the issue of an integrated approach to land-use and transport planning is possibly the most significant of the many challenges faced by all tiers of government. In this context, the NSW Government's recently announced corridor protection initiative for the OSO, NSRL and SWRL Extension highlights both the significant implications, as well as the opportunities, associated with the protection of transport corridors.

TfNSW has invited feedback from all stakeholders by way of submissions as part of their consultation process on the OSO, NSRL and SWRL Extension corridor protection projects. In preparing the draft submissions for Council, officers have considered all documents currently on exhibition as listed in this report, the available community submissions, and matters raised by Council in its earlier work on the 2014 and 2015 submissions.

An overview of the key issues identified in Council's submissions on the OSO, NSRL and SWRL Extension are provided below, however, it is clearly noted that Council does not support the current at-grade alignment of the Outer Sydney Orbital Corridor.

Additionally, Council wishes to acknowledge and support the many concerns raised by our community and recognises that residents outside of the proposed corridor have not





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been adequately consulted with, and that the response to their issues and concerns has been unsatisfactory to date.

### **Outer Sydney Orbital Corridor**

Proposed by TfNSW as a possible future motorway and freight rail line, the OSO is intended to provide a major transport link between the North West Growth Area and SWGA in Western Sydney, connecting with the planned WSA and future employment lands. The extent of the OSO corridor throughout the Camden LGA is depicted by the blue line on **Figure 2 in this report**.

The SEA for the OSO assessed the potential implications for protecting an OSO corridor, evaluating impacts on land-use, property, the environment, heritage, air quality, biodiversity etc. Council's draft submission on the OSO responds to the SEA and exhibition material using the same categories and is included as **Attachment 1 to this report**. The draft submission is summarised below.

#### OSO – TfNSW's recommended corridor

**Council acknowledges the strategic significance of an OSO corridor, and the need for the NSW Government's early identification and protection. However, Council does not support the current at-grade alignment. Council can only offer support to the OSO project subject to the future orbital corridor being provided underground, wherever it is likely to directly impact existing residential and commercially occupied property, as well as land of heritage and environmental significance.**

The NSW Government has previously committed to part of the NSRL being constructed in tunnel, between Oran Park and Macarthur. The underground section of the NSRL is approximately 11.5km in length.

The provision of an OSO underground (from north of Cobbitty to the southern Camden LGA boundary), to avoid existing rural communities and other areas of significance, is also estimated at approximately 11.5km. This comparable length between tunnel options demonstrates that as with the NSW Government's commitment for the NSRL, there is an opportunity for TfNSW to provide the OSO partially underground.

If the exhibited corridor is unable to be undergrounded, Council insists that TfNSW review the alignment to address the issues raised in this report, the attached draft Council submission and community submissions, and that any revisions be re-exhibited for further comment.

#### Land use and property impacts

**There is an urgent need for TfNSW to determine a timeframe for corridor protection/acquisition and the construction of strategic road and rail infrastructure, to address the potential adverse impacts on property owners affected by the corridor, and to provide further information to Council on the inconsistencies between the proposed corridor and Council's *'Rural Land Strategy 2017'*.**

The number of properties impacted by the proposed OSO corridor in the Camden LGA (the blue line as per Figure 2 in this report) are summarised as follows;

- 58 properties wholly or partly within the OSO corridor;
- 401 properties within 500 metres of the OSO corridor; and
- 1,003 properties within 1 kilometre of the OSO corridor.

The number of 1,003 properties within 1 kilometre of the OSO corridor is inclusive of the 58 properties in the corridor, and the 401 properties within 500 metres of the corridor.

As noted previously, Council is equally committed to both the existing community as well as advocating for our community that will grow significantly throughout the Camden LGA over the next 30+ years. To ensure our existing and future community is best served, it is important that TfNSW determine definitive timeframes for corridor protection, future construction and a timely land acquisition strategy (in the event of an at-grade corridor alignment).

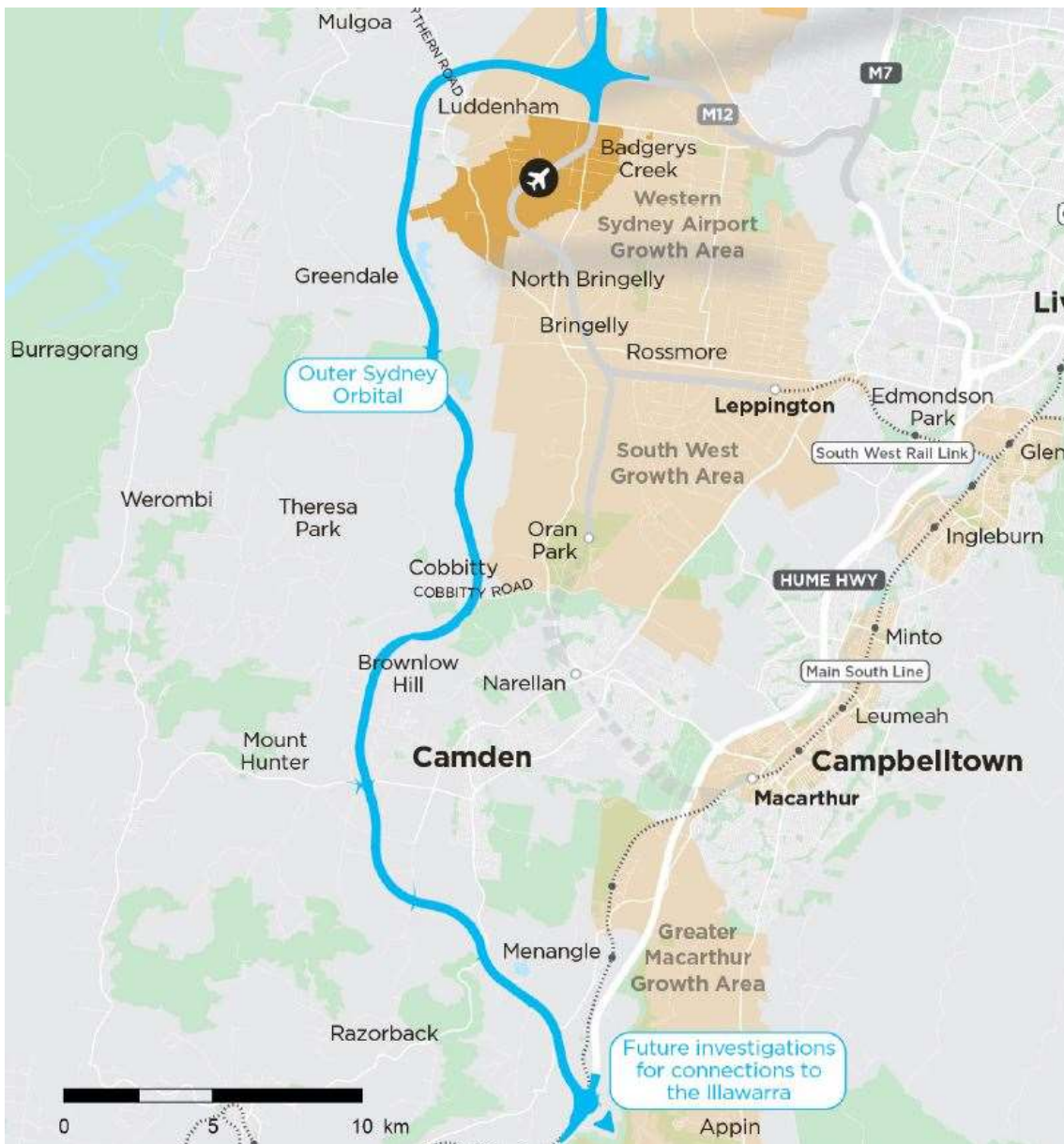


Figure 2 – Proposed OSO corridor (source: TfNSW)



The proposed OSO has implications for rural land in the Camden LGA; the planning principles enshrined in Council's *'Rural Lands Strategy 2017'* require direct consideration by TfNSW in identifying the proposed OSO alignment as the below principles in Council's *'Rural Lands Strategy 2017'* are directly contradicted:

- 1 – Protect Camden's remaining rural lands
- 2 – Retain Camden's valued scenic and cultural landscapes
- 3 – Provide certainty and avoid rural land fragmentation
- 5 – Enhance Camden's rural economy

The proposed OSO corridor has the potential to define a new western edge to the future growth of south-western Sydney, beyond the current boundary of the SWGA. Further information is required from the NSW Government regarding the long term land-use planning and zoning regimes for the land surrounding the OSO corridor as this will directly impact on rural properties within the Camden LGA.

As part of further investigation into the OSO, TfNSW needs to develop a thorough cost-benefit analysis for the proposed project, and make this information publicly available as part of subsequent consultation stages with affected stakeholders, in explaining the rationale of the proposed corridor selection.

