

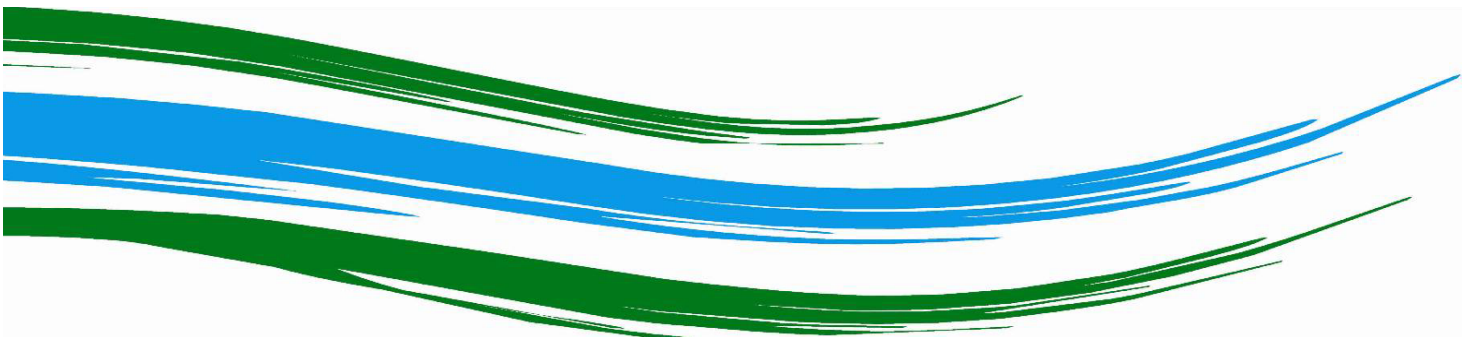


Camden Council

Business Paper

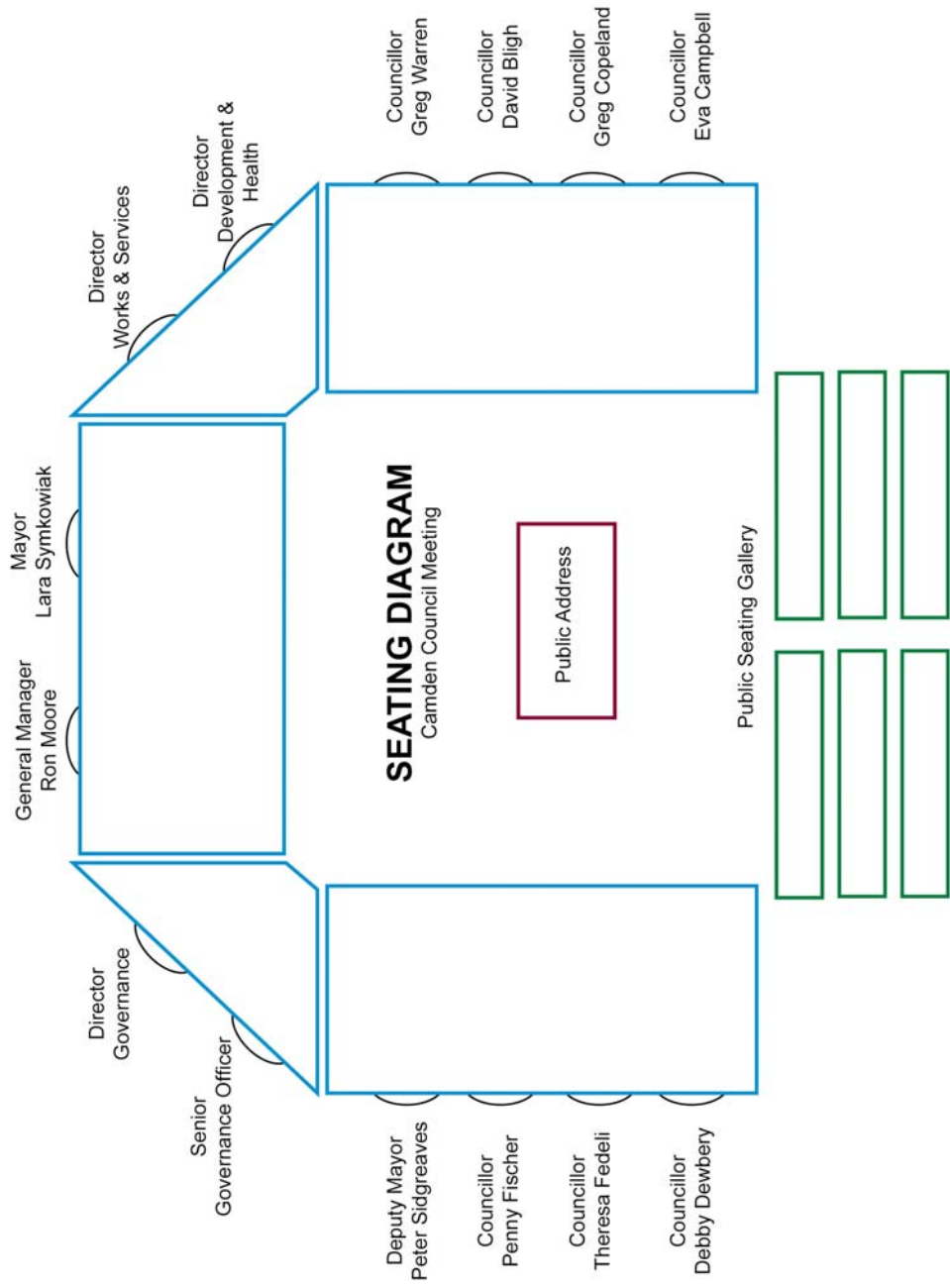
Ordinary Council Meeting
23 July 2013

Camden Civic Centre
Oxley Street
Camden



COMMON ABBREVIATIONS

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



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

ORDINARY COUNCIL

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ORDINARY COUNCIL

SUBJECT: PRAYER

PRAYER

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

Amen

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

Amen

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

Amen

AFFIRMATION

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

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

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

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

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



ORDINARY COUNCIL

SUBJECT: ACKNOWLEDGMENT OF COUNTRY

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



ORDINARY COUNCIL

SUBJECT: RECORDING OF COUNCIL MEETINGS

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

ORDINARY COUNCIL

SUBJECT: APOLOGIES

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

RECOMMENDED

That leave of absence be granted.

ORDINARY COUNCIL

SUBJECT: DECLARATION OF INTEREST

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

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

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

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

RECOMMENDED

That the declarations be noted.

ORDINARY COUNCIL

SUBJECT: PUBLIC ADDRESSES

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

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

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

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

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

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

RECOMMENDED

That the public addresses be noted.



ORDINARY COUNCIL

SUBJECT: CONFIRMATION OF MINUTES

Confirm and adopt Minutes of the Ordinary Council Meeting held 9 July 2013

RECOMMENDED

That the Minutes of the Ordinary Council Meeting held 9 July 2013, copies of which have been circulated, be confirmed and adopted.

ORDINARY COUNCIL

ORD01

ORD01

SUBJECT: ENVIRONMENT AND REGULATION INQUIRY
FROM: Director, Development & Health
BINDER: 13/502

PURPOSE OF REPORT

To advise Council of an inquiry into the management and disposal of waste on private lands and to seek Council's endorsement of a submission to the NSW Legislative Assembly – Committee on Environment and Regulation.

BACKGROUND

The NSW Legislative Assembly – Committee on Environment and Regulation (“the Committee”) has called an inquiry into the management and disposal of waste on private lands.

The inquiry was called on 19 June 2013 with submissions due by 29 July 2013.

The Terms of Reference of the inquiry are as follows:

That the Committee inquire into the management and disposal of waste on private lands. In particular, the Committee will focus on:

- a) *The health and safety risks posed by inadequate management and disposal of waste, overgrowth and excess vegetation, pests, and odour;*
- b) *The effectiveness of current regulatory arrangements and powers to compel clean-ups on private land and manage derelict buildings;*
- c) *The adequacy of inspection and enforcement procedures, including relevant sanctions and powers to recover costs;*
- d) *Possible measures to improve the management of waste on private land;*
- e) *The extent of illegal dumping and the impact on local government authorities of requirements to remove dumped waste;*
- f) *Any other related matter.*

MAIN REPORT

Council officers are regularly involved in the management and disposal of waste on private lands. Council officers investigate complaints received from members of the community. These complaints can arise as the result of poor waste management and/or the accumulation of material over time that is not effectively managed.

Council currently relies on Section 124 of the *Local Government Act 1993* and Section 91 of the *Protection of the Environment Operations Act 1997* to issue enforcement

notices and orders over the storage or disposal of waste. The main difference in the use of these pieces of legislation is whether the waste poses a threat to the environment or whether it forms a health and safety concern.

In addition to responding to complaints from the community regarding the storage or disposal of waste on land, Council officers investigate concerns regarding overgrown land that can pose a risk due to vermin. Other areas of concern include hoarding which can stem from mental health issues and the management of properties that have been identified as clandestine drug laboratories.

Council officers have prepared a submission to the inquiry which outlines the issues that Council would like the Committee to consider. The submission is attached to this report and includes the following recommendations:

- A review of the *Local Government Act 1993* to:
 - i. provide better financial disincentives and penalties for non-complying persons;
 - ii. extend the statute of limitations from six months to at least two years to enable actions to be taken;
 - iii. simplify and expedite the process of regulation where serious health and safety concerns exist.
- Development of legislation specific to local government's role in the regulation of asbestos and for government to consider a way of offering incentives for the safe disposal of asbestos which may include the removal or reduction of tipping fees and levies.
- Adoption of definitive legislation that enables councils to easily claim or make a charge against a property where costs have been incurred by the council in undertaking works where there are non-compliances with Notices and Orders issued under the *Local Government Act 1993* and *Protection of the Environment Operations Act 1997*.
- Establishment of a central government agency for regulating clean-ups associated with asbestos and clandestine drug laboratories.

These recommendations would assist council officers in dealing with the matters that have been highlighted in this submission.

FINANCIAL IMPLICATIONS

This matter has no direct financial implications for Council.

