



Camden Council

Attachments

Ordinary Council Meeting
23 September 2014

Camden Civic Centre
Oxley Street
Camden



ORDINARY COUNCIL

ATTACHMENTS - ORDINARY COUNCIL

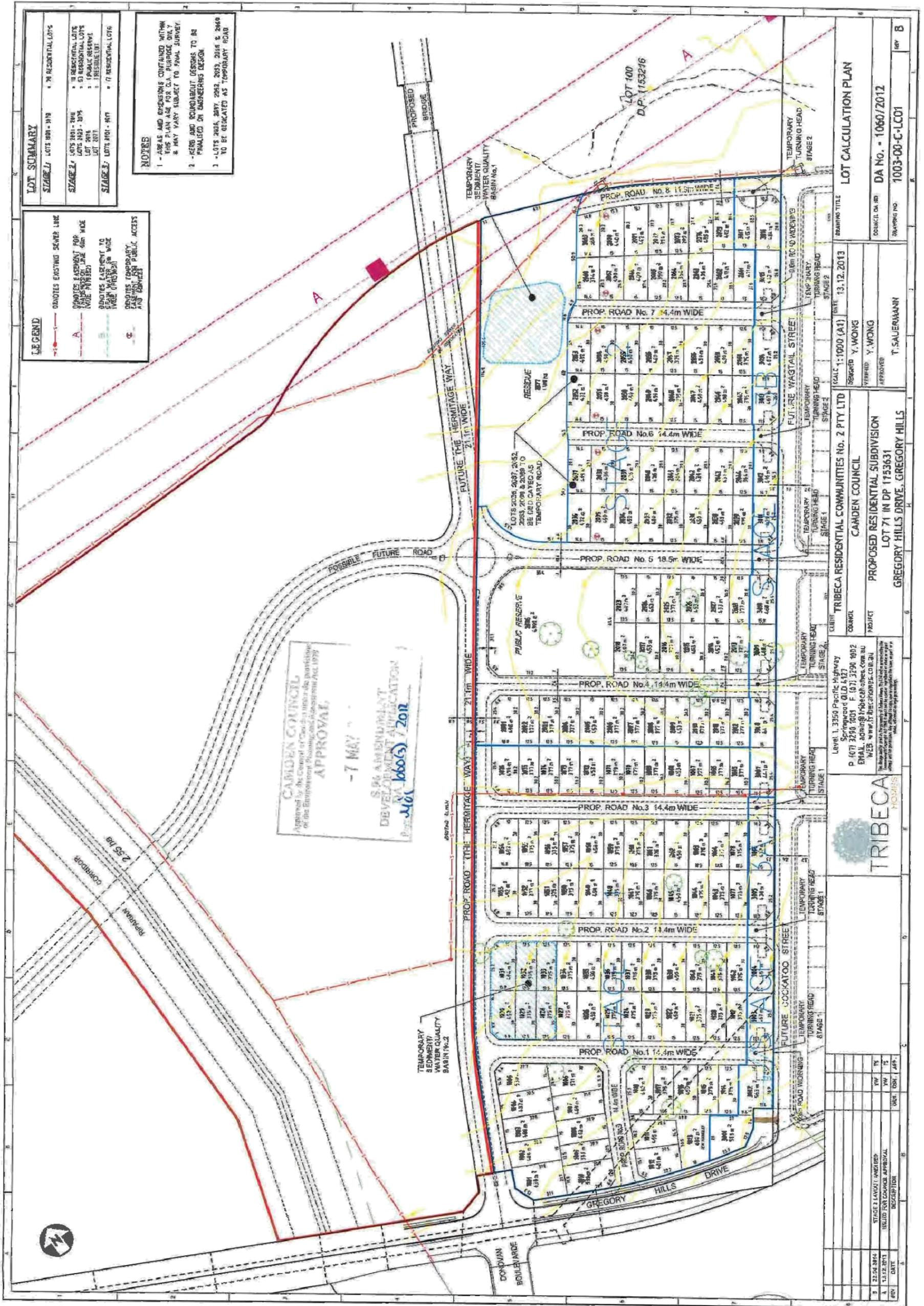
ORD01	Subdivision To Create 17 Residential Lots And Associated Site Works At 5-9, 11 And 13 Ironbark Avenue, Camden	
	Attachment 1: Proposed Plans	5
ORD02	Section 96(2) Modification Application - Modified Subdivision Layout, Staging And Creation Of 6 Additional Residential Lots At A Gregory Hills Drive, Gledswood Hills	
	Attachment 1: Site plan	7
	Attachment 2: Approved subdivision layout.....	8
	Attachment 3: Modified subdivision plan	11
	Attachment 4: Indicative Layout Plan - Turner Road DCP 2007	12
	Attachment 5: Street network plan	13
ORD03	Construction Of A Two Storey Dwelling And Associated Site Works At 19 Dutton Street, Spring Farm	
	Attachment 1: Proposed Plans	14
ORD04	Response To The Application For A Site Compatibility Certificate At 347 Narellan Road, Currans Hill	
	Attachment 1: Attachment Draft Submission to the Department of Planning and Environment Site Compatibility Certificate	18
	Attachment 2: Attachment 2 Amendment 31 - Site Plan	24
ORD05	Signs And Banners Policy	

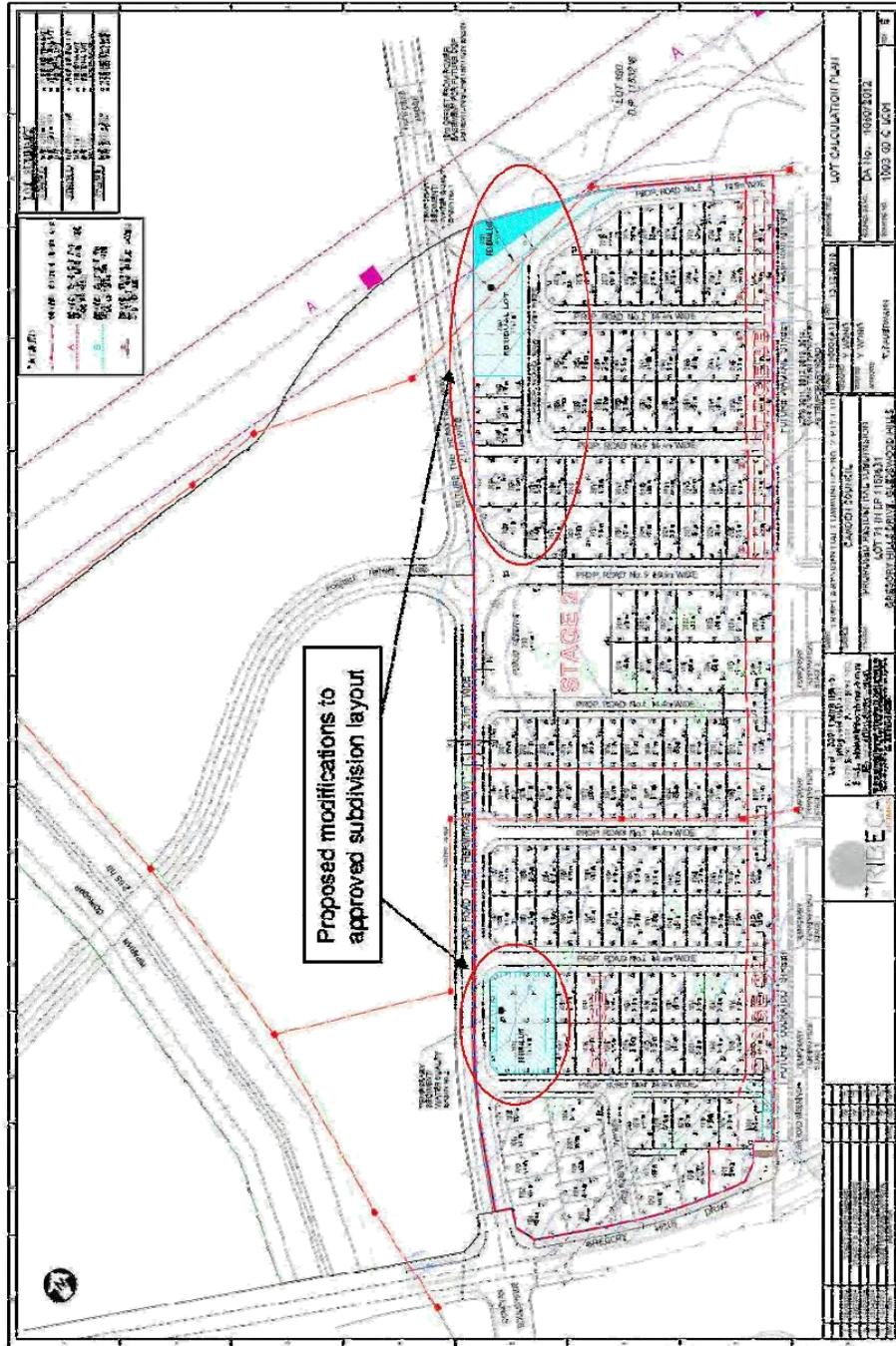


	Attachment 1:	Signs Banners Policy Document	25
ORD06		Investment Monies - August 2014	
	Attachment 1:	Investment Report - August 2014.....	40
ORD08		Herberts Hill Reserve Draft Specific Area Plan Of Management	
	Attachment 1:	Draft Herberts Hill Reserve - Specific Area Draft Plan of Management	51
ORD09		Roads And Maritime Services 2014/15 Block Grant Agreement And Program Funding	
	Attachment 1:	RMS - Agreement for Block Grant Assistance 2014/2015	90
	Attachment 2:	NSW RMS 2014-2015 Traffic Management Programs - Approved Projects 10/09/2014	106
ORD10		Community And Road Safety Programs 2014/15	
	Attachment 1:	Community and Road Safety Program 2014/15.....	112
	Attachment 2:	Community and Road Safety Program 2014/15.....	129

Attachment 2

ORD02





ORD02

Attachment 3

ORD02

Attachment 4

Turner Road Precinct Development Control Plan 2007

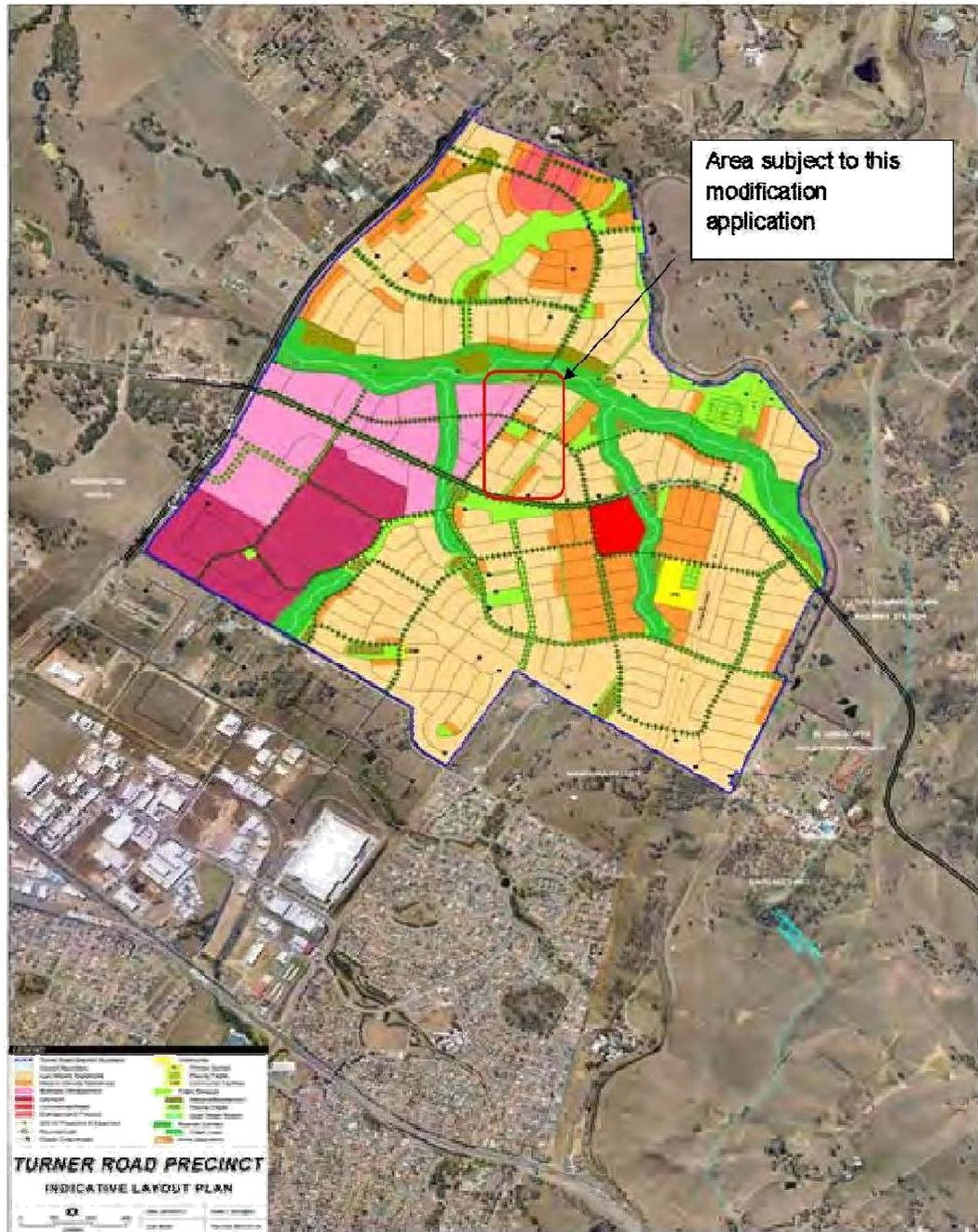


Figure 2: Turner Road Precinct Indicative Layout Plan

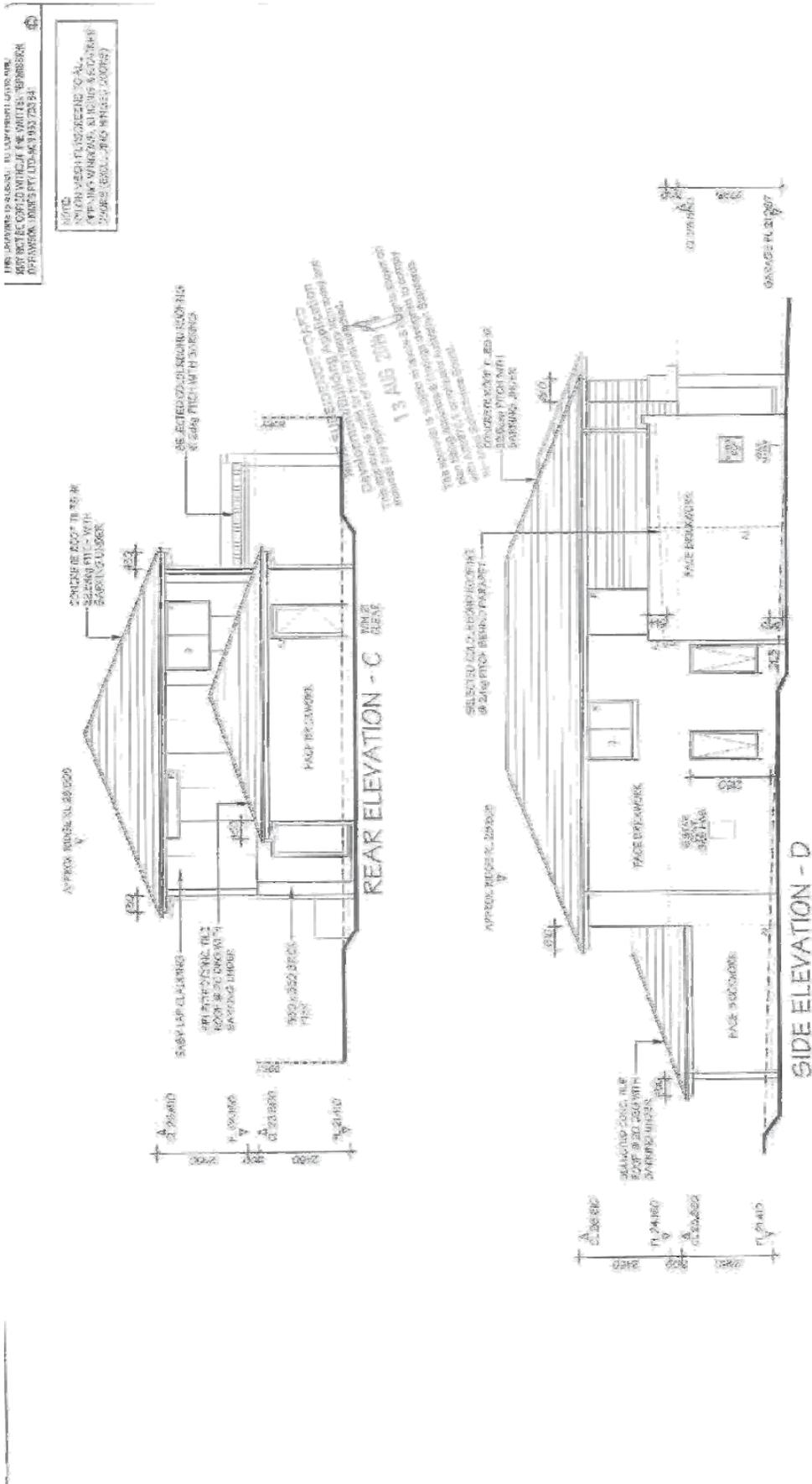


ORD02

Attachment 5

Attachment 1

ORD03



<p>NOTES: PROVISIONAL DETAILS SUCH AS T-SSES HAVE NOT BEEN DETAILLED FOR CONSTRUCTION. ANY CHANGES TO THESE DETAILS WILL BE THE RESPONSIBILITY OF THE CLIENT. *ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SPECIFIED. **DO NOT SCALE - USE WRITTEN DIMENSIONS</p>	<p>RAWSON HOMES 1 HOMERUSH BAY DRIVE BUILDING LEVEL 2, SUITE 1 RADDOLPH NSW 2118 TEL: 02 9766 0500 FAX: 02 9766 0509 1800 0876 1000</p>	<p>SUPP: MR HOEY & MS OZOLS SITE ADDRESS: LOT 3864, No. 19, OP UNREG DUTTON STREET SPRING FARM</p>	<p>ROOM TYPE: FLOOR: TYPE: SPECIFICATION: DRAWING TITLE: ELEVATIONS 2</p>	<p>DATE: 13 AUG 2014 PROJECT NO: J003538 DRAWING NO: 06 SHEET NO: B</p>	<p>DATE: 13 AUG 2014 PROJECT NO: J003538 DRAWING NO: 06 SHEET NO: B</p>
--	--	---	---	--	--

ORD04

Submission to the Department of Planning and Environment

Planning Considerations

Council officers have undertaken a review of the information provided by the Department of Planning and Environment and have identified the following issues.

Traffic

The subject site is accessed via traffic lights at Narellan Road. The access road is a narrow private road that services the existing seniors living at 359 Narellan Road, the School and the C3 Church.

Council has previously expressed concerns with regards to the existing road having sufficient capacity for additional residential purposes. The access road is a private road and currently experiences significant queuing inside the site at peak times.

Given the extensive queuing at peak times Council's traffic officers have also identified concerns regarding the ability of emergency vehicles to access the site during peak times.

Future proposals would need to clearly demonstrate that the existing road network has capacity for the proposed use and would not unfairly impact on existing uses on the site, and can provide for emergency vehicle access during peak traffic periods.

Bulk and Scale of Proposal

The proposal as contained within the application for the SCC proposes 1 large building with six wings and a height of 2 storeys across the proposal.

The bulk of the proposal is of concern to Council officers. The subject site is located adjacent to the east of the suburb of Currans Hill which is of a domestic scale with a large portion of single storey residential housing, and to the north of an existing approved Seniors Housing development (359 Narellan Road) which consists of a number of 1 & 2 storey buildings.

It is recommended that the design of the proposed RCF building be articulated or broken up, to reduce the bulk of the proposal on the visual landscape, and improve integration with surrounding development.

Attachment 1

Visual Impacts and Heritage Considerations

The subject site is located to the west of Kenny Hill a significant component of the scenic hills landscape. Council officers have identified potential concerns with regards to the impact of a larger building mass impacting on the Kenny Hill view corridor.

In addition to the visual impacts it is also noted that the proposal is adjacent to the State Heritage Listed Sydney Water Upper Canal.

The Camden DCP 2010 contains specific controls relating to development adjacent to the Sydney Water Upper Canal and these should be considered as part of any future development.

It is also recommended that Heritage NSW be consulted prior to issue of the SCC due to the proximity of the State Heritage Item.

Transmission Easement

The subject site is adjacent to a large transmission easement measuring 60.96m wide. It is noted from the information referred to Council that it is proposed to have car parking and vehicular access located within the easement.

The proposal also proposes the main RCF building to abut the Transgrid easement.

It is recommended that the application be referred to Transgrid for comments with regards to activities within the easement prior to issue of a SCC.

Drainage and Flooding

Council's flood information identifies that the subject property is affected by flooding by a watercourse and subject to flood related planning controls.

The proposed development is classified as critical utilities and public infrastructure under Council's Flood Risk Management Policy. Development on this site would need to demonstrate compliance with all controls for this classification. This would include the provision of evacuation plan up to PMF flood event.

Social Impacts

The forecast for the Camden LGA is for a further increase in the ageing population. As such, Camden will continue to have a demand for accommodation for aged care and people with disabilities.

The proposed addition of 150 beds within a 24 hour care RCF and 10 additional serviced self care units within the Camden LGA would have significant social benefit to the local community.

ORD04

Attachment 1

SEPP Considerations

Clause 25(5)(b)

Sub Clause	Council Response
<p>i. the natural environment (including known significant environmental values, resources or hazards) and the existing uses and approved uses of land in the vicinity of the proposed development</p>	<p><u>Existing Uses:</u> Part of the subject land is occupied by a private school catering for children aged from kindergarten to year 12 & a church,.</p> <p>Subject site constrained by An existing High voltage Transmision Line with 60.98 wide easement traverses the site, there are concerns <u>the proposed community park, car park and other structures encroach the existing easement; 2 x storey building on edge of easement;</u></p> <p><u>Approved Uses:</u> The adjoining land to the south is approved for a total of 77 dwellings for seniors housing</p> <p>Natural Environment</p> <ul style="list-style-type: none"> • European Heritage <ul style="list-style-type: none"> ○ SCA Upper Canal (State listed item) ○ Potential archaeological remnant Kenny Hill Station ○ Transmission Easement 60m wide • Contamination -potential fill on site needs to comply with SEPP 55 Remediation of Lands • Visual Impacts on Kenny Hill scenic hills area
<p>ii. the impact that the proposed development is likely to have on the uses that, in the opinion of the Director-General, are likely to be the future uses of that land,</p>	<p>The site is not identified for future residential purposes.</p> <p>The subject land is zoned RU2 Rural Landscape zone, the key objectives of the zone is to maintain the rural landscape character of the land, protect & enhance the scenic value by minimising development and providing a visual contrast to nearby urban development.</p>
<p>iii. the services and infrastructure that are or will be available to meet the demands</p>	<p>The subject appears to be well serviced in terms of utilities infrastructure. Council officers have</p>

<p>arising from the proposed development (particularly, retail, community, medical and transport services having regard to the location and access requirements set out in clause 26) and any proposed financial arrangements for infrastructure provision,</p>	<p>identified concerns with regard to road infrastructure capacity (within the site) and the ability to comply with Clause 26 of the SEPP in terms of location requirements.</p>
<p>iv. In the case of applications in relation to land that is zoned open space or special uses—the impact that the proposed development is likely to have on the provision of land for open space and special uses in the vicinity of the development,</p>	<p>Not Applicable</p>
<p>v. without limiting any other criteria, the impact that the bulk, scale, built form and character of the proposed development is likely to have on the existing uses, approved uses and future uses of land in the vicinity of the development,</p>	<p>The existing bulk and scale is of concern to Council officers. It is recommended that more detailed design be undertaken in conjunction with Council officers should this proposal proceed.</p> <p>The location of building with regards to the transmission easement is also of concern and needs to be considered in the design process.</p> <p>The bulk and scale should be in accordance with the development already approved to the south of the subject site.</p>
<p>vi. If the development may involve the clearing of native vegetation that is subject to the requirements of section 12 of the <i>Native Vegetation Act 2003</i>—the impact that the proposed development is likely to have on the conservation and management of native vegetation.</p>	<p>The subject site is relatively clear of native vegetation. However this should be confirmed at the DA stage.</p>

ORD04

Attachment 1

ORD04

Attachment 1

Clause 26(e) Location and access to facilities

The subject site does not appear to meet the service requirements as identified in Clause 26 of the SEPP, as the "return" bus stop is located outside of 400m. It would therefore be required that the proposed development provide bus services to residents that would satisfy this requirement.