#### Traffic & transport

**TfNSW need to undertake integrated transport planning that quantifies all impacts of the OSO upon the local road network (including any new east/west connections) which is justified by a robust analysis and traffic modelling data.**

To facilitate the successful delivery of integrated transport infrastructure in Western Sydney, a well-connected, well-designed and free-flowing road network supported by appropriate infrastructure is needed to provide effective movement of people and goods within the local area and broader region.

For example, without an OSO, a future WSA at full development (stage 2) would create extensive congestion on the local road network in the Camden LGA; with heavy freight and commuters travelling to/from the airport site via local roads.

In this context, the need for an OSO is acknowledged, however the potential adverse impacts from the OSO on the local road network still needs to be quantified by TfNSW. This includes the creation of east/west connections at multiple interchange points which would result in increased traffic flows and the need to further expand and upgrade the local road network. This is considered to directly and negatively impact the local villages such as Cobbitty and has the potential to physically divide the community.

The following local roads within the Camden LGA will be directly impacted by the current orbital corridor alignment:

- Chittick Lane, Cobbitty;
- Cobbitty Road, Cobbitty;
- Ellis Lane, Ellis Lane;
- Burragorang Road, Bickley Vale;
- Dowles Lane, Bickley Vale;
- Westbrook Road, Bickley Vale; and
- Fosters Lane, Bickley Vale.



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## Social & economic impacts

**TfNSW need to undertake an extensive investigation into the ‘human health’ impacts of the proposed OSO, and also engage with the community who live outside of the OSO corridor and have not been directly consulted.**

Given the multiple large-scale infrastructure projects concurrently under planning/construction (e.g. WSA, NSRL, SWRL Extension, the Northern Road upgrade, Bringelly Road upgrade etc.), there is a need to conduct a detailed investigation into the cumulative implications for human health resulting from the proposed OSO, prior to proceeding any further with corridor protection. This would include issues associated with compensation, land acquisition, Capital Gains Tax etc.

From a social perspective, as evidenced through the representations made to Council by the affected community, the proposed orbital is expected to have significant adverse well-being impact, on both people and places; for those members of the community who are within the corridor, as well as those that are not within the identified corridor but are still directly impacted and have no legal options available regarding acquisition.

With the projected population growth in Western Sydney, both Australian and NSW government investment in transport infrastructure (e.g. OSO, WSA, NSRL) TfNSW need to commit to timeframes for the construction of the proposed infrastructure to support economic growth in the Camden LGA by relieving road congestion. This will influence core planning objectives, including affordable housing, connectivity, liveability, resilience and sustainability. Effective land-use and transport integration is required to ensure growth and investment outcomes occur in Western Sydney through alleviating urban congestion and helping stimulate business sectors in the Camden LGA.

There is a need to develop and action a community well-being strategy for all directly and indirectly affected residents inside and adjacent to the corridor.

## Heritage

**Prior to protection of the proposed corridor, TfNSW must comprehensively assess the impacts on items of heritage significance in the Camden LGA which are impacted by, or in the vicinity of, the proposed corridor including the Denbigh Estate, St Paul’s Church and Teen Ranch at Cobbitty, and items of Aboriginal heritage significance.**

The Camden LGA is home to items of both Aboriginal and non-Aboriginal heritage significance. The historical significance of the areas in proximity to the proposed orbital corridor warrant a comprehensive review by TfNSW of the heritage components, prior to the protection of the proposed OSO corridor. These sites include the Denbigh property, St Paul’s Church and Teen Ranch, and twenty-one sites of Aboriginal heritage significance which are recorded in the Aboriginal Heritage Information Management System (AHIMS).

A list of local heritage items can be found within Council’s Local Environmental Plan (LEP) which can be found at [www.legislation.nsw.gov.au/#/view/EPI/2010/514](http://www.legislation.nsw.gov.au/#/view/EPI/2010/514).

The AHIMS can be accessed at [www.environment.nsw.gov.au/awssapp/login.aspx](http://www.environment.nsw.gov.au/awssapp/login.aspx). New users will need to register to view this information.



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### Biodiversity & air quality

**Council and the Camden community are passionate about the environment and human health, including biodiversity and air quality. The OSO's potential adverse impact warrants further investigation by TfNSW before corridor protection occurs, to protect environmentally significant areas such as South Creek in the Camden LGA.**

The extent of environmentally significant land in the Camden LGA warrants the identification of appropriate areas within the Camden LGA to offset vegetation, such as the clearance of Cumberland Plain Woodland, prior to the finalisation of the proposed corridor alignment. This should also include a detailed assessment of the existing flora and fauna species particularly targeting surveys for threatened species (to guide the alignment of the proposed orbital corridor).

An Environmental Impact Assessment (EIA) is also needed to critically evaluate the potential impacts on air quality in the Camden LGA from a proposed orbital, inclusive of the cumulative impacts of other major infrastructure projects proposed for Western Sydney e.g. WSA.

Consistent with current approaches, any EIA should include an exhibition and comment process.

Council also notes that the South Creek corridor has been identified within the City Deal as an important environmental spine for the Western City, requiring restoration and protection. Without sufficient detail available in the SEA, Council insists that TfNSW give careful consideration to any possible impacts on this vital part of our region and continues to engage with Council and the community.

### Surface water & flooding

**TfNSW must conduct a definitive flooding assessment (including Probable Maximum Flood Assessment) for the proposed orbital, to mitigate any adverse impacts on the floodplain, Nepean River and other significant water bodies.**

While TfNSW is currently at the corridor protection stage of the orbital project, it is important that a definitive flood impact assessment is completed prior to proceeding to the next phase. For example, impacts on the 'Probable Maximum Flood' (PMF) are not referenced in the SEA report. A thorough investigation is required into the issue of surface water and flooding before a corridor for the orbital is protected.

### Landscape & visual amenity

**TfNSW must undertake a cost-benefit analysis between a surface and underground corridor for the orbital, and commission a Landscape and Visual Impact Assessment which extends to the impacts resulting from the future construction of the orbital, and is not limited to the current corridor identification process.**

A project such as the OSO is significant in its requirement for capital investment, any potential economic and transport benefits it may yield, as well as its potential for impact on the community and local environment e.g. landscape and visual amenity. Consequently, it is important that the NSW Government prepare/disclose a cost-benefit analysis and visual imagery for the orbital (depicting the scale of the corridor and infrastructure against the local landscape); even though it is only at the protection stage



of the project. This information is important to understand how any adverse impact on the landscape and visual amenity is balanced, in providing a broader context for the overall community benefit.

Council is particularly concerned about the potential for large and invasive noise barriers which may destroy the rural amenity of many of our local properties that are within and currently border (or are near) the proposed corridor.

#### Soil & geology

**A thorough review of OSO's impact/interface with existing soil and geology conditions needs to occur prior to TfNSW protecting a corridor, to ensure that any identified corridor can accommodate a major piece of infrastructure.**

The scale of the proposed OSO warrants a thorough review of its impact with existing local soil and geology conditions. In the context of mine subsidence in certain parts of the Camden LGA, such an assessment is needed prior to protecting a corridor, to ensure its intended location can accommodate a major piece of infrastructure (especially if located underground).

#### Noise and vibration

**TfNSW need to commission a definitive EIA to determine the extent of adverse human health impacts which may result from the cumulative noise and vibration from the proposed OSO, the future WSA, NSRL, and SWRL Extension.**

An EIA is needed for the proposed OSO which states the type and magnitude of impact, both pre-mitigation and post-mitigation, on noise and vibration. This assessment should evaluate the cumulative impacts resulting from other significant infrastructure projects in its proximity e.g. WSA, NSRL, SWRL Extension etc.

#### **North South Rail Line and South West Rail Link Extension**

Proposed by TfNSW as a corridor for future passenger rail lines, the NSRL and SWRL Extension is intended to provide a major transport link between the North West, WSA, South West and Greater Macarthur Growth Areas. The lines will provide transport options to support population, jobs and economic growth across Western Sydney and for the planned WSA. The extent of the proposed corridors **is shown in orange and green in Figure 3 in this report.**

The SEA for the NSRL and SWRL Extension corridor assessed the potential implications for protecting a corridor, evaluating impacts on land-use, property, the environment, heritage, air quality, biodiversity etc. Council's draft submission on the rail corridors responds to these issues and is included as **Attachment 2 to this report.** The submission is summarised as follows.

