

**MINUTES OF THE RESOURCES & SERVICES COMMITTEE MEETING  
HELD 13 OCTOBER, 2003, CIVIC CENTRE, OXLEY STREET, CAMDEN**

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**Present:** Cr Anderson (Mayor/Chairman), Cr Corrigan, Cr Patterson, Cr Campbell, Cr Winn, Cr Batros, Cr Fekete, Cr McFadden, Cr Senise.

**Staff:** General Manager, Director Works & Services, Director Governance & Outcomes, Acting Director Development & Environment (Manager Environment), Manager Development, Manager Outcomes, Manager Corporate Services, Senior Governance Officer.

**DECLARATION OF PECUNIARY OR CONFLICT OF INTEREST**

Crs Campbell, Patterson and Winn declared an interest in Item 11 of the Resources & Services Committee relating to the provision of a decked parking structure in Camden.

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**1. Investment Monies: Period Ended 31<sup>st</sup> August, 2003**

(Director Governance & Outcomes)

In accordance with Clause 19 (3a & 3b) of the Local Government (Financial Management) Regulation 1993, a list of investments held by Council as at 31<sup>st</sup> August, 2003, is provided as **Tabled Document "RS 1"**.

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

Current investments of the General Fund both term and call are returning an average daily yield of 5.06% and during the month of August 2003, the average return on all investments both call and term was 5.09%.

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 as at 31<sup>st</sup> August, 2003 be noted.
- (iii) The interest rate return of 5.09% for the month of August 2003 be noted.

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

- (i) Council note that the Principal Accounting Officer has certified that all investments held by Council have been made in accordance with the Local Government Act, Regulations and Council's Investment Policy.
- (ii) The list of investments as at 31<sup>st</sup> August, 2003 be noted.
- (iii) The interest rate return of 5.09% for the month of August 2003 be noted.

RS063/03 THE MOTION WAS **CARRIED.**

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**2. Annual Financial Statement of Accounts - Year ending  
30 June 2003**

(Director – Governance & Outcomes)

**Purpose of Report**

The purpose of this report is three-fold:

- To inform Council that the Annual Financial Statement of Accounts for year ending 30 June 2003 have been completed and a final audit undertaken,
- To inform Council of the management representation made to Council's auditor, Millington SBS, in accordance with Section 413(2c) of the Local Government Act, and
- Set a date for presentation of the 'Audit Report' to Council and give public notice of the date so fixed in accordance with Section 418 (1a & 1b) of the Local Government Act.

**Annual Financial Statement of Accounts**

The Annual Financial Statement of Accounts have been completed and audited.

A copy of the management representation made to Council's auditor, Millington SBS, is enclosed as **Tabled Document "RS 2"**. This representation acknowledges Council's responsibility for ensuring that the Annual Financial Statement of Accounts have been prepared in accordance with relevant Australian Accounting Standards and the Code of Accounting Practice and Financial Reporting.

Council's auditor, Millington SBS, is currently finalising the 'Audit Report' and will present a summary of his findings to Council at the meeting of 10 November 2003. Public notice of this meeting will be advertised in local newspapers from the 14 October 2003.

The Annual Financial Statement of Accounts will be distributed, under separate cover, to Councillors on the 23 October 2003 for consideration at the meeting of 10 November 2003 in accordance with the notice provisions of the Local Government Act.

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Recommended: That

- (i) The management representation made to Council's auditor (**Tabled Document "RS 2"**) be received and noted by Council.
- (ii) The public be notified that the Annual Financial Statement of Accounts and Audit Report will be presented to Council on 10 November 2003.

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

- (i) *The management representation made to Council's auditor (**Tabled Document "RS 2"**) be received and noted by Council.*
- (ii) *The public be notified that the Annual Financial Statement of Accounts and Audit Report will be presented to Council on 10 November 2003, or on a suitable alternate date.*

RS064/03 THE MOTION WAS **CARRIED.**  
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**3. 2002/03 Results Against Budget - Year ending 30**

**June 2003**

(Director – Governance & Outcomes)

**Purpose of Report**

The purpose of this report is to inform Council of the budget result for the year ending 30 June 2003.

**Summary of Budget Result**

The 2002/03 final budget result reveals an accumulated working funds level of \$1,872,564. This represents a working funds surplus of \$872,564 above Council's minimum working funds level of \$1,000,000.

A detailed itemisation of major variations to budget is disclosed in **Tabled Document "RS 3"**.

**Chief Financial Officer's Comments**

The 2002/03 final budget result represents the fourth consecutive quarter of working fund gains achieved in the financial year ending 30 June 2003. This is a pleasing performance and enables Council to further bolster its capacity to fund future capital works by transferring the surplus to the Capital Works Reserve for future allocation by Council.

Whilst the June quarter working fund gain of \$872,564 appears significant, it should be noted that this figure represents less than 2% of Council's annual budget. Principally, the gain transpired from a culmination of minor savings across 42 of Council's major activities. The only notable exceptions pertained to additional Development income of \$100,012, savings of \$58,047 in Information Technology leases and savings of \$51,267 in Parks and Gardens Maintenance.

The following table is a summary of budget adjustments up to 30 June 2003.

**NOTE:** All figures reflected in this report are expressed in terms of their impact on Council's budget. In other words,

1. **INCOME: Increases** are expressed as positive figures.  
**Reductions** are expressed as negative figures.
2. **EXPENDITURE: Increases** are expressed as negative figures.  
**Reductions** are expressed as positive figures.

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<b>Description</b>	<b>Income</b>	<b>Expenditure</b>	<b>Impact on Council's Working Funds</b>
2002/03 Adopted Original Budget	47,816,205	(48,227,132)	<b>(410,927)</b>
Variations up to the March Review (as adopted by Council)	2,433,762	(3,241,636)	<b>(807,874)</b>
<b>2002/03 June Review adjustments:</b>			
<b>NOTE 1: Authorised Variations</b>	29,965	(29,965)	<b>0</b>
<b>NOTE 2: Proposed Variations</b>	235,304	637,260	<b>872,564</b>
<b>NOTE 3: Contra Adjustments</b>	0	0	<b>0</b>
<b>NOTE 4: Expenditure Revotes</b>	(512,922)	512,922	<b>0</b>
<b>Total of June Review adjustments</b>	<b>(247,653)</b>	<b>1,120,217</b>	<b>872,564</b>
<b>Revised 2002/03 Budget as per June Review</b>	<b>50,002,314</b>	<b>(50,348,551)</b>	<b>(346.237)</b>
ADD: Balance brought forward from 30/06/02			2,218,801
<b>EQUALS: Estimated Working Funds as at 30/06/03</b>			<b>1,872,564</b>
LESS: Minimum Desired Level of Working Funds			1,000,000
<b>EQUALS: Surplus funds available for allocation</b>			<b>872,564</b>

**NOTE 1 – AUTHORISED VARIATIONS**

This section deals with the budget variations that Council has authorised since the March Budget Review was adopted.

Council has authorised one budget variation since the March Budget Review, the details of which follow:

<b>Description</b>	<b>Income</b>	<b>Expenditure</b>	<b>Impact on Council's Working Funds</b>
Stormwater Pit Inserts - CVW	29,965	(29,965)	0
<b>TOTAL AUTHORISED VARIATIONS</b>	<b>29,965</b>	<b>(29,965)</b>	<b>0</b>

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**NOTE 2 – MAJOR VARIATIONS TO BUDGET**

Variations between the March Review and the final result for 2002/03 led to a working fund gain of \$872,564. A list of these variations (greater than \$10,000) is provided in the following table.

Refer to **Tabled Document “RS 3”** for more information.

<b>Description</b>	<b>Income</b>	<b>Expenditure</b>	<b>Impact on Council's Working Funds</b>
Organisational Salaries		57,889	57,889
Insurance Premiums & Claims		19,789	19,789
Utility Expenses – Water/Elect		27,122	27,122
Vehicle Running Expenses		25,310	25,310
Bank Fees & Charges		19,745	19,745
Rating Expenses		10,990	10,990
Financial Assistance Grant	(15,532)		(15,532)
IT Lease Expenses		58,047	58,047
Consultancy Expenses		29,580	29,580
Councillors Computer Expenses		11,419	11,419
Interest on Investments	37,636		37,636
2001/02 Budget Revote Savings		47,020	47,020
Records Microfilming/Imaging		21,738	21,738
IT Licence Fees		13,409	13,409
Civic Centre Operations	21,493	23,953	45,446
Community Service Expenses		14,791	14,791
Professional Development		19,792	19,792
Pollution Control Expenses		10,272	10,272
Health Services Expenses		22,708	22,708
Commercial Waste Income	33,675		33,675
DA Archiving Expenses		24,952	24,952
Camden Local Plan Expenses		22,483	22,483
Development Income	100,012		100,012
Street Lighting Charges		18,730	18,730
SES Operations		14,919	14,919
Rural Bushfire Subsidy	16,203		16,203
Mt Annan Aquatic Centre		(44,898)	(44,898)
Pavement Management System		12,286	12,286
Plant Depreciation	21,753		21,753
Companion Animal Control	20,064	20,013	40,077

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<b>Description</b>	<b>Income</b>	<b>Expenditure</b>	<b>Impact on Council's Working Funds</b>
Parks & Gardens Maintenance		51,267	51,267
Noxious Weeds Program		18,622	18,622
Miscellaneous (less than \$10k)		75,574	75,574
<b>TOTAL OF MAJOR VARIATIONS TO BUDGET</b>	<b>235,304</b>	<b>637,260</b>	<b>872,564</b>

**NOTE 3 – CONTRA ADJUSTMENTS**

This section deals with all offsetting adjustments between income and expenditure or a transfer of funds between allocations. These adjustments have NO impact on Council's Working Funds as both movements of income and expenditure are of equal value.

