

**MINUTES OF THE ORDINARY COUNCIL MEETING HELD  
23 FEBRUARY, 2004, CIVIC CENTRE, OXLEY STREET,  
CAMDEN – 8.00PM**

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**Present:** Cr Patterson (Deputy Mayor/Chairperson), Cr Corrigan, Cr Campbell, Cr Batros, Cr Fekete, Cr McFadden.

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

**APOLOGIES**

An apology was received from Cr Anderson, Cr Senise, Cr Winn from this meeting.

*Resolved on the Motion of Cr Batros, seconded Cr Corrigan that leave of absence be granted to Cr Anderson, Cr Senise and Cr Winn.*

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THE MOTION WAS **CARRIED**

**DECLARATION OF PECUNIARY OR CONFLICT OF INTEREST**

There were no declarations.

**GENERAL PUBLIC ADDRESSES**

There were no Public Addresses.

**PUBLIC QUESTION TIME**

There were no Public Questions.

**CONFIRMATION OF MINUTES – 27<sup>TH</sup> JANUARY 2004**

*Moved Cr Corrigan, seconded Cr Batros that the confirmation of the Minutes of the Meeting of 27 January, 2004, copies of which have been circulated, be confirmed and adopted.*

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THE MOTION WAS **CARRIED.**

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**1. Management Plan Review – 31<sup>st</sup> December, 2003**  
(3568/2) (Director Governance &Outcomes)

Council prepares the Management Plan annually together with the Annual Budget, which sets strategies and actions for the next 3 years.

The Local Government Act requires quarterly reports be submitted to Council showing progress to date on strategies and actions within the Management Plan, falling due within each quarter.

**Tabled Document BPA “1”** provides a list of the various Strategies and Actions as contained in the 2003-2004 Management Plan for the information of Councillors with comments on the current status of each Strategy and Action.

Recommended: That the information be noted.

*Resolved on the Motion of Cr Corrigan, seconded Cr Batros that the information be noted.*

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**2. Budget Review as at 31 December 2003**  
(3655) (Director Governance & Outcomes)

**Purpose of Report**

To inform Council of the necessary adjustments to the 2003/04 Budget since the adoption of the September Budget Review. These adjustments include those that:

- Council has already authorised in a previous Council meeting, and
- Senior management have proposed and require Council's determination for budget inclusion

**Summary of Budget Review**

The December Review of the 2003/04 Budget indicates a revised forecast of accumulated working funds at the end of the financial year (30/06/2004) of \$1,064,998. This represents a surplus of \$64,998 in relation to Council's minimum working funds level of \$1,000,000.

**Chief Financial Officer's Comments**

A thorough review of Council's budget was undertaken in the December Review with a focus on identifying expenditure savings, revenue gains and potential Revotes.

The result is a working fund gain of \$64,998 and can be largely attributed to the following variations:

<b>Description</b>	<b>Gain</b>	<b>Reduction</b>	<b>Note</b>
<b>Transfer from ELE Reserve</b>	50,000		2
Supplementary Rates Issue	50,000		2
Net Interest on Investments	50,000		2
2003/04 Blackspot Program	29,108		2
Local Government Election Expenses		(26,000)	2
Development Legal Expenses		(62,800)	2

Several projects nominated for Revote have been submitted for Council's consideration. The total value of these projects is \$2,013,637 (Refer to Note 4). This is an issue that will be closely scrutinised over the coming weeks as part of senior management's aim to present Council with an accurate and realistic 2004/05 First Draft Budget.

The following table is a summary of budget adjustments up to 31 December 2003.

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

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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.

Description	Income	Expenditure	Impact on Council's Working Funds
2003/04 Original Adopted Budget	54,418,591	(54,426,675)	<b>(8,084)</b>
Variations up to the September Review (as adopted by Council)	601,050	(1,465,530)	<b>(864,480)</b>
<b>2003/04 December Review adjustments:</b>			
<b>NOTE 1: Authorised Variations</b>	(69,447)	69,447	<b>0</b>
<b>NOTE 2: Proposed Variations</b>	309,143	(244,145)	<b>64,998</b>
<b>NOTE 3: Contra Adjustments</b>	(190,673)	190,673	<b>0</b>
<b>NOTE 4: Expenditure Revotes</b>	(2,013,637)	2,013,637	<b>0</b>
<b>Total of December Review adjustments</b>	<b>(1,964,614)</b>	<b>2,029,612</b>	<b>64,998</b>
<b>Revised 2003/04 Budget as per December Review</b>	<b>53,055,027</b>	<b>(53,862,593)</b>	<b>(807,566)</b>
ADD: Balance brought forward from 30/06/03			1,872,564
<b>EQUALS: Estimated Working Funds as at 30/06/04</b>			<b>1,064,998</b>
LESS: Minimum Desired Level of Working Funds			1,000,000
<b>EQUALS: Surplus of funds available</b>			<b>64,998</b>

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**NOTE 1 – AUTHORISED VARIATIONS**

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

Council has authorised several budget variations since the September Budget Review, a summary of which follows: (Refer to **Tabled Document BPA “ 2”** – Note 1 for more information)

<b>Description</b>	<b>Income</b>	<b>Expenditure</b>	<b>Impact on Council's Working Funds</b>
Equestrian Park Sustainable Regions Program (1)	181,818	(181,818)	0
Camden Swimming Pool Improvements (2)	(271,750)	271,750	0
Kirkham Lane/Camden Valley Way – Land Purchase	20,485	(20,485)	0
<b>TOTAL AUTHORISED VARIATIONS</b>	<b>(69,447)</b>	<b>69,447</b>	<b>0</b>

- (1) The total grant funding for this work is \$360,000. The above figure represents the 2003/04 portion of work to be undertaken/spent. The balance of the grant is included in the 2004/05 Budget.
- (2) The original 2003/04 Budget included \$700,000 for Pool improvement works. The above figure represents the adjustment required to reduce the allocation to that which Council adopted (RS 086/03 – 10/11/03). The adopted figure is \$428,250.