CONCLUSION

The NSW Legislative Assembly – Committee on Environment and Regulation has called an inquiry into the management and disposal of waste on private lands. The attached submission has been prepared for consideration and endorsement by Council.

RECOMMENDED

That Council:

- i. endorse the submission to the inquiry into the management and disposal of waste on private lands; and**
- ii. authorise the General Manager to sign the attached submission.**

ATTACHMENTS

- 1. Submission**

ORD01

ORD01

Attachment 1

Legislative Assembly – Inquiry Management & Disposal of Waste on Private Lands

Camden Council

SUBMISSION



**Committee on Environment & Regulation
Inquiry into the Management and
Disposal of Waste on Private Lands**

July 2013

Management and disposal of waste on private lands

Introduction

1. Council officers deal with matters regarding the management and disposal of waste on private lands on a frequent basis.
2. The following is a list of requests that Council is called upon to deal with:
 - Overgrown land;
 - Bush Fire Hazards;
 - Solid waste storage on lands;
 - Solid waste disposal on lands;
 - Unauthorised placement of fill on lands;
 - Hoarding of items/materials that may create a fire hazard or a harbourage for vermin;
 - Asbestos being present or kept in a manner that may pose a risk to the public or neighbours; and
 - Clandestine drug laboratories.

Council receives complaints relating to overgrown vegetation on allotments of land, particularly during the summer months of the year, and other complaints regarding the storage of materials which may or may not be classified as waste. Complaints are received that relate to the following alleged concerns – mice, fire hazard, snakes - because the grass is overgrown. The majority of these complaints relate to residential areas, however on occasion complaints are received for rural lands.

Complaints regarding the overgrown nature of land are dealt with under the provisions of the *Local Government Act 1993*, and in the majority of instances the requested work is undertaken by the land owner.

Complaints in respect of fire risk posed by vegetation in bushfire prone areas are referred to the Rural Fire Service (RFS) to assess and manage under the provisions of the *Rural Fires Act, 1997*. These areas tend to be in the semi-rural and rural areas of the local government area (LGA). Some residential fringe areas may also fall to the RFS to determine and act upon fire risk.

3. At this time hoarding and derelict buildings are not significant issues for Camden Council. In most instances where Council becomes involved the required works are undertaken within acceptable timeframes.
4. An aspect of waste that is causing concern is the increasing number of incidents of large quantities of fill being brought onto rural lands in an

ORD01

uncontrolled manner. Council officers experience difficulties establishing whether the material is classified as a waste, whether the material is contaminated and the origin of the material.

5. Concerns about asbestos have also escalated of recent times as a result of illegal dumping, both on public and private lands, and following fires at premises.
6. Council receive 'Clandestine Drug Laboratory – Site Inspection Reports' from the NSW Police Force (Drug Squad). The Police are referring the previous clandestine drug laboratory to Council to pursue clean up and remediation of the site. The referral is made either verbally at the time of the Police being on site and/or in writing when the evidence in the form of chemicals, materials and equipment has been removed from the premises.

These Reports appear to be for Council to commence actions to remediate the site and commence legal proceedings. As Council officers have endeavoured to action the Reports, several concerns have become apparent in respect of the available legislation.

Terms of Reference:

- a. **The health and safety risks posed by inadequate management and disposal of waste, overgrowth and excess vegetation, pests, and odour**
7. The type, nature, location and quantity of the waste will influence the health and safety risks that council must consider prior to initiating any form of regulatory action.
8. The legislation appears adequate to enable Notices/Orders to be issued for the more obvious and the majority of complaints received relating to safety and health concerns or the disposal of waste. The challenge is that Council must be in a position to 'prove beyond reasonable doubt' that an offence has occurred before initiating action. This burden of proof is at times challenged by both the complainants and the property owners.
9. It is apparent that sometimes the more minor accumulations of items or unsightliness appear to be the cause of annoyance for neighbouring properties. It is these properties that officers experience difficulties in justifying health and safety concerns. As such, it is considered that unsightliness is not a matter of health and safety and should not be considered in the realm of local government to regulate.

Attachment 1

Legislative Assembly – Inquiry Management & Disposal of Waste on Private Lands

10. The question arises “what is waste”? An accumulation of items may be stored for future use. This is difficult to prove otherwise and the items may be difficult to define as waste.
11. The risks to health and safety due to inappropriate management and disposal of asbestos are well known and documented.
12. The health and safety risks of hazardous materials/products and chemicals, in particular unmarked containers, heat and fire affected containers or residues of chemicals that may not be visible to the eye, are not so well known. Testing is required to establish if chemicals remain and in what quantities, and to establish clean up or remediation plans. This is a difficulty that clandestine drug laboratories pose.

Council officers hold concerns regarding the NSW Police Force referring clandestine drug laboratories to Council to pursue clean up after a drug raid. In the first instance concerns are held as to whether the responsibility should rest with local government at all.

Given the expertise and training held by NSW Police and Fire and Rescue NSW, these agencies may be more suitably skilled to address such matters. The Environmental Protection Authority (EPA) may also have suitable expertise to assist in the remedy of these sites. Under the *Contaminated Land Management Act 1997* the EPA may declare a site to be significantly contaminated land. This legislation could be extended to cover premises where clandestine drug laboratories have been in use.

Council officers are not aware of any level of consultation with local councils in regards to receiving these reports and taking on the responsibility for regulating clean ups.

The appropriateness of current legislation to satisfactorily deal with health and safety of occupants also requires consideration. Work Health and Safety (WH&S) concerns for Council staff, given the nature and use of the premises, are paramount.

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Attachment 1

b. The effectiveness of current regulatory arrangements and powers to compel clean-ups on private land and manage derelict buildings

13. The period of time from when a complaint is first lodged with council until completion of works may be extensive. The initial investigation can take time. Notices of Proposed Order, Orders, follow up inspections, owner's inaction or inability to undertake works due to varying circumstances, issue of Penalty Notices and reissue of Orders all exacerbate the time of compliance.

It is difficult where a recipient of an Order does not act or does not fully comply with an Order. Reasons for inaction are varied and may range from lack of means, whether this be financial or the physical ability or motivation, possible mental health issues, on occasion locating the owner or the death of the owner; and yet the surrounding community may be dissatisfied when delays occur in addressing their concerns.

14. Particularly throughout the summer months councils receive many calls from neighbours about overgrown vacant land. Some owners of vacant land often wait each year until council reissues the Order for slashing/cutting of the grass prior to undertaking any further works.
15. In fairness to property owners, reasonable amounts of time are needed to undertake works.
16. In respect of the deterioration of asbestos (eg roof or wall sheeting) due to age, lack of maintenance or fire - it may not always be considered to be waste. For instance, deteriorated materials that form part of a dwelling that may not have been maintained, but is repairable, may not fall under the definitions of waste and accordingly this may limit the use of some current legislation.
17. The current regulatory arrangements to compel clean up of premises that have been utilised as a clandestine drug laboratory are considered to be insufficient, cumbersome and potentially costly for council.

Under the *Local Government Act 1993* the mechanism for managing occupied premises or requiring cessation of occupation of the premises are lacking or not supportive. Timeframes for clean up can be prolonged, which can be a concern given the potentially hazardous substances that may be present at a premises previously used as a clandestine drug laboratory.

However, it is appreciated that time is needed to source suitable consultants to undertake assessments, prepare remediation plans and undertake remediation works.

Evidentiary provisions under the *Local Government Act 1993* require councils to have sufficient evidence to prove that the premises are not in a safe and healthy condition prior to the issue of Notices/Orders. The Police Report is not a scientific report, but rather a notification to the council of the prior existence of a clandestine drug laboratory at a premise. It may be difficult to defend a matter based on the Police Report.

As such, legislative provisions are sought to enable the Police Report to be utilised in evidence or other mechanisms to support that the land is not in a safe and healthy condition.

There could be substantial costs to councils in undertaking this regulatory function if specific legislation is not made.

Regardless of which regulatory authority becomes involved, it is considered important that the premises be made safe and healthy without unnecessary delays to protect human health and the environment. The legislation is not sufficient in this regard.

The *Protection of the Environment Operations Act 1997* is not specific in addressing the issues presented by many clandestine drug laboratories, particularly those involving residential dwellings.

c. The adequacy of inspection and enforcement procedures, including relevant sanctions and powers to recover costs;

18. The regulation and management of asbestos is a growing concern within most communities across the state. In 2012 Local Government NSW (LGNSW) developed a model policy to be embedded into local government in an attempt to provide clarity and direction to the management of asbestos.

The model policy attempts to address this issue, however, councils need to be further empowered through legislative change to effectively deal with the myriad of circumstances that are presented to them. The model policy relies on various provisions within the *Protection of the Environment Operations Act 1997* and the *Local Government Act 1993* to regulate these circumstances. These provisions are not specifically tailored to the management of asbestos and are therefore open to legal challenge.

These provisions are also for the most part cumbersome and time consuming and uncertainty exists that they effectively deal with the issue in a manner that gives confidence to the community and to local government officers alike.

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Attachment 1

The objective of any legislative change should not be about penalty provisions that require the matter to proceed to court for enforcement, but rather about empowering the regulatory authority to undertake the work without unnecessary delay.

Development of a clear legislative framework so that the relevant government agencies at both the state and local level have the necessary powers to quickly and effectively deal with the management of asbestos would be beneficial. The legislation needs to have sufficient penalties commensurate with the significance of the issue and encompass the power so that should a landowner fail to take adequate measures in a timely manner to best manage asbestos on their premises, then a regulatory authority can undertake the works and claim the costs as a debt against the property.

19. Similar circumstances apply to enforcement of Notices/Orders at properties where clandestine drug laboratories have existed.
20. It is considered that clear definitive legislation, enabling councils to fully recover all costs in remedying a matter, including but not limited to cost of works, legal costs and the like, should be introduced to enable a levy against a property to be made under both the *Local Government Act 1993* and *Protection of the Environment Operations Act 1997*.

At present cost recovery mechanisms are not clear and may need to be separately pursued against the owner as an outstanding charge.

21. The *Contaminated Lands Management Land Act 1997* which is predominantly EPA administered legislation utilises the concept of a “notional owner of land - being a person who is a mortgagee in possession of land or who has vested interest with respect to the land.”