There were no Contra Adjustments required to the 2002/03 Budget for the period 1 April to 30 June 2003.

**NOTE 4 – EXPENDITURE REVOTES**

Council recently approved (Minute 111/03) a list of expenditure revotes from the 2002/03 budget to be carried forward to the 2003/04 budget. An adjustment to accommodate expenditure revotes has been made by transferring general revenue funds to the Expenditure Revotes Reserve in 2002/03 (restricting the funds) and transferring an identical sum from the Expenditure Revotes Reserve in 2003/04 (releasing the funds) in order to complete the works. The result is a nil impact on Council's overall working funds balance.

Recommended: That

- (i) The report headed '2002/03 Results against Budget for the year ending 30 June 2003' be received and noted.
- (ii) The budget surplus of \$872,564 be transferred to the Capital Works Reserve for future determination and allocation by Council.

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*Resolved on the Motion of Cr Corrigan, seconded Cr Patterson  
that:*

- (i) The report headed '2002/03 Results against Budget for the year ending 30 June 2003' be received and noted.*
- (ii) The budget surplus of \$872,564 be transferred to the Capital Works Reserve for future determination and allocation by Council.*

RS065/03 THE MOTION WAS **CARRIED.**  
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**4. Reclassification of Land – Part Lot 547 DP 241403  
Lawson Avenue, Camden South - Macarthur Pre-  
School Association**

(PF4800.60) (Director Governance and Outcomes)

**Background**

The Macarthur Pre-School Association Incorporated has occupied Council owned land on Lot 548 Lawson Avenue, Camden South since 1983 under a 20 year Lease arrangement, which expires in November, 2003. Over this period, a considerable number of buildings and structures have been constructed on the site and it continues to operate as a non-profit community based pre-school. Recently, Council has entered into discussions with the current operators of the Pre-School to negotiate a new lease over the property.

The Pre-School site (Lot 548) is categorised as Operational land under the Local Government Act. Adjacent to the Pre-School site, are two other Council owned parcels of land, being Lots 547 and 546, which are both categorised Community land and are used as part of Lawson Reserve. Attached is a site plan showing the layout of the various Lots **Tabled Document "RS 4"**.

**Issues**

During discussions for a new lease, an investigation of the file has revealed that Council in 1989 agreed to lease an additional 6 metre wide portion of the adjacent Lot 547 to the Pre-School. Consequently, the Pre-School expanded its operation into this area with the construction of shaded playground areas for the children, trees and a boundary fence.

This 6 metre wide strip, comprising an area of approximately 345 square metres, encroaches onto part Lot 547, which is community land, as shown on the **Tabled Document "RS 5"**. It has been established the area of land added to the leased area was not reflected in any further lease documents nor highlighted at the time of the original categorisation of the land.

**Conclusion**

In order to rectify this anomaly and to align the actual usage of the land to the correct categorisation, it will be necessary to reclassify the portion of Lot 547 used by the Pre-School from Community to Operational land. In this way, not only will the whole area of the Pre-School site be correctly categorised as operational land, but also, the area of land subject to any new lease can be correctly identified.

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It is also intended to lodge a subdivision application to adjust the boundaries of Lots 546, 547, 548 to accurately reflect these changes and rationalise the area into 2 lots.

It is noted, these adjustments are recommended merely to formalise the current usage of the land and represent nothing more than is currently existing, that is 2 lots. There will be no alteration to the area or use of Lawson Reserve as the current boundary alignment has been in place since 1989.

Council is required to prepare a local environmental plan (LEP) to undertake the above reclassification. The Department of Infrastructure, Planning and Natural Resources (DIPNR) has advised Council can issue a Section 65 certificate, which enables the draft LEP to be placed on public exhibition, subject to the Best Practice Guidelines 1997 being adhered to. The guidelines are applicable in cases where Councils undertake reclassification of land, which they own. Council is required to provide additional information during exhibition such as:

- Statement of Council's interest;
- Purpose of the draft LEP;
- Anticipated development; and
- Financial implications.

During the exhibition of the draft LEP, Council is also required to hold a public hearing. A further report will be submitted to Council at the conclusion of the exhibition period, and Councillors will be notified of the public hearing date.

Recommended: That Council:

- (i) Prepare a draft Local Environmental Plan to reclassify an area of approximately 345 square metres, being part of Lot 547 DP 241403 Lawson Avenue, Camden South, as "Operational Land";
- (ii) The draft LEP be exhibited in accordance with the Best Practice Guidelines;
- (iii) A further report be submitted to Council on the results of the public hearing.

Resolved on the Motion of Cr Corrigan, seconded Cr Batros that Council:

- (i) Prepare a draft Local Environmental Plan to reclassify an area of approximately 345 square metres, being part of Lot 547 DP 241403 Lawson Avenue, Camden South, as "Operational Land";

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- (ii) *The draft LEP be exhibited in accordance with the Best Practice Guidelines;*
- (iii) *A further report be submitted to Council on the results of the public hearing.*

RS066/03 THE MOTION WAS **CARRIED.**  
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**5. Council Meeting Calendar**

(File 3802) (Director – Governance & Outcomes)

**November Committee Meetings**

At its meeting of 11 August, 2003 Council resolved to cancel its Development / Resources & Services Committee meetings scheduled for 10 November, 2003. The reason for this cancellation was the expected absence of at least three Councillors and the General Manager at the annual conference of the Local Government Association of New South Wales.

It would now appear that only the Mayor and General Manager will be travelling to Albury for the conference and that there may be sufficient Councillors available to guarantee a quorum on that evening. It may, therefore be appropriate for the scheduled meeting to be reinstated. If this meeting is not held, the agendas for the remaining meetings for the year are likely to have a heavy workload.

**December Meeting**

It is Council's usual practice to hold only one meeting in December, as the fourth Monday generally falls in Christmas week, and not reconvene until the fourth Monday in January. This year the normal committee meeting night is Monday 8 December, 2003 and it may be appropriate to transfer the meeting date to the third Monday (15 December) in order to reduce the gap between meetings from 7 weeks to 6 weeks.

In any case, it would be appropriate for the meeting held in December to include a full Council meeting in order to deal with any matters not appropriate for committees.

Recommended: That

- (i) The meeting scheduled for Monday 8 December, 2003 be transferred to Monday 15 December, 2003 and include a full meeting of Council.
- (ii) Council determine whether the cancelled meeting on 10 November, 2003 be reinstated.

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*Resolved on the Motion of Cr Corrigan, seconded Cr Winn that:*

- (i) The meeting scheduled for Monday 8 December, 2003 be transferred to Monday 15 December, 2003 and include a full meeting of Council.*
- (ii) The Development and Resources & Services Committee meetings scheduled for 10 November 2003 be held.*

RS067/03 THE MOTION WAS **CARRIED.**  
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**6. Interim Report - Inquiry Into Public Transport**

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

**Purpose of Report**

To inform Council of the details contained in the Interim Report of the Ministerial Inquiry into Public Transport and to recommend a further submission to the Inquiry.

**Introduction**

On 12 May, 2003, the Minister for Transport Services, the Hon. Michael Costa announced a Ministerial Inquiry into current funding, community transport, fares and investment options for train, bus and ferry services.

Council considered a report on the terms of reference of the inquiry on 23 June, 2003 and resolved to make a submission to the Inquiry on behalf of Camden residents and business proprietors.

A total of 289 submissions were made to the inquiry by individuals, local government, industry, environment groups and government departments, demonstrating the importance of public transport to all citizens of New South Wales.

On 8 September, 2003 the chair of the Inquiry, Dr Tom Parry, released an Interim Report that presents detailed discussion of the facts and issues, provides examples of transport solutions internationally and makes suggestions for solutions in New South Wales. The interim report calls for submissions to be made on the issues raised and the suggestions made.

The deadline for submissions on the Interim Report is 10 October, 2003, however the Ministry of Transport has advised that an extension to the 15 October is available for Council's submission.

**The cost of public transport**

Public transport costs taxpayers in New South Wales significant amounts of money in terms of subsidies, operating costs and maintenance costs. Each year, the NSW Government spends about \$1.9billion on rail, public and private bus services and ferry services. In comparison, the budget of the Roads and Traffic Authority (RTA) in New South Wales for 2003/04 is \$2.7billion.

However, in terms of the revenue needs of government operated public transport services (City Rail, Sydney Buses and Sydney Ferries), the total of government funds and ticket sales will not

meet the \$2.5billion per year required. The report states that, in order to maintain existing services, there is a gap in funding of approximately \$229million per year over the next 7 years.