#### TfNSW's recommended corridors

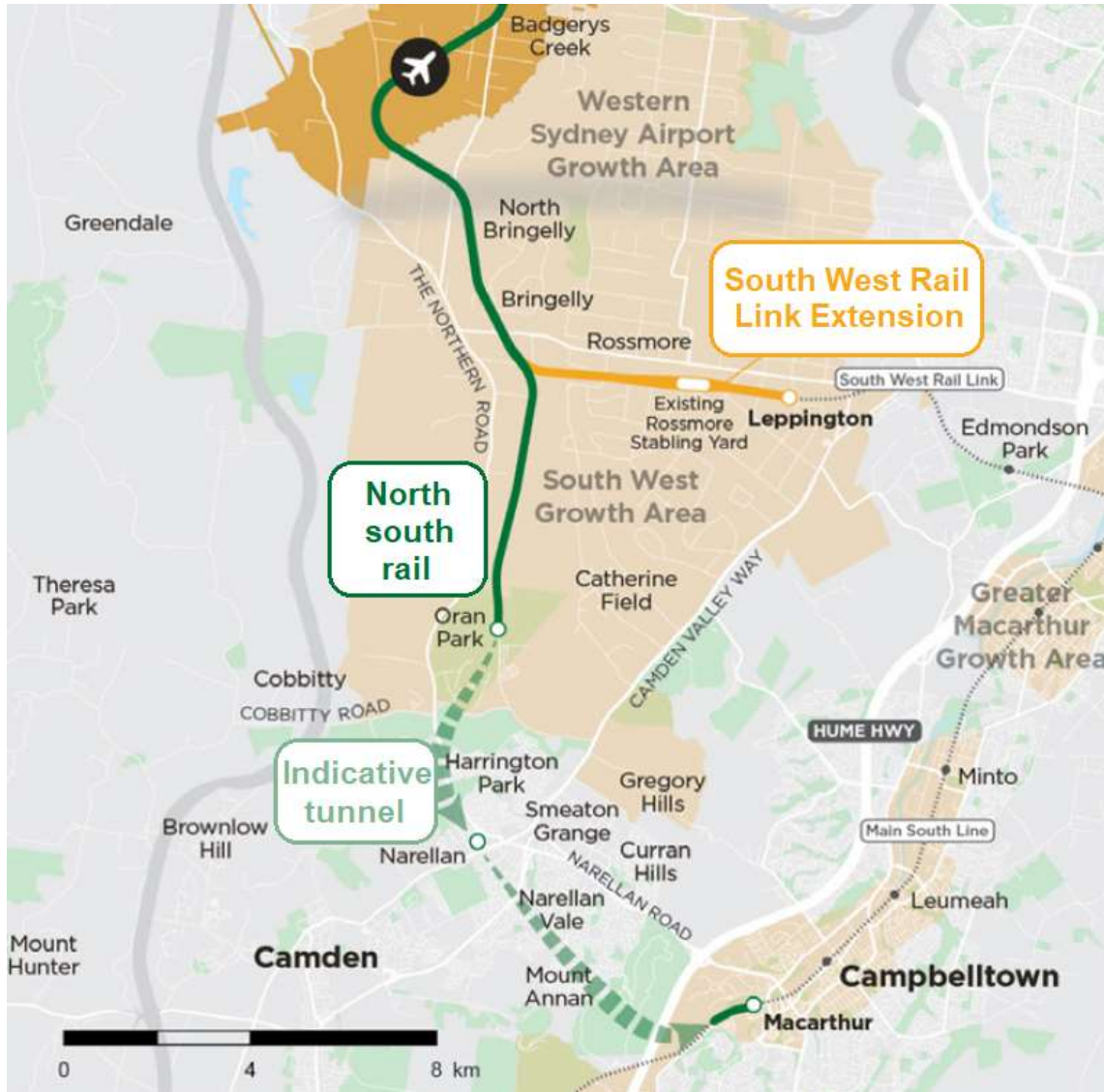
**To achieve appropriate urban development for sustainable growth via an integrated Western Sydney rail network between the NSRL & the SWRL Extension, there is a need to identify all future station locations along the rail corridors and to include a 'Y-link' between the NSRL and SWRL Extension.**

The exhibited rail corridors have addressed certain issues raised in Council's 2015 submission, such as undergrounding the corridor through existing residential and



commercial precincts. However, it is noted other issues were not addressed and remain outstanding, including the review of the SWGA Structure Plan in the context of a rail corridor, and the need for a 'Y'-link between the NSRL and SWRL Extension.

The 'Y'-link remains critically important to our community as it provides more seamless travel options both within the region and beyond, most notably the ability to commute more effectively beyond the region with fewer wasted trips and less changes of train or mode. There is a need to create a direct trip to the City without having to travel north towards the WSA then change and travel back south then east via the SWRL. Additionally, this will also assist travel times to and from the WSA.



**Figure 3 – Proposed NSRL and SWRL Extension corridors (source: TfNSW)**

To ensure the integrity of the proposed corridors, and that they support sustainable urban development, early advice of station locations is imperative. For example, while a station is noted for Oran Park and Narellan, no other station locations have been identified. A holistic approach to strategic planning in the SWGA is needed, in the delivery of integrated land-use and transport planning, where surrounding future land-uses are both compatible and complimentary to the rail corridors and planned stations.



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### Land-use & property impacts

**There is an urgent need to determine a timeframe for corridor acquisition in support of existing landowners, construction of strategic road and rail infrastructure, along with a timeframe for a planning review needed as a result of this infrastructure to allow key land-use planning decisions to be made.**

To ensure existing and future customers/community (including existing landowners) are best served, it is important for TfNSW to work with the community, Council and the Greater Sydney Commission in determining definitive timeframes for corridor protection, land acquisition and future construction of the NSRL and SWRL Extension. Furthermore, in managing the future provision of rail in Western Sydney, a strategic approach such as staged construction of rail on a 'precinct-by-precinct' basis is an option worthy of consideration by TfNSW. This could promote sustainable urban development supported by transport infrastructure.

Council is already receiving planning proposals seeking to lift residential densities around future station locations, however it is unable to make decisions on these matters without certainty on the timing for delivery of rail infrastructure.

### Economic impacts

**To support economic growth, urgent action is required to alleviate congestion throughout the local road network via the early construction of the NSRL through to Oran Park, Narellan and Macarthur.**

With the projected population growth for Western Sydney, both Australian and NSW government investment in transport infrastructure e.g. NSRL, OSO, WSA etc. will influence core planning objectives, including affordable housing, connectivity, liveability, resilience and sustainability. The recently announced Western Sydney City Deal confirms funding for part of the NSRL. However, to date there is no funding commitment for construction of the full extent of the rail line through to Oran Park, Narellan and Macarthur.

As part of the NSW Government's vision of a system to support the growing Greater Sydney economy, public transport must play a pivotal role in alleviating urban congestion. An early commitment to constructing the full extent of the NSRL and SWRL Extension will alleviate congestion and improve travel times and quality of life for residents in support of economic growth in Western Sydney.

### Traffic & transport

**The Camden LGA needs to be supported by integrated land-use and transport planning which supports sustainable transport and development, including future public transport opportunities, a functional road network, and the early and coordinated provision of roads and transport infrastructure ahead of development.**

As part of the broader transport planning for Western Sydney, there is a need for a review of the '*South West Growth Area Road Network Strategy*', in the context of the NSRL and SWRL Extension corridor protection project. Similarly, an integrated review of other sustainable transport modes (bus network, pedestrian, and cycling networks) is also required, along with any capacity for the promotion of interim uses on the broader transport network where corridor protection has occurred, such as the provision of rapid bus services within the corridor.





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A joint approach to these projects will ensure integrated land-use and transport planning outcomes within the Camden LGA, encapsulating all transport elements (road, rail, bus, cycling, pedestrian etc.) for network movements, promoting its safe and efficient network operation.

#### Visual amenity, built form & urban design

**TfNSW should explore options for undergrounding additional sections of the rail corridor, along with appropriate visual impact mitigation measures for all parts of the rail corridor. The cumulative impacts of large-scale infrastructure projects in Western Sydney should be investigated.**

The anticipated scale of an NSRL and SWRL Extension will be significant in transforming the existing landscape. It is essential therefore that appropriate steps are taken in planning for this change, including the investigation of further underground options, and that appropriate mitigation measures are fully utilised to limit adverse impacts on visual amenity, built form and urban design.

A collaborative planning approach to issues such as identifying development density in proximity to future rail station sites is crucial, as is the possibility of constructing the NSRL in stages consistent with the rezoning/land release process in the SWGA.

A comprehensive assessment by TfNSW should include the cumulative impacts of the many large-scale infrastructure projects in Western Sydney, and should evaluate how they may adversely affect visual amenity, built form and urban design in the Camden LGA.

#### Soil & water

**An EIA is required to explore the consequences of the extensive tunnelling and traversing of various river/creek systems during the construction of the NSRL and SWRL Extension.**

The construction of a NSRL and SWRL Extension would involve substantive structures in the form of bridges and culverts, traversing an extensive area that is inclusive of the Nepean River and South Creek, along with significant creeks and tributaries; all while subject to concurrent urbanisation of adjacent areas. Tunnelling would also present a separate set of challenges, regarding the geological aspects of the area. This complex situation warrants a more robust investigation by TfNSW at the corridor protection phase, to provide greater certainty of the subject implications for the Camden LGA.

#### Biodiversity & air quality

**While most of the rail corridor is located within biocertified areas, a 'Review of Environmental Factors' (REF) is needed prior to corridor protection which thoroughly addresses issues of biodiversity and air quality.**

TfNSW's SEA indicates that the proposed NSRL and SWRL Extension corridors and the provision of electrified public transport will result in lower net emissions when compared to the increase in motor vehicle travel which would be expected to occur in the absence of rail corridors. However, further investigation is required via an EIA to confirm and quantify these claimed benefits.