This concept is worthy of consideration in respect of allowing recovery of costs by councils from mortgagees estates, financial controllers etc, with provisions reflected in the *Local Government Act 1993* and *Protection of the Environment Operations Act 1997*.

d. Possible measures to improve the management of waste on private land

22. In relation to filling of land, clear guidelines, education materials and legislation for all stakeholders would be beneficial.

At times confusion exists between provisions of the *Environmental Planning and Assessment Act 1979*, eg. Exempt and Complying

provisions and *Protection of the Environment Operations Act 1997*. A simplification would assist Council officers and property owners alike.

Ongoing broad scale education of property owners, tenants, real estate agents, and transport companies has merit. It is important that education is proactive and engages members of the community prior to fill being deposited on private land. Once deposited, the owners are often left with expensive testing and clean up costs. In the majority of cases the imported waste fill materials come from other local government areas. In this regard it is imperative that education programs are led by the EPA to ensure a consistent, wide reaching message is achieved.

Transporters of waste fill, including individual drivers, require targeted education and enforcement programs.

23. Asbestos in particular is expensive to transport and to dispose of at licensed lawful waste management facilities. In the interests of reducing illegal dumping consideration to waiving or reducing the Section 88 waste levy for asbestos may hold some merit. Increasing access to facilities for disposal should be explored.

e. The extent of illegal dumping and the impact on local government authorities of requirements to remove dumped waste

24. Illegal dumping is considered to be the deposition of waste unlawfully. If on private land it is considered the responsibility of the polluter, the transporters of the waste or the land owner to dispose of the waste in an appropriate manner. Councils may issue Clean Directions Up under the provisions of *Protection of the Environment Operations Act 1997*.

25. Whilst it is not a requirement on local government authorities to remove illegal dumping from private land, nor should it be, the regulation of such activities can be time consuming and costly should the matter require legal advice/action or should council have no option but to undertake the works.

Often the difficulty is establishing the identity of the polluter or transporter of the waste. As such, the onus to clean up the property rests with the owner of the land.

26. Council may either leave the matter for the owner to resolve or in circumstances where the waste is perhaps of an amount, type, or not secured, may issue a Notice/Order for the waste to be removed. The provisions of such Notices/Orders typically include requirements for the waste to be disposed of at an appropriately licensed waste management facility and tipping receipts being produced to Council as evidence that the waste was disposed of lawfully.

ORD01

27. Should non-compliance occur, Council's options are to issue Penalty Notices (on-the-spot fines), take legal proceedings or enter the premises and undertake the works and endeavour to recover costs from the land owner. Again, the objective of any legislative change should not be about penalty provisions that require the matter to proceed to court for enforcement, but rather about empowering the regulatory authority to undertake the work without unnecessary delay where there are significant concerns regarding health and safety.

The penalty provisions of the *Local Government Act 1993* are considered to be minimal for some offences and do not act as a financial disincentive nor suitable penalty for many offences.

28. On occasion, difficulties relate to inaction of owners, locating owners, bankruptcy, where the property is in probate or the owner is incarcerated.

f. Any other related matter

The following recommendations are made for the Committee's consideration:

1. *Review of Local Government Act, 1993* to:
 - i. provide better financial disincentives and penalties for non-complying persons;
 - ii. extend the statute of limitations from six (6) months to at least two (2) years to enable actions to be taken;
 - iii. simplify and expedite the process of regulation where serious health and safety concerns exist.
2. Development of legislation specific to local government's role in the regulation of asbestos.
3. The ease of asbestos disposal be considered, exploring increasing access to lawful disposal sites and a reduction in disposal costs.
4. Adoption of clear legislation that enables councils to make a claim or charge against a property where costs have been incurred by the council in undertaking works where there are non compliances with Notices and Orders issued under the *Local Government Act 1993* and *Protection of the Environment Operations Act 1997*.
5. Establishment of an appropriate level of government and a central agency responsible for regulating clean ups associated with clandestine drug laboratories.
6. Should the regulation of the clean up of clandestine drug laboratories default to local government as a regulatory responsibility, a lead state

Attachment 1

Legislative Assembly – Inquiry Management & Disposal of Waste on Private Lands

- government agency be nominated for developing specific and suitable legislation in respect of remediation of clandestine drug laboratories.
7. Consultation be undertaken with council officers in an effort to establish legislation and guidelines that meet the needs of councils in respect of:
 - i. management of asbestos;
 - ii. management of clandestine drug laboratories.
 8. Education and training be provided to council staff in legislation and enforcement options for managing the disposal of waste on private lands.
 9. Education programs/materials be developed to provide a consistent message across the Sydney basin, if not the wider state, for all stakeholders (eg property owners, transporters) on their legal responsibilities and practicalities of identifying, managing and disposing of waste.

END OF DOCUMENT

ORDINARY COUNCIL

ORD02

SUBJECT: AMENDMENT 28 - EL CABALLO BLANCO/GLEDSTWOOD MINIMUM LOT SIZE

FROM: Director Governance

BINDER: 13/505

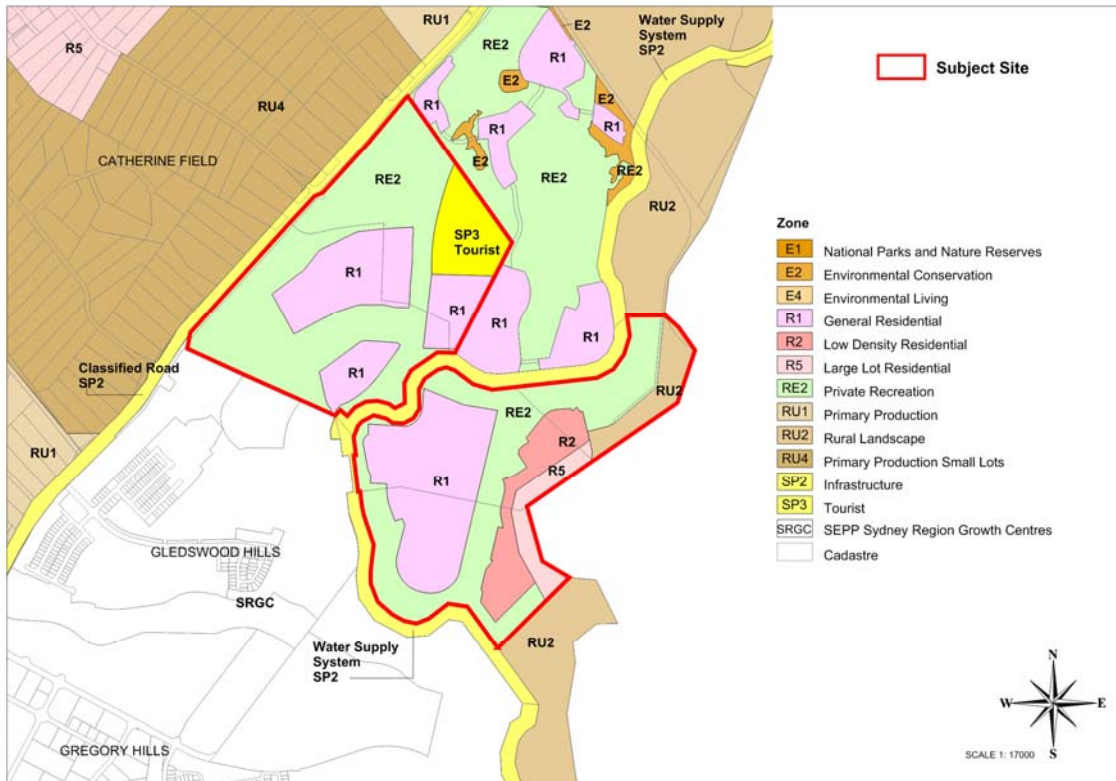
PURPOSE OF REPORT

The purpose of this report is to seek Council endorsement of a draft Planning Proposal to insert an 'Exception to minimum lot size' clause in Camden LEP 2010 for the El Caballo Blanco/Gledswood (ECBG) Land.

BACKGROUND

ECBG, as shown in the zoning map below, was rezoned from RU2 Rural Landscape to a combination of R1 General Residential, R2 Low Density Residential, R5 Large Lot Residential, SP3 Tourist and RE2 Private Recreation in early 2013.

Zoning Map



The purpose of the rezoning was to enable the site to be developed for a golf course with a number of connecting residential precincts. The future golf course land is zoned RE2 Private Recreation. This land has a minimum lot size of 40ha. While the overall area of the golf course is approximately 166ha, the land is held in a number of separate

ownerships. Given this fragmented ownership and the proposed staged release of the development, there needs to be a number of subdivisions undertaken before the final golf course layout is achieved.

The difficulty is that when each of these subdivisions takes place, it results in a parcel of the golf course being under the minimum lot size, ie 40ha, thereby requiring the use of "Clause 4.6 Exception to Development Standards" and the need for a Council resolution.

To address this issue it is proposed to insert a clause in the LEP which will enable development consent to be granted for subdivision, notwithstanding the minimum lot size area of the RE2 and SP3 Tourist land, subject to full compliance with the remaining zones.

Council at its meeting held on 9 July 2013 approved a development application, at Gledswood Homestead, for a 3 lot subdivision, which is located within the site which is the subject of this Planning Proposal. As two of the lots were below the minimum subdivision area of 40ha, clause 4.6 was required to be applied requiring the matter to be reported to Council.

MAIN REPORT

The subject site is located north of the Turner Road Precinct and south of Lakeside and has a mix of residential zones and an SP3 Tourist zone, both surrounded by an RE2 Private Recreation zone. As the RE2 and SP3 Tourist zoned land have a minimum lot size of 40ha, any development application for subdivision which results in a parcel having an area of less than 40ha, necessitates the use of 'Clause 4.6 Exception to Development Standards' and the need for a Council resolution.

The land immediately to the north of the subject land is known as Lakeside and was rezoned from RU2 Rural Landscape to R1 General Residential, RE2 Private Recreation and E2 Environmental Conservation in 2011. The same issue occurred on the Lakeside site when the developer undertook super lot subdivision, which resulted in lots being created below the 40ha minimum lot size.