Yet, evidence is provided in the report that maintaining existing services will not be satisfactory. For example, City Rail needs to provide 20 additional services and purchase 202 additional carriages in order to relieve overcrowding and to cater for patronage growth to 2011. Beyond 2011, at the extreme, a new underground city corridor would be required, costing \$5-6 billion.

Further, City Rail has not achieved its performance standard of 92% on-time running in any month from February to July, 2003 (February – 83%, July – 90%).

In terms of bus services, the report states that 69% of State Transit Authority (STA) buses are unprofitable. Further the STA Western Sydney buses (eg. Liverpool to Parramatta Transitway buses) will lose between \$3million and \$4million in 2003-04.

**Suggestions to improve efficiency of public transport services**

The bulk of the report examines the opportunities to improve the efficiency of the existing public transport network and the avenues for more effective funding arrangements. The report identifies a number of inefficiencies in the existing network that need removing in order to enable existing funds to be better spent.

1. Sectorisation

The first suggestion is sectorisation of the City Rail network, a proposal already under consideration by the State Government. Sectorisation will untangle the existing web of train services to prevent delays in one part of the network affecting other parts of the network. Sectorisation will involve the building of new lines along existing tracks to increase separation of the sectors and the possible construction of new turnback facilities.

2. Integrated ticketing and pricing

Secondly, the report looks at integrated ticketing and pricing and rationalisation of timetables to simplify operating patterns. Sydney currently has a variety of flat-rate, distance-based and zonal fares depending on the transport mode and location. Integrated ticketing using “smart card” technology is suggested for

simplification of the entire public transport network, including all modes.

3. Centralisation of operations

A further integration suggestion relates to signalling operations, which would be centralised to improve reliability and reduce operating costs, primarily through staff reductions. Similarly, it is suggested that administration costs can be reduced by merging the State Rail Authority (SRA) and the Rail Infrastructure Corporation (RIC). Importantly there is no suggestion in the report that on-train staff levels should be reduced.

4. Competition

The report recognises the increasing disparity between private and STA bus fares as the distance of journey increases and suggests that competition for private contract areas should be opened up to STA services, with performance-based contracts required for all operators.

5. Concession and community transport reform

A total of \$800million per year is spent by the NSW Government on concessions and community transport, consisting of \$173million for seniors concessions and \$427million for the School Student Transport Scheme (SSTS). The proportion of this spending on concessions for private transport users is relatively small (\$30million in 2002-03) but for the SSTS, the proportion spent on private transport is relatively high (\$348million in 2002-03).

The report recognises a number of inequities in existing concession arrangement, the overly generous nature of the SSTS and inadequately funded community transport services in parts of NSW.

The report suggests reforms that could include the following:

- Funding the SSTS based on the actual use of services;
- Capping the level of subsidies for each student;
- Introduction of an annual application fee for a student concession card;
- Provide for regional transport services that meet broader community needs, not just school student transport;

- Increase the price of the pensioner excursion ticket and make it available on private bus services;
- Make (non-pensioner) seniors cardholders eligible for a half-fare concession rather than the pensioner excursion ticket.
- Ensure all concessions are available equitably;
- Improve coordination of various community transport services;
- Increase funding for community transport services; and
- Improve wheelchair accessible taxi services.

6. Cancellation of some services

Perhaps the most controversial suggestion relating to improving efficiencies of the existing network is the cancellation of some rail services that disrupt peak hour services. For example, the Southern Highlands to City morning service would be cancelled and replaced with a Southern Highlands to Campbelltown service from where passengers would transfer to a suburban train to the City. This change would free up track space for new services from Campbelltown to the City as well as new services from Sutherland to the City as the Southern Highlands to City service moves onto the Illawarra line to reach Sydney Terminal.

**Suggestions for alternative funding arrangements for roads and public transport**

The report states that "*it is arguable that there is too much taxpayer subsidy of the overall public transport system relative to the other things that government must fund*", and that it is hard to believe that the taxpayer is getting the best value for its dollar.

The report explores several options for better targeting existing taxpayer funds and raising additional funds to cover the cost of roads and public transport. They can be broadly defined in the following five categories:

1. Public investment

As stated above, a large amount of taxpayer's money goes into provision of roads and public transport infrastructure. However, the amount of money collected by governments from taxes and excises on road users is significantly greater than what is spent on roads and public transport.

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This is because 99% of the money collected from taxes, levies, excises and other charges goes into consolidated revenue and are not targeted specifically for spending on roads and public transport.

In 2002-03, the Federal Government collected \$12.4billion from fuel excise, yet only \$1.8billion (15%) went to road infrastructure and maintenance across Australia. Of this, \$484million went to the RTA.

In 2003-04, the RTA estimates that *“NSW motorists will contribute around \$8.9billion in road/vehicle related fees and charges to the RTA, the NSW Government and the Federal Government. With a budget of \$2.7billion in 2003-04, only 30% of NSW motorist’s payments will be returned to NSW road users”*.

Whilst the report does not specifically state that more of the funds collected from road users should be spent on roads and public transport, it does suggest that the Federal Government should address the problems and inefficiencies of the fuel excise and, most importantly, it suggests that taxation policy which is detrimental to public transport use (eg. fringe benefits tax) should be reviewed.

Of course, this is a State Government Inquiry, not a Federal one, therefore such suggestions will only be progressed if the State Government lobbies the Federal Government for tax reform.

Interestingly, there are no suggestions for reform of State taxes, levies or other charges on motor vehicle owners, that would lead to increased funding of public transport infrastructure and services.

2. User charges – farebox revenue and access charges

The report notes that Sydney’s public transport fares are relatively cheap by international standards. The report also states that there is widespread agreement that the demand for public transport in Sydney is relatively insensitive to fare changes. That is, changes in fares will not significantly affect patronage. The report proposes that any proposed fare increase must be justified on the basis of service improvements and must be equitable across the system.

The report also considers a user-pay system for road infrastructure. In New South Wales, there is limited use

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of charges on road users, with the exception of parking levies and some tolls, mostly on private roads.

Options for additional road user charges include more tolls on select roads (including the M5 East), electronic road pricing (based on time of day, type of road, vehicle type, etc), fixed charges on vehicle owners, parking levies (applied to major commercial centres) and cordon tolls (such as the London Congestion Charge).

The report acknowledges that implementation of any of these options must be associated with increased capacity of public transport services and strategies to prevent increased congestion on roads not subject to additional costs.

3. Beneficiary charges – property based levies or development charges

Improved access to public transport increases land values. In London, the Jubilee Line extension cost the public \$10billion, but generated over \$30billion for the private sector due to greater access to public transport. This argument is used to justify requiring developments near public transport to contribute to extensions or upgrades.

Models of developer charges or levies include Section 94 payments, infrastructure charges and developer agreements. The proposed \$15,000 levy on lots in Spring Farm and Elderslie is an example. An alternative example is the contribution per floor space for developments near North Sydney Railway Station, to pay for upgrades to the station.

Developer bonuses can also be used where a developer contributes to public transport, such as the Green Square Town Centre development. This amounts to the sale of density rights in exchange for transport contributions.

4. Direct private investment

Joint-ventures and public-private partnerships (PPPs) have been successfully used for road projects in Australia, but have not been so successful for public transport projects. Both the Brisbane and Sydney Airport Rail Links have not achieved revenue or patronage targets and on-going problems have prevented the expansion of the Eastern Suburbs Rail link to Bondi Junction.

An alternative form of private investment, used in Victoria, is franchising of the network. This approach has not been entirely successful with the failure of one of the franchises.

Perhaps the best form of private investment is not in the network itself, but in investment opportunities in and around public transport facilities, including advertising rights, airspace leases and increased development yields.

5. Additional public funds from specific taxes or levies on CBD employers, road users or the general public

Internationally, there is a range of options for collecting additional public funds for public transport. In Paris for example, revenue is collected from CBD employers to subsidise cheap periodical tickets. In 2003, this tax revenue will account for 65% of the Paris Transport Authority's budget.

There are also examples in Australia, notably the Melbourne Special Underground Railway Rate. Also, for other matters relating to the public good, special levies have been used, such as the Sydney Water Environment Levy.

A further suggestion for increased funding of public transport is increased public debt, where the government borrows money to pay for infrastructure. This suggestion however is not given much weight as the return on the investment is not immediate, thereby affecting the government's credit rating and public opinion in relation to fiscal management.

**Suggestions for improved land-use and transport planning**

The report recognises that, not only has land use and transport not been integrated, but planning for one transport service has not considered alternative transport services. For example, the impact of the M5 Motorway on patronage of the East Hills Rail Line was not given due consideration. Further, the M5 East Motorway and the Airport Rail Line were assessed independently of the effects of each on the other, despite being built within a year of each other.

Another example of unintegrated transport planning is the Liverpool to Parramatta Transitway, which neglected to involve a necessary rationalisation of existing bus contracts and routes to develop effective integration of local buses to the Transitway.

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The report states that transport infrastructure funding decisions must be based on a framework that includes economic, social and environmental welfare and that has a primary goal of delivering desired transport outcomes.