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While TfNSW's SEA has referenced biodiversity impact mitigation initiatives for the NSRL and SWRL Extension corridor, there remains some issues that were not addressed from their 2015 consultation period e.g. loss of a considerable number of remnant trees outside the existing Native Vegetation Area.

In protection of the corridor alignment, and through preparation of an REF, it is necessary that TfNSW undertake appropriate studies to determine the impact of the proposed corridor; and that there is further consultation on environmental-related matters in contributing toward the project.

The South Creek corridor has been identified within the City Deal as an important environmental spine for the Western City, requiring restoration and protection. Without sufficient detail available in the SEA, Council insists that TfNSW give careful consideration to any possible impacts on this vital part of our region and continues to engage with Council and the community.

### Heritage

**The Camden LGA contains heritage items which reflect Camden's history, and will help to shape Camden's identity through a period of urban growth and transformation. Infrastructure projects such as the rail corridor must be sensitive in supporting and maintaining the Camden LGA's heritage and historical links.**

Through identifying the proposed rail corridor, heritage listed items should be taken into account. In protecting the corridor alignment, it is imperative that TfNSW consult with Council on heritage-related matters in contributing toward the project. To ensure rail corridor protection facilitates heritage preservation in the Camden LGA, TfNSW need to conduct a desktop analysis of heritage items within/in proximity to the proposed corridors.

A list of local heritage items can be found within Council's Local Environmental Plan (LEP) which can be found at [www.legislation.nsw.gov.au/#/view/EPI/2010/514](http://www.legislation.nsw.gov.au/#/view/EPI/2010/514).

The AHIMS is able to be accessed at [www.environment.nsw.gov.au/awssapp/login.aspx](http://www.environment.nsw.gov.au/awssapp/login.aspx). New users will need to register to view this information.

### Social impacts

**TfNSW's corridor protection projects are having a significant impact on certain parts of the Camden LGA community in terms of human health (e.g. stress) as well as potential 'life-changing' outcomes (e.g. home displacement). More work is needed by the NSW Government to effectively connect with our community on these significant issues.**

It is important that the NSW Government continue to engage with impacted residents, landowners, and Council, in positively promoting good governance for infrastructure planning in NSW.

An option available to TfNSW for future consultation is to expand its SEA report for the NSRL and SWRL Extension, to robustly investigate the 'human health' impacts of corridor protection. This could explore areas such as emerging social issues associated with locating rail in a developing urban area.



## Community submissions

Council has received representations from residents and property owners (including community action groups, such as the 'Outer Sydney Orbital Macarthur Action Group'), all of whom have expressed their concern as to the proposed corridor alignment, particularly for the OSO. Beyond the individual issues identified, the recurring points of concern raised by the community relate to the degree of uncertainty generated by the current corridor proposal, and the consultation by TfNSW with residents, landowners and community groups on the proposed transport corridor projects.

As noted earlier in this report, Council established a dedicated email address [corridors@camden.nsw.gov.au](mailto:corridors@camden.nsw.gov.au) to enable the community to forward copies of their submissions to Council for consideration in preparing Council's draft submissions.

At the date of finalising this report, Council had received the following submissions:

Opposing the OSO	96
Supporting the OSO	1
Opposing the NSRL and SWRL Extension	0
Supporting the NSRL and SWRL Extension	1
<b>Total</b>	<b>98</b>

A copy of the community submissions received by Council are provided as a **supporting document to this report**, with a summary table of the community submissions and the issues raised, **provided as Attachment 5 to this report**.

Any further submissions received prior to the Council meeting will be provided to Councillors for their consideration and included with our submission to TfNSW.

The issues raised in the community submissions have been considered as follows:

- issues of a technical nature have been reflected in the draft Council submissions;
- issues which relate to individual community members have not been addressed in the draft Council submissions, but are included in the copy of the community submissions which will be forwarded to TfNSW with Council's submission; and
- issues raised by community members relating to TfNSW's corridor identification and consultation process are outlined below for consideration by TfNSW:
  - there is insufficient need and justification for an OSO;
  - the OSO is in the wrong location;
  - there is insufficient information contained in the exhibition material, including the alternative OSO routes identified in the SEA;
  - the current exhibition period is too short;
  - residents outside, but adjacent to the corridor, have not been contacted by TfNSW during the current exhibition period;
  - residents outside, but adjacent to the corridor have no available option regarding acquisition;

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- the inadequacy of TfNSW’s community consultation during the previous stages of corridor identification;
  - consultation with significant landowners and developers occurred during the previous stages of corridor identification, but not with smaller landowners; and
  - the corridor appears to avoid government and Sydney University lands.

In clear acknowledgement and support of the concerns raised by our community, TfNSW are requested to carefully review the community submissions forwarded in addition to Council’s submission, along with all other community submissions received during the current consultation process.

### **Ongoing engagement by TfNSW**

Further to community concern regarding the consultation to date by the NSW Government, it should be acknowledged that the Camden LGA community may be at ‘saturation point’ regarding the volume of information recently released by various State Government agencies. To provide context, in the February/March 2018 period alone, the NSW Government released the following strategic planning documents:

- *State Infrastructure Strategy 2018-2038* (250+ pages);
- *Future Transport Strategy 2056* (170+ pages);
- *Greater Sydney Infrastructure Services Plan* (220+ pages);
- *Regional NSW Services & Infrastructure Plan* (270+ pages);
- *Outer Sydney Orbital Draft Strategic Environmental Assessment Report* (240+ pages);
- *North South Rail Line & South West Rail Link Extension Draft Strategic Environmental Assessment Report* (220+ pages);
- *Western Sydney Rail Needs Scoping Study* (100+ pages);
- *Greater Sydney Region Plan – A Metropolis of Three Cities* (190+ pages); and
- *Western City District Plan* (140+ pages).

With multiple reports released concurrently in a two-month period containing in-excess of 1,800+ pages, the NSW Government must redress this situation and ensure they conduct consultation through engagement with the people who will be most affected because of this planning.

### **FINANCIAL IMPLICATIONS**

Given that the final corridor alignments for the OSO, the NSRL and the SWRL Extension have not been determined, it is currently too early to identify direct financial implications for Council resulting from the protection of these corridors.

### **CONCLUSION**

The OSO, NSRL and SWRL Extension projects provide a significant opportunity for the Camden LGA to obtain public and private transport connections that will enhance connectivity and accessibility to the Greater Sydney Region and the future Western Sydney Aerotropolis. A more efficient multi-modal transport network has the potential to drive local and regional economic development, and to enhance the quality of life of both existing and future residents.



However, there are a series of significant challenges in addressing the negative impacts associated with these projects and how they will impact upon people, places and the natural environment resulting in a view that Council should not support the current at-grade alignment of the OSO corridor.

While the planning intentions of the OSO, NSRL and SWRL Extension projects are supported, there remains a significant body of work to be done by the NSW Government, to ensure the issues of concern raised by Council and the community are adequately addressed.

### **RECOMMENDED**

#### **That Council:**

- i. not support the current at-grade alignment of the Outer Sydney Orbital corridor;**
- ii. endorse the contents of this report and the Council submissions attached, in response to the Outer Sydney Orbital Corridor, North South Rail Line and South West Rail Link Extension Corridor Protection;**
- iii. lodge this report and Council's submissions, with copies of the community submissions annexed, with Transport for NSW in response to the stakeholder consultation for the Outer Sydney Orbital Corridor, North South Rail Line and South West Rail Link Extension Corridor projects;**
- iv. forward copies of Council's submissions and the annexures (including copies of community submissions) to the State Member for Camden, Mr Chris Patterson for his information, and requesting his support for Council's submission; and**
- v. forward copies of Council's submissions to Campbelltown and Wollondilly Councils and MACROC for their information.**

#### ATTACHMENTS

1. DRAFT Camden Council Submission - Outer Sydney Orbital Transport Corridor (May 2018)
2. DRAFT Camden Council Submission - North South Rail Line and South West Rail Link Extension (May 2018)
3. Camden Council Submission 2014 South West Rail Link Extension
4. Camden Council Submission 2015 Outer Sydney Orbital and South West Rail Link Extension Public Transport Corridor Protection
5. OSO submissions matrix
6. Community Submissions - Outer Sydney Orbital and Rail Corridor Protection - *Supporting Document*



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## ORDINARY COUNCIL

### ORD02

**SUBJECT:** 2017/18 - 2020/21 REVISED DELIVERY PROGRAM AND 2018/19 DRAFT OPERATIONAL PLAN (BUDGET)

**FROM:** Director Customer & Corporate Strategy

**TRIM #:** 18/138813

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### PURPOSE OF REPORT

The purpose of this report is to inform Council that the Draft 2017/18 - 2020/21 Revised Delivery Program and Draft 2018/19 Operational Plan (Budget) are now in a position to be formally considered by Council and, if endorsed, placed on public exhibition.