**NOTE 2 – PROPOSED VARIATIONS**

This section deals with proposed budget variations submitted by senior management for Council to consider. These proposed adjustments are primarily based on actual income and expenditure trends to date or forecast variations to the budget based on information at hand. The following table highlights significant proposed budget variations submitted by senior management and/or recommended for inclusion by the Finance section.

Refer to **Tabled Document BPA “ 2”** – Note 2 for more information

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<b>Description</b>	<b>Income</b>	<b>Expenditure</b>	<b>Impact on Council's Working Funds</b>
<b>Transfer from ELE Reserve</b>	50,000	0	50,000
Supplementary Rates Issue	50,000	0	50,000
Net Interest on Investments	50,000	0	50,000
2003/04 Blackspot Program	29,108	0	29,108
Interest on Land Acquisition	14,815	0	14,815
Gledswood Effluent Ponds Site	11,500	0	11,500
Harrington Park 2 & Mater Dei	110,000	(100,000)	10,000
Street Lighting Charges	0	10,000	10,000
Staff Development Program	13,000	(20,000)	(7,000)
Staff Salaries and Oncosts	0	(9,440)	(9,440)
External Audit Fees		(10,000)	(10,000)
IT System upgrade to new version (4.7)		(19,000)	(19,000)
On-Site Sewerage Mgmt Fees	(19,280)	0	(19,280)
Local Government Election Expenses	0	(26,000)	(26,000)
Development Legal Expenses	0	(62,800)	(62,800)
Variations under \$10,000	0	(6,905)	(6,905)
<b>TOTAL PROPOSED VARIATIONS</b>	<b>309,143</b>	<b>(244,145)</b>	<b>64,998</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.

The total value of contra adjustments amounts to \$190,763 (decrease to both income and expenditure), the breakdown of which follows: (major items only)

(Refer to **Tabled Document BPA " 2"** – Note 3 for more information)

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1. Domestic Waste Plant Purchases - \$250,000 (expenditure saving to be transferred back to the Domestic Waste Reserve)
2. Narellan Release Area Park Improvements – \$150,000 estimate duplicated (expenditure saving to be transferred back to S94 Funds Reserve)
3. Catherine Fields Land Purchase - \$70,000 (funded from S94 Council Obligation Reserve)
4. Somerset Avenue Drainage Works - \$69,887 (funded from Private Contributions – HAZCORP Pty Ltd)

**NOTE 4 – EXPENDITURE REVOTES**

To assist Council in framing a realistic and accurate 2004/05 Budget, Managers and Directors were encouraged to identify any programmed works/projects that will NOT commence or be substantially complete by 30 June 2004.

The following table summarises the suggested revotes as submitted by Managers and Directors.

**NOTE:** This process does NOT alter Council's Working Funds balance.

<b>Description</b>	<b>Total Revote</b>	<b>Council Funds</b>	<b>Other Funds</b>
Camden Town Farm Project - Grant Funds	208,255	0	208,255
Camden Volunteers Project - Grant funds	39,230	0	39,230
Market Garden Project - Grant funds	17,742	0	17,742
Skateboard Facility - Grant funds & Internal Reserves	317,160	0	317,160
Camden Library - Internal Reserves	483,000	0	483,000
Camden Swimming Pool - Internal Reserves	198,250	0	198,250
Harrington Park Lakes - Section 94 Funds	730,000	0	730,000
Camden Valley Way Culvert Augmentation - Section 94 Funds	20,000	0	20,000
<b>TOTAL EXPENDITURE REVOTES</b>	<b>2,013,637</b>	<b>0</b>	<b>2,013,637</b>

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Recommended: That Council;

- (i) Approve the necessary budget adjustments as identified in the categories of 'Proposed Variations', 'Contra Adjustments' and 'Expenditure Revotes' of this report
- (ii) Approve the transfer of \$64,998 to the Capital Works Reserve.

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

- (i) *Approve the necessary budget adjustments as identified in the categories of 'Proposed Variations', 'Contra Adjustments' and 'Expenditure Revotes' of this report*
- (ii) *Approve the transfer of \$64,998 to the Capital Works Reserve.*

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**3. Property at 69 John Street, Camden**

(File: 4375/69) (Director Governance & Outcomes)

In 1999 Council resolved to withdraw from the board of directors and share registry of 69 John Street Pty Ltd, a company title property which Council had required to be established in the 1980s. Council subsequently funded the redrafting of the company's articles of association to permit this action and the new constitution was ultimately adopted by the company. The revised constitution provides for the so-called "X Class" shares previously held by Council to now be held by the Chairman of the board under similar conditions to those previously required of the Council.