SEPP Requirement	Council Response
(c) In the case of a proposed development on land in a local government area that is not within the Sydney Statistical Division—there is a transport service available to the residents who will occupy the proposed development:	
(i) that is located at a distance of not more than 400 metres from the site of the proposed development and the distance is accessible by means of a suitable access pathway, and	<p>A suitable bus stop and bus route are located on Narellan Road adjacent to the entry to the subject site.</p> <p>The SEPP requires services to and from the site, therefore it is also necessary for the bus stop on the return journey to be located within 400m of the subject site.</p> <p>The return bus stop is on the opposite side of Narellan Road near Flower Power. This bus stop appears to be outside of the 400m, and would therefore not comply with the SEPP.</p>
(ii) that will take those residents to a place that is located at a distance of not more than 400 metres from the facilities and services referred to in subclause (1), and	Bus routes service Camden, Narellan and Macarthur Square and meet these requirements.
(iii) that is available both to and from the proposed development during daylight hours at least once each day from Monday to Friday (both days inclusive),	The regularity of services appears to meet this requirement.
Gradient Controls and requirements	Further information needs to be provided by the applicant.

Further information required

1. Pre Issue of a Site Compatibility Certificate

- Detailed Traffic Studies
- Clarification regarding compliance with Clause 26 of the Seniors SEPP
- Referral of application to Transgrid
- Referral of application to the Sydney Catchment Authority
- Referral to Heritage NSW

2. As part of future Development application

- Drainage and Flooding Information for the site
- Statement of Environmental Effects
- Phase 2 Contamination Assessment & Remediation Action Plan (if applicable)
- Salinity Assessment
- Traffic Assessment (development specific)
- Aboriginal Impact Assessment
- European Heritage Impact Assessment
- Waste Management Plan
- Access Report
- Concept Stormwater Management Plan
- Noise Assessment

Conclusion

The application for a site compatibility certificate to permit a 150 bed residential care facility and 10 units of serviced self care housing under the Seniors SEPP appears to be consistent with the requirements of the SEPP.

Council officers consider that the proposal has planning merit, and in principle support Seniors Housing on the site, subject to detailed design and planning been undertaken that addresses Council's concerns as outlined in this report and within the attached submission.

ORD04

Attachment 2





SIGNS & BANNERS

POLICY 2.8

ORD05

Attachment 1

SIGNS & BANNERS IN A PUBLIC PLACE

DIVISION: DEVELOPMENT & HEALTH

PILLAR: GOVERNANCE; ACCESSIBILITY; ECONOMIC & COMMUNITY DEVELOPMENT

FILE / BINDER:

OBJECTIVE:

- I. To provide an avenue for the promotion of community events and functions that contribute to the Camden Community; and
- II. To manage the erection of signage in all public places to prevent inappropriate or inappropriately positioned signage on roadsides and reserves.

BACKGROUND:

In acknowledgment of the need for non-profit community groups, and Council to publicise local community events, a Policy is needed to put in place control measures on banners and signs erected in a public place within Camden Local Government Area.

The Policy primarily aims to provide an approval mechanism for the erection of non-commercial, temporary advertising such as banners and signs on roads and reserves. Such approval is generally restricted to community, non-profit groups and organisations for the erection and placement of such signage so as to preserve public amenity and safety. Any other organisation that purports to serve the community benefit but does not achieve compliance with the definition of non-profit, consideration may be given to approval of an application based on a written justification as to the community benefit. Any such approval may be granted no more than 2 weeks prior to the event and in any case all conforming non-profit applications will be given precedent.

To assist non-profit and community organisations Council does not currently charge a fee for the use of the approved locations, however this is subject to change as determined by the annual fees and charges schedule adopted by Council.

There are thirteen (13) sites in the Local Government Area where the erection of banners or signs may be approved within a public place.

The approved sites are:

Suburb	Location	Number of banners
Camden	South western corner of Old Hume HWY and Camden Bypass	2
Camden	Northern corner fo Old Hume HWY and Camden Bypass	2
Camden	Rotary Cowpasture Reserve, Argyle Street near Cowpasture Bridge	1

Catherine Field	Catherine Field Road corner of Barry & Deepfields Road	2
Catherine Field	Catherine Field Road next door to the Rural Fire Service building (see below diagram – behind copper logs)	1
Gregory Hills	Intersection of Camden Valley Way and Gregory Hills Drive on the south east side of the intersection	1
Harrington Park	The Northern Road north of Hillside Drive	2
Kirkham	Kirkham Park, Kirkham opposite Kirkham Lane	2
Leppington	Camden Valley Way north east of Denham Court Rd	2
Mount Annan	Narellan Road, east of Mount Annan Drive	2
Narellan	Intersection of Narellan Road and Camden Bypass	2
Narellan	Southern side of The Northern Road, south east of Porrenede Street	2
Rossmore	Bringelly Road corner of Masterfield Road	1

POLICY STATEMENT:

To develop and maintain a register and booking system of banners and signs approved by Council to be erected in/on a public place for the advertising of community events and functions.

The primary aim of the Policy is to permit applications for the erection of signs and banners by eligible organisations that achieve the "non-profit" status. However should any party or organisation that does not satisfy the definition of "non-profit" be able to adequately justify why they should be permitted access to the Policy then consideration will be given to that request. Any such request must be made in writing justifying the benefit to the community of Camden.

Banners or signs should not interfere with pedestrian or vehicular movement and must not encroach over the kerb toward the carriageway.

A maximum of two banners or signs may be displayed at any approved location at the same time with the exception of three sites that only allow 1 banner to be erected. Approval will be given for a maximum of three banners or signs from each organisation to be displayed at any of the approved sites per event. A further application may be made to Council two weeks prior to the event for additional sites and this request will be reviewed subject to current demand.

LIABILITY:

Any damage to public land as a result of the erection of any banner or sign will be repaired at the expense of the organisation displaying the banner or sign.

It should also be noted that Council is not liable or responsible for banners or signs, which are lost, stolen or damaged.

All organisations must have their own Public Risk Insurance Policy which nominates Camden Council as an interested party. The subject policy must provide insurance coverage for the display of the banner and any such incident which may arise from having that banner erected in a public place.

ORD05

Attachment 1

DEFINITIONS:**Banner**

A soft plastic/canvas/polycanvas material bearing letters and numbers and/or pictures, and visible from or on a public place. Banners are usually longer than they are high and fixed to a solid frame or posts using rope, wire or cable ties.

Sign

A rigid article made of wood/coreflute/ paper etc, bearing letters and numbers characters and/or pictures, and visible from or on a public place. Signs are usually affixed to one or two posts.

Non- Profit Organisation

Is an organisation that is not operating for the profit or gain of its individual members, whether these gains would have been direct or indirect. Any profit made by the organisation goes back into the operation of the organisation to carry out its purposes and is not distributed to any of its members.

(Definition as defined by the Australian Tax Office)

BANNER DESIGN:

This Policy applies to all banners and signs erected in a public place within the Camden Local Government Area. Council reserves the right to refuse the application of any banner or sign in which Council feels is inappropriate and does not reflect the amenity of Camden Local Government Area or if it is believed the organisation is dominating the area with requests for advertising. Banners that contain any but not limited to the following will not be approved or permitted:-

- Projects an offensive message
- Displays an offensive image
- Contains offensive language
- Incites hatred or aggression in any form
- Is unlawful under local, state or federal law
- Is considered as promotion of a political, racial or religious nature; and
- Is of a commercial nature that provides benefit to a private entity or person.

With the erection of banners and signs close to roads, Council needs to consider the safety of all road users. With the potential of banners and signs detaching from their anchor point during strong winds, banners must contain at least one of the below measures:

- Be constructed from a "breeze through material"
- Be constructed from heavy gauge sign vinyl
- Contain at least 3 air holes of not less than 12cm diameter

Council has the discretion to remove immediately any banner or sign which Council feels is a safety threat to road users and members of the community. The owner will be contacted to collect the banner or sign and it will be the discretion of Council as to whether the approval is to be rescinded at that time.

1. TEMPORARY SIGNAGE THAT WILL NOT BE CONSIDERED

In accordance with Council's Development Control Plan 2011 the following temporary signs in a public place are prohibited and will not be considered for approval:

- (a) Advertising on parked cars, trailers, shipping containers, whether or not registered where the principal purpose is for advertising (other than vehicles used for the primary purpose of conveying passengers or goods)
- (b) Flashing, electronic, running or moving signs (other than those signs authorised for traffic management)
- (c) Any temporary advertising placed on the footpath or roadway (Includes "A" frame signage)
- (d) Inflatable balloons or other inflatable devices
- (e) Any temporary advertising attached to power poles, trees, street lights, guide posts or the like.
- (f) Real Estate signs on public land – All Real Estate signs must be within the boundary of the advertised property.

2. STANDARDS FOR APPROVAL

- a) No banner or sign will be permitted to be placed, displayed or exposed in, on or over any public place without the prior approval of Council, where Council is the appropriate authority.
- b) Advertising will only be approved where the advertised event provides benefit to a community within the Camden Local Government Area, and does not in any way profit a single commercial entity.
- c) The person or organisation erecting the banner:
 - a) Is responsible for maintaining the banner during its display and for its removal;
 - b) Is responsible for the banner to be securely fastened at each end to the supports that will not collapse in the wind;
- d) The person/ organisation erecting a banner or sign at a location is to be considerate of other banners or signs already erected at the approved site. Any banner or sign that has been placed in front of another sign may have their approval rescinded and be asked to remove the banner or sign immediately from the location. Failure to remove the banner or sign may result in the banner or sign being impounded.
- e) A sign or banner observed on public land without the required approval may be impounded under the *Impounding Act 1993* and held by Council for a period of twenty-eight (28) days.

Where possible, the owner of the article will be contacted and informed of the impounding. The article may be claimed by its owner and will be released, subject to the payment of the appropriate impounding fees. Fees for the removal and storage of the impounded article are determined in accordance with Council's "Adopted Pricing Schedule of Miscellaneous Fees & Charges" so as to recover Council's costs in providing these services.
- f) If the article is not claimed by the owner within 28 days after being notified then Council will dispose of the article at its absolute discretion by either selling the article or destroying the article in accordance with the *Impounding Act 1993*.
- g) A sign or banner that has been approved by Council but breaches any conditions contained in this Policy may be immediately impounded under the *Impounding Act 1993* and held by Council for a period of twenty-eight (28) days.

ORD05

Attachment 1

- h) Where it is considered that any one organisation is dominating the available advertising areas to the detriment of the broader community, Council may limit the number of banner applications approved for that one organisation in a calendar year. The organisation will be notified in writing by Council of any such decision.
- i) If the situation arises where Council receives two (2) or more applications where the site is limited to available numbers on a requested date, the first applicant to confirm their booking as per the Policy will take precedence over the others. The unsuccessful applicant/s will be advised of any alternate banner locations.
- j) Failure to comply with any of the above conditions may result in the impounding of the article, and/or a fine of \$330.

3. CONDITIONS OF APPROVAL

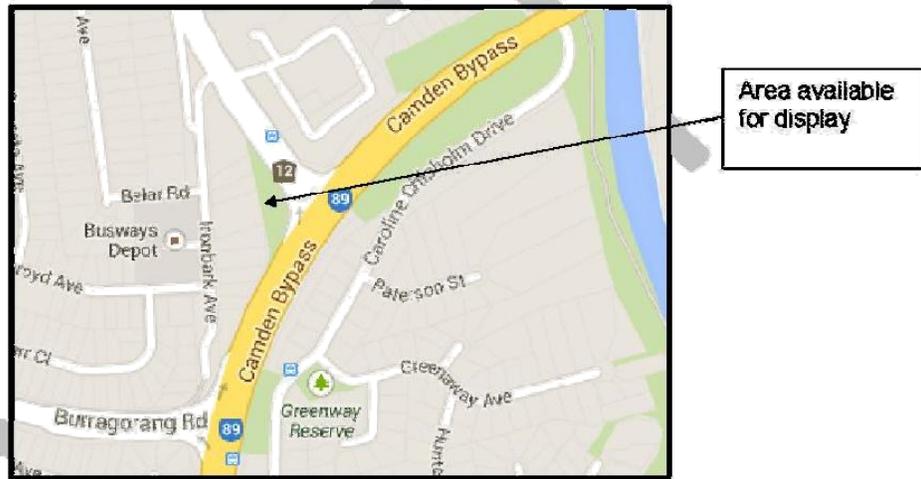
- a) Applications for the erection of signs or banners must be submitted at least fourteen (14) working days prior to the intended date of display.
- b) Applications will only be approved once the application form 545/7(ADVERTISING), has been completed and returned to Council.
- c) A photograph/plan/drawing of the article must be accompanied with the application. Photograph will only need to be submitted on one (1) occasion as Council will store on file. Note: Any new photograph/plan will need to be submitted if changes are made prior to being erected)
- d) Applications will not be accepted more than 12 months in advance of the intended date of display. The decision of Council is final and not open to appeal.
- e) Articles may be erected for a maximum of fourteen (14) days prior to the advertised event.
- f) Articles shall be removed within two (2) days of the conclusion of the event. If any banner or sign is not removed within this time frame, Council may impound the article and the owner will be subjected to all charges incurred. (refer to 1.2 & 1.3)
- g) Where events are sponsored, any corporate sponsor's logos on any sign or banner shall not exceed 25% of the total area of the subject article.
- h) Dimensions of banners shall not exceed 6000mm long, and 1000mm high, and dimension of rigid signs shall not exceed 1000mm by 1000mm.
- i) All articles erected must be safely secured with either rope or wire to star pickets with protective caps, embedded at least 500mm into the soil. Freestanding articles of any nature will not be permitted.
- j) Banners should have appropriate number and sized holes to ensure that they do not trap the wind and tear away from the anchor points.
- k) Articles shall be positioned close and parallel to fences where possible, or otherwise positioned so as not to cause vehicular or pedestrian obstruction, or impede traffic sight lines.

- l) Maximum overall height allowed shall not exceed 1.5m above ground level.
- m) No banner or sign shall be erected on or over any enforceable road sign which may inhibit the ability to enforce that sign in accordance with any Act or regulation.
- n) No person shall move or remove any other banner or sign erected at a site in which they do not have the authority to do so.

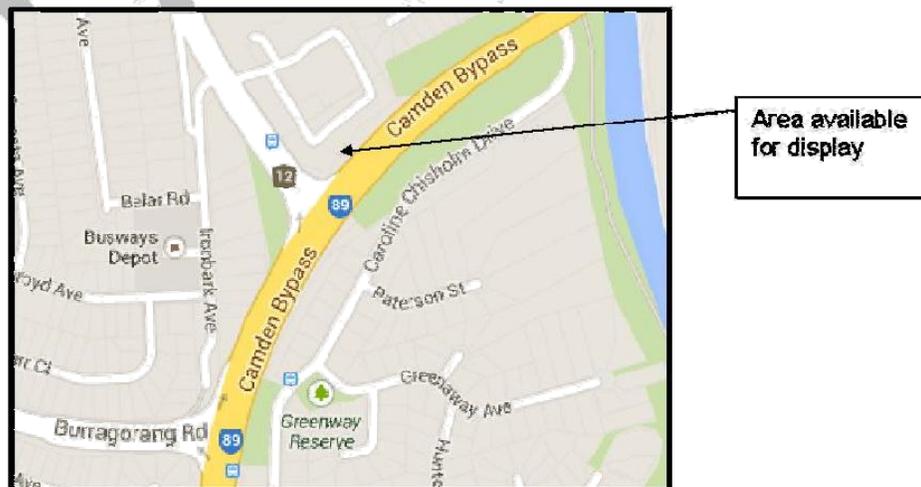
4. LOCATIONS WHERE ADVERTISING MAY BE APPROVED

CAMDEN

- a) South Western corner of Old Hume Highway and Camden Bypass (2 x banners/signs at the site will be approved)



- b) Northern corner of Old Hume Highway and Camden Bypass (2 x banners/signs at the site will be approved)



ORD05

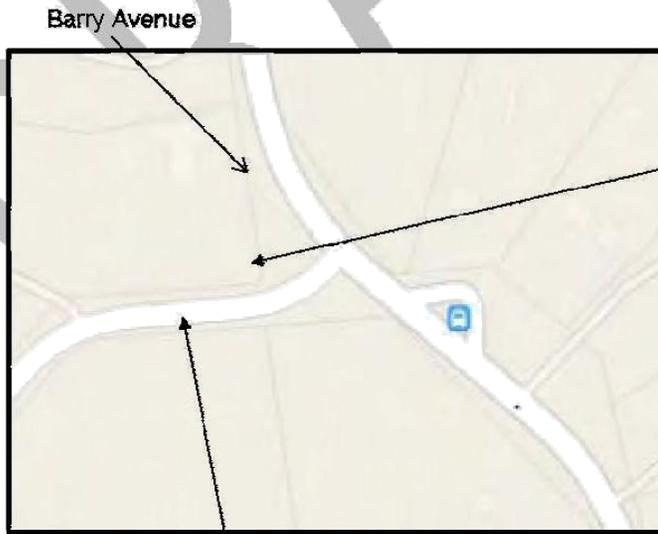
- c) Rotary Cowpasture Reserve, Argyle St near Cowpasture Bridge (2 x banners/signs at the site will be approved)



Area available for display

CATHERINE FIELD

- a) Catherine Field Road corner of Barry Ave & Deepfields Road (2 x banners/signs at the site will be approved)



Area available for display

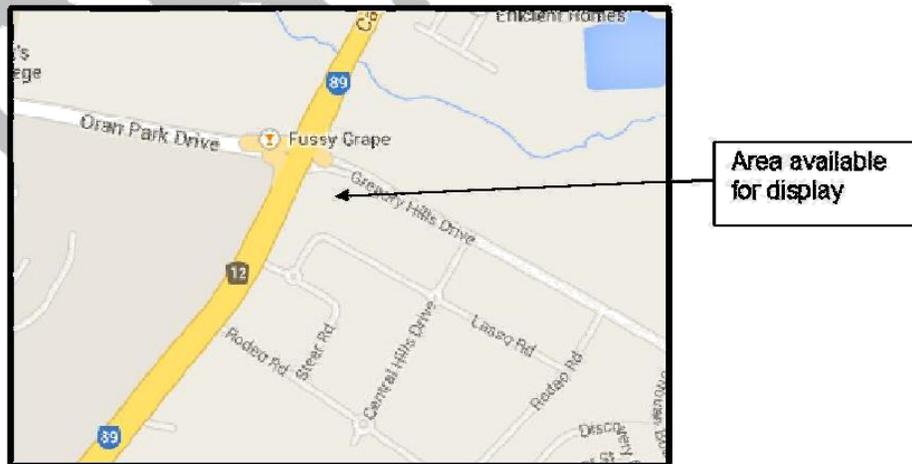
Attachment 1

- b) Catherine Field Road next door to the Rural Fire Service Building
(1 x banner/sign at the site will be approved)



GREGORY HILLS

- Intersection of Camden Valley Way and Gregory Hills Drive on the south east side of the intersection
(1 x banner/sign at the site will be approved)



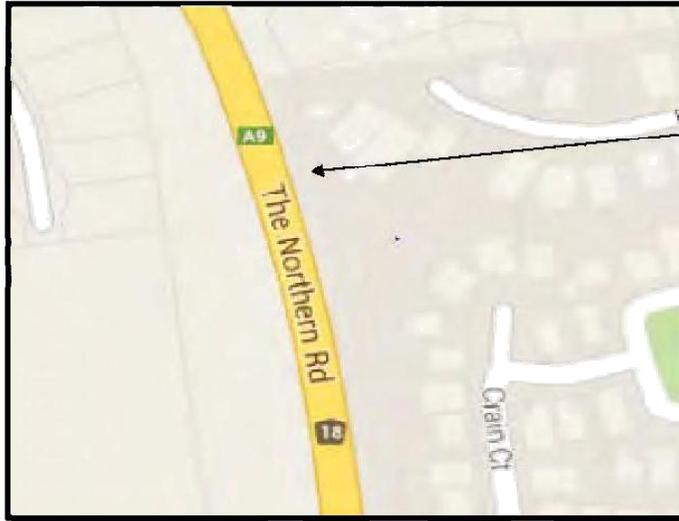
ORD05

Attachment 1

ORD05

HARRINGTON PARK

The Northern Road Harrington Park, north of Hillside Drive
(2 x banners/signs at the site will be approved)

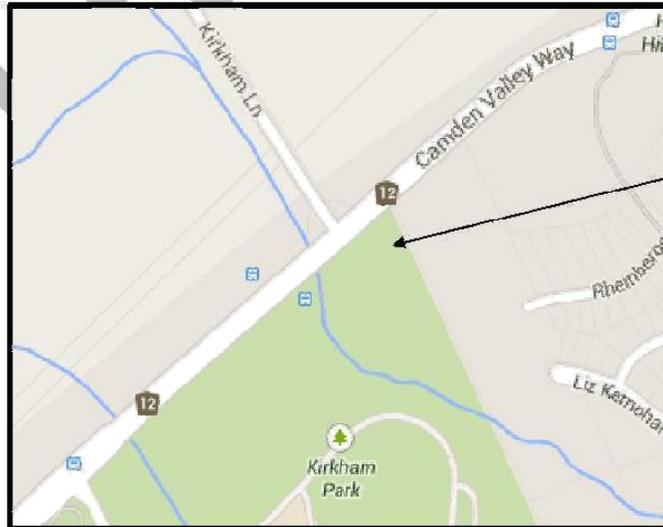


Area available for display

Attachment 1

KIRKHAM

Kirkham Park, Kirkham, opposite Kirkham Lane
(2 x banners/signs at the site will be approved)



Area available for display

LEPPINGTON

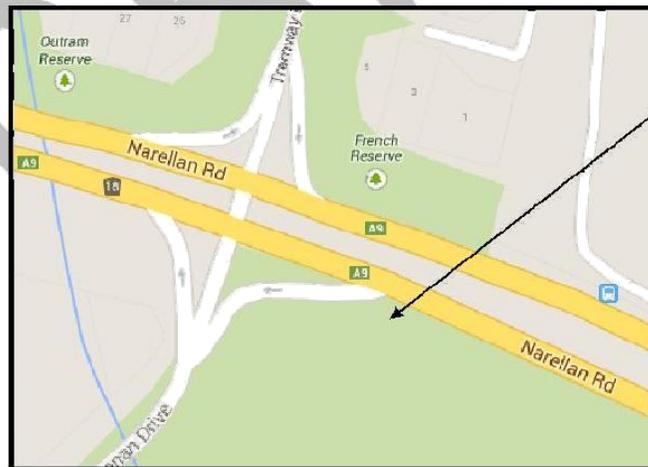
**Camden Valley Way north east of Denham Court Road
(2 x banners/signs at the site will be approved)**