### BACKGROUND

Council's Integrated Planning and Reporting Package was adopted on 27 June 2017. The package included the following key documents:

1. Community Strategic Plan – Camden 2040;
2. Resource Strategy (comprising a Long Term Financial Plan, Asset Management Plans and a Workforce Plan);
3. 2017/18 – 2020/21 Delivery Program;
4. 2017/18 Operational Plan (including the 2017/18 Budget).

The *Local Government Amendment (Planning and Reporting) Act, 2009* states that any major variations to the adopted Delivery Program must be publicly exhibited for a period of 28 days (minimum).

As part of the 2018/19 annual budget process, there have been a number of recommended inclusions to the 2018/19 budget over and above what was included in the Adopted 2017/18 – 2020/21 Delivery Program. For these reasons, it is appropriate that Council publicly exhibit the relevant documents for a period of 28 days.

A copy of the Revised Delivery Program and 2018/19 Operational Plan (Budget) were distributed to Councillors under separate cover on 20 April 2018. A Council budget briefing was held on 30 April 2018.

### FIT FOR THE FUTURE

The Draft 2018/19 Operational Plan (Budget) continues Council's history of prudently allocating financial resources. This further supports Council's rating by the Office of Local Government and IPART as being one of only seven metropolitan Councils that are financially sustainable and fit for the future.



## 2018/19 OPERATIONAL PLAN (BUDGET)

In summary, the draft 2018/19 Operational Plan is as follows:

<b>Draft Operational Plan</b>	<b>2018/19</b>
Operating Expenditure	\$111,353,200
Capital Expenditure	\$194,526,900
<b>Gross Expenditure Budget</b>	<b>\$305,880,100</b>
<b>Non-cash and Reserve Transfers</b>	
Less: Works in Kind - Land & Infrastructure	(\$147,969,000)
Less: Non-cash Depreciation Expense	(\$20,174,300)
Less: Transfer to Cash Reserves	(\$16,220,000)
<b>Net Cash Expenditure Budget</b>	<b>\$121,516,800</b>

Council's proposed gross expenditure budget for 2018/19 is \$305,880,100. Upon removing non-cash expenditure and transfers to reserve, Council's proposed cash budget for 2018/19 is \$121,516,800.

## BUDGET RESULT AND ALLOCATION OF SURPLUS

The 2018/19 Operational Plan (Budget) provides the financial resources for Council to continue to deliver the services, programs and activities outlined within the Delivery Program. In reviewing the 2018/19 Operational Plan (Budget), Council has prudently considered both the needs of the community and long term financial sustainability of the organisation.

A review of the 2018/19 Operational Plan identified a budget surplus of \$1,583,500.

The proposed allocation of the budget surplus is shown in the following table:

<b>Budget Surplus</b>	<b>2018/19</b>
Draft Budget Surplus	<b>(\$1,583,500)</b>
<b>Surplus Allocation</b>	
1 - Workforce Positions (Net cost to budget)	\$665,000
2 - Operational Expenditure (Net cost to budget)	\$1,077,500
3 - Capital Expenditure (Net cost to budget)	\$150,000
4 - Transfers from Reserve (Net transfer)	(\$900,000)
5 – Community Priority Projects	\$591,000
<b>2018/19 Revised Draft Budget (Balanced)</b>	<b>0</b>

### 1 - Additional Workforce Positions

A total of 16.6 additional positions have been proposed for inclusion in the 2018/19 budget. These are considered high priority positions and are consistent with Council's adopted workforce plan. The increase in staffing is primarily to maintain a consistent service level to our rapidly growing community. Key areas of focus include:



- Water Play and Youth Facilities – cleanliness/maintenance;
- Path Paving;
- Parks and Reserves Maintenance;
- Customer Service;
- Alan Baker Art Gallery;
- Project Management;
- Domestic Waste Management;
- Development Services.

### 2 – Operational Expenditure

In addition to the funds allocated in the 2017/18 – 2020/21 Draft Delivery Program, Council has proposed the following additional operational items for inclusion in the 2018/19 budget:

<b>Operational Expenditure</b>	<b>2018/19</b>
New Buildings Maintenance	\$60,000
Public Tree Maintenance	\$60,000
Water Play & Youth Facilities – Cleanliness/Maintenance	\$30,000
Information Technology Licences & Network	\$217,000
Advocacy/Community Studies and Reports	\$150,000
Strategies & Studies -(Narellan Town Centre, Camden Town Centre, S149, Rural Lands Assessments, Emerging Centres)	\$160,000
Community Events	\$80,000
Shelf Ready Books for Narellan & Camden Library	\$30,000
PinForce Mobile, Infringement Issuing and Management system (Net Cost) – Field Technology (Rangers)	\$40,000
Camden Regional Economic Taskforce (CRET) (Operational Budget)	\$165,500
Alan Baker Art Gallery @ Macaria, (Operational Budget)	\$85,000
Path Paving	\$205,000
Funding from Program Budgets for Path Paving	(\$205,000)
Domestic Waste Management	\$230,000
Funding from Domestic Waste Management Reserve	(\$230,000)
<b>Total – Operational Funding Requests (net)</b>	<b>\$1,077,500</b>

### 3 – Capital Expenditure

In addition to the capital projects already approved as part of the 2017/18 - 2020/21 Delivery Program, it is proposed to also include the following capital items in the 2018/19 budget and 2017/18-2020/21 Delivery Program:

<b>Capital Expenditure</b>	<b>2018/19</b>
Water Play & Youth Play facilities – maintenance vehicle	\$30,000
IT Hardware Replacement Strategy Desktops and Servers - Transfer to IT Reserve	\$120,000
Domestic Waste Management Trucks x 2	\$830,000
Funding from Domestic Waste Management Reserve (Trucks)	(\$830,000)
<b>Total – Capital Funding Requests (Net)</b>	<b>\$150,000</b>





#### 4- Reserve Transfers

In addition to the reserve transfers already approved as part of the 2017/18 - 2020/21 Delivery Program, the following reserve transfers are also proposed to be made as part of the 2018/19 budget and 2017/18 - 2020/21 Delivery Program:

<b>Proposed Reserve Transfers (Net)</b>	<b>2017/18</b>	<b>2018/19</b>	<b>2019/20</b>	<b>2020/21</b>
Transfer from Capital Works Reserve		(\$750,000)		
Transfer from Asset Renewal Reserve		(\$150,000)		
<b>Total</b>		<b>(\$900,000)</b>		

Other minor or recurrent reserve transfers are contained within the draft 2018/19 Operational Plan (budget). This report will recommend that Council approve all internal reserve transfers.

#### 5 – Priority Community Projects

Council has proposed the following additional priority works for inclusion in the 2018/19 budget:

<b>Priority Community Projects</b>	<b>2018/19</b>
Narellan Sports Hub - Rugby League facility - amenity renewal works (Narellan Jets)	\$90,000
Fairfax Reserve, Harrington Park - Clubrooms Security Gates	\$10,000
Harrington Park Community Centre – Kitchenette (additional) & Air Conditioning	\$75,000
Liquidamber Reserve, Mount Annan - conversion of one tennis court to multi-purpose courts or small sided street football	\$100,000
Harrington Park Soccer, storage container	\$10,000
Pindari Reserve, Camden South - playground upgrade and landscaping	\$80,000
Bubbler Installation: Camden Bike Track near Cowpasture Road	\$8,000
Bubbler Installation: Thomas Donovan Reserve, Gregory Hills	\$8,000
Sportsground Defibrillators – all Sportsgrounds	\$65,000
Jack Nash Reserve, Currans Hill Carpark – resurfacing and additional parking bays	\$145,000
<b>Total – Priority Community Projects</b>	<b>\$591,000</b>

#### Major Projects Update

The following table provides a highlight of Major Capital Works to be completed over the next three years including references to major projects already completed or nearing completion as part of Council's adopted 2017/18 budget and 2017/18 - 2020/21 Delivery Program. The projects continue to be a prudent response to the needs of a growing community over the remaining three years of the Delivery Program.



CAPITAL PROJECTS (PROJECT DESCRIPTION)	COST	EXPECTED DELIVERY
Harrington Park youth facility	\$1,141,821	2018/19**
Sedgewick Reserve youth facility	\$1,359,424	2018/19**
Curry Reserve water play facility	\$2,405,000	2018/19**
Camden Town Centre Upgrade Stages 3-4	\$6,950,000	2018/19
Concept Design Upgrade of Ingleburn Rd, Rickard Rd & Edmondson Ave	\$2,900,000	2018/19
Camden Valley Way / Macarthur Rd, Elderslie Intersection renewal	\$3,685,000	2018/19**
Graham Hill/Richardson/Camden Valley Way Roads, Narellan Upgrade	\$3,575,000	2018/19**
Kirkham Sports Fields/BMX Skate Park	\$3,005,000	2019/20
Spring Farm Community Facility	\$3,009,000*	2019/20
Camden - Cricket Facility Stage 1 - Fergusons Land	\$4,454,000*	2019/20
Council Depot Redevelopment Stage 1	\$2,700,000	2019/20
Oran Park water play facility (Cost to Council \$500k, \$700k from Developer Agreement)	\$1,200,000	2019/20

(\*Upon adoption of the 2018/19 budget and pending reports to Council, it is expected that these budgets will increase)

(\*\*To be completed within the 2018 calendar year)

Other major projects that are completed or nearing completion include:

#### Completed

- Mount Annan Leisure Centre \$12.8 million;
- Narellan Sporting Hub (Stage 1) \$11.2 million;
- Camden Decked Carpark \$3.6 million.