In order to effect the transfer of the shares previously held by Council, it is now necessary for Council to formally resolve to transfer its shares, for nominal financial consideration (\$1), to the Chairman of the company in accordance with the new company constitution.

Recommended: That Council transfer to Clement Edward O'Brien its 127 "X Class" shares in the undertaking called "69 John Street Pty Ltd" in consideration of the sum of one dollar and that all necessary documents be executed under the common seal of the Council.

*Resolved on the Motion of Cr Corrigan, seconded Cr McFadden that Council transfer to Clement Edward O'Brien its 127 "X Class" shares in the undertaking called "69 John Street Pty Ltd" in consideration of the sum of one dollar and that all necessary documents be executed under the common seal of the Council.*

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**4. Proposal by the Federal Labor Party for Second Sydney Airport Site**

(File 4143) (Director Governance & Outcomes)

**Purpose of Report**

The purpose of this report is to Council's position on recent announcements relating to the siting of any second Sydney Airport.

**Background**

At the Annual Conference of the Federal Labor Party held in January 2004 it was resolved inter alia that;

“Conference notes that changes in circumstances mean that Badgerys Creek is no longer a viable option for Sydney's second airport. Labor will not build an airport at Badgerys Creek.

Upon coming to Government Labor will immediately conduct a new comprehensive EIS into preferred sites south of the Nepean River through the Southern Highlands. Labour will work with the NSW Government and draw upon their best advice to identify specific sites within the identified corridor.”

A full copy of the Resolution forms **Tabled Document “BPA 3”**.

**Discussion**

While there is no specific reference to Wilton in the Labor resolution it is within the general location ie south of the Nepean River.

Camden Council is a member of the Western Sydney Alliance which is made up of ten western Sydney Councils together with community groups. The Alliance has campaigned against the proposal of a second Sydney airport to be constructed at Badgerys Creek in western Sydney.

Part of the Alliance's policy is one of;

“Opposition to the development of any airport at Badgerys Creek; or elsewhere within the Sydney residential Basin, and to

Support for a call on government and opposition parties at both the Federal and State levels to adopt as policy the identification, reservation and development, should such prove to be required in the long term, of an alternative major airport site, outside the Sydney residential basin.”

At this juncture Council has given no consideration to the citing of an airport other than at Badgerys Creek. To date

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Council's only other concern has been that any alternative site be located outside of the Sydney basin. It is therefore suggested until a site is proposed, where the full implications can be assessed, that Council note the request.

Recommended: That Council not support any airport proposal that adversely impacts on the residential amenity of Camden residents and re-affirm that Council will fully assess any proposal for a second Sydney Airport outside of the Sydney basin.

*Resolved on the Motion of Cr Fekete, seconded Cr Campbell that Council not support any airport proposal that adversely impacts on the residential amenity of Camden residents and re-affirm that Council will fully assess any proposal for a second Sydney Airport outside of the Sydney basin.*

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THE MOTION WAS **CARRIED.**

**5. Sustainability Indicators Project**  
(File 4598) (Director Governance & Outcomes)

**Purpose of Report**

To inform Council of the status of the local sustainability indicators project and the regional sustainability information web site project.

**Introduction**

At the Ordinary Council meeting held on 22 September, 2003, Council resolved to adopt a final set of sustainability outcomes and indicators for Camden.

Previously, at the Resources and Services Committee Meeting held on 14 July, 2003, Council acknowledged the receipt of funding from the Sustainable Regions Program for the development of regional sustainability indicators (Camden and Campbelltown Region) and presentation of those indicators and community profile information on a web site.

Through the process of selecting a consultant to construct the web site and subsequent discussions regarding the format of such a web site, it was determined that these two projects can be developed together.

As a result, a new web site, actually containing three web sites, has been developed. The three web sites are consistent in style and format, but are clearly separated by content.

One web site is the regional community profile for MACROC, containing the regional sustainability indicators. This web site is already linked directly from the new MACROC web site. Another is for Campbelltown Council.

The web site for Camden Council will contain three elements:

- A local community profile;
- A local community atlas; and
- Our local sustainability indicators.

The web site will be directly linked from Council's own web site.

It is anticipated that the web site will be launched in early March, though a date is yet to be set. A program for the release of the web site is currently being developed and will involve the following:

- media releases;

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- stories in local newspapers;
- an article in the March edition of Let's Connect;
- letters to all schools in the Camden area;
- notices at community noticeboards and local shops; and
- temporary displays at Camden and Narellan offices and libraries.

The web site will also contain a feedback link for residents, students, business owners and others to let Council know what they are doing in their homes, schools and workplaces to contribute to the sustainability of Camden.

**Conclusion**

The community sustainability web site will be a valuable tool for students, residents and business proprietors to obtain information about Camden, complete assignments and make decisions about investments in Camden.

In addition, the web site will be a valuable tool for Council to understand how Camden is faring in terms of social, economic and environmental sustainability, and to focus resources into those areas that are identified as a concern.

The web site is extremely user friendly and visually attractive, is designed with the most up-to-date web technologies, contains various reports that can be downloaded, including a summary report card of Camden's progress towards sustainability. In addition, all tables and graphs on the web site can be downloaded into other computer applications for use in reports or presentations.