The report also calls for transport planning to have a longer-term view. Historically, road infrastructure planning has had a long-term view in NSW, with many road corridors identified more than 20 years in advance. No such long-term view has applied to public transport infrastructure needs.

**Conclusion**

In the previous report to Council, it was stated that *“the fundamental principle of public transport provision should be that it is a community service, not a private enterprise. The short and long-term benefits of an effective public transport system to existing and future communities should be considered above the initial capital costs of infrastructure provision.”*

In relation to this matter, it is considered that the Inquiry’s report makes positive statements about long-term planning, integration (of planning, services, ticketing and pricing) and the report appropriately recognises the role of public funding of public transport.

Further, the report makes some excellent suggestions for streamlining existing services, including sectorisation of the rail network, and merging of various corporations, in order to more efficiently use existing available funds.

However, the report fails to suggest that the government should allocate more of the taxpayer’s funds (money paid by motorist for fuel excise, registration and insurance) into public transport infrastructure. Further, the report does not suggest that serious consideration be given to increasing the share of public funds to public transport compared to the RTA budget.

Suggestions relating to federal taxation reform are appropriate, but there is no suggestion that the NSW State Government actively lobby the Federal Government for this.

The previous report to Council also stated that *“the most important matter that should be addressed in the Inquiry is equity. Existing cost inequities must be addressed and any new funding or pricing proposals must be equitable.”*

In relation to this matter, it is considered that the Inquiry’s report makes positive statements about improving equity across the system. The extension of the pensioner excursion ticket to private bus users is applauded. The statement that

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more needs to be spent on community transport is also applauded.

Further, in consideration of alternative funding options, the report appropriately stresses the need for equitable solutions.

It was disappointing however that the concept of borrowing to fund public transport infrastructure was given little consideration and effectively dismissed.

One of the terms of reference for the inquiry was to consider options for enhancing public transport use relative to private transport modes. The inquiry's report narrowly focussed on charging road users to push them out of the car and onto public transport. The following suggestions made in Camden Council's submission to the inquiry were not addressed in the inquiry's report:

- Education of the environmental consequences of car use.
- Education of the personal costs associated with car use as opposed to public transport use.
- Where it is determined that the personal cost of using public transport is higher than using a car, policies shall be implemented to address this.
- Incentives for car use must be removed and incentives for public transport use must be provided.
- Public transport must be provided to new release areas before people move in, to discourage the purchase of a second or third car.
- Travel behaviour change programs should be implemented, similar to those used in Western Australia.
- Road-based public transport must have priority over private vehicles on the road network.

Recommended: That Council forward to the Inquiry a submission that makes the following recommendations:

- (i) Council supports the sectorisation of the rail network to ensure a more efficient operation of rail services.
- (ii) Council supports integrated ticketing, pricing and timetabling of all modes of public transport, providing private bus services are included in the integration.
- (iii) Council supports a reform of the private bus service contracts that would result in the renewal of contracts being based on achievement of specified performance standards.
- (iv) Council supports the extension of the Pensioner Excursion Ticket to patrons of private bus services.

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- (v) Council supports a review of the School Student Transport Scheme, subject to any changes being equitable across all modes of public transport, including private bus services.
- (vi) Council supports the suggestion of increased funding for community transport services.
- (vii) Council supports the principles of integrating land use and transport planning and long-term planning of public transport infrastructure needs.
- (viii) Council supports the merging of various public transport corporations and centralisation of signalling services, providing such activities will result in a more efficient use of funds and will not decrease service standards or safety.
- (ix) Council is disappointed that the report does not suggest that an increase in the proportion of taxpayer and motorist payments be allocated to public transport infrastructure and services, and Council recommends that this be further considered by the Inquiry.
- (x) Council is disappointed that the report does not suggest an increase in the share of public funds to public transport compared to the budget of the Roads and Traffic Authority, and Council recommends that this be further considered by the Inquiry.
- (xi) Council notes that the suggested reforms to the fuel excise and fringe benefits tax schemes are directed at the Federal Government, and is disappointed that the report does not recommend that the State Government lobby for these reforms.
- (xii) Council is disappointed that the report does not give serious consideration to borrowing as a revenue source for major public transport infrastructure projects, and Council recommends that this be further considered by the Inquiry.
- (xiii) Council is disappointed that the report narrowly focused on road use charges as a means for enhancing public transport usage over private transport, and Council recommends that the Inquiry give further consideration to the use of travel behaviour change programs, education campaigns, early provision of public transport to new residential estates and road-based public transport priority over private vehicles.

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*Resolved on the Motion Cr Corrigan, seconded Cr Winn that Council forward to the Inquiry a submission that makes the following recommendations:*

- (i) Council supports the sectorisation of the rail network to ensure a more efficient operation of rail services.*
- (ii) Council supports integrated ticketing, pricing and timetabling of all modes of public transport, providing private bus services are included in the integration.*
- (iii) Council supports a reform of the private bus service contracts that would result in the renewal of contracts being based on achievement of specified performance standards.*
- (iv) Council supports the extension of the Pensioner Excursion Ticket to patrons of private bus services.*
- (v) Council supports a review of the School Student Transport Scheme, subject to any changes being equitable across all modes of public transport, including private bus services.*
- (vi) Council supports the suggestion of increased funding for community transport services.*
- (vii) Council supports the principles of integrating land use and transport planning and long-term planning of public transport infrastructure needs.*
- (viii) Council supports the merging of various public transport corporations and centralisation of signalling services, providing such activities will result in a more efficient use of funds and will not decrease service standards or safety.*
- (ix) Council is disappointed that the report does not suggest that an increase in the proportion of taxpayer and motorist payments be allocated to public transport infrastructure and services, and Council recommends that this be further considered by the Inquiry.*
- (x) Council is disappointed that the report does not suggest an increase in the share of public funds to public transport compared to the budget of the Roads and Traffic Authority, and Council recommends that this be further considered by the Inquiry.*
- (xi) Council notes that the suggested reforms to the fuel excise and fringe benefits tax schemes are directed at the*

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*Federal Government, and is disappointed that the report does not recommend that the State Government lobby for these reforms.*

- (xii) Council is disappointed that the report does not give serious consideration to borrowing as a revenue source for major public transport infrastructure projects, and Council recommends that this be further considered by the Inquiry.*
- (xiii) Council is disappointed that the report narrowly focused on road use charges as a means for enhancing public transport usage over private transport, and Council recommends that the Inquiry give further consideration to the use of travel behaviour change programs, education campaigns, early provision of public transport to new residential estates and road-based public transport priority over private vehicles.*
- (xiv) That the inquiry specifically consider the particular problems affecting outer suburban transport networks, usage and infrastructure provision and investment. That such consideration be reflected in the final report.*

RS068/03 THE MOTION WAS **CARRIED.**

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**7. Camden Skateboard Facility**

(File 3102/10) [Director Works and Services]

At its meeting of the 25 August 2003 Council when considering a report regarding the proposed development of a skateboard facility at Kirkham Park, Elderslie, resolved among other things:

*“That Council:*

- i) Pursue the development of a skateboard facility as proposed at Site “A”, dependant on a review of Police comments and the need to move the facility closer to Camden Valley Way, including lodging of a Development Application for same.”*

This report aims to review the options for relocating the skateboard facility within Kirkham Park, and to report on subsequent comments provided by the Camden Police in regard to the options for relocation of the facility.

**Background**

Council has considered the siting of a skateboard facility within Camden on a number of occasions. At its meeting on 25 November 2002 Council resolved that a facility be proposed on site “A” (previously considered) on Kirkham Park. This location is noted on **Tabled Document “RS 6”**.

Public consultation has been carried out regarding the suitability of this central reserve to establish this facility to assist in providing recreation and entertainment for the youth of Camden (refer Council meeting held on 25 August 2003).

**Options for Relocating the Skateboard Facility Closer to Camden Valley Way**

There are three sites (“X, Y & Z”) which could be considered as options for relocating the skateboard facility closer to Camden Valley Way within Kirkham Reserve. These sites are shown on **Tabled Document “RS 6”**.

The remainder of the reserve is designated for other sporting uses and interests.

Two of these sites, “X” and “Y”, are located on portion of the existing multi-purpose playing field currently available for soccer, cricket and other ball games. These two sites abut one of the drainage courses passing through the reserve. The sites are not deemed appropriate because they compromise this useful playing field.

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The third site ("Z") is located on the secondary portion of the multi-purpose playing fields (previously known as the "old hockey field"), close to the corner of CVW and the proposed collector road which is to serve the Elderslie Infill area. This site will be located on the "minority" of the reserve when it is re-designed to accommodate the collector road serving the Infill development (refer to the **Tabled Document "RS 6"**).

The area of Kirkham Park reserve will however be expanded in conjunction with Elderslie Infill development (as shown on **Tabled Document "RS 6"**) to provide the sporting facilities for the development, and will include a reserve which will encompass "Rheinberger's Hill". This latter reserve will abut proposed site "Z" and therefore would in time expand the buffer around this facility, should the skateboard facility be erected on this site.

**Police Comment**

Camden Police provided comments on the construction of the skateboard facility on site "A" in May 2003. In accordance with Council's resolution supplementary comment was requested to be provided from Camden Police regarding their assessment of the sites under consideration. (Refer **Tabled Document "RS 7"**).