Area available for display

MOUNT ANNAN

**Southern side of Narellan Road, East of Mt Annan Dr
(2 x banners/signs at the site will be approved)**



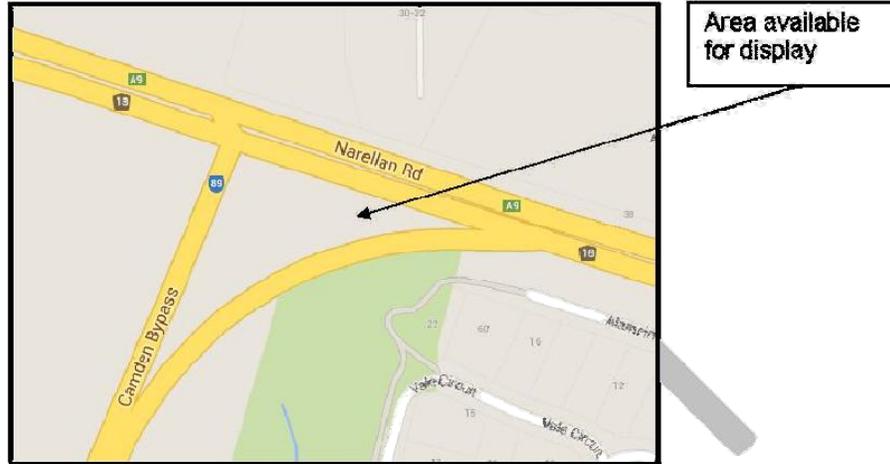
Area available for display

ORD05

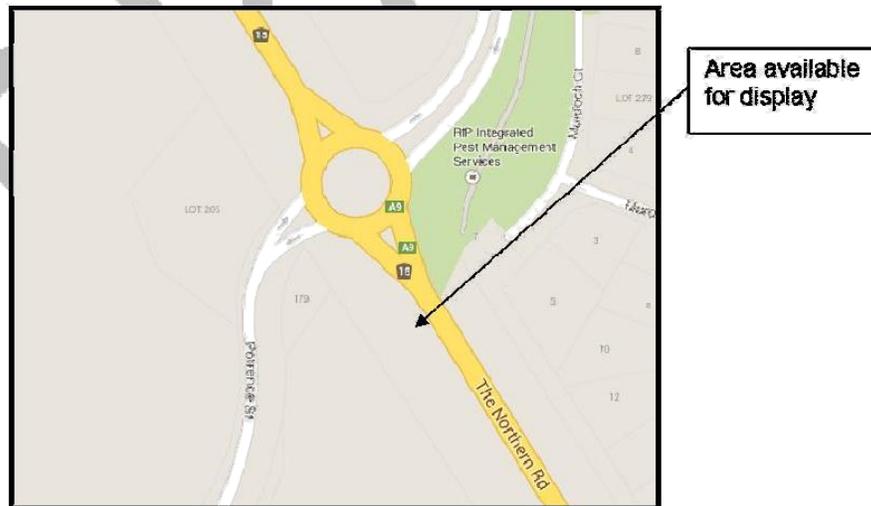
Attachment 1

NARELLAN

- a) Intersection of Narellan Road and Camden Bypass
(2 x banners/signs at the site will be approved)



- b) Southern side of The Northern Road, south east of Pomeneade Street Narellan
(2 x banners/signs at the site will be approved)



ROSSMORE

Bringelly Road corner of Masterfield Road
(1 x banner/sign at the site will be approved)



Area available
for display

ORD05

Attachment 1

ORD05

RELEVANT LEGISLATION:

RELEVANT LEGISLATION:

Local Government Act 1993 no30
Impounding Act 1993
Road and Transport Act 2013

RELATED POLICIES:

Camden Council Development Control Plan 2011 Chapter B4 Advertising & Signage

DELEGATIONS:

Yes

SUSTAINABILITY ELEMENT:

No

STAFF TRAINING REQUIRED?

No

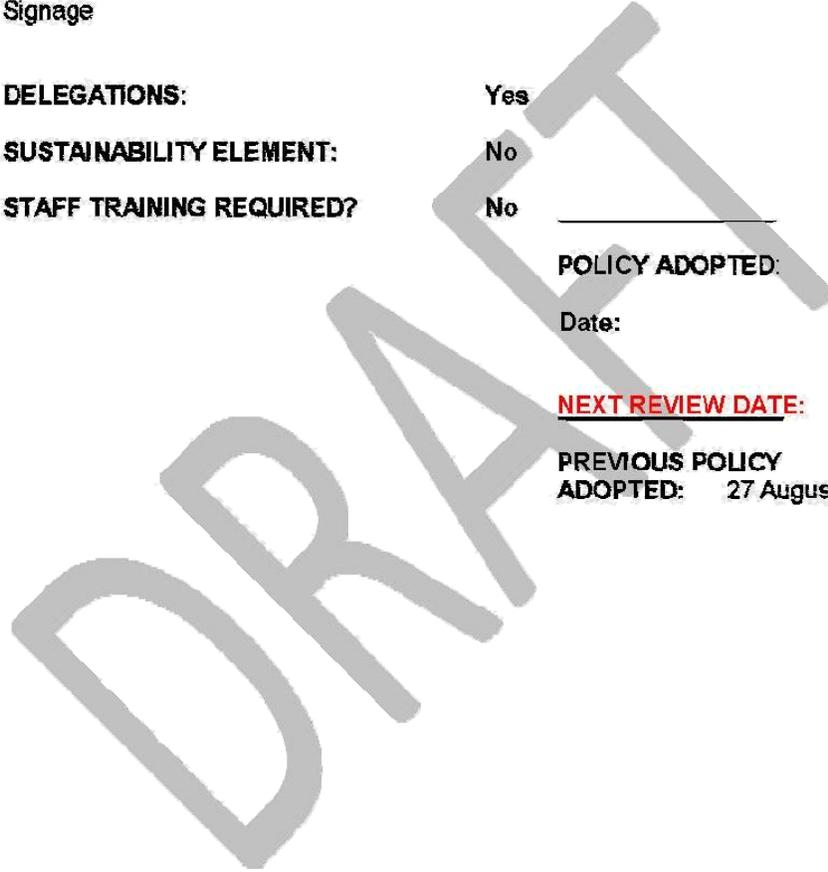
POLICY ADOPTED:

Date:

NEXT REVIEW DATE:

PREVIOUS POLICY

ADOPTED: 27 August 2001



Attachment 1



Application Form Policy 2.8

Please ensure you have read the policy before filling out this form

Name _____ Address _____ Phone _____
 Organisation _____ Event _____
 Date of event _____ Start date for display _____ End date for display _____

Proposed location of advertising (please tick) Maximum 3 sites

<input checked="" type="checkbox"/>	Suburb	Location	<input checked="" type="checkbox"/>	Suburb	Location
<input type="checkbox"/>	Camden	South western corner of Old Hume HWY and Camden Bypass	<input type="checkbox"/>	Camden	Northern corner to Old Hume HWY and Camden Bypass
<input type="checkbox"/>	Camden	Rotary Coppasture Reserve, Argyle Street near Coppasture Bridge	<input type="checkbox"/>	Catherine Field	Catherine Field Road corner of Barry & Deepfields Road
<input type="checkbox"/>	Catherine Field	Catherine Field Road next door to the Rural Fire Service building (behind copper logs)	<input type="checkbox"/>	Gregory Hills	Intersection of Camden Valley Way and Gregory Hills Drive on the south east side of the intersection
<input type="checkbox"/>	Harrington Park	The Northern Road north of Hillside Drive	<input type="checkbox"/>	Kirkham	Kirkham Park, Kirkham opposite Kirkham Lane
<input type="checkbox"/>	Leppington	Camden Valley Way north east of Denham Court Road	<input type="checkbox"/>	Mount Annan	Narellan Road, east of Mount Annan Drive
<input type="checkbox"/>	Narellan	Southern side of The Northern Road, south east of Porenele Street	<input type="checkbox"/>	Narellan	Intersection of Narellan Road and Camden Bypass
<input type="checkbox"/>	Rosemore	Bringelly Road corner of Masterfield Road	<input type="checkbox"/>		

I, agree that my banner is no larger than 600mm long and 1000mm high (or rigid sign 1000mm high) and will not exceed 1.5m above ground level when constructed. I have attached a clear photograph/diagram with the measurements marked. I also declare that the event is organised by a non-profit organisation as defined in the Policy and no member or private person will make a direct profit from such event. I, the undersigned, have read and understood the attached policy, and agree to the conditions within. I am aware the proposed banner may be impounded, any further requests denied and a fine of up to \$330 may result if I fail to comply with the conditions contained in the policy.

Print Name _____ Signature _____ Date _____
 Yes No

This section to be completed by Council employees only who are applying for sign/banner approval

Has the sign/banner been approved by Councils Public Relations Officer prior to the submission of this form

Note: Approval will not be granted until the sign/banner has been approved by Public Relations.

How to lodge your application: - Hand deliver - Camden Council 37 John St Camden / Post - PO Box 183 Camden 2570 / FAX: 02 4654 7829 or Email: mailbox@camden.nsw.gov.au

POLICY 2.8
 Adopted by Council:
 Minute No.:

ORD06



Attachment 1

Monthly Report

Camden Council

August 2014

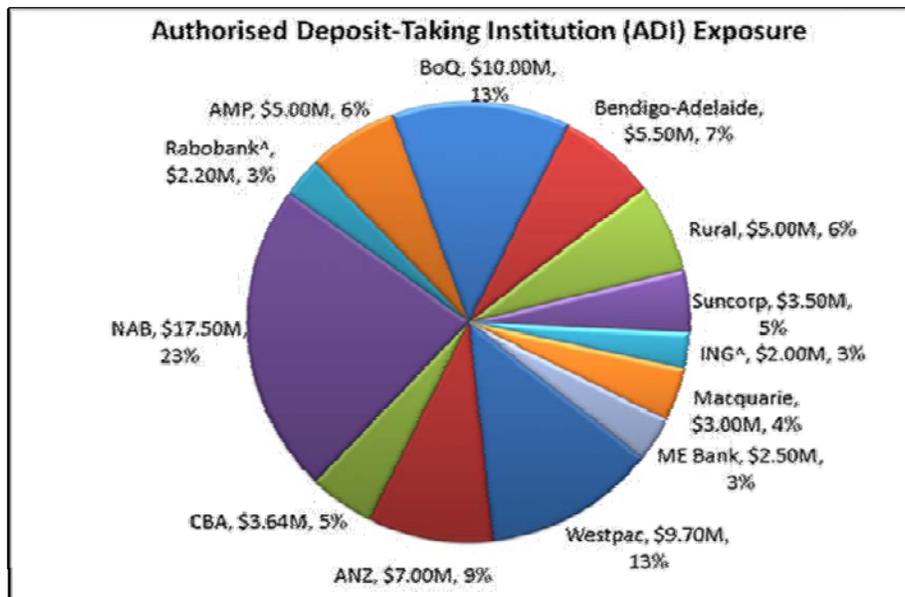
Investment Exposure

Council is reaching capacity limits with, NAB, Rabobank, ING and BoQ. Council will continue to diversify the investment portfolio across the higher rated ADIs (A1 or higher).

ADI	Exposure \$M	Rating	Policy Limit	Actual	Capacity
Westpac	\$9.70M	A1+	25%	13%	\$9.44M
ANZ	\$7.00M	A1+	25%	9%	\$12.14M
CBA	\$3.64M	A1+	25%	5%	\$15.50M
NAB	\$17.50M	A1+	25%	23%	\$1.64M
Rabobank ^a	\$2.20M	A1+	5%	3%	\$1.63M
AMP	\$5.00M	A1	15%	6%	\$6.89M
BoQ	\$10.00M	A1	15%	13%	\$1.48M
Bendigo-Adelaide	\$5.50M	A1	15%	7%	\$5.98M
Rural	\$5.00M	A1	15%	6%	\$6.89M
Suncorp	\$3.50M	A1	15%	5%	\$7.98M
ING ^a	\$2.00M	A1	5%	3%	\$1.83M
Macquarie	\$3.00M	A1	15%	4%	\$8.48M
ME Bank	\$2.50M	A2	10%	3%	\$5.15M
Total	\$76.54M			100%	

^aForeign subsidiary banks are limited to 5% of the total investment portfolio as per Council's investment policy.

Apart from investments with the regional ADIs, the investment portfolio is predominately directed to the higher rated entities led by NAB and BoQ.

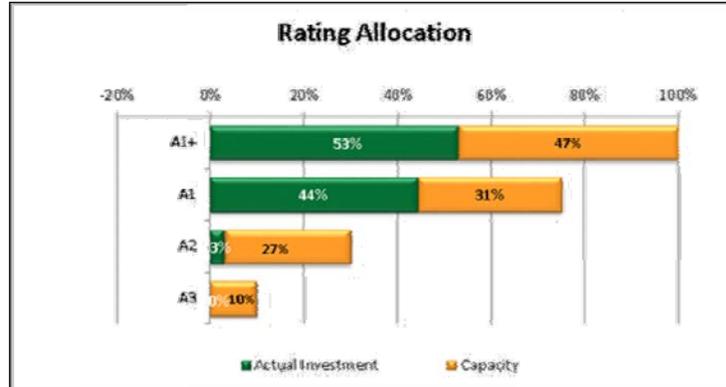


ORD06

Attachment 1

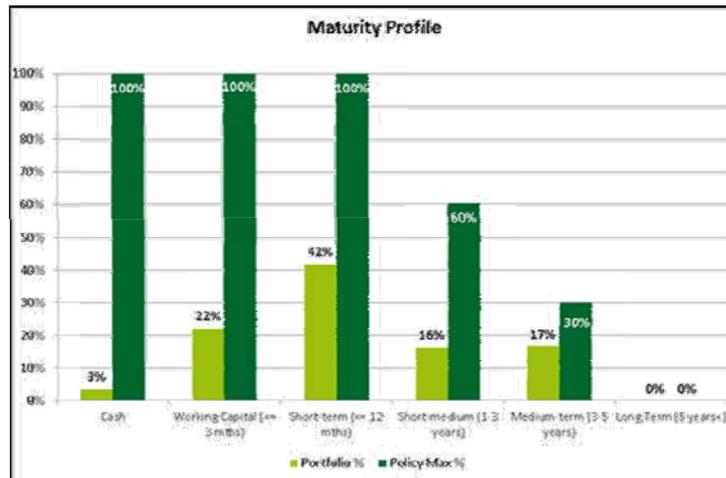
Credit Quality

A1+ (the domestic majors) and A1 (the high rated regionals) rated ADIs are the largest share of Council's investments.



Term to Maturity

The portfolio remains highly liquid with 3% of investments at-call and a further 22% of assets maturing within 3 months. There is still substantial capacity to invest in terms greater than 1 year. In consultation with its investment advisors, Council has continued to strategically lengthen its deposit portfolio to diversify across various maturities up to 5 years.



In the current low interest rate environment, as existing deposits mature, they will generally be reinvested at much lower rates than preceding years. A larger spread of maturities in medium-term assets would help income pressures over future financial years, although this is becoming increasingly difficult as the banks continue to reduce their rates.



2014-15 Budget

Current Budget Rate	3.30%
Source of Funds Invested	
Section 94 Developer Contributions	\$34,209,900
Restricted Grant Income	\$787,500
Externally Restricted Reserves	\$8,097,900
Internally Restricted Reserves	\$24,671,900
General Fund	\$8,772,800
Total Funds Invested	\$76,540,000

Council's investment portfolio has increased by \$4.41 million since the July reporting period. The increase primarily relates to the receipt of the first rates payment for the 2014/15 financial year and the receipt of a number of grant fund. The source of funds are indicative only, due to Council's annual financial reports still being finalised for 30 June 2014.

INTEREST RECEIVED DURING 2014/15 FINANCIAL YEAR				
	August	Cumulative	Projected Interest	Original Budget
General Fund	\$105,307	\$211,111	\$899,200	\$899,200
Restricted	\$149,571	\$297,093	\$871,900	\$871,900
Total	\$254,878	\$508,204	\$1,771,100	\$1,771,100

Interest Summary

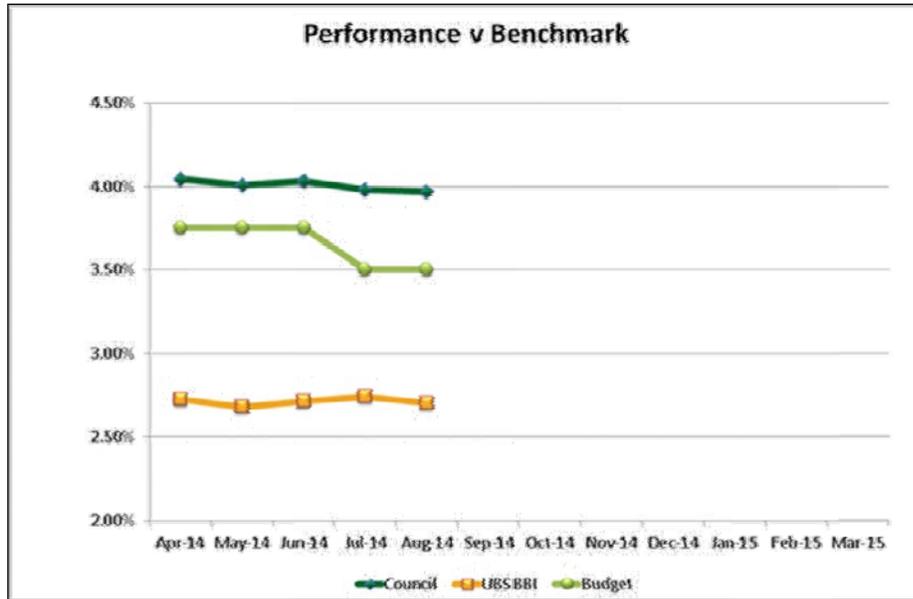
The portfolio's interest summary as at 31 August 2014 is as follows:

NUMBER OF INVESTMENTS	61
AVERAGE DAYS TO MATURITY	465
AVERAGE PERCENTAGE	3.97% p.a.
WEIGHTED PORTFOLIO RETURN	3.97% p.a.
CBA CALL ACCOUNT *	2.70% p.a.
HIGHEST RATE	5.10% p.a.
LOWEST RATE	3.50% p.a.
BUDGET RATE	3.50% p.a.
AVERAGE BBSW (30 Day)	2.63% p.a.
AVERAGE BBSW (90 Day)	2.63% p.a.
AVERAGE BBSW (180 Day)	2.65% p.a.
UBS BANK BILL INDEX	2.70% p.a.

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

ORD06

Attachment 1



Outperformance over benchmark (UBS Bank Bill Index) continues to be attributed to the longer-dated deposits in the portfolio (particularly early investments placed above 4.5%). Recent deposits invested above 4% will also contribute to outperformance and Council's budgeted income over the current financial year. As existing deposits mature, performance will generally fall as deposits will be reinvested at much lower prevailing rates.

With the adoption of a longer term strategy, the FY15 budget return of 3.50% should be achieved in the absence of any unexpected interest rate cuts by the Reserve Bank of Australia (RBA).



Appendix A – List of Investments

Camden Council Investment Portfolio as at 31 August 2014							
Institution	Type	Amount	Interest Rate	Date Invested	Maturity Date	Original Term of Investment (days)	Interest Accrued as at 31/08/2014
NAB	TD	\$500,000.00	4.50%	7/02/2013	5/02/2015	728	\$12,698.63
Westpac	TD	\$700,000.00	4.35%	1/05/2013	7/05/2015	736	\$10,261.23
Westpac	TD	\$2,000,000.00	4.35%	6/05/2013	14/05/2015	738	\$28,126.03
Westpac	TD	\$500,000.00	4.35%	17/05/2013	21/05/2015	734	\$6,376.03
Westpac	TD	\$500,000.00	4.55%	17/05/2013	19/05/2016	1098	\$6,669.18
BOQ	TD	\$2,500,000.00	5.05%	4/11/2013	1/11/2018	1823	\$104,113.01
BOQ	TD	\$1,500,000.00	4.50%	7/11/2013	2/11/2016	1091	\$55,109.59
AMP	TD	\$1,000,000.00	3.80%	13/11/2013	13/11/2014	365	\$30,400.00
BOQ	TD	\$1,000,000.00	5.10%	25/11/2013	22/11/2018	1823	\$39,123.29
ING Bank	TD	\$1,000,000.00	4.63%	28/11/2013	23/11/2017	1456	\$35,137.26
BOQ	TD	\$1,000,000.00	4.85%	28/11/2013	23/11/2017	1456	\$36,806.85
AMP	TD	\$2,000,000.00	3.80%	28/11/2013	28/11/2014	365	\$57,676.71
BOQ	TD	\$1,000,000.00	4.50%	28/11/2013	24/11/2016	1092	\$34,150.88
ME Bank	TD	\$1,000,000.00	3.90%	2/12/2013	20/11/2014	353	\$29,189.88
CBA	TD	\$1,000,000.00	4.00%	2/12/2013	2/12/2015	730	\$29,917.81
AMP	TD	\$1,000,000.00	3.80%	5/12/2013	4/12/2014	364	\$28,109.59
ME Bank	TD	\$1,500,000.00	3.90%	12/12/2013	18/12/2014	371	\$42,152.05
AMP Bank	TD	\$1,000,000.00	3.80%	12/12/2013	11/12/2014	364	\$27,380.82
Macquarie Bank	TD	\$1,000,000.00	3.90%	19/12/2013	19/12/2014	365	\$27,353.42
Westpac	TD	\$1,000,000.00	3.61%	19/12/2013	19/12/2014	365	\$25,319.45
Macquarie Bank	TD	\$1,000,000.00	4.15%	20/01/2014	20/01/2016	730	\$25,488.49
BOQ	TD	\$1,000,000.00	4.65%	27/02/2014	22/02/2018	1456	\$23,695.89
Rabobank	TD	\$1,000,000.00	5.00%	28/02/2014	28/02/2019	1826	\$25,342.47
Rabobank	TD	\$1,200,000.00	5.00%	3/03/2014	6/03/2019	1829	\$29,917.81
NAB	TD	\$1,500,000.00	3.65%	6/03/2014	3/09/2014	181	\$26,850.00
Rural Bank	TD	\$1,000,000.00	3.75%	13/03/2014	10/09/2014	181	\$17,671.23
NAB	TD	\$1,000,000.00	3.65%	20/03/2014	17/09/2014	181	\$16,500.00
NAB	TD	\$1,000,000.00	3.65%	27/03/2014	24/09/2014	181	\$15,800.00
Suncorp Metway	TD	\$1,000,000.00	3.60%	10/04/2014	1/10/2014	174	\$14,202.74
BOQ	TD	\$1,000,000.00	3.70%	17/04/2014	15/10/2014	181	\$13,837.67
NAB	TD	\$1,500,000.00	3.65%	17/04/2014	8/10/2014	174	\$20,550.00
Bendigo Adelaide Bank	TD	\$1,000,000.00	3.50%	24/04/2014	22/10/2014	181	\$12,485.75
Suncorp Metway	TD	\$1,000,000.00	3.60%	8/05/2014	29/10/2014	174	\$11,441.36
Westpac	TD	\$1,000,000.00	3.54%	14/05/2014	5/11/2014	175	\$10,668.49
Westpac	TD	\$1,500,000.00	4.55%	15/05/2014	15/05/2019	1826	\$20,381.51
Westpac	TD	\$1,500,000.00	4.55%	21/05/2014	22/05/2019	1827	\$19,259.59
Rural Bank	TD	\$1,000,000.00	3.70%	21/05/2014	26/11/2014	189	\$10,441.36
Bendigo Adelaide Bank	TD	\$1,500,000.00	4.05%	22/05/2014	24/05/2017	1098	\$16,976.71
Bendigo Adelaide Bank	TD	\$1,000,000.00	4.05%	27/05/2014	31/05/2017	1100	\$10,763.03
Rural Bank	TD	\$1,500,000.00	3.61%	29/05/2014	14/01/2015	230	\$14,099.84
Bendigo Adelaide Bank	TD	\$2,000,000.00	4.05%	30/05/2014	31/05/2017	1097	\$20,880.27
Suncorp Metway	TD	\$1,500,000.00	3.61%	3/06/2014	16/12/2014	196	\$13,352.05
Rural Bank	TD	\$1,500,000.00	3.75%	5/06/2014	21/01/2015	230	\$13,561.64