*Recommended: That Council note the information contained in the report.*

*Resolved on the Motion of Cr McFadden, seconded Cr Batros that Council note the information contained in the report.*

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THE MOTION WAS **CARRIED.**

**6. Greater Western Sydney Regional Planning and Management Framework**

(File 1981) (Director Governance & Outcomes)

**Purpose of Report**

To inform Council of the details contained in the Draft Greater Western Sydney Regional Planning and Management Framework prepared by WSROC and to determine Council's position in relation to the Framework.

**Introduction**

On 28 January, 2003, Council resolved to enter into a Memorandum of Understanding with the Western Sydney Regional Organisation of Council's (WSROC) with respect to the joint development of a regional planning and management framework for Greater Western Sydney. Greater Western Sydney includes all of the Councils within WSROC plus Camden and Campbelltown Councils. On 8 April, 2003, such Memorandum of Understanding was signed.

Throughout 2003, WSROC commissioned various consultants to undertake a number of regional studies relating to transport, environment, economy, society and culture and infrastructure financing.

As a result of all of this work, WSROC have come to a position in relation to the future growth and management of Greater Western Sydney and have detailed this position in the Draft Regional Planning and Management Framework, issued to Council's for comment on 17 February, 2004. An extract of the Draft Framework outlining the specific issues, goals and proposed actions and a map of the proposed spatial structure is contained in **Tabled Document "BPA 4"**.

Councils have been asked to comment on the draft framework so that any individual Council's concerns can be reflected in the document before it is released for public comment. An amended version accommodating any concerns of each Council will be circulated for endorsement of each Council on 27 February, 2004 and then formally released for public comment.

**Summary of the WSROC position**

Fundamentally, WSROC is opposed to the large-scale urban development of the south-west and north-west sectors of Sydney that is currently being considered by the State Government. WSROC have proposed an alternative position that much of the future growth of Greater Western Sydney can be accommodated in the existing urban areas.

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WSROC has identified a need for “moderate expansion of the fringe” (up to a maximum total of 50,000 to 60,000 new dwellings in the south-west and north-west sectors), in contrast to the State Government’s consideration of up to 110,000 new dwellings in the Bringelly area alone. The WSROC proposal includes a new town centre at Leppington, focused on a new railway line and station that is proposed by State Rail.

Rather than relying on a massive expansion of the fringe to accommodate Sydney’s population growth, WSROC is arguing for greater concentration of residential, commercial and industrial developments in the “Regional Core”, comprising the local government areas of Bankstown, Auburn, Holroyd, Parramatta and Fairfield. WSROC has identified that existing planning controls, “brownfield” redevelopment sites and undeveloped lands already on the Metropolitan Development Program provide sufficient opportunity to accommodate much of Sydney’s growth to 2019.

In recognising the difficulties associated with a focus on renewal instead of new releases (including community dissatisfaction with medium density housing and the need for significant upgrading of existing infrastructure), WSROC propose the establishment of various partnerships and mechanisms to oversee and manage its implementation. WSROC has also outlined various options for funding the necessary infrastructure improvements associated with the proposals.

The other significant alternative to the State Government’s proposals is the development of a regional growth corridor along the Western Sydney Orbital (M7), providing mostly for new employment lands and a new education/technology precinct.

Importantly for Camden, WSROC has placed a high value on the retention of significant agricultural lands and on scenic and cultural landscapes in Greater Western Sydney. All land west of South Creek and north of Cobbitty Road in Camden has been identified as an “agricultural protection area”, along with land at Cawdor and Bickley Vale.

In order to provide security of tenure for agricultural landholders and define an edge to Sydney’s growth, WSROC has identified an urban limit boundary. Whilst some adjustments to this boundary line will be necessary, it principally bounds the Camden basin, follows the eastern edge of the Central Hills and then follows Kemps Creek northwards around a future town centre at Leppington.

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There is a heavy focus in the Draft Framework on regional transport improvements. Acknowledging that a high proportion of Western Sydney residents also work in Western Sydney, but that the pattern of journey to work is dispersed, the Draft Framework identifies the need for improved cross-regional transit networks.

In line with the proposal from the Unsworth Review (Review of Bus Services in NSW) for the identification of regional transport corridors, the Draft Framework identifies the need to better link regional centres in Greater Western Sydney with public transport. The map accompanying the Draft Framework identifies Camden Valley Way and Narellan Road as a Regional Transit Corridor linking Camden to Campbelltown via Narellan.

**The Draft Regional Framework**

The Draft Regional Planning and Management Framework is based upon 10 fundamental principles, being:

1. Establish a city-region spatial structure;
2. Accommodate expected population growth;
3. Retain diverse and balanced communities
4. Plan for regional employment growth;
5. Facilitate the evolution of the regional economic structure;
6. Secure integrated intra-regional transport networks;
7. Reinforce strategic metropolitan linkages;
8. Protection of rural and agricultural resources;
9. Protection of natural environments and systems; and
10. Achieve greater equity and access.

For each principle, the framework establishes long-term goals short-term outcomes and critical actions to ensure the outcomes and goals are achieved. Issues relating to each of these principles as they impact on Camden are discussed below.

**Establish a city-region spatial structure**

A city-region spatial structure effectively means that Greater Western Sydney is identified as both a region within a metropolitan city and a region that contains its own major city-centres. The spatial structure focuses on the connections (both physical and social) that are required between Greater Western Sydney and the rest of Sydney and the connections required between the centres within Greater Western Sydney.