The Police comments in the form of an addendum to the original police report (dated May 2003), albeit brief, concludes that

*"after discussions and an inspection of the site plan indicate that site "A" would have sufficient passing traffic of a local nature to provide natural surveillance. This surveillance would not only monitor the safety of the users but also assist in bringing to the attention of Police any behavioural problems. This location would make it convenient for users to attend the amenities which is within close proximity.....site A is the recommended location for the proposed Skate Board Facility".*

**SP4C Comment**

SP4C have been consistently in favour of site "A" for the construction of the Skateboard Facility for Camden.

**Urban Design Consideration**

Site "Z" is not favourable from an Urban Planning perspective because:

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- On site “Z” the skate board facility is located in close proximity to housing with attendant noise and lighting issues
- The proposed use is not ideal as an entry statement to a new development
- The proposal may distract driver’s attention on approach to a major roundabout
- The proposal will form a distraction from the proposed natural landscaping of Rheinberger’s Hill
- There is lack of connectivity with main open space users
- Accessibility is considered to be a prime issue for users to this site

**Grant Funding for the Construction of the Skateboard Facility**

The Department of Tourism, Sport and Recreation has deferred the provision of applications for the Regional Capital Assistance Grants. Submission will not now open until later this month, close in November; and the date of advice of receipt of a successful grant is now not known. This is advised as certainty of the full funding for this project cannot be fixed. Naturally should Council not be successful in obtaining a grant the project must be staged.

**Conclusion**

Examination of the sites currently being reviewed, as detailed on the attached **Tabled Document “RS 6”**, clearly indicates that in order “to move the skateboard facility closer to Camden Valley Way” both sites “X” and “Y” compromise the large multi-purpose playing field, which is a feature of Kirkham Reserve. For this main reason neither of these sites are favoured to shift the facility closer to Camden Valley Way.

Site “Z” could adequately provide for the construction of the already designed skate facility. This site remains, as noted, part of Kirkham Reserve and the greater green ribbon along the eastern side of Camden Valley Way, linked by the Camden – Narellan cycleway. However it is not preferred by the Police or SP4C and has unfavourable urban design outcomes.

In summary none of the available sites (“X, Y & Z”) adequately provide for the relocation of the skate facility closer to Camden Valley Way.

Site “A” is however considered to provide the best siting for the skateboard facility on the basis that:

- This site is preferred and recommended by the NSW Police Department.

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- This site has been consistently requested by SP4C.
- This site provides good practical access to the services on Kirkham Park ( and the site will be central to the expanded reserve).
- Critical infrastructure such as parking, access and amenities are able to be provided for the use of the skate board facility and for wider Park users.
- The site maintains a continuous sporting facility on Kirkham Park rather than fragmented facilities which results when site "Z" is considered.
- Site "A" given its current dimensions and topography is restricted in the type of use which will benefit from these features.
- Site "A" is removed from the adjacent residential development in comparison to the alternate sites discussed.

A Council resolution of the siting of the proposed skateboard facility on Kirkham Reserve is required in order to pursue and lodge a Development Application for the project.

Recommended: That Council approve the preferred location of the proposed Camden skateboard facility on Kirkham Reserve to be site "A".

Resolved on the Motion of Cr Campbell, seconded Cr Batros that Council approve the preferred location of the proposed Camden skateboard facility on Kirkham Reserve to be site "A".

RS069/03 THE MOTION WAS **CARRIED.**  
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**8. Pedestrian Access Mobility Plan (PAMP)**

(File 4496) [Director Works and Services]

**Purpose of Report**

Funds in the order of \$15,000 were accepted from the RTA in August 2002 for the preparation of a Pedestrian Access Mobility Plan (PAMP) for the Camden Local Government Area.

The PAMP was to be prepared to address access issues for pedestrians throughout the LGA (**a copy of this document has been circulated to Councillors**).

A consultant, Cardno MBK, was accepted to carry out the preparation of the Plan. The final draft of the document was presented to the Traffic Committee on 10 June 2003, when discussions centred around the Consultant's recommendation to treat the various pedestrian routes, to reduce speed limits on certain LGA roads and the two concepts to treat pedestrian activity in John Street, Camden.

At Council's last meeting funding of \$30,000 in total was allocated for implementation works under the Camden PAMP.

This report is presented for Council's adoption of the Camden PAMP and the expenditure of the \$30,000 PAMP Implementation funds.

**Background to PAMP**

The objectives of the Pedestrian Access and Mobility Plan as set out in the brief are:

1. To facilitate improvements in the level of pedestrian access and priority, particularly in areas of pedestrian concentrations;
2. Identify and resolve pedestrian accident clusterings;
3. To promote pedestrian access connectivity severity and enhance safe crossing on major roads;
4. To facilitate improvements in the level of personal mobility and safety for people with disabilities and seniors through the provision of enhanced infrastructure and facilities;
5. To provide links with other transport services to achieve an integrated network of facilities that comply with best technical standards;
6. To ensure that facilities are employed in a consistent and appropriate manner throughout the study area;
7. To ensure that pedestrian facilities remain appropriate and relevant to the surrounding land use and user groups;
8. To facilitate the integration of walking into the transport system as a legitimate transport mode in its own right; and

9. To accommodate special event needs of pedestrians.

The pedestrian network focuses on the pedestrian routes between the main Camden Local Government Area pedestrian generators and attractors.

The priority of each route depends on whether the route is used as access to retirement villages, by school children or for shopping and recreational purposes. Pedestrian crash clusters are addressed where necessary.

### **PAMP Considerations**

Members of the Traffic Committee generally endorsed the Final PAMP documents at its 10 June 2003 meeting.

Generally no objections were raised to the proposed schedule of works to treat the identified pedestrian routes. The two concepts relating to treatment of the pedestrian needs along John Street were discussed at length and a number of questions were asked relating to the operation of each of the concepts. The Committee was advised that the Consultant had indicated that both the concepts presented were two examples of how the street could be treated and that both concepts would cause traffic to be reassigned throughout nearby streets. In this regard, the Consultant strongly recommended that both concepts would need to be addressed under a separate investigation.

A consequence of the State Government's proposal to reduce speed limits in residential streets to 50 km/h, the Traffic Committee considered the issue of Speed Zonings throughout the LGA. Some speed zone issues presented in the PAMP were considered as part of rationalising speed zones across the Camden LGA. This matter was resolved by Council at its 15 August 2003 meeting.

### **Funding**

The RTA funded the preparation of each PAMP as a measure of assessing funding priorities for pedestrian access and mobility issues. As Council, in partnership with the RTA have produced a PAMP document, funding submissions can now be made to the RTA to implement the planned works on a 50:50 basis.

The Schedule of Works within the Plan detail all items of new construction as well as upgrading of existing facilities if required. The routes incorporate existing footpaths and crossing points. These works are documented in the Works Schedules Annexure. Staging of works has been prepared on the basis of high priority) and medium lower priority works.

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As Council would be aware, at last Council meeting the RTA has provided \$15,000 (on a 1:1 basis) towards implementation of PAMP prioritised projects. Funding to \$30,000 is therefore available for PAMP projects. The following table details projects recommended to be funded this year.

<b>Item</b>	<b>Location</b>	<b>Treatment</b>	<b>Cost</b>
1.	John Street (local road) Opposite Senior Citizen Centre south of Argyle Street.	Pedestrian Refuge (1)	\$7,300
2.	Murray Street (local road) Broughton Street intersection	Ramps 2 @ \$350	\$700
3.	Murray Street (local) Argyle Street intersection (Seniors Route)	Pram Ramps to AS - 4 @ \$350	\$1,400
4.	Murray Street (local) Argyle Street intersection (Seniors Route)	Grab Rails - 2 @ \$300	\$600
5.	Mount Annan Drive (local) From Narellan Road to Kurrajong Court	Pram Ramps - 6 @ \$350	\$2,100
6.	Welling Drive (local) Roundabout at Waterworth, Leisure Centre Entry, northern side, to ensure pedestrians do not cross near roundabout	Pedestrian fencing next to footpath – 50 metres @ \$120/m	\$6,000
7.	Cawdor Road (regional road) Opp. Bus Stop near Bowling Club	Pedestrian Refuge (1)	\$7,300
8.	Cowper Drive (local) Old Hume Highway intersection	Splitter Island (1)	\$2,400
9.	Old Hume Highway (regional) at existing refuge near Ironbark Avenue intersection. Used by Seniors crossing to petrol station / convenience shopping in Ironbark Ave	Install 2 x 2m kerb extensions in parking lane - 4 x \$310	\$1,240
10.	Old Hume Highway (regional) at existing refuge near Ironbark Avenue intersection. Used by Seniors crossing to petrol station / convenience shopping in Ironbark Ave	Install three grab rails, on kerb extensions and on centre refuge - 4 x \$310	\$1,240

Recommended: That

- (i) Council adopt Camden Pedestrian Access Mobility Plan;
- (ii) Council approve the list of sites shown above to be constructed as implementation of the PAMP project, and funded from RTA and Council;