To alleviate the need to undertake a variation pursuant to clause 4.6, a clause (4.1B) was inserted into Camden LEP 2010 which had the effect of enabling subdivision to proceed, notwithstanding the minimum lot size of 40ha, subject to full compliance with the residential density requirements.

It is proposed to insert a similar clause into Camden LEP 2010 to address the ECBG issue. The clause is shown below:

4.1C Exception to minimum lot size for certain land at El Caballo Blanco/Gledswood Urban Release Area

- (1) This applies to land in zones RE2 Private Recreation and SP3 Tourist in the urban release area shown as "El Caballo Blanco/Gledswood" on the Urban Release Area Map.*
- (2) Clause 4.1 does not apply in relation to the subdivision of any land to which this clause applies.*
- (3) Development consent must not be granted for the subdivision of land to which this clause applies unless Council is satisfied that the proposed subdivision facilitates the development of land in Zones RU2 Rural Landscape, R1 General Residential, R2 Low Density Residential and R5 Large Lot Residential in the*

urban release area shown as “El Caballo Blanco/Gledswood” on the Urban Release Area Map.

It should be noted that Clause 4.1 in Camden LEP 2010 relates to minimum subdivision lot size.

This amendment only facilitates subdivision of designated and zoned residential areas and does not impact on any environmental and heritage outcomes. It enables the development of ECBG to be delivered in a more orderly manner. The draft Planning Proposal is **provided as Attachment 1 to this report**.

Studies

Given the minor nature of this Planning Proposal it is recommended that no studies are required for this change to the LEP. It is noted that the subject land has a state heritage item listing (Gledswood) and critically endangered vegetation species and communities. During the rezoning process a Local Environmental Study was prepared, together with a Heritage Agreement, Voluntary Planning Agreement and a Conservation Management Plan. As these documents have already been prepared for the site previously and it is not considered that any further studies are necessary given the nature of the Planning Proposal and that it is consistent with these documents.

Public Agency Consultation and Public Exhibition

It is recommended that the Office of Environment and Heritage be consulted because the state heritage item ‘Gledswood’ is on the site and adjoins RE2 Private Recreation land. Due to the extensive consultation undertaken during the previous rezoning and the fact that this amendment will only facilitate the timely subdivision of residential land, it is recommended that no other public agencies be consulted.

Given the minor nature of this Planning Proposal it is recommended that it be only exhibited for 14 days in the following manner:

- letter to surrounding residents and landowners advising of the details of the exhibition;
- an advertisement be placed in the Camden Advertiser advising of the exhibition period;
- exhibition material displayed at Narellan and Camden Customer Service Centres and Libraries; and
- exhibition material will be available on Council’s website.

At the conclusion of the exhibition period, a report will be submitted back to Council detailing any submissions received to the draft Planning Proposal.

LEP Delegation

Council intends to use its delegation pursuant to Section 23 Environmental Planning and Assessment Act 1979 for this Planning Proposal. This will enable Council to streamline the processing of the amendment to the Camden LEP. The request for delegation will be made as part of the Gateway submission. The General Manager is Council’s nominated officer.

Where to from here

If Council resolves to support the draft Planning Proposal it will be forwarded to the DPI for Gateway Determination. If Gateway Determination to proceed is received the draft Planning Proposal will be placed on exhibition for 14 days. At the conclusion of the exhibition period the matter will be reported back to Council for consideration of any submissions received and for final determination of the Planning Proposal.

Given this Planning Proposal is minor in nature it is anticipated that the rezoning process will take approximately 6 months from the time of Gateway Determination.

FINANCIAL IMPLICATIONS

There are no direct financial implications to Council as a result of this Planning Proposal.

CONCLUSION

The draft Planning Proposal, to insert a new clause in the Camden LEP 2010 to enable subdivision of residential zoned land to proceed, notwithstanding the minimum lot size applying to land zoned RE2 and SP3, facilitates the development outcome intended. It provides a mechanism to timely execute subdivision development applications without resorting to the continual use of 'Clause 4.6 Exception to development standards' and requiring the need for a Council resolution.

Should Council resolve to proceed with the draft Planning Proposal it will be forwarded to Gateway for determination. Following the public exhibition period the draft Planning Proposal and any submissions will be reported back to Council.

RECOMMENDED

That Council:

- i. endorse the draft Planning Proposal to insert a new clause "4.1C Exception to minimum lot size for certain land at El Caballo Blanco/Gledswood Urban Release Area", and forward to the Department of Planning and Infrastructure for Gateway Determination;**
- ii. upon favourable Gateway Determination place the draft Planning Proposal on public exhibition for 14 days; and**
- iii. require a report be brought back to Council following the completion of the public exhibition.**

ATTACHMENTS

- 1. Draft Planning Proposal**

ORD02

Attachment 1



CAMDEN COUNCIL PLANNING PROPOSAL

**Amendment No. 28 – El Caballo Blanco/Gledswood,
Minimum Lot Size**

July 2013

Date (Version)

Amendment No. 28 – ECBG Minimum Lot Size

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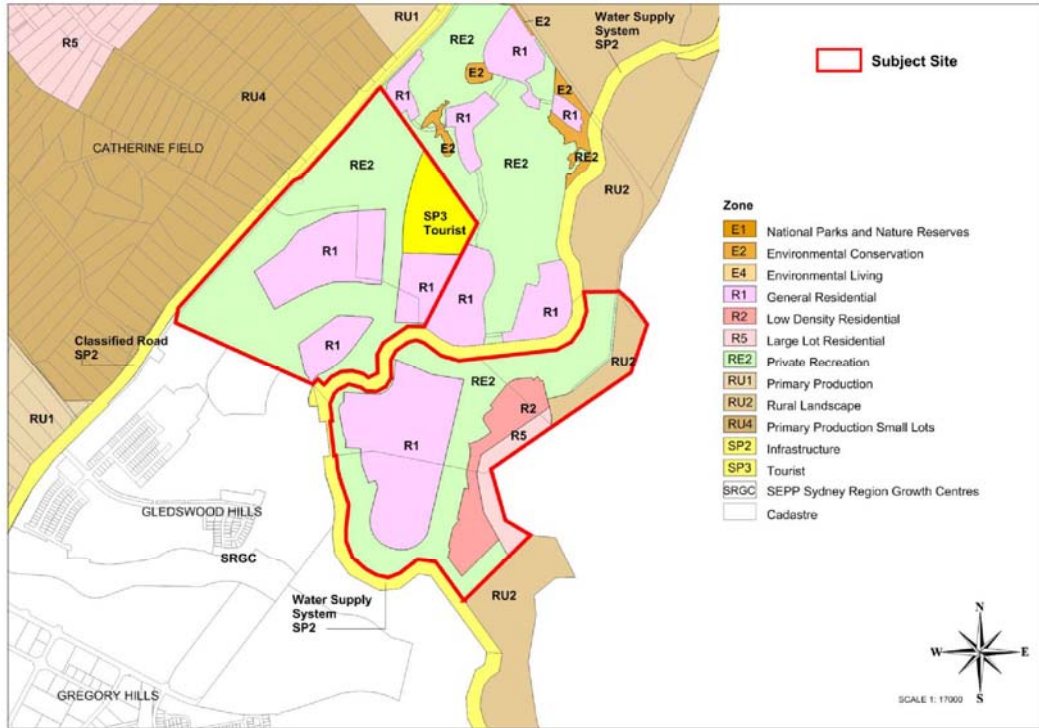
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Amendment No. 28 – ECBG Minimum Lot Size

BACKGROUND

The land subject to this planning proposal is identified as El Caballo Blanco/Gledswood (ECBG) and is located north of the Turner Road Precinct and south of Lakeside. A site map is shown below.

Site Map



ECBG was rezoned from RU2 Rural Landscape to R1 General Residential, R2 Low Density Residential, R5 Large Lot Residential, SP3 Tourist and RE2 Private Recreation in early 2013.

The purpose of the rezoning was to enable the site to be developed for a golf course with a number of connecting residential precincts. The future golf course land is zoned RE2 Private Recreation. This land has a minimum lot size of 40ha. While the overall area of the golf course is approximately 166ha, the land is held in a number of separate ownerships. Given the fragmented ownership and staged release of the development there needs to be a number of subdivisions that need to be undertaken until the final golf course layout is achieved.

The difficulty is that when each of these subdivisions takes place it results in the golf course component being under the minimum lot size ie 40ha, thereby requiring the use of “Clause 4.6 Exception to Development Standards” and the need for a Council resolution.

Amendment No. 28 – ECBG Minimum Lot Size

The land immediately to the north of the subject land is known as Lakeside and was rezoned from RU2 Rural Landscape to R1 General Residential, RE2 Private Recreation and E2 Environmental Conservation in 2011. The same issue occurred on the Lakeside site when the developer undertook super lot subdivision, which resulted in lots being created below the 40ha minimum lot size.

To alleviate the need to undertake a variation pursuant to clause 4.6 for Lakeside, a clause 4.1B was inserted into Camden LEP 2010 which had the effect of enabling subdivision to proceed, notwithstanding the minimum lot size of 40has, subject to full compliance with the residential density requirements.

To address this issue for ECBG it is proposed to insert a similar clause in the LEP which will enable Development Consent to be granted for subdivision notwithstanding the minimum lot size area of the RE2 and SP3 Tourist zoned land, subject to full compliance with the remaining zones.

Following a resolution from Council, this Planning Proposal will be sent to the Department of Planning and Infrastructure so that the matter may proceed to Gateway Determination.

PART 1 – OBJECTIVES OR INTENDED OUTCOMES

The objective of this Planning Proposal is to enable residential subdivision to proceed despite the non compliance with the minimum lot size of 40ha for land zoned RE2 Private Recreation and SP3 Tourist. This will enable the orderly and timely subdivision of the residential zones of the subject site.

PART 2 – EXPLANATION OF PROVISIONS

The objective of this Planning Proposal is to amend Camden LEP 2010 by inserting a similar clause to 4.1B as follows:

4.1C Exception to minimum lot sizes for certain land at El Caballo Blanco/Gledswood Urban Release Area

(1) This Clause applies to land in zones RE2 Private Recreation and SP3 Tourist in the urban release area shown as “ El Caballo Blanco/Gledswood” on the Urban Release Area Map.