Of particular relevance to Camden is the identification of Campbelltown and Liverpool as major centres where growth of employment and population should be concentrated. In order to achieve this in a sustainable way and with community

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support, the short-term outcome and critical actions proposed include the establishment of funding mechanisms for major centre enhancement programs and the coordination of infrastructure improvement programs.

Along with other transport related goals and actions proposed by WSROC (discussed later), this proposal is considered positive for Camden as it will promote the growth of local employment opportunities and improved public transport connections to our nearest regional centres.

It is recommended that Council support the city-region spatial structure for Greater Western Sydney proposed in the Draft Framework.

**Accommodate population growth and diversity**

The growth projections for the region have identified that Greater Western Sydney will grow by approximately 510,000 people to 2019. This, along with a trend for declining household size, requires the construction of 258,000 new dwellings over the same period.

Recognising the regions existing diversity of population, the form of these new households must also be diverse.

Along with existing new and proposed developments across Greater Western Sydney (including Elderslie, Spring Farm, Harrington Park II, Edmondson Park and Menangle Park in the South West), WSROC has identified the need for a moderate urban expansion at the fringe, in the order of 50,000 to 60,000 new dwellings. Some of these new dwellings are identified to be located in Camden's north-eastern corner around a new town centre at Leppington. Leppington has been identified as a location for urban expansion as State Rail have identified the need to construct a new rail line to Leppington in order to provide new stabling yards for the rail network.

The WSROC proposal is significantly smaller in scale than the plans currently being considered by the State Government for Bringelly. While the State Government's plans for Bringelly would involve urban expansion throughout the South Creek Valley and across the Northern Road, the WSROC proposal limits urban expansion to the east of Kemps Creek and identifies the land to the west of South Creek as agricultural protection. The land between Kemps and South Creeks would remain as rural-residential development, providing a buffer between the urban and agricultural lands.

Camden Council's current position is to limit urban development to the Camden Basin with a 2025 population projection of 70,000 residents. Camden Council's position is

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that the northern areas of Camden should remain rural-residential areas.

Therefore, the WSROC proposal is contrary to Council's current position.

At the time of writing and adopting the Camden Structure Plan, there were no State Government plans or stated intentions to upgrade any regional infrastructure in the Camden area. For this reason, it was determined to be appropriate to contain development to where infrastructure existed, and lobby for necessary improvements to this existing infrastructure.

Since that time, State Rail have announced the need to provide new stabling yards and have identified Leppington as the appropriate location. While this is not yet a definite plan, it does signal the most likely opportunity for heavy rail infrastructure to come into the Camden Local Government Area.

In this circumstance, there is an opportunity to plan for an entire new community in Camden, whilst at the same time protecting important agricultural lands and significant scenic and cultural lands. Particularly as the plan is associated with the establishing of an urban limit boundary, it can be certain that any development of Leppington will not be the start of a gradual encroachment of urban development into Camden's agricultural and scenic areas.

It is recommended that Council support in principle the WSROC proposal for a new town centre development at Leppington, subject to any development not proceeding without:

- the adoption of a statutory urban limit boundary around the new development to provide long-term protection of agricultural and scenic lands;
- the construction of the proposed rail line and stations;
- the upgrading of Camden Valley Way and Bringelly Road;
- the development of adequate road connections to Narellan, Liverpool and Campbelltown for local traffic (independent of the arterial road network where possible); and
- the provision of an adequate bus network (including, where appropriate, dedicated bus lanes and bus priority measures on the road system).

It is further recommended that Council consider the public comments received to the Consultation Draft of the Regional Planning and Management Framework prior to resolving whether to amend the Camden Structure Plan.

**Plan for regional employment growth and evolution**

Put simply, Greater Western Sydney needs both an increased number of jobs and different kinds of jobs. In particular, Greater Western Sydney needs to attract industries that offer employment in the financial, business and information sectors. But it also needs to maintain and grow its share of manufacturing and service sector jobs.

In order to achieve this, WSROC propose that available lands along the M7 corridor need to be investigated for new regional employment opportunities, with a focus on knowledge industries.

Fundamental to this strategy is ensuring the appropriate connections between existing residential and employment areas are provided to this new regional employment area. The WSROC strategy focuses on the major connections, including the development of a public transit corridor along the M7 and extensions of the transitway network to Campbelltown and Camden, but also proposes that the intra-regional arterial road network requires upgrading to ensure access to areas of employment for existing and future populations.

It is recommended that Council support the identification of the M7 corridor for regional employment lands with upgrades to the existing arterial road network to provide access to this area, subject to the protection of important natural areas and regional open space areas along this corridor.

**Secure an Integrated Intra-regional Transport Network**

Recognising the high car dependency in those areas of Greater Western Sydney where there is poor access to public transport, WSROC propose that a regional public transport network must be “retrofit” into existing areas.

The Draft Framework specifically identifies the need for a public transport link along the M7 corridor connecting the south-west and north-west urban expansion areas with the new regional employment area. Further, the Draft Framework identifies the need to develop a Macarthur transit corridor (extension of the Liverpool to Parramatta Transitway to Camden and Campbelltown, principally along Campbelltown Road, Narellan Road and Camden Valley Way).

The Draft Framework also identifies the need to upgrade the existing intra-regional arterial transport network to cope with growing traffic from existing and future populations. The critical action relating to this matter is the investigation and identification of a priority works program for upgrading of regional roads.