#### Completion June/July 2018

- Oran Park Library \$13.7 million.

### **2018/19 OPERATIONAL PLAN HIGHLIGHTS**

#### Rate Income

Council was advised in November 2017 that IPART had determined an allowable increase in rating income for 2018/19 of 2.30%. Rate estimates included within Council's Revenue Policy have been prepared on the basis of a 2.30% rate increase. The impact on the average residential assessment is approximately \$19.36 per year (37c per week).

Council has not made an application for a rate increase above the allowable increase of 2.30% for the 2018/19 financial year. Council does have in place a one-off 1.10%



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special rate variation, which was approved by IPART in June 2013. This revenue is used to part fund the Community Infrastructure Renewal Program and was approved for a period of six years. After the sixth year, the special rate variation is required to be reversed, reducing rate income by 1.1% in 2019/20.

Council has the option to apply to IPART for a continuation of the special rate variation following public consultation. For this purpose, a letter of intent to apply for a continuation is required by IPART by December 2018. Any proposed letter of intent to IPART would require a resolution of the Council.

#### Pensioner Subsidy

Pensioner rebate estimates have been revised to reflect the current number of residents who can claim a pensioner rebate. As at March 2018, Camden has 3912 residents who are eligible for a pensioner rebate.

As part of the 2014/15 budget, the Federal Government announced that it would cease paying its 5% subsidy towards pensioner rebates. This decrease has subsequently been covered by the NSW State Government. NSW Councils are yet to be advised if the State Government will cover the 5% gap for 2018/19. If Council is required to fund the gap, an adjustment will be made at the next available quarterly budget review.

#### Stormwater Management Levy

Council will continue to levy properties that receive a stormwater service with the Stormwater Management Levy. It is proposed to increase the levy amount, which is currently \$20 per annum for land categorised as residential to \$25 per annum. This is the maximum levy that can be charged under the *Local Government Act 1993*. Surrounding Councils that already charge \$25 for land categorised as residential include Penrith, Wollondilly, Campbelltown, Fairfield and Liverpool Councils. The impact on a residential assessment is an additional \$5.00 per year (10c per week).

The increase of \$5 will generate an additional \$145,000 per annum and is proposed to be used for the cleaning of gross pollutant traps, wetlands and raingardens that are being delivered in new release areas. Development activity has significantly increased the number of stormwater management devices such as gross pollutant traps (73% increase over the last 4 years), wetlands (an increase of 76%) and drainage infrastructure generally. The cleaning of gross pollutant traps assists with water flow and promotes cleaner waterways.

The proposed charges for the Stormwater Management Levy can be found in Council's Fees and Charges schedule for the 2018/19 financial year.

#### Domestic Waste Charges

It is proposed to increase the domestic waste charges by 2.50%. The impact on the average 120 litre service is approximately \$8.70 per year (17c per week). This increase is required to recover the cost of providing the service, future increases in disposal costs and funding Council's waste plant replacement program.

The proposed charges for Waste Services can be found in Council's Fees and Charges schedule for the 2018/19 financial year.



## Fees and Charges

Proposed fees and charges for 2018/19 have generally been increased by 2.20% in line with CPI with the exception of fees which are set by regulation, are prepared on a cost recovery basis or where Council provides the service in a competitive market.

Council's Fees and Charges Schedule for the 2018/19 financial year will be part of the documentation placed on exhibition for public comment.

## Investment Income

Council has an adopted investment policy which outlines the manner in which Council may invest funds, risk profile considerations and the types of institutions and products which it may invest in.

Interest projections for 2018/19 have been prepared on the basis of generating a return on investment of 2.80% (this includes a performance factor of 1%). This is the same projected rate used as part of the 2017/18 budget. Council is currently achieving a return on its investment portfolio of approx. 2.97% (March 2018).

## Community Infrastructure Renewal Program (LIRS Round 2) (Six Year Program)

The six-year \$6.4 million Community Infrastructure Renewal Program is funded by a combination of internal reserves (\$1.5 million), a special rate variation of 1.10% including interest (\$2.9 million) and loan borrowings via the Loan Infrastructure Renewal Scheme (\$2 million). The 2018/19 financial year is the final year of this program.

The total programmed expenditure for the first five years of the Community Infrastructure Renewal Program was \$5.3 million. As at 31 March 2018, \$4.3 million (81%) of the identified works program has been completed.

It should be noted that Council will realise loan interest savings of over \$700,000 through rounds two and three of this scheme.

## Total Capital Works Program Summary

The Capital Works Program for 2018/19 is \$177,893,200. A breakdown of this program is shown in the following table:

<b>Local Service</b>	<b>2018/19</b>
Road/Transport Infrastructure	\$69,564,300
Drainage Infrastructure	\$35,781,000
Waste Management	\$1,872,900
Parks & Playgrounds	\$32,220,000
Community Facilities	\$25,475,000
Public Libraries	\$11,515,000
Administration and Depot Buildings	\$1,000,000
Governance & IT	\$465,000
	<b>\$177,893,200</b>
<b>Funded By</b>	
Works in Kind Agreements	\$147,969,000
Section 94 Funds (Cash Reserves)	\$8,689,000
Waste Management Reserve	\$1,692,900



External Grants	\$5,011,600
Community Infrastructure Renewal Program	\$1,173,000
Internal Reserves	\$6,439,500
General Fund	\$6,918,200
	<b>\$177,893,200</b>

#### Loan Borrowings - External

While Council has no proposed loan borrowings for 2018/19, Council is considering funding options for several projects that could take advantage of the recently announced State Government's low interest loan facility. All loan borrowings require a resolution of the Council.

Council's Long Term Financial Plan does include an indicative increase in the level of loan borrowing and estimated debt servicing in 2021/22 and 2022/23 to fund stage 2 of the new Central Administration Centre and part fund the Oran Park Leisure Centre. The actual loan borrowings (if any) will be known once detailed designs and the funding package have been endorsed by the Council.

Council's proposed debt is shown in the table below:

	2018/19	2019/20	2020/21	2021/22
<b>Principal Outstanding</b>	<b>\$28,408,000</b>	<b>\$24,687,000</b>	<b>\$23,316,000</b>	<b>\$36,106,000</b>
<b>Debt Servicing Costs (principal &amp; interest)</b>	<b>\$4,946,800</b>	<b>\$4,905,800*</b>	<b>\$2,463,000*</b>	<b>\$2,231,400</b>

(\*the decrease in debt servicing is a result of 2019/20 being the last year of repayments to NSW Treasury for the Lodges Rd/Hilder St upgrade project)

#### Department of Planning (DOP) Interest Free Loan – Lodges Rd/Hilder St upgrade

In 2010, Council borrowed \$11.8 million dollars from the DOP to upgrade Lodges Rd and Hilder St, Elderslie. The loan was over ten years and was interest free under the Local Infrastructure Fund (LIF). Upon completion of the works not all funds had been expended leaving an unspent loan balance including interest (to date) of approximately \$3.5 million in reserve.

By December 2019, Council will have fully repaid the loan meaning the unspent loan funds held in reserve could be utilised by Council for other purposes. The reserve funds have been identified as a funding source for the 2017/18 - 2020/21 Delivery Program (Major Capital projects). These funds are not proposed to be utilised until the 2019/20 Operational Plan (budget).



## FINANCIAL SUSTAINABILITY INDICATORS

### Operating Performance Ratio

This ratio measures Council's ability to fund operations (including non-cash depreciation) now and into the future. The benchmark for this ratio is to break even.



The Camden LGA is the fastest growing area in NSW. This brings the challenges of planning and delivering service demand and infrastructure sometimes years before additional income is realised through growth. IPART advised: "The council satisfies the criterion for sustainability based on its operating performance ratio being close to the benchmark and our assessment that its performance is adversely affected by its high growth".

It is expected that the operating performance ratio will continue to be close to break even; this is representative of a council that is fully utilising its income annually to meet the current and future demand for services and infrastructure for a rapidly growing community.

Rates and annual charges income is expected to more than double over the next ten years to over \$141 million, providing greater economies of scale in the later years of the long term financial plan. The Operating Performance Ratio improves over the life of Council's LTFP predominantly through growth and prudent budget control.