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- (iii) the RTA be advised of the implementation list of priority projects under the joint funded PAMP project to be undertaken in 2003/04;
- (iv) Council undertake a review of developer control standards to ensure that pedestrian safety and pedestrian networks are included. Issues to be addressed are:
- Pedestrian network plans illustrating walking paths through new release areas and their rationale;
  - The construction of footpaths on both sides of collector roads and appropriate pedestrian crossing facilities across collector roads in new release areas;
  - Upgrading of footpaths in front of new developments servicing the aged, to the closest bus stop, including appropriate pedestrian crossing facilities from SEPP 5 developments and retirement village developments so that Council does not have to undertake these works at a later stage;
  - Pedestrian facilities which link to existing schools or networks for new schools;
  - Pedestrian facilities which link to existing schools or networks for new schools; and preparation of Pedestrian Facility Guidelines for new developments in Camden LGA to cover the above issues.
- (v) a more detailed pedestrian plan be undertaken for the John Street and Argyle Street intersection with extensive stakeholder consultation, to address the full potential of this area as a pedestrian focus for local residents and tourists. Issues which require further analysis include:
- the unsatisfactory level of pedestrian crashes on Argyle Street;
  - the prevailing conflicts of high pedestrian crossing need at the John Street / Argyle Street intersection; and
  - the operation of the multi-lane roundabout and its impact on the pedestrian environment.
- (vi) a detailed pedestrian plan for the Mount Annan Town Centre be undertaken which addresses the needs of young families including child pedestrians / cyclists, the mix of parked cars and pedestrians, the landuse / transport mix and the speed environment; and
- (vii) items (v) and (vi) be referred to the 2004/05 budget process.

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***(At this stage, Cr Senise left the meeting – the time being 6.30pm).***

*Resolved on the Motion of Cr Batros, seconded Cr Campbell that:*

- (i) Council adopt Camden Pedestrian Access Mobility Plan;*
- (ii) Council approve the list of sites shown above to be constructed as implementation of the PAMP project, and funded from RTA and Council;*
- (iii) the RTA be advised of the implementation list of priority projects under the joint funded PAMP project to be undertaken in 2003/04;*
- (iv) Council undertake a review of developer control standards to ensure that pedestrian safety and pedestrian networks are included. Issues to be addressed are:*
  - Pedestrian network plans illustrating walking paths through new release areas and their rationale;*
  - The construction of footpaths on both sides of collector roads and appropriate pedestrian crossing facilities across collector roads in new release areas;*
  - Upgrading of footpaths in front of new developments servicing the aged, to the closest bus stop, including appropriate pedestrian crossing facilities from SEPP 5 developments and retirement village developments so that Council does not have to undertake these works at a later stage;*
  - Pedestrian facilities which link to existing schools or networks for new schools;*
  - Pedestrian facilities which link to existing schools or networks for new schools; and preparation of Pedestrian Facility Guidelines for new developments in Camden LGA to cover the above issues.*
- (v) a more detailed pedestrian plan be undertaken for the John Street and Argyle Street intersection with extensive stakeholder consultation, to address the full potential of this area as a pedestrian focus for local residents and tourists. Issues which require further analysis include:*
  - the unsatisfactory level of pedestrian crashes on Argyle Street;*
  - the prevailing conflicts of high pedestrian crossing need at the John Street / Argyle Street intersection;*
  - and*

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- *the operation of the multi-lane roundabout and its impact on the pedestrian environment.*
- (vi) *a detailed pedestrian plan for the Mount Annan Town Centre be undertaken which addresses the needs of young families including child pedestrians / cyclists, the mix of parked cars and pedestrians, the landuse / transport mix and the speed environment; and*
- (vii) *items (v) and (vi) be referred to the 2004/05 budget process.*

RS070/03 THE MOTION WAS **CARRIED.**  
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**9. Emergency Services – Annual Budgets**

(File 584) [Director Works and Services]

Council has been advised by the Minister of Emergency Services of his adoption of expenditure for each of the following Emergency Services under his control, for the 2003/04 budget.

- From the NSW Rural Fire Fighting Fund for each local government council responsible for the administration of rural fire brigades; and
- The Fire District estimates for the NSW Fire Brigades.

This report advises Council of the changes in contribution affecting Camden LGA.

**NSW Rural Fire Brigade**

Council has been advised that the 2003/04 allocation for Camden is \$779,219.17. Council's contribution (13.3% towards the operation of Camden RFS, is therefore \$103,636.15.

This sum exceeds last year's contribution of \$84,869 (which was a reduction on the previous year's allocation). The sum also exceeds the allocation pre-empted within the 2003/04 budget (of \$90,657) by \$12,979.

The RFS budget is based on a bid process, so that anticipating an increased budget has resulted in the shortfall. This sum will be referred to the September review.

**NSW Fire Brigades**

NSW Fire Brigades have advised "it estimates it will spend \$404,527 for the Camden Fire District in 2003/04". Camden Council's contribution (12.3%) is \$49,757. This sum exceeds last year's contribution of \$44,314 by \$5,443, however this year's contribution falls below the anticipated budgeted contribution of \$51,284 by \$1,527. This saving will be referred to the September review.

Recommended: That Council

- (i) note the increased NSW Rural Fire Services Council contribution for the 2003/04 operation;
- (ii) note the decreased NSW Fire Brigade Council contribution for the 2003/04 operation; and

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- (iii) the respective shortfall and savings for Council's contribution of the NSW Rural Fire Services and NSW Fire Brigade be referred to the September review.

*Resolved on the Motion of Cr Campbell, seconded Cr Winn that Council:*

- (i) *note the increased NSW Rural Fire Services Council contribution for the 2003/04 operation;*
- (ii) *note the decreased NSW Fire Brigade Council contribution for the 2003/04 operation; and*
- (iii) *the respective shortfall and savings for Council's contribution of the NSW Rural Fire Services and NSW Fire Brigade be referred to the September review.*

RS071/03 THE MOTION WAS **CARRIED.**  
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**10. Community Plan**

(File 1323) [Director Works and Services]

**Purpose**

The purpose of this report is to advise Council of the proposed framework for the development of Council's Community Plan 2004.

**Background**

Local Government (General) regulation 1999 requires that all Councils develop a social/community plan every five years. Council submitted its inaugural plan to the Department of Local Government (DLG) in 1999 and has begun the planning process for its second, due in November 2004.

According to the DLG social/community planning guidelines, a social/community plan:

*'Describes the local community, summaries key issues facing it and recommends strategies that council and/or other agencies could implement to address identified needs'*

(NSW Department of Local Government - social/community planning guidelines 2002)

Identified in the guidelines are five essential components to be addressed:

1. A demographic profile of the community.
2. A needs assessment.
3. Information about target groups.
4. An assessment of Council's previous social/community plan.
5. Recommended actions.

Councils are encouraged to be creative about the way in which they present information on their communities. This is in recognition of the unique characteristics of each local government area and the difficulty in proposing a standard framework that is able to meet the needs of every local government area.

**Discussion**

1. Possible approaches to the plan.
  - (a) Target group approach

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This approach was utilised in the formation of Camden's first Community Plan produced in 1999. The document consisted of a series of chapters that addressed each of the seven mandatory target groups, and an eighth 'healthy lifestyle' plan.

The seven mandatory groups include:

- Children
- Young people
- Women
- Older people
- People with a disability
- Aboriginal and Torres Strait Islander people
- People from Culturally and Linguistically Diverse (CALD) Backgrounds

(b) Geographical approach

A geographic approach involves presenting information based on geographic divisions or 'places' within the local government area, identifying how these relate to issues, target groups and the general community.

(c) Issues approach

This approach seeks to identify community needs based on broader issues such as recreation, safety and life-long learning. This approach recognises that communities are not homogeneous and that a person may fall into several target groups simultaneously. The issues approach also recognises that many local government community development functions are now organised around issue areas rather than target groups.

The DLG guidelines do not prescribe a particular approach, but suggest that the approach chosen should be relevant to the local government area and in line with other planning processes used.

It is therefore appropriate that Camden's Community Plan 2004 is developed using the 'issues approach' as this is in line with the way in which community development is currently conducted within Council.

2. Proposed framework Camden's Community Plan 2004

(a) Scope of Plan

The community plan will:

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- Evaluate the effectiveness of the previous plan
- Conduct community consultation to identify community issues
- Develop an action plan outlining potential partnerships, strategies, timeframes and evaluation processes.
- Provide a reference point and set the tone for the future directions of Council's community services section and Council as a whole.
- Provide a whole of community approach - covering regional, local government and neighbourhood issues.

(b) Community well being policy framework

Camden's Community Plan 2004 will be developed to complement the community well being policy framework adopted by Council in June 2003. **Tabled Document "RS 8"**. Information will be presented using an issues approach and based around the eight community well-being components contained within the policy framework.

These are:

- Community safety
- Life long learning
- Arts and culture
- Health
- Economic development
- Recreation and leisure
- Housing
- Accessibility

(c) Structure

Camden's community plan 2004 will be facilitated primarily by the Community Services Team. Officers from across Council, with particular expertise, will also be invited to participate in the development of the plan.