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WSROC has also taken up some of the recommendations from the recent State Government reviews into public transport in New South Wales (Parry Inquiry and Unsworth Review). In particular, the Draft Framework recommends a review of contractual arrangements for private bus operations, improved interchange facilities and introduction of integrated ticketing.

It is recommended that Council support the proposals in the Draft Framework regarding the upgrading of the intra-regional arterial transport network and the implementation of the Parry Inquiry and Unsworth Review recommendations relating to private bus contracts, improved interchange facilities and integrated ticketing.

Expand and reinforce strategic metropolitan linkages

A regional strategy must also consider how the region is connected to adjoining regions and places. The Draft Framework focuses on the “nearly completed” freeway system and the metropolitan rail network as the principal strategic metropolitan links.

The metropolitan rail network has not been expanded to meet the population growth that has occurred in Greater Western Sydney over the last 20 years. As a result large residential areas are without adequate public transport access to large areas of Sydney.

The Draft Framework identifies the need to expand capacity on existing rail lines and extend the rail network into new and recently developed urban areas, including a new rail line to provide metropolitan access for future residents and workers at the new town centre of Leppington. The long-considered Y-link at Glenfield is also recommended for construction as a critical action.

The Draft Framework, however, does not suggest the expansion of services to Macarthur Station, nor the electrification and construction of a dual carriageway to the Menangle Park release area. These actions are critical to providing existing residents of Camden with alternative access to the metropolitan rail network as well as future residents

In terms of freight, the Draft Framework recognises the need to investigate opportunities for long-term rail linkages for freight to access Port Kembla as a future container terminal.

In terms of air transport, the Draft Framework reinforces WSROC’s position against a second Sydney Airport at Badgery’s Creek and suggests that the State and Federal Governments

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must commence investigation of a site outside the Sydney Basin for any future airport.

It is recommended that Council support the actions in the Draft Framework relating to the expansion of the metropolitan rail network, subject to the inclusion of an action relating to expansion of services to Macarthur Station and electrification and dual carriageway construction to the Menangle Park release area in Campbelltown.

**Protection of rural and agricultural resources**

The Draft Framework recognises the economic contribution made by the agricultural land in Greater Western Sydney to the region. In addition, the Draft Framework recognises the other aspects of the rural areas that are valued by the community, including opportunities for rural lifestyle living, scenic and cultural landscapes, heritage and natural environments.

WSROC argues that these values and contributions are under threat due to competing interest for urban expansion. The lack of long-term planning of metropolitan Sydney has led to piecemeal development on the city fringe. Such development will continue to encroach into valuable agricultural, scenic and natural landscapes if there is no security of tenure for agricultural landholders and no statutory protection of natural and scenic landscapes.

In order to provide some security of tenure for agricultural land holders and clearly establish the role of all land within Greater Western Sydney, WSROC propose that an urban limit boundary should be established within statutory plans.

In relation to the Camden basin, the location of the urban limit boundary line is entirely consistent with the urban containment strategy in Council's Structure Plan. Further, the protection of agricultural lands is consistent with Council's Rural Lands Strategy.

The boundary line proposed by WSROC would border Camden's existing and proposed residential areas and permit new urban development to occur in the Leppington area. In relation to Leppington, as discussed earlier, the proposal is inconsistent with Council's Structure Plan.

The map accompanying the Draft Framework shows this line encroaching slightly into the Central Hills area and into some of Camden's rural areas at Oran Park and Cawdor. It is imperative that any graphical representation of the urban limit boundary be accurate.

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It is recommended that Council advise WSROC that the urban limit boundary line shown on the spatial plan be amended where such line overlaps with agricultural protection areas and regional open space corridors.

Beyond the current planning timeframe considered as part of this regional strategy (ie. beyond 2019), WSROC has suggested that the State Government should investigate non-metropolitan opportunities to promote decentralisation of growth in New South Wales.

**Protection of natural environments and systems**

WSROC argue that recent growth of Western Sydney has been at the expense of the environment. Insufficient consideration has been given to protection of bushland and the impacts of development on air and water quality.

Access to regional open space for many residents of Greater Western Sydney is also lacking.

With regard to the natural systems, the Draft Framework identifies the need to establish mechanisms for the acquisition and/or protection of remnant bushland areas. However the framework does not provide detailed goals, outcomes or actions in relation to air and water quality issues.

With respect to the expansion of regional open space corridors, the Draft Framework proposes that corridors along the major north-south creeks (principally Eastern, South and Kemps Creeks) must be secured. The map accompanying the Draft Framework also identifies regional open space corridors along the Nepean River, through the Mount Annan Botanic Gardens and along the Central Hills to Leppington. The designations are consistent with Council's Structure Plan.

It is recommended that Council advise WSROC that the Draft Framework is lacking in relation to natural systems and should include specific strategies relating to improving air and water quality in Greater Western Sydney.

**Achieving greater equity and access.**

Fundamental to the entire strategy is development of a means to construct and provide the physical and social infrastructure that is required for existing and future populations in the region in a timely and equitable manner.