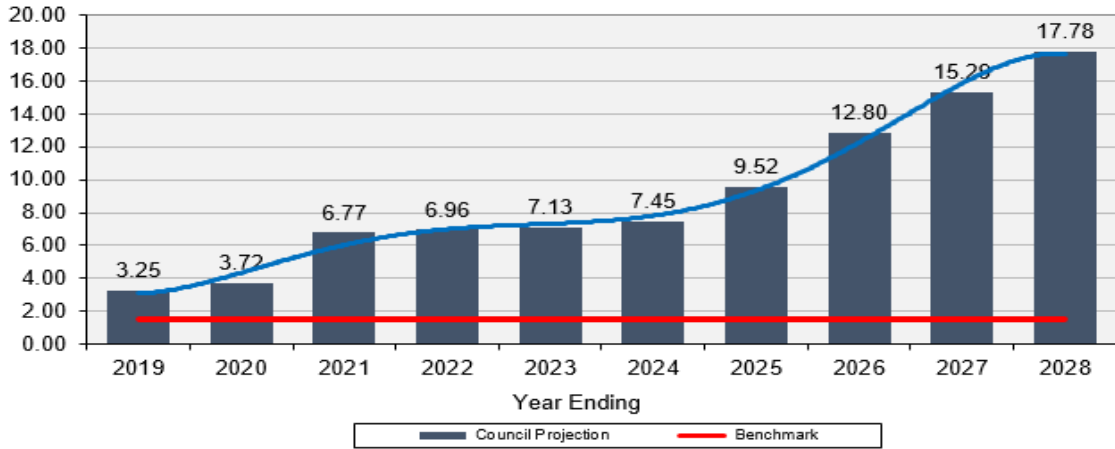
### Unrestricted Current Ratio

The unrestricted current ratio measures Council's ability to fund short term financial obligations such as loans, payroll and leave entitlements (measures liquidity).



### Unrestricted Current Ratio

> 1.5 times



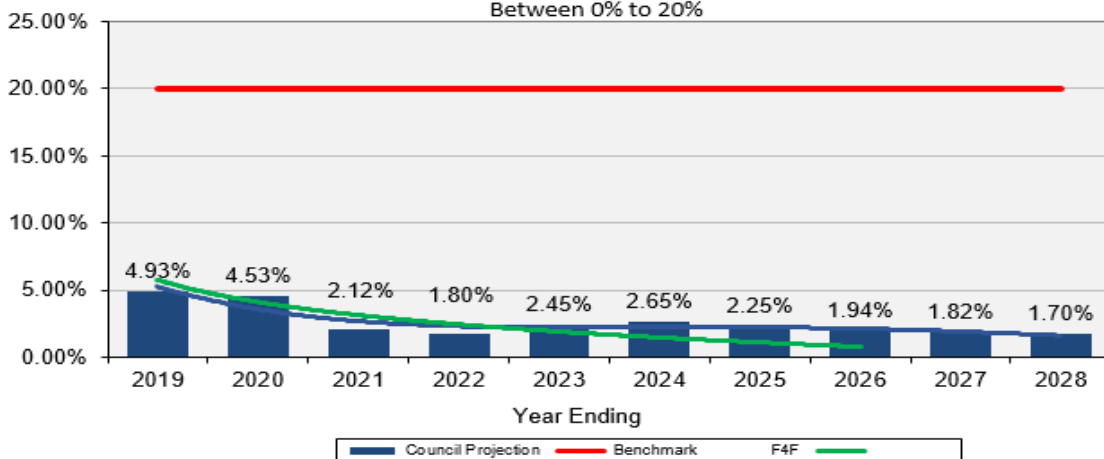
Council's Unrestricted Current Ratio remains above the industry benchmark of 1:1.50 meaning that Council has over double the minimum unrestricted current assets required for a sustainable Council. This ratio will decrease at times as cash reserves are used to fund major projects. The use of reserve funds does not impact Council's ability to deliver existing services or service levels. Council's Long Term Financial Plan (LTFP) remains funded and balanced over life of the plan. Reserves are essentially created to hold funds for a future purpose. The use of reserve funds is completely justified and ultimately reduces Council's reliance on long-term debt.

### Debt Service Ratio

The Debt Service Ratio measures what percentage of Council's revenue is being used to service debt.

### Debt Service Ratio

Between 0% to 20%



Council's capacity to service debt remains strong. Council's capacity to service debt improves even further in future years as our budget capacity grows over the next ten years.



## FUTURE QUARTERLY BUDGET REVIEWS

Future quarterly budget review surpluses have been used as a funding source for Council's major projects over the next three years. Council endorsed this as part of adopting its 2017/18 – 2020/21 Delivery Program. It is estimated that \$500,000 could be funded from each quarterly review from September 2017 through to March 2021. This could provide up to \$7.5 million in funding. Council will require \$5.7 million from future quarterly reviews to fund its Capital Works Program. At each quarterly budget review \$500,000 is transferred to the Capital Works Reserve until the \$5.7 million is fully funded.

To date, Council has funded \$1.5 million of the required \$5.7 million. This is one quarterly budget review ahead of the projected timing for this funding plan. If Council is unable to fund the remaining balance of \$4.2 million through quarterly budget reviews, other Council reserves or loans could be considered.

## RESERVE BALANCES

The balances available to Council for future allocation from its two major reserves are shown below. The balance of these reserves will be increased over time. Any budget surplus realised at the March 2018 budget review and June 2018 budget review could be considered as ways of increasing the balances in both reserves.

<b>Capital Works Reserve</b>	
<b>Current Reserve Balance</b>	<b>\$10,439,700</b>
Less: 2016/17 Revotes	(\$2,441,800)
Less: 2017/18 Approved budget allocations	(\$3,266,000)
Less: 2018/19 Draft budget allocations	(\$3,491,900)
Less: 2019/20 Draft budget allocations	(\$250,000)
<b>Reserve balance available for allocation</b>	<b>\$990,000</b>

<b>Asset Renewal Reserve</b>	
<b>Current Reserve Balance</b>	<b>\$2,736,400</b>
Less: 2016/17 Revotes	(\$1,176,400)
Less: 2017/18 Approved budget allocations	(\$1,250,000)
Less: 2018/19 Draft budget allocations	(\$150,000)
<b>Reserve balance available for allocation</b>	<b>\$160,000</b>

## PUBLIC EXHIBITION

Public exhibition will commence Wednesday 23 May and conclude Tuesday 19 June 2018 (inclusive).

The draft documents – Revised Delivery Program (DP) and the Operational Plan (OP) (Budget) – are prepared in accordance with the Integrated Planning and Reporting framework and the *Local Government Act 1993*. The draft documents must be publicly exhibited for a period of 28 days as per the legislation. The documents will be available





at Council's Customer Service Centre (Oran Park) and the Camden and Narellan Libraries and will be published on Council's website throughout the course of the exhibition period. Notices will also be placed in a local newspaper.

Submissions and/or comments received will be reported back to Council as part of the adoption of the 2018/19 Operational plan and revised 2017/18 – 2020/21 Delivery Program.

### **CONCLUSION**

The Integrated Planning and Reporting package is now in a position to be presented to Council and, if approved, be placed on public exhibition for a period of 28 days.

The 2018/19 Operational Plan (budget) maintains existing services and service levels, to ensure Council can service its growing population and address much needed infrastructure to be delivered over the next three years of the Delivery Program.

Council has adopted the allowable rate increase at 2.30% and a modest increase in the domestic waste management service and stormwater management levy, which will see average residential rates and annual charges increase by approx. 64 cents per week.

The Draft Delivery Program and 2018/19 Operational Plan (budget) is a responsible budget and continues Council's prudent financial management of historically adopting balanced budgets. Council's financial health ratios continue to be within or better than the IPART benchmarks which supports Camden Council's assessment by IPART and the Office of Local Government of being fit for the future.

### **RECOMMENDED**

**That Council adopt for public exhibition:**

- i. the Draft Delivery Program, Draft 2018/19 Operational Plan (Budget), Draft 2018/19 Capital Program and the Revised Long Term Financial Plan;**
- ii. the 2018/19 Draft Revenue Policy and Draft Fees and Charges;**
- iii. the Minister's Allowable limit of a 2.30% rate increase to apply to the 2018/19 rating year;**
- iv. the following proposed reserve transfers:**

<b>Proposed Reserve Transfers (Net)</b>	<b>2017/18</b>	<b>2018/19</b>	<b>2019/20</b>	<b>2020/21</b>
Transfer from Capital Works Reserve		(\$750,000)		
Transfer from Asset Renewal Reserve		(\$150,000)		



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## ORDINARY COUNCIL

### ORD03

**SUBJECT: RMS ACQUISITION OF COUNCIL OWNED LAND**  
**FROM:** Director Customer & Corporate Strategy  
**TRIM #:** 18/99502

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#### PURPOSE OF REPORT

The purpose of this report is to seek Council's approval for Roads and Maritime Services (RMS) to acquire Council owned land to facilitate part of Stage 2 of The Northern Road, Narellan upgrade.