The proposed structure involves the formation of a 'lead team', consisting of representatives from council (officer and Councillor representatives), relevant state government departments, key community organisations as well as community members.

The 'Community Plan Lead Team' (CPLT) will oversee the development of the plan, coordinating the research, data

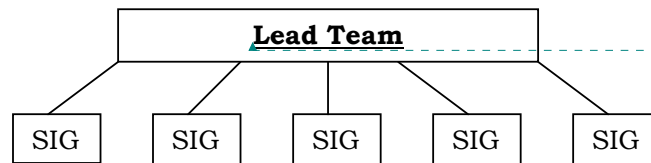
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collection and collation of information that will inform the plan.

The lead team will work in partnership with a series of 'Special Interest Groups' (SIG's), formed around issue areas, that will be called upon to provide input at key stages throughout the process. These groups may consist of representatives from community organisations/service providers, other government departments as well as interested community members and individuals who have a particular expertise.

Council will recruit representatives to these groups predominantly via an expression of interest process, although some individuals may be invited to participate due to particular skills or expertise that will assist the planning process (such as academic reps).



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(d) Process

Steps to be undertaken include:

- Formation of Lead Team and identification of special interest groups.
- Identification and collation of existing research/data.
- Identification of 'gaps' in research/data.
- Consultation conducted around identified gaps.
- Identification of priority issues to be addressed within plan.
- Clarification from special interest groups on identified priority issues.
- Hosting of strategy development workshops around priority areas.
- Development of draft community plan.
- Community Consultation.
- Endorsement by Council.

(e) Outcomes

It is envisaged that the Community Plan will:

- Support social sustainability or community well being.

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- Integrate with other council planning documents.
- Be a resource for the community, not just for council.
- Be strategic and action oriented.
- Identify what is 'good' as well as 'not so good' in Camden.
- Establish a partnership approach to address issues across Camden.

(f) Timeframe

Collation of existing research and data is currently under way. It is envisaged that a draft community plan should be developed by February 2004.

**Resource implications**

The development of the community plan has been factored into the 2003/2004 operating plan for the Community Service branch, and an officer has been dedicated to leading the process.

Costs are expected to be minimal with the greatest costs to be incurred during the consultation stage (the extent of which will be revealed once initial collation of existing research has taken place). It is expected that any costs can be met using existing program costs.

Officers from other branches will be called upon to participate in the process, however time commitments will be kept to a minimum and should be no more onerous than that experienced during other cross organisation team membership.

**Conclusion**

The Community Plan will provide Council with a strong platform from which to actively support social sustainability within the Camden local government area. It will provide Council with up to date information on current community issues, as well as developing a range of strategies to address current and future needs. The community plan will be produced in a user-friendly format that can be easily utilised by citizens, community organisations and government.

Recommended: That two Councillor representatives (one plus an alternate) be nominated to represent Council on the Community Plan Lead Team.

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*Resolved on the Motion of Cr Campbell, seconded Cr Corrigan, that two Councillor representatives (one plus an alternate) be nominated to represent Council on the Community Plan Lead Team.*

RS072/03 THE MOTION WAS **CARRIED.**  
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**FURTHER MOTION**

*Moved Cr Corrigan, seconded Cr McFadden that Cr Anderson be nominated as Councils representative, with Cr Campbell as the alternate on the Committee Plan Lead Team.*

RS073/03 THE MOTION WAS **CARRIED.**  
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**11. Provision of a Decked Parking Structure in Camden**

(File 4157)(Director of Governance and Outcomes)

**Purpose of the Report**

This report advances a consultation strategy regarding the proposal to construct a decked car park at the site of the existing John/Murray Street car park in Camden.

**Background**

Council previously considered the above-mentioned consultation strategy at its meeting of 22 September 2003 and resolved to defer adoption of the strategy pending the development of the telephone survey questions.

Council had earlier sought advice from the Director General of the Local Government Association regarding the proposal to build a decked car park at the site of the John/Murray Street car park and for this project to be included in Council's 2003-2004 annual budget.

In summary, the advice from the Director General was for Council to defer the project until the 2004-2005 budget and consult the community regarding the cost and siting of such a car park at the John/Murray Street location.

**A Consultation Strategy**

Council has now prepared an appropriate consultation strategy that will involve:

- The conduct of a professionally developed, managed and reported telephone survey of 500 residents and businesses throughout the Camden local government area targeting responses to questions about the need and relative merits of the car park. A draft of the proposed survey questions is **provided separately to Councillors.**
- A call for public submissions on the issue supported by an appropriate advertising campaign.
- Direct discussions with recognised business and community organisations.

To support both the call for submissions and the telephone survey a fact sheet has been developed and will be made available by post, email, fax and web site to residents seeking background information on the issues surrounding the proposal. That fact sheet, a draft of which **has been provided separately to Councillors**, will detail the previous survey

outcomes, the costs and benefits of the proposed car park, the need for loan funding, the opportunity cost to other programs of building the car park and the process involved in Council coming to a decision about the capital expenditure.

### **The Consultation Process**

IRIS Research will be employed to conduct the consultation process and provide a detailed report on the outcomes. IRIS is a multi faceted research organisation that specialises in local government community surveys that measure citizen satisfaction, set benchmarks and contribute to strategic planning. IRIS has a twenty-two year long association with Local Government in NSW and enjoys an on going relationship with a number of Councils.

In matters such as the current proposal to build a deck car park in Camden the issues and priorities are not straightforward and may well vary across a spectrum of interviewees. To best reflect opinion across the community on this issue requires a process that offers the respondents the opportunity to make an informed decision based on the available information on project parameters, design, benefits and costs.

The survey results need to be statistically reliable if the community is to get the result that is best for the whole Local Government Area. Given the foregoing factors, IRIS will employ a specialised survey process called Deliberative Polling. This approach is deemed most appropriate in accurately measuring the opinion of the community on matters such as this.

### **Deliberative Polling**

Deliberative Polling is a combined communication and research process that simplifies complex decision-making. For example, if a local council simply needs to decide between three different options for locating a facility, a simple survey about how people use the facility is sufficient to guide the decision process. But in more complex situations where the facility also has a number of different features and finance options and different potential locations Deliberative Polling is considered a more appropriate tool because it permits a more considered evaluation of options from the respondents.

The main steps in the Deliberative Polling process are:

1. Communicate sufficient information to a large random sample of the population.
2. Permit time for the sample group to deliberate on the information and options.

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3. Conduct a random sample or census within the deliberation group.

Deliberative Polling is the ideal tool to supplement or occasionally replace traditional consultation processes because it:

- Reduces the time needed to make decisions.
- Provides a balanced view across the community.
- Provides statistically reliable outcomes.
- Uses advanced techniques to fully represent the population.
- All respondents are selected randomly by the research company.
- All respondents work from the same material provided by the research company.

**Implementation**

A combination of telephone surveying and written submissions with responses from an adequate sample of residents is proposed. The respondents selected would normally be individuals aged 18 years and over, who are permanent residents of the Council Area. The final polling group is large enough to provide highly accurate statistical data derived from the responses.

**Project steps**

The project steps recommended are as follows:

1. Design and print a 4-page brochure (the fact sheet referred to earlier) that fairly and even handedly describes the design, costs and benefits of the development.
2. Mail this brochure to a representative deliberation group randomly selected from the population. The electronic white pages will be used as the sample frame. IRIS will set the parameters for selection and would normally involve some 2000-3000 residences from which the final 500 respondents would then be randomly be chosen.
3. Allow a period of deliberation. The brochure will contain a letter that explains the process and indicates that the respondent may be selected for a survey within a defined period.
4. Conduct a random sample survey from within the database generated. This survey will involve a sample of 500, sufficient to an accuracy level of at least 95%. IRIS also applies dynamically adjusted quotas to sampling to be sure

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that there are no biases introduced by age, sex or location imbalances in the sample.

**The Cost of Consultation**

The total cost of the consultation process is estimated at \$22,000 depending on the number of written submissions received. The cost includes the design of survey questionnaire and fact sheet, conduct of telephone survey and the collation of telephone survey results and written submissions. The contract for the survey will also include all written reports attendance at Council to explain the process and a presentation to Council of the findings. The cost of advertising and other sundry expenses will be met from within the normal votes while the cost of the survey is proposed to be met from the Working Funds Surplus for 2002/2003.

**Timing**

In adjusting the original timetable developed in consultation with the Director-General of the Department of Local Government to accommodate the deferral it is now proposed to undertake the consultation, both survey and submissions, between 20 October and 14 November 2003. Following the conclusion of the consultation, a report will be considered by Council at its meeting in December 2003 to enable Council to determine whether the matter proceeds. If the project is endorsed at that point, Council will need to approach the Minister for a possible increase in Council's loan allocation and inclusion of the project in the 2004/2005 Management Plan and Budget.

Recommended: That Council:

- (i) Adopt the abovementioned consultation strategy for determining the community's view of the construction of a decked car park at the John/Murray Street location in Camden.
- (ii) Adopt the draft Fact Sheet for use in the consultation process.
- (iii) Endorse the draft questions for the telephone survey.
- (iv) Approve the costs of the consultation being funded by the Working Funds Surplus for 2002/2003.