Camden Council: August 2014

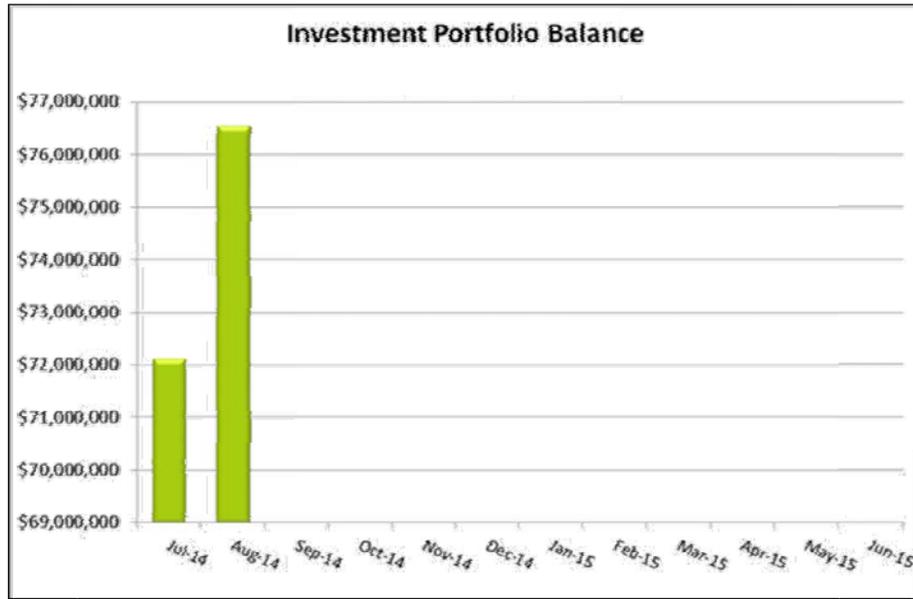
ORD06

Attachment 1

ORD06

Camden Council Investment Portfolio as at 31 August 2014							
Institution	Type	Amount	Interest Rate	Date Invested	Maturity Date	Original Term of Investment (days)	Interest Accrued as at 31/08/2014
NAB	TD	\$2,000,000.00	4.00%	5/06/2014	7/06/2017	1098	\$19,287.67
NAB	TD	\$1,500,000.00	3.61%	12/06/2014	28/01/2015	230	\$12,016.85
NAB	TD	\$1,000,000.00	3.61%	3/07/2014	7/03/2015	188	\$5,934.25
NAB	TD	\$1,500,000.00	3.62%	3/07/2014	4/02/2015	216	\$8,925.02
NAB	TD	\$1,500,000.00	3.62%	3/07/2014	11/02/2015	223	\$8,926.03
ING Bank	TD	\$1,000,000.00	3.53%	10/07/2014	18/02/2015	223	\$5,125.75
NAB	TD	\$1,000,000.00	3.61%	23/07/2014	25/02/2015	217	\$3,956.66
NAB	TD	\$1,000,000.00	3.61%	24/07/2014	4/03/2015	223	\$3,857.26
Westpac	TD	\$1,000,000.00	3.50%	30/07/2014	29/10/2014	91	\$3,164.38
ANZ	TD	\$1,000,000.00	3.60%	31/07/2014	11/03/2015	223	\$3,156.16
ANZ	TD	\$1,000,000.00	3.60%	31/07/2014	18/03/2015	230	\$3,156.16
Macquarie Bank	TD	\$1,000,000.00	4.00%	31/07/2014	31/07/2017	1096	\$3,506.85
BOQ	TD	\$1,000,000.00	4.15%	5/08/2014	1/08/2018	1457	\$3,069.86
NAB	TD	\$1,000,000.00	3.62%	6/08/2014	25/03/2015	231	\$2,578.63
ANZ	TD	\$1,000,000.00	3.55%	14/08/2014	1/04/2015	230	\$1,750.68
NAB	TD	\$1,500,000.00	3.60%	20/08/2014	8/04/2015	231	\$1,775.34
ANZ	TD	\$2,000,000.00	3.55%	22/08/2014	15/04/2015	236	\$1,945.21
ANZ	TD	\$2,000,000.00	3.55%	28/08/2014	22/04/2015	237	\$778.08
# TD Investments	61	\$73,900,000.00	3.97%				\$1,163,134.20
CBA	Call Account	\$2,640,000.00	2.70%				
		\$76,540,000.00					

Attachment 1



Appendix B – Ratings Definitions

Standard & Poor's Ratings Description

Standard & Poor's (S&P) is a professional organisation that provides analytical services. An S&P rating is an opinion of the general credit worthiness of an obligor with respect to particular debt security or other financial obligation – based on relevant risk factors.

Credit ratings are based, in varying degrees, on the following considerations:

- Likelihood of payment
- Nature and provisions of the obligation
- Protection afforded by, and relative position of, the obligation in the event of bankruptcy, reorganisation or other laws affecting creditors' rights
- The issue rating definitions are expressed in terms of default risk.

S&P Short-Term Obligation Ratings are:

- **A-1:** This is the highest short-term category used by S&P. The obligor's capacity to meet its financial commitment on the obligation is strong. Within this category, certain obligations are designated with a plus sign (+). This indicates that the obligor's capacity to meet its financial commitment on these obligations is extremely strong.
- **A-2:** A short-term obligation rated A-2 is somewhat more susceptible to the adverse changes in circumstances and economic conditions than obligations in higher rating categories. However the obligor's capacity to meet its financial commitment on the obligation is satisfactory.
- **A-3:** A short-term obligation rated A-3 exhibits adequate protection parameters. However, adverse economic conditions or changing circumstances are more likely to lead to a weakened capacity of the obligor to meet its financial commitment on the obligation.

ORD06

Attachment 1

S&P Long-Term Obligations Ratings are:

- **AAA:** An obligation/obligor rated AAA has the highest rating assigned by S&P. The obligor's capacity to meet its financial commitment on the obligation is extremely strong.
- **AA:** An obligation/obligor rated AA differs from the highest rated obligations only in small degree. The obligor's capacity to meet its financial commitment on the obligations is very strong.
- **A:** An obligation/obligor rated A is somewhat more susceptible to the adverse effects of changes in circumstances and economic conditions than obligations/obligors in higher rated categories. However the obligor's capacity to meet its financial commitment on the obligation is strong.
- **BBB:** A short-term obligation rated BBB exhibits adequate protection parameters. However, adverse economic conditions or changing circumstances are more likely to lead to a weakened capacity of the obligor to meet its financial commitment on the obligation.
- **Unrated:** Financial institutions do not necessarily require a credit rating from the various ratings agencies such as Standard & Poor's and these institutions are classed as "Unrated". Most Credit Unions and Building societies fall into this category. These institutions nonetheless must adhere to the capital maintenance requirements of the Australian Prudential Regulatory Authority (APRA) in line with all authorised Deposit Taking Institutions (Banks, Building societies and Credit Unions).
- **Plus (+) or Minus(-):** The ratings from "AA" to "BBB" may be modified by the addition of a plus or minus sign to show relative standing within the major rating categories

Fitch and Moody's have similar classifications.



Appendix C – Recently Invested ADIs

Rural Bank

Historically, the Bank was formed as Elders Rural Bank and received its banking licence in 2000. In August 2009, Elders Rural Bank Limited changed its name to Rural Bank Limited and, in December 2010, Rural Bank became a fully-owned subsidiary of the Bendigo and Adelaide Bank Group.

In December 2010, Bendigo and Adelaide Bank announced that it would increase its shareholding in Rural Bank from 60% to 100% for \$165m, or approximately 1.2 times book value. As such, Rural Bank takes on its parent's company's long-term credit rating of A- by S&P.

Over the years, the bank's business model has expanded, but its core business has not changed. They specialise in lending to the agricultural sector in rural and regional centres across the country. Rural Bank's products and services are now available at more than 400 locations nationally.

Financial Results

As at 31 December 2013, Rural Bank's Tier 1 Capital Ratio stood at 11.73% and its Total Capital Ratio at 13.26%, well above Basel III minimum capital requirements.

At a group level, Bendigo-Adelaide Bank Ltd announced a statutory profit after tax of \$180.7 million for the 6 months ending 31 December 2013, an 4.6% decrease on the prior corresponding period. The cash earnings result is \$185.9 million for the 6 months ending 31 December 2013, a 9.5% increase on the prior corresponding period. Retail deposits stood at \$42.65 billion (up from \$42.25 billion in June 2013), an increase of 1.0%.

Rabobank Australia

With over 110 years of history, the Rabobank Group is a leading provider of financial services around the world and has a strong historical presence for the global food and agriculture industry. Headquartered in Utrecht, the Netherlands, Rabobank is a cooperative bank with over AUD\$926.4 billion in assets (€732 billion)¹, approximately 10 million clients, more than 59,000 employees, and a presence in 48 countries. Rabobank is one of the 30 largest financial institutions in the world based on Tier 1 Capital.

Rabobank established an office in Australia in 1990 and acquired the Primary Industry Bank of Australia (PIBA) operating in Australia and New Zealand in 1994. With headquarters in Sydney, Rabobank has 61 branches throughout Australia and 32 branches in New Zealand. As at December 2011, the Group employed more than 1,000 people in Australia and New Zealand, with more than half based in regional locations.

¹ As a comparison, CBA has approximately AUD\$750 billion in total assets and 45,000 employees



ORD06

Financial Results

The latest Prudential Standards of Rabobank Australia Ltd as at 31 December 2013 is summarised as follows:

- Cash and liquid assets were \$173.3m (Q4 2013)
- Impaired loans down to \$302.1m (Q4 2013) from \$313.3m (Q2 2013)
- Tier one capital ratio of 10.81%, well in excess of Basel III regulatory requirements

Attachment 1





**DRAFT HERBERTS HILL
RESERVE
SPECIFIC AREA PLAN OF
MANAGEMENT**

ORD08

Attachment 1

ORD08

Attachment 1

CONTENTS

SECTION ONE: INTRODUCTION	3
1.1 PURPOSE	3
1.2 LOCATION AND LAND TITLE	3
1.3 LEASES	4
1.4 LAND USE	4
1.5 STAKEHOLDERS	4
1.6 ADJACENT LAND USES	5
1.7 BACKGROUND INFORMATION	5
SECTION TWO: RELEVANT LEGISLATION AND OTHER STRATEGIES	7
2.1 LOCAL GOVERNMENT ACT 1993	7
2.2 HERITAGE ACT 1977	8
2.3 HAWKESBURY NEPEAN CATCHMENT ACTION PLAN	8
2.4 CAMDEN 2040	8
2.5 CAMDEN LOCAL ENVIRONMENT PLAN NO. 2010	9
2.6 CAMDEN DEVELOPMENT CONTROL PLAN 2011	9
2.7 PEDESTRIAN / CYCLING STRATEGY	9
2.8 COUNCIL RESOLUTIONS	9
SECTION THREE: LAND CATEGORIES	10
SECTION FOUR: BIOPHYSICAL RESOURCES AND LANDSCAPES	12
4.1 TOPOGRAPHY	12
4.2 GEOLOGY AND SOIL HEALTH	12
4.3 HYDROLOGY	12
4.4 VEGETATION AND CONDITION	12
4.5 FAUNA	13
SECTION FIVE: ASSETS AND FACILITIES AND THEIR CONDITIONS	14
SECTION SIX: VALUES AND OPPORTUNITES	16
SECTION SEVEN: IMPACTS AND MANAGEMENT ISSUES	17
SECTION EIGHT: MASTERPLAN AND MANAGEMENT STRATEGIES	22
8.1 APPLICATION OF MANAGEMENT POLICIES AND GUIDELINES	22
8.2 ACTION PLAN SCOPE	22
8.3 PERFORMANCE TARGETS AND PRIORITIES	22
8.4 REVIEW OF PLAN	23
SECTION NINE: STORMWATER	25
9.1 STORMWATER	25
9.2 LANDSCAPE / VIEWS	25
9.3 HERITAGE AND BUILDING WORK	27
9.4 VEGETATION MANAGEMENT	29
9.5 RECREATION & COMMUNITY	29
9.6 FACILITIES	31
9.7 ACCESS	32
9.8 LEASES, LICENCES AND OTHER	32

REFERENCES	34
APPENDICES	35
APPENDIX 1 – USE AND MANAGEMENT OF COMMUNITY LAND	35
APPENDIX 2 – GUIDELINES FOR LAND CATEGORISATION AND APPLICABILITY TO HERBERTS HILL RESERVE	37
APPENDIX 3 – CORE OBJECTIVES EXTRACTED FROM THE LOCAL GOVERNMENT ACT 1993 - SECT 36.	38

ORD08**Attachment 1**

ORD08

SECTION ONE: INTRODUCTION

1.1 PURPOSE

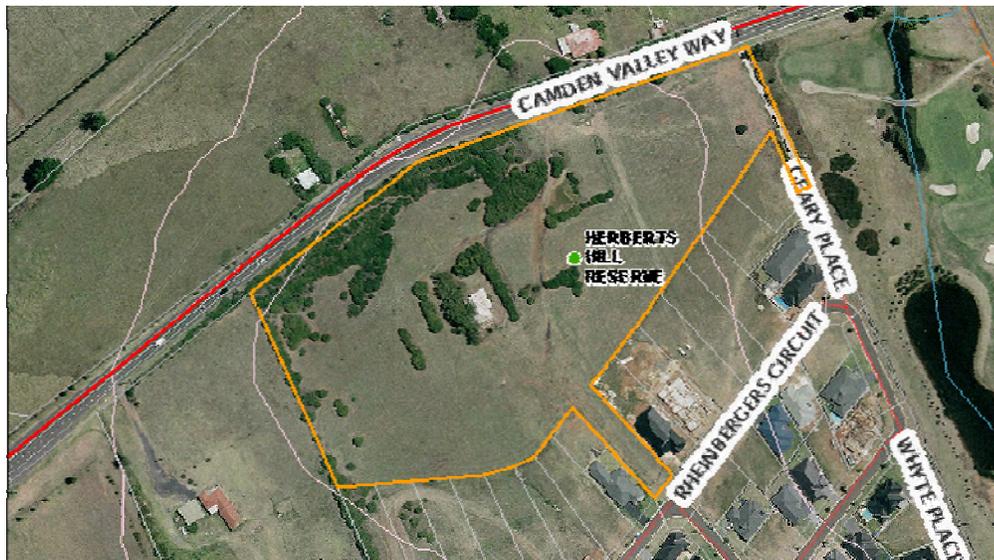
This plan has been prepared according to Section 36 of the *Local Government Act 1993*, which states that a Plan of Management (PoM) must be prepared for Community Land.

Rheinbergers Cottage (cottage) and its hill which is located in Herberts Hill Reserve have heritage significance for their link with important historic uses and families; and for the extensive views that are obtained to and from the hill over the Camden area.

This PoM specifies how Herberts Hill Reserve will be appropriately used and managed, to ensure its heritage significance can be appreciated by current and future Camden residents. Herberts Hill Reserve is also known colloquially as Rheinbergers Hill.

1.2 LOCATION AND LAND TITLE

Herberts Hill Reserve is located on the southern side of Camden Valley Way at Elderslie, and is approximately half way between Camden and Narellan town centres. It is described as Lot 162 DP 1087243, 168 Camden Valley Way and is 3.96 ha in size. See Figure 1 for location and the area covered by the plan.



Attachment 1

1.3 LEASES

Rheinbergers Cottage has recently been restored for habitation and has been leased as a residence since 7 September 2013.

1.4 LAND USE

The site is on a prominent hill and comprises a cottage, its immediate domestic garden area within surrounding hedges, and the site as a whole is currently used as an open passive park.

The cottage is a single-storey, weatherboard, three-bedroom building with a wraparound veranda and a rear extension. Essential repair works have recently been completed to enable it to be reused as a dwelling. At present there are no outbuildings associated with the cottage.

The remainder of the allotment is public open space. A shared pedestrian and cycle path has recently been installed. Otherwise there have been no formal landscaping works undertaken.

Dense vegetation has grown along the roadside and across the north of the site. The primary access to the site is now via an unsealed driveway to the south of the cottage through the Camden Acres estate. The original gates and driveway lead up from Camden Valley Way.

1.5 STAKEHOLDERS

There are currently very limited users of the space. It is limited to Council and the general community using the pedestrian cycle path.

Table 1 – Stakeholder Group

Group	Nature of Interest
Camden Council	Owens and maintains Herberts Hill Reserve including Rheinbergers Cottage, its surrounds and a shared pedestrian and cycle bike path.
NSW Roads and Maritime Services	Should access for future intensified land uses be proposed from Camden Valley Way.
Camden Historical Society & Camden Area Family History Society	Have a broad interest in conserving the heritage and family history of the Camden LGA.
General Public	Opportunities for recreation exist at Herberts Hill Reserve for walking and riding bicycles on the shared pedestrian and cycle path. Other opportunities include a community garden and a low key appropriately positioned park facility which reflects the passive recreation use of the area and the need to preserve the open views of the hill.

1.6 ADJACENT LAND USES

The surrounding landscape includes Camden Valley Way, flood plains and agricultural areas, and low density development. To the south of the site is a housing development of one-and two-storey freestanding houses. To the east of the site is a golf course. To the north of the site is a main arterial roadway, Camden Valley Way, with agricultural areas beyond the roadway and to the west of the site is an open paddock.

1.7 BACKGROUND INFORMATION

1.7.1 Acknowledgement

Much of the information in this report has been extracted from the report *The Rheinberger's Cottage: Conservation Advice* prepared by Godden Mackay Logan, dated September 2011 (GML Heritage Report). The report was commissioned by Council to determine the heritage significance and possible future uses of the cottage and surrounding site.

1.7.2 Aboriginal Heritage

It is required by law that Aboriginal heritage is preserved and harm to such items is minimised. There are no records of items of Aboriginal significance on the Aboriginal Heritage Impact Management System (13 December 2013). The GML Heritage Report did not investigate Aboriginal heritage on the site.

The principal legislation relating to Aboriginal Heritage is the Environmental Protection and Assessment Act 1979, The National Parks and Wildlife Act 1974 and The Heritage Act 1977. Before any disturbance to the site, an assessment of the impact on any likely aboriginal significant items must be carried out.

Details of Aboriginal Culture and Heritage Regulation can be found at: www.environment.nsw.gov.au/licences/achregulation.htm

1.7.3 European Heritage

Rheinbergers Hill (including Rheinbergers cottage) is listed as a heritage item in the *Camden Local Environment Plan (LEP) 2010*. Rheinbergers Hill is also listed as a Cultural and Visual Landscape within Table B5 of Chapter B3: *Environmental Heritage: Camden Development Control Plan 2011*.

The reason for heritage listing are summarised as follows:

- Rheinbergers Hill has historic significance at a local level as part of the early European settlement in the Cowpastures area, the original land grant dating to 1812.
- It has historic association with people influential in the agricultural development of the Camden area including the original grantee Thomas Herbert, a shepherd for the Macarthur's sheep flocks, and the Scott, Longley, Whyte and Rheinberger families. The original function of the site as a home and for market gardening was once a common activity in Camden.

- The hill is a feature between the urban settlements of Narellan and Camden. It has aesthetic significance for its cultural landscape values, with important local and district views to and from the site. It allows important views across the Camden local area, in particular to other early houses such as Kirkham and Camelot and the rural floodplain. As such, the open space of the hill, as well as the cottage atop the hill, is important as a landscape feature for the local area.
- The tall mature palm tree growing next to the house is a local landmark and the perimeter hedging encloses the house, providing both protection from winds and definition of the domestic precinct from the surrounding farmland.
- The hill has social value to the local community and this is reflected in the Council's decision to retain the hill as public open space.
- Rheinberger's Cottage is significant as a surviving example of an early agricultural dwelling, typical of Camden in the 1920s. It has a simple design, but it retains external and interior fabric which is indicative of the period, including decorative timber friezes, fireplaces and stained timber panelling. Such examples are becoming locally rare as urban development increases in the area. The significant parts of the dwelling are indicated in Table 4.1 of the GML Heritage report.

ORD08

Attachment 1

ORD08

Attachment 1

SECTION TWO: RELEVANT LEGISLATION AND OTHER STRATEGIES

2.1 LOCAL GOVERNMENT ACT 1993

Under the *Local Government Act 1993*, Councils must prepare a draft plan of management for community land, which may apply to one or more areas of community land. Whatever category of the land, the objectives for each category need to be addressed when developing future management proposals. The core objectives are contained in Appendix 1.

Table 2: Requirements for Plans of Management under the Local Government Act 1993

Requirement	See Report Section
The plan must describe the use of the land and any such buildings or improvements	Section 1
Categorise the land,	Section 3
The plan must describe the condition of the land, and of any buildings or other improvements on the land	Section 5
Objectives and performance targets of the plan with respect to the land,	Section 8
The plan must specify the purposes for which the land, and any such buildings or improvements, will be permitted to be used	Section 8
The plan must specify the purposes for which any further development of the land will be permitted, whether under lease or licence or otherwise	Section 8
The plan must describe the scale and intensity of any permitted use or development	Section 8
How the council proposes to achieve the plan's objectives and performance targets,	Section 8
How the council proposes to assess its performance with respect to the plan's objectives and performance targets,	Section 8

Under the *Local Government Act 1993* land as community land needs to be categorised as one or more of the following:

- (a) a natural area,
- (b) a sportsground,
- (c) a park,
- (d) an area of cultural significance,
- (e) general community use.

The Local Government Act allows Council to grant leases, licences and other estates over all or part of community land. Leases and licences allow the use of land and facilities to be formalised and can be held by schools, community or sporting groups, and by commercial organisations or individuals providing facilities and / or services.

A lease is usually required where exclusive use of control of all or part of a reserve is required for operative management. Licences allow multiple and non-exclusive use of an area and is usually required for intermittent or short term use or control of a park.

The definition of "estate" under Section 21 of the Interpretation Act, 1987 includes other rights over land, such as easements, including "interest, charge, right, title, claim, demand, lien and encumbrance, whether at law or in equity".

2.2 HERITAGE ACT 1977

The *Heritage Act 1977* protects heritage items and archaeological relics.

While archaeology has not been identified, significant archaeological relics related to European settlement may exist on the site. Should relics be discovered as part of site investigations and works, the applicant must contact the NSW Heritage Branch for compliance with the statutory requirements.

2.3 HAWKESBURY NEPEAN CATCHMENT ACTION PLAN

The Hawkesbury Nepean Catchment Action Plan (CAP) has been developed in regards to the relationship between landscapes and communities. As Herbert Hill Reserve is a totally altered landscape, the CAP is important in understanding how the urban area can be managed to maximise a sustainable benefit to the community.

Herbert Hill Reserve is in the middle part of the Narallan Creek drainage system with two altered drainage swales which are ephemeral in nature and are currently undergoing low level erosion but are subject to higher risks of erosion because of lack of groundcovers. Relevant actions identified in the CAP are to develop sustainable land management practices and implement Water Sensitive Urban Design.

2.4 CAMDEN 2040

Camden 2040 was adopted by Camden Council on 14 May 2013 as a Community Strategic Plan for the people and place of the Camden Local Government Area and to transform the community's vision into action.

The relevant vision from Camden 2040 is:

"In year 2040, the Camden Local Government Area is a dynamic, modern, urban place which is defined by its unique history and rural backdrop, and has realised the many opportunities presented by urban development and population growth."