Some of the critical actions suggested in the Draft Framework to achieve this include:

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- reviewing the approach to development charges, particularly in relation to regional infrastructure;
- establishing a metropolitan parks levy on all ratepayers;
- establishing an infrastructure value capture levy on properties in corridors where new regional transport is to be provided;
- expanding the use of government debt for regional development projects; and
- development of a government guaranteed regional infrastructure investment package.

All of the above actions, and various alternative approaches to financing and funding infrastructure require legislation changes at State and/or Federal level.

In this circumstance, it is recommended that Council advise WSROC that the critical actions should include the establishment of a working party with representatives of all levels of government to develop agreements on the infrastructure required, the means of financing and funding that infrastructure, the timing of its implementation and any pricing mechanisms relating to the use of that infrastructure.

**Conclusion**

The Draft Regional Planning and Management Framework has been developed as a result of a detailed and logical planning process. The positions reached by WSROC appear to be soundly based having regard to the background information and assumptions of population growth.

In most areas, the Draft Framework is generally consistent with Council's positions, particularly in relation to transport, employment, regional centres, agricultural protection, scenic lands protection and environmental protection. Having said this, there are some parts of the Draft Framework which need strengthening and some issues that need inclusion, as detailed in this report.

The principal area of inconsistency with Council's position is the identification of urban development opportunity at Leppington. In the light of the detailed and logical processes that have been undertaken by WSROC, Council may wish to review its position on this issue, before the Draft Framework goes on public exhibition. It is recommended that Council reaffirm its general opposition to urban development in the northern area of Camden, however support in principle the inclusion of a new town centre at Leppington as proposed in the Draft Framework, subject to the results of community consultation of the document.

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Recommended:      That:

- (i) Council reaffirm its general opposition to urban development in the northern area of Camden, however support in principle the WSROC proposal for a new town centre development at Leppington, subject to the results of community consultation of the document.
- (ii) Council restate its recent resolutions in relation to other large urban release areas that any development should not proceed without the timely provision of essential infrastructure to support the development. With particular reference to Leppington, such infrastructure would include:
  - the construction of the proposed rail line and stations;
  - the upgrading of Camden Valley Way and Bringelly Road;
  - the development of adequate road connections to Narellan, Liverpool and Campbelltown for local traffic (independent of the arterial road network where possible); and
  - the provision of an adequate bus network (including, where appropriate, dedicated bus lanes and bus priority measures on the road system).
- (iii) Council consider the public comments received to the “Consultation Draft Regional Planning and Management Framework” prior to resolving whether to amend the Camden Structure Plan.
- (iv) Council support the city-region spatial structure for Greater Western Sydney proposed in the Draft Framework. In particular, Council supports the adoption of a statutory urban limit line to provide long-term protection of agricultural and scenic lands;
- (v) Council support the identification of the M7 corridor for regional employment lands with upgrades to the existing arterial road network to provide access to this area, subject to the protection of important natural areas and regional open space areas along this corridor.
- (vi) Council advise WSROC that the Draft Regional Planning and Management Framework should include the expansion of services to Macarthur Station and the electrification and construction of a dual carriageway to the Menangle Park release area as critical actions in achieving the principle titled “Expand and Reinforce Strategic Metropolitan Linkages”.

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- (vii) Council support the proposals in the Draft Framework regarding the implementation of the Parry Inquiry and Unsworth Review recommendations relating to private bus contracts, improved interchange facilities and integrated ticketing.
- (viii) Council advise WSROC that the urban limit boundary line shown on the spatial plan should be amended where such line overlaps with agricultural protection areas and regional open space corridors.
- (ix) Council advise WSROC that the critical actions in relation to the principle “Achieving greater equity and Access” should include the establishment of a working party with representatives of all levels of government to develop agreements on the infrastructure required, the means of financing and funding that infrastructure, the timing of its implementation and any pricing mechanisms relating to the use of that infrastructure.
- (x) Council advise WSROC that the principle “Protection of Natural Environments and Systems” should include goals, outcomes and critical actions in relation to improving air and water quality in Greater Western Sydney.

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

- (i) *Council reaffirm its general opposition to urban development in the northern area of Camden, however support in principle the WSROC proposal for a new town centre development at Leppington, subject to the results of community consultation of the document.*
- (ii) *Council restate its recent resolutions in relation to other large urban release areas that any development should not proceed without the timely provision of essential infrastructure to support the development. With particular reference to Leppington, such infrastructure would include:*
  - *the construction of the proposed rail line and stations;*
  - *the upgrading of Camden Valley Way and Bringelly Road;*
  - *the development of adequate road connections to Narellan, Liverpool and Campbelltown for local traffic (independent of the arterial road network where possible); and*
  - *the provision of an adequate bus network (including, where appropriate, dedicated bus lanes and bus priority measures on the road system).*
- (iii) *Council consider the public comments received to the “Consultation Draft Regional Planning and Management*

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*Framework” prior to resolving whether to amend the Camden Structure Plan.*