(2) Clause 4.1 does not apply in relation to the subdivision of any land to which this clause applies.

(3) Development consent must not be granted for the subdivision of land to which this clause applies unless Council is satisfied that the proposed subdivision facilitates the development of land in Zones RU2 Rural Landscape, R1 General Residential, R2 Low Density Residential and R5 Large Lot Residential in the urban release area show as ‘El Caballo Blanco/Gledswood on Urban Release Area Map.

This will ensure a mechanism to timely execute residential subdivision development applications without resorting to the continual use of the 4.6 Variation clause and the need for a Council resolution.

Amendment No. 28 – ECBG Minimum Lot Size

PART 3 – JUSTIFICATION**Section A – Need for the Planning Proposal****1. Is the planning proposal a result of any strategic study or report?**

This planning proposal is not the result of any strategic study or report.

2. Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

Currently the ECBG land does not have a clause that allows an exception to minimum lot size for land zoned RE2 Private Recreation and SP3 Tourist. As a result any subdivision application which results in having a area of less than 40ha for land zoned RE2 and SP3 needs to use LEP 'Clause 4.6 Exception to Development Standards' and requires a Council resolution. This is time consuming and not the intention of the clause to be used for the same purpose continually. Therefore it is considered that the planning proposal provides the best way of achieving the intended outcome as it seeks to allow residential subdivision in a timely manner.

Section B – Relationship to strategic planning framework.**3. Is the planning proposal consistent with the objectives and actions contained within the applicable regional or sub-regional strategy (including the Sydney Metropolitan Strategy and exhibited draft strategies)?**

The Planning Proposal is consistent with the objectives and actions of the Sydney Metropolitan Strategy and Draft west sub regional Strategy.

4. Is the planning proposal consistent with the local Council's Community Strategic Plan, or other local strategic plan?

The Planning Proposal is consistent with Camden Council's Strategic Plan Camden 2040. However, the Planning Proposal is not connected to a particular action area of the Camden Council Strategic Plan 2040.

5. Is the planning proposal consistent with applicable state environmental planning policies?

State Environmental Planning Policy	Applicable	Comment	Consistent
Standard Instrument (Local Environmental Plans) Order 2006	<input type="checkbox"/>	The Planning Proposal intends to amend Council's LEP by inserting a new clause so that the minimum lot size for the land zoned RE2 Private Recreation and SP3 Tourist on the El Caballo Blanco/Gledswood land can be disregarded.	✓

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Standard Instrument—Principal Local Environmental Plan	<input type="checkbox"/>	The Planning Proposal intends to amend Council's LEP by inserting a new clause so that the minimum lot size for the land zoned RE2 Private Recreation and SP3 Tourist on the El Caballo Blanco/Gledswood land can be disregarded.	✓
State Environmental Planning Policy No 1—Development Standards	N/A		
State Environmental Planning Policy No 4—Development Without Consent and Miscellaneous Exempt and Complying Development	N/A		
State Environmental Planning Policy No 6—Number of Storeys in a Building	N/A		
State Environmental Planning Policy No 14—Coastal Wetlands	N/A		
State Environmental Planning Policy No 15—Rural Land sharing Communities	N/A		
State Environmental Planning Policy No 19—Bushland in Urban Areas	N/A		
State Environmental Planning Policy No 21—Caravan Parks	N/A		
State Environmental Planning Policy No 22—Shops and Commercial Premises	N/A		
State Environmental Planning Policy No 26—Littoral Rainforests	N/A		
State Environmental Planning Policy No 29—Western Sydney Recreation Area	N/A		
State Environmental Planning Policy No 30—Intensive Agriculture	N/A		
State Environmental Planning Policy No 32—Urban Consolidation (Redevelopment of Urban Land)	N/A		
State Environmental Planning Policy No 33—Hazardous and Offensive Development	N/A		
State Environmental Planning Policy No 36—Manufactured Home Estates	N/A		

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State Environmental Planning Policy No 39—Spit Island Bird Habitat	N/A		
State Environmental Planning Policy No 44—Koala Habitat Protection	N/A		
State Environmental Planning Policy No 47—Moore Park Showground	N/A		
State Environmental Planning Policy No 50—Canal Estate Development	N/A		
State Environmental Planning Policy No 52—Farm Dams and Other Works in Land and Water Management Plan Areas	N/A		
State Environmental Planning Policy No 55—Remediation of Land	N/A		
State Environmental Planning Policy No 59—Central Western Sydney Regional Open Space and Residential	N/A		
State Environmental Planning Policy No 60—Exempt and Complying Development	N/A		
State Environmental Planning Policy No 62—Sustainable Aquaculture	N/A		
State Environmental Planning Policy No 64—Advertising and Signage	N/A		
State Environmental Planning Policy No 65—Design Quality of Residential Flat Development	N/A		
State Environmental Planning Policy No 70—Affordable Housing (Revised Schemes)	N/A		
State Environmental Planning Policy No 71—Coastal Protection	N/A		
State Environmental Planning Policy (Affordable Rental Housing) 2009	N/A		
State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004	N/A		
State Environmental Planning Policy (Exempt and Complying Development Codes) 2008	N/A		

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State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004	N/A		
State Environmental Planning Policy (Infrastructure) 2007	N/A		
State Environmental Planning Policy (Kosciuszko National Park—Alpine Resorts) 2007	N/A		
State Environmental Planning Policy (Kurnell Peninsula) 1989	N/A		
State Environmental Planning Policy (Major Development) 2005	N/A		
State Environmental Planning Policy (Mining, Petroleum Production and Extractive Industries) 2007	N/A		
State Environmental Planning Policy (Penrith Lakes Scheme) 1989	N/A		
State Environmental Planning Policy (Rural Lands) 2008	N/A		
State Environmental Planning Policy (SEPP 53 Transitional Provisions) 2011	N/A		
State Environmental Planning Policy (State and Regional Development) 2011	N/A		
State Environmental Planning Policy (Sydney Drinking Water Catchment) 2011	N/A		
State Environmental Planning Policy (Sydney Region Growth Centres) 2006	N/A		
State Environmental Planning Policy (Temporary Structures) 2007	N/A		
State Environmental Planning Policy (Urban Renewal) 2010	N/A		
State Environmental Planning Policy (Western Sydney Employment Area) 2009	N/A		
State Environmental Planning Policy (Western Sydney Parklands) 2009	N/A		
Sydney Regional Environmental Plan No 8 (Central Coast Plateau Areas)	N/A		
Sydney Regional Environmental Plan No 9—Extractive Industry (No 2—1995)	N/A		
Sydney Regional Environmental Plan No 16—Walsh Bay	N/A		

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Sydney Regional Environmental Plan No 18—Public Transport Corridors	N/A		
Sydney Regional Environmental Plan No 19—Rouse Hill Development Area	N/A		
Sydney Regional Environmental Plan No 20—Hawkesbury-Nepean River (No 2—1997)	N/A		
Sydney Regional Environmental Plan No 24—Homebush Bay Area	N/A		
Sydney Regional Environmental Plan No 25—Orchard Hills	N/A		
Sydney Regional Environmental Plan No 26—City West	N/A		
Sydney Regional Environmental Plan No 28—Parramatta	N/A		
Sydney Regional Environmental Plan No 30—St Marys	N/A		
Sydney Regional Environmental Plan No 33—Cooks Cove	N/A		
Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005	N/A		

6. Is the planning proposal consistent with applicable Ministerial Directions (s.117 directions)?

The following table provides an assessment of the planning proposal with the relevant S117 Directions:

s.117 Direction	Objective	Response
2.1 Environment Protection Zones	The objective of this direction is to protect and conserve environmentally sensitive areas.	The draft Planning Proposal is generally consistent with this direction. The previous Planning Proposal which rezoned RU2 land to a range of residential zones, RE2, and SP3 Tourist zones respected the environmentally sensitive areas within Camden Scenic Hills area. The Planning Proposal is not seeking to change this outcome and is only enabling subdivision for residential purpose in an

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		orderly manner.
2.3 Heritage Conservation	The objective of this direction is to conserve items, areas, objects and places of environmental heritage significance and indigenous heritage significance.	The draft Planning Proposal is generally consistent with this direction. The previous Planning Proposal which rezoned RU2 land to a range of residential zones, RE2, and SP3 Tourist zones respected the environmentally sensitive areas within Camden Scenic Hills area. The Planning Proposal is not seeking to change this outcome and is only enabling subdivision for the residential zones.
3.1 Residential Zones	The objectives of this direction are: (a) to encourage a variety and choice of housing types to provide for existing and future housing needs, (b) to make efficient use of existing infrastructure and services and ensure that new housing has appropriate access to infrastructure and services, and (c) to minimise the impact of residential development on the environment and resource lands.	The draft Planning Proposal will insert a new clause into the LEP to allow the subdivision for residential purpose without the need to consistently apply Clause 4.6 when residue lots zoned RE2 or SP3 are below 40ha.
6.1 Approval and Referral Requirements	The objective of this direction is to ensure the LEP provisions encourage the efficient and appropriate assessment of development.	The Planning Proposal will allow the timely subdivision for residential purposes.

Section C – Environmental, social and economic impact.

7. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?

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There is no likelihood of any adverse affect on any critical habitat or threatened species, populations or ecological communities, or their habitats, as a result of this proposal. The previous Planning Proposal that rezoned the subject land from RU2 Rural Landscape to a range of residential zones, SP3 Tourist and RE2 Private Recreation included consultation with OEH and the development of a Conservation Management Strategy. These measures ensure the protection of the environmental values of the site. This draft Planning Proposal only seeks to render the minimum lot size for land zoned RE2 Private Recreation and SP3 Tourist to enable the subdivision for land zoned for residential purposes.

8. Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?

There will not be any other likely environmental effects as a result of the Planning Proposal.

9. How has the planning proposal adequately addressed any social and economic affects?

The purpose of this Planning Proposal is to allow timely residential subdivision by inserting a new clause into Camden LEP 2010 for El Caballo Blanco/Gledswood land. This will improve the operation of Camden LEP 2010 and provide social and economic outcomes for the future residents of the El Caballo Blanco/Gledswood land by allowing timely provision of residential lots..