2.5 CAMDEN LOCAL ENVIRONMENT PLAN NO. 2010

Camden Council has a responsibility under the *Environmental Planning and Assessment Act 1979* and *Heritage Act 1977* to protect heritage places through their identification, planning and controls.

Rheinbergers Hill including the Cottage is listed as a heritage item on the Camden Local Environment Plan (LEP) 2010.

The LEP sets out objectives and controls to conserve the heritage significance of heritage places. The impact of new development and work on the heritage significance must be considered. The GML Heritage report addresses these matters.

Herberts Hill Reserve is zoned RE1 Public Recreation under LEP 2010 and relevant landuse that is permitted with consent include community facilities, recreation areas and recreation facilities (outdoor).

2.6 CAMDEN DEVELOPMENT CONTROL PLAN 2011

Rheinberger's Hill is listed as a Cultural and Visual Landscape within Table B5 of *Chapter B3: Environmental Heritage: Camden Development Control Plan 2011*. The DCP provides guidelines for appropriate work at heritage places.

2.7 PEDESTRIAN / CYCLING STRATEGY

A 2.5 metre wide Shared Path currently exists within Herberts Hill Reserve, providing a shared pedestrian and cycling facility to Narellan via Camden Valley Way. An additional section of Shared Path is proposed to provide a connection from Herberts Hill Reserve to Camden, completing a critical link in the Shared Path that runs along Camden Valley Way between Camden and Narellan.

2.8 COUNCIL RESOLUTIONS

Rheinbergers Hill was identified as a new heritage item at the last heritage review in 2002.

At the Council meeting of 25 March 2008, Council resolved to:

- Endorse the heritage schedule of LEP 149
- Recommend that the Department of Planning gazette LEP 149.
- Adopt DCP 2008 (which is now DCP 2011).

The heritage schedule relevant to Rheinbergers Hill was incorporated in LEP 2010 which was adopted by Council for gazettal at its meeting of 3 September 2010.

The Cultural and Visual Landscapes matters relevant to Rheinbergers Hill and identified in DCP 2008 were incorporated in DCP 2011 which came into force on 16 February 2011.

SECTION THREE: LAND CATEGORIES

All land categorised as community land must have a PoM clearly identifying the land category and location, under the *Local Government Act 1993*.

*Land should be categorised as an area of cultural significance under Section 36 (4) of the *Local Government Act 1993* if the land is:

(c) an area of archaeological significance, because the area contains:

- (i) Evidence of past human activity (for example, below-ground features such as building foundations, occupation deposits, features or artefacts or above-ground features such as buildings, works, industrial structures, and relics, whether intact or ruined), or
 - (ii) Any other deposit, object or material that relates to the settlement of the land, or
- (d) an area of historical significance, because of the importance of an association or position of the land in the evolving pattern of Australian cultural history,

There are broad requirements for community land comprising an area of cultural significance under the *Local Government Act 1993* that have applicability to Herbert Hills Reserve (Appendix 1). The category of cultural significance applying to Herbert Hills Reserve would reflect the resolution of Council of 25 March 2008 to endorse Rheinbergers Hill as a heritage item on the heritage schedule of LEP 149 (now incorporated in LEP 2010).

ORD08

Attachment 1

ORD08

Attachment 1

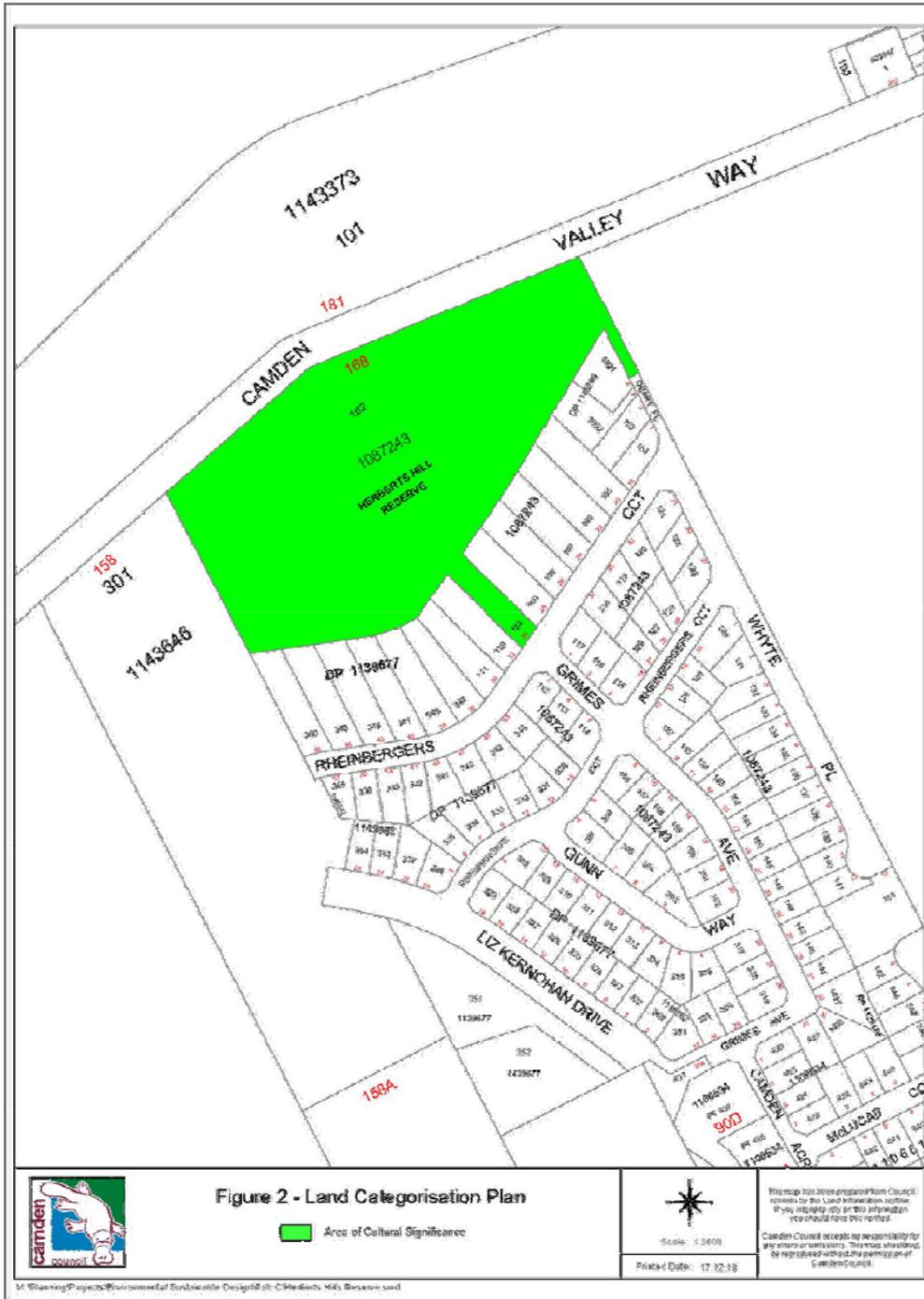


Figure 2 – Land Categories

SECTION FOUR: BIOPHYSICAL RESOURCES AND LANDSCAPES

4.1 TOPOGRAPHY

Rheinbergers Cottage occupies one of the higher viewing vantage points in the Camden Local Government Area (LGA) at 88 metres above sea level. It is 24 metres higher than the surrounding floodplain. Its prominence makes it an important landscape feature in the Camden LGA. The major part of the site is moderately sloped on the eastern and western part of the site. The northern embankment of the site that fronts Camden Valley Way is quite steep.

4.2 GEOLOGY AND SOIL HEALTH

The soil type is Wianamatta Clay and the soil landscape has the potential for high saline environment. It is classified as the broad salinity landscape "Cawdor Hydrological Geological Landscape" (Office of Environment and Heritage, 2011, Hydrological Landscapes of Camden LGA).

4.3 HYDROLOGY

Most of the site has sheet water flow which is dispersed across the moderate slopes. There is one small drainage swale on the eastern side of the cottage which has a small drainage rate because of the very small catchment. The swale flows to the Narellan Creek floodplain on the northern side of Camden Valley Way.

4.4 VEGETATION AND CONDITION

The site is an altered landscape, having been cleared since early European settlement for grazing. Most of the site is covered with exotic pastures and weeds with some landscaping associated with Rheinbergers Cottage. There are some small patches of native grass. There are no threatened flora species on the land.

The site contains one (1) Washington Fan Palm (*Washingtonia robusta*) adjacent to the cottage (listed on Camden Council's Significant Tree Register), surrounded by a large dense path of African Olive along the eastern and northern boundaries of the cottage.

A small patch of African Olive (*Olea europaea sp. Africana*) has been removed on the western side of the cottage in 2012 when the cottage was restored.

The mature Washington Fan Palm adjacent to the property as an important landmark.

The large, dense patch of African Olive along the roadside and around the cottage defines the boundaries, but is an invasive weed that does not contribute to the heritage significance of the site. It also obscures views of the cottage and hill from along the road.

All remaining African Olive on site can be removed and replaced in accordance with the landscape plan (Attachment E of the GML Heritage Report).

ORD08**4.5 FAUNA**

As the site is very open and has been continually grazed and more recently mown, habitat for native fauna is virtually non-existent. A search of the NSW Wildlife Atlas (Office of Environment and Heritage, 13 December 2013) found no threatened fauna to exist on the site.

Attachment 1

SECTION FIVE: ASSETS AND FACILITIES AND THEIR CONDITIONS

The *Local Government Act 1993* requires the conditions and uses of the land, buildings and improvements be described in a plan of management. Herberts Hill Reserve is the location of the historic Rheinbergers Cottage and associated landscaping, shared pedestrian and cycle path, open mown area and an infestation of African Olive on the steep roadside slope.

The scale used for assets, facilities and their conditions is based on the usable life of the assets.

Good: In the first 1/3 of its usable life and is in generally good condition.

Fair: In the middle 1/3 of its usable life and needs some extra upkeep

Poor: In the final 1/3 of its usable life and needs a lot of upkeep.

Table 3 - The land, buildings, structures and their condition

ASSET	DESCRIPTION	CONDITION
Rheinbergers Cottage	<p>The cottage is a single storey, weatherboard, three bedroom building with a wraparound veranda.</p> <p>The cottage is a simple rural cottage dating from the 1920s. The layout, form, scale, uses, configuration and fabric of the cottage all retain their early twentieth-century character. The building has undergone various alterations and additions particularly in the 1950s.</p>	<p>Some refurbishment works have been completed which means different elements of the building fall into each category:</p> <p>Good: - Structural, Roof, Kitchen, Bathroom, decking.</p> <p>Fair: - internal walls and ceilings to other rooms,</p> <p>Poor: exterior weatherboards & windows.</p>
Landscaping	<p>One (1) mature Washington Fan Palm (<i>Washingtonia robusta</i>) adjacent to the cottage surrounded by African Olive (<i>Olea europaea sp. Africana</i>)</p>	<p>Washington Fan Palm in good condition</p>
Mown Areas	<p>Most of the site is a mown landscape.</p>	<p>The ground surface is even over the site. The lawn is regularly mown to keep a low profile.</p>
Drainage	<p>The drainage swale on the site is a few metres wide. Approximately half of the surface is bare with no vegetation. It has a small culvert at the shared path crossing.</p>	<p>Generally in good condition with a few small areas in moderate condition where the soil is exposed and slightly eroded.</p>

ORD08

Attachment 1

ASSET	DESCRIPTION	CONDITION
Shared Path	A 2.5 metre wide concrete Shared Path currently exists for use by pedestrians and cyclists, linking Rheinbergers Hill with Narellan.	Good condition.
Existing vehicular access	Two vehicular accesses, one historic and the other more recently gated, exist off Camden Valley Way. Both have locked gates preventing public vehicular access into Rheinbergers Hill. Current vehicle access is from Rheinbergers Circuit through Camden Acres Estate.	The disused eastern historic access is in poor condition. The other gated access appears to be in working order.
Fencing	The fencing on the north side is principally wire and star picket. There are boom gates at the Rheinbergers Circuit entrance and bollards at the bike path entrances. Otherwise the boundary with private residences has open country style fencing.	All fencing and other fencing infrastructure is in moderate to good condition.

SECTION SIX: VALUES AND OPPORTUNITES

The future conservation, development and ongoing management of the cottage and hill should take into account the constraints and opportunities arising from the heritage significance of the site, including:

- the cottage's importance as an example of an early agricultural dwelling typical of Camden in the 1920s;
- the original function of the site as a home and for market gardening which was once a common activity in Camden;
- the landscape setting on a prominent hill, providing views to and from the cottage; and
- the strong associations of the place with the local community in Camden.

As such, any dramatic change in the function or character of the cottage or landscape, including views to and from the site, may have an adverse impact on its heritage significance.

However, the opportunity to reinstate its residential function, with appropriate interpretation and occasional public access, is readily available.

Alternative commercial uses may generate more income; but will require greater modification to the cottage and hill to achieve the required public access and Disability Discrimination Act 1993 compliance; and thus must be carefully considered. These may include after school care, a commercial tenancy, community gardening and a child's playground. (See 6.1.2 of the GML Heritage Report for more information).

Recommendation

The GML Heritage Report recommends that the most effective conservation outcome is to retain the use of the property as a habitable dwelling—either by private lease or as a caretaker's residence for the surrounding park—within a domestic garden area defined by the current hedge configuration. Associated structures and facilities for use as a dwelling as outlined in 6.3.6 of the GML Heritage Report.

The landscape surrounds should be retained as public open space, with a shared path through it, to take advantage of the spectacular views. There is potential to interpret the history of the site and surrounds for use as a community garden.

Attachment 1 ORD08

SECTION SEVEN: IMPACTS AND MANAGEMENT ISSUES

The future conservation, development and ongoing management of the cottage and hill should take into account the constraints and opportunities arising from the heritage significance of the site. The GML Heritage Report should be referred to, to determine the most appropriate methods of carrying out work in the following table.

IMPACT AND ISSUES	CONSIDERATION
SOIL / HYDROLOGY	
Stormwater Drainage & Erosion	The drainage swale shows areas of minor erosion and should be revegetated to prevent further erosion.
Salinity	There is the potential for a high saline environment and any new structures and facilities should be designed to not impede groundwater and use of building / facilities material that are of Australian Standards in areas of high salinity.
LANDSCAPE	
Landscapes/ Views	New structures and landscape works must not obscure the significant views to and from the cottage and the hill.
HERITAGE	
Heritage	<p>The staged conservation and maintenance works to the cottage should continue in accordance with the GML Heritage Report specifically the schedule of works in Appendices A, B & D.</p> <p>The original gates and driveway must be conserved. The entry could be used for pedestrian entry and access to the site.</p> <p>USE - The repair and leasing of the cottage as a house is the most sensitive use of the property from a heritage perspective. Some commercial uses of the property could be considered which would involve a higher level of impact, but such uses, sensitively managed, could be compatible with the building.</p> <p>It is critical that the cottage has an appropriate use as being vacant makes it vulnerable to vandalism.</p> <p>Appropriate assessment of Aboriginal heritage and European archaeology must be carried out in accordance with relevant legislation.</p>

IMPACT AND ISSUES	CONSIDERATION
VEGETATION Historic landscaping	<p>The site previously formed part of the Cumberland Plain Woodland. During European settlement the original vegetation was cleared for agriculture and grazing. Most of the vegetation introduced was pasture grasses and agricultural weeds (scattered seeds of African Olive (<i>Olea europaea</i> sp. <i>Africana</i>) and Large-leaved Privet (<i>Ligustrum lucidum</i>)).</p> <p>For replacement hedge around cottage - See Masterplan that reflects 6.3.6 of the GML Heritage Report</p> <p>The site contains a large patch of African Olive along the eastern and northern boundary of the cottage towards Camden Valley Way. This is an invasive weed that does not contribute to the heritage significance of the site.</p>
Weeds	<p>As above for replacement hedge around cottage - See 6.3.6 of the GML Heritage Report. Landscaping is also to be positioned that does not compromise the setting and views from Rheinbergers Hill.</p>
HOUSE / FACILITIES Condition of House	<p>The cottage is structurally sound and has a new roof, kitchen, bathroom and decking. The exterior painted surfaces have not been maintained which have resulted in the paint peeling and the weatherboards becoming wet and over time have rotted in some sections.</p>
Building Restoration	<p>The cottage requires further refurbishment works to return the cottage to a condition that is acceptable to ongoing tenants. Works include, replacing rotten exterior weatherboards and timbers, exterior painting of the entire cottage, repairs to internal cupboards, replacing internal plywood floors with timber, replace / paint ceiling to bedrooms, dining room, lounge room and hallway. Sealing of gaps in the floors, windows due to building settlement are also required.</p> <p>See Appendices A, B & D of GML Heritage Report for details.</p>
Lighting	<p>Increased general lighting throughout the site will improve user safety. Include lighting where practicable when planning new facilities.</p>
Fencing	<p>The current fence along the Camden Valley Way boundary while in moderate condition only occupies part of the boundary. When the African Olive is removed from the fencing will need to be fully installed along the Camden Valley Way boundary for safety purposes because of the steepness of the embankment along Camden Valley Way. The fence around Rheinbergers Cottage provides no amenity for residents and is an inappropriate method of public interface. Fencing should also be of a style that matches historical requirements of Rheinbergers Cottage and the site. See Appendices A and B of GML Heritage Report for details.</p>

Attachment 1

ORD08

IMPACT AND ISSUES	CONSIDERATION
<p>Traffic – vehicular access</p> <p>- parking</p>	<p>Vehicular access from Camden Valley Way to Rheinbergers Hill is not supported for traffic flow and safety reasons. The two existing vehicular accesses from Camden Valley Way should be permanently closed. The original entrance and driveway have heritage significance as part of the original layout of the property. Controlled vehicular access should be considered via Rheinbergers Circuit for use by maintenance vehicles and for use by the future occupiers of the existing single dwelling in the short term. Consideration should be given to the removal of the African Olive trees on Rheinbergers Hill in the vicinity of the boundary line adjacent to Camden Valley Way and replacement with natives, maintaining a clear zone of approximately 20 metres south of the existing boundary line, to improve sight lines for vehicles travelling along Camden Valley Way.</p> <p>Should a future change in the use of the area require the provision of on-site parking facilities, consideration could be given to vehicular access from the proposed extension of Liz Kernohan Drive (yet to be constructed).</p> <p>See 6.3.6 of GML Heritage Report for details of appropriate design of a new garage for the cottage.</p>
<p>RECREATION</p> <p>Tracks – pedestrian / bicycle</p>	<p>The existing Shared Path should remain segregated from all vehicular movements to, from and within Rheinbergers Hill. Also, the proposed extension of the Shared Path to Camden should be kept separate from all vehicular movements (see Plan No. 2009-004 Sheet No. 2). The proposed extension of the Shared Path will require the removal of a cluster of African Olive trees.</p> <p>The proposed Shared Path linking Rheinbergers Hill with the existing Shared Path to Camden will require provision of a crossing facility at Liz Kernohan Drive (yet to be constructed), either at the intersection of Camden Valley Way and Liz Kernohan Drive/Kirkham Lane should traffic signals be installed or in Liz Kernohan Drive, south of Camden Valley Way should a roundabout be installed at the intersection (intersection control subject to future assessment).</p>
<p>Playground</p>	<p>In consultation with the local community the provision of fitness stations and playground should be incorporated along the Shared Path. The adaptive re-use of the land should reflect the core objectives for community land categorised as an area of cultural significance (See Appendix 3).</p>

IMPACT AND ISSUES	CONSIDERATION
<p>OTHER Leases, Licenses and other</p>	<p>All work to allow leasing shall be in accordance with the GML Heritage Report in general and specifically the schedule of Works in Appendices A, B & D. This includes the use of the house as a residence and the use of land in the vicinity of the house as a community garden.</p>

20

ORD08

Attachment 1



Figure 3 - Assets and impacts map



This plan is a management Plan developed by the Local Government Party. It is not a contract or a guarantee of any kind. Camden Council is not responsible for any errors or omissions. The map is for information only. All other rights reserved.

Data sourced 24/04/14

SECTION EIGHT: MASTERPLAN AND MANAGEMENT STRATEGIES

The Local Government Act 1993 sets out Core Objectives for the management of community land categorised as an area of cultural significance (Appendix 3). These include to retain and enhance the cultural significance of the area for past, present or future generations by the active use of conservation methods. This has been incorporated in the Masterplan and Management Strategies as set out below.

8.1 APPLICATION OF MANAGEMENT POLICIES AND GUIDELINES

The management strategies and actions specified by this Plan are to be taken into consideration by Council when making management decisions. Council is responsible for implementing and reviewing the provisions of this Plan.

8.2 ACTION PLAN SCOPE

This plan (overleaf) specifies:

- Actions specific to each strategy;
- Performance measures against which the undertaking of the action can be measured; and
- Priorities for actions.

8.3 PERFORMANCE TARGETS AND PRIORITIES

The Plan establishes a performance regime that sets strategic action and tracks progress over an initial 5 year period. The basis of performance monitoring is the extent to which strategic actions are implemented and whether they are undertaken according to the priority of the plan.

- High Priority Actions should be commenced within 1 year from the adoption of this plan and completed within 2 years.
- Medium Priority Actions should be commenced within 2 years from the adoption of this plan and completed within 3 years.
- Low Priority Actions should be commenced within 4 years of the adoption of this plan and completed within 5 years.

Evaluation of achievement of the Action Plan is to be undertaken on an annual basis.

Performance of the Plan in relation to Lake Annan will be based on the extent to which the implementation of the strategic actions actually achieve the stated outcomes and meet the objectives and performance criteria identified in the Plan.

ORD08

8.4 REVIEW OF PLAN

The Plan of Management applies for a period of five (5) years commencing on the date of its adoption by Council, after which period the Plan must be reviewed and updated. Council should commence a review of the Plan at least one year prior to the date on which it lapses. The review is to include all relevant background information, including updated ecological information and details of proposed works and expenditure.

Attachment 1



Attachment 1

ORD08

SECTION NINE: STORMWATER

9.1 STORMWATER

Aim: To mitigate and minimise impacts of stormwater

Objective	Action	Activity	Performance Criteria	Priority
To prevent erosion from stormwater run-off on the site	1a Undertake erosion control works on the drainage swale	Plant and maintain native grass in drainage swale	Whole surface of drainage swale covered with native grass. No further erosion.	Medium

9.2 LANDSCAPE / VIEWS

Aim: To retain and enhance the significant local and distant views both to and from the cottage and the hill for the enjoyment of the community

Objective	Action	Activity	Performance Criteria	Priority
To retain and enhance the significant local and distant views	2a Manage views and landscapes on site. Ensure any new work, structures and landscaping is suitable to heritage and will not obscure views.	Continually remove African Olive. Replace African Olive in accordance with the Masterplan and approved landscape plan (Attachment E of GML Heritage Report), as revised around cottage by Council 13/8/2011 Masterplan.	Views maintained	High

Aim: To conserve the important cultural and scenic landscapes that characterise Rheinberger's Hill

Objective	Action	Activity	Performance Criteria	Priority
Maintain historic landscaping or make reference to historic landscapes with new landscaping	2b Undertake planting and landscaping in accordance with African Olive Masterplan and Heritage Report.	Retain <i>Washingtonia robusta</i> palm near cottage and develop landscape schedule and works program	<i>Washingtonia robusta</i> Palm retained, Historic Landscape integrity retained and new landscaping undertaken in accordance with the Masterplan.	High

Attachment 1

ORD08

9.3 HERITAGE AND BUILDING WORK

Aim: To restore the cottage to a standard appropriate to its heritage significance

Objective	Action	Activity	Performance Criteria	Priority
Restore the cottage to a standard appropriate to its heritage significance	The staged conservation and maintenance works to the cottage should continue in accordance with the GML Heritage Report in general and specifically the schedule of works in Appendices A, B & D of the Report	See break up of activities below		Medium to High
II	3a Ensure cottage is safe and structurally sound	Structural repairs, roof repairs, renew kitchen and bathroom	The cottage is safe for any occupants, has a fresh new kitchen and bathroom	Completed
II	3b Conserve the building exterior	Replacing damaged weatherboards and timbers. Painting the exterior of the cottage in accordance with 6.3.4 of the GML Heritage Report	The cottage exterior is renewed	High
II	3c Conserve all the remaining rooms in the cottage	Ceiling replacement and painting, painting of internal walls, repairs to bedroom cupboards, replacement of plywood floors	The cottage interior is renewed.	Medium

Aim: To provide for an interpretation of the heritage significance of the site

Objective	Action	Activity	Performance Criteria	Priority
Ensure the community is able to understand the heritage significance of the site	3d Provide appropriate interpretation of the heritage significance of the site	Carry out work in accordance with Section 6.1.3 & 4 of GML Heritage Report	Level of understanding of the community on the matter is high.	Medium
Highlight the heritage significance of the site	3e Permit lighting in the curtilage of the house identified as an "Area of Cultural Significance"	Lighting installed in curtilage of Rheelbergers Cottage to highlight the cottage.	Level of appreciation of the community is high	Low
Give due consideration to Aboriginal heritage and European archaeology	3f Appropriate assessment of Aboriginal heritage and European archaeology must be carried out in accordance with relevant legislation.	Appropriate assessments must be carried out before any work is undertaken	Appropriate assessments carried out as required.	High as required

Attachment 1

ORD08

9.4 VEGETATION MANAGEMENT

Aim: To manage vegetation to maintain the historical integrity on the site.

Objective	Action	Activity	Performance Criteria	Priority
Retain and manage Washington Fan Palm (<i>Washingtonia robusta</i>)	4a Appropriate assessments carried out	Appropriate assessments must be carried out before any work is undertaken	Appropriate assessment carried out as required.	Low
Eradicate African Olive	4b Remove Olive on the site	Undertake removal of African Olive	African Olive removed and area landscaped in accordance with the Masterplan.	Medium

9.5 RECREATION & COMMUNITY

Aim: To provide a desirable location for pedestrians and cyclists to arrive at and travel through.

Objective	Action	Activity	Performance Criteria	Priority
Maintain existing Shared Path	5a Identify maintenance program	Maintenance program developed	Path maintained	High
Increase connectivity of the site with regional path network	5b Undertake design and funding of proposed Shared Path within Rheibergers Hill that will connect to existing shared path to Camden.	Construct section of proposed Shared Path	Share Path developed from Rheibergers Hill to Kirkham Park	Low

Aim: To provide a desirable and compatible location for recreation activities for residents of Elderslie.

Objective	Action	Activity	Performance Criteria	Priority
Provide low key recreation opportunities	5c Undertake consultation with the local community on the design and undertake installation of park facility.	Design developed and park installed.	Park facility is low key and is compatible with the cultural and visual landscape.	Low

Aim: To provide a desirable location for a community garden for residents of Elderslie.

Objective	Action	Activity	Performance Criteria	Priority
Establish community gardens	5d Identify required area and facilities	Undertake consultation with local residents interested in community	Area and facilities defined	High
II	6a Undertake design and construction of proposed community gardens through appropriate funding..	Community gardens funded and constructed	Community gardens funded and constructed and compatible with the cultural and visual landscape.	Medium

Attachment 1

ORD08

9.6 FACILITIES**Aim: To ensure that the cottage is desirable and able to be used as a cottage**

Objective	Action	Activity	Performance Criteria	Priority
Ensure that the cottage has sufficient facilities to be used as a cottage	6a Provide new garage, fencing, clothes drying, etc. for use of residents of cottage	New facilities provided in accordance with Sea 6.3.6 of GML Heritage Report	Facilities provided as required	As required

Aim: To ensure that the community and visitors to the site are safe

Objective	Action	Activity	Performance Criteria	Priority
Improve safety of visitors to the site	6b Improve safety in the vicinity of the embankment along Camden Valley Way	Install new fencing along the full length of the boundary along Camden Valley Way.	Fencing in place and in accordance with the heritage requirements for the site	Medium

9.7 ACCESS

Aim: Provide vehicular access for maintenance vehicles and for single dwelling in short term. Provide off-street parking facility should future land use require such a provision.

Objective	Action	Activity	Performance Criteria	Priority
Restore and interpret associated original gates and driveway to the cottage	7a The original gates and driveway to be conserved in accordance with GML Heritage Report.	Undertake restoration of the original gates and access to the site.	Gates restored and access track planted with Kangaroo Grass as an Interpretative feature.	Medium

9.8 LEASES, LICENCES AND OTHER

This Plan of Management authorises Council to grant a lease or other estate for those purposes identified and consistent with the values, and outcomes identified in the Masterplan and Management Strategies and in accordance with the Local Government Act

Leases, licences and other estates expressly authorised by this plan of management

Leases and licences formalise the use of community land for groups such as community groups and schools, as well as commercial organisations and individuals that provide facilities or services for public use. The Local Government Act (LGA) 1993 outlines strict conditions under which the Council has the authority to grant leases, licences and other estates over community land as these alienate the land and limit the opportunities for the public to use that land.

Under Section 46 of the LGA, a lease or licence applying to community land must:

- Be expressly authorised under a plan of management
- Be consistent with the core objectives of the categorisation of the community land
- Be consistent with other applicable legislative requirements under the Act
- Not exceed 21 years.

This plan of management expressly authorises the lease, licence or other estate over Herberts Hill Reserve for:

- Any purpose for which the land was being used at the date of the adoption of this plan
- For any other purpose prescribed under Section 46 of the Act, or the regulations made there under

Attachment 1

ORD08

- Any purpose pursuant to Part 4 of the Local Government (General) Regulation 2005.

To assist in determining community response to proposed leases, licences or estates over the land covered by this plan of management, Council will, consistent with Section 47 of the Act:

- Give public notice of the proposal
- Exhibit notice of the proposal on the land to which the proposal relates
- Give notice of the proposal to such persons as appearing to own or occupy the land adjoining the community land
- Give notice of the proposal to any person appearing to the Council to be the owner or occupier of land in the vicinity of the community land, if in the opinion of Council the land subject of the proposal is likely to form the primary focus of the person's enjoyment of the community land.

Leases, licences and other estates prohibited by this plan of management

This plan of management prohibits leases, licences and other estates being granted at Herberts Hill Reserve for the following:

- Activities prohibited by the zoning of the land
- Activities that are not consistent with the core objectives of the categorisation of the land
- Activities that are not consistent with the management objectives of this plan

REFERENCES

Camden Council (2010). *Camden Local Environmental Plan 2010*

Camden Council (2011). *Chapter B3: Environmental Heritage: Camden Development Control Plan 2011*

Godden Mackay Logan (September 2011) *Rheinberger's Cottage: Conservation Advice* report, Godden Mackay Logan, Sydney. This report was commissioned by Council (and is referred to in this report as the GML Heritage Report).

Camden Council Bicycle Plan (1996)

ORD08

Attachment 1

APPENDICES

APPENDIX 1 – USE AND MANAGEMENT OF COMMUNITY LAND

Local Government Act 1993 and applicability to Herberts Hill Reserve

35 What governs the use and management of community land?

Community land is required to be used and managed in accordance with the following:

- the plan of management applying to the land
- any law permitting the use of the land for a specified purpose or otherwise regulating the use of the land
- this Division.

36D Community land comprising area of cultural significance

(1) This section applies to community land that is the subject of a resolution by the council that declares that, because of the presence on the land of any item that the council considers to be of Aboriginal, historical or cultural significance, the land is an area of cultural significance for the purposes of this Part.

(2) A plan of management adopted in respect of an area of land, all or part of which is land to which this section applies, is to apply to that land only, and not to other areas.

(3) A plan of management to be adopted for an area of community land, all or part of which consists of land to which this section applies:

(a) must state that the land, or the relevant part, is an area of cultural significance,
and

(b) must, in complying with section 36 (3) (a), categorise the land, or the relevant part, as an area of cultural significance, and

(c) must, in complying with section 36 (3) (b), (c) and (d), identify objectives, performance targets and other matters that

(i) are designed to protect the area, and

(ii) take account of the existence of the features of the site identified by the council's resolution, and

(iii) incorporate the core objectives prescribed under section 36 in respect of community land categorised as an area of cultural significance, and

(d) must:

sent) (i) when public notice is given of it under section 36, be sent (or a copy must be

and by the council to the Director-General of National Parks and Wildlife, and

(ii) incorporate any matter specified by the Director-General of National Parks

and Wildlife in relation to the land, or the relevant part.

- (4) If, after the adoption of a plan of management applying to just one area of community land, all or part of that area becomes the subject of a resolution of the kind described in subsection (1):
- (a) the plan of management is taken to be amended, as from the date the declaration took effect, to categorise the land or the relevant part as an area of cultural significance, and
 - (b) the council must amend the plan of management (and in doing so, the provisions of subsection (3) (a), (c) and (d) apply to the amendment of the plan of management in the same way as they apply to the adoption of a plan of management), and
 - (c) until the plan of management has been amended as required by paragraph (b):
 - (i) the use of the land must not be varied, except to the extent necessary to protect any item identified in the council's resolution or in order to give effect to the core objectives prescribed under section 36 in respect of community land categorised as an area of cultural significance, or to terminate the use, and
 - (ii) no lease, licence or other estate may be granted in respect of the land.
- (5) If, after the adoption of a plan of management applying to several areas of community land, all or part of that area becomes the subject of a resolution of the kind described in subsection (1):
- (a) the plan of management ceases, as from the date the declaration took effect, to apply to that area, and
 - (b) a plan of management must be prepared and adopted by the council for that area, and
 - (c) the plan of management so prepared and adopted must comply with subsection (3).

ORD08

Attachment 1

APPENDIX 2 – GUIDELINES FOR LAND CATEGORISATION AND APPLICABILITY TO HERBERTS HILL RESERVE

Guidelines for Land Categorisation

105 Guidelines for categorisation of land as an area of cultural significance

Land should be categorised as an area of cultural significance under section 36 (4) of the Act if the land is:

- (a) an area of Aboriginal significance, because the land:
- (i) has been declared an Aboriginal place under section 84 of the [National Parks and Wildlife Act 1974](#), or
 - (ii) whether or not in an undisturbed state, is significant to Aboriginal people in terms of their traditional or contemporary cultures, or
 - (iii) is of significance or interest because of Aboriginal associations, or
 - (iv) displays physical evidence of Aboriginal occupation (for example, items or artefacts such as stone tools, weapons, engraving sites, sacred trees, sharpening grooves or other deposits, and objects or materials that relate to the settlement of the land or place), or
 - (v) is associated with Aboriginal stories, or
 - (vi) contains heritage items dating after European settlement that help to explain the relationship between Aboriginal people and later settlers, or
- (b) an area of aesthetic significance, by virtue of:
- (i) having strong visual or sensory appeal or cohesion, or
 - (ii) including a significant landmark, or
 - (iii) having creative or technical qualities, such as architectural excellence, or
- (c) an area of archaeological significance, because the area contains:
- (i) evidence of past human activity (for example, below-ground features such as building foundations, occupation deposits, features or artefacts or above-ground features such as buildings, works, industrial structures, and relics, whether intact or ruined), or
 - (ii) any other deposit, object or material that relates to the settlement of the land, or
- (d) an area of historical significance, because of the importance of an association or position of the land in the evolving pattern of Australian cultural history, or
- (e) an area of technical or research significance, because of the area's contribution to an understanding of Australia's cultural history or environment, or
- (f) an area of social significance, because of the area's association with Aboriginal life after 1788 or the area's association with a contemporary community for social, spiritual or other reasons.

APPENDIX 3 – CORE OBJECTIVES EXTRACTED FROM THE LOCAL GOVERNMENT ACT 1993 - SECT 36.**36 H Core objectives for management of community land categorised as an area of cultural significance**

(1) The core objectives for management of community land categorised as an area of cultural significance are to retain and enhance the cultural significance of the area (namely its Aboriginal, aesthetic, archaeological, historical, technical or research or social significance) for past, present or future generations by the active use of conservation methods.

(2) Those conservation methods may include any or all of the following methods:

(a) the continuous protective care and maintenance of the physical material of the land or of the context and setting of the area of cultural significance,

(b) the restoration of the land, that is, the returning of the existing physical material of the land to a known earlier state by removing accretions or by reassembling existing components without the introduction of new material,

(c) the reconstruction of the land, that is, the returning of the land as nearly as possible to a known earlier state,

(d) the adaptive reuse of the land, that is, the enhancement or reinforcement of the cultural significance of the land by the introduction of sympathetic alterations or additions to allow compatible uses (that is, uses that involve no changes to the cultural significance of the physical material of the area, or uses that involve changes that are substantially reversible or changes that require a minimum impact),

(e) the preservation of the land, that is, the maintenance of the physical material of the land in its existing state and the retardation of deterioration of the land.

(3) A reference in subsection (2) to land includes a reference to any buildings erected on the land.

ORD09

Attachment 1



Transport
Roads & Maritime
Services

AGREEMENT
for
BLOCK GRANT ASSISTANCE
to
COUNCIL
for
REGIONAL ROADS

("Block Grant Agreement")

2014/2015

Camden Council

Dated: 2014

1. PARTIES

1.1 Roads & Maritime Services of New South Wales Sydney

1.2 Camden Council

2. INTERPRETATION

2.1 In this document unless the context otherwise requires the following words and phrases shall have the meanings attributed to them as follows:

- 2.1.1 "Act" means the Roads Act 1993.**
- 2.1.2 "Maintenance" shall have the meaning it has in the Act.**
- 2.1.3 "Council" means the Council being granted assistance by the Roads & Maritime Services for works of construction and maintenance under the Act as set out in this Agreement.**
- 2.1.4 "Financial Year" shall refer to the twelve month period commencing on 1 July 2014 and expiring on 30 June 2015.**
- 2.1.5 "Grant" means the amount of financial assistance agreed to be granted to Council by the Roads & Maritime Services in accordance with the terms of this Agreement.**
- 2.1.6 "Local Government Area" shall have the same meaning as in the Local Government Act 1993**
- 2.1.7 "Regional Roads" means the roads in respect of which RMS and Council have agreed that a grant shall be made as set out in this Agreement.**
- 2.1.8 "RMS" means the Roads & Maritime Services of New South Wales constituted under the Transport Administration Act 1988.**
- 2.1.9 "Traffic Facilities" means all facilities installed to assist the flow of traffic and to maximise road safety.**
- 2.1.10 "Works" means all acts of construction, maintenance, improvements and related planning, design, environmental surveys upon Regional Roads and all incidental on site acts in any way related to such activities.**

ORD09

Attachment 1

3. RECITALS

- 3.1 RMS and councils throughout New South Wales share responsibility for the management of the roads and maritime system in New South Wales and are committed to a joint consultative approach to the exercise of that responsibility.
- 3.2 RMS and councils have a mutual interest to ensure that adequate funds are available from all spheres of government so that the roads and maritime system in New South Wales is managed in a manner acceptable to the community.
- 3.3 RMS and councils recognise that effective and efficient planning, management, administrative, funding and classification arrangements are necessary in the current economic and social climate.
- 3.4 RMS and Council therefore enter into this binding Agreement to govern the payment of the Grant.

4. GRANT OF FINANCIAL ASSISTANCE

- 4.1 The parties hereby agree that RMS shall pay the Grant in respect of Works to Council for the Financial Year 1 July 2014 to 30 June 2015 in accordance with the terms contained in this Agreement.

5. GRANT -**Amount**

- 5.1 RMS shall pay the Grant to Council in the amount set out in Schedule One of this Agreement. The Grant shall have three components:

- 5.1.1 Roads;
- 5.1.2 Traffic Facilities; and
- 5.1.3 Supplementary.

Regional Roads

- 5.2 The parties agree that the Regional Roads to which this Agreement applies shall be that portion of the Regional Roads listed in Schedule 2 of this Agreement which falls within the local government area of Council.

Expenditure on Works

- 5.3 Council agree to expend the Grant to conform with sound engineering practice and in accordance with appropriate prevailing standards only on:
- 5.3.1 Works on Regional Roads; and
- 5.3.2 Works relating to Traffic Facilities on Regional and Local roads.
- 5.4 RMS acknowledges that financial assistance additional to the Grant may be granted by RMS in respect of specific works on Regional Roads.

Flood and Storm Damage

- 5.5 RMS acknowledges that financial assistance additional to the Grant may be granted by RMS in respect of urgent repairs or emergency works necessary upon Regional Roads.
- 5.6 RMS acknowledges that financial assistance additional to the Grant may be granted by RMS where, owing to damage to roads, ferries or bridges by flood or storm damage, it is necessary to provide alternative routes or provide additional facilities for traffic purposes.

6. PAYMENT OF FINANCIAL ASSISTANCE

- 6.1 RMS shall pay the Grant to Council by quarterly payments, the first such payment to be made as soon as practicable following execution of this agreement. Subsequent quarterly payments will only become payable on receipt of the following documents:
- 6.1.1 Submission to the Regional Manager of a signed copy of this agreement for 2014/2015 by 1 September 2014;
 - 6.1.2 A certificate of expenditure in accordance with Clause 6.3 and Schedule 3 of 2013/2014 Agreement;
 - 6.1.3 A report of expenditures and works completed in accordance with Clause 7.1 and Schedule 4A of the 2013/2014 Agreement, and
 - 6.1.4 A report on the inventory of Regional Roads including bridges in accordance with Clause 7.2 and Schedule 4B of the 2013/2014 Agreement.
- 6.2 Payment of the subsequent grant instalments will be made as soon as practicable within the months of October, January and April in the Financial Year subject to the conditions of this Agreement being met.
- 6.3 Council agrees to forward to RMS by 1 September 2016 a Certificate of Expenditure in the form prescribed in Schedule 3 of this Agreement.

Under Expenditure

- 6.4 Council is expected to have fully expended the Grant by 30 June 2015. Any part of the Grant not expended by 30 June 2015 may be expended by Council after that date without diminishing the amount of the Grant for the subsequent financial year but not later than 31 July 2015 provided that Council shall expend such remaining sum in accordance with the terms of this Agreement and certify this expenditure in accordance with Schedule 3 of this Agreement.
- 6.5 Any remaining part of the Grant not expended by 31 July 2015 will be regarded as a payment against the Grant for the subsequent financial year.

ORD09

Attachment 1

7. COUNCIL REPORTING

- 7.1 Council agrees to forward to RMS by 1 September 2015 a report detailing expenditure, from all council sources, and work outputs for Regional Roads in accordance with Schedule 4A of this Agreement. This report is to show all expenditure on road works and traffic control works on Regional Roads from all Council's funding sources.
- 7.2 Council agrees to forward to RMS by 1 September 2015 updated inventory information in accordance with Schedule 4B. Council is required to fully report on its inventory of Regional Roads under Schedule 4B, including where there is no change from previous year's inventory.

8. INSPECTION OF RECORDS

- 8.1 Council agrees to give any authorised officer of RMS all information, evidence, access to Council's records, documents and facilities for inspection reasonably required in connection with the expenditure of the Grant. Any officer of RMS who is authorised by RMS in writing to seek and obtain such information and other matters shall be deemed to have been authorised for the purposes of this clause.
- 8.2 Council recognises that it may be selected at random during the period of the agreement to be the subject of an audit of expenditure of the Grant.

9. INDEMNITY

- 9.1 Council shall indemnify and save harmless and keep indemnified RMS from and against all damages, costs, charges and expenses of any nature whatsoever paid suffered or incurred by Council in respect of any action claim suit or proceedings taken by or incurred by Council in respect of any Works carried out involving expenditure of the Grant except where RMS may itself be liable in respect of any Works upon which it has subcontracted for reward.
- 9.2 Any damages, costs, charges or expenses of any nature whatsoever paid suffered or incurred by Council in respect of any action, claim, suit or proceedings taken by or against Council and relating to Works carried out involving expenditure of the Grant shall be paid or borne by Council and shall not be paid out of the Grant; provided however that this restriction on expenditure of the Grant shall not apply to any action, claim, suit or proceedings involving disputes between Council and contractors or sub-contractors engaged in or assisting in Works.

10. DEFAULT

- 10.1 If there is any default by Council in the observance or performance of this Agreement, Council shall, on demand being made by RMS, refund the whole or such part as determined by RMS of the moneys which at the date of such demand have been paid by RMS on account of the Grant, together with interest thereon at the rate of 6 per cent per annum, calculated from the dates of payment thereof up to the date of refund.
- 10.2 If RMS so determines, the amount for which a demand has been made under Clause 8.1 may be set off against a grant for the succeeding year rather than repaid.
- 10.3 The parties agree that any dispute or claim whatsoever arising in connection with this Agreement shall be submitted to mediation administered by the Australian Commercial Disputes Centre Limited ("ACDC"). The mediator shall be a person agreed between the parties chosen from a list suggested by ACDC and failing agreement shall be a person nominated by the Secretary General of ACDC. All costs, charges and expenses resulting from referral to the ACDC shall be borne equally by the parties. In the event

that the dispute or claim has not been resolved within 28 days (or such other period as agreed to in writing between the parties hereto) of appointment of the mediator the claim shall be submitted to litigation.

11. RECOVERY OF COST OF DAMAGE TO ROADS

- 11.1 In respect of damage to Regional Roads, Council agrees to carry out repairs and use its best endeavours to recover the cost of such repairs in accordance with Section 102 of the Roads Act.
- 11.2 The parties agree that the Grant may be expended on the cost of repairs carried out under Clause 11.1. Council agrees that any amount recovered by it pursuant to Clause 11.1 may be applied by Council in accordance with the terms of this Agreement as if such amount was part of the Grant.

12. GENERAL

- 12.1 This document shall be read and construed and take effect in accordance with the laws of New South Wales from time to time in force and providing that the procedures outlined in Clause 10.3 have been exhausted the parties hereby agree to subject themselves to the jurisdiction of the courts of New South Wales and any court competent to hear appeals there from.
- 12.2 Where any time limit pursuant to this document falls on a Saturday, Sunday or public holiday in the State or Territory whose laws apply in the construction hereof then that time limit shall be deemed to have expired on the next business day thereafter.
- 12.3 Where a word or phrase is given a defined meaning in this document, any other part of speech or other grammatical form in respect of such word or phrase shall unless the context otherwise requires have a corresponding meaning.
- 12.4 No amendment of or addition to the provisions of this document shall be valid and binding unless it is in writing and signed by both the parties.
- 12.5 The illegality of any provision of this document shall not affect the validity or enforceability of the other provisions hereof.
- 12.6 The headings and index used in this document are for convenience only and shall not affect the interpretation of this document.

13. NOTICES

- 13.1 Every Notice or Certificate or any communication between the parties referred to in this Agreement shall be put in writing and either delivered personally or sent by prepaid letter, email or facsimile and shall be deemed to have been received:
- 13.1.1 in the case of a letter, when delivered personally or three days after it has been put in the post; and
- 13.1.2 in the case of a facsimile or email, at the time the machine or computer at which the facsimile or email is transmitted displays or records confirmation that transmission has been completed.
- 13.2 Provided that, in the case of a facsimile, where such communication is received on a day other than a business day or after 5:00pm on a business day, it shall be deemed to have been received on the next following business day. Every notice shall be addressed to the relevant party as follows:

ORD09

RMS: 27 Argyle Street, Parramatta NSW 2150

Council: PO Box 163 CAMDEN NSW 2570

or such other address, email or facsimile number as is notified by one party to the other party under this Agreement.

Attachment 1

IN WITNESS of the above provisions and the following Schedules the parties have executed this Agreement on the date first hereinbefore appearing.