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***(Crs Campbell, Patterson and Winn left the meeting, having previously declared an interest in this Item, and did not take part in discussions or voting on this matter – the time being 6.45 pm).***

*Resolved on the Motion of Cr Corrigan, seconded Cr McFadden that Council:*

- (i) Adopt the abovementioned consultation strategy for determining the community's view of the construction of a decked car park at the John/Murray Street location in Camden.*
- (ii) Adopt the draft Fact Sheet for use in the consultation process.*
- (iii) Endorse the draft questions for the telephone survey.*
- (iv) Approve the costs of the consultation being funded by the Working Funds Surplus for 2002/2003.*

**SUSPENSION OF STANDING ORDERS**

*Resolved on the Motion of Cr Corrigan, seconded Cr McFadden that Standing Orders be suspended to allow a representative of Iris Research to address the Committee on the consultation and survey process.*

RS074/03 THE MOTION WAS **CARRIED.**  
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**Mr Simon Pomfret from Iris Research addressed the Committee.**

**RESUMPTION OF STANDING ORDERS**

*Resolved on the Motion of Cr Corrigan, seconded Cr McFadden that Standing Orders be resumed.*

RS075/03 THE MOTION WAS **CARRIED.**  
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THE MOTION, AS MOVED BY CR CORRIGAN, ON BEING PUT WAS CARRIED.

(Cr Anderson voted against the Motion).

***(Crs Campbell, Patterson and Winn returned to the meeting – the time being 7.20 pm).***

**12. Indemnity Agreement for Waste Collection on Private Land**

(File No: TC474) (Director, Development & Environment Division)

**Purpose of Report**

The purpose of this report is to recommend to Council that it endorse and sign an indemnity agreement for the purpose of waste collection on existing community title lands (Maddison Court, Narellan Vale) and any future community title land.

**Background**

In order to provide an efficient and effective waste management service to the community, Council is in some cases required to enter onto private land/community title to access bins for the purpose of waste collection.

Whilst there are a number of community title lands in the local government area, Maddison Court, Narellan Vale is the only one in which the roads have not been dedicated to Council. For the purpose of waste collection, Maddison Court is therefore deemed private land.

By entering onto private land, Council puts itself at risk of any possible liability claims against damage to infrastructure such as roads and property but also against injury to persons. To ensure that Council is able to continue to provide this service to those affected residents without possible liability risk to Council, an indemnity agreement has been prepared by Council's solicitors. The indemnity agreement is to apply to those current affected lots, (Maddison Court) and to any future developments where Council is required to enter onto private land for waste collection.

The indemnity agreement is included as a **Tabled Document "RS 9"**.

**Main Report**

As the roads within the complex of Maddison Court were not specifically designed to allow for the movement of large vehicles such as Council's waste trucks, a number of problems have been experienced in particular with respect to accessing of the bins. On numerous occasions, waste staff have not been able to access bins due to the tightness of the roads and also the added hindrance of parked cars within the complex preventing the trucks to pass and forcing them to reverse blindly out of the complex. Heavy vehicle movement roads contribute to long

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term damage that Council could be liable for without an indemnity agreement.

Council has in good faith provided a waste service to the residents for a number of years. However with increasing difficulties that have been experienced recently with access to bins and the possible liability risk to infrastructure and persons, Council seeks to enter into an indemnity agreement with the community association of Maddison Court, (DP 270181) for the purpose of waste collection.

**Conclusion**

In order for Council to provide a waste service to residents on community title land, an indemnity agreement is being sought. The agreement will ensure that Council will be able to provide the service without any risk of future claims of liability to damage caused due to waste collection. The agreement will apply to Council's current community title lands where the roads have not been dedicated to Council – Maddison Court and any future community titles.

Recommended: That Council:

- (i) Agree to enter into the indemnity agreement for Maddison Court, Narellan Vale.
- (ii) Affix Council seal to relevant documents.

***(Cr McFadden left the meeting – the time being 7.20pm).***

Resolved on the Motion of Cr Corrigan, seconded Cr Fekete, that Council:

- (i) Agree to enter into the indemnity agreement for Maddison Court, Narellan Vale.
- (ii) Affix Council seal to relevant documents.

RS076/03 THE MOTION WAS **CARRIED**.  
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**13. Greenwaste Service to the Lanes and Rural Areas**

(File No TC4015) (Director, Development & Environment Division)

**Purpose of Report**

The purpose of this report is to strengthen a Council resolution and remove any ambiguity in relation to the provision of a greenwaste service to residents of rural/residential properties and urban areas and to additionally recommend to Council that The Lanes Estate is not provided with a greenwaste service.

**Background**

When Council implemented the greenwaste service in July/August 1996 it was resolved to only provide it to those residents in urban areas. It was considered that those residents on rural/residential lots had the opportunity to recycle greenwaste on-site given the larger allotment size. Additionally, it was believed that if the service was encouraged, the volume of material would exceed the capacity of the service.

In 1997 a survey was conducted seeking community opinion on the extension of the greenwaste service to rural/residential areas of Grasmere, Ellis Lane and Cobbitty. This was in response to requests from residents in these areas to have the service provided to them. The survey results showed that 59% of residents were opposed to the extension of the service (refer to Council report 10<sup>th</sup> November 1997, **Tabled Document "RS 10"**). Council then resolved not to extend the service in the Grasmere, Ellis Lane, Cobbitty area beyond that already serviced.

Since this time, Council has not provided greenwaste services to properties in any areas zoned rural, with the exception of Cobbitty Village (zoned 1(v) – Rural Village) where lot sizes are smaller.

**Main Report**

The primary function of providing the greenwaste service was initially to fulfil expectations of an impending ban on greenwaste going to landfill, rather than merely providing a mechanism to dispose of such material. Despite the EPA not enforcing the ban, Council has continued to provide the service to residents in the urban areas where space is often a premium. This lack of space can make home composting, and effectively dealing with the material, difficult.

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Since the service was introduced, the allocation of greenwaste services has not posed any problems. It has been rather clear cut as to which areas were classified “urban” and therefore entitled to the service. Whilst The Lanes is a residential area, it is not a typical “urban residential” area such as Currans Hill or Harrington Park where services are offered.

The Lanes Estate consists of 55 lots with lot sizes ranging from 1200m<sup>2</sup> to 2000m<sup>2</sup> with an average of approx 1700m<sup>2</sup>. The estate is zoned Rural 1(a).

House construction within the estate is progressing with numerous residents having already moved in. A number of residents have requested a greenwaste service to be provided by Council, however at present greenwaste services have not been offered to The Lanes.

Being zoned as a rural area and with sufficient space on-site to appropriately deal with greenwaste material, it is recommended that The Lanes should not be offered the service. It is believed that Council should not be encouraging the generation of greenwaste material by providing a service in which residents pay a minimal cost without further regard of the full environmental ramifications.

The *Waste Avoidance and Resource Recovery Act 2000* is centred around the avoidance of waste, not generation. Given the current water restrictions in place and environmental concerns such as salinity and resource use, it is not appropriate that Council encourage the generation of greenwaste material. Planting of low growth lawns and gardens and native species which are more drought tolerant should be encouraged in its place. An education kit is currently being developed for residents of The Lanes to assist them in how to appropriately dispose of greenwaste material on-site.

Council’s original resolution in regards to the provision of greenwaste services was to only provide it to urban areas. However with increasing development especially in rural areas where lot sizes are more similar to residential rather than rural, it is essential that this report make clear those areas which are suited to a greenwaste service.

It is proposed that areas zoned as follows are entitled to a greenwaste service.

- Zone 1(v) Rural Village (Cobbitty Village)
- Zone 2 Residential
- Zone 3(a) General Business
- Zone 3(b) Business Special
- Zone 3(b1) Business Support

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- Zone 3(d) Business Automotive
- Zone 3(e) Town Centre
- Zone 3(f) Town Centre (Support)

**Conclusion**

Upon receipt of recent applications by residents of The Lanes Estate, Council has given consideration to the appropriateness of providing such a service to areas other than populated residential areas.

The opportunity for residents to appropriately dispose of greenwaste material on-site is greatly increased for those on larger lots such as those zoned rural.

It is therefore recommended that a greenwaste service only be provided to those areas zoned residential and commercial/industrial (where appropriate) and exclude areas including The Lanes or any other future developments of similar characteristics from provision of the service.

Recommended: That:

- (i) Council does not provide a greenwaste service to The Lanes Estate, Kirkham.
- (ii) Information kits be sent to residents of The Lanes to provide advice in dealing with greenwaste.
- (iii) Only zones 2, 3 and 1(v) be entitled to a greenwaste service.

***(Cr McFadden returned to the meeting – the time being 7.23pm).***

Resolved by the Motion of Cr Batros, seconded by Cr McFadden that:

- (i) *Council does not provide a greenwaste service to The Lanes Estate, Kirkham.*
- (ii) *Information kits be sent to residents of The Lanes to provide advice in dealing with greenwaste.*
- (iii) *Only zones 2, 3 and 1(v) be entitled to a greenwaste service.*

RS077/03 THE MOTION WAS **CARRIED.**  
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**The meeting closed at 7.25 pm.**