Section D – State and Commonwealth interests.

10. Is there adequate public infrastructure for the planning proposal?

N/A

11. What are the views of state and Commonwealth public authorities consulted in accordance with the gateway determination?

At the time of the rezoning of the subject land from RU2 Rural Landscape to a range of residential zones, SP3 Tourist and RE2 Private Recreation zones the Office of Environment and Heritage (OEH) were consulted and comments incorporated into the proposal. This draft Planning Proposal seeks to allow subdivision to proceed, notwithstanding the non compliance with the 40ha minimum lot size of land zoned RE2 or SP3, to enable residential subdivision. However, given that Gledswood Homestead on the subject site (but outside the RE2 zoned land) is State Heritage Listed it is proposed to refer the draft proposal to OEH (Heritage Branch) for comment.

PART 4 – MAPS

This draft Planning Proposal only seeks to insert a new clause and not amend any LEP maps.

PART 5 – COMMUNITY CONSULTATION

Given the minor nature of the Planning Proposal it is proposed to only publicly exhibit the draft Planning Proposal for 14 days.

Amendment No. 28 – ECBG Minimum Lot Size

PART 6 – PROJECT TIMELINE

The Planning Proposal is yet to receive a Gateway Determination and as a result project timelines and expected completed dates cannot be determined. Given that the Planning Proposal is of a minor nature the benchmark timeframe for the finalisation of the Planning Proposal is 6 months from when Gateway Determination is issued.

ORD02**Attachment 1**

ORDINARY COUNCIL

ORD03

SUBJECT: 2012 ELECTION COSTS AND ADMINISTRATION OF 2016 LOCAL GOVERNMENT ELECTIONS, POLLS AND REFERENDUMS

FROM: Director Governance

BINDER: 13/569

PURPOSE OF REPORT

The purpose of this report is to inform Council of the cost of the 2012 Local Government Election and to advise that, due to recent legislative changes, a resolution as to the management and administration of Council elections, polls and referendums required for the 2016 Ordinary Local Government Election does not need to be made until March 2015 (originally, the deadline was September 2013).

BACKGROUND

In June 2011, the State Government passed the *Local Government (Amendment) Elections Act 2011* which resulted in changes to section 296 of the Act. Section 296 requires elections, council polls and constitutional referendums to be administered by the General Manager of the Council concerned.

The only exception to this requirement was if Council entered into a contract or other arrangement with the NSW Electoral Commission to administer the Council elections and/or council polls and constitutional referendums.

Importantly, if Council decided to make a resolution to engage the NSW Electoral Commission, it was required to do so within 12 months after an ordinary election. In the case of the 2016 election, a decision needed to be made by September 2013, approximately 3 years ahead of the 2016 election.

After September 2013, a council who has not resolved to engage the NSW Electoral Commission for the administration of its elections will be responsible for administering its own 2016 election and/or polls and referendums.

Following concerns raised by the local government sector, the State Government has amended legislation by moving the date Councils must make a decision on who manages and administers the 2016 election back from September 2013 to March 2015.

MAIN REPORT

On 22 November 2011, Council resolved that following the 2012 Local Government Election, a further report be prepared examining the conduct of the 2012 election by the NSW Electoral Commission and a decision made in relation to who would manage and administer the 2016 Election, as required by the *Local Government Act 1993* ("the Act").

Final Costs and Conduct

Council has received the finalised costing from the NSW Electoral Commission for the administration of the 2012 Local Government Election. The total expenses have

amounted to \$232,674 (excl GST), substantially under the budgeted estimate of \$299,000.

From an administrative point of view, the 2012 Local Government Elections were, in the main, conducted smoothly with issues of only a minor nature noted by Council's appointed Returning Officer and Council staff.

Issues in regards to non-residential voting were referred to the NSW Parliament's Joint Standing Committee Inquiry into the 2012 Local Government Elections.

Recent changes to legislation

In recent months there has been growing concern in relation to locking in the NSW Electoral Commission by September 2013, some three years ahead of the 2016 election. It was considered unreasonable to enter into a contract without knowledge of indicative costs and did not allow enough time for alternate service providers to emerge and be considered following the 2012 election.

The State Government has recently passed new legislation extending the timeframe in which Councils must enter into a contract with the NSW Electoral Commission until March 2015. This is an additional 18 months on the previous legislation (March 2015 versus September 2013).

This announcement is an excellent outcome for NSW Councils. It will enable Councils to receive reliable indicative costs from the NSW Electoral Commission and also allow more time for other service providers to enter the market and offer competitive electoral services for councils to consider.

FINANCIAL IMPLICATIONS

The costs associated with running the 2012 Local Government Elections are set out in this report. The final costs were well within Council's allocated budget.

CONCLUSION

The cost of the 2012 election was \$232,674 (excl GST). This was considered a reasonable cost, given the comparative cost of the 2008 election (\$211,000 excl GST).

The conduct of the 2012 election was satisfactory with no major issues encountered by the Returning Officer and council staff.

Recent legislative amendments now allow Councils more time to decide who is to manage and administer the 2016 election. Originally the deadline was September 2013. This has now been extended to March 2015. This is a considered a good outcome.

RECOMMENDED

That Council:

- i. note the final costs of the 2012 Local Government Election;**
- ii. acknowledge amendments made to s. 296 of the *Local Government Act 1993*, which now allow Councils until March 2015 to enter into a contract with the**

ORD03

NSW Electoral Commission for the management and administration of the 2016 Local Government Election, Polls and Referendums; and

- iii. be presented with options into who can manage and administer the 2016 Local Government election at a time prior to March 2015.**



ORDINARY COUNCIL

ORD04

ORD04

SUBJECT: REQUEST FOR SPONSORSHIP - MACARTHUR COLLEGIANS CYCLING CLUB INC

FROM: Director Governance

BINDER: 13/537

PURPOSE OF REPORT

The purpose of this report is to advise Council of a request from Macarthur Collegians Cycling Club Inc. for additional sponsorship of the 2013 Goulburn to Camden Cycle Classic. **A copy of the request is provided with the Business Paper Supporting Documents.**

BACKGROUND

The Goulburn to Camden Cycle Classic commenced in 1902. It is New South Wales oldest cycling race and continues to be a major event on the Australian Cycling calendar.

Since its inception, the event has continued to grow with over 300 cyclists participating and hundreds of thousands of dollars being donated to charities including Kids of Macarthur, Starlight Children's Foundation, Bear Cottage and the Ben Mikic Foundation to name a few.

This year the event will be held in conjunction with charity cycle rides. It is again expected to attract some of the best riders from across the country.

MAIN REPORT

The Macarthur Collegians Cycling Club Inc. has requested Council give consideration to providing \$5,000 financial support, in addition to the traditional in-kind support of \$1,500, for the Goulburn to Camden Cycle Classic to assist the Club to market and promote the event.

The Macarthur Collegians have also requested through the Camden Festival Committee that Council cover cost associated with their Development Application fee and other applicable fees as outlines below;

Development Application	\$547
Special Event Traffic Management Plan Fee	\$96
Public Road Events Fee	\$1,520

Previous Level of Support;

Prior to 2011	\$1,500 cash	\$1,500 in kind support
2011	\$3,035 cash (includes Traffic Management fees)	\$1,500 in kind support
2012	\$5,639.40 cash (includes DA and Traffic Management Plan fees)	\$1,500 in kind support

The Club has advised that, if successful in obtaining the additional funding from Council, the money will be allocated to promoting Camden and the event, both locally and nationally through several mediums including television, radio and print.

This year's event will be held on Sunday 15 September, starting in Goulburn and finishing in Camden. The event will also be held in conjunction with the Narellan Lion's Street Fair.

FINANCIAL IMPLICATIONS

As per previous years, Council has allocated \$1,500 in the Tourism Budget for the 2013 event and will again provide \$1,500 in-kind support.

No additional money has been allocated in the 2013/14 budget for this additional sponsorship. Council has an available allocation of \$29,453 in Consolidated Ward Funds for the 2013/14 financial year. The unspent balance of Ward Funds from 2012/13 is \$11,718. If Council decides to carry the unspent balance forward to the 2013/14 financial year, the available balance will increase to \$41,171.

CONCLUSION

This request is submitted to Council for its consideration.

RECOMMENDED

That Council determine the matter.

ATTACHMENTS

1. Macarthur Collegians Cycling Club Inc. Request for Sponsorship - *Supporting Document*

ORDINARY COUNCIL

ORD05

ORD05

SUBJECT: ESTABLISHMENT OF ALCOHOL FREE ZONES - CURRANS HILL
FROM: Acting Director Works & Services
BINDER: 13/737

PURPOSE OF REPORT

To seek Council's endorsement of the establishment of new Alcohol Free Zones at Currans Hill.

BACKGROUND

Council Officers have been investigating and working on issues of community safety and anti social behaviour at lando Way, Currans Hill for a number of months. A report to Council on 23 April 2013 tabled issues at this location and actions being undertaken to reduce the incidents of alcohol related crime, anti social behaviour and malicious damage. One of these actions included the establishment of an Alcohol Free Zone at lando Way. Police consultation has been undertaken and they support the establishment of the Alcohol Free Zone at lando Way and have additionally requested that Alcohol Free Zones also be established at other locations within Currans Hill to assist in addressing alcohol related issues in the area.

MAIN REPORT

Alcohol Free Zones must be established in accordance with Ministerial Guidelines and the Local Government Act.

According to Ministerial Guidelines, the objective of an Alcohol Free Zone is to act as an ***“early intervention measure to prevent the escalation of irresponsible street drinking incidents involving serious crime”***.

The establishment of the Alcohol Free Zone at lando Way, Currans Hill forms part of a package of works undertaken at this location to address anti social behaviour.

The actions to be undertaken include;

- removal of the gazebo and some minor landscaping works. This has now been completed;
- installation of speed humps. This has now been completed;
- removal or relocation of the charity bins. These bins have now been removed; and
- establishment of an Alcohol Free Zone (subject of this report).

Council, in accordance with adopted internal processes, undertook an assessment of lando Way, Currans Hill in March 2013. This process takes into consideration Ministerial Guidelines, the Local Government Act and Police recommendations.

Additionally, Ministerial Guidelines and the Local Government Act require Council to undertake community consultation prior to the establishment of an Alcohol Free Zone.

Information regarding this matter was advertised in the Camden Advertiser on 27 March, 3 April and 10 April 2013, with residents being invited to make submissions for or against the establishment of an Alcohol Free Zone at this location. Submissions closed on 17 April 2013. This information was also made available for residents at the Customer Service area of both the Camden and Narellan Council offices. One response was received in favour of the establishment of an Alcohol Free Zone. A copy of this response is included in the **Supporting Documents**.

As required by Ministerial Guidelines, a copy of the proposal must be sent to liquor licensees whose premises border or adjoin, or are adjacent to the proposed zone, inviting representations or objections within 30 days of sending the proposal.

Accordingly, a copy of the proposal was sent to IGA Liquor, located at lando Way shopping precinct. A response was received from IGA Liquor, supporting the establishment of the Alcohol Free Zone. A copy of this submission is included in the **Supporting Documents**.

Police were consulted and support the establishment of an Alcohol Free Zone at lando Way. Additionally, Police have requested that Currans Hill Drive between Hartley Road and William Mannix Drive and Tramway Drive between Currans Hill Drive and Moore Place, Currans Hill also be established as Alcohol Free Zones. These additional locations have been requested by Police to address migration of street drinking from lando Way and to ***“provide Police with powers to enforce these zones and reduce incidents of alcohol related crime and anti social behaviour that occur in these public places”***. A copy of the Police recommendation is included in the **Supporting Documents**.

As a result of the request for the additional zones by Police, consultation was conducted for Currans Hill Drive and Tramway Drive. Information regarding this matter was advertised in the Camden Advertiser on 5 June, 12 June, 19 June and 26 June 2013, with residents being invited to make submissions for or against the establishment of an Alcohol Free Zone at these locations. Submissions closed on 5 July 2013. This information was also made available for residents at the Customer Service area of both the Camden and Narellan Council offices. No submissions were received either for or against the establishment of Alcohol Free Zones at these locations.

A map of the affected areas is included as an **Attachment**.

Should the subject areas be adopted as Alcohol Free Zones, they will be permanent Alcohol Free Zones, being operational and enforceable 24 hours per day, 7 days per week. In line with Ministerial Guidelines they will be active for a period of four years, after which they will be required to be re-assessed and re-established if appropriate. The zones will be effective from July 2013 to June 2017.

Following resolution, Council must advise by publication of a notice in a newspaper of the establishment of the Alcohol Free Zones. Additionally, all parties previously advised of the application will be required to be informed that the area will be established as an Alcohol Free Zone.

Signs will be required to be placed at the outer limits of this zone, at the site of specific trouble spots and at other suitable intervals within the zone. Signs designating the area as an Alcohol Free Zone must indicate that the drinking of alcohol is prohibited in the zone and show the starting and finishing dates for the operation of the zone.

FINANCIAL IMPLICATIONS

Installation and maintenance of the Alcohol Free Zone signage can be funded through existing Community Safety Project Implementation budgets.

CONCLUSION

The establishment of Alcohol Free Zones at Ilando Way, Currans Hill Drive between Hartley Road and William Mannix Drive and Tramway Drive between Currans Hill Drive and Moore Place, Currans Hill are fully supported by Camden Local Area Command as a means to reduce the incidents of alcohol related crime and anti-social behaviour.

The establishment of these Alcohol Free Zones has followed all internal Council procedures, Ministerial Guidelines and the Local Government Act and will provide Police with powers to enforce these zones and reduce the incidents of alcohol related crime and anti-social behaviour at these locations. It is considered appropriate that Council adopt to establish these locations as permanent Alcohol Free Zones for a period of four years.

RECOMMENDED

That Council:

- i. establish Ilando Way, Currans Hill as an Alcohol Free Zone in accordance with the provisions of Section 644B of the Local Government Act for a period of four years, effective from July 2013 to June 2017;**
- ii. establish Currans Hill Drive between Hartley Road and William Mannix Drive, Currans Hill as an Alcohol Free Zone in accordance with the provisions of Section 644B of the Local Government Act for a period of four years, effective from July 2013 to June 2017;**
- iii. establish Tramway Drive between Currans Hill Drive and Moore Place, Currans Hill as an Alcohol Free Zone in accordance with the provisions of Section 644B of the Local Government Act for a period of four years, effective from July 2013 to June 2017;**
- iv. advise the Camden Local Area Command and all interested parties of the establishment of an Alcohol Free Zone as required as per Ministerial Guidelines and the Local Government Act; and**
- v. publicly advise the community of the establishment of the Alcohol Free Zones by a notice published in a local newspaper circulating in an area that includes the zone.**

ATTACHMENTS

1. Response from Resident, Currans Hill - *Supporting Document*
2. Response from IGA, Currans Hill - *Supporting Document*
3. Police Recommendation - *Supporting Document*
4. Map - Alcohol Free Zones - Currans Hill

Attachment 4
ORD05



CURRANS HILL - PROPOSED ALCOHOL FREE ZONES



- DENOTES PROPOSED ZONES

ORDINARY COUNCIL

ORD06

ORD06

SUBJECT: ROAD SAFETY PROGRAM 2013/14
FROM: Acting Director Works & Services
BINDER: 13/635

PURPOSE OF REPORT

To inform Council of the planned Road Safety Program for the 2013/14 financial year, seek Council's endorsement for the programs and accept grant funding from the NSW Roads and Maritime Services (RMS).

BACKGROUND

The NSW Government is committed to making our roads amongst the safest, and a clear understanding of local road safety issues and solutions is an important component in achieving this state-wide aspiration. The Government's NSW Road Safety Strategy 2012 – 2021 identifies four principal initiatives under the "Safe Systems" road safety approach:

- Safer Roads;
- Safer Vehicles;
- Safer Road Users; and
- Safer Speeds.

A key focus of the Plan is to *"Work with local government to improve engagement, road safety capacity, knowledge sharing"*.

The RMS continues to support the Local Government Road Safety Program which incorporates the Road Safety Officer Program, for which the Government is committed to contributing funding to Councils until June 2014. The programs facilitate a collaborative approach between Councils and the State Government by involving Local Government and local communities in co-ordinated road safety planning and activities. In turn, this contributes to the state-wide effort of reducing the incidence and severity of road crashes by targeting issues which are most significant to local communities.

MAIN REPORT

The Local Government Road Safety Program aims to increase the commitment and involvement of local councils in road safety by focussing on educational and behavioural activities, primarily supporting the NSW Road Safety Strategy - Safer Road Users initiative. The aim is to contribute to a reduction in the number and severity of road crashes on local roads. Councils develop an annual Action Plan prepared using research, successful previous projects and the latest statistical data which clearly identifies local road safety projects for the coming financial year. Under the program the RMS currently funds 50% of an officer's salary for each Council and contributes further funding towards approved projects. All projects must meet RMS funding guidelines and deliver agreed road safety outcomes.

Projects proposed for the 2013/14 financial year are outlined below. Further details for each program are provided in **Attachment 1**. The letter of allocation of funding by the RMS is given in **Attachment 2**.

At Camden Council, the Community Road Safety Officer position is placed within the Environmentally Sustainable Design Branch, facilitating close working relationships with engineers and the Local Traffic Committee. The officer also undertakes the community safety portfolio as there are clear synergies with road safety, particularly regarding police liaison, liquor management and design issues. For a number of years Council has accepted RMS funding towards supporting this position. It is anticipated that as the Camden population grows that additional staff resources will be required to deliver both road safety and community safety services.

Following is a list of all road safety programs delivered with a brief program outline. Additionally, the Road Safety Plan Implementation and Community Safety Project Implementation receive a small budget allocation in order to achieve goals identified in the Road Safety Strategic Plan and undertake minor community safety works. A full program description for all other programs is attached to this report.

Child Restraint Fitting and Checking Days – “Choose Right Buckle Right” Program

The Choose Right Buckle Right program provides a vital service to the Camden community, giving residents the opportunity to attend a free child restraint and fitting day, four times a year. The program is extremely popular and is always fully booked.

Log Book Run Events – “Drives for Learners in Macarthur”

The Log Book Run events are held quarterly and give learner drivers the opportunity to undertake an organised drive with a group of up to 50 of their peers. The drives are designed to assist learner drivers to achieve the hours required to obtain their P1 licence, but also to give them extra on road experience to increase their safety once they have their P1 licence.

The Day Log Book Run events can take up to 50 participants and the Dusk Log Book Run can take up to 20 participants. This event is highly popular and consistently booked out. The program has also been recognised, being Highly Commended at the 2005 Local Government Excellence In Road Safety Awards, Highly Commended at the 2008 Australian Safer Communities Award and received National recognition as the winner of the Local Government Section of the Australian Safer Communities Award in 2008.

Graduated Licensing Scheme Workshops

These programs are delivered to the parents and supervisors of learner drivers in order to increase their awareness of the guidelines of the Graduated Licensing Scheme and to improve their ability to work with learner drivers to achieve the best road safety and driver practices. The workshops are delivered twice a year.

Macarthur Young Drivers Assistance Program

This program has now concluded, but involved assisting disadvantaged young people in the Camden Local Government Area to obtain the necessary learner driver log book

hours in order to get their P1 licence. This was done through driving lessons with an accredited driving instructor. The program worked with ten young people and funding was secured from a Family and Community Services grant.

There is no funding stream available to continue this program at this time.

Drink Drive Prevention – RBT Campaign

The RBT campaign is run in conjunction with the RMS and Camden Police Highway Patrol. It is a community based project incorporating education, enforcement, media and public relations, including the provision of minor resources to Camden Highway Patrol, with the aim of reducing incidents of drink driving and subsequently, the road trauma associated with drink driving.