#### BACKGROUND

RMS has asked Council to consent to the proposed compulsory acquisition of Council owned land and easement under the provisions of the *Land Acquisition (Just Terms) Compensation Act 1991*. The land to be acquired, as shown on the **attachment** to this report, is located at 24 Courtney Loop, Oran Park - Lot 674 DP 1207029.

#### MAIN REPORT

In accordance with section 177 of the *Roads Act 1993*, RMS may acquire land for the purpose of opening, widening or constructing a road or road work.

- The area to be acquired is approximately 1120m<sup>2</sup>.
- The easement to be acquired for drainage is approximately 525m<sup>2</sup>.
- The area leased for construction purposes is approximately 760m<sup>2</sup>.

Due to the limited time before construction commences on Stage 2 of the Northern Road Upgrade, RMS has been granted a lease to enter the property and commence works.

This lot proposed for acquisition is currently vacant land, however, UrbanGrowth NSW is delivering a drainage basin and creek line within the subject land in accordance with the Oran Park Voluntary Planning Agreement (VPA).

#### Consultation

Council staff and RMS have consulted with Greenfields Development Company Pty Ltd (GDC) and UrbanGrowth NSW, along with their contractors for the project, to discuss issues including co-ordination of works.

GDC has confirmed that the drainage works can be accommodated in the adjusted land area arising from the RMS acquisition. The Community Assets Division has confirmed that this is acceptable. Based on this outcome, it is proposed to allow RMS to purchase the land subject to the following conditions:

1. RMS coordinates with GDC to allow adequate access for construction works on the drainage channel embellishments with the adjoining open space; and



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2. On completion, the leased land is embellished (in coordination with GDC) with native grasses and ground covers as required by Council.

Under the *Land Acquisition (Just Terms) Compensation Act 1991*, the land may be acquired either by mutual agreement or compulsory acquisition. The RMS, being a State Government Department, is unable to negotiate the acquisition of land by mutual agreement and by virtue of their own internal policy is required to go through the compulsory acquisition process. The compulsory acquisition process can be conducted either with or without Council's agreement.

RMS has requested that Council consent to the following:

- RMS acquiring the land by compulsory process with Council's agreement;
- A reduction in the Proposed Acquisition Notice (PAN) period to seven days.

The PAN period is normally 90 days, which provides time for two parties to negotiate an acceptable acquisition price. The RMS cannot negotiate an acquisition price under its own internal policy, which means a PAN period is not required, although the RMS has historically requested seven days.

By agreeing to a reduction in the PAN period Council, still has 28 days to lodge a submission with the Valuer General with respect to the amount of compensation in the Preliminary determination. If officers form the view that the valuation should be challenged, an independent market valuation will be sought and a further report brought to Council.

The Valuer General will value the land based upon market value, taking into account recent sales evidence, land area and type, zoning and improvements.

### **FINANCIAL IMPLICATIONS**

Council will receive compensation in the amount as determined by the Valuer General for the land to be acquired. The timing of payment of compensation is currently unknown as it is dependent upon the Valuer General carrying out a valuation and the Minister approving the acquisition (post Council approval).

### **CONCLUSION**

RMS has the power to acquire land associated with road works. RMS has requested that Council consent to the proposed acquisition and agree to the reduction of the PAN period. If Council does not consent to the acquisition, the land will be acquired by RMS compulsorily in accordance with the *Land Acquisition (Just Terms) Compensation Act 1991*, which is a much longer process.

### **RECOMMENDED**

**That Council:**

- i. **agree to the compulsory acquisition of the land and easement of part Lot 674 DP 1207029 (24 Courtney Loop, Oran Park) being the area highlighted in pink and brown on the attached plan;**
- ii. **agree to a reduction in the Proposed Acquisition Notice (PAN) period to seven days with Council reserving the right of appeal should Council not agree with the Valuer General's determination;**



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- iii. **note that a further report will be brought to Council if the Valuer General's determination is to be appealed;**
  - iv. **make the appropriate budget adjustments for the provision of compensation, as determined by the Valuer General, for the acquisition and note that all necessary documentation, including acceptance of the Valuer General's determination, will be executed under delegated authority by the General Manager or his nominee.**

#### ATTACHMENTS

- 1. RMS Plan - Land and Easement to be Acquired and Leased for Road Purposes
- 2. Plan - Land to be Acquired for Road Purposes



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## ORDINARY COUNCIL

ORD04

**SUBJECT: INVESTMENT MONIES - APRIL 2018**  
**FROM:** Director Customer & Corporate Strategy  
**TRIM #:** 18/134427

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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 30 April 2018 is provided.

### MAIN REPORT

The weighted average return on all investments was 2.99% p.a. for the month of April 2018. The industry benchmark for this period was 2.01% (Ausbond Bank Bill Index).

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 Responsible Accounting Officer is the Chief Financial Officer.

Council's Investment Report is an **attachment** to this report.

### RECOMMENDED

**That Council:**

- i. note that the Responsible Accounting Officer has certified that all investments held by Council have been made in accordance with the *Local Government Act 1993*, Regulations, and Council's Investment Policy;**
- ii. note the list of investments for April 2018; and**
- iii. note the weighted average interest rate return of 2.99% p.a. for the month of April 2018.**

### ATTACHMENTS

1. Investment Report - April 2018



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## ORDINARY COUNCIL

### ORD05

**SUBJECT: PROPOSED PARK NAMING - GLEDWOOD HILLS**  
**FROM:** Director Customer & Corporate Strategy  
**TRIM #:** 18/128466

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#### PURPOSE OF REPORT

The purpose of this report is to seek Council's endorsement of the proposed naming of a park within the suburb of Gledswood Hills and to seek a resolution to refer the proposal and Council's endorsement to the Geographical Names Board (GNB) for exhibition and gazettal.

#### BACKGROUND

Council received a request from Mirvac Homes Pty Ltd (Mircvac) to consider the naming of a park within the suburb of Gledswood Hills. Information supplied in support of the request is provided as an **attachment** to this report.

The proposed park is within the El Caballo Blanco/Gledswood Estate which forms part of Gledswood Hills and is zoned R1 General Residential, under the provisions of the Camden Local Environmental Plan 2010.

#### MAIN REPORT

Mircvac contacted Camden Local Historical Society, on the 26 February 2018, requesting assistance in recommending an appropriate historical park name for subject Lot 1036 DP 1214791.

As a result, a special breed of cattle called 'Belted Galloways' was recommended to Mircvac by the Historical Society for consideration. The Testoni family on the Gledswood estate was among the first in Australia to develop Belted Galloways to stud standards.

The proposed park name is Galloway Green, which is considered relevant to the locality of the site and the historical activities undertaken there.

The GNB is the park naming authority and has the role of assigning names to parks and natural features. The GNB's guidelines and procedures are aimed at ensuring community input as well as avoiding the duplication of names.



**AERIAL PHOTO – PARK TO BE NAMED**



The proposed park name and historical background is outlined in the table below:

Proposed Park Name	Historical Background provided by the Camden Local Historical Society
Galloway Green	<p>Belted Galloway - with distinctive 'bel' marks the naturally polled (without horns) and hardy breed of the Belted Galloway cattle, which are amongst the best in the country.</p> <p>The Galloways were the breed of cattle developed on the Gledswood property by the Testonis..</p>

The GNB has advised Council that the following process is to be followed to have park names approved. If approved by the GNB, the park name will be formally included in the official place name register.

1. The land owner, developer or a resident provides Council with proposed park name/s.
2. The proposed park name/s are checked by Council staff in accordance with the Guidelines published by the GNB.
3. A report is sent to Council seeking endorsement of the proposed park name/s that are proposed to be submitted for approval by the GNB.



4. The GNB exhibits the proposed park name/s in the local media for 30 days, inviting submissions.
5. If objections are received by the GNB, they will be forwarded to Council for review, and
6. If no objections are received, the GNB gazettes the name/s and notifies Council of the gazettal.

Steps 1 to 2 have now been completed and this report has now been prepared in accordance with step 3.

The proposed park named 'Galloway Green' was provided by Mirvac following consultation with the Camden Local Historical Society.

The proposed park is now recommended to Council for endorsement and, subject to Council endorsement, will be referred to the GNB to continue the above naming process.

### **FINANCIAL IMPLICATIONS**

This matter has no direct financial implications for Council

### **CONCLUSION**

Mirvac has submitted a park name for approval following the Camden Local Historical Society's recommendation of the proposed park name of 'Galloway Green'.

It is recommended that Council endorse that proposed park name and refer the application to the GNB to continue the place naming process, which includes a 30 day public exhibition period, and subject to no objections being received, proceed with the naming process.

### **RECOMMENDED**

**That Council:**

- i. endorse the park named 'Galloway Green' in the El Caballo Blanco/Gledswood Estate within the suburb of Gledswood Hills; and**
- ii. refer the application to the GNB in accordance with the GNB place naming process.**

### **ATTACHMENTS**

1. Belted Galloways - Town and Country Magazine