**Duly signed by the Regional Manager of the _____ Region
as delegate of the Roads & Maritime Services:**

Regional Manager signature

Regional Manager name

Witness signature

Witness name

Duly signed by the General Manager on behalf of _____ Council:

General Manager signature

General Manager name

Witness signature

Witness name

Date:

ORD09

Attachment 1

SCHEDULE 1
Amount of Grant

Council Name: **Camden Council**

The Grant from RMS to the Council for the financial year July 1 2014 to June 30 2015 shall be for the total sum of:

	\$ 288000
Comprising:	
Roads component:	\$ 115000
Traffic Facilities component	\$ 134000
Supplementary component	\$ 39000

SCHEDULE 2

List of Regional Roads
2013_14

Council Name: Camden Council

Road Number	Road Name	Section From	Section To	Route Length (Km)
7180	Cawdor Road	Murray Street	Ccl Boundary	4.200
7181	Broughton Street	Murray Street	Old Hume Hwy	0.828
7181	Murray Street	Argyle Street	Broughton St	0.192
7181	Old Hume Highway	Broughton Street	Camden By Pass	1.095
7194	Raby Road	Camden Valley Way	Ccl Boundary	2.017
178	Argyle Street	Camden Valley Way	Murray Street	1.190
MR259	Burraborang Road	Camden Bypass	Fosters Ln Ccl Bdy	3.900
178	Camden Valley Way	The Northern Road	Argyle Street	3.280
				18.702

ORD09

Attachment 1

SCHEDULE 3

Regional Road Expenditure and Output Information for 2014/2015

Council Name: Camden Council

To be submitted to RMS Regional Office by **1 September 2015**

ROADS AND MARITIME SERVICES NSW BLOCK GRANT EXPENDITURE CERTIFICATE OF EXPENDITURE

Financial Year 1 July 2014 to 30 June 2015

Total grant approved as per Schedule 1	\$
Total payment by RMS	\$
Amount of grant expended by Council by 30 June 2015	\$
Amount of Grant unexpended at 30 June 2015 and subsequently fully expended by 31 July 2015	\$

We certify, in accordance with the terms of the Agreement governing payment of the Grant that:-

- the expenditure shown in this certificate has been actually and bona fide incurred and relates solely to the work covered by the grant;
- the work is being/has been executed in accordance with appropriate prevailing standards and conforms with sound engineering practice and legislation in place if any;
- the amount of the grant that was unexpended at 30 June 2015, if any, has been fully expended by 31 July 2015 in accordance with the terms of this Agreement, and;
- any expenditure under c above is included in Council's Schedule 4A report on Expenditure and Output for 2014/2015.

General Manager: _____ Date: _____

Council Engineer: _____ Date: _____

SCHEDULE 4A

Regional Road Expenditure and Output Information for 2014/2015

1.0	Council Name	Camden Council
-----	--------------	----------------

To be submitted to RMS Regional Office by 1 September 2015

Councils are to report all expenditure relating to road works and traffic facilities incurred in 2014/2015 on Regional Roads from all sources, pursuant to the terms of the Block Grant Agreement.

Councils are to provide a breakdown of the total expenditure by four principal funding sources: RMS; Federal Government; Council's own funds; and Other Sources (including developer contributions and grants from other agencies).

Councils are to provide a breakdown of the expenditure into key work activities as described below. Each item must record a response. If no data is applicable, please record "Not Applicable" or "N/A".

Item	Item 2: Expenditure on regional roads from all council's funding sources	\$
2.1	RMS (Block, REPAIR, Disaster Restoration, Road Safety, Traffic Management and other RMS grants)	
2.2	Federal Government (Federal Financial Assistance and Roads to Recovery Grants, Any other federal road grants)	
2.3	Council's own funds	
2.4	Other Sources (e.g. Developers, other agencies)	
2.5	Total Expenditure in 2014/2015	

Breakdown of Expenditure by work activities and output

Item	Activity	Expenditure \$	Output to be reported by council		
Item 3 - Road maintenance (excluding bridges) on regional roads					
3.1	Routine roadside maintenance. (route maintenance) <i>Includes expenditure on maintenance of the road corridor, excluding the pavement and associated structures. It includes control of pests and noxious weeds within the road reserve, control of vegetation and mowing, landscaping, fire hazard control, litter control plus shoulder grading and drainage cleaning.</i>	\$			
3.2	Routine Pavement maintenance <i>Includes expenditure on minor activities to maintain the traffic pavement and shoulders of a road in a safe and trafficable condition, including maintenance of associated structures, and includes pot hole patching, crack sealing and heavy patching.</i>	\$			
3.3.1	Pavement resurfacing SEALED Roads <i>Includes expenditure on periodic pavement maintenance of sealed roads: - works to preserve pavements by correcting defects in surface integrity other than those treated by routine maintenance or rehabilitation and includes reseals (sprayed seals), asphalt resurfacing, pavement rejuvenation and micro surfacing.</i>	\$	Length of resurfacing project (km)	Area of project (m ²)	

ORD09

Attachment 1

3.3.2	Pavement resurfacing UNSEALED Roads	\$	Length of resurfacing project (km)	Area of project (m ²)
<i>Includes expenditure on periodic pavement resurfacing of unsealed roads - gravel re-sheeting.</i>				
3.4	Rehabilitation	\$	Length of rehabilitation project (km)	Area of project (m ²)
<i>Includes expenditure on pavement and shoulder restoration and replacement (including resurfacing).</i>				
Item 4 - route development of regional roads				
4.1	Widening/shoulder sealing	\$	Length of widening project (km)	
<i>Includes expenditure on widening formation, and sealing existing shoulders. If undertaken as part of construction and realignment works then include under construction and realignment. If undertaken as part of initial sealing then report under initial sealing.</i>				
4.2	Reconstruction/ Realignment	\$	Length of reconstruction project (km)	
<i>Includes expenditure on reconstructing road on amended alignment or to increase traffic or load capacity, excluding construction of new approaches to new bridges. If part of project to undertake initial sealing, then report under Initial Sealing.</i>				
4.3	Initial seals (including reconstruction)	\$	Length of initial seal project(km)	
<i>Includes expenditure to prepare (including deviation, widening and/or construction) to seal previously unsealed roads.</i>				
Item 5 – bridges on regional roads				
5.1	Bridge maintenance	\$	Deck area maintained (m ²)	
<i>Includes expenditure on bridge maintenance, inspections, and painting other than expenditure on new bridge construction.</i>				
5.2	Bridge restoration and replacement, excluding significant approach roadworks	\$	Describe location and work	
<i>Includes expenditure, size and location of new bridges completed or under construction excluding cost of significant new approach roads.</i>				
5.3	Significant roadworks to provide approaches to new bridges.	\$		
<i>Includes expenditure on construction cost of significant new or replacement approach roads to new bridges.</i>				
Item 6 - safety and traffic works on regional roads				
6	Safety and traffic works on Regional Roads	\$	Describe any key new works	
<i>Includes routine expenditure on maintaining and improving safety and traffic works such as linemarking, signage, traffic facilities, guardrail and cycleways.</i>				
<i>Includes construction of new facilities such as roundabouts, new guardrail, pedestrian refuges, traffic signals, busbays.</i>				
<i>Exclude works on intersections between State and Regional Roads. Include works on intersections between Regional and Local Roads.</i>				
<i>Do NOT include expenditure Road Safety Officers or loan repayments.</i>				

See following page for Section 7, 8, and 9 of Schedule.

Item 7 - natural disaster restoration works on regional roads			
7	Natural Disaster Restoration Works	\$	
<i>Includes expenditure on any works not captured under the above activities, undertaken to repair damage to roads or traffic facilities from natural disasters.</i>			
Item 8 - other			
8	Other works on Regional Roads	\$	Describe
<i>Includes any other expenditures on PHYSICAL works not included above. Do NOT include expenditure on street lighting, Road Safety Officers, loan repayments, footpath maintenance, traffic surveys, and asset surveys.</i>			
9	Total Expenditure on Regional Roads	\$	Must equal to total amount reported at item 2.5 above

ORD09

Attachment 1

ORD09

Attachment 1

SCHEDULE 4B Regional Road Inventory Statement as at 30 June 2015		
1.0	Council Name	Camden Council

- Note 1:** Return to be submitted to RMS Regional Office by 1 September 2015
- Note 2:** All data must be provided, even where there is no change from previous year's inventory
- Note 3:** Please provide evidence/basis for determination of traffic data.

	Road Data as at 30 June 2014 (Insert data for each Regional Road)					Traffic Data			
	R1	R2	R3	R4	R5	T1	T2	T3	T4
List each Road by RMS Road No	Total centre line length (km)	Sealed length (km)	Un-sealed Length (km)	Area Sealed	Total lane kilometres (include lanes available for travel, do not include turn lanes or shoulders)	Estimated weighted average annual daily traffic	Estimated % heavy vehicles	Estimated number of heavy vehicles	Traffic data source and year
	km	km	km	m ²	Lane km		%		(counts, modelling, etc.)
Total									

See following page for bridge/culvert statement.

Bridge Data						
Timber Bridges available to traffic as at 30 June 2015 (Insert data for each timber bridge)						
B1	List of timber bridges/culverts over 6 metres length (predominantly timber) - name of bridge, name of stream. <i>(e.g Smith Bridge over Smith Creek)</i>	Road Number	Bridge Number	Length	Deck width - Metres	Bridge deck area - m ²
Total						
Non Timber Bridges as at 30 June 2015						
B3	Total number of non timber bridges/culverts over 6 metres length (materials predominantly other than timber)					
B4	Total deck area of non timber bridges		m ²			

ORD09



15 August 2014

General Manager:
Camden Council
PO Box 183,
CAMDEN NSW 2570

Attention: Mr Ron Moore

Dear Sir / Madam,

2014 – 2015 Traffic Management Programs – Approved projects

I am pleased to advise Council of projects that have allocated funding under prescribed traffic and safety management programs to be offered to council for the 2014 – 2015 financial year.

This letter does not cover any Blackspot funded projects, road safety, asset projects or block grant funding arrangements as these were covered in separate letters from RMS.

Details are provided below outlining the approved traffic management projects which must be constructed and billed no later than **30 June 2015**.

PROGRAM	WBS	PROJECT DESCRIPTION	PROJECT COST	FUNDING OFFERED
77304 Cycleways	100001	Richardson Rd/Muellan Bicycle Crossing	\$50,000	\$50,000
22401 Local Government Performance Facilities	100002	Wollong Dr/Peppinham Release All Access	\$30,000	\$30,000
TOTAL FUNDING OFFERED:				\$80,000

This letter also documents the procedures RMS and council must follow if funding to council is to be maintained in accordance with RMS *Financial Arrangements with Councils for Road Management* (see internet page Local Government Relations under www.rms.nsw.gov.au/doingbusinesswithus/igr/index.html). RMS has a considerable amount of funds invested in a range of traffic and safety management projects that are to be delivered by councils. As a consequence, both RMS and councils need to adhere to this process and the schedule for the effective delivery of these projects under the various programs.

Key requirements for funding

There are several compliance phases throughout the life of a project that need to be adhered to if funding is to be offered and maintained. The performance of council against these compliance phases will be monitored and reported by RMS. These follow:

1. Council acceptance of funds and council project / program plan – 29 August 2014

Council must notify RMS that they will accept the funding offered by RMS by **29 August 2014**. If council requires more time to process the funding approval they should advise RMS before this date. Council is required to submit "Council acceptance of Roads and Maritime funding" form when accepting the funds offered by Roads and Maritime (Attachment A).

In addition to the acceptance council should also submit the financial forecast sheet (Attachment B) for the remainder of the 2014-15 financial year. Councils are strongly encouraged to schedule delivery of all projects within the first half of the financial year with a target of at least 50% expenditure by December. It is also requested that council schedule the construction of these projects to allow for delays due to poor weather or unforeseen issues during the construction process.

Please note that these targets may be used as a performance measure in future funding submission considerations.

In accepting funds for projects that are funded under 50/50 arrangements (eg programs 27304, 27305, 27306 and 27401) Council has then confirmed that their share of the costs of the project are committed to and these projects will be delivered under that basis.

Funding may be re-allocated to other councils where the signed acceptance letter and a completed financial forecast are not returned by the due date.

2. Completion of design and estimate – 31 October 2014

Councils are requested to complete the design and final cost estimate for each project, no later than **31 October 2014** (or by agreement with RMS). Should there be any variation to cost or scope of the project, a variation form must be submitted to RMS for assessment and approval prior to proceeding with the project.

Council is required to undertake public consultation and meet all WHS requirements for each project. Projects must be constructed in accordance with the relevant Australian Standards, Austroads Guidelines and RMS Supplements.

Council are required to undertake a Road Safety Audit for all funded projects and address all corrective actions. An audit must be undertaken by an accredited and independent audit team to ensure they are safe.

3. Council monthly reporting

Each and every month through the 2014-15 financial year Council shall submit a report that includes all projects detailed in this letter and its attachments. In the event other projects are funded throughout the year then these must be added to the monthly report.

A report template will be provided to council following their acceptance of the funds and return of attachments A and B.

The monthly report will likely include:

- The program and project numbers for each project along with a description / scope of each project in accordance with that funded proposal.
- Details of the progress of all works including key milestones, and the start and completion dates of the development and construction phases. It is essential that all phases of the project plan be completed within the 2014 – 2015 financial year.
- Actual dollar value of works completed for the reporting month and forecasts for each forward month against each project. Note that this must include an estimate of the cost of works to be completed up to the end of the month for RMS accrual purposes. This does not generate payment, and is separate from Invoicing.
- Risks, mitigations and comments on each project.
- Provide correct details of the Council project manager.

ORD09

Attachment 2

Council may submit an invoice to the RMS Program Delivery Manager for any necessary progress payments.

Generally monthly reports should be provided by no later than the second Friday of the month for the previous month. Reports are encouraged to be submitted earlier than this. A report is still required to be submitted even if there has been no change to the previous month – in this case it should be noted that there is no change.

The first monthly report for September is due by Friday 10 October 2014.

Please email monthly reports to: Sydney_Traffic_Management_Programs@rms.nsw.gov.au

4. Project finalisation

Final claim for payments and completion of works forms are to be submitted as soon as practicable after completion. **Note that any approved allocated funding not spent prior to 30 June 2015 will lapse.** RMS will only pay for actual and completed works at this date and is unable to pay bills for any incomplete project works not billed at this date. No project funds will be rolled over to the next financial year (15-16fy).

Council should submit a claim for payment using the Recipient Created Tax Invoice (RCTI) and not a Tax Invoice.

On completion of the works the RMS Program Delivery Manager will arrange for a site inspection of the works, prior to payment of the final invoice.

5. Scope changes / variations

Any change of scope, including time or cost, for projects **MUST** be discussed as soon as possible with the relevant RMS Program Manager. Council must formally request and detail in writing the proposed scope changes to the relevant program manager. No works are to commence prior to receiving written approval for the change of scope from Roads and Maritime and a revised project plan is agreed to in writing. Note that a change of scope may result in a revised funding allocation and the merits of the project may be re-assessed against other priority projects.

Roads and Maritime Services wishes to remind Councils that TfNSW has recently released Cycling and Walking strategies and all new funding submissions under any active transport programs will be required to conform to the principles in them to be eligible for further funding in this or future financial years.

RMS looks forward to working with Council to successfully deliver the 2014-16FY program of works.

Attachments:

- A. Council acceptance of Roads and Maritime funding
- B. Initial financial forecast

Please complete Attachments A and B and return a signed copy of each to Roads and Maritime by **Friday 29 August 2014**

Via email: Sydney.Traffic.Management.Programs@rms.nsw.gov.au

For any further details in relation to this letter please contact the RMS Program Delivery Manager, Daryl Ninham.

Email: Daryl.Ninham@rms.nsw.gov.au

Telephone: 8849-2512.

Post: Attention: Daryl Ninham
Program Delivery Manager
Network and Safety Management
Roads and Maritime Services
PO Box 973
Parramatta CBD
NSW 2124

Yours sincerely,

Hilary Johnson
Network and Safety Manager

ORD09

Attachment 2

ORD09

Attachment A – Council acceptance of Roads and Maritime funding**2014 – 2015 financial year**

Camden Council hereby accepts RMS funding for the following list of projects:

PROGRAM	WBS	PROJECT DESCRIPTION	PROJECT COST	FUNDING OFFERED
27904 Cycleways	709001	Provision of Newbie Bicycle Coasting	\$38,000	\$38,000
27901 Local Government Protection Facilities	709002	Welling Dr Protection Ridge Mt Ararat	\$38,000	\$38,000
TOTAL FUNDING OFFERED:				\$76,000

Council confirms acceptance of RMS funding on the terms and conditions outlined in the RMS funding letter and attachments which detail the RMS funding program requirements for 2014 – 2015.

- Council has committed its share of the cost of the project for all 50/50 funded projects (eg programs 27904, 27905, 27906 and 27401).
- Council will complete all necessary planning, design, road safety audit, public consultation, WHS considerations and environmental assessment for each of the projects.
- Council will construct the project in accordance with the submitted project plan and endeavour to meet all specified completion dates noted in the Roads and Maritime letter and attached notes.
- Council will submit a monthly financial and milestone report.
- **Council will complete and bill all projects by 30 June 2015.** RMS will only pay for actual and completed works at this date and is unable to pay bills for any incomplete project works not billed at this date. No funds will be rolled over to the next financial year.

General Manager Signature:

Print Name:

Date:

Please retain a copy of this funding acceptance letter for council records.

Attachment 2

Attachment B – Initial financial forecast

Please provide an initial financial forecast of the expected dollar value of works to be completed for the year against each project in the table below.

Monthly reports will also be required to be completed via a supplied spreadsheet and must include an estimate of the cost of works to be completed up to the end of the current month for RMS accrual purposes. This does not generate payment and is separate from invoicing. Forward months should show a forecasted figure of expected work completed.

PROGRAM	WBS	PROJECT DESCRIPTION	FUNDING OFFERED	Jul-14	Aug-14	Sep-14	Oct-14	Nov-14	Dec-14	Jan-15	Feb-15	Mar-15	Apr-15	May-15	Jun-15
27304 Cycleways	7706881	Richardson Rd Mandellin Bicyclic Crossing	\$25,000												
27401 Local Government Provision Facilities	7706882	Welling Dr Protection Refuge Mt Annin	\$15,000												

"I have the authority to complete the monthly financial report on behalf of council":

Camden Council

Name:

Title:

Signature:

ORD10

Attachment 1

CHILD RESTRAINT FITTING AND CHECKING DAYS – “CHOOSE RIGHT BUCKLE RIGHT” PROGRAM

Program Description

The Choose Right Buckle Right campaign is a community based occupant restraint fitting and checking program. It is designed to promote to the community the importance of correctly installing and using child restraints appropriate to each child's size, weight and height. Given the significant changes to the child restraint legislation which became effective in March 2010, it is particularly important to promote the appropriate child restraint requirements for children aged 0-7 years old.

Project Rationale

The Camden Local Government Area is emerging as a considerable area of population growth, and currently 1 in every 5 residents in the Macarthur Region is aged less than 12 years of age. Restraint non-compliance for young passengers is a significant road safety issue. Research illustrates that correct use of child restraints can reduce infant deaths in car crashes by 71% and toddler deaths by 54% and correctly used, seatbelts reduce the risk of death in a crash by approximately 81%. Evaluations from previous Council held Occupant Restraint Fitting and Checking days have found that up to 98% of the child restraints not fitted by an Authorised Restraint Fitter were deemed to be incorrectly fitted or they were not appropriate to the child's size, age, weight or height.

Project Objectives

- To reinforce the importance of correct restraint installation and use;
- To enhance parent / carer awareness in determining the safest restraint for their child;
- To encourage all parents / carers to use restraints, particularly when transporting passengers under 7 years of age;
- To encourage the use of an RMS Authorised Restraint Fitter;
- To raise awareness of local RMS Authorised Restraint Fitting services within the Camden Local Government Area.

Project Strategies

- Provide a minimum of 4 free restraint fitting and checking days each year in the Camden Local Government Area.
- RMS Authorised Restraint Fitters will be utilised, which have been selected based on a quotation for service.
- RMS Authorised Restraint Fitters will conduct all checks and installations free of charge to local residents, with additional parts and repairs charged directly to the client as appropriate.
- All participants will be surveyed in order to collect information relevant to the development of future successful campaigns.
- A variety of new and existing resources promoting the correct installation and use of occupant restraints will be distributed to attendees.
- Local print media and the Council Community Newsletter "Let's Connect" will be used to promote the days to the Camden community.

Cost and Budget

Cost area	Description	Estimated cost (ex GST)
Media / advertising	Advertising of restraint checking days	\$400
Other costs	RMS Authorised Restraint Fitter	\$4,000
Resources and supplies	Venue hire	\$800
	TOTAL	\$5,000

RMS grant funding to the amount of \$4,000 has been secured for the program for 2014/2015 financial year. It is proposed that Council's Road Safety budget will cover the additional \$1,000.

Future Growth

This program is consistently booked out and has a waiting list of interested residents. The program has the potential for growth, but the allocation of further funding by Council would be required. The program has the potential to be held bi-monthly, however this would require a further annual budget outlay of \$2,000 which is currently not available.

LOG BOOK RUN EVENTS – “DRIVES FOR LEARNERS IN MACARTHUR”

Program Description

The Drives for Learners in Macarthur program is a joint program between Camden Council and Campbelltown City Council that targets learner drivers and their supervisors in the Macarthur region. Based on fatality and injury statistics and research identifying the need to develop the skill and knowledge base of learner drivers in the learner licensing stage, a booklet containing a number of drives has been developed. Scheduled Log Book Run events offer learners and supervisors an occasion where they can participate and interact with others in the same learning phase of driving, with the aim of increasing their log book hours required to obtain their P1 licence and increase their skills and on road experience. The program has the participation of the Camden and Macquarie Fields Highway Patrol, which attends on the day, breath testing all participants and as many participants as possible are pulled over during the course of the Log Book Run event to gain experience of how to react in those situations. The objective is to make learner drivers safer once they obtain their P1 licence and reduce casualty and fatality crash rates amongst our young drivers.

Project Rationale

The Graduated Licensing Scheme promotes the benefits of on-road driving practice and the need to obtain driving experience in a variety of road conditions. Further, the scheme currently requires Learner Drivers to obtain a minimum of 120 hours of on road experience with a minimum of 20 hours night driving. Learner drivers may undertake an RMS approved Safer Driver course. This comprises a theory and practical component and if successfully completed gives the learner driver 20 hours credit to their Log Book. RMS crash statistics identify the 17-25 year old age group as a high risk group. Over a 5 year period (2003 – 2007) statistics indicate a stable trend of between 31-33% of motor vehicle controllers involved in crashes in the Macarthur region are aged between 17-25 years of age. The 17 – 25 year old age group involvement in injury and fatality crashes in the Macarthur region is consistently higher over the 5 year period than all other age groups. Combine these statistics with the fact that there are more than 7,000 learner drivers within the Macarthur region and it demonstrates that there is an identified need to provide educational behavioural program for learner drivers.

Project Objectives

- To increase the on road driving experience obtained by learner drivers;
- To include information about the Graduated Licensing Scheme in the Log Book Run event orientation presentation, ensuring that supervisors that have not attended Graduated Licensing Scheme Workshops receive key points to assist during the Log Book Run event and beyond;
- To provide a supportive and open environment along with the resources and tools necessary to increase the confidence and skill level of learner drivers to attempt drives outside their local area;
- To distribute and disseminate road safety resources to educate both the learner and the supervising driver.

Project Strategies

- To review and update the Drives for Learners in Macarthur booklet as required, print and distribute.

- To provide an opportunity for learner drivers and their supervisors to participate in a planned drive which follows a route taken from the Drives for Learners in Macarthur booklet and providing a wide range of driving conditions that are complementary to the tasks identified in the formal Learner Driver Log Book.
- To undertake a minimum of 4 daytime Log Book Run events in the Macarthur region and 3 dusk / night time Log Book Run events.
- To ensure that the Graduated Licensing Scheme Workshops are promoted at all Log Book Run events and deliver key messages as part of the orientation and registration process.
- To breath test all learner drivers and their supervisors before commencing the Log Book Run event.
- To undertake registration prior to the Log Book Run event, including driver and supervisor licence number.
- To stagger the Log Book Run participants based on the competency level of the learner driver.
- To provide covert and overt speed monitoring throughout the drive.
- To provide road safety information and resources to all participants.
- To work closely with local Police Highway Patrol at the Log Book Run events to assist with the orientation presentation, registration and RBT of participants along the route.
- To promote the event to the public through local media, community newsletters and banner placement at strategic locations.

Cost and budget

Cost area	Description	Estimated cost (ex GST)
Media / advertising	Advertising for Log Book Run events	\$2,000
Other costs	Catering and venue hire for Log Book Run events	\$2,000
Resources and supplies	Artwork and printing costs for Drives for Learners in Macarthur booklet	\$4,000
Resources and supplies	Other printing and resources for Log Book Run events	\$2,000
	TOTAL COST	\$10,000

RMS grant funding to the amount of \$2,000 has been secured for the program for 2014/2015 financial year. It is proposed that Council's Road Safety budget provides funds of \$4,000, with Campbelltown City Council also contributing a minimum of \$4,000 to the program.

GRADUATED LICENSING SCHEME WORKSHOPS

Program Description

To reduce the over-representation of young drivers in crash statistics the Government introduced the Graduated Licensing Scheme for novice drivers. The Scheme requires learner drivers to complete 120 hours of on-road driving experience before they are eligible to progress to the first provisional licence stage. This driving experience will be more thoroughly tested on a wider range of road conditions and is documented in a Learner Driver Log Book. This program provides workshops for parents and supervisors of learner drivers to raise awareness of the Graduated Licensing Scheme, deliver practical advice on completing the Learner Driver Log Book and assist learner drivers.

Project Rationale

A key component of NSW Government's Road Safety Strategy is the Graduated Licensing Scheme. The Scheme is designed to ensure that young people gain the mobility and independence that driving brings. Year after year accident statistics show that young drivers are at a higher risk of being killed or injured on our roads. While young adults aged 17 to 25 years comprise only 16% of all licensed drivers in NSW, they account for 25% of all drivers involved in casualty crashes. The minimum 120 hours driving requirement of the scheme for learner drivers means that the supervising driver must also contribute 120 hours to supervise the learner. This can put a great deal of pressure on someone who does not ordinarily instruct or is not confident in the skills or methods used in building a relationship with their learner to make the experience valuable. The Helping Learner Drivers Become Safer Drivers Workshops (GLS Workshops) are a community based initiative between RMS and Council. The workshops have been developed to support parents and carers who will be supervising a learner driver.

Project Objectives

- To raise awareness of the Graduated Licensing Scheme.
- To deliver practical advice on completing the Learner Driver Log Book.
- To promote relationship building skills and the importance and benefits of driving practice.

Project Strategies

- To undertake a minimum of 2 GLS Workshops in the Camden Local Government Area.
- Workshops to be advertised in local press and the Council community newsletter.

Cost and Budget

Cost area	Description	Estimated cost (ex GST)
Media / advertising	Print media – local newspaper	\$1,000
Other costs	Venue hire and catering	\$500
	TOTAL COST	\$1,500

RMS grant funding to the amount of \$1,500.00 has been secured for the program for the 2014/2015 financial year.

DRINK DRIVE PREVENTION – RBT CAMPAIGN

Program Description

Alcohol impairment is a major contributing factor in road trauma and remains a key road user behaviour priority for the State Government. The Drink Drive Prevention program is a community based project incorporating education, enforcement, media and public relations. Council works closely with the Camden Highway Patrol to co-ordinate this program with Police Drink Drive Operations and other relevant Police operation campaign bursts. Camden Council also works closely with Camden Local Area Command Licensing Officer to address alcohol related issues at licensed venues in the Camden Local Government Area. The aim is to deliver a consistent road safety message across the Camden LGA in conjunction with the RMS state wide Drink Drive media campaigns and Police Highway Patrol Enhanced Enforcement Programs.

Project Rationale

Although it is generally considered socially unacceptable to drink and drive, alcohol persists as a contributing factor in approximately one in six fatal crashes. During 2011 alcohol was a contributing factor in 6% of all casualty crashes occurring in the Camden Local Government Area. Alternative late night transport options in the Camden area are currently limited with fewer taxis than other areas in the Sydney region, longer distances to travel between licensed premises and residences and a minimal amount of late night bus or venue shuttle services. The reliance on transport by car is therefore much higher. Campaigns which highlight that drink driving is a crime and the chance of being caught through RBT is greater than ever aim to deter drinkers from getting behind the wheel of their car. By synchronising with state wide campaigns and providing appropriately targeted resources and message consistency a more sustainable approach to drink driving prevention will be provided. Council Officers will work together with local Liquor Accords, Licensing Police and Highway Patrol to implement drink driving countermeasures, support Responsible Service of Alcohol (RSA) principles and provide project support. Activities will be linked to the RMS and Police drink driving campaigns over special operation periods, including Christmas, New Year, Easter and double demerit long weekends.

Project Objectives

- To inform and educate the community about the dangers of drink driving;
- To reinforce the message that 'every Police car is a mobile RBT';
- To reinforce the message that 'RBT means you need a Plan B';
- To influence responsible road safety behaviour in vehicle controllers;
- To increase awareness of drink driving issues;
- To maintain awareness of RBT and the consequences of getting caught;
- To encourage licensees to promote the use of in-house breath testers to all their patrons and support RSA;
- To support local Police Highway Patrol through the provision of minor resources and staff assistance to enhance RBT Operations and road safety outcomes in the Camden Local Government Area.

Project Strategies

- To support the delivery of a consistent drink drive message by promoting the use of the RMS approved artwork and resources to all licensed premises in the Camden Local Government Area, including posters and coasters.

ORD10

- Placement of local print media which supports the current RMS drink drive message to coincide with Local Police Highway Patrol Operations, particularly around Christmas, New Year, Easter and the June long weekend.
- To work closely with Camden Highway Patrol on targeted enforcement and promote to the community the presence of enhanced numbers of Police at Enhanced Enforcement periods.
- To promote to the Camden community that RBT is a daily priority to Police and support Police through the provision of resources to improve road safety outcomes.
- To encourage licensed premises through the Camden Liquor Accord to promote the drink drive message and investigate further transport options for patrons.
- To encourage licensed premises to promote the use of in house breath testers. Continue to support the Camden Liquor Accord and the Responsible Service of Alcohol principles.

Cost and Budget

Cost area	Description	Estimated cost (ex GST)
Media / advertising	Print media – local newspaper	\$500
Resources and supplies	Relevant supporting resources, including minor resources for Police	\$1,000
	TOTAL COST	\$1,500

RMS grant funding to the amount of \$500.00 has been secured for the program for 2014/2015 financial year. It is proposed that Council's Road Safety budget provides funding for the additional \$1,000.

Attachment 1

SPEED – “SLOW DOWN” CAMPAIGN

Program Description

The program promotes awareness of the speeds on local streets in the Camden Council area. The program objective is to reduce the speeds of vehicles through speed monitoring, assessments and Police enforcement where possible. Additionally, the program can be utilised to identify and report sites where speeding is an issue and refer to the Police for investigation and enforcement as appropriate.

Project Objectives

- To raise awareness in the community of speeds on local roads;
- To reduce the speed of motorists on targeted roads;
- To contribute to the reduction and severity of speed related crashes;
- To raise awareness of the threat and consequence of speeding through Police enforcement.

Project Strategies

- Identify local streets to be targeted based on crash statistics, survey data, resident complaints and Police feedback. This will include the possibility to provide Police enforcement to streets identified through a coordinated approach by Council and Highway Patrol.
- To provide resources to Police to improve road safety outcomes.
- To continue communication with Camden Highway Patrol of resident speeding complaints for Police investigation and enforcement as appropriate.
- To promote the “Slow Down” message to the community through local press advertising as available from the RMS.
- To work closely with Camden Highway Patrol to link in with local and regional Police Operations where possible to reduce speed.
- To conduct speed counts at selected sites, which will then be targeted with enhanced enforcement by Police and education campaign by Council during a campaign period. Post speed counts to be conducted at campaign end to determine success in reduction of 85th percentile speeds.

Cost and Budget

Cost area	Description	Estimated cost (ex GST)
Media / advertising	Print media – local newspaper	\$1,000
Resources and supplies	Relevant supporting resources, including minor resources for Police and VMS hire for education phase	\$2,500
	TOTAL COST	\$3,500

RMS grant funding to the amount of \$2,000.00 has been secured for the program for 2014/2015 financial year. It is proposed that Council's Road Safety budget funds the additional \$1,500.

ORD10

Attachment 1

ENHANCED ENFORCEMENT PROGRAMS AND REGIONAL PROGRAMS

Program Description

The program provides Local Government support of local, regional and statewide road safety campaigns, working in conjunction with Camden Police Highway Patrol.

Project Objectives

- To support RMS and Camden Police Highway Patrol local, regional and state road safety campaigns and to promote awareness in the local community of regional and state wide campaigns.

Project Strategies

- Develop print media and forward to local press where possible to support Police Operations, double demerit holiday periods and holiday messages.
- Develop and provide information to Council staff for double demerit holiday periods, holiday messages and Operation RoadSafe and Slow Down program.
- Support the Camden Local Area Command Highway Patrol through promotion and resources to enhance operational road safety outcomes.

Cost and budget

Cost area	Description	Estimated cost (ex GST)
Resources and supplies	Relevant supporting resources to promote the Enhanced Enforcement Program message and outcomes	\$500
	TOTAL COST	\$500

It is proposed that funding for this program is provided through Council's Road Safety budget.

CAMDEN LIQUOR ACCORD

Program Description

The Camden Liquor Accord aims to increase community safety and reduce alcohol related crimes. Utilising best practice methods and commitment by licensed venues, the Camden Liquor Accord implements strategies and initiatives that go beyond minimum licensing requirements. This includes encouraging Responsible Service of Alcohol (RSA) practices and implementing a range of drink drive initiatives. The Camden Liquor Accord works closely with Council's Community Road Safety Officer and Camden Police Licensing.

Project Objectives

- To work as a community to reduce the incidence of alcohol related violence and anti social behaviour in the Camden Local Government Area.
- To improve compliance with liquor laws amongst licensees in the Camden area and work towards improving road safety via the implementation of projects and initiatives within the local community.
- To facilitate, through the Camden Liquor Accord, RSA training in high schools in the Camden Local Government area to increase patron responsibility and employment opportunities for young people in the area.

Project Strategies

- Hold a minimum of four Liquor Accord meetings per year, at which road safety initiatives can be discussed and implemented through the Accord as appropriate.
- Use the Accord to discuss harm minimisation and alcohol related issues, raise awareness and implement strategies based on issues as raised by both licensees and Police, eg. Drink spiking, malicious damage, secondary supply and other alcohol related issues.
- Implement outcomes from meetings and projects arising from meetings.
- Work with the Office of Liquor, Gaming and Racing and Police to develop positive relationships with local licensees.
- Raise awareness of RSA and reduce incidents of youth alcohol related issues through education and RSA training in high schools.
- Make available resources such as drink drive posters and coaster, breath testers, etc provided by the RMS as available.

Cost and budget

Cost area	Description	Estimated cost (ex GST)
Resources and supplies	Relevant supporting resources to promote the RSA message	\$1,000
	TOTAL COST	\$1,000

It is proposed that funding for this program is provided through Council's Road Safety budget.

ORD10

Attachment 1

DRIVE 2 STAY ALIVE – HIGH SCHOOL ROAD SAFETY EDUCATION PROGRAM

Program Description

The Drive 2 Stay Alive program brings together Council, Police, NRMA, Mission Australia, a heavy vehicle operator and driving instructor to deliver a road safety education day in schools with the aim to reduce casualty and fatality crash rates amongst our young drivers and improve safety. The program is aimed at Year 11 students who attend state and private schools in the Camden Local Government Area. The Drive 2 Stay Alive program covers 4 of the local high schools, with the other 3 receiving the U Turn the Wheel program. This is a similar program, coordinated by Camden Rotary.

The Drive 2 Stay Alive program encompasses multiple different components including a presentation from Camden Police Highway Patrol, drugs and alcohol, seatbelts, information on how to get your L's and P's and heavy vehicle awareness, in addition to general road safety information. The day is broken up into five sessions, with each session being delivered by a different professional in their field of expertise.

All the presenters participate as part of their regular paid jobs, with the exception of the heavy vehicle operator, driving instructor and other program volunteers who donate their time and vehicles and are both passionate about road safety.

The program is a joint initiative between Camden Council and Camden Police and is delivered at Elizabeth Macarthur High School, Mount Annan High School, Magdalene Catholic College and Mount Annan Christian College.

Project Objectives

- To raise road safety awareness and the consequences of poor driving behaviour to novice drivers.
- To raise awareness of making informed and correct decisions when behind the wheel of a car.
- To educate young people on the process to obtain a learner or provisional licence.
- To raise awareness of peer pressure and cultural factors influencing driving behaviour.
- To raise awareness of other road users such as motorcyclists and heavy vehicles.
- To reduce casualty and fatality crashes amongst our 17-25 year old drivers.

Project Strategies

- Co-ordinate with participating schools to organise dates and confirm attendance by presenters.
- Conduct the program in schools and conduct evaluation of students after the program is held to ensure that the road safety message is being conveyed and absorbed by participants.

Cost and budget

Cost area	Description	Estimated cost (ex GST)
Resources and supplies	Provision of resources to participating students to reinforce road safety message and compliance	\$1,000
Donations	Provision of gift cards to heavy vehicle company, driving school and volunteer presenter in appreciation of their attendance.	\$1,500
	TOTAL COST	\$2,500

It is proposed that funding for this program is provided through Council's Road Safety budget.

SCHOOL SAFETY PROGRAM

Program Description

The School Safety Program is a joint initiative between Camden Council and Camden Police. The program is aimed at ensuring that road safety is a priority to road users, that suitable traffic facilities are provided around schools and that the school community is educated and aware of traffic restrictions and conditions around schools and are compliant.

The School Safety Program recognises that maximising safety around schools encompasses addressing a range of issues including engineering, education, enforcement and evaluation.

Prior to conducting the School Safety Program, site inspections are undertaken by the Community Road Safety Officer and Traffic Engineer to ensure the facilities are optimised and any necessary changes are made, subject to relevant standards, resources and local consultation. The schools are also involved in this process and provide useful information as to driver behaviour in the area.

In consultation with the School, a date is then set for the roll out of the program. Supporting temporary program banners and signage have been developed to assist in educating road users to properly use the facilities around schools and understand what they should and should not do. These banners and signs are displayed around the school in the lead up to the program.

The first stage of the program is an Education Day, where the Community Road Safety Officer, Police and Council Rangers attend the school and distribute flyers and information to parents and road users around the schools, to ensure that they are aware of how to properly use the facilities, improve traffic flows around schools and improve safety.

Following this, an Enforcement Day is held where Rangers and Police issue tickets for infringements. Periodic ongoing enforcement may occur as required. Schools are engaged at least every two years with some larger schools on a more regular basis.

Project Objectives

- To improve road safety around schools, increase the appropriate use of traffic facilities and improve traffic flow around schools.

Project Strategies

- Conduct site assessments and undertake facility changes and improvements as necessary and within Council budget constraints.
- Coordinate with schools and program partners the dates for the program to be delivered, and to delivery all stages of the program.
- Hold a follow up meeting with Police and Council Officers to discuss results and how to improve any identified issues. Further consultation is then held with the school as necessary.

The School Safety Programs acknowledges that this is an ongoing program that will need to continue to assess the needs of the school and surrounding community.

Cost and budget

Cost area	Description	Estimated cost (ex GST)
Resources and supplies	Provisions of banners, signage and flyers and possible minor engineering works	\$2,000
	TOTAL COST	\$2,000

It is proposed that funding for this program is provided through Council's Road Safety budget.

ORD10

Attachment 1

ORD10

Attachment 1

PARK SMART**Program Description**

The Park Smart program is a joint partnership between Camden Council, Campbelltown City Council, Camden Local Area Command, Campbelltown Local Area Command and Transit Police. The program aims to increase awareness regarding vehicle safety and reduce incidents of Steal from Motor Vehicle offences at parking areas around train stations and shopping precincts through the distribution of educational material, promotional resources and Council and Police officer presence to raise awareness to best safety practices.

Project Objectives

- To reduce the incidents of Steal from Motor Vehicle offences at train station parking areas and shopping precinct parking areas. To reduce opportunistic crime.

Project Strategies

- Undertake educational campaigns at train stations and shopping centre precinct carparks on targeted dates.
- To distribute educational material to commuters and persons parking to increase awareness to best practice safety
- To conduct car park audits, in conjunction with Camden Police, in order to educate parkers as to possible safety risks and reduce the likelihood of Steal from Motor Vehicle offences.

Cost and budget

Cost area	Description	Estimated cost (ex GST)
Resources and supplies	Provisions of supporting educational material	\$1,000
	TOTAL COST	\$1,000

It is proposed that funding for this program is provided through Council's Community Safety budget.

SENIORS SAFETY MORNING TEA

Program Description

The Seniors Safety Morning Tea program is a joint partnership between Camden Council, Camden Police and Barnes Driving School. The program aims to increase awareness of personal and road safety issues for seniors and consists of a short presentation and question time that is undertaken at seniors living facilities and community groups. The presentations are delivered in a relaxed environment, encouraging participation and involvement by participants.

The presentation covers three key areas;

- Personal Safety – Camden Police – Crime Prevention Officer
- Driver safety and seniors licencing conditions – Barnes Driving School
- Senior Pedestrian Safety – Camden Council – Community Road Safety Officer

The program delivery is coordinated by Council's Seniors Officer, utilising these networks and relationships to ensure the program is available to as many senior residents as possible.

Project Objectives

- To reduce the incidents of opportunistic crime, injury and fear of crime for seniors;
- To improve knowledge about drivers licensing requirements for seniors and;
- To provide information regarding senior pedestrian safety and mobility scooter use.

Project Strategies

- To undertake Senior Safety Morning Tea Information sessions at seniors living facilities and community groups, in order to educate and improve safety for seniors in the Camden Local Government Area.

Cost and budget

Cost area	Description	Estimated cost (ex GST)
Resources and supplies	Provision of supporting educational resources, catering for events and token gift voucher for non paid presenters	1,000
	TOTAL COST	\$1,000

RMS grant funding to the amount of \$500.00 has been secured for the program for 2014/2015 financial year. It is proposed that Council's Road Safety budget funds the additional \$500.

ORD10

Attachment 1

GRAFFITI EDUCATION

Program Description

The "Respect Don't Wreck It" program has been developed as part of Council's graffiti management strategy in order to prevent young people from getting involved in graffiti vandalism.

The program is delivered to Year 8 students and offered to all high schools in the Camden Local Government Area. The program aims to teach students the personal, social and economic costs and consequences of undertaking graffiti tagging. In doing so, it is expected that the program will continue to assist to reduce the incidence of this activity, working in conjunction with Council's rapid removal policy. The program is delivered by Warner Education Group and was piloted in 2014. Feedback and evaluation of the program was extremely positive, with many students stating that they now felt different about graffiti vandalism and would be less likely to get involved.

Project Objectives

- To provide targeted education aimed at reducing the number of young people becoming involved in graffiti vandalism, and consequently reducing the amount of graffiti in the Camden Local Government Area.

Project Strategies

- Deliver the "Respect It Don't Wreck It" program at all local high schools in the Camden Local Government Area, targeting Year 8 students
- To provide supporting educational resources to reinforce the message

Cost and budget

Cost area	Description	Estimated cost (ex GST)
Resources and supplies	Provisions of banners, signage and flyers and possible minor engineering works	\$8,000
	TOTAL COST	\$8,000

It is proposed that funding for this program is provided through Council's Graffiti Plan budget, also utilising a proposed revote for 2013/2014 financial year subject to a further resolution of Council.



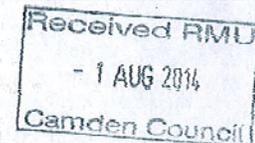
Transport
Roads & Maritime
Services

14th July 2014

The General Manager
Camden Council
19 Queen Street
Narellan NSW 2570

Attention: Adam Wilkinson, Manager Environmentally Sustainable Design.

Local Government Road Safety Program Funding 2014-2015



Dear Adam,

I refer to the submission from Camden Council for funding for road safety projects and I am pleased to confirm that 2014/2015 funding is approved as follows:

Slow Down (Group project – Campbelltown Council RSO is project manager)	\$4,000
Choose Right Buckle Right	\$4,000
Graduated Licensing Scheme GLS	\$1,500
Drink Drive Prevention – RBT Campaign	\$500
Seniors Safety Morning Tea	\$500
Log Book Run (Group project – Camden Council RSO is project manager)	\$4,000

Funding for subsequent years is dependent upon milestones being met.

These funds are to be used for items outlined and approved as per your submission; all other expenses are to be covered by Council. Please note that the following conditions must be met:

1. Council is required to meet all WHS requirements for each project and to undertake public consultation where appropriate.
2. Engineering treatments proposed as the result of a project must be constructed in accordance with the relevant Australian Standards, Austroads Guidelines and Roads and Maritime Supplements.
3. Council utilises local Police intelligence where possible to assist with projects.
4. Where available, Roads & Maritime Services (RMS) resources must be used and forwarded to RMS for approval no less than 3 weeks prior to production.
5. Artwork for new resources must be developed in conjunction with your RUSO and forwarded to RMS for approval as a final draft no less than 6 weeks prior to production.

Roads & Maritime Services

Level 7, 27-31 Argyle Street, Parramatta NSW 2150 | PO Box 973 Parramatta CBD NSW 2124
T 02 8849 2361 | F 02 8849 2745 | E paul.a.murray@rms.nsw.gov.au

www.rms.nsw.gov.au | 13 22 13

ORD10

Attachment 2

ORD10

Attachment 2

6. RMS is included as a member of the project committee for all RMS funded programs.
7. Police enforcement is an essential component of projects (where relevant), and Police must be involved in the initial planning stages.
8. RMS requires notification and confirmation of any launches related to the project at least 3 weeks prior to the event. RMS, as a stakeholder in this campaign, would like the opportunity to speak at the campaign launch. RMS reserves the right to include its logo on campaign materials.
9. Any changes to this submission, including the budget, must be received in writing and approved by RMS.
10. With the exception of GLS, expenditure will be reimbursed upon receipt of an initial invoice of 80% to RMS which may be forwarded from today's date. The final 20% invoice is due no later than 1 June 2015.
11. Following delivery of each GLS workshop, an invoice for advertising costs should be forwarded to RMS along with all completed workshop evaluation forms and a copy of the advertisement.
12. For joint projects, the project manager will invoice RMS on behalf of the group.
13. Project evaluation and financial statement must be completed before the final invoice will be processed.
14. For occupant restraint projects, all fitters used must be Authorised Restraint Fitters.
15. For pedestrian projects, RMS will fund only new LOOK stencils. Council is responsible for maintenance and replacement of existing stencils.
16. For speed projects, any engineering treatments must be approved by Council's Traffic Committee prior to introduction and any regulatory signage must be authorised by RMS prior to installation.
17. All 2014/2015 invoices must include the RMS purchase order which will be forwarded in separate correspondence.

If you have any concerns or require further information regarding these issues, please do not hesitate to contact our office on 8849 2361.

Yours sincerely



Paul Murray
Road User Safety Manager