Speed – “Slow Down” Campaign

The program promotes awareness of the speeds on local streets in the Camden Council area and addresses any issues through education and enforcement. Council works closely with Camden Police Highway Patrol to identify, address and enforce local speeding issues, with the aim of reducing road trauma as a result of speeding and improve local amenity and safety for residents within our community. The program also includes the provision of minor resources to Camden Highway Patrol with the aim of improving road safety outcomes.

Enhanced Enforcement Programs and Regional Programs

Working with Camden Police Highway Patrol and RMS, Council promotes and supports local, regional and state road safety campaigns to improve road safety outcomes and reduce road trauma. The program also includes the provision of minor resources to Camden Highway Patrol with the aim of improving road safety outcomes.

Camden Liquor Accord

Council attends the Liquor Accord meetings and uses this forum to promote responsible alcohol practices, drink drive and road safety messages in addition to working with venues to achieve optimum community safety outcomes for the community.

Drive 2 Stay Alive – High School Road Safety Education Program

This is a joint program between Council and Police that is delivered in high schools to Year 11 students. The purpose of the program is to raise awareness of best practice road safety and reduce the likelihood of our young drivers being involved in serious casualty or fatality crashes. The program has been running for six years and is highly regarded and receives positive feedback from students who attend, with evaluation results showing many responses saying it changes their attitude to driving and how they will conduct themselves on the road.

School Safety Program

The School Safety Program seeks to address road safety issues around schools in a multi-faceted, holistic approach in order to improve traffic flows, the safety of children and pedestrians and the amenity of other road users. It is delivered to all primary schools in the area.

Bike Safety Program / Camden Play Day

Camden Play Day is a children and families event hosted annually by Camden Council. As part of this day a bike safety course is set up to allow children to gain better cycling skills and educate as to best practice bike safety and helmet use. The program has been extremely well received by the community. The success of this program has seen interest by some sections of the community to conduct bike safety courses in schools. As a result a pilot program was run in 2012 at Oran Park Anglican College. The aim of the program is to improve and educate young children on the best safety practices when riding a bicycle. It also aims to increase bicycle use as a means of transport, which will reduce congestion issues around schools and on our roadways.

Cycling in Camden

This is a small project that identifies and can address through a minimal budget allocation some facility works to assist in facilitating higher cycling rates.

Years Ahead Seniors Program

The Years Ahead program is run by the NRMA and facilitated through Council. It aligns with our Seniors Week program. The aim of the program is to provide our older drivers with information regarding the challenges of driving as you get older, legislation and licensing requirements.

REPORTING

Monthly reports are prepared for the RMS to fulfil their project funding guidelines, giving a full status on all road safety programs being undertaken. Additionally, a status report is tendered at all Local Traffic Committee meetings, outlining the progress of all road safety programs.

FINANCIAL IMPLICATIONS

The Road Safety Program requires a varied amount allocation from Council including 50% for the salary component of the Community Road Safety Officer, which has already been included in the 2013/14 budget from general funds.

Council funding in 2013/14 and funding sources are proposed as follows. Figures may differ slightly from the original proposed budget for 2013/2014, and these changes will be addressed in the Quarterly Review of Budget:

Project	RMS Funding (\$)	Council Funding (\$)
Road Safety Plan Implementation	-	\$1,000
Community Safety Project Implementation	-	\$2,100
Choose Right Buckle Right	\$4,000	\$1,400
Drives for Learners in Macarthur *	\$4,000	\$2,500
Graduated Licensing Scheme Workshops	\$1,500	\$700
Macarthur Young Drivers Assistance	-	-

Program		
Drink Drive – RBT	\$1,500	\$2,000
Slow Down	-	\$2,000
Enhanced Enforcement Programs	-	\$1,000
Camden Liquor Accord	-	\$1,000
Drive 2 Stay Alive	-	\$2,500
School Safety Program	-	\$2,000
Camden Play Day / Cycling Awareness	-	\$500
Cycling in Camden	-	\$500
Years Ahead Seniors Program	-	\$100
Council Officer Position Funding	\$49,800	\$49,800
TOTAL	\$60,800	\$69,100

*Campbelltown City Council is the funds manager for this program, administers the grant funds from RMS and allocates further funding to the program.

CONCLUSION

The Local Government Road Safety Program is an integral part of Council’s approach to improve road safety through education, behavioural programs and working relationships with Camden Police to reduce injury and fatality crashes in the Camden Local Government.

The program is jointly funded by Council and the RMS, and is developed after analysis of crash statistics for the Camden area and development of a local road safety action plan.

RECOMMENDED

That Council:

- i. endorses the Road Safety Program for the 2013/14 financial year;**
- ii. accepts RMS funding of \$60,800 under the Local Government Road Safety Program with Council funding being already allocated in the adopted 2013/14 Budget; and**
- iii. authorises the relevant documentation to be completed under Council Seal as necessary.**

ATTACHMENTS

- 1. Road Safety Program
- 2. RMS Funding

ORD06

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 61%. 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 not 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	\$800
Other costs	RMS Authorised Restraint Fitter	\$4,000
Resources and supplies	Venue hire	\$600
	TOTAL	\$5,400

RMS grant funding to the amount of \$4,000 has been secured for the program for 2013/2014 financial year. It is proposed that Council's Road Safety budget will cover the additional \$1,400.

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 (insert new info here). 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	\$4,000
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	\$2,500
	TOTAL COST	\$12,500

RMS grant funding to the amount of \$8,000 has been secured for the program for 2013/2014 financial year. It is proposed that Council's Road Safety budget funds \$2,500, with Campbelltown City Council contributing a minimum of \$2,000 to the program.

Campbelltown City Council is the funds manager for this program and the grant funds from the RMS is administered through them.

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	\$1,500
Other costs	Venue hire and catering	\$700
	TOTAL COST	\$2,200

RMS grant funding to the amount of \$1,500.00 has been secured for the program for 2013/2014 financial year. It is proposed that Council's Road Safety budget will cover the additional \$700.00.

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 consulted 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;
- 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.

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- 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	\$2,000
Resources and supplies	Relevant supporting resources, including minor resources for Police	\$1,500
	TOTAL COST	\$3,500

RMS grant funding to the amount of \$1,500.00 has been secured for the program for 2013/2014 financial year. It is proposed that Council's Road Safety budget funds the additional \$2,000.

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.

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	\$1,000
	TOTAL COST	\$2,000

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

ORD06

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	\$1,000
	TOTAL COST	\$1,000

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 public 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 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 public 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.

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 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 salaried jobs, with the exception of the heavy vehicle operator and driving instructor 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	\$1,500
Donations	Provision of fuel cards to heavy vehicle company and driving school in appreciation of their attendance.	\$1,000
	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 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	\$2,000
	TOTAL COST	\$2,000

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

ORD06

Attachment 1

ORD06

Attachment 1

BIKE SAFETY PROGRAM**Program Description**

The Bike Safety Program is an in-school education program, targeted at primary school aged children. The program evolved from the bike safety course developed for Camden Play Day, the annual Council children and family event. The program aims to teach children the best safety practices when riding a bicycle, appropriate helmet use and basic bicycle skills. It is a joint program between Council and Camden Police.

At this time the program is only scheduled to be run in one school, Oran Park Anglican College. It was run for the first time in 2012, at the instigation of the school and Council ran the program as a pilot with a view of expanding it into other schools, subject to the provision of adequate staffing and resources.

The program consists of two parts, education and a practical skills session. The education session will cover off on bicycle road rules, appropriate and safe riding practices, children/bicycles and the law and appropriate helmet use. The practical session will have children performing basic cycling skills. No formal qualifications will be obtained by attendees and no on-road training will be conducted due to safety constraints.

Project Objectives

- To improve cycling safety, correct helmet use, educate to cyclists responsibilities while on the road, improve basic cycling skills and promote and increase cycling. A flow on effect would be a reduction in road congestion around schools if the amount of children cycling to school increases.

Project Strategies

- To deliver an in-school bike safety program at Oran Park Anglican College, with the view to expand the program into other schools in the Camden Local Government Area, dependant on the provision of additional staffing and resources.

Cost and budget

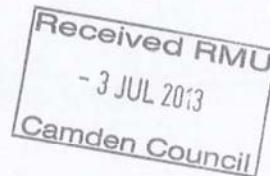
There is no allocated budget for this program at this time.



Transport
Roads & Maritime
Services

12 June 2013

The General Manager
Camden Council
37 John Street
Camden NSW 2570



Attention: Vince Capaldi

Local Government Program Funding 2013-2014

I refer to the submission from Camden Council for funding for road safety projects and I am pleased to confirm that the following has been approved:

Drink Drive Prevention	\$1,500
Choose Right Buckle Right	\$4,000
Log Book Run (joint project)	\$4,000 (Campbelltown Council as funds manager)
GLS	\$1,500

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 will need to be met:

1. Council utilises local Police intelligence where possible to assist with projects.
2. Where available, Roads and Maritime Services' (RMS) resources (provided on DVD) must be used and forwarded to RMS for approval no less than 3 weeks prior to production.
3. Artwork for new resources (not provided on DVD) must be developed in conjunction with Council's RUSO and forwarded to RMS for approval as a final draft no less than 6 weeks prior to production.
4. RMS is included as a member of the project committee for all RMS funded programs.
5. Police enforcement is an essential component of projects (where relevant), and Police must be involved in the initial planning stages.
6. 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 the campaign, would like the opportunity to speak at the campaign launch. RMS reserves the right to include its logo on campaign materials.

Roads & Maritime Services

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T 02 8849 2361 | F 02 8849 2745 | E paul.a.murray@rms.nsw.gov.au

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

ORD06

Attachment 2

ORD06

7. Any changes to this submission, including the budget must be received in writing and approved by RMS.
8. Expenditure for the Drink Drive and Choose Right Buckle Right projects 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 2014 and must include a final report.
9. Child restraint projects should include visitation and liaison with local retailers regarding correct fitting and current laws in relation to 0-7 year olds. All restraint fitters must be an Authorised Restraint Fitter and a participant survey should be undertaken.
10. Following delivery of each GLS workshop, an invoice for advertising costs should be forwarded to RMS along with all completed workshop evaluation forms.
11. The project evaluations and financial statements must be completed before the final invoice will be processed.
12. All invoices should include the RMS purchase order number.

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

Attachment 2