- (iv) Council support the city-region spatial structure for Greater Western Sydney proposed in the Draft Framework. In particular, Council supports the adoption of a statutory urban limit line to provide long-term protection of agricultural and scenic lands;*
- (v) Council support the identification of the M7 corridor for regional employment lands with upgrades to the existing arterial road network to provide access to this area, subject to the protection of important natural areas and regional open space areas along this corridor.*
- (vi) Council advise WSROC that the Draft Regional Planning and Management Framework should include the expansion of services to Macarthur Station and the electrification and construction of a dual carriageway to the Menangle Park release area as critical actions in achieving the principle titled “Expand and Reinforce Strategic Metropolitan Linkages”.*
- (vii) Council support the proposals in the Draft Framework regarding the implementation of the Parry Inquiry and Unsworth Review recommendations relating to private bus contracts, improved interchange facilities and integrated ticketing.*
- (viii) Council advise WSROC that the urban limit boundary line shown on the spatial plan should be amended where such line overlaps with agricultural protection areas and regional open space corridors.*
- (ix) Council advise WSROC that the critical actions in relation to the principle “Achieving greater equity and Access” should include the establishment of a working party with representatives of all levels of government to develop agreements on the infrastructure required, the means of financing and funding that infrastructure, the timing of its implementation and any pricing mechanisms relating to the use of that infrastructure.*
- (x) Council advise WSROC that the principle “Protection of Natural Environments and Systems” should include goals, outcomes and critical actions in relation to improving air and water quality in Greater Western Sydney.*

016/04  
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THE MOTION WAS **CARRIED.**

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**Delegated Committees**

Development Committee – Held 27 January 2004

Development Committee – Held 9 February 2004

Resources & Services Committee – Held 9 February 2004

*Resolved on the Motion of Cr Batros, seconded Cr Corrigan that the Minutes of the Development Committee held on the 27 January, 2003 and 9 February, 2004 and the Resources & Services Committee held on the 9 February, 2004, copies of which have been circulated, be confirmed and adopted.*

017/04  
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THE MOTION WAS **CARRIED.**

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**Other Committees**

Traffic Committee – Held 9 February 2004

*Resolved on the Motion of Cr Fekete, seconded Cr Batros that the Minutes of the Traffic Committee Meeting of the 9 February, 2004 copies of which have been circulated, be confirmed and adopted.*

018/04  
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THE MOTION WAS **CARRIED.**

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**NOTICE OF MOTION**

*The Notice of Motion was formally*

*Moved Cr Corrigan, seconded Cr McFadden that where a development application is refused under delegated authority and the applicant wishes for the matter to be reviewed, that review be determined by the Council at a meeting of the full Council.”*

019/04  
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THE NOTICE OF MOTION ON BEING PUT WAS **CARRIED** ON  
THE CASTING VOTE OF THE DEPUTY MAYOR/CHAIRPERSON.

**QUESTIONS WITHOUT NOTICE**

**Bridgewater Estate – Traffic**

Cr Corrigan requested a copy of the Council submission made in relation to the traffic impact at the Bridgewater development be forwarded to Mr. Noel Riordan.

**Intersection Old Hume Hwy/Elizabeth Macarthur Avenue**

Cr Corrigan requested costs be provided for the seagull treatment (maybe RTA matter) between the intersection of Old Hume Highway, Elizabeth Macarthur Avenue and Amour Avenue.

The Director of Works and Services stated the costing will be provided.

**Development Approval – Thompson Place**

Cr Corrigan drew attention to a Development Application some 18 months/2 years ago, granting approval for a cover over the construction of a boat. It would appear the boat has now been completed, however, the cover still exists. This was a “time limited” approval. Has the boat been completed and could the matter be investigated.

The Manager Development stated the matter will be investigated.

**Larkin Place Carpark – Entry gate to St. Pauls.**

Cr Campbell referred to a recent investigation of a complaint regarding a traffic survey in Larkin Place and the response received from the Works Division. The response referred to previous Questions without Notice and attached various Council documents. When were the “Student Gates” from St. Pauls to Larkin Place Carpark approved. When was the D.A. approved.

The Acting Director of Development and Environment stated the advice will be provided.

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**Camden Hospital United Auxiliary**

Cr Campbell drew Council's attention to the newly formed or reformed Camden Branch of the United Hospital's Auxiliary. The first function of the group was held on Saturday evening and successfully raised sufficient funds for the costs of 6 additional beds for the Hospital.

**Heritage Study**

(TC/3081)

Cr Batros requested to be advised when the Heritage Study would be submitted to Council.

The Acting General Manager stated the timetable will be provided.

**Gundungurra Reserve Plan of Management**

(PF8075.350)

Cr Batros requested to be e-mailed details of the meeting for the Gundungurra Plan of Management. It is understood a meeting will be held shortly.

The Director of Works and Services stated the details will be provided.

**Abandoned Vehicle**

(TC/808)

Cr Fekete drew attention to an abandoned utility in a paddock at the corner of Kirkham Lane and Camden Valley Way and requested the vehicle to be removed as it is an eyesore.

The Acting Director of Development and Environment stated at this stage, the matter has not been followed up with the owners of the land but will be attended to.

**Illegal Filling**

Cr McFadden referred to a property at the corner of George Caley Place and Rose Drive, Mount Annan, where illegal filling is being placed on the footpath obstructing pedestrian movements. Could the site be inspected.

The Director of Works and Services stated the matter will be investigated.

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**Community Bus**

(TC/2558)

Cr Patterson referred to the Budget allocation for the purchase of a new Community Bus and requested an update on the purchase.

The Director of Works and Services the Bus will be purchased prior to 30<sup>th</sup> June. Council staff have been negotiating with suppliers with options such as participation in the Bio-Diesel program and an extended warranty with limited success. Two Buses fit within the Budget allocation.

The Meeting closed at 9.07